

MISSISSIPPI VALLEY



FREIGHT COALITION

MVFC Conference & Annual Meeting

**April 27-29, 2010
Cincinnati, Ohio**

TIGER Grant Process

USDOT

TIGER

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Transportation Investment Generating Economic Recovery

TIGER

- Funded by American Recovery & Investment Act
- \$1.5 billion total appropriation
- Award announcement on or before 2/17/2010
- Funds must be obligated by 9/30/2011



TIGER II

- National Infrastructure Investment Grants (NII)
- Funded by FY10 Transportation and Housing and Urban Development Appropriation
- \$600 million total appropriation
- Award announcement on or after 9/15/2010
- Funds must be obligated by 9/30/2012



TIGER Discretionary Grants Review Process

- Technical Review by Mixed Mode Evaluation Teams
- Economic Evaluation Review of benefit-cost analyses
- Environmental Readiness Review
- Accountability Review of the Process
- Senior Leadership Review



TIGER Discretionary Grants

Key Provisions

- \$1.5 billion in funding
 - Up to \$200 million for TIFIA loan subsidy costs
- Available for all surface transportation modes, at up to 100% Federal funding
- Minimum (\$20 million)* and maximum (\$300 million) grant sizes
- Must ensure an “equitable” geographic distribution of grants
- Priority for projects that can be completed within three years



Criteria for Evaluating TIGER Discretionary Grant Applications

Selection Criteria	Outcomes	Description
Primary Long-term	State of Repair	Improving the condition of existing transportation facilities and systems, with particular emphasis on projects that minimize life-cycle costs.
	Economic Competitiveness	Contribute to the economic competitiveness of the in the near and long-term
	Livability	Improve the quality of living and working environments and the experience for people in communities
	Sustainability	Improve energy efficiency, reduce dependence on oil, reduce greenhouse gas emissions and benefit the environment
	Safety	Improve the safety of transportation facilities and systems
	Job Creation and Economic Stimulus	Quickly create and preserve jobs and stimulate rapid increases in economic activity
Secondary	Innovation	Use innovative strategies in pursuing the above outcomes
	Partnership	Demonstrate strong collaboration among a broad range of participants and/or integration of transportation with other public service efforts



Rating Scale for Technical Evaluation of TIGER Applications

Rating	Definition
Highly Recommended	The project aligns extremely well with the objectives of the selection criterion under consideration.
Recommended	The project aligns well with the objectives of the selection criterion under consideration.
Not Recommended	The project provides limited value with respect to the selection criterion under consideration, or the project's alignment with the criterion was not addressed in the application.
Negative	The project would adversely impact the Department's efforts to promote the outcomes described for the criterion under consideration.



Rating Scale for Economic Evaluation of TIGER Applications

Rating	Description
Very useful	The economic analysis (i) is comprehensive (quantifying and monetizing the full range of costs and benefits for which such measures are reasonably available), (ii) attempts to capture the dynamic effects of transportation investments on land use, as well as the economic effects of transportation investments on households, (iii) helps the Department organize information about, and evaluate trade-offs between, alternative transportation investments, and (iv) provides a high degree of confidence that the benefits of the project will exceed the project's costs.
Useful	The economic analysis (i) identifies, quantifies, monetizes, and compares the project's expected benefits and costs, but has minor gaps in coverage of benefits and costs, or fails in some cases to quantify or monetize benefits and costs for which such measures are reasonably available, and (ii) provides a sufficient degree of confidence that the benefits of the project will exceed the project's costs.
Marginally Useful	The economic analysis (i) identifies, quantifies, monetizes, and compares the project's expected benefits and costs, but has significant gaps in coverage, quantification, or monetization of benefits and costs, or significant errors in its measurement of benefits or costs, and/or (ii) the Department is uncertain whether the benefits of the project will exceed the project's costs.
Not Useful	The economic analysis (i) does not adequately identify, quantify, monetize, and compare the project's expected benefits and costs, (ii) does not provide sufficient confidence that the benefits of the project will exceed the project's costs, and/or (iii) demonstrates an unreasonable absence of data and analysis or poor applicant effort to put forth a robust quantification of net benefits.



TIGER BCA Requirements: Lessons Learned

- Key is to have credible performance impact projections—monetizing these impacts is relatively straightforward
- Lack of modal bias—reasonable comparability
- Good BCA complements assessment of projects based on long-term outcomes
- Choice of discount rate matters
- Little difference between “full” benefit-cost analysis and benefits quantification by outcome category
- Need for clear guidance on input values and expectations for quality and documentation of project benefits and costs
- Need for research on non-user benefits and non-traditional impacts of transportation investments



Benefit/Cost Analysis for Transportation Infrastructure

A Practitioners Workshop

**U.S. Department of Transportation,
Washington, D.C.**

May 17, 2010

Benefit/Cost Analysis for Transportation Infrastructure: A Practitioner's

Workshop

May 17, 2010

U.S. Department of Transportation
1200 New Jersey Ave., S.E.
Washington, D.C.

This workshop provides an introduction to benefit/cost analysis for transportation infrastructure. There is growing emphasis on the use of benefit/cost analysis for evaluating transportation projects funded by discretionary federal transportation programs. The workshop begins with an overview of benefit/cost analysis and a discussion of the differences between benefit/cost analysis and economic impact analysis. Other topics include job creation and real estate investment benefits, and measuring the benefits of the U.S. Department of Transportation's strategic goals – safety, livable communities, state-of-good-repair, economic competitiveness, and environmental sustainability. The workshop concludes with a presentation on measuring costs and a summary of the day.

Registration Fee

Early Bird Fee through May 4 — \$50

Late Fee after May 4 — \$100

No On-Site Registration

On-Line Registration

To Register Please Visit: http://tti.tamu.edu/conferences/benefit_cost10/



**Transportation
Economics Center**
TEXAS TRANSPORTATION INSTITUTE

The Texas A&M University System
College Station, TX 77843-3135
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Draft Agenda

- Message from the White House
- Benefit/Cost Analysis & Economic Impact Analysis
- Job Creation & Real Estate Investment Benefits
- Measuring the Benefits of DOT's Strategic Goals
- Measuring Costs



Role of Performance Measures

- Assess Impact of Individual Projects
- Assess the Impact of TIGER Program
- Key Challenges
 - One size does not fit all
 - Diverse scope of project types, sizes, and amounts
 - Diverse range of awardees
 - Paperwork Reduction Act (PRA) requests
 - Limited project funds for data collections



TIGER Projects

Performance Measures

Category	Measures
USAGE	Before/after average tons handled per day
	Before/after average daily gross ton-miles (GTM)
	Before/after average lifts per day (TEU)
	Before/after passenger miles and hours
	Before/after passenger (on/off) activity counts by mode of access
	After Intercept survey
	Before/after average daily bike and/or pedestrian users
	Before/after ADT and ADTT
OPERATIONS	Before/after average monthly slow order miles and average daily delay minutes
	Before/after total average vehicle delay (minutes) at the crossings
	Before/after average total daily train delay (minutes)
	Before/after average travel time and buffer index (hourly, or peak & off-peak)
ECONOMIC IMPACT	Before/after Housing density and Low/Mid Income housing density
	Before/after ft ² of commercial development (total and vacant)
SAFETY	Before/after crash rates by type and severity





TIGER II program



TIGER II

- **Federal Register /Vol. 75, No. 79 /
Monday, April 26, 2010 /Notices**
- **[Docket No. DOT-OST-2010-0076]**



TIGER II

- Not Less Than \$10 Million Each, Subject to Waiver for Rural
- Waiver On Minimum for Rural Projects Only
- No Greater Than \$200 Million Each
- No More Than 25% per State
- Up to 80% Federal Share Allowed, Subject to Waiver for Rural Projects
- Up to \$150 Million for TIFIA Financing
- Up to \$25 Million for Grant Administration



What's new in TIGER II?

- At Least \$140 Million to Rural Projects
- 100% Federal Share on Rural Projects
- Rural Project Minimum \$1 Million
- Directive to balance the investments across a variety of transportation modes
- Up to \$35 Million for Planning & Design Projects Eligible For Grant Funding



Pre-Application Form

- Location of Project, Congressional Districts
- Project Title
- Project Type: Highway, transit, rail, port, multimodal, bicycle and pedestrian, or planning activity
- Project description : 50 words understandable to the public , e.g.
 - “the project will replace the existing bridge over the W river on interstate-X between the cities of Y and Z”
 - “the TIGER II Planning Grant will fund planning activities for streetcar service from location X to location Y”;
- Total cost of the project;
- Total amount of TIGER II
- Status of NEPA process



Possible Multi-agency Planning Awards

- **Recognize difference in eligible applicants and projects**
- **TIGER II Planning Grants**
- **HUD's Community Challenge Planning Grants**
 - **\$40 million**
 - **Foster reform and reduce barriers to achieve affordable, economically vital, and sustainable communities**
- **USEPA Partnership for Sustainable Communities**



Upcoming TIGER Seminar

**U.S. Department of Transportation,
Washington, D.C.**

May 18, 2010



Draft Agenda

- **Qualities of Winning Applications**
- **Areas for Improvement**
- **Looking Forward: Understanding Key Criteria**
- **Question and Answer**



Teresa's Observations

- *Make your case* to reviewers from mixed modes:
 - Don't use "lack of other funding sources" argument
 - Don't use "we will build it and they will come" argument
 - Tie benefits to strategic outcomes
 - Show project support through State, local, and private funding partners.
- Popular themes of successful applications
 - Strengthening Freight corridors / eliminating freight bottlenecks
 - Development-oriented transit
 - Intermodal transit connectivity
 - Smart streets and encouraging non-motorized transport
 - Partnerships to build infrastructure to support non-transportation goals



TIGER II Key Dates

- Interim Notice of Funding Availability (NOFA)
– April 26, 2010
- Comments due – May 7, 2010
- Final NOFA – May 24, 2010
- Two Stage Application Process
 - (Required) Pre-applications due – July 16, 2010
 - Applications due – August 23, 2010
- Deadline for announcing awards – September 15, 2010



Thank you



**PUTTING AMERICA
TO WORK**

PROJECT FUNDED BY THE
**American Recovery
and
Reinvestment Act**



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