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Broward Metropolitan Planning Organization Federal Update February 2016

President Releases FY 2017 Budget Request: On February 9, President Obama submitted his budget request to Congress for fiscal year (FY) 2017. The President's budget calls for an estimated \$4.1 trillion in total spending. This is the Administration's last budget request, and much of the spending within the budget seeks to strengthen the President's legacy on a variety of issues, such as environment, education, and transportation.

The White House projects the 2017 budget, if passed, would produce GDP growth of 2.6 percent this year and next while the deficit would gradually shrink, going from 3.3 percent of GDP in FY 2016 to an average of 2.6 percent over the next decade. Cuts included in the 2017 budget include: a \$1.2 billion or 30 percent decrease in Army Corps of Engineers funding to \$4.62 billion; a \$460 million decrease in FEMA Preparedness Grants; a \$390 million decrease of the Low Income Home Energy Assistance Program; and a \$257 million decrease of the Environmental Protection Agency's (EPA) Clean Water and Drinking Water State Revolving Loan Funds.

However, the President also used his last budget to announce a variety of initiatives such as a \$12 billion initiative to end child hunger by providing electronic cash benefits for food to low-income children during the summer, \$1 billion for the "moonshot" to cure cancer, and a proposed \$10-per-barrel tax on oil. Other large spending requests included \$2 billion for the federal Pell Grant program aimed at helping students accelerate their progress toward to degree by attending school year-round, \$19 billion for cybersecurity spending, and a \$1.8 billion request for emergency funding to combat the Zika virus.

In a statement regarding the President's budget request to Congress, Ryan stated it is "a progressive manual for growing the federal government at the expense of hardworking Americans" and vowed the plan dead upon arrival in Congress. While the House Budget Committee was expected to vote on their proposal the last week in February, partisan challenges have delayed the committee vote. However, GOP leadership is still confident they will be able to get the budget proposal on the House floor soon.

An overall budget summary for the U.S. Army Corps of Engineers and the Department of Transportation (DOT) is below.

U.S. Army Corps of Engineers (Corps)

- \$4.62 billion – a 23% cut from FY 2016 enacted funding - for the Army Corps of Engineers Civil Works program. Wants to cut \$808 million, or about 40 percent, from

the Corps spending on what the administration calls “Low Priority Studies and Construction.” This is nearly 65 percent larger than a cut it proposed in its budget plan last year

- **\$1.09 billion for Construction** – a decrease of approximately \$800 million in funding over FY 2016 enacted levels: Allocates funds on a performance basis to high-performing projects. The Budget funds those investments within the three main mission areas of the Corps civil works program — commercial navigation, flood and storm damage reduction, and aquatic ecosystem restoration — as well as related efforts (such as hydropower at multi-purpose dams) that provide the best economic, environmental, and public safety returns to the Nation. The Corps gives priority to the projects with the greatest net economic and environmental returns per dollar invested, as well as to projects that address a significant risk to human safety
- **Continuing Authorities Program (CAP)** - The Corps can plan, design, and implement certain types of water resources projects without additional project specific congressional authorization. The Corps can plan and implement projects of limited size, cost, scope and complexity.
 - \$1 million for Aquatic Ecosystem Restoration, Section 206 (projects at \$10 million)
 - \$500,000 for Flood Control Projects, Section 205 (projects at \$10 million)
 - \$1 million for Project Modifications for Improvement of the Environment, Section 1135 (projects at \$10 million)
- **\$2.705 billion for Operation and Maintenance** or \$432 million less than FY 2016 enacted level: Funds inspection, operation, maintenance, and related activities for water resources projects operated and maintained by the Corps. These projects include navigation channels, navigation locks and dams, structures to reduce the risk of flood and storm damage (e.g., levees)
 - Includes \$950 million for the Harbor Maintenance Trust Fund (HMTF) – 23 percent decrease
- **\$85 million for Investigations** – a \$36 million decrease or 30 percent less than FY 2016 enacted levels – which funds studies to determine the need, engineering feasibility, and economic and environmental return to the federal government; preconstruction engineering

Department of Transportation (DOT)

FY 2017 budget requested \$98.076 billion – a 29% increase over FY 2016 enacted funding

In the President’s FY 2017 budget, he announced his new initiative, the 21st Century Clean Transportation Plan. The budget requests \$32 billion per year over 10 years to help replace the nation’s aging transportation and infrastructure system. The programs proposed build upon the base established by the Grow America initiative. Below is a list of major programs with their requested FY 2017 funding levels:

- **Transportation Investment Generating Economic Recovery (TIGER)** grant program: \$1.25 billion – a \$750 million increase over FY 2016 enacted funding

- **Federal-aid highways obligation limit:** \$43,266,100,000 – same funding level as authorized in the FAST Act and 2.1% increase over FY 2016 enacted
 - Includes additional \$7.5 billion for 21st Century Clean Transportation Plan Investments
- **\$19.883 billion for Federal Transit Administration (FTA) formula grants,** 69% increase over FY 2016 enacted funding
 - \$9.733 billion for **transit formula grants:** 4% increase over FY 2016 enacted levels
 - Includes additional \$6.385 billion for 21st Century Clean Transportation Plan Investments. Including \$525 million for a new Bus Rapid Transit (BRT) discretionary grant program to help communities with fast-growing populations
 - **Capital Investment Grants (New Starts): \$3.5 billion,** 60% increase over FY 2016 enacted funding (\$2.302 authorized in FAST Act): Supporting 31 total projects
 - \$1.383 for existing New Starts Full Funding Grant Agreements (FFGA)
 - \$950 million for New Starts Not Yet Under Construction Grants
 - \$458 million for Core Capacity Not Yet Under Construction Grant
 - \$599 million for Small Starts Not Yet Under Construction Grants
 - Includes \$11 million for WAVE streetcar
 - \$76 million for the Expedited Delivery Pilot Program, new program authorized in the FAST Act--\$5 million in FY 2016 enacted
- **\$6.267 billion for Federal Railroad Administration (FRA),** 273% increase over FY 2016 enacted levels
 - \$1.9 billion for Amtrak, 36.7% increase over FY 2016 enacted funding
 - \$3.7 billion for Consolidated Rail Infrastructure and Safety Improvements – a \$2.72 billion increase over FY 2016 enacted funding – for rail safety/infrastructure grants including Positive Train Control (PTC), rail relocation
 - \$1.3 billion for PTC— (\$199 million authorized in FAST Act)
 - **Federal-State Partnership for State of Good Repair:** \$140 million, \$58 million increase over FY 2016 enacted. New program created in FAST Act that provides grants for capital projects to replace or rehabilitate qualified railroad assets to ultimately reduce the current state of good repair backlog.

Budget/Appropriations Update: House Republicans held a closed-door meeting on March 3 where House Budget Chairman Tom Price (R-Ga.) unveiled his 2017 budget plan. According to several members in the meeting, Price’s plan keeps the \$1.07 trillion spending level set by the deal between Republicans and Democrats last fall. Price also promised to \$30 billion in mandatory spending cuts through other legislative proposals. During the meeting, lawmakers also discussed changes to House rules that restrict spending, such as preventing any bill from increasing mandatory spending or preventing spending for any unauthorized program or agency. Divisions remain among the Republican party because many fiscal conservatives want to cut government spending more, while defense hawks oppose any cuts to defense spending.

Following the meeting, Chairman of the House Republican Study Committee Bill Flores (R-Texas) told reporters, “The level of specificity that we need to make a decision about how to proceed, we don’t have that information. We’ve got to get something to an actionable state.

We're going to need a (plan that says): 'Action X will reduce the deficit by Y'." Speaker Paul Ryan (R-Wis.) also spoke to reporters and maintained that the House still had enough time to pass a budget before April 15. The House Budget Committee hopes to hold a markup on the budget in mid-March, however, there is no timeline of when the budget would come on the House floor for a vote.

Additionally, both House and Senate committees have begun holding hearings with the secretaries of various agencies regarding the President's FY 17 budget request. Two weeks ago, Secretary of Transportation Anthony Foxx was on Capitol Hill testifying before the House Subcommittee on Transportation, Housing and Urban Development. Last week, Energy Secretary Moniz will testify before the House Energy and Water Development Subcommittee Tuesday and Housing and Urban Development Secretary Julian Castro testified before the House Transportation-HUD Subcommittee on Tuesday. Following the hearings, House Appropriations subcommittees will begin drafting appropriations language which inside sources say they hope to have on the House floor for votes in April.

Holland & Knight worked with the MPO to select its appropriations priorities and submit them to the congressional delegation. The MPO submitted

Below is a summary of the FY 2017 budget that House Republicans are currently circulating. The Senate Budget Committee has said that they will delay their budget resolution until at least next month.

FY 2017 House Budget Resolution

Budget

The FY 2017 House Budget Resolution (Chairman Price), written at \$1.070 trillion, is consistent with the Bipartisan Budget Act of 2015 and includes the following:

- Balances the budget within 10 years
- Instructions for a \$30 billion mandatory savings package
- Cuts spending by more than \$6 trillion
- Will fully fund defense base requirements
- Reconciliation instructions
 - Achieve additional mandatory reforms and savings through reconciliation instructions
 - Fully repeals Obamacare and promotes access to patient-centered health care reform
 - Saves, strengthens, and secures Medicare and Medicaid.

Appropriations

In order for the FY 2017 appropriations process to move forward, the 302(a) allocation needs to be at the \$1.070 trillion level established in the Bipartisan Budget Act of 2015. Speaker Ryan and Majority Leader McConnell have made a commitment to move FY 2017 appropriations bills, and Leader McConnell reiterated his intent to do so at the GOP Conference meeting on Tuesday. A functioning appropriations process would provide the opportunity to:

- Potentially enact new conservative policy riders, such as:

- Abbreviated New Drug Applications (ANDA)
- Prohibit implementation of the Waters of the U.S. (WOTUS) Rule
- Department of Labor Fiduciary Rule
- Prevent EPA implementation of new greenhouse gas regulations for new and existing power plants
- Past appropriations victories since we took the majority:
 - Cut the EPA back to 1989 staff levels (2,359 employees cut)
 - Banned public funding of abortions in Washington, DC
 - Prohibited the closure of Guantanamo Bay and the transfer of prisoners
 - Blocked the EPA's coal dust rule
 - Blocked the EPA's regulation of lead ammo
- Writing a budget less than \$1.070 trillion will lead the Senate to block House appropriations bills and result in a Continuing Resolution at \$1.067 trillion, \$3.017 billion below the current cap of \$1.070 trillion.
 - \$2.997 billion comes from Defense
 - \$40 million comes from Non-Defense

Mandatory Savings Package:

- \$30 billion over two years mandatory savings package in conjunction with the FY 2017 Budget Resolution

Budget Process Reforms:

- Consideration of a balanced budget amendment
- Consideration of baseline budget reforms

U.S. DOT Secretary Announces Next Round of TIGER Grant Funding: Speaking before the National Association of Counties (NACO) on February 23, U.S. Transportation Secretary Anthony Foxx announced the availability of \$500 million for the 2016 round of the Transportation Investment Generating Economic Recovery (TIGER) Grants program. The TIGER grant program competitively provides funding for a wide range of surface transportation infrastructure projects that have a significant impact on the nation, a metropolitan area, or a region.

Unlike previous rounds, this round of TIGER reduces the minimum grant to \$5 million from \$10 million for urban areas, and the total project cost must be \$6.25 million. In addition, the maximum grant award is reduced from \$200 million to \$100 million. Across seven rounds, TIGER Discretionary Grant awards ranged from \$1 million to \$105 million. This round of funding provides an additional year to obligate funding until September 30, 2019. The expenditure deadline of September 30, 2024, is the date by which all TIGER funding must be spent. Applications for the TIGER Notice of Funding Availability (NOFA) are due by 8:00 p.m. EST on April 29, 2016.

New DOT FASTLANE Grant Program Announced: On Friday, February 26, the Department of Transportation (DOT) released the NOFA for the [Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies \(FASTLANE\)](#) grant program. The FASTLANE program was created by the recently passed Fixing America's

Surface Transportation (FAST) Act and is under the Nationally Significant Freight and Highways Program.

The FASTLANE program has \$800 million available in funding for FY 2016, to fund small and large projects. Large projects, which are less than \$100 million, are eligible for a minimum award of \$25 million. Small projects, which are projects below the minimum large project threshold, are eligible for a minimum award of \$5 million. This is the first DOT grant program that allows for multiyear eligibilities for freight infrastructure, including intermodal projects. Applications for this program are due by 8:00 pm EST on April 14, 2016.

DOT will host a series of [webinars](#) following the Freight Summit to be held Monday, February 29, that will explain how to compete for the FASTLANE grants.

FRA Seeks Comment on Train Horn Regulations: The Federal Railroad Administration (FRA) is seeking [comments on their locomotive train horn regulations](#). According to current regulation, locomotive trains must use their horn at crossings except within authorized quiet zones established under the regulations. In general, train engineers must sound the horn for at least 15 seconds in advance of reaching the crossing. The FRA is seeking comments to ensure the current regulation is not excessive, to clarify the application of existing requirements, and to make sure regulations are keeping up with current technology and safety concerns. Comments regarding horn regulations must be submitted by July 5, 2016.

House T&I Committee Passes FAA Reauthorization: The House Transportation and Infrastructure Committee passed the [Aviation Innovation, Reform, and Reauthorization Act of 2016](#) (H.R. 4441) out of committee by a vote of 32-26 on January 11. This legislation would transition air traffic control from the Federal Aviation Administration (FAA) to a new private, non-profit Air Traffic Corporation (ATC). The ATC Corporation would be run by stakeholders and funded by unspecified user fees levied on commercial carriers, however, the FAA would retain its role as a safety regulator of air traffic. The 11-member board of the ATC Corporation would be comprised of four representatives from commercial airlines, two from general aviation, and one representative each from the air traffic controllers' association and labor unions. Additionally, employees currently working for the FAA would be able to transfer to the corporation.

Other [major provisions](#) of the bill include the authorization of the FAA for the next seven years (see table below for funding levels), it sets a hard deadline for the FAA to complete a centralized database of airline pilot records, and bans the use of cell phones for in-flight communications. Additionally, the legislation requires airlines to refund baggage fees for bags delayed more than 24 hours on domestic flights, and requires airlines to notify families, before tickets are booked, if family members are assigned seats that are not together.

In a [statement](#) about the hearing, Chairman Bill Shuster (R-PA) praised the committee's work saying, "The committee considered approximately 75 amendment during today's meeting, and more than half of them were approved. Today's open process led to many improvements to the legislation, and I look forward to moving ahead." The legislation will move air traffic control

from the Federal Aviation Administration (FAA) to a new private, non-profit Air Traffic Corporation (ATC).

The committee vote on the final legislation was mainly along party lines with every Democrat voting no and all the Republicans except Rep. Sam Graves (R-Mo.) and Rep. Todd Rokita (R-Ind.) voted in favor of the legislation. However, an amendment that allowed millions in mandatory dollars to be re-diverted to the Essential Air Program, which restores funding for rural air service, won many Republicans over to vote for the final bill. Other major amendments that were approved included: small drone certification for delivery services, the removal of the liability insurance requirement from risk-based permitting of unmanned aircraft systems, increased funding for the Small Community Air Service Development Program, and an amendment to increase penalties for drone operators that interfere with wildfire suppression activities.

It is still unknown when the House will vote on the FAA legislation. On the other side, the Senate Committee on Commerce, Science, and Transportation is in the process of crafting their own FAA reauthorization bill on a bipartisan basis. The Senate's version will not include the privatization of air traffic control operations. Congress has until March 31 before the FAA authorization expires so they will most likely pass an extension.

(Millions of dollars of authorizations for budget authority (actual budget authority in the case of AIP))

		FY16	FY17	FY18	FY19	FY20	FY21	FY22	7-Year
Airport Improvement Program	AATF	3,350	3,424	3,499	3,576	3,655	3,735	3,817	25,056
Facilities and Equipment	AATF	2,855	2,914	2,981	3,048				11,798
Facilities and Equipment	GF					193	197	202	592
Operations	GF	1,988	2,055	2,124	2,196	1,637	1,675	1,713	13,388
Operations	AATF	7,922	8,057	8,215	8,374				32,568
Total, FAA (Except RE&D)		16,115	16,450	16,819	17,194	5,485	5,607	5,732	83,402
GF Total		1,988	2,055	2,124	2,196	1,830	1,872	1,915	13,980
GF Pct. Of FAA		12%	12%	13%	13%	33%	33%	33%	
AATF Total		14,127	14,395	14,695	14,998	3,655	3,735	3,817	69,422
AATF Pct. Of FAA		88%	88%	87%	87%	67%	67%	67%	
Essential Air Service	Discr.	175	178	181	185	300	308	315	1,642
Essential Air Service	Fees	93	98	102	106				399
Total, EAS		268	276	283	291	300	308	315	2,041
Small Community Air Service	GF	5	5	5	5	5	5	5	35

Credit: *Eno Transportation Weekly*

FTA Apportionment Tables Announced: The Federal Transit Administration (FTA) recently posted its [2016 Apportionment Tables](#) online. These tables provide funding information for recipients of FTA programs authorized by the FAST Act. The tables included display funds available to eligible states and urbanized areas. Total allocation for FTA's grant programs including Capital Investment Grants and formula grants is approximately \$11.5 billion.

According to the FTA, Florida will receive \$9.2 million for Statewide and Metropolitan Planning, approximately \$386.31 million in State of Good Repair apportionments, and \$1.75

million in state allocations for bus and bus facilities (does not include amount FTA apportioned for specific cities).

Therese McMillan Steps Down From FTA: Therese McMillan, the current Acting Administrator of the FTA announced March 3 that she will be taking over as Chief Planning Officer of the Los Angeles County Metropolitan Transportation Authority (Metro). In a statement about her joining LA Metro, CEO Phillip Washington said, “She is a leader in transportation policy, a community and coalition builder, and knows how to translate strategic planning into implementation.” Theresa previously joined FTA in 2009 and has led reform in transit safety, capital planning and Disadvantaged Business Enterprise (DBE) programs.

Army Corps of Engineers Announces FY 2016 Work Plan: On February 9, the Army Corps of Engineers (Corps) released its [FY 2016 Work Plan](#). The FY 2016 Omnibus Appropriations bill included additional funding for the Corps to use for projects that were not specifically included in the FY 2016 President’s budget or to increase the funding levels for the projects that were included in the budget and appropriations bill. The Work Plan includes an additional:

- \$26,644,000 for projects in the Investigations account (funding is used for studies and preconstruction engineering and design)
- \$739,319,000 for projects in the Construction account
- \$4,266,290 for projects in the Operation & Maintenance account

Nominee to Fill Supreme Court Vacancy Remains Unknown: Following the death of Justice Antonin Scalia, Democrats and Republicans remain deeply divided along party lines about whether President Obama should nominate the next Supreme Court Justice. While Democrats maintain the Constitution allows the current president to nominate a replacement, Republicans argue that the next nominee should be the people’s choice and should be left to the president that wins the general election this November.

On February 23, Senate Judiciary Chairman, Chuck Grassley (R-IA) and all ten Republican committee members [sent a letter](#) to Majority Leader Mitch McConnell (R-KY) stating, “we wish to inform you of our intention to exercise our constitutional authority to withhold consent on any nominee to the Supreme Court submitted by this President to fill Justice Scalia’s vacancy.” The letter also explicitly states that the Judiciary Committee will not hold hearings on any Supreme Court nominee until after the next president is sworn in on January 20, 2017. While Senator Grassley has a meeting scheduled with President Obama on Tuesday, March 1, he has expressed doubt that his position would change on holding a hearing. President Obama will also be meeting with Senate leadership and other members of the Senate Judiciary Committee this week.

Meanwhile, last week, Senate Democrats stood outside the Supreme Court advocating for the Senate Judiciary Committee to hold a hearing on any nominee the President may appoint. Earlier in the week, Minority Leader Harry Reid (D-Nev.) spoke on the Senate floor saying, “Senator Grassley has surrendered every pretense of independence and let the Republican leader annex the Judiciary Committee into a narrow, partisan mission of obstruction and gridlock.”

According to inside sources, the President has begun vetting Republican Nevada Governor Brian Sandoval as a potential nominee. While it is still early in the vetting process, the Republican

Governor may be the President's best choice to get the Supreme Court vacancy filled before elections. The Senate previously approved Sandoval unanimously for an opening on U.S. District Court, with both sides singing his praises in 2005.. However, the Governor issued a statement last week saying he did not want to be considered for the post of Supreme Court Justice.

President Obama published a blog on Wednesday, February 24, titled "[A Responsibility I Take Seriously](#)" which provides his "spoiler-free" insights into the appointment process. Even with a nominee that Republicans support, it is still unclear whether Grassley would allow a hearing to fill the vacancy. Other potential nominees include Sri Srinivasan, Paul Watford, Patricia Millett, and Merrick Garland, all currently serving in federal posts.

The Supreme Court resumed its work on Monday, February 22, with Chief Justice John Roberts opening the proceeding with a brief statement about Justice Scalia. In Scalia's absence, the Court is evenly split between four liberals and four conservatives, although Justice Anthony Kennedy could be considered a potential swing vote. This week, the Court heard two cases, one regarding the federal law which sets aside contracts for veteran-owned businesses, and the second on whether police can make an arrest after an illegal stop if there is an outstanding warrant for the suspect's arrest. The Court is scheduled to consider *Whole Woman's Health v. Hellerstedt*, on March 2, which is one of the first abortion-related cases the Court has heard in over a decade. Some insiders are already speculating the Court may be tied 4-4 on the decisions for these cases.

DOT Announces Process to Award Flights to Cuba: Department of Transportation (DOT) officials recently announced an [agreement](#) with the Cuban government to allow commercial flights between the U.S. and Cuba. Additionally, DOT opened their application for commercial airlines to apply to establish flights routes to Cuba. Airlines will have two weeks to submit applications. DOT officials are expected to open up approximately 30 daily direct flights between the U.S. and Cuba out of multiple departure airports. The agreement allows for 20 flights between the U.S. and Havana, and 10 flights to nine other Cuban airports. American Airlines, Delta, United, Southwest and JetBlue have all confirmed that they will submit applications. Applications are due by March 2, 2016.

Meanwhile, the U.S. Customs and Border Protection announced it will be repealing its [Cuba-specific aircraft regulations](#), which could impede commercial flights from the U.S. to Cuba. According to current regulations, flights to Cuba are only allowed to operate out of JFK, MIA, and LAX. Additionally, once the DOT has cleared commercial flights to Cuba, those flights will be subject to the same legal requirements as all other international flights.

Senate EPW Committee Holds Hearing on WRDA: The Senate Environment and Public Works Committee (EPW) held a hearing to discuss a new Water Resources Development Act (WRDA) on February 10. The last WRDA bill, passed in 2014, authorizes U.S. Army Corps of Engineers (Corps) projects related to navigation, flood control, shoreline protection, dam safety, water supply and environmental restoration activities.

The witnesses to Wednesday's hearing included Bob Portiss, Port Director of the Tulsa Port of Catoosa; John Swearingen, Senior Vice President of Marathon Petroleum Corporation; Rob Roberson, Director of Corporate Logistics at Nucor Corporation; Norma Jean Mattei, President-

Elect of the American Society of Civil Engineers (ASCE); and Kyle Makarios, Director of Government Affairs at the North Central States Regional Council of Carpenters.

While the witnesses all praised the 2014 WRDA bill, they also encouraged legislators to pass a new WRDA bill this year in order to authorize Corps projects that prioritize the replacement of aging water infrastructure. Suggestions to the new bill included the expansion of sec. 1024 language regarding project failure due to poor maintenance, retaining previous appropriations levels for Corps projects, and applying Buy America provisions to the Clean Water State Revolving Fund projects and the Drinking Water State Revolving Fund.

A major topic of conversation during the hearing was the water crisis in Flint, Michigan. Legislators discuss both how to solve the Flint crisis but also how to prevent an event like Flint from happening in any other cities. Senator Barbara Boxer (D-CA) noted her support saying, “I believe the next (WRDA) bill should enable communities to identify the infrastructure that poses a threat to public health.” According to sources close to the EPW committee, staffers are working to find a bipartisan agreement to the Flint crisis even though focus has moved away from using the energy bill as the vehicle for passage. At this point, all 100 senators would need to agree to the compromise in order for the legislation to move through the Senate quickly.

EPA Announces Clean Diesel Grants: The EPA announced in February \$26 million in grant funding to establish clean diesel projects to reduce emissions. Currently, the EPA estimates that diesel-powered engines move 90 percent of the nation’s freight via highway freight trucks, trains, and marine vessels. For these grants, priority will be given to projects that engage and benefit local communities and applicants that demonstrate their ability to reduce emissions after the project has ended. The EPA expects to award between 10 and 40 awards. For Region 4, which includes Alabama, Georgia, Florida, Kentucky, Mississippi, North Carolina, South Carolina, and Tennessee the EPA is requesting proposals between \$300,000 and \$1.9 million. All applications are due on April 26, 2016. For more information and to access the Request for Proposals, visit <http://www.epa.gov/cleandiesel/clean-diesel-national-grants>.