

HRTPO Transportation Technical Advisory Committee  
***TIGER Grant Program – Lessons Learned***

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**Handout – Agenda Item 13**



## TIGER 2012 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 2012 in the Federal Register on January 31, 2012.

The Notice of Funding Availability (NOFA), [http://www.dot.gov/tiger/docs/fy12\\_tiger\\_nofa.pdf](http://www.dot.gov/tiger/docs/fy12_tiger_nofa.pdf), is similar to the 2011 NOFA:

1. Eligible applicants may submit, as a lead applicant, no more than three applications for consideration;
2. Any applicant that is applying for a TIGER TIFIA Payment must also submit a TIFIA letter of interest along with their application; and
3. Funds must be obligated by September 30, 2013. The limited amount of time for which the funds will be made available means that DOT will focus on the extent to which a project is ready to proceed with obligation of grant funds when evaluating applications, and give priority to those projects that are ready to proceed sooner than other competitive projects.

Please be aware of the following key dates:

- Deadline for Pre-Applications: February 20th, 2012
- Deadline for Final Applications: March 19th, 2012

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

## Preparing for TIGER 2012

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

#### **Next Round of TIGER: Expectations**

- To be *awarded* before summer
- Pre-applications due February 20, 2012
- Applications due March 19, 2012
- \$500 million available
- Criteria: Mostly same as before

#### **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 2012

## 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 2012

### 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