



TIGER 2014

Planning Application Preparation Webinar

Presented by the Office of the Assistant
Secretary for Transportation Policy
United States Department of Transportation



TIGER

- \$600 million multimodal, merit-based discretionary grant program
- \$120 million for rural areas
- \$35 million for planning grants
- Strong focus on creating ladders of opportunity
- Modal and geographic equity requirements
- No Pre-Application Required





How is TIGER different?

- Broadly multimodal
- Open to any governmental entity
- Outcome-based
- Use of economic analysis
- Strict time limits on funding
- Performance measures
- Extremely competitive



+ Who is eligible for planning?

- 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.
- Councils of Governments, Regional Transportation Planning Organizations, etc. also eligible



+ 2014 Application Review

- Must have submitted Applications on or before April 28, 2014 at 5:00 p.m. EDT via www.grants.gov.
- Common application deficiencies:
 - Funding amount requested
 - Applicant eligibility
 - Project eligibility
 - Urban / rural designation and project location clarity



+ Demand for TIGER

- Over five rounds, only about 5 percent of applications have been awarded
- 5,300 applications received
- \$115 billion requested
- 270 awards
- Most awards have been partial funding
- We anticipate about 1,000 applications



+ What projects compete well?

- Demonstrated strength in at least 2-3 of the primary selection criteria
- Projects which are difficult to fund elsewhere
- Strong partnership and matches, private funds from benefitting private entities and demonstrated leveraging of other funds (including federal funds from other agencies, such as HUD, EPA, USDA, SBA, etc.)
- Projects or planning activities which are ready to proceed in the statutory timeframe
- Presents a clear story and project impact





Ladders of Opportunity

- Create or improve connections between people and centers of employment, education, and services
- Remove barriers to connected systems of transportation
- Promote workforce development in all modes
- Primary and Secondary Criteria still apply- not all projects will be “ladders” projects



+ Planning Grants

- Up to \$35 million available
- Project level planning:
 - Any pre-construction activity;
 - Highway or bridge projects (including bicycle and pedestrian-related projects);
 - Public transportation projects;
 - Passenger and freight rail transportation projects;
 - Port infrastructure investments;
 - Intermodal projects.



+ Planning Grants

■ Broader “regional” planning examples include:

- Development of master plans, comprehensive plans, or corridor plans that will provide connection to jobs for disadvantaged populations, or include affordable housing components
- Planning activities related to the development of a multimodal freight corridor, including those that seek to reduce conflicts with residential areas and with passenger and non-motorized traffic
- Development of port and regional port planning grants, including State-wide or multi-port planning within a single jurisdiction or region
- Planning to encourage multiple projects within a common area to engage in programmatic mitigation in order to increase efficiency and improve outcomes for communities and the environment
- Risk assessments and planning to identify vulnerabilities and address the transportation system's ability to withstand probable occurrence or recurrence of an emergency or major disaster or impacts of climate change.



+ Planning Grants

- Same selection criteria as capital grants
- Applicants should demonstrate means and methods to align with the criteria
 - Example: How will this process lead to a plan that addresses economic development and environmental sustainability? Who will be involved in creating it, etc.
- Demonstrated alignment with housing, land use, economic development, stormwater, and other infrastructure elements
- Benefit-Cost Analysis is not required, but quantifying potential benefits and outcomes recommended



+ Planning Selection Criteria

- State of Good Repair
- Economic Competitiveness
- Safety
- Quality of Life
- Environmental Sustainability
- Innovation
- Partnership



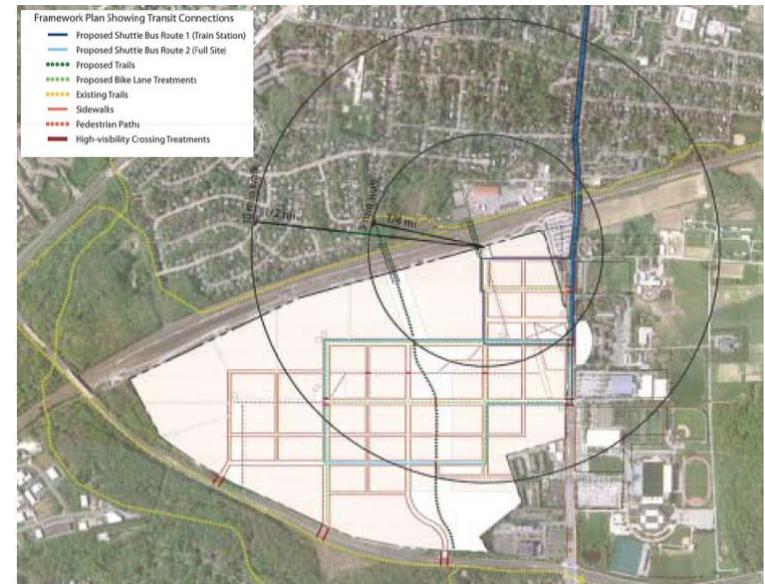
+ Other Considerations

- TIGER request type
 - Project-level planning
 - Capital project (potentially including pre-construction elements)
 - “Regional” planning (broader than project-level)
- Inclusion in STIP/TIP (if necessary for project-level planning)
- Proposed public engagement strategy
- Potential grant administration through your State DOT
- Proposed milestones and performance tracking
- Funds already expended cannot be applied to match



+ TIGER 2 Planning Grants

- Newark Train Station Improvement Plan (DE)
 - Funded for the design of a multi-modal passenger rail station that will be located in a former Chrysler automotive plant now owned by the University of Delaware. The money helped eliminate existing freight rail conflicts. This transit-oriented development on a brownfield site will lead to increased passenger service on the Northeast Corridor and provide transportation choices for transit users, pedestrians, and bicyclists.
- Awarded TIGER 4 capital funds



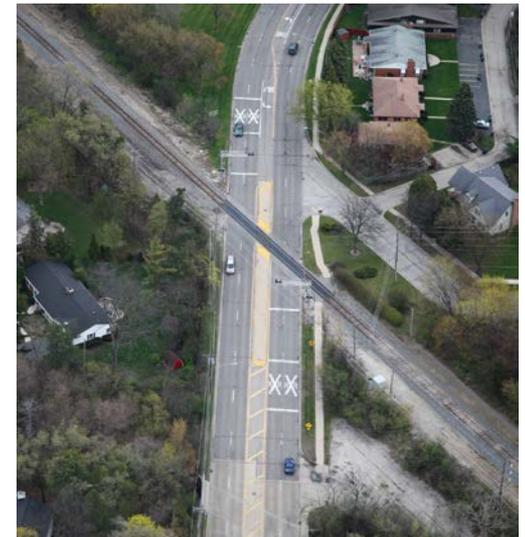
+ TIGER 2 Planning Grants

- Ranson-Charles Town Corridor Revitalization (WV)
 - The Green Corridor Revitalization created a plan to: improve the community's main roadway into a Complete Street with green infrastructure; transform a historic public building into a regional Commuter Center; and tie these transportation improvements together with a zoning code that will support vibrant, walkable, and sustainable community development.
- Awarded TIGER 4 capital funds



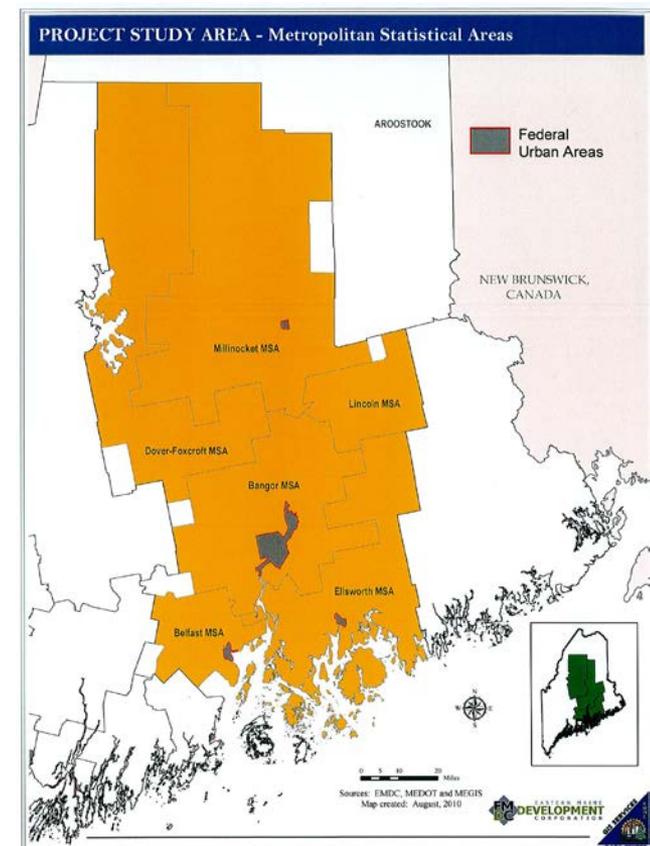
+ TIGER 2 Planning Grants

- US-14 Underpass (Barrington, IL)
 - The US-14 Underpass project funded preliminary engineering and design for the grade separation of five lanes of US Route 14. This project will alleviate safety concerns due to significantly increased rail traffic following the Surface Transportation Board's approval of the Canadian National acquisition of the EJ & E Railroad. The grant funded preliminary work to prepare for the \$70 million construction project that will increase safety, efficiency, and economic competitiveness in rural Illinois.



TIGER 2 Planning Grants

- Linking the Rural Regions of Five Counties in Maine
 - A feasibility study was performed to determine the regional transportation needs and assets of five rural counties, with a particular focus on its aging population. Community partners and the Margaret Chase Smith Policy Center, part of the University of Maine, assisted with data collection, evaluation and community outreach.



+ TIGER 2 Planning Grants

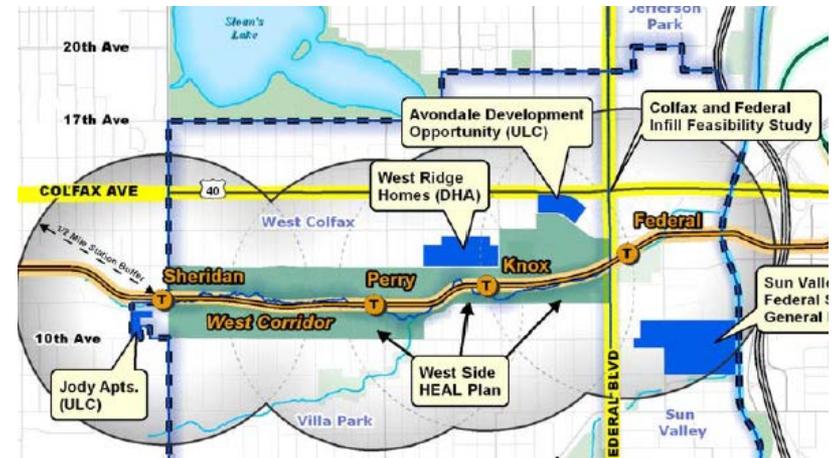
■ Canal Crossing (NJ)

- Planning and design efforts addressed modifications to infrastructure, subdivision of properties, zoning changes, and multimodal connections.
- Project highlights include: a light rail stop and bike paths at Canal Crossing, an 111-acre redevelopment site in Jersey City surrounded by predominately minority households with high unemployment and poverty rates. Revitalization has been hampered by outdated infrastructure, large tracts of contaminated former industrial lands, and a failing road system.
- Creates a residential, mixed-use, TOD with access to open space amenities in a community with a significant low-income population.



+ TIGER 2 Planning Grants

- Denver TOD Strategic Implementation (CO)
 - The Denver Housing Authority is dedicated to transforming its 62 acres of property along the new West Corridor light rail line into transit-oriented, sustainable communities. The grant funded the implementation of Transit-Oriented Development programs, including a comprehensive, multi-modal plan for future nearby transit stations and high frequency bus corridors. The planning process will include affordable housing land banking, station area plan implementation, preliminary design, and public outreach. The partnership between Denver, the Urban Land Conservancy, Enterprise Community Partners, and private investors created a \$15 million development fund to support the affordable housing land banking.

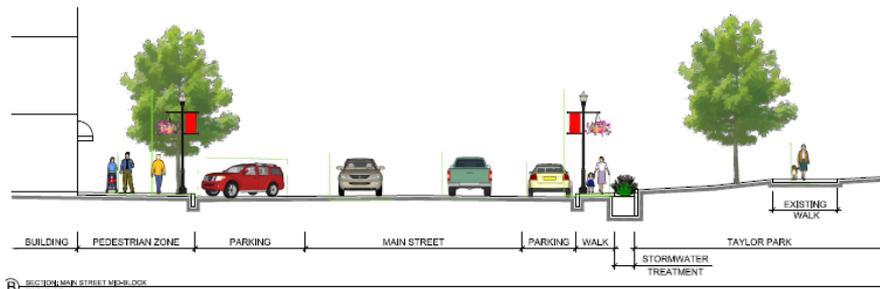


+ TIGER 2 Planning Grants

■ Downtown St. Albans Streetscape (VT)

- The City of St. Albans envisioned a revitalized downtown by improving sidewalks, installing energy efficient light fixtures, replacing street trees, and reducing conflict among transportation modes. The city had raised an initial \$1 million for construction. The Northwest Regional Planning Commission, on behalf of the city, used planning dollars for design engineering that will create a downtown where housing and services are accessible by bicycle and foot.

■ Awarded TIGER 3 capital funding



+ TIGER 2 Planning Grants

- Downtown Madison Intermodal Terminal (WI)
 - The project developed planning and conceptual design for the downtown Madison intermodal terminal and surrounding areas. The project includes a development plan, architecture and engineering for a two-block Intermodal Terminal/mixed-use redevelopment site integrated with the new rail station. The plan looked at the Madison Public Market and other supportive retail, replacing an aging parking structure, building a bike station, constructing a potential affordable housing project, and improving links to transportation modes, a hotel, and the Convention Center.



+ Planning Best Practices and Pitfalls

■ Planning Best Practices

- Broad coalitions seeking to develop comprehensive, multidisciplinary plans and visions
- Strong nexus with potential transportation investments as a result of the planning effort
- Detailed information provided on the proposed public engagement strategy and innovative ways to connect with the public

■ Planning Pitfalls

- Lack of demonstrated technical and financial capacity to proceed with the proposed planning activities in the statutory timeframe





Port Planning

Port planning projects can fall into one of three categories

- **Regional project**
 - Planning multimodal transportation infrastructure needs to 2025, including what improvements are needed to ports and intermodal connectors to meet known future freight demands
 - Integrating ports into freight system transportation planning
 - Addressing development of inland ports to maximize transportation efficiencies

- **Corridor project**
 - Incorporating Marine Highways into an overall intermodal plan
 - Analysis of ports along a Corridor and inventory of intermodal system capability/capacity with needs projection to 2025
 - Identifying need for and location of alternative ship fuel bunkering stations (eg: LNG or others)

- **Capital project**
 - Meets TIGER VI selection criteria, can be port or intermodal focused
 - Terminal development
 - Expansion of dock/berth capability
 - Exploration of new technologies such as hydrogen cells for cold ironing



+ Rail Corridor Planning

- Rail plans should address a broad spectrum of issues, including
 - inventory of the existing passenger and freight rail transportation system, rail services, and facilities within the planning area.
 - explanation of the passenger and freight rail service goals and objectives within the context of the overall transportation system
 - an analysis of the public benefits of freight and passenger rail
 - a long-range investment program for current and future freight and passenger rail infrastructure in the corridor.
- Rail plan proposals ideally would be coordinated with, and incorporated within,
 - other transportation planning programs
 - transportation planning programs of neighboring States and others within the megaregion.



+ TIGER Evaluation Process

- Does the project align well with the long-term priorities of USDOT? (state of good repair, economic competitiveness, livability, sustainability, safety).
- Does it provide better ladders of opportunity and create more connections between people and jobs, schools, or services?
- Does the application demonstrate jurisdictional and/or disciplinary partnership?
- Does the application leverage significant non-federal resources?
- Is the project innovative?



+ Highly Competitive Projects

- Multimodal projects, coordinated investment from other sources and programs
- Demonstrate improved connectivity between users and centers of employment, education, and services
- New partnerships, multi-jurisdictional cooperation
- Problem statement and opportunity for plan clearly defined in application
- Plan should be actionable and include appropriate risk analysis, mitigation estimates, NEPA requirements, etc
- Public private partnerships and support



+ Common Application Pitfalls

- Ineligibility: applicants and projects
- Priorities/outcomes not aligned w/ selection criteria
- Insufficient matching funds, lack of demonstration
- Grouping unrelated projects



+ Technical Assistance

- USDOT offers technical assistance to help applicants through the TIGER process
- Previous TIGER application debriefs
- Benefit cost analysis resource guide
- Special Topics Webinars
- Questions sent to TIGERGrants@dot.gov



+ Additional Application Help

- **2014 How to Compete for TIGER Discretionary Grants: March 21st**
- **2014 Preparing a Benefit-Cost Analysis for a TIGER Grant: March 26th , April 4th**
- TIGER Website: www.dot.gov/tiger/
- Special Topics Webinars and Frequently Asked Questions:
 - <http://www.dot.gov/tiger/resources>





TIGER

Question and Answer Session

