



## SACOG Board of Directors

March 8, 2012

### Approve Transportation Investment Generating Economic Recovery (TIGER) IV Nomination Process

**Issue:** Should the Board confirm SACOG staff recommendations for the TIGER IV capital grant program at-large category?

**Recommendation:** The Transportation Committee recommends that the Board endorse the project nominations received from the City of Sacramento and County of Sacramento for the TIGER IV funding round.

**Committee Action/Discussion:** Staff solicited TIGER IV project nominations from local agencies and transit districts in the four-county SACOG region comprised of Sacramento, Sutter, Yolo and Yuba counties. The El Dorado County Transportation Commission and the Placer County Transportation Planning Agency have separate processes for their respective counties.

Each of the projects in the four-county SACOG region nominated for consideration is a high quality proposal that was endorsed for SACOG support in last year's TIGER III funding cycle. Staff recommends both of the following projects receive Board endorsement that can be referenced by the local agencies in their final application materials that they will submit to the United States Department of Transportation (USDOT); the submittal deadline is March 19.

For the "at-large" category, nearly \$500 million is available nationwide for projects in an urban or rural setting. Applications in this category must be between \$10 and \$200 million total and have a 20 percent non-federal match. Two at-large projects are recommended for TIGER IV endorsement:

- **City of Sacramento: Intermodal Transportation Facility** (\$15 million federal request matched with an estimated \$15 million in other funds)—This investment helps realize one of the largest infill opportunities in the country and represents both creation of a regional multimodal transportation hub and a signature land use plan. The project includes improvements at the existing Sacramento Valley Station, currently the second busiest in California and the seventh busiest in the United States. It will upgrade the depot terminal's exterior and interior spaces and systems to improve service and building utilization and will rehabilitate a national historic resource.
- **County of Sacramento: U.S. 50 at Watt Avenue Interchange** (\$10 million federal request matched with an estimated \$8.1 million in other funds)—This investment supports one of the region's busiest and least efficient facilities along one of the most congested corridors. The project consists of reconstructing the current interchange, constructing a dedicated transit-way to support bus rapid transit (BRT), and constructing dedicated bicycle and pedestrian pathways separated from vehicular traffic.

As part of TIGER III, two projects were recommended for the “rural set-aside” category. These projects were Yolo County, Sustaining the Rural-Urban Connection – County Road 31, and Yuba County, Beale Air Force Base Gateway Complete Streets and Economic Revitalization Project. These agencies have chosen not to apply in this round.

Throughout the process to identify potential TIGER IV project proposals, staff from federal agencies, Caltrans, and SACOG have emphasized that this is a unique, limited funding opportunity from USDOT. SACOG and member agencies are not guaranteed any funds through the process, and national competition is likely to be just as high as or higher than TIGER I, II and III. The previous three rounds of the TIGER program provided \$2.6 billion to 172 projects in all 50 states, the District of Columbia and Puerto Rico. During the previous three rounds, USDOT received more than 3,348 applications requesting more than \$95 billion for transportation projects across the country.

The TIGER IV program has many similarities to previous TIGER III program, but with two notable differences. USDOT would like to encourage those seeking funding for passenger rail projects to consider TIGER and will make up to \$100 million in funding available to high speed and intercity passenger rail projects. Additionally, there is a shorter timeframe for obligation, and applicants must include a detailed statement of work, project schedule, and budget in the project narrative.

The TIGER IV selection criteria are nearly identical to the three previous TIGER rounds and align with the selection criteria endorsed by the SACOG Board for the fall 2011 programming process. TIGER IV performance outcomes include long-term economic competitiveness, 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. For TIGER IV, USDOT also will give priority to projects that are expected to quickly create and preserve jobs and stimulate rapid increases in economic activity.

Despite the competitiveness of the 2009 TIGER I process, the SACOG region’s coordinated process fared well. Three projects were endorsed by the SACOG Board, and one of them, the Northern California Marine Highway initiative between the ports of West Sacramento, Oakland and Stockton, received \$30 million in funding.

Approved by:

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