

AGENDA ITEM #9: 2013 TIGER GRANT OPPORTUNITY

SUBJECT:

USDOT has announced the availability of \$473.8 million in TIGER grant funds.

BACKGROUND:

On April 22, 2013, the U.S. Department of Transportation (USDOT) announced the availability of \$473.8 million in funds to be awarded for National Infrastructure Investments, also referred to as Transportation Investment Generating Economic Recovery (TIGER) grants. 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 attachment includes a summary of the 2013 TIGER Discretionary Grants Notice of Funding Availability, as well as lessons learned from previous rounds of TIGER. The application deadline is June 3, 2013.

View the NOFA for more information about project eligibilities, application requirements, and other important information at: <http://www.dot.gov/policy-initiatives/tiger/tiger-notice-funding-availability-2013>.

View the USDOT TIGER webpage at <http://www.dot.gov/tiger/application-resources> for more information on past awards, Benefit/Cost Analysis, and other application resources.

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

Attachment 9

RECOMMENDED ACTION:

Localities and agencies are encouraged to submit applications for TIGER grants by the June 3, 2013 deadline.

TIGER 2013 Grant Announcement and Deadlines

The US Department of Transportation published the availability of funds for the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant program for 2013 in the Federal Register on April 22, 2013.

The Notice of Funding Availability (NOFA), [http://www.dot.gov/sites/dot.dev/files/docs/Final TIGER NOFA for TIGER Website 22April 2013.pdf](http://www.dot.gov/sites/dot.dev/files/docs/Final_TIGER_NOFA_for_TIGER_Website_22April_2013.pdf)

Summary of NOFA

- **Available Funds:** \$473.847 million
- **Application Deadline:** June 3, 2013
- **Obligation Deadline:** Application must demonstrate that the project can meet all local, State, and federal requirements by June 30, 2014, in order for DOT to obligate funding in advance of September 30, 2014.
- **Grant to be awarded on:**
 - A competitive basis for capital investment in surface transportation infrastructure projects that will have a significant impact on the Nation, a metropolitan area or a region.
 - Larger projects of national or regional significance which DOT determines demonstrate achievement of several of the strategic goals, as well as the project readiness criterion, could be considered for grants larger than those typically awarded in recent rounds of TIGER.
- **Eligible Applicants:** State, local, and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), other political subdivisions of State or local governments, and multi-State or multi-jurisdictional groups applying through a single lead applicant (for multi-jurisdictional groups, each member of the group, including the lead applicant, must be an otherwise Eligible Applicant as defined in this paragraph).
- **Eligible Projects:** Eligible Projects do not include research, demonstration, or pilot projects that do not result in publically accessible surface transportation infrastructure. To be funded, projects or elements of a project must have independent utility, which means that the project provides transportation benefits and is ready for its intended use upon completion of project construction. Eligible Projects include, but are not limited to:
 1. Highway or bridge projects eligible under title 23, United States Code;
 2. Public transportation projects eligible under chapter 53 of title 49, United States Code;
 3. Passenger and freight rail transportation projects; and
 4. Marine port infrastructure investments.
- **Grant Limitations:**
 - Not less than \$10 million (except in rural areas) and not greater than \$200 million.
 - Rural Areas: \$1 million minimum
 - No more than 25% of the funds (or \$118.75 million) may be awarded to projects in a single State.
 - Not less than \$120 million of the funds provided for TIGER Discretionary Grants be used for projects located in rural areas.

- Federal funds (including the TIGER Discretionary Grant and any other federal discretionary or formula funds) may be used for up to 80% of the costs of the project (except in rural areas).
- DOT may increase the federal share above 80% only for projects located in rural areas, in which case DOT may fund up to 100 percent of the costs of a project.
- **TIFIA:** Not to exceed \$165.8 million of the \$473.847 million to be used to pay the subsidy and administrative costs for a project receiving credit assistance under the Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA) program.
- **Project Selection Criteria:**
 - Primary: State of Good Repair, Economic Competitiveness, Livability, Environmental Stability, Safety, Project Readiness (Technical Feasibility, Financial Feasibility, Project Schedule, and Assessment of Project Risks and Mitigation Strategies).
 - Secondary: Innovation, and Partnership (Jurisdictional and Stakeholder Collaboration, Disciplinary Integration).
 - Project Costs and Benefits: Benefits and Costs Analysis, Environmental Reviews and Approvals, Legislative Approvals, and State and Local Planning (is the project in relevant State, metropolitan, and local planning documents?).

For more information, please visit: <http://www.dot.gov/tiger/application-resources>

TIGER – Lessons Learned

GUIDANCE – USDOT TIGER Technical Assistance Open House during Transportation Research Board Meeting, January 23, 2012

Important to USDOT Staff who Review Applications

- Project readiness (even more important than before)
 - Application must demonstrate that the project can meet all local, state, and federal requirements by June 30, 2014
 - Obligation of all funds in advance of September 30, 2014
- 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

TIGER – Lessons Learned

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

TIGER – Lessons Learned

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