



SACOG Board of Directors

Item #15-5-10
Action

May 14, 2015

Approve 2015 Transportation Investment Generating Economic Recovery (TIGER) Nomination Process

Issue: Should SACOG provide letters of support and technical assistance for 2015 TIGER applicants?

Recommendation: That the Board authorize the Chief Executive Officer to provide letters of support and technical support for five projects nominated for 2015 TIGER funding program.

Committee Action/Discussion: The Transportation Committee was unable to take an official vote on this item because there was not a quorum. However, it was the consensus of those attending that they recommend that the Board endorse the list of projects in Attachment A and authorize the Chief Executive officer to provide letters of support and technical assistance to project sponsors.

On April 2, 2015, the U.S. Department of Transportation (DOT) released the Notice of Funding Availability for the seventh round of the Transportation Investment Generating Economic Recovery (TIGER) program (<http://www.transportation.gov/tiger/tiger-nofa>). The 2015 TIGER program will award a total of \$500 million to fund highway, bridge, transit, intermodal, port, and passenger and freight rail projects.

Staff requested that local agencies interested in SACOG technical assistance and a letter of support for their TIGER applications provide titles and brief descriptions of those projects by April 28th. Staff received a total of five nominations from four agencies, the Sacramento Regional Transit District (RT), the City of Rancho Cordova, the City of Elk Grove, and Yolo County. Attachment A includes brief descriptions of the three projects nominated by these two agencies. Based on the information provided, staff is recommending each of these projects receive a SACOG letter of support and relevant technical assistance. For background, Attachment B provides the Receive and File item provided to the SACOG Board at its April 16 meeting and Attachment C contains additional information about the TIGER program.

It should be noted that endorsement from SACOG is not a requirement for submitting an application for TIGER. However, regional support and consistency with the policies and goals of the region's high performing Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) may improve the chances of sponsors submitting successful applications.

Approved by:

Mike McKeever
Chief Executive Officer

MM:CH:ds
Attachments

Key Staff: Matt Carpenter, Director of Transportation Services, (916) 340-6276
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Potential 2015 TIGER Applications

Project: Blue Line Relocation

Sponsor: Sacramento Regional Transit

Total Cost: \$20 million

TIGER Request: \$10 million

Sponsor's Description: Final Design and Construction of double tracks and two light rail stations on H Street between 12th Street and 7th Street. This project is referred to (at this time) as the "Blue Line Relocation Project" and would result in the relocation of Light Rail off of K Street and onto H Street. The project has independent utility and will provide economic benefits to both K Street and H Street, as well as travel time savings and ridership benefits. The project is being environmentally cleared as part of the Streetcar effort. The estimated cost of this project is \$20M of which 50% would be funded with Prop 1A and 50% would be funded with TIGER 7.

Project: Gold Line Extension

Sponsor: Sacramento Regional Transit

Total Cost: \$34 million

TIGER Request: TBD

Sponsor's Description: Final Design and Construction of double tracks between the Sacramento Valley Station (SVS) and Raley Field with one light rail station at Raley Field. This project is referred to (at this time) as the "Gold Line Extension Project" and would result in an extension of Light Rail to Raley Field for event use. The project has independent utility and will provide economic benefits to West Sacramento. The project is being environmentally cleared as part of the Streetcar effort. The estimated cost of this project is \$34M of which a portion would be funded in partnership with West Sacramento and the remainder would be funded with TIGER 7.

This project will only move forward if West Sacramento concludes the project is viable and the match can be identified. RT will be the submitting entity and the City of West Sacramento will assist in the preparation of the application and the Benefit Cost Analysis in particular.

Project: White Rock Road Transportation Improvement Project

Sponsor: City of Rancho Cordova

Total Cost: TBD

TIGER Request: TBD

Sponsor's Description: This multi-modal project extends from Sunrise Boulevard in Rancho Cordova to the recently completed segment in Sacramento County. This project includes reconstruction of the roadway to improve safety by widening the roadway from two to four lanes, adding a landscaped median and improving the horizontal and vertical alignment. This is a vital project to the region and will help reduce the congestion on Highway 50; improve goods and freight movement in the region with an important link to Mather Airport, and will improve the jobs to housing balance consistent with the SACOG Blueprint.

Project: City of Elk Grove Multimodal Station

Sponsor: City of Elk Grove

Total Cost: \$26 million

TIGER Request: 20 million

Sponsor's Description: Construction, and remaining pre-construction activities, of a multi-modal station along the Union Pacific Railroad tracks adjacent to Grant Line Road. The project, identified in the 2013 California State Rail Plan, provides several thousand area commuters a loading point for the San Joaquin passenger rail line running from Bakersfield to Sacramento, and providing a gap-filling travel corridor to the San Joaquin Valley, Sacramento, and the Bay Area. The multimodal facility will also host the City's e-tran bus service, which will link to the Sacramento Regional Transit District's Blue Line Phase II Light Rail network (to open in September, 2015.) The project forms a critical connection for walking and cycling commuters from the adjacent Grant Line overpass currently under construction, and reduces congestion, and associated safety challenges. These improvements will create a "ladder of opportunity" to residents of one of the fastest growing regions in the nation, strengthening regional partnerships for improved quality of life and economic competitiveness.

Project: County Road 31 Rehabilitation and Bicycle Corridor Safety Improvement Project

Sponsor: Yolo County

Total Cost: \$5.53 million

TIGER Request: TBD

Sponsor's Description: County Road 31 (Covell Boulevard) is the primary east-west connector in the southern part of Yolo County bordering Putah Creek. The road serves as an important thoroughfare between Interstate 505 and State Route 113, and is the primary connection between the City of Davis and the City of Winters. It also serves rich farm lands producing tomatoes, rice, nuts and alfalfa that generate high agricultural truck intensities. County Road 31 also provides access to the Yolo County airport, a public general aviation airport, and one of few in the region with a 6000 foot runway and

many acres of undeveloped land ready to welcome new businesses. County Road 31 also provides access to regional recreational facilities (i.e., Putah Creek, Lake Solano Park & Lake Berryessa). It is also used by bicycle commuters and recreational cyclists.

This project will utilize a sustainable, environmentally sensitive technology to recycle 100 percent of the existing road in-place, producing a high quality road structural section that will improve the rural-urban connection. Bicycle lanes will be marked with stripes and legends, and visibility of the bicycle lanes will be enhanced at intersections with pavement markings that have recently been approved by FHWA.

Obligation of funds for construction can easily be accomplished by the September 30, 2017 deadline for TIGER 2015 funds. A portion of the road was completed using federal ARRA funds in 2012, and TIGER FY 2015 funds would allow the remaining 5.5 miles of the project to be completed.



SACOG Board of Directors

**Item #15-4-22
Receive & File**

April 9, 2015

Transportation Investment Generating Economic Recovery (TIGER) VI Nomination Process

The U.S. Department of Transportation has released the Notice of Funding Availability for the Fiscal Year 2015 Transportation Investment Generating Economic Recovery Program

On April 2, the U.S. Department of Transportation (DOT) released the Notice of Funding Availability (NOFA) for the seventh round of the Transportation Investment Generating Economic Recovery (TIGER) program (<http://www.transportation.gov/tiger/tiger-nofa>). The TIGER program will award a total of \$500 million to fund highway, bridge, transit, intermodal, port, and passenger and freight rail projects. Pre-applications are due by May 4, 2015 followed by final applications on June 5, 2015.

The TIGER program is highly competitive. The previous six rounds of the TIGER program provided over \$4.6 billion to projects in all 50 states, the District of Columbia, and Puerto Rico. The SACOG region has been successful in previous funding rounds, securing funding for improvements to the Port of West Sacramento, Sacramento Intermodal station, and environmental documentation for the Broadway Bridge.

As with previous TIGER programs, the 2015 TIGER program will focus on capital projects that “generate economic development and improve access to reliable, safe and affordable transportation for disconnected communities in urban, suburban, and rural areas, while emphasizing improved connections to employment, education, services and other opportunities, workforce development, or community revitalization.” A notable difference from the 2014 TIGER program is the absence of dedicated funding for planning, preparation, or design of capital projects. These activities are still eligible to the extent that they are part of a construction project that receives TIGER funding.

The 2015 TIGER program maintains the \$10 million minimum to \$200 million maximum funding request requirements with an exception for rural areas where applicants may submit requests as low as \$1 million. The match requirement for TIGER funding remains at 20% for non-rural areas, while DOT may fund up to 100% of project costs in rural areas.

SACOG staff has informed local and partner agency staff of the NOFA announcement through emails to recipients of SACOG advisory committee notifications. Local agencies with interest in submitting a TIGER funding request must submit their pre-applications by the May 4th deadline to be eligible to submit a final application. DOT estimates the online pre-application form to take up to 30 minutes to complete. Pre-application instructions and a link to the online form are available at <http://www.dot.gov/tiger/apply>. In addition to submitting a pre-application, it is important for potential applicants to ensure that they have a working Grants.gov account as soon

as possible to avoid any complications when attempting to submit a final application.

SACOG staff encourages interested agencies to register for a series of webinars hosted by DOT to assist potential applicants with various aspects of the program and application process.

Attachment A provides schedules, summaries and registration links to the available webinars.

For an overview summary of the TIGER program Attachment B includes DOT's 2015 TIGER Fact Sheet.

SACOG staff will prepare a memo for the May committee cycle explaining how staff recommends handling application endorsement requests.

Attachments

Key Staff: Matt Carpenter, Director of Transportation Services, (916) 340-6276
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2015 TIGER Webinar Series

Register for any of the following webinars at <http://www.dot.gov/tiger/outreach>:

- **Wednesday, April 8, 2015** 1:00-3:00 PM: How to Compete for TIGER Discretionary Grants
- **Tuesday, April 14, 2015** 1:00-3:00 PM: How to Compete for TIGER Discretionary Grants
- **Thursday, April 23, 2015** 1:00-3:00 PM: Preparing a Benefit Cost Analysis (BCA)
- **Tuesday, April 28, 2015** 1:00-3:00 PM: How to Compete for TIGER Discretionary Grants

TIGER Grants Overview

TIGER (Transportation Investment Generating Economic Recovery) Grants provide a unique opportunity for the DOT to invest in road, rail, transit, bicycle/pedestrian, port, and multi-modal projects that achieve critical national objectives. Since 2009, Congress has dedicated more than \$4.6 billion for seven rounds to fund competitive projects that have a significant impact on the Nation, a region, or a metropolitan area. Through the TIGER program, DOT has awarded grants to 342 projects in all 50 States, the District of Columbia, and Puerto Rico.

What makes the TIGER program unique?

Flexibility

TIGER can provide capital funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional Federal transportation programs that provide funding to limited groups of applicants (mostly State DOTs and transit agencies). This flexibility allows our traditional partners at the state and local level to work directly with a host of entities that own, operate, and maintain much of our transportation infrastructure, but otherwise have limited ways to receive Federal support.

Innovative Funding

TIGER's competitive structure and broad eligibility allow project sponsors to develop multi-modal, multi-jurisdictional projects that may not be eligible for funding through traditional DOT programs. For example, in 2009, the TIGER program partnered with the State of California (Caltrans) and the San Diego Association of Governments (SANDAG)—the regional planning agency that represents 18 cities and county government to award \$20.2 million to the Otay Mesa Port-of-Entry project—the largest freight border crossing between California and Mexico – to provide a direct six-lane highway link and reduce Interstate congestion.

Leveraging Resources

TIGER projects have historically achieved, on average, co-investment of 3.5 dollars (including other Federal, State, local, private and philanthropic funds) for every TIGER dollar invested. The Razorback Regional Greenway TIGER 2010 project successfully leveraged \$15 million from the Walton Family Foundation to support development of this 36-mile bicycle and pedestrian network in Northwest Arkansas.

Encouraging Partnership

The TIGER program encourages States and localities to work together to bring more innovative, cross-modal proposals to the table. Priority is given to transportation projects that demonstrate strong collaboration among a broad range of participants, integration of transportation with other public service efforts, and/or projects that are the product of a robust planning process. For example, the Miami Trail/Everglades Restoration project, awarded \$20 million in TIGER 2014, has extensive stakeholder collaboration and support including the National Park Service, the US Army Corps of Engineers, State and local agencies, and numerous conservation advocacy organizations.

Rural Investments

The TIGER program enables DOT to use a rigorous process to select projects with exceptional benefits, explore ways to deliver projects faster and save on construction costs, and make investments in our Nation's infrastructure that make communities more livable and sustainable, including in rural areas. Since 2009, the TIGER program has provided over \$790 million to 117 projects in rural areas across the United States.



TIGER Project Spotlight



Memorial Bridge

The Memorial Bridge on US Route 1 is the only bicycle and pedestrian connection between NH and ME and is located in the heart of downtown Portsmouth. Before a 201X TIGER grant, the bridge had a sufficiency rating of 6 out of 100, safety concerns that resulted restricted bridge traffic to no more than three tons. A \$20 million TIGER grant enabled this bridge to resume normal operations and it was reopened in August 2013.

CREATE

The Chicago Region Environmental and Transportation Efficiency Program, (CREATE) partners U.S. DOT, the State of Illinois, the City of Chicago, Metra (the region's commuter rail agency), Amtrak, and the Nation's largest freight railroads in an approximately \$1.5 billion program that includes 70 intermodal projects that restructure, modernize, and expand existing rail facilities to improve freight and passenger mobility in and through Chicago while reducing negative environmental and social impacts. The CREATE \$100 million TIGER grant leveraged \$14 million in State and local funding and \$48 million in funding from the private railroads. CREATE adds capacity and reduces delays for trains and motorists using at-grade crossings, and improves roadways and sidewalks.



Atlanta Streetcar

Born from a relationship between the city, local businesses, and MARTA (the local transit authority), the Atlanta Streetcar project received a \$47.6 million TIGER grant to construct a new east-west streetcar line connecting many of the residential, cultural, educational and historic centers downtown, improving Atlanta's quality of life and providing enhanced transit options. The streetcar, which opened for passenger service in December 2014, provides residents, students and visitors with easy access to jobs and public amenities in the core of downtown Atlanta, and serves an economically distressed area, spurring pedestrian-oriented development and reinforcing development plans.



US-491 Safety Improvements

US-491 is the primary highway in an extremely rural area of northwest New Mexico, connecting the Navajo Nation to surrounding areas, and is a major trucking route with increasingly high volumes of commercial traffic. Prior to construction, this stretch of highway experienced fatality rates between two and three and a half times the state average. A \$31 million TIGER grant enabled the Navajo DOT to construct two additional lanes and to separate north-south traffic on this corridor, limiting fatal accidents. Additional safety improvements include construction of turn lanes for acceleration and deceleration, and improved intersections, signage, markings, and drainage facilities.

