



## ARLINGTON COUNTY, VIRGINIA

County Board Agenda Item  
Meeting of January 23, 2010

**DATE:** January 11, 2010

**SUBJECT:** Approval of matching local funding to the Federal Transit Administration's (FTA) Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) Grant

**C. M. RECOMMENDATION:**

Approve \$480,000 in County funds to supplement the FTA TIGGER Grant to procure three (3) CNG-Electric Hybrid buses.

**ISSUES:** This action will provide local funds to leverage fully the federal grant funds awarded for the purchase of three (3) rather than two (2) CNG-Electric Hybrid buses. No issues have been identified.

**SUMMARY:** Provision of \$480,000 in matching local funds would supplement and fully leverage a federal grant and enable the County to procure and fully-equip three (3) energy efficient buses.

**BACKGROUND:** At the May 16, 2009, meeting, the County Board authorized the County Manager to apply for a grant of \$3.025 Million from the FTA TIGGER program to purchase five (5) CNG-Electric Hybrid buses to replace the remaining diesel powered buses in the Arlington Transit (ART) fleet. Although the TIGGER grant does not require local matching funds, the grant application was predicated upon a twenty percent (20%) local contribution of \$605,000 to purchase the five (5) buses. The FTA approved a TIGGER grant of \$1.5 Million to Arlington County. Each fully-equipped CNG-Electric Hybrid bus is expected to cost \$660,000, including ancillary equipment such as the destination signs, radio systems, and fare-boxes. Without the appropriation of the matching supplemental funds, the County could purchase only two (2) CNG-Electric Hybrid buses, and would not use all of the available TIGGER grant funds.

**DISCUSSION:** This appropriation will enable ART to purchase three (3) CNG –Hybrid buses, completing conversion of the ART fleet from smaller, light duty, body-on-chassis vehicles to heavy-duty buses. Only a few light-duty buses would remain, as spare vehicles. The CNG-Electric Hybrid buses in local transit service would represent a new technology for ART and the FTA, and allow comparisons of fuel consumption with the current fleet of heavy-duty buses powered solely by CNG.

County Manager: 

County Attorney: 

Staff: Stephen Del Giudice, Dept of Environmental Services – Transportation Division

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**FISCAL IMPACT:** The local match funding would be taken from the Transportation Investment Fund and will not be necessary until delivery of the buses, in FY 2011 or FY 2012. The County should be able to qualify for a reimbursement grant from the Commonwealth for local matching funds expended with these grant funds.