Special Topics Webinar

Project Readiness and NEPA: What TIGER Applicants Should Know

Presented by the Office of the Assistant Secretary for Transportation Policy
United States Department of Transportation
• Requirements of NOFA
• Overview of NEPA and Environmental Review
• Examples from previous successful TIGER applicants
• Important Considerations
• Question and Answer
• $527 million multimodal, merit-based discretionary grant program

• Heavily Oversubscribed

• Funds must be obligated by September 30, 2013

• NEPA Decision and most permits by June 30, 2013
2011 Application Process

September 9th - Pre-Application Registration

October 3rd - Pre-Applications Due

October 4th - Final Applications Open

October 31st - Final Applications Due
NEPA should be substantially complete at time of application.

Applicants must demonstrate compliance with NEPA and all applicable Federal, State and local requirements

- Completed NEPA decision documents for transportation element
- Drafts of NEPA documents with discussion of status of NEPA review
- Approved permits
National Environmental Policy Act

• President Nixon signed into law on January 1, 1970
• Applies to all major Federal actions
• A procedural statute that requires Federal agencies to consider the environmental impacts of their actions
Other Environmental Laws and Considerations

- Clean Water Act
- Clean Air Act
  - Transportation Conformity
  - General Conformity
- Endangered Species Act
- National Historic Preservation Act
- Section 4(f) of the DOT Act
- Environmental Justice
- Noise
- Tribes
- Wetlands
- State and local environmental requirements
NEPA Classes of Action

• Categorical Exclusion
  – Projects that have been determined through experience to not have significant effects on the environment
  – Effects are cumulative OR individual
  – Must be listed in lead agency implementing procedures (resource available on TIGER website)
  – Extraordinary circumstances can result in further documentation
NEPA Classes of Action

• Environmental Assessment
  – Completed when impacts of a proposed project are unknown
  – May lead to a Finding of No Significant Impact
  – May lead to an Environmental Impact Statement
  – Public involvement in preparation-agency discretion as to how but not discretionary to do it
NEPA Classes of Action

• Environmental Impact Statement
  – Comprehensive accounting of the impacts of a proposed project
  – Requires extensive public and agency involvement
  – Identifies mitigation
  – Results in a Record of Decision
FHWA CE Examples

- New Jersey Meadowlands Adaptive Signal System for Traffic Reduction (MASSTR)
- Ann Arbor East Stadium Bridges Improvement Project
- US 17 Septima Clark Parkway Drainage Improvements, Charleston, SC

Charleston Infrastructure Needs

Meadowlands MASSTR
FHWA EA/FONSI Examples

- Staples, Minnesota North/South Corridor with Railroad Overpass Project
- US 491 Navajo Nation Roadway Widening and Safety Improvements
- Milton-Madison Replacement Bridge Project, Kentucky and Indiana

Replacement Bridge Under Construction Using Truss Sliding
FHWA EIS/ROD Examples

- Otay Mesa East Port of Entry Interchange
- Doyle Drive Golden Gate Bridge Approach
- Seattle South Park Bridge Replacement
FTA CE Examples

- Intermodal/Multimodal Center, Bus Acquisition, Railcar Rehabilitation
- Past TIGER Recipients:
  - Des Moines Multimodal Hub (Des Moines, Iowa) TIGER II, $10MM
  - Moscow Intermodal Transit Center (Moscow, Idaho) TIGER II, $1.5MM
FTA EA/FONSI Examples

• Bus Storage and Maintenance Facility, Streetcars, Bus Rapid Transit

• Past TIGER Recipients:
  - Atlanta Streetcar (Atlanta, Georgia)
    TIGER II, $47.7MM
  - Dilworth Plaza & Concourse Improvements
    (Philadelphia, PA),
    TIGER II, $15MM
FTA EIS/ROD Examples

• Projects involving new right-of-way, Commuter Rail, Light Rail Transit
• Past TIGER Recipients:
  - Woodward Avenue Light Rail Transit (Detroit, Michigan)
    TIGER I, $25MM
  - Crenshaw-LAX Transit Corridor (Los Angeles, California)
    TIGER II, $20MM
FRA TIGER CE Examples

- Indiana-Station Improvements
- Maine-Rail Preservation
- Nebraska-Freight Rail Reactivation and Rehabilitation
- Pennsylvania-Rail and Road Expansion
- Texas-Station Enhancements
- North Carolina-Multimodal Station Area Plan
- Massachusetts-Bridge Rehabilitation

Aroostook Rail Preservation, Maine

Tower 55, Texas
FRA TIGER
EA/FONSI Examples

Colton Crossing, California

• Major Rail Facilities on Existing Rail System

– Crescent Corridor (with FHWA) – Memphis and Birmingham Intermodal Facilities
– National Gateway Phase 1, Ohio/Pennsylvania (with FHWA)
– Colton Crossing, California (by FHWA)
– Niagara Falls, New York Intermodal Terminal – (passenger rail station and bus terminal)
MARAD Examples
Typical scenarios:

**EIS**
- Projects where port infrastructure/expansion activities are expected to have significant impacts or are of a large/complex scope that exceed the existing footprint and use activities or may significantly affect sensitive areas.

**EA**
- Projects where port infrastructure/expansion activities are within the existing footprint but activities exceed or change existing uses.

**CE**
- Projects that meet criteria defined in MAO 600.1 that typically involve repair, replacement, or modernization activities where the character and footprint of the facility has not changed.
Segmentation/Independent Utility

• Large projects unlikely to get full funding

• Can project be broken into finite components?

• If so, each component must have independent utility
Multi-Modal Projects

• TIGER funds a variety of projects
• Frequently multiple modes involved in project
• Not always clear who is modal lead
• Determination made by the Department on a case-by-case basis
Question and Answer Session

• Representatives from the following modes are available:
  – Federal Highway Administration
  – Federal Transit Administration
  – Federal Railroad Administration
  – Maritime Administration
  – Office of the Secretary

Additional questions can be sent to: TigerGrants@dot.gov