



**SPECIAL EXECUTIVE COMMITTEE MEETING
JULY 6, 2009 11:30 AM - 1:00 PM
COMPASS CONFERENCE ROOM**

**** AGENDA ****

I. AGENDA ADDITIONS/CHANGES

II. OPEN DISCUSSION/ANNOUNCEMENTS

III. ACTION ITEMS

- Page 2 * A. **Recommend Proposed Stimulus TIGER Projects
for Application**
*Staff will present proposed stimulus TIGER projects
for application.*

IV. OTHER

V. ADJOURNMENT

***Enclosures Agenda is subject to change.**

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MEMORANDUM

TO: COMPASS Executive Committee
FROM: Toni Tisdale, Principal Planner
DATE: June 29, 2009
RE: **Approve Recommendation for Stimulus TIGER Projects**

ACTION REQUESTED:

Approve recommendation for Stimulus TIGER projects.

BACKGROUND:

The American Recovery and Reinvestment Act (Stimulus) contains a nationwide discretionary program called Transportation Investment Generating Economic Recovery (TIGER). This program will disburse a total of \$1.5 billion on roadway, transit, freight, and port projects. Project minimum is \$20 million and maximum is \$300 million.

STATUS:

The Regional Technical Advisory Committee (RTAC) TIGER subcommittee met on June 9, 2009 and narrowed the list for projects that could be eligible for TIGER funds. The delay was largely due to the fact that final guidance was not expected until June 17, 2009.

Six projects were determined to fit the minimal federal deadlines and criteria. Staff requested additional information from the sponsoring agencies of the six projects. The subcommittee met again on June 29, 2009 to prioritize the projects. On the morning of the meeting, COMPASS staff confirmed that ITD staff is still working on the Interagency Regional Operations Center (IROC) project for possible inclusion for TIGER funds. The IROC project was considered as the seventh project, although no additional information was available.

ITD District staff was available to answer questions about ITD projects. However, ITD Headquarters makes the final determination on which ITD projects go forward in an application. COMPASS staff was unable to obtain a list of ITD projects under consideration.

The RTAC TIGER subcommittee used a comparative matrix to score and rank the projects. The City of Boise and the Capital City Development Corporation staff were not initially satisfied with the method used. While the subcommittee made a prioritized recommendation, they encourage policy makers to allow all the projects listed in Attachment 2 to go forward on their respective applications for TIGER funds. COMPASS will furnish letters stating the projects are regionally supported while not stating a particular priority order.

The subcommittee also posed a question for guidance to COMPASS staff. If ITD does not support an application for funding the COMPASS number one priority, Meridian Interchange Rebuild, should COMPASS apply for funding as the MPO?

The following documents are provided as attachments for your review and approval of potential TIGER projects:

- TIGER Overview (Attachment 1)
- TIGER Guidance (link: <http://edocket.access.gpo.gov/2009/E9-14262.htm>)
- RTAC TIGER Subcommittee Recommendation (Attachment 2)
- Project details are available upon request by contacting Toni Tisdale at 855-2558, extension 228.

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TIGER Overview
With References to Federal Register
Interim Notice of Funding Availability

TIGER = Transportation Investment Generating Economic Recovery

Notice - Current notice is to give direction and seek comment. If substantive changes are necessary, the U.S. Department of Transportation (DOT) will publish a supplemental notice and request for applications by June 17, 2009. Original comments were due June 1, 2009.

Deadlines: Applications due September 15, 2009. Awards will be made on or before February 17, 2010.

- DOT's ability to obligate funds for TIGER expires on September 30, 2011.
- Priority to projects that expect completion on or before February 17, 2012. DOT will consider projects with long construction schedule, but will not be rated as highly.
 - Project that is not ready to proceed quickly is less likely to be successful – at least in the jobs creation criteria

Background – Purposes

1. Preserve and create jobs and promote economic recovery
2. Invest in transportation and other infrastructure that will provide long-term economic benefits.
3. Assist those most affected by the current economic downturn.

Eligible Projects (include but not limited to)

1. Highway or bridge projects eligible under title 23
2. Public transportation projects eligible under chapter 53 of title 49
3. Passenger and freight rail transportation projects
4. Port infrastructure investments

Funding Limitations

- Minimum \$20M (can be waived in small areas)
- Maximum \$300M
- No more than 20% available in a single state
- Up to 100% of project costs, but priority given to projects for which Federal funding is required to complete an overall financing package that includes non-Federal sources of funds
- DOT is required to take measure to ensure equitable geographic distribution of funds and an appropriate balance in addressing the needs of urban and rural communities. DOT will use purely competitive ratings, and then adjust for distributional requirements.
- Grant will be administered by administration in the Department with the most expertise of the project.

Merit Based Selection Criteria

1. Deliver programmatic results
2. Achieve economic stimulus by optimizing economic activity and the number of jobs created or saved in relation to the Federal dollars obligated
3. Achieve long-term public benefits by investing in technological advances in science and health to increase economic efficiency and improve quality of life, investing in transportation, environmental protection, and other infrastructure that will provide long-term economic benefits; fostering energy independence; or improving educational quality
4. Satisfy Recovery Act's transparency and accountability objectives

Primary Selection Criteria

1. Long-Term Outcome – priority to projects with significant impact on desirable long-term outcomes for the metropolitan area or region
 - a. State of good repair – particular emphasis on projects that minimize life-cycle costs
 - b. Economic Competitiveness – contributes to economic competitiveness over medium- to long-term
 - c. Livability – quality of living and working environments
 - d. Sustainability – improve energy efficiency, reduce dependence on oil, reduce greenhouse gas emissions, and benefit environment
 - e. Safety – improve safety of facility and systems
2. Job Creation and Economic Stimulus – expected to quickly create and preserve jobs and stimulate rapid increases in economic activity that benefit economically distressed areas.

Secondary Selection Criteria

1. Innovation – use innovation strategies
2. Partnership – priority to projects that demonstrate strong collaboration among a broad range of participants and/or integration of transportation with other public service efforts.

Project Costs and Benefits– must show analysis for cost benefit that include traditional methods and those not so traditional. If project over \$100M, DOT still seeking input on how best to suggest the analysis. Application will be more detailed and comprehensive than under \$100M. *In all cases, if it is clear to the Department that the total benefits of a project are not reasonably likely to outweigh the project's costs, the Department will not award a TIGER grant.*

Job Creation and Economic Stimulus

- Rapid economic impact is critical
- Populations most likely to benefit from creation or preservation of jobs or new or expanded business opportunities should be from Economically Distressed Areas.

Preference for "quick start" activities

1. Project Schedule – must show project can begin construction quickly and funds will be spent steadily and expeditiously once construction starts
2. Environmental approvals – receipt (or reasonably anticipated receipt) of all environmental approvals necessary for the project to proceed to construction on the timeline...including satisfaction of all Federal, State, and local requirements and completion of the NEPA process
3. Legislative approvals – not required that ALL state and local official support, but project must be broadly supported.
4. State and Local planning – Must be included in the State, Metropolitan, and local planning documents
5. Technical Feasibility – must include completion of substantial preliminary engineering work.
6. Financial Feasibility – evidence of stable and reliable financial commitments and contingency reserves and evidence of the grant recipient's ability to manage grants.

DOT can revoke a TIGER grant if the project does not move according to schedule.

Evaluation Process

- DOT will not assign numerical scores, but will rate as "highly recommended," "recommended," or "not recommended."
- Each criteria will have a rating and rank depends on how many "highly recommended" and "recommended" ratings a project has
- More weight is given to the primary criteria
- Secondary criteria used only if primary criteria ranking is close
- Table in Federal Register regarding weight of criterion

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RTAC TIGER Subcommittee
Recommended Priorities for Project Application
June 29, 2009

Project Name		Total Cost	Grant Size	Priority
Meridian Road Interchange Rebuild		\$35,000,000	\$35,000,000	1
Public Transportation Group Project		\$28,370,000	\$25,685,000	2
a.	Park and Ride System			
b.	West Ada and Canyon Transit Facilities			
c.	Ustick Road Service			
d.	Garden City Long Route			
e.	New Bus for Expanded Service – 4			
f.	Replacement Nampa Buses – 19			
g.	Replacement Boise Buses – 8			
h.	Upgrade Boise Fueling Facility			
i.	Operations and Maintenance Facilities			
j.	High Capacity Transit Network Alternatives Analysis			
Downtown Boise Circulator		\$45,000,000 to \$65,000,000	\$25,000,000	3
Franklin Rd, Five Mile Rd to Touchmark Way		\$14,100,000	\$13,100,000	3
Eagle Road (SH 55) Improvements		\$75,000,000	\$65,000,000	5
I-84, Franklin Boulevard to Karcher Road Additional Lanes and Overpass Rebuilds		\$100,000,000	\$100,000,000	6
Interagency Regional Operations Center		\$35,000,000	\$35,000,000	7

RTAC TIGER Subcommittee Members:

- ACHD – Sabrina Bowman
- CCDC – Jon Cecil
- City of Boise – Patricia Nilsson
- City of Eagle – Jeff Lowe
- City of Meridian – Caleb Hood
- City of Nampa – Clair Bowman
- ITD – Phil Choate
- Nampa Highway District – Stephen Freiburger
- VRT – Mary Barker