



**Special Meeting  
Item #13-3-1  
Action**

**Transportation Committee**

March 5, 2014

**Transportation Investment Generating Economic Recovery (TIGER) VI Nomination Process**

**Issue:** Should the Transportation Committee recommend that the Board confirm staff recommendations for the TIGER VI program?

**Recommendation:** That the Transportation Committee direct staff to continue working with member agencies to solicit project nominations, and to develop a staff recommendation of projects to support for the Board to consider at its March 20 meeting.

**Discussion:** On February 26, the U.S. Department of Transportation (DOT) 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. 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.”

In the process to identify potential TIGER VI project proposals, staff from federal agencies, Caltrans, and SACOG are emphasizing that this is a unique, limited funding opportunity from DOT. 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 five prior TIGER rounds.

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 is currently in the process of soliciting TIGER VI project nominations from local agencies and transit districts in the four-county SACOG region comprised of Sacramento, Sutter, Yolo, and Yuba counties. As part of this effort, announcements have been sent to e-mail recipients of all SACOG advisory committee committees.

The proposed process moving forward is to receive project nominations by March 12 that will be reviewed by SACOG staff. Following the review of nominated projects, a staff recommendation of projects to support will then be prepared for Board consideration at the March 20 meeting.

For project sponsors seeking a SACOG letter of support, a draft application will not be required, but a clear summary of the project and associated benefits will be required to discern if it will be eligible for funding in the specific category, how competitive the project is likely to be with TIGER VI criteria, and how strongly the project supports priority performance outcomes from the MTP/SCS. Draft criteria will be provided at the March 6 Transportation Committee meeting for discussion and direction.

Approved by:

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