

TIGER 2014

Ports and TIGER: Strengths and Weaknesses for Capital and Planning Applications

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 (including public Port Authorities)
- Outcome-based
- Use of economic analysis
- Strict time limits on funding
- Performance measures
- Extremely competitive



+ 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
- 270 awards, \$3.5 billion awarded
- We anticipate about 1,000 applications





TIGER and Freight Projects

- The TIGER program has awarded \$1.1 billion in grant funding to 66 freight projects across the country.
- Many of these projects have truly national benefits, including the Crescent Corridor, Colton Crossing, and CREATE program of projects.
- \$425 million in grant funding has gone to support 33 port and marine highway projects. (Between 4 and 8 projects each round.)





What projects compete well?

- Demonstrated strength in at least 2-3 of the primary selection criteria
 - State of Good Repair
 - Economic Competitiveness
 - Quality of Life
 - Environmental Sustainability
 - Safety
- Projects which are difficult to fund elsewhere
- Strong partnership and matches, private funds from benefitting private entities and demonstrated leveraging of other funds
- 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
 - Ex: working with other transportation modes to create plan that includes removing freight traffic from strategic routes to help promote transit/bike/ped plans





Ladders of Opportunity

- **Promote workforce development in all modes**
 - **Ex: Outreach programs to promote employment opportunities in transportation**
 - **Ex: Training programs to increase mid to high level opportunities in transportation sector**
- **Primary and Secondary Criteria still apply- not all projects will be “ladders” projects**



+ Port of Oakland Intermodal Rail Improvements-2012

- \$15,000,000 TIGER award, \$43 million total project cost
- TIGER funds will boost rail access and capacity at the port by building a new arrival track and high-speed turnout from Union Pacific's mainline, two track leads into the port's new Joint Intermodal Terminal, and a new manifest yard (Knight Yard) to replace the former Oakland Army Base Yard. Knight Yard will be able to handle 100-150 rail cars per day. The TIGER project is a crucial first step in the Oakland Global development program, a \$400 million dollar effort to redevelop the former Oakland Army Base into a nationally significant trade and logistics hub.



"World Class. World Fast."



TIGER

+ Port of Lewiston Dock Extension 2012

- \$1,300,000 award,
\$2,900,000 total project cost



- TIGER funds will improve this inland port on the Columbia/Snake River System. In 2011, the Port of Lewiston exported cargo to 17 countries, including 85% of the regional production of soft white wheat, peas and lentils, making it one of the primary inland export terminals in the nation. TIGER funding will be used to extend the port's existing 120 foot dock by 150 ft, allowing the crane to move along the entire face of the dock and provide access to two barges simultaneously.



+ Port of New Orleans-2011

\$16.7 million TIGER award, \$26 million total project cost

The project makes critical renovations to a nationally significant and specialized port facility in the City of New Orleans, which is strategically located on the Mississippi River near six Class I rail lines and the Interstate Highway System. The project will support short-term and long-term maritime jobs in an economically distressed area of the country that depends on port activities and international commerce. The construction plans at the Louisiana Terminal will make optimal use of a constrained 16-acre space by realigning the tracks to provide for more efficient loading, unloading, and storage. These efficiency improvements will make the transport of goods – including ultra-heavy project cargoes – safer, cheaper, and more sustainable both to and from the Port of New Orleans



+ 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.**
- Port Master Planning
- Regional Planning



+ 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

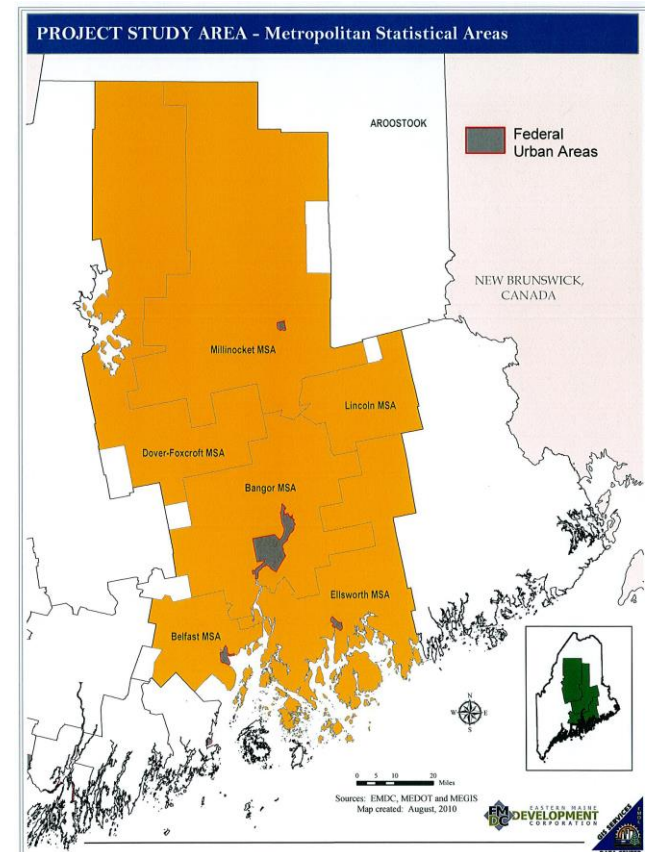
- Same selection criteria as capital grants
- Applicants should demonstrate means and methods to align with the criteria
 - Example: How will this process lead to a plan that addresses economic development and environmental sustainability? Who will be involved in creating it, etc.
- Demonstrated alignment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





TIGER 2 Planning Grants

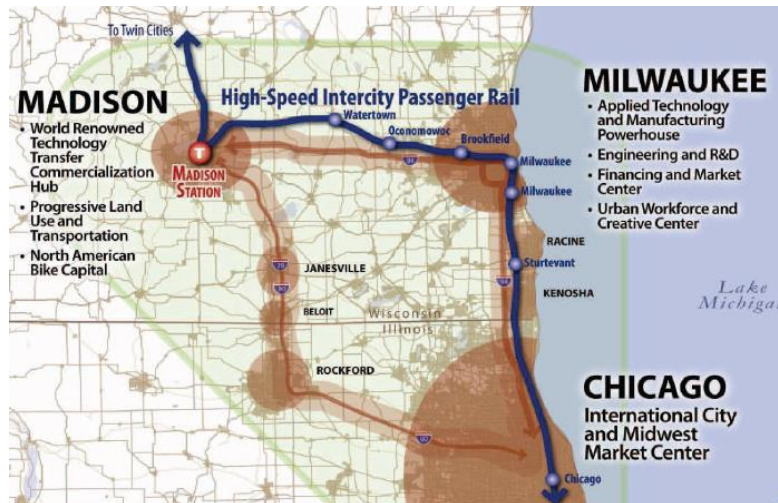
- Linking the Rural Regions of Five Counties in Maine
 - A feasibility study was performed to determine the regional transportation needs and assets of five rural counties, with a particular focus on its aging population. Community partners and the Margaret Chase Smith Policy Center, part of the University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



+ TIGER 2 Planning Grants

■ 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.

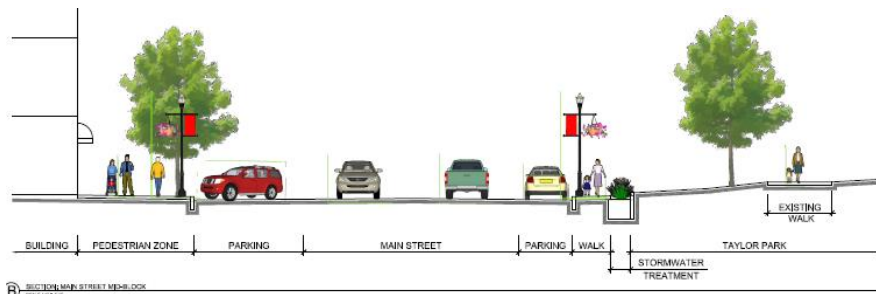


+ TIGER 2 Planning Grants

■ 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



+ 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





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



+ Port Planning

Port planning projects can fall into one of three categories

- 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)



+ Port Planning

Port planning projects can fall into one of three categories

- 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, quality of life, 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?



+ Project Strengths

- 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



+ Project Weaknesses

- 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 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

