

with federal, state and local agencies prior to the implementation of Stage 3. Therefore, this notice of limitations does not apply to Stage 3.

DATES: By this notice, the FHWA is advising the public of final agency actions subject to 23 U.S.C. 139(l)(1). A claim seeking judicial review of the Federal agency actions on the highway project will be barred unless the claim is filed within 180 days of publication of this **Federal Register** notice. If the Federal law that authorizes judicial review of a claim provides a time period of less than 180 days for filing such claim, then that shorter time period still applies.

FOR FURTHER INFORMATION CONTACT: Tracey Blankenship, Major Projects Program Manager, Federal Highway Administration, 525 Junction Road Suite 8000, Madison, Wisconsin 53717; *telephone:* (608) 829-7510 or *email:* Tracey.Blankenship@dot.gov. The FHWA Wisconsin Division's normal office hours are 7 a.m. to 4 p.m. central time. For the Wisconsin Department of Transportation (WisDOT): Larry Barta, P.E., Wisconsin Department of Transportation, Southwest Region Office, 2101 Wright Street, Madison, Wisconsin 54303; *telephone:* (608) 246-3884; *email:* Larry.Barta@dot.wi.gov.

SUPPLEMENTARY INFORMATION: Notice is hereby given that FHWA has taken final agency actions subject to 23 U.S.C. 139(l)(1) by issuing approvals for the following highway project: US 18/151 (Verona Road) CTH PD to US 12/14 (Beltline) and US 12/14 (Beltline) Whitney Way to Todd Drive, Dane County, Wisconsin, Project ID 1206-07-03. The actions taken by FHWA, and laws under which such actions were taken, are described in the Final Environmental Impact Statement (FEIS) for the project, approved on June 28, 2011 (FHWA-WI-EIS-03-02-F), in the Record of Decision (ROD) issued on November 2, 2011, and in other documents in the FHWA/WisDOT administrative record for the project. The FEIS, ROD, and other project records are available by contacting FHWA or WisDOT at the addresses provided above.

The FEIS can also be viewed on the project Web site: <http://www.dot.wisconsin.gov/projects/d1/verona/environment.htm#feis>

This notice applies to all Federal agency decisions as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

1. General: National Environmental Policy Act (NEPA) [42 U.S.C. 4321-4351]; Federal-Aid Highway Act (FAHA) [23

- U.S.C. 109 and 23 U.S.C. 128].
2. Air: Clean Air Act [42 U.S.C. 7401-7671(q)].
3. Land: Section 4(f) of the Department of Transportation Act of 1966 [23 U.S.C. 138 and 49 U.S.C. 303], Section 6(f) of the Land and Water Conservation Act as amended [16 U.S.C. 4601], and National Trails System Act [16 U.S.C. 1241-1249].
4. Wildlife: Endangered Species Act of 1973 [16 U.S.C. 1531-1543 and Section 1536]; Fish and Wildlife Coordination Act [16 U.S.C. 661-666(c)]; Migratory Bird Treaty Act [16 U.S.C. 760c-760g].
5. Historic and Cultural Resources: Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470(f) et seq.]; Archaeological Resources Protection Act of 1977 [16 U.S.C. 470(aa)-470(ll)]; Archaeological and Historic Preservation Act [16 U.S.C. 469-469(c)]; Native American Grave Protection and Repatriation Act [25 U.S.C. 3001 et seq.].
6. Social and Economic: Civil Rights Act of 1964 [42 U.S.C. 2000(d) et seq.]; American Indian Religious Freedom Act [42 U.S.C. 1996]; Americans With Disabilities Act [42 U.S.C. 12101]; Uniform Relocation Assistance and Real Property Acquisition Act of 1970 [42 U.S.C. 4601 et seq. as amended by the Uniform Relocation Act Amendments of 1987 [P.L. 100-17].
7. Wetlands and Water Resources: Clean Water Act (Section 404, Section 401, Section 319) [33 U.S.C. 1251-1376]; Land and Water Conservation Fund [16 U.S.C. 4601-4 to 4601-11]; Safe Drinking Water Act [42 U.S.C. 300(f)-300(j)(6)]; TEA-21 Wetlands Mitigation [23 U.S.C. 103(b)(6)(m), 133(b)(11)]; Flood Disaster Protection Act, [42 U.S.C. 4001-4128]; Emergency Wetlands Resources Act, [16 U.S.C. 3921, 3931].
8. Hazardous Materials: Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) as amended [42 U.S.C. 9601-9657]; Superfund Amendments and Reauthorization Act of 1986 [Pub. L. 99-499]; Resource Conservation and Recovery Act [42 U.S.C. 6901 et seq.].
9. Executive Orders: E.O. 11990 Protection of Wetlands; E.O. 11988 Floodplain Management as amended by E.O. 12148; E.O. 12898, Federal Actions To Address Environmental Justice in Minority Populations and Low Income Populations; E.O. 11593 Protection and Enhancement of Cultural Resources; E.O. 13007 Indian Sacred Sites; E.O. 13287 Preserve America; E.O. 13175 Consultation and Coordination With Indian Tribal Governments; E.O. 11514 Protection and Enhancement of Environmental Quality; E.O. 13112 Invasive Species.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Authority: 23 U.S.C. 139(l)(1).

Issued on: December 5, 2011.

Tracey Blankenship,

Major Projects Program Manager, FHWA Wisconsin Division, Madison, Wisconsin.

[FR Doc. 2011-31815 Filed 12-9-11; 8:45 am]

BILLING CODE 4910-RY-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

FY 2011 Discretionary Sustainability Funding Opportunity; Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) and Clean Fuels Grant Program, Augmented With Discretionary Bus and Bus Facilities Program

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: FTA Sustainability Program Funds: Announcement of Project Selections.

SUMMARY: The U.S. Department of Transportation's (DOT) Federal Transit Administration (FTA) announces the selection of Fiscal Year (FY) 2011 projects funded under two discretionary programs: The Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) program and the Clean Fuels Grant program enhanced with Section 5309 Bus and Bus Facilities program funds. Both programs support the U.S. Department of Transportation's environmental sustainability efforts and were announced in FTA's Notice of Funding Availability (NOFA) on June 24, 2011. The TIGGER program makes funds available for capital investments that will reduce the energy consumption or greenhouse gas emissions of public transportation systems. The Clean Fuels Grant program makes funds available to assist nonattainment and maintenance areas in achieving or maintaining the National Ambient Air Quality Standards for ozone and carbon monoxide and supports emerging clean fuel and advanced propulsion technologies for transit buses and markets for those technologies.

FOR FURTHER INFORMATION CONTACT: Successful applicants should contact the appropriate FTA Regional office (Appendix) for specific information regarding applying for these funds or specific questions. For general program information on TIGGER, contact Matthew Lesh, Office of Mobility Innovation, (202) 366-0953, *email:* matthew.lesh@dot.gov. For general program information on the Clean Fuels Grant program, contact Vanessa Williams, Office of Program

Management, at (202) 366-4818, *email*: vanessa.williams@dot.gov.

SUPPLEMENTARY INFORMATION: *Clean Fuels:* A total of \$51.5 million was available for FTA's Clean Fuels Grant program in FY 2011. A total of 111 applicants requested approximately \$450.5 million indicating significant demand for available funds. Of the proposals submitted, 20 were from attainment areas requesting \$80.8 million and were only considered for Bus and Bus Facilities program funds. The project proposals were evaluated based on the criteria detailed in the June 24, 2011 NOFA. The projects selected and shown in Table 1 will provide a reduction in transportation-related pollutants and improve air quality. Table 1 also includes the five projects selected from attainment areas that will be funded for a total of \$11.3 million with FY 2011 Section 5309 Bus and Bus Facilities funding. Clean Fuels and Bus projects can be funded at up to 83 percent Federal share for eligible vehicle purchases. The 83 percent share is a blended figure representing 80 percent of the vehicle and 90 percent of the vehicle-related equipment to be acquired in compliance with the Clean Air Act. The 83 percent share does not apply to facilities, for which the costs are more variable. The eligibility of facility-related cost element at the 90 percent share will be reviewed for eligibility of the higher Federal share on a case-by-case basis as part of the grant application process. The FY 2011

Consolidated Appropriations Act (Department of Defense and Full-Year Continuing Appropriations Act, 2011, Pub L. 112-10) allows a 90 percent Federal share for total cost of a biodiesel bus and 90 percent Federal share for the net capital cost of factory installed hybrid electric propulsion systems and any equipment related to such a system. The Clean Fuels Grant and Bus program funds allocated in this announcement must be obligated in a grant by September 30, 2014.

TIGGER: A total of \$49.9 million was available for FTA's TIGGER program in FY 2011. A total of 155 applicants requested approximately \$616 million, indicating significant demand for available funds. Project proposals were evaluated based on the criteria detailed in the June 24, 2011 NOFA. Projects selected for implementation with the TIGGER program funds are included in Table 2. TIGGER projects can be funded at up to 100 percent Federal share; however, the local share ratio described in the project proposal must be maintained in the grant application. Recipients of TIGGER funds must report on an annual basis: (1) Actual annual energy consumed within the project scope attributable to the investment for the energy consumption projects; (2) actual greenhouse gas emissions within the project scope attributable to the investment for greenhouse gas reduction projects; and, (3) actual annual reductions or increase in operating costs to the investment for all projects. The

TIGGER funds allocated in this announcement must be obligated by September 30, 2013.

Project Implementation: Grantees selected for competitive discretionary funding should work with their FTA regional office to finalize the application in FTA's Transportation Electronic Award Management (TEAM) system, so that funds can be obligated expeditiously. Funds must be used for the purposes specified in the competitive proposal and developed within the grant application. A discretionary project identification number has been assigned to each project for tracking purposes and must be used in the TEAM application. Selected projects have pre-award authority as of November 17, 2011. Post-award reporting requirements include submission of the Financial Federal Report and Milestone reports in TEAM as appropriate (see FTA.C.5010.1D).

The grantee must comply with all applicable Federal statutes, regulations, executive orders, FTA circulars, and other Federal administrative requirements in carrying out the project supported by the FTA grant. FTA emphasizes that grantees must follow all third-party procurement guidance, as described in FTA.C.4220.1F.

Issued in Washington, DC, this 6th day of December, 2011.

Peter Rogoff,
Administrator.

Appendix A

FTA REGIONAL AND METROPOLITAN OFFICES

Mary Beth Mello, Regional Administrator, Region 1—Boston, Kendall Square, 55 Broadway, Suite 920, Cambridge, MA 02142-1093, Tel. 617-494-2055.

States served: Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont.

Anthony Carr, Acting Regional Administrator, Region 2—New York, One Bowling Green, Room 429, New York, NY 10004-1415, Tel. 212-668-2170.

States served: New Jersey, New York.

New York Metropolitan Office, Region 2—New York, One Bowling Green, Room 428, New York, NY 10004-1415, Tel. 212-668-2202.

Brigid Hynes-Cherin, Regional Administrator, Region 3—Philadelphia, 1760 Market Street, Suite 500, Philadelphia, PA 19103-4124, Tel. 215-656-7100.

States served: Delaware, Maryland, Pennsylvania, Virginia, West Virginia, and District of Columbia.

Washington, DC Metropolitan Office, 1990 K Street, NW., Room 510, Washington, DC 20006, Tel. 202-219-3562.

Yvette Taylor, Regional Administrator, Region 4—Atlanta, 230 Peachtree Street NW., Suite 800, Atlanta, GA 30303, Tel. 404-865-5600.

States served: Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, Puerto Rico, South Carolina, Tennessee, and Virgin Islands.

Robert C. Patrick, Regional Administrator, Region 6—Ft. Worth, 819 Taylor Street, Room 8A36, Ft. Worth, TX 76102, Tel. 817-978-0550.

States served: Arkansas, Louisiana, Oklahoma, New Mexico and Texas.

Mokhtee Ahmad, Regional Administrator, Region 7—Kansas City, MO, 901 Locust Street, Room 404, Kansas City, MO 64106, Tel. 816-329-3920.

States served: Iowa, Kansas, Missouri, and Nebraska.

Terry Rosapep, Regional Administrator, Region 8—Denver, 12300 West Dakota Ave., Suite 310, Lakewood, CO 80228-2583, Tel. 720-963-3300.

States served: Colorado, Montana, North Dakota, South Dakota, Utah, and Wyoming.

Leslie T. Rogers, Regional Administrator, Region 9—San Francisco, 201 Mission Street, Room 1650, San Francisco, CA 94105-1926, Tel. 415-744-3133.

States served: American Samoa, Arizona, California, Guam, Hawaii, Nevada, and the Northern Mariana Islands.

Los Angeles Metropolitan Office, Region 9—Los Angeles, 888 S. Figueroa Street, Suite 1850, Los Angeles, CA 90017-1850, Tel. 213-202-3952.

FTA REGIONAL AND METROPOLITAN OFFICES—Continued

Marisol Simon, Regional Administrator, Region 5—Chicago, 200 West Adams Street, Suite 320, Chicago, IL 60606, Tel. 312-353-2789.

States served: Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin.

Chicago Metropolitan Office, Region 5—Chicago, 200 West Adams Street, Suite 320, Chicago, IL 60606, Tel. 312-353-2789.

Rick Krochalis, Regional Administrator, Region 10—Seattle, Jackson Federal Building, 915 Second Avenue, Suite 3142, Seattle, WA 98174-1002, Tel. 206-220-7954.

States served: Alaska, Idaho, Oregon, and Washington.

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Table 1
CLEAN FUELS AND BUS AND BUS FACILITIES PROJECT SELECTIONS

State	Project ID	Recipient	Project Description	Allocation
CA	D2011-CLNF-10001 (\$107,145) and D2011-CLNF-001 (\$1,892,855)	Long Beach Public Transportation Company	Replace diesel buses with alternatively fueled Gasoline/Electric Hybrid coaches	\$2,000,000
CA	D2011-CLNF-002	Monterey-Salinas Transit	Replace gas mini-buses with new diesel hybrid electric mini-buses	\$788,308
FL	D2011-CLNF-003	City of Gainesville	Procure HE Biodiesel buses and electric cooling system conversions for existing biodiesel buses	\$3,000,000
FL	D2011-CLNF-004	Hillsborough Area Regional Transit Authority	Compressed Natural Gas (CNG) Fueling Station and Maintenance Facility Modifications	\$2,320,000
GA	D2011-BUSP-194	Columbus Consolidated Government	Purchase of Hybrid Electric Buses	\$1,677,312
IA	D2011-BUSP-195	Des Moines Area Regional Transit Authority	Hybrid Buses Upgrade	\$1,125,000
IL	D2011-CLNF-005	Illinois Department of Transportation	Purchase of replacement hybrid-electric vehicles	\$5,000,000
IL	D2011-CLNF-006	Springfield Mass Transit District	Replace the Compressed Natural Gas (CNG) Fueling Station	\$1,000,000
IN	D2011-CLNF-007	City of Evansville -- Metropolitan Evansville Transit System	Purchase Mini- Hybrid electric cooling fan system	\$175,186
MA	D2011-CLNF-008	Montachusett Regional Transit Authority	Purchase Hybrid-Electric Buses	\$979,400
MD	D2011-CLNF-009	Maryland Department of Transportation	Purchase Hybrid and Compressed Natural Gas (CNG) buses	\$3,066,286
MI	D2011-CLNF-010	Ann Arbor Transportation Authority	Hybrid-electric drive replacement for buses	\$2,079,000
ND	D2011-CLNF-011	City of Fargo	Replace 35-foot buses	\$1,029,200
NJ	D2011-CLNF-012	New Jersey Transit Corporation	Efficiency Upgrade of Compressed Natural Gas Fill Station	\$1,500,000
NY	D2011-CLNF-013	Capital District Transportation Authority	Purchase Hybrid Electric Vehicles	\$2,500,000
OH	D2011-CLNF-014	Central Ohio Transit Authority	McKinley Avenue CNG Fueling Station	\$4,368,000
OH	D2011-CLNF-015	Southwest Ohio Regional Transit Authority	Replace 40 -foot diesel buses with innovative EMP "Mini Hybrid" Buses	\$1,934,400
OR	D2011-CLNF-016	Tri-County Metropolitan Transportation District of Oregon	Purchase Hybrid Buses	\$2,500,000
PA	D2011-BUSP-196	Eric Metropolitan Transit Authority	Replace Diesel Vehicles with CNG Vehicles	\$2,000,000
PA	D2011-CLNF-017	Lehigh and Northampton Transportation Authority	Purchase Hybrid Buses	\$3,000,000
PA	D2011-CLNF-018	Port Authority of Allegheny County	Port Authority of Allegheny County (PAAC) CNG Fueling Station Public-Private Partnership	\$3,070,000
PA	D2011-BUSP-197	River Valley Transit (RVT)	Construction of RVT's CNG Fueling Facility and Purchase CNG Replacement Transit Vehicles	\$3,500,000
PA	D2011-CLNF-019	Southeastern Pennsylvania Transportation Authority	SEPTA's Hybrid Bus Purchase Project: Incremental cost to replace 40-foot diesel buses with hybrid buses	\$5,000,000

Table 1
CLEAN FUELS AND BUS AND BUS FACILITIES PROJECT SELECTIONS

State	Project ID	Recipient	Project Description	Allocation
TX	D2011-CLNF-020	City of El Paso	Replacement of CNG Paratransit Unleaded Fuel Vehicles	\$1,500,000
TX	D2011-CLNF-021	City of Lubbock/Citibus	Replacement of 35' Citibus' 1996 Novabuses	\$2,000,000
TX	D2011-BUSP-198	VIA Metropolitan Transit	Purchase Compressed Natural Gas, 60-ft, Bus Rapid Transit Buses	\$3,000,000
WA	D2011-CLNF-022	City of Longview	Purchase 35-foot clean fuel biodiesel buses	\$1,120,500
WA	D2011-CLNF-023	Intercity Transit	Purchase Hybrid BioDiesel-Electric Replacement Buses	\$1,500,000
WA	D2011-CLNF-024	Stillaguamish Tribe of Indians	Purchase additional hybrid sedans	\$69,720
TOTAL				\$62,802,312

Table II
TIGGER III PROJECT SELECTIONS

State	Project ID	Recipient	Project Description	Allocation
AZ	D2011-GGER-001	Regional Public Transportation Authority (Phoenix)	Electric Fan Retrofit (\$1,349,715); Solar and Shade Canopy Project (\$2,715,000)	\$4,064,715
CA	D2011-GGER-002	Long Beach Public Transportation Company	Long Beach Transit Zero Emission/All Electric Bus Pilot Project	\$6,700,000
CA	D2011-GGER-003	SunLine Transit Agency (Thousand Palms)	American Fuel Cell Hybrid Buses for SunLine Transit	\$4,917,876
CT	D2011-GGER-004	Connecticut Department of Transportation	Acquire Stationary Fuel Cell for CT Transit New Haven Division Bus Maintenance Facility	\$5,702,298
FL	D2011-GGER-005	South Florida Regional Transportation Authority	Tri-Rail's Pompano Beach Green Station Demonstration Project	\$5,713,549
IL	D2011-GGER-006	Commuter Rail Division of the RTA d/b/a Metra (Chicago)	Locomotive Energy Efficiency Project in Northeast Illinois - A Non-Attainment Region	\$2,208,000
MD	D2011-GGER-007	Maryland Department of Transportation	Bus Electric Radiator Retrofit	\$1,544,580
NY	D2011-GGER-008	Rochester-Genesee Regional Transportation Authority	Boiler Replacement, Unit Heater Efficiency, HVAC Controls and Pavement Ice Control	\$352,140
PA	D2011-GGER-009	Southeastern Pennsylvania Transportation Authority (Philadelphia)	Energy Storage Device at High-Demand Substations	\$1,440,000
SC	D2011-GGER-010	South Carolina Department of Transportation	Seneca Energy & GHG Reduction Through Bus Electrification	\$4,118,000
TN	D2011-GGER-011	Chattanooga Area Regional Transportation Authority	CARTA Wayside Inductive Power Transfer System Applied to 30-foot Electric Transit Buses	\$2,502,400
TX	D2011-GGER-012	City of McAllen	On-line Electric Vehicle Bus Project	\$1,906,908
UT	D2011-GGER-013	Utah Transit Authority	University of Utah Campus Shuttle Electrification	\$2,692,000
VA	D2011-GGER-014	Town of Blacksburg\ Blacksburg Transit	Blacksburg Transit Dynamic Bus Routing and Scheduling Study	\$1,858,680
VT	D2011-GGER-015	Vermont Agency of Transportation	STSI Transit Facility Energy-Efficient Improvements.	\$95,769
WA	D2011-GGER-016	Chelan - Douglas Public Transportation Benefit Area	Link Transit- Five 100% Battery Electric Transit Vehicles and Associated Charging Stations	\$2,500,000
WA	D2011-GGER-017	Sound Transit (Seattle)	Central Link Light Rail On-board energy storage	\$1,583,085
TOTAL				\$49,900,000

[FR Doc. 2011-31694 Filed 12-9-11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Maritime Administration**

[Docket No. MARAD-2011-0162]

Assistance to Small Shipyard Grant Program**AGENCY:** Maritime Administration, DOT.**ACTION:** Notice of Small Shipyard Grant Program.

SUMMARY: This notice announces the intention of the Maritime Administration to provide grants for small shipyards. Catalog of Federal Domestic Assistance Number: 20.814.

DATES: The period for submitting grant applications, as mandated by statute, commenced on November 18, 2011. The applications must be received by the Maritime Administration by 5 p.m. EST on January 17, 2012. Applications received later than this time will not be considered. The Maritime Administration intends to award grants no later than March 18, 2012.

FOR FURTHER INFORMATION CONTACT:

Director, Office of Shipyards and Marine Engineering, Maritime Administration, Room W21-318, 1200 New Jersey Ave. SE., Washington, DC 20590; *phone:* (202) 366-5737; or *fax:* (202) 366-6988.

SUPPLEMENTARY INFORMATION: In accordance with Section 54101 of Title 46, United States Code, and the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2012, Public Law 112-55, this notice announces the intention of the Maritime Administration to provide grants for small shipyards. Catalog of Federal Domestic Assistance Number: 20.814.

Under the Small Shipyard Grant program, there is currently \$9,980,000 available for grants for capital and related improvements for qualified shipyard facilities that will be effective in fostering efficiency, competitive operations, and quality ship construction, repair, and reconfiguration. Grant funds may also be used for maritime training programs to foster technical skills and operational productivity in communities whose economies are related to or dependent upon the maritime industry. Grants for such training programs may only be awarded to "Eligible Applicants" as described below, but training programs can be established through vendors to such applicants. Grant funds may not be

used to construct buildings or other physical facilities or to acquire land unless such use is specifically approved by the Maritime Administration as being consistent with and supplemental to capital and related infrastructure improvements.

Award Information: The Maritime Administration intends to award the full amount of the available funding through grants to the extent that there are worthy applications. No more than 25 percent of the funds available will be awarded to shipyard facilities in one geographic location that have more than 600 production employees. The Maritime Administration will seek to obtain the maximum benefit from the available funding by awarding grants for as many of the most worthy projects as possible. The Maritime Administration may partially fund applications by selecting parts of the total project. The start date and period of performance for each award will depend on the specific project and must be agreed to by the Maritime Administration.

Eligibility Information: 1. Eligible Applicants—the statutes referenced above provide that shipyards can apply for grants. The shipyard facility for which a grant is sought must be in a single geographical location, located in or near a maritime community, and may not have more than 1200 production employees. The applicant must be the operating company of the shipyard facility. The shipyard facility must construct, repair, or reconfigure vessels 40 ft. in length or greater, for commercial or government use. 2. Eligible Projects—capital and related improvement projects that will be effective in fostering efficiency, competitive operations, and quality ship construction, repair, and reconfiguration; and training projects that will be effective in fostering employee skills and enhancing productivity. For capital improvement projects, all items proposed for funding must be new and to be owned by the applicant. For both capital improvement and training projects, all project costs, including the recipient's share, must be incurred after the date of the grant agreement.

Matching Requirements: The Federal funds for any eligible project will not exceed 75 percent of the total cost of such project. The remaining portion of the cost shall be paid in funds from or on behalf of the recipient. The applicant is required to submit detailed financial statements and supporting documentation demonstrating how and when such matching requirement is proposed to be funded as described below. The recipient's entire matching

requirement must be paid prior to payment of any federal funds for the project. However, for good cause shown, the Maritime Administrator may waive the matching requirement in whole or in part, if the Administrator determines that a proposed project merits support and cannot be undertaken without a higher percentage of Federal financial assistance.

Application: An application should be filed on standard Form SF-424 which can be found on the Internet at *Marad.dot.gov*. Although the form is available electronically, the application must be filed in hard copy as indicated below due to the amount of information requested. A shipyard facility in a single geographic location applying for multiple projects must do so in a single application. The application for a grant must include all of the following information as an addendum to Form SF-424. The information should be organized in sections as described below:

Section 1: A description of the shipyard including (a) location of the shipyard; (b) a description of the shipyard facilities; (c) years in operation; (d) ownership; (e) customer base; (f) current order book including type of work; (g) vessels delivered (or major projects) over last 5 years; and (h) Web site address, if any.

Section 2: For each project proposed for funding the following:

(a) A comprehensive detailed description of the project including a statement of whether the project will replace existing equipment, and if so the disposition of the replaced equipment.

(b) A description of the need for the project in relation to shipyard operations and business plan and an explanation of how the project will fulfill this need.

(c) A quantitative analysis demonstrating how the project will be effective in fostering efficiency, competitive operations, and quality ship construction, repair, or reconfiguration (for capital improvement projects) or how the project will be effective in fostering employee skills and enhancing productivity (for training projects). The analysis should quantify the benefits of the projects in terms of staff-hours saved, dollars saved, percentages, or other meaningful metrics. The methodology of the analysis should be explained with assumptions used identified and justified.

(d) A detailed methodology and timeline for implementing the project.

(e) A detailed itemization of the cost of the project together with supporting documentation, including current