



**Item #13-3-14
Action**

SACOG Board of Directors

March 13, 2014

Transportation Investment Generating Economic Recovery (TIGER) VI Nomination Process

Issue: Should the Board confirm staff recommendations for the TIGER VI program?

Recommendation: That the Board of Directors endorse the TIGER VI nominations identified in Attachment A and authorize the CEO to prepare a regional grant application for the program.

Committee Action/Discussion: On February 26, the U.S. Department of Transportation (USDOT) released the Notice of Funding Availability (NOFA) for the sixth round of the Transportation Investment Generating Economic Recovery (TIGER VI) program. The TIGER VI program will award a total of \$600 million to fund highway, bridge, transit, port and passenger and freight rail projects. Applications will be accepted between April 3 and April 28, 2014. This condensed application development and submittal window is necessitating SACOG staff to solicit candidate projects in tandem with the March SACOG Board and committee cycle. A SACOG endorsement is not required to submit an application to the TIGER program, but does provide documentation of regional support. The El Dorado County Transportation Commission and the Placer County Transportation Planning Agency have separate processes for their respective counties.

The TIGER program is highly competitive. The previous five rounds of the TIGER program provided over \$4.1 billion projects in all 50 states, the District of Columbia, and Puerto Rico. The SACOG region in the past has been successful in securing this highly sought after funding source for improvements to the Port of West Sacramento and the Sacramento Intermodal station.

The TIGER program has two defined funding categories for capital projects: “at-large” and “rural areas.” For the “at-large” category, applications must be between \$10 and \$200 million total and have a 20 percent non-federal match. For the “rural areas” category, applications must be between \$1 and \$10 million. DOT may increase the federal share above 80 percent only for projects located in “rural areas,” in which case DOT may fund up to 100 percent of the costs of a project.

Planning grants is a third category of funding that is new to the TIGER program. A total of \$35 million is available to projects that are identified as project-level or regional plan applications. An excerpt from the NOFA describes eligibility: “Projects that are eligible for TIGER Planning Grants include, but are not limited to: activities related to the planning, preparation, or design of a single surface transportation project, or activities related to regional transportation investment planning, including transportation planning that is coordinated with interdisciplinary factors including housing, economic development, storm water, and other infrastructure investments, and/or that address future risks and vulnerabilities, including extreme weather and climate change.”

The TIGER VI program has many similarities to the previous TIGER program, but with a few notable differences. The addition of a planning grant category is new, and applicants have more time to spend the funds awarded. The new TIGER program sets September 30, 2016, as the deadline to obligate funds, while the prior cycle required obligation one year after award. Additionally, a priority consideration in the

new TIGER program is highlighted in the NOFA: “Across the federal government, the Administration is dedicated to enhancing opportunity for all Americans by investing in transportation projects that better connect communities to centers of employment, education, and services (including for non-drivers) and that hold promise to stimulate long-term job growth, especially in economically distressed areas. Additional consideration will be given to proposals that seek to strengthen opportunities to expand the middle class. While the Department will award funds to a variety of project types, priority consideration will be given to applications that address this objective.”

Other performance outcomes remain the same and include safety, improving the condition of existing transportation facilities and systems, improving energy efficiency and reducing greenhouse gas emissions, improving the safety of U.S. transportation facilities, and improving the quality of living and working environments of communities through increased transportation choices and connections.

Staff solicited TIGER VI project nominations from local agencies, transit districts, and Caltrans in the four-county SACOG region comprised of Sacramento, Sutter, Yolo, and Yuba counties. Eight projects came forward for consideration, including six capital projects and three planning projects, from local jurisdictions. Additionally, SACOG is proposing a regional planning grant application. In total, the recommended projects constitute approximately \$70.2 million in requested funding, leveraging an additional \$30.4 million towards total project costs. As applicants continue to refine their full applications, it is possible that the total costs and TIGER requests may modestly change.

SACOG staff reviewed the project nominations to determine whether they meet TIGER VI eligibility requirements and if they support program selection criteria and the MTP/SCS guiding principles. Eight of the nine projects nominated meet this two-part test. Staff recommends Board endorsement of the projects identified in Attachment A and authorize letters of support for the projects. With Board endorsement, staff will also move forward on the preparation of a regional grant application for TIGER VI that will be submitted in time to meet the April application deadline.

Approved by:

Mike McKeever
Chief Executive Officer

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Attachment

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Attachment A: Potential 2014 TIGER VI Applications Seeking SACOG Endorsement and Technical Assistance

Nominating Agency	Title	Description	Estimated Project Cost	Anticipated TIGER Request	TIGER Eligible / Category	Included in the 2012 MTP/SCS	Supports Program Selection Criteria	Supports MTP/SCS Guiding Principles
Urbanized Area Capital Grant								
Arcade Creek Recreation and Park District	Arcade Creek Pedestrian Crossing Project	Provide a safe pedestrian bridge crossing across Arcade Creek that allows access to the American River College (ARC) campus, continues and enhances the designated walking route to College Oak and Winding Way, and replaces an existing pedestrian crossing that does not meet modern day standards.	\$570,000	\$420,000	No- TIGER requires minimum \$10 million request for capital grants within urbanized areas.	Yes	N/A	N/A
City of Davis & Davis Chamber of Commerce	Davis Gateway Area at Richards Blvd/I-80/Olive Drive/Nishii/Downtown Project	This project will make multiple infrastructure improvements to create solutions for existing problems and anticipate the impact of planned economic development activities within the project area. Project features include: -Reconfigure the existing Richards Drive exit on westbound I-80 to an elevated "tight-diamond" configuration. -New bicycle/pedestrian bridge over Richards Blvd on the south side of the Richards Subway -New bicycle/pedestrian tunnel from Olive Dr to 1st St on the east side of the historic Richards Subway -New separated grade crossing over/under UPRR Main Line from Nishii Property to UC Davis -Improved circulation throughout project area for all modes of transportation -Increased automobile parking options to encourage more pedestrian activity in Downtown Davis	\$30,000,000-\$40,000,000	\$18,000,000	Yes	Yes	Yes	Yes
Elk Grove	Elk Grove Multimodal Station project	The Elk Grove Multimodal Station project would include the construction of a new rail stop along the existing Amtrak San Joaquin route. The project would include the following primary features: 600' long passenger platform, up to 100 designated parking spaces, passenger and bus drop/off and loading zone, a new signalized intersection at Elk Grove-Florin Road, a new railroad siding, and a pedestrian/bicycle trail underpass serving the site. The project also includes funding for the purchase of five 40' transit buses to improve service to the nearby light rail extension at the Cosumnes River College.	\$25,000,000	\$20,000,000	Yes	Yes	Yes	Yes
Rancho Cordova	White Rock Road Widening	The White Rock Road Widening Project is part of an innovative multi-jurisdictional planning effort to alleviate regional congestion, improve roadway safety, nurture economic development, and promote the livability and quality of life in the greater Sacramento region. The proposed project will widen approximately 5 miles of White Rock Road from two to four lanes, add bike lanes in each direction, and separate traffic with a median.	\$18,000,000	\$14,400,000	Yes	Yes	Yes	Yes
SACRT	Dos Rios and Horn Light Rail Stations	Construction of two new light rail stations; Dos Rios Station at 12th Street, south of Richards Blvd. and Horn Station on Folsom Blvd at Horn Road. The Dos Rios Station is part of the redevelopment of Twin Rivers public housing development. Both stations provide rail access to low income and diverse communities.	\$13,100,000	\$10,000,000	Yes	Yes	Yes	Yes
Rural Capital Grant								
Yolo County	County Road 31 Improvement Project	County Road 31 (Covell Boulevard) is the primary east-west connector in the southwestern part of Yolo County. The road serves as an important thoroughfare connecting the urbanized areas in the City of Davis and the City of Winters to each other, and also to Interstate 505. It serves rich farm lands producing tomatoes, rice, nuts and alfalfa that generate high agricultural truck intensities as agricultural products are transported to local and regional processing facilities. 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.	\$5,500,000	\$5,000,000	Yes	Yes	Yes	Yes
Planning Grant								
City of Sacramento	Sacramento Intermodal – Phase 3 Project	Planning of the future phases of the Sacramento Intermodal Transportation Facility for a TIGER VI planning grant. Building upon the initial Intermodal projects, this project "Sacramento Intermodal – Phase 3" (SI-3) would expand transportation facilities to better serve existing and new modes and would transform the station area into a vibrant destination, gateway and catalyst for transit-oriented development. The planning grant would enable a master plan to be prepared that would be a roadmap for this regional district.	\$1,000,000	\$500,000	Yes	Yes	Yes	Yes
SACOG	Corridor and Infill Reinvestment Strategy Planning	Develop a state of the art interactive open data and technical assistance center that provides access to small area analysis tools developed through SACOG's Rural-Urban Connections Strategy, Metropolitan Transportation Plan/Sustainable Communities Strategy, and Blueprint programs. The center would provide unprecedented access to MPO planning, data tools and technical assistance to assist struggling suburban, rural and urban communities in prioritizing the most critical infrastructure needs for implementing local and regional economic revitalization strategies. The project would convene a multi-jurisdictional Corridor Working Group composed of planning, public works and economic development staff and others to help shape the methodology and area typologies for local use. The project would also include support from corridor revitalization, transit, and/or traffic engineering experts to help jurisdictions phase and prioritize infrastructure investments to retrofit key corridors to maintain a state of good repair, increase economic competitiveness, improve quality of life, address modal conflicts, increase corridor safety, and reduce VMT, fuel use and GHG emissions.	\$700,000-\$1,000,000	\$600,000- \$900,000	Yes	Yes	Yes	Yes
West Sacramento / City of Sacramento	Broadway Bridge PA/ED	The second phase of this project would complete preliminary engineering and environmental review for a bridge between the Cities of West Sacramento and Sacramento. The purpose of the project is to construct a 1/3-mile multi-modal roadway spanning the Sacramento River. The project has been identified as a regionally important investment in the MTP/SCS. The recently completed Sacramento River Crossings Alternatives Study demonstrated the significant travel and economic benefits from a new river crossing in the Broadway Bridge area. The project scope would examine the area—the Broadway Bridge Area—with the highest current and projected population and employment growth projected among the seven river crossing study areas. The project has the potential to reduce VMT by providing a multi-use path river crossing and spur economic development within the cities of West Sacramento and Sacramento. The successful prior planning work is evident of strong multi-agency coordination between the two cities.	\$3,000,000	\$1,500,000	Yes	Yes	Yes	Yes