

## DEPARTMENT OF TRANSPORTATION

### Office of Policy & Government Relations

**Herman Stockinger, Director**

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**DATE:** March 14, 2014  
**TO:** Transportation Commission  
**FROM:** Office of Policy & Government Relations  
**RE:** TIGER VI Grant Round

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### Commission Action Requested

Approval of a resolution authorizing the Department to submit three capital grant applications and up to three planning grant applications for the federal Transportation Investments Generating Economic Recovery (TIGER VI) discretionary grant program. Upon receiving approval from the Commission, the Department will draft and submit applications for each project to the USDOT.

### Background

On February 26, 2014, the U.S. Department of Transportation (USDOT) announced the application process for the TIGER VI discretionary grant program. TIGER VI is largely similar to previous TIGER grant rounds. Unlike in the previous grant round, additional consideration will be given for projects providing substantial benefits for the middle class, and there is a newly funded planning grant pot. As in previous rounds, the Department may submit up to three capital project applications and now may also submit up to three planning applications. Over the past several weeks, the Department staff discussed potential projects for the TIGER VI program and now seeks Commission approval to move forward in: (1) the drafting and completion of applications; and (2) submission to the USDOT.

### Internal Vetting Process

The Office of Policy & Government Relations solicited projects from the CDOT Regions and applicable divisions at headquarters, and established the following timeline to quickly review and recommend project applications.

- February 18, 2014 – Following STAC meeting, OPR sent to Regions, Divisions and STAC a request to begin thinking about potential TIGER projects
- February 26, 2014 – TIGER VI Notice of Funding Availability (NOFA) released
- February 27-March 5, 2014 – Internal vetting and discussion of potential projects
- March 5, 2014 – RTDs discussion of potential projects
- March 10, 2014 – SMT discussion of potential projects
- March 14, 2014 – Presentation of staff recommended projects to the STAC
- **March 20, 2014 – Presentation and approval of projects by the Transportation Commission**
- April 28, 2014 – Deadline for projects to be submitted to USDOT

### Staff Recommendation

The table below includes CDOT Staff's three recommended capital projects and three recommended planning projects to CDOT as CDOT applications. Additionally, staff recommends co-sponsoring with RTD the Northwest Area Mobility Study- First Phase Implementation Plan, which would not count against the CDOT cap.

CDOT Recommended Project to Apply for TIGER VI:

Project	Project Type	CDOT Region/ Division	County	TIGER Request	Total Project Cost	State Funds to Match	Local Funds to Match
SH 160: Mesa Verde Multi-Use Path (Mancos to Cortez)	Planning	5	Montezuma (rural)	~\$720 K	~ \$900 K	TBD: Expect 20% match through state and local funds	TBD: Mancos/ Cortez/ Montezuma Cnty/ Mesa Verde NP
U.S. Bike Routes Plan for Colorado	Planning	DTD	Statewide	\$160 K	\$400 K (\$160 K SPR)	\$80 K Total (\$40 K TIGER match, \$40 K SPR match)	\$0
Interregional Connectivity Study - Phase II Interoperability Assessment with RTD	Planning	DTR	Various	TBD	TBD	TBD	\$0
C-470 Managed Lanes	Capital	1	Douglas (urban)	~ \$20 M	~ \$220 M	~ \$184.5 M (state funds, toll revenue)	\$15.5 (local and in-kind)
I-70 Peak Period Shoulder Lanes	Capital	1	Clear Creek (rural)	\$10 M	~ \$44 M	\$33.5 M (RAMP)	TBD: Potential Depending on Project Scope
US 40 Berthoud Pass Automated Avalanche Pilot Project	Capital	3 & 1	Clear Creek/ Grand (rural)	\$1 M	~ \$1.2 M	~ \$200 K	TBD

**Evaluation Factors.** Based on prior TIGER grant rounds, and in analyzing prior successful and unsuccessful applications, the Department weighed the following factors in considering which projects to recommend to the Commission.

- **Request Size.** Urban grants and rural grant applications may be no less than \$10 million and \$1 million, respectively. The largest grant received over the last three TIGER grant rounds was \$21.6 million, and a minority of projects are funded above the \$15 million mark. As such, urban projects in the \$10 million to \$15 million request range are more likely to be successful.
- **Percent of Project to be Completed with TIGER Funds.** The match requirement remains the same as in previous rounds – 20 percent state/local to 80 percent federal for urban project. No match requirement for rural projects. However, TIGER funds are intended to complete funding plans. In all previous TIGER rounds, for every one TIGER grant dollar awarded, three and one-half dollars were provided as state/local match from the applicant – meaning that projects seeking less than 33 percent of funding from TIGER will be more competitive.
- **Grant Timing.** USDOT’s application process is very detailed and requires significant evaluation criteria and a cost-benefit analysis. With less than two months to develop and submit project applications, newer projects lacking existing local match commitments and

remaining NEPA hurdles are not ideal applications, although the timeline for when selected projects must be obligated has been extended as compared to previous rounds.

- **Non-State DOT Financial Commitment.** CDOT learned from previous success and unsuccessful applications that USDOT is looking for commitments beyond the state department of transportation, but rather whether private sector or local government partners are committing funds as well. After a failed North I-25 Managed Lane application under TIGER III with little financial support outside CDOT, local governments came together and committed over \$4 million to the project under TIGER IV, and the application was successful. Projects lacking financial commitment outside the state DOT are less likely to be funded.

**Other Projects Discussed.** This year, 20 projects were considered as possible TIGER VI project applications. The following is a list of the other 14 projects considered. Each are valuable projects for the state, but may not compete in the TIGER VI pool as strongly as the projects recommended to STAC. Projects are not in any priority order.

Project	CDOT Region/ Division	County
I-70 Black Gore Ck. Sediment Control	3	Eagle (rural)
SH 50 Widening	2	Pueblo (urban) (EDA in 2010)
N-I25 Segment 3	1 & 4	Adams (urban)
SH 13 Rio Blanco (shoulder and truck intersection improvements)	3	Rio Blanco (rural)
I-70 Black Gore Ck. Sediment Control	3	Eagle County (rural)
N I-25 PEL Implementation (TIGER IV corridor)	1	Adams (urban)
U.S. 36 First and Final Mile Implementation (TIGER I corridor)	4 (primarily)	Boulder, Broomfield, Adams, Jefferson (urban)
I-70 Mountain Corridor Multi-Use Trail	3	Eagle (rural)
Eagle County Airport	3	Eagle (rural)
I-70 Reconstruction	4	Kit Carson (rural)
I-76 Reconstruction, Phase IV	4	Morgan (rural) (EDA in 2010)
I-25 / Fillmore Interchange	2	El Paso (urban)
SH 30/6 <sup>th</sup> Avenue (widen & connect to E470)	1	Arapahoe (urban)
US 55/160 Connection (ROW & Design)	3	La Plata (rural)

### CDOT's TIGER VI Grant Summary/Prior Colorado TIGER Awards

The attached Policy Brief summarizes key evaluation criteria, timelines, and requirements provided in the TIGER VI notice of funding availability. This Policy Brief was provided to the STAC, planning partners, and local government partners.

As background, Colorado projects, led by both CDOT and local government applicants, have been awarded the following TIGER grants during the life of the TIGER program:

- **TIGER I** – U.S. 36 Managed Lanes, Project Cost \$160m-\$260m: Awarded \$10m:
- **TIGER IV** – I-25 Managed Lanes, Project Cost \$44.3m: Awarded \$15m:
- **TIGER V** – EJMT Fire Suppression System, Project Cost \$25m: Awarded \$10m: and
- **TIGER V** – Great Western Freight Improvement (Town of Windsor), Project Cost \$2,790,185: Awarded \$2,790,185.

## **TIGER V Information (article edited for brevity)**

### **Things You'll Want to Know about USDOT TIGER V**

Posted on September 5, 2013 by Larry Ehl

Wondering which modes, states, and projects got the most TIGER V funding? We've got the answers. USDOT announced that 52 projects in 37 states are splitting the \$474 million approved by Congress.

**1. Which modes received the most TIGER V funding?** Transit and freight projects were the biggest winners in USDOT's TIGER V competitive grant program, taking roughly 55% of the \$474 million awarded. This is based on our very rough analysis (i.e., looking at the project titles). See the project list below for how we categorized the projects, and feel free to let us know of any corrections.

- Transit/Rail (16 projects): \$176,414,257
- Freight (14): \$103,610,173
- Roads (9): \$57,642,885
- Bike-Ped (7): \$70,731,090
- Complete Streets (6): \$49,448,595

**2. Which projects received the highest TIGER V awards?** The top five were all city projects. In fact, nearly all of the awards went to cities, counties, or ports. Few grants went to State DOTs.

- Kansas City, MO: \$20,000,000 for the Kansas City Downtown Streetcar
- Atlanta, GA: \$18,000,000 for the Southwest Atlanta BeltLine Corridor Trail
- Rochester, NY: \$17,700,000 for the Inner Loop East Reconstruction
- Fresno, CA: \$15,924,620 for the Fulton Mall Reconstruction

**3. Which states received the most TIGER funding?** No real surprises here.

- Florida: \$35,621,020
- Texas: \$31,640,043
- California: \$31,424,620
- New York: \$25,727,000
- Washington: \$24,000,000

**4. TIGER V barely moves the needle in funding transportation projects.** In this round, USDOT received 585 applications from all fifty states (and DC, Puerto Rico, Guam and American Samoa) requesting more than \$9 billion. Here's how TIGER 2013 matches up against previous rounds, in terms of number of applications and total funding requested:

- TIGER 2013: 585 applications received, requesting \$9 billion.
- TIGER 2012: 703 applications requested \$10.2 billion; 47 grants were awarded and split \$500 million.
- TIGER 2011: 848 applications for \$14.29 billion; 46 grants split \$511 million.
- TIGER 2010: 1700 applications for \$54 billion; 75 grants split \$583.7 million.
- TIGER ARRA: 1400 applications for \$60 billion; 51 projects split \$1.5 billion.



# Policy Brief

COLORADO DEPARTMENT OF TRANSPORTATION  
Office of Policy & Government Relations  
4201 East Arkansas Avenue, Room 275  
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February 26, 2014

## 2014 TRANSPORTATION INFRASTRUCTURE GENERATING ECONOMIC RECOVERY (TIGER VI) GRANT ROUND

### SUMMARY

On February 26, 2014, the U.S. Department of Transportation (USDOT) announced the start of a sixth round of “Transportation Infrastructure Generating Economic Recovery” (TIGER) discretionary grants, also referred to as “National Infrastructure Investment” grants. This grant round will be substantially similar to recent grant rounds, with minor changes in evaluation criteria and a lengthier application timeframe. This policy brief summarizes the key components and requirements of the TIGER VI grant round.

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### TIGER VI

***Timeline/Deadlines.*** Applications must be submitted through Grants.gov. Submissions may be made beginning April 3, 2014, and received no later than April 28, 2014, at 3:00 p.m. MST.

***Available Funding/Award Ranges.*** Under TIGER VI \$600 million is available for project awards – a significant increase over the TIGER V appropriation. Of this amount, a small percentage will be retained by the USDOT for administration of the program, and \$35 million will remain available as a set-aside for planning grants. No state may receive more than \$150 million in total grants. No less than \$120 million may be awarded to projects in rural areas. Grants must be in the \$10 million to \$200 million range. For projects in rural areas, the minimum grant size is \$1 million. For planning grants, there is no minimum grant size.

***Applications Cap.*** At maximum, an eligible applicant may submit up to six applications – three capital applications and three planning applications. Bundling or combining applications to evade the application cap is not permitted. The applications cap does not apply to organizations that are partnered with a lead applicant.

***Match Requirements.*** The match requirement remains the same as in previous grant rounds – a minimum 20 percent state/local match minimum. Priority is given to projects in which TIGER dollars fill the final piece of an overall project financing package. It is important to note that in the previous five TIGER grant rounds, on average, for every one TIGER grant dollar awarded, three and one-half dollars were provided as state/local match from the applicant.

***Eligible Applicants/Eligible Projects.*** The following entities are eligible to apply for an award: state governments; local governments; tribal governments; transit agencies; metropolitan planning organizations; state and local government political subdivisions; and multi-state coalitions or groups. Eligible projects are identical to that of all previous TIGER grant rounds. Specific to Colorado’s transportation network, this includes: highway projects; bridge projects (eligible under title 23 of the U.S. Code); public transportation and mass transit projects (eligible under chapter 53 of title 49 of the U.S. Code); passenger and freight rail projects; and intermodal projects. As in prior grant rounds, research, demonstration, or pilot projects that do not result in publicly accessible surface transportation infrastructure are not eligible.

## EVALUATION CRITERIA

USDOT has two levels of selection criteria: (1) primary selection criteria (which will receive more weight during evaluations); and (2) secondary selection criteria. Demonstrated project readiness is also a key component of any application's evaluation.

**Primary Selection Criteria.** USDOT will give priority to projects that have a significant impact on desirable long-term outcomes for the U.S., a metropolitan area, or a region. Applications that do not demonstrate a likelihood of significant long-term benefits will not be successful. The following types of long-term outcomes are given priority:

- ❖ **State of Good Repair** – improving the condition of existing transportation facilities and systems, with particular emphasis on projects that minimize life-cycle costs and improve resiliency.
- ❖ **Economic Competitiveness** – contributing to the economic competitiveness of the U.S. over the medium- to long-term.
- ❖ **Quality of Life** – increasing transportation choices and access to transportation services to persons in communities across the U.S.
- ❖ **Environmental Sustainability** – improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions, and benefiting the environment.
- ❖ **Safety** – improving the safety of U.S. transportation facilities and systems, and the demonstration of quantitative data in support.

**Secondary Selection Criteria.** Secondary consideration will be given for: (1) innovation; and (2) partnership. For innovation, USDOT will give priority to projects using innovative strategies to pursue the long-term outcomes outlined above.

**Demonstrated Project Readiness.** Projects must be able to demonstrate that funds will be obligated by September 30, 2016. USDOT will evaluate each application to determine whether a project is likely to meet this deadline, by examining technical feasibility, financial feasibility, project schedule, and assessing project risks and mitigation strategies.

## DIFFERENCES FROM PREVIOUS TIGER GRANT ROUNDS

TIGER VI will be mostly similar to previous TIGER grant rounds, with several key exceptions.

- ❖ **Priority for Long-term Job Growth for the Middle Class.** Additional weight will be given to projects that contain benefits to strengthen opportunities to expand the middle class and stimulate long-term job growth, particularly in economically distressed areas.
- ❖ **Planning Grants Set-aside.** Of the total program funds, \$35 million is designated for planning grants. Such applications must be identified as project-level or regional plan applications.
- ❖ **Project Readiness/Longer Range Projects.** In the previous TIGER round, immediate spending ability was critical. In TIGER VI applications that require slightly longer schedules are encouraged, stating that projects must be able to obligate funds by June 2016 and expend such funds by September 30, 2021.
- ❖ **Co-applicants.** Applications that identify co-applicants or project partners must be signed by not only the lead applicants, but also each co-applicant and/or partner organizations.

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For detailed information, the TIGER VI notice of funding availability (NOFA) is available online at <http://www.dot.gov/tiger>. For more information or questions, please contact Kurt Morrison, CDOT Office of Policy & Government Relations, at (303) 757-9703 or [kurt.morrison@state.co.us](mailto:kurt.morrison@state.co.us). This and other Policy Briefs are available on the CDOT Office of Policy & Government Relations website at: <http://coloradodot.info/about/governmentrelations/new-publications/policy-briefs>.

**Resolution Number TC-**

**Instructing the Department to submit applications for projects under the USDOT TIGER VI Discretionary Grant program**

WHEREAS, on February 24, 2014 the U.S. Department of Transportation (USDOT) published a notice of funding availability in the Federal Register for the Transportation Investment Generating Economic Recovery Discretionary Grant Program (also known as TIGER VI); and

WHEREAS, applications for the TIGER VI discretionary grant program must be submitted to the U.S. Secretary of Transportation by April 28, 2014; and

WHEREAS, the USDOT's consideration of TIGER VI discretionary grant applications will be based on state of good repair, economic competitiveness, quality of life, environmental sustainability, and safety as primary selection criteria; and

WHEREAS, the Colorado Department of Transportation (CDOT) staff evaluated and analyzed potential projects for the Department to submit under the TIGER VI discretionary grant program; and

WHEREAS, the USDOT limited at three the number of grant applications that CDOT could submit for consideration for capital projects, and three the number of applications for planning projects; and

WHEREAS, CDOT may co-sponsor other applications without those applications counting against the application limit imposed by USDOT; and

NOW THEREFORE BE IT RESOLVED, the Department is instructed to submit applications for the following projects under the USDOT TIGER VI Discretionary Grant program:

- Planning Project: SH 160, Mesa Verde Multi-Use Path Plan & Design
- Planning Project: U.S. Bike Routes Plan for Colorado
- Planning Project: Interregional Connectivity Study – Phase II Interoperability Assessment with RTD
- Capital Project: C-470 Managed Lanes
- Capital Project: I-70 Peak Period Shoulder Lanes
- Capital Project: U.S. 40 Berthoud Pass Automated Avalanche Pilot Project
- Additional Planning Project: Post NAMS Corridor Study (submitted in partnership with RTD and not counting against the CDOT limit)

NOW THEREFORE BE IT FURTHER RESOLVED, should any of the above listed projects not be able to meet the financial, technical or other requirements for a competitive TIGER VI application, said project will not be submitted by CDOT.

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Herman Stockinger, Secretary  
Transportation Commission of Colorado