

## **AGENDA ITEM #5: FY 2014 TIGER GRANT OPPORTUNITY**

### **SUBJECT:**

It is expected that USDOT will issue a notice of funding availability for TIGER V in the near future.

### **BACKGROUND:**

It is expected that the U.S. Department of Transportation (USDOT) will announce another round of Transportation Investment Generating Economic Recovery (TIGER) grants later this year. This will be the fifth round of TIGER.

Under TIGER, state and local governments compete for grant funds to invest in road, rail, transit, port, and other projects that promise to achieve critical national objectives. The Obama Administration's 2014 budget includes \$4 billion for TIGER V. If approved by Congress, that would be more than all of the previous rounds of TIGER combined. Previous amounts dedicated by Congress were:

- TIGER I        \$1.5 billion
- TIGER II       \$600 million
- TIGER III      \$527 million
- TIGER IV      \$500 million

The attachment includes lessons learned from previous rounds of TIGER.

Dr. Camelia Ravanbakht, Deputy Executive Director, will brief the TPS on this item.

Attachment 5

### **RECOMMENDED ACTION:**

TPS members are encouraged to take into account lessons learned from previous rounds of TIGER and begin contemplating project proposals for TIGER V.

## Preparing for TIGER 2014

### **Important to USDOT Staff who Review Applications**

- Project readiness (even more important than before)
  - NEPA completed by June 30, 2013
  - Obligation of all funds by September 30, 2013
- Include a one page summary
- Low TIGER Request/High Match
  - Low match is “most common problem”
  - Note: Grant requests are often trimmed (e.g. \$25 million requested, \$15 million awarded)
- Private match (e.g. railroads)
- Letter of support from state DOT
- Congressional delegation favoring one project
- Projects that support administration goals: e.g. livability, sustainability, exports
  - Projects that support existing neighborhoods
  - Projects that support exports
  - Highways that provide access to transit
- Freight projects are well-received
  - Particularly railroad projects
  - Particularly projects that affect exports
- Outreach to stakeholder groups (public involvement)
- Credible benefit cost analysis (BCA)
  - Planning process that included BCA (i.e. used to select between alternatives)
  - Submit original excel file (not PDF of excel file) so USDOT can try changes
  - Include explanation of how excel file works
  - Include safety in BCA
- Transportation (as opposed to recreation) benefits (e.g., for bike/ped)
- Credible forecast of users for bike/ped projects
- USDOT staff are available to help
  - De-brief (re: previous applications)
  - Discuss proposed applications
  - Provide feedback on pre-applications

# Preparing for TIGER 2014

## HRTPO Staff Evaluation of TIGER III

### The five largest grants:

- TIFIA: \$20,000,000
- CTA Blue Line Improvements & Bike Share Project, Chicago, IL: \$20,000,000
- I-70 Corridor Improvements, St. Louis, MO: \$20,000,000
- HOT Lanes Financing Assistance, VA: \$20,000,000
- DelAir Bridge Improvements, PA & NJ: \$18,500,000

### The top five states by total amount of grants:

- Illinois: \$44,288,000
- California: \$39,500,000
- Pennsylvania: \$35,000,000
- Washington: \$25,000,000
- South Carolina: \$24,735,000

### \$511,423,147 awarded to 46 projects

- 20 Rural Projects: \$150,273,701
- 26 Urban Projects: \$361,149,446

### Urban Projects (26)

- **Transit (10): 130,773,200 (36.2%)**
  - Nearly all have rail component (LRT, streetcar, subway, commuter rail)
  - Encourage non-motorized access to transit
  - Improve economic competitiveness of region
- **Freight (4): 67,238,246 (18.6%)**
  - All projects focus on significantly improving rail capabilities
  - Significantly reduce truck traffic
- **Revitalization (4): \$55,000,000 (15.2%)**
  - Focused on re-invigorating downtown areas
  - Improve connectivity and safety
  - Encourage economic growth
- **Bridge (2): 27,700,000 (7.7%)**
  - Rail bridge project
    - Repair/reconstruct three rail bridges that provide integral connection
    - Increase passenger train speed from 15 mph to 40 mph
    - Increase freight train speed from 5 mph to 30 mph
    - Improve reliability and on-time performance of passenger and freight trains
  - Roadway bridge project
    - Replace structurally deficient and functionally obsolete bridge
    - Only river crossing within 12 miles
    - Provide connection to future streetcar line

## Preparing for TIGER 2014

### HRTPO Staff Evaluation of TIGER III (Continued)

- **Roadway (2): 20,438,000 (5.7%)**
  - Improve safety and reduce congestion
  - Positively affect economically distressed areas
  - Improve access to public transportation
- **ITS (1): 15,000,000 (4.2%)**
  - Traffic management - use ITS technology instead of adding lanes
  - Add HOV/express bypass lanes at 12 ramp meters – incentive for ridesharing and transit use
- **TIFIA (3): 45,000,000 (12.5%)**
  - Dallas Area LRT project
    - Link to Dallas-Fort Worth International Airport
    - Link to 36-mile commuter rail service
    - Support transit-oriented development
  - I-95 HOT Lanes
    - Help finance 29 miles of HOT lanes from Fairfax to Stafford County
    - Include connection to Capital Beltway HOT lanes (under construction)
    - Improve reliability of ridesharing and transit trips along corridor
    - Leverages substantial public-private partnership
  - SR 91 Corridor Improvements
    - New express lanes will save commuters 30 minutes over the 8-mile segment
    - Enable local transit provider to offer enhanced express bus service along the corridor – doubling current express bus trips