



MEMORANDUM

TO: PCTPA Board of Directors **DATE:** May 8, 2013

FROM: Celia McAdam, Executive Director

SUBJECT: TRANSPORTATION INVESTMENT GENERATING ECONOMIC RECOVERY (TIGER) V GRANT PROGRAM

ACTION REQUESTED

Support Placer County's application for \$10 million to complete Kings Beach Improvements for Round V of the Transportation Investment Generating Economic Recovery (TIGER) program.

BACKGROUND

On March 26, 2013, Congress passed the FY 2013 Appropriations Act that included \$474M for transportation grants under the TIGER program. An announcement issued by the Federal Highway Administration on April 26 outlined the application and eligibility requirements and provided a June 3, 2013 deadline for applications.

The Board's adopted Federal Legislative Program identified the Placer Parkway and I-80/SR 65 Interchange as top priorities for Federal discretionary funding, but deferred any project selection until the program guidelines were announced.

DISCUSSION

After close examination of the guidelines, analysis of the Placer Parkway, I-80/SR 65 Interchange, and other potential projects, and discussion with our federal advocate, staff has determined that we do not have a project that will be competitive for this funding source. This is based on the combination of factors, the most conclusive of which are as follows:

- 1) Projects must be ready for construction by June 30, 2014.
This requirement eliminates most local candidates. The I-80/SR 65 Interchange is still in the environmental phase and at least several years from being construction ready. The eastern end of the Placer Parkway, also known as Whitney Ranch Rd. IC, could potentially be ready for construction by that date but will not have necessary Federal clearances in time.
- 2) Priority is given to projects that will use the TIGER grant to "complete an overall funding package". While the program has a 20% match requirement for urban areas and the option of up to 100% funding in rural areas, it is noted that projects funded in rounds I-IV averaged an 80% non-Federal contribution. Further, funds already expended cannot be counted towards the matching fund calculation.
The only project in the PCTPA area that would potentially meet this requirement is Phase 2b of the Lincoln Bypass, which would complete the 4 lane segment of SR 65 from West Wise Road to Sheridan. However, the funds expended on Phase 1 and 2a would not count as match, and PCTPA has not identified a source for the \$10-15million in local funds needed for this to be a competitive application.

In the Tahoe Regional Planning Agency (TRPA) area of Placer County, the Kings Beach Improvements would meet this criteria. The County has proposed the project in previous rounds, and it is staff's understanding that the \$10 million request would be matched by \$32 million in non-Federal funding.

There are a number of other considerations that further challenge our competitiveness for this grant program. Priority is given to projects that provide long term benefit in terms of improving the state of good repair of existing facilities, improving livability, improving economic competitiveness, improve environmental sustainability, and improve safety. Based on previous awards, there seems to be a clear emphasis on projects that also have long term job growth associated with them, such as port projects. Finally, a technical benefit-cost analysis is also required, which consultants charge in the range of \$20,000 to prepare.

Staff solicited comment from the jurisdictions about any potential TIGER applications they may be preparing, and the Kings Beach Improvement project was the only one brought forward. Staff recommends, and the TAC concurs, that PCTPA support the Kings Beach Improvements program for TIGER V funding.

CM:ss