

# Transportation for America

## TIGER & FASTLANE: AN INSIDE LOOK AT NEW OPPORTUNITY

March 24, 2016

[www.T4america.org](http://www.T4america.org)  
@t4america

# Today's Moderator

**Erika Young** - Director of Strategic Partnerships for Smart Growth America

- Transitioning from T4A to SGA
- Expanding adoption of mission-driven, smart growth solutions
- Focusing on communities' pressing growth, development and transportation challenges

# Today's Agenda

## **SGA Launching T4A Technical Assistance.**

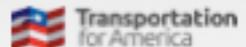
Focused, mission-driven solutions for communities nationwide.

**T4A's Eye on TIGER.** How has the organization supported/promoted it over its lifetime?

**2016 TIGER NOFO.** How to write a competitive application. How to handle the benefit-cost analysis.

**New FASTLANE Program.** What is the purpose of this program? What is USDOT looking for?

**How can T4A Help?** Questions and Next Steps.



# New T4A TA Assistance Program



# Our TA Services

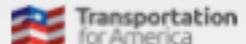
**STRATEGIC ADVICE** We track the rapidly changing policy and regulatory landscapes at the federal, state and local levels so you don't have to, and give you the practical advice you need to turn your ideas into achievable solutions. With our support, our clients become their own best lobbyists.

**GRANT SUPPORT** We identify funding opportunities, craft applications and gather powerful support to give our clients the edge in a highly competitive environment.

**INNOVATIVE TRANSPORTATION** Transportation leaders can produce the greatest return on investment through goal setting, performance measures and outcome-based procedures. Beyond the low bar of merely complying with upcoming federal requirements, we help our clients achieve their priorities and make the case to constituents that their tax dollars are being invested well.

**IMPLEMENTING MULTIMODAL DESIGN** Many states and localities have adopted complete streets policies only to run into challenges implementing them. We work with transportation agencies to identify and address the hurdles preventing the adoption of multimodal, context sensitive design.

**REPORTS AND PUBLIC SPEAKING** We produce reports about transportation policy, funding, design and best practices, both as independent research and on behalf of our clients. We provide expertise and perspective on the effects that changing market demand and demographic shifts will have on transportation, housing and development investments. We also track state and local attempts to raise funding for transportation to help clients put together the strongest proposal and case for success.





WHY  
TRANSPORTATION  
FOR AMERICA  
TECHNICAL ASSISTANCE?



## **WE'RE MISSION DRIVEN**

We're driven to creating thriving communities and investing in the smart, homegrown, locally-driven transportation solutions that hold the key to our future economic prosperity.

## **WE'RE A NON-PROFIT**

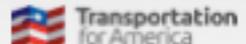
Transportation for America Technical Assistance exists to reinvest in our mission-driven parents — not find a way to make the most money possible.

## **WE SHARE YOUR VALUES**

It's powerful and encouraging to know that you have an ally. We share your values and we'll be working tirelessly to accomplish the work, whether you choose to use T4 or not.

## **WE UNDERSTAND HOW TO GET THINGS DONE**

We have relationships and access that span all levels of government and reach across the country. Our expertise is second to none, and we know how to finish the job.



# About The Presenters

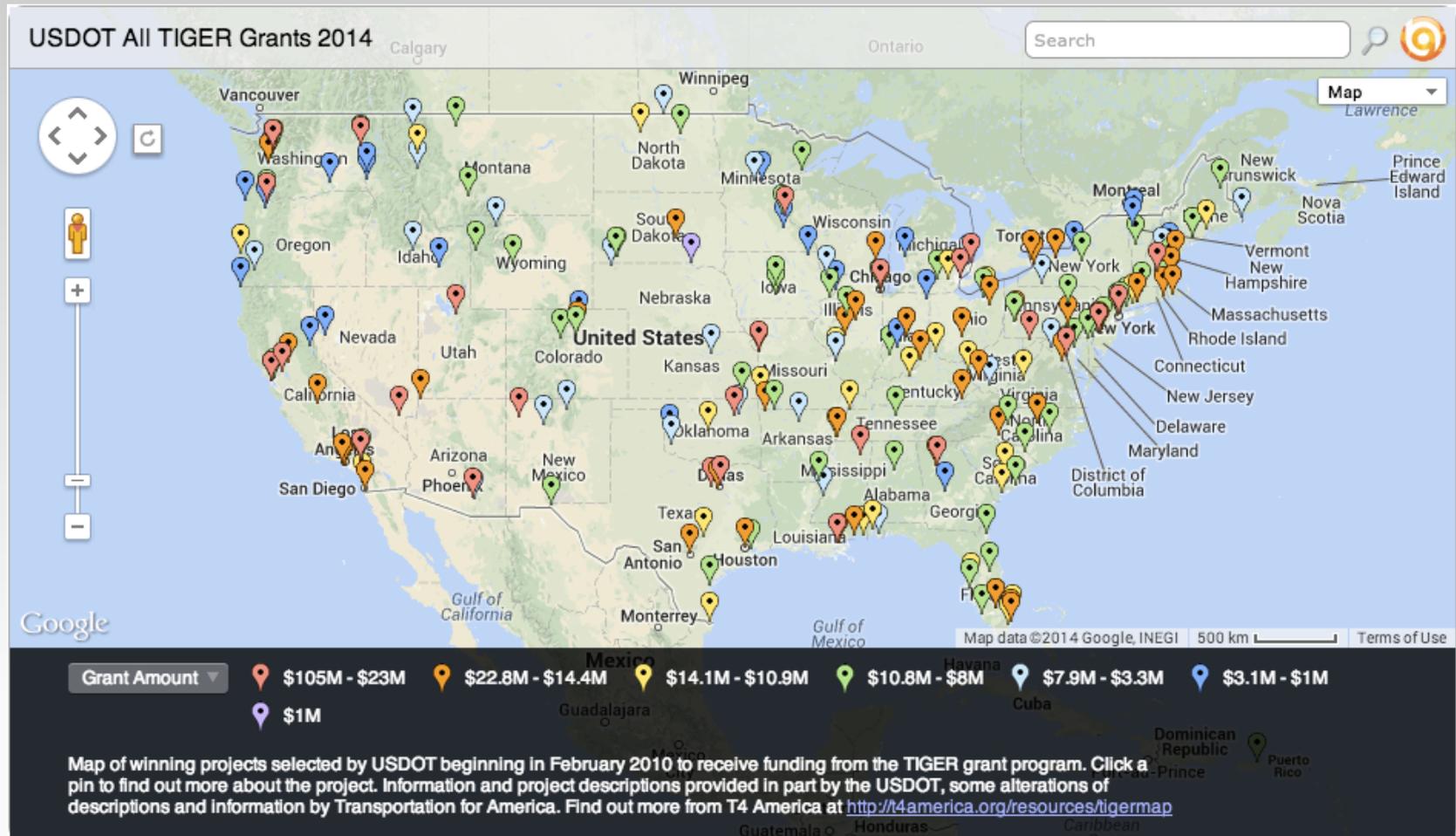
**Beth Osborne** served at US DOT as Deputy Assistant Secretary and then Acting Assistant Secretary for Transportation Policy over the last 5 years. Her efforts focused on implementing MAP-21, developing a new reauthorization proposal and managing the TIGER program. Previously, she worked in the Senate for Sen. Tom Carper of Delaware and in the House for Rep. Ron Klink of Pennsylvania.



# About The Presenters

**Michael Rodriguez**, AICP, is Director of Research for Smart Growth America. Prior to joining SGA, Michael had extensive private sector experience in transportation and economics consulting with various nationally leading firms. He has expertise in the economics of infrastructure projects, and how decisions about infrastructure investments impact communities and regions. He has written reports on major projects such as California High Speed Rail, pedestrian station access impacts for WMATA, and several successful TIGER grants.

# T4A's Eye on TIGER



<http://www.t4america.org/maps-tools/tigermap/>

# Why TIGER?



Projects that didn't fit into the existing formula programs, though still vital to states and communities nationwide.



# TIGER

- Since 2009: 8<sup>th</sup> Round of TIGER Solicitations!
- **\$4.6 billion in Total**: projects that have an impact on the Nation, a region or a metropolitan area.
- \$500 million available this round.
- Applications due on April 29, 2016 (no pre-applications required this year).



# TIGER

- **Eligible applicants:** any governmental entity
- **Eligible projects:** highways, bridges, bike/ped, transit, freight rail, passenger rail, intermodal facilities, ports
- **Urban capital grants:** *\$5 million* minimum grant with 20% non-federal match
- **Rural capital grants:** *\$1 million* minimum grant with no match requirement

# TIGER

## Primary criteria (good benefits in 2-3)

- Safety
- State of repair
- Economic competitiveness
- Quality of life
- Environmental sustainability

## Secondary criteria

- Partnership
- Innovation

# TIGER

## Other criteria

- Support Sec. Foxx's overriding priority of providing ladders of opportunity.
- A detailed schedule that shows obligation of funds by June 30, 2019.
- Benefit-cost analysis ratio over 1.
- Nonfederal match.

# Benefit-Cost Analysis

- Required for all TIGER applicants and strongly recommended for FASTLANE applicants.
- Need to follow guidelines and methodology.
- Show that long-term benefits exceed costs.
- Usually needs a travel model – not always.

# Economic Impact Analysis

- NOT required for applications, but accepted.
- Short term jobs (construction)
- Long-term jobs (O&M)
- Long-term jobs (changes to transportation)
- Use input-output methodology.
- Several software packages (TREDIS®, PRISM™, REMI)

# FASTLANE Grants

- New program created in the FAST Act providing \$800 million through a competitive process in FY2016.
- Applications due 8pm EDT April 14, 2016
- Eligible applicants: state or group of states, MPOs, local government or agency, tribes and federal land management agency.
- Federal share: 60% FASTLANE funds, but up to 80 % federal funds
- 25% or \$190 million reserved for rural areas.
- Limit of 3 applications per applicant.

# FASTLANE Grants

## Large grants (at least \$25 million)

- Total project = \$100 million or 30% of FY2015 Federal-aid apportionment, whichever less

## Small grants (at least \$5 million)

- 10% of funds reserved for small grants.
- Those that are not eligible for large grants.

# FASTLANE Grants

## Eligible projects

- Highway freight projects on the National Highway Freight Network:
- Highway and bridge projects on the Interstate or National Highway System
- Highway-Rail grade crossings and separations
- Intermodal, rail or port project that improves freight movement on the National Highway Freight Network \*\*limited over the life of program\*\*
- TIFIA subsidy for eligible project

National Highway Freight Network:

[http://ops.fhwa.dot.gov/freight/infrastructure/nfn/maps/nhfn\\_map.htm](http://ops.fhwa.dot.gov/freight/infrastructure/nfn/maps/nhfn_map.htm)



# FASTLANE Grants

## Legal Criteria for Large Grants

- Generates national, regional economic, mobility or safety benefits
- Project is cost effective
- Contributes to the goals in 23 USC 150.
- Based on preliminary engineering.
- Has stable funding.
- Unlikely to be completed without federal funds
- Expected to begin construction within 18 months of obligation.

# FASTLANE

## Cost-Effectiveness

- Strongly encourages applicants to use BCA
- Considered for small projects, criterion for large projects
- Monetize benefits like time savings, increased safety, reduced emissions, etc.
- Describe other benefits, such as reliability; improvements to public health and mobility; stormwater runoff.

# FASTLANE Grants

## Merit Criteria for Large and Small Grants

- Economic: project improves the reliability and efficiency of the national or regional transportation system
- Mobility: project improves movement of goods and people through better repair, resiliency and less congestion
- Community and environment: mitigates the impacts on community and environment and demonstrates collaboration with impacted communities. Priority to projects that have these benefits.

## Other Criteria for Large and Small Grants

- Partnership and Innovation
- Cost-share

# Other Important Tips

- Apply for a project that fits the program, even if it isn't your top priority.
- Make the project clear to those not from your area.
- Talk to regional USDOT staff.
- Demonstrate wide support, including from elected leaders.
- Register early for Grants.gov .

# T4A can Help!

**Got a Great Idea?** Let's connect on how your idea might fit TIGER or FASTLANE.

**Technical Assistance Service.** Only available to members and others who support the T4A mission.

- **Grant Application and BCA Writing.**
- **Grant Application Review.** How does your great idea compare against other great ideas?
- **Building Support.**

# Q&A



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