



# Appalachian Regional Development Initiative Workshop



**U.S. Department of  
Transportation**



# USDOT mission

*To serve the United States by ensuring a fast, safe, efficient, accessible and convenient transportation system that meets our vital national interests and enhances the quality of life of the American people, today and into the future.*

# DOT Agencies



# 2012 Discretionary Grant Programs

- 11 transportation grant programs
- About \$210 million currently available in 2012 (more possible)
- Projects that work to improve safety, maintain a state of good repair, and make communities more livable.
- Visit the [FHWA Discretionary Grant Programs](http://www.fhwa.dot.gov/discretionary) website.
- <http://www.fhwa.dot.gov/discretionary>
- Submit the applications **electronically** to the local FHWA division office by the due date.
- Watch carefully around **November 2011**.



# TCSP

- Transportation, community and system preservation
- Grants for planning, implementation, and research
- Grants to state, local and tribal governments and metro planning organizations
- Grants to plan and implement strategies that
  - improve the efficiency of the transportation system
  - reduce environmental impacts of transportation,
  - reduce the need for future public investments,
  - ensure efficient access to jobs, services, trade centers,
  - examine development patterns
  - encourage private sector development patterns to achieve these goals.



# TCSP

## Project Selection Criteria

- Livability – Address livability from a highway perspective such as operational improvements and traffic calming,
- State of Good Repair – Improve system condition
- Safety – Improve the safety of transportation facilities
- Project completion - Can be expeditiously completed
- State priorities - Applicants other than the State should coordinate with the State DOT to ensure prioritization
- Leveraging of funding - Commitment of other funding
- Amount of TCSP funding - Modest sized requests
- National Distribution – Geographic, urban and rural

# TCSP

- As much as \$61,000,000 possibly available in 2012
- Federal share is 80 percent
- FHWA Point of Contact
  - Wesley Blount
  - Office of Human Environment
  - 202-366-0799
  - [wesley.blount@dot.gov](mailto:wesley.blount@dot.gov)
- Submit applications to FHWA Division office in state capital
- Watch for news in November 2011



# National Scenic Byways Program

- Recognizes roads having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities.
- Supports projects that manage and protect these intrinsic qualities, interpret these qualities for visitors, and improve visitor facilities along byways.
- Grants to States and tribes to implement projects on highways designated as National Scenic Byways; All-American Roads; America's Byways®; State scenic byways; or Indian tribe scenic byways
- Grants to plan, design, and develop a State or Indian tribe scenic byway program.





# National Scenic Byways Program

## Project Selection Criteria

- **Livability:** Demonstrate a livability component in relation to the byway and the traveler
- **Greatest Strategic Benefits:** Provide the greatest long-term strategic benefits for the byway traveler
- **State, Indian Tribe and Byway Priorities**
- **Project Benefits:** Benefits the traveler by managing the byways intrinsic qualities, shape the byway's story, interpret the story, or improve visitor facilities along the byway
- **Critical Needs:** Priority consideration to meeting critical needs on National Scenic Byways and All-American Roads
- **Funding Expenditures:** Progress made on previous grants.
- **Ready to Go:** Can begin soon after authorization
- **Leverage Other Funding:** Private or other public funding

# National Scenic Byways Program

- As much as \$43,500,000 is possibly available for 2012
- Federal share is 80 percent
- FHWA Point of Contact

Gary Jensen

Office of Planning, Environment, and Realty

202-366-2048

[gary.jensen@dot.gov](mailto:gary.jensen@dot.gov)

- Submit applications to FHWA Division office in state capital
- Watch for news in November 2011



# Transportation Enhancement Projects

- Provision of pedestrian and bicycle facilities
- Provision of pedestrian and bicycle safety and education activities
- Acquisition of scenic or historic easements and sites
- Scenic or historic highway programs including tourist and welcome centers
- Landscaping and scenic beautification
- Historic Preservation



# Transportation Enhancement Projects

- Rehabilitation and operation of historic transportation buildings, structures, or facilities
- Conversion of abandoned railway corridors to trails
- Control and removal of outdoor advertising
- Archaeological planning and research
- Environmental mitigation of highway runoff pollution, reduce vehicle-caused wildlife mortality, maintain habitat connectivity
- Establishment of transportation museums



# Transportation Enhancement Projects .....Check with Your Own State

- Using West Virginia as an example.....
- About \$5-6 million per year
- Intent to Apply – December 15, 2011
- Applications – February 15, 2012
- Average size - \$250-300,000
- \$400,000 starts to be too big
- WVDOT Contact – Rebecca Davison  
Telephone 304-558-9600



# Recreational Trails Projects

## .....Check with Your Own State

- Using West Virginia as an example.....
- About \$1.5 million per year
- Intent to Apply – December 15, 2011
- Applications – February 15, 2012
- Average size – Typically under \$50,000
- \$100,000 maximum but recommend lower
- WVDOT Contact – Ryan Burns  
Telephone 304-558-9297



# Safe Routes to School Projects .....Check with Your Own State

- Using West Virginia as an example.....
- About \$1.1 million per year
- Intent to Apply – December 15, 2011
- Applications – February 15, 2012
- Average size – Typically \$75,000-100,000
- \$100,000 starts to be less competitive
- WVDOT Contact – Ryan Burns  
Telephone 304-558-9297

# 2011 Tiger III Grants

- Transportation Investment Generating Economic Recovery
- Discretionary grants for projects that will have a significant impact on the Nation, a metropolitan area or a region.
- \$528 million available in 2011
- At least \$140 million shall be for projects in rural areas.
- Federal share is generally 80 percent
- Size of grants:
  - Minimum \$10 million, except \$1 million in rural areas
  - Maximum \$200 million





# 2011 Tiger III Grants

- Eligible Projects
  - Highway or bridge projects
  - Public transportation projects
  - Passenger and freight rail projects
  - Port Infrastructure
- Eligible Applicants
  - State and local governments
  - Transit agencies
  - Tribal Governments
  - Collaborations of above

# 2011 Tiger III Grants

- Final applications due October 31<sup>st</sup>
  - Must have submitted a pre-application by 10/3/11
- Selection Criteria published in the Federal Register
- Extensive Technical Assistance webinars and Frequently Asked Questions at [www.dot.gov/tiger](http://www.dot.gov/tiger)



# Successful Tiger Grants

## Winning Tiger I and II projects in the ARC Region

- Appalachian Regional Short Line Rail project WV, KY, TN
- National Gateway Freight Rail Corridor PA, WV, OH, MD
- Crescent Corridor Intermodal Freight Rail Project TN, AL
- West Virginia Route 10 widening and reconstruction
- Ranson–Charles Town Corridor Revitalization (Planning)
- Randolph County Housing & Transportation Plan (Planning)



# Keys to a winning TIGER application

- Put yourself in the shoes of the person reading the grant.
- Be realistic. TIGER is super competitive. 2600 applications. Only able to fund 3 percent of applications.
- Be clear in terms of project description and what the funding will be used for.
- Follow the outline in the Notice of Funding Availability
- Be responsive. Meet minimum eligibility requirements. Respond to criteria in the Notice.
- Be ready. Projects that can move get priority.



# Keys to a winning TIGER application

- Be ready. Projects that can move get priority.
- Be leveraged. Find other sources of funding.
- Be connected. Connect project to national and regional travel.
- Be independent. Project needs to demonstrate benefits on its own.
- Bang for the buck
- Multimodal
- Link to national priorities - safety, state of good repair, economic competitiveness, livability, and sustainability



# Unsuccessful TIGER applications

- Resurfacing projects
- Research without deployment
- Parking facilities
- Cruise ship terminals
- Museums
- Economic development that displaced jobs elsewhere
- Large projects not looking at other funding sources
- Right of way acquisition