

## **TRANSPORTATION, COMMUNITY, AND SYSTEM PRESERVATION PROGRAM**

### **BACKGROUND:**

The Transportation, Community, and System Preservation (TCSP) Program provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships.

States, metropolitan planning organizations, local governments, and tribal governments are eligible for TCSP Program discretionary grants to plan and implement strategies which improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade, and examine development patterns and identify strategies to encourage private sector development patterns which achieve these goals.

Authorized funding for the TCSP Program is \$61.25 million per year for FY 2006 through 2009. These funds are subject to the obligation limitation. The Federal share payable on account of any TCSP project or activity shall be 80% or subject to the sliding scale rate [23 USC 120(b)].

Additional information on the TCSP Program can be found at the following links:

- <http://www.fhwa.dot.gov/tcsp/index.html>
- [http://www.fhwa.dot.gov/tcsp/pi\\_tcsp.htm](http://www.fhwa.dot.gov/tcsp/pi_tcsp.htm)
- <http://www.fhwa.dot.gov/tcsp/sec1117.htm>
- <http://www.fhwa.dot.gov/tcsp/projects.html>

### **STATUTORY REFERENCES:**

SAFETEA-LU Section: 1117.

### **FUNDING:**

Year	2005	2006	2007	2008	2009
Authorization	\$25M	\$61.25M	\$61.25M	\$61.25M	\$61.25M

Funded by contract authority; funds are not transferable. Funds are subject to the overall Federal-aid highway obligation limitation. [1117, 1102]

Funds are to be allocated by the Secretary to States, metropolitan planning organizations, local and tribal governments, ensuring an equitable distribution to a diversity of populations and geographic regions.

### **FEDERAL SHARE:**

The Federal share payable on account of any project or activity carried out under 23 USC 120(b) shall be 80% or subject to the sliding scale rate.

**OBLIGATION LIMITATION:**

The TCSP funds are subject to obligation limitation; however, 100 percent obligation authority is provided with the allocation of funds for the selected projects. The obligation limitation reduces the available funding for the program under the provisions of SAFETEA-LU, Section 1117 discussed above.

**ELIGIBLE USE OF FUNDS:**

The FHWA is soliciting applications for the TCSP Program for FY 2007. FHWA is focusing on projects which, in addition to meeting statutory criteria of the program, provide substantial benefits relating to highway safety or congestion relief. In addition to traditional projects applications, FHWA invites applications of larger-scale projects that provide strategic safety and congestion benefits under the TCSP Program.

Highway safety has been an increasing focus and priority for FHWA over the recent past. Targeting discretionary funding like TCSP funds, in a results-oriented comprehensive approach to safety is a means of directing limited discretionary funding to those projects that will yield tangible transportation and safety benefits. With respect to safety, applicants should describe the safety benefits associated with the project or activity for which funding is sought, including whether the project, activity, or improvement:

- Will result in a measurable reduction in the loss of property, injury, or life;
- Incorporates innovative safety design or operational techniques, including variable pricing for congestion reduction, electronic tolling, barrier systems, and intersection-related enhancements;
- Incorporates innovative construction work zone strategies to improve safety;
- Is located on a rural road that is in need of priority attention based on analysis of safety experience; and/or
- Is located in an urban area of high injury or fatality, and is an initiative to improve the design, operation or other aspect of the existing facility that will result in a measurable safety improvement.

Increasing mobility by reducing congestion has also been a priority for FHWA over the past few years. The application of discretionary funding to improve mobility and reduce congestion will yield tangible transportation and economic benefits that should far exceed the limited amount of discretionary funding provided to the project. These safety and congestion benefits are the types of benefits that the General Accountability Office recommended be assessed in making discretionary grant awards in an earlier report discussing the FHWA discretionary grant process.

In furtherance of measuring the congestion reduction and mobility benefits associated with a project that qualifies for funding under the TCSP Program, within the application, the applicant should describe how the TCSP project, activity or improvement:

- Relieves congestion in an urban area or along a major transportation corridor;
- Employs operational and technological improvements that promote safety and congestion relief; and/or
- Addresses major freight bottlenecks.

Funds may be used to carry out eligible projects to integrate transportation, community, and system preservation plans and practices that:

1. Improve the efficiency of the transportation system of the United States.
2. Reduce the impacts of transportation on the environment.
3. Reduce the need for costly future investments in public infrastructure.
4. Provide efficient access to jobs, services, and centers of trade.

5. Examine community development patterns and identify strategies to encourage private sector development.

Eligibility is broadly defined as a project eligible for assistance under Title 23 or Chapter 53 of Title 49, or any other activity the Secretary determines to be appropriate to implement transit-oriented development plans, traffic calming measures, or other coordinated TCSP practices.

### **PROJECT SELECTION CRITERIA:**

The Secretary of Transportation will make grants for projects to States, metropolitan planning organizations, local governments, and tribal governments, with priority consideration given to projects that:

- Have instituted coordinated preservation or development plans that promote cost-effective investment and private sector strategies;
- Have instituted other TCSP polices such as those addressing high-growth areas, urban growth boundaries, “green corridors” programs that provide access to major highway corridors for controlled growth areas;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Are focused on reducing congestion or demonstrated congestion relief strategies;
- Support coordinated transportation and land use;
- Use scenario planning strategies, including visualization;
- Address environmental mitigation;
- Implement performance based planning; or
- Encourage private sector involvement.

FHWA notes that the following criteria may be considered in the evaluation of candidates for this program:

- Expedient completion of project - Consideration is given to requests that will expedite the completion of a viable project. This is a project’s ability to be expeditiously completed within the limited funding amounts available.
- State priorities - For States that submit more than one project, consideration may be given to the individual State’s priorities.
- Leveraging of private or other public funding - Because the annual requests for funding far exceed the available TCSP funds, commitment of other funding sources to complement the requested TCSP funding is an important factor.
- National geographic distribution of funding within the TCSP Program - Consideration is given to selecting projects over time among all the States competing for funding.

### **SOLICITATION PROCEDURE:**

This solicitation will also be posted on FHWA’s website at <http://www.fhwa.dot.gov/tcsp/projects.html>. The FHWA division offices should provide this solicitation request to the State transportation departments, the primary agency that administers the TCSP Program projects. The State transportation department should coordinate with local agencies within their State to develop viable candidate projects and submits the candidate applications to the FHWA division office.

Should potential grantees have inquiries on the submission of a TCSP Program grant application, they can be directed to the attention of the FHWA Division Office contact identified at <http://www.fhwa.dot.gov/tcsp/field2.html>. After the division office has reviewed the submission and

ensured that the submission and all applications meet the TCSP Program requirements, they should send the applications to the FHWA Office of Planning in Headquarters. The specific timetable for the solicitation process for any particular fiscal year is provided in the solicitation memorandum.

The candidate project applications are reviewed and evaluated by the FHWA Office of Planning and an allocation plan is prepared for presentation of the candidate projects to the Office of the Federal Highway Administrator, where the final selection of projects for funding is made. The announcement of the selected projects and the allocation of funds are usually accomplished in June or July.

### **SUBMISSION REQUIREMENTS:**

States, metropolitan planning organizations, local governments, and tribal governments may submit applications for funding under this program. The following information must be included to properly evaluate the candidate projects. The appropriate division office must submit the applications by electronic mail in Microsoft Word format. Those applications that do not include these items are considered incomplete and will not be considered in the evaluation selection process.

1. **State** in which the project is located.
2. **County** in which the project is located.
3. **U.S. Congressional District No.(s)** in which the project is located. This is the U.S. Congressional District, not the State district.
4. **U.S. Congressional District Member's Name(s)**. This is the U.S. Congressional District representative, not the State legislature.
5. **Project Title** – This should be a very short project description that readily identifies the project, or is commonly used to describe the facility or project.
6. **Project Location** – Describe the specific location of the project, including route number and termini, if applicable. Also include appropriate local jurisdiction in which the project is located.
7. **Project Abstract** – Describe project work that is to be completed under this particular request, and whether this is a complete project or part of a larger project. (Maximum: 4 Sentences)
8. **Project Narrative** – This should include a list of the needs for the project and how each of those needs will be addressed by completion of the project. Other transportation benefits that will result from completion of the project, such as improved public safety, congestion reduction, economic development, community enhancement, etc., should be described.
9. **Amount of Federal TCSP Funds Requested** – Indicate the total cost of the proposed work along with the amount of TCSP funds being requested (the maximum Federal share for this program is 80 percent). The State may request partial funding (less than the 80 percent maximum), committing a larger portion of State or local funds. If the State is willing to accept partial funding of the request, that should be indicated. Partial funding along with the commitment of other funds will be used to determine leveraging of funds and allow funding for more projects.
10. **Commitment of Other Funds** – Indicate the amounts and sources of any private or other public funding being provided as part of this project. Only indicate those amounts of funding that are firm and documented commitments from the entity controlling the funds.
11. **Previous TCSP Funding** – Indicate the amount and Federal fiscal year of any previous TCSP funds received for this project
12. **Project Administration** – Indicate whether the project is being administered by the State transportation agency, a county or other local jurisdiction, tribal government, or another Federal agency. This information is needed to determine to whom to allocate the funds if the project is selected for funding.
13. **Project Schedule** – The anticipated project schedule (assuming the requested TCSP funding is provided) is required. The schedule should show how the work will be commenced in the fiscal year for which the funds are being requested, and the anticipated completion date of the work.

Applications should only be submitted for projects that are ready to advance if the funding request is met.

If the potential grantee desires to submit additional information, such as maps, pictures, copies of support letters etc., those items must be submitted by hard copy to the FHWA division office, which will provide this information to the Office of Planning. This additional information should be identified by the State and Project Title that matches items 1 and 5 of the electronic application. These additional items are not required and are not to be sent electronically. Any support letters should be addressed and sent to the Federal Highway Administrator, who is the official ultimately responsible for selecting projects for funding.

#### **ANNOUNCEMENT OF AWARDS / ALLOCATION OF FUNDS:**

After the applications are received and projects are selected for funding, after the Congressional notification process is completed, the FHWA Office of Planning will issue an announcement by email to all FHWA division offices announcing the TCSP projects that will be funded and the amount of funding for each project.

At that time, States may request that funds be allocated for any projects for which the funds are ready to be obligated. The State transportation agency shall send an email to the FHWA division office indicating the project, the amount requested for allocation, and the date by which the funds will be obligated. The Office of Planning will issue the allocation memorandum within a few days of receiving the allocation request from the division office.

#### **STATE TRANSPORTATION AGENCY RESPONSIBILITIES:**

1. Coordinate with State, metropolitan planning organizations, local, tribal, and Federal agencies within the State to develop project applications.
2. Ensure that the applications are completed for candidate projects in accordance with the submission requirements outlined above.
3. If appropriate, establish suggested priorities if submitting more than one project.
4. Submit the applications electronically to the local FHWA division office on time so that the submission deadline can be met. Additional inquiries on the submission of a TCSP Program grant applications can be directed to Kenneth Petty at [kenneth.petty@dot.gov](mailto:kenneth.petty@dot.gov) or 202-366-6654.
5. After awards are announced, submit request to FHWA division office for allocation of funds when project funds are ready to be obligated.

#### **FHWA DIVISION OFFICE RESPONSIBILITIES:**

1. Provide the solicitation memorandum and this program information to the State transportation agency electronically to facilitate their electronic submission of applications.
2. Request candidate projects to be submitted by the State to the FHWA division office electronically to meet the submission deadline established in the solicitation.
3. Review all candidate applications submitted by the State prior to sending them to FHWA Headquarters to ensure that they are complete and meet the submission requirements. Review and comment on suggested project priorities.
4. Submit the candidate applications electronically to FHWA Headquarters Office of Planning as outlined in the solicitation memorandum. Additional inquiries on the submission of a TCSP Program grant applications can be directed to Kenneth Petty at [kenneth.petty@dot.gov](mailto:kenneth.petty@dot.gov) or 202-366-6654. Include the following with the transmitting email message:
  - a. Statement from the division office that the State's submittal has been reviewed by the

- division office and that it meets the submission requirements.
  - b. State transportation department submission email or letter to the FHWA division office.
  - c. Each Microsoft Word TCSP grant application as a separate attachment.
5. Forward award announcement to the State.
  6. Forward allocation requests from the State to the FHWA Office of Planning, via email to Kenneth Petty (kenneth.petty@dot.gov).

**FHWA HEADQUARTERS PROGRAM OFFICE RESPONSIBILITIES:**

1. Solicit applications through annual solicitation memorandum.
2. Review applications and compile appropriate program and project information for the Office of the Federal Highway Administrator.
3. Issue award announcement via email to all FHWA division offices.
4. Allocate funds upon receipt of request from the FHWA division office.

**FHWA HEADQUARTERS PROGRAM OFFICE CONTACT:**

Kenneth Petty, Transportation Specialist, Office of Planning  
Phone: (202) 366-6654  
Fax: (202) 493-2198  
Email: [kenneth.petty@dot.gov](mailto:kenneth.petty@dot.gov)