

ARRA and TIGER Implications for Transit



FTA-NCPPP Implementation of PPPs for Transit

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TIGER Mania... Everybody is doing it!

- \$1.5 billion awarded on a competitive basis
- Grant awards up to 100% project costs based on evaluation of project selection criteria
- No project can receive more than \$300 million
- No state can receive more than 20% of program
- Up to \$200 million for TIGER TIFIA payments
- Equitable geographical distribution of funds and balance of urban and rural communities

DEPARTMENT OF TRANSPORTATION

Office of the Secretary of
Transportation

[Docket No. OST-2009-0115]

**Interim Notice of Funding Availability
for Supplemental Discretionary Grants
for Capital Investments in Surface
Transportation Infrastructure Under
the American Recovery and
Reinvestment Act and Request for
Comments on Grant Criteria**

AGENCY: Office of the Secretary of
Transportation ("OST"), DOT.

ACTION: Interim Notice of Funding
Availability, Request for Comments on
Grant Criteria.

SUMMARY: On February 17, 2009, the
President of the United States signed the
American Recovery and Reinvestment
Act of 2009 (the "Recovery Act") to,
among other purposes, (1) preserve and
create jobs and promote economic
recovery, (2) invest in transportation
infrastructure that will provide long-
term economic benefits, and (3) assist
those most affected by the current
economic downturn. The Recovery Act
appropriated \$1.5 billion of
discretionary grant funds to be awarded
by the Department of Transportation
(the "Department") for capital
investments in surface transportation
infrastructure. The Department is
referring to these grants as "Grants for
Transportation Investment Generating
Economic Recovery" or "TIGER

Authorization Hints in ARRA and TIGER?

Mix of Multimodal Formula and Discretionary Funding Programs

- Urban and Non-Urban Formula
- Fixed Guideway Modernization Formula
- USDOT Distribution of Transit Capital Investment (New Starts/Small Starts)
- Tribal Programs
- Discretionary Energy Program (TIGGER)
- Discretionary Multimodal Program (TIGER)

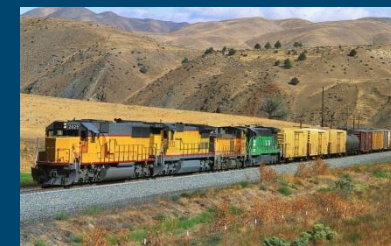


Local Project Decisions as long as Federal Eligibility Requirements Met

Authorization Hints in ARRA and TIGER?

TIGER – Multimodal Discretionary Funding decisions based on national goals and objectives

- Eligible surface transportation projects:
 - Highways, bridges, roadway (FHWA)
 - Public transportation including New Starts and Small Starts projects (FTA)
 - Passenger and freight rail projects (FRA)
 - Port infrastructure investments (MARAD)



Authorization Hints in ARRA and TIGER?

- **TIGER – Mix of quantitative and qualitative criteria rated as Highly Recommended, Recommended, Not Recommended**

- Long Term Outcomes:

- State of Good Repair
- Economic Competitiveness
- Livability
- Sustainability
- Safety



- Benefit-Cost Analysis
- Job Creation and Economic Stimulus (and project feasibility)
- Secondary Criteria Address Innovations and Partnerships

Authorization Hints in ARRA and TIGER?

TIGER – Discretionary Funding Priority to Meet National Goals

- State of Good Repair
- Mobility and Economic Benefits
- Livability and Sustainability
- Partnerships and Leveraging with Non-Federal Funds
- Innovations in Technical, Management and Delivery Methods (including Public Private Partnerships)
- Support Energy Efficiency and Environmental Benefits



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