



# Oregon

Theodore R. Kulongoski, Governor

## Department of Transportation

Office of the Director  
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**DATE:** August 14, 2009

**TO:** Oregon Transportation Commission

**FROM:** Matthew L. Garrett  
Director

**SUBJECT:** *Revised Agenda C* - Recovery Act Transportation Investment Generating Economic Recovery Grant Program (TIGER) surface transportation discretionary grant applications

**Requested Action:**

Request approval of the Oregon Department of Transportation's (ODOT) applications for funding under the Recovery Act TIGER program and endorse projects from other applicants.

**Background:**

The American Recovery and Reinvestment Act (ARRA) provided \$1.5 billion in discretionary grants for surface transportation projects across all modes. The U.S. Department of Transportation (USDOT) has named this the TIGER Grant program and has set an application deadline of September 15, 2009.

To be awarded TIGER funding, projects must have a significant impact on the nation, a metropolitan area, or a region. Projects eligible for TIGER Discretionary Grants include capital investments in: (1) highway or bridge projects; (2) public transportation projects; (3) passenger and freight rail transportation projects; and (4) port infrastructure investments, including projects that connect ports to other modes of transportation and improve the efficiency of freight movement.

TIGER Discretionary Grants will be awarded based on the following selection criteria.

**Primary Selection Criteria:**

*Long-Term Outcomes:* USDOT will give priority to projects that have a significant impact on desirable long-term outcomes for the nation, a metropolitan area, or a region. The following types of long-term outcomes will be 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.
- *Economic Competitiveness:* Contributing to the economic competitiveness of the United States over the medium- to long-term.
- *Livability:* Improving the quality of living and working environments and the experience for people in communities across the United States.
- *Sustainability:* Improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions and benefitting the environment.
- *Safety:* Improving the safety of U.S. transportation facilities and systems.



*Job Creation & Economic Stimulus:* Consistent with the purposes of the Recovery Act, USDOT will give priority to projects that are expected to create and preserve jobs quickly and to stimulate rapid increases in economic activity, particularly those that benefit economically distressed areas.

**Secondary Selection Criteria:**

*Innovation:* USDOT will give priority to projects that use innovative strategies to pursue the long-term outcomes outlined above.

*Partnership:* USDOT will give priority to projects that demonstrate strong collaboration among a broad range of participants and/or integration of transportation with other public service efforts.

**Additional Statutory Selection Criteria:**

Priority will go to projects that are expected to be completed within three years of enactment (February 17, 2012). Priority will go to projects for which federal funding is required to complete an overall financing package that includes non-federal funding. Secretary LaHood has also indicated that he expects a significant portion of funds to go toward port and intermodal freight projects.

**Proposed Applications:**

ODOT regions and local governments have proposed a large number of TIGER grants, and many local government agencies have asked for support from the Commission and ODOT. ODOT has reviewed grant proposals and determined that all of these projects offer substantial benefit to the state and its transportation system. All of the projects fit within the TIGER criteria and advance ODOT's mission of providing a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians.

The department requests Commission approval for ODOT to apply or co-apply with local governments for the following projects:

- Franklin Boulevard multimodal improvements
- Corvallis Crossing project
- US 26 Shute Road interchange
- Prineville Junction intermodal improvements
- I-5 Woodburn Interchange
- Oregon 99 (Eugene)
- I-5 Marine Drive interchange
- I-84 Ladd Creek
- VMT Fee Open Source

The department requests Commission endorsement and a letter of support for the following projects:

- Terminal 4 modernization (Port of Portland/City of Portland)
- Coos Bay Rail Link rehabilitation (Port of Coos Bay)
- Kuebler/Cordon Road (City of Salem)
- Portland Innovation Quadrant/South Waterfront (City of Portland/
- Port of Morrow access improvements (Port of Morrow)

- Multipurpose Intermodal Cargo Handling Facility (Port of Coos Bay)
- Port of the Dalles Shipyard (Port of the Dalles)
- Active Transportation (Metro)
- South Stage Overcrossing (City of Medford)

Attachments:

- A – List of ARRA TIGER Grant Application Proposals
- B – ODOT Applications
- C – Non-ODOT Applications

Copies (w/attachments) to:

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# ARRA TIGER Grant Application Proposals

Project	Applicant	ODOT Role	Request	Cost
<b>ODOT Applications</b>				
Franklin Boulevard multimodal improvements	City of Springfield	Co-applicant	\$50 million	\$50 million
Corvallis Crossing project	City of Corvallis	Co-applicant	\$60 million	\$60 million
US 26 Shute Road interchange	ODOT	Applicant	\$25 million	\$70 million
I-5 Marine Drive interchange	ODOT	Applicant	\$110 million	\$110 million
Prineville Junction intermodal improvements	City of Prineville Railroad	Co-applicant	\$60 million	\$60 million
I-5 Woodburn Interchange	ODOT/City of Woodburn	Co-applicant	\$27 million	\$70 million
I-84 Ladd Creek	ODOT	Applicant	\$62.4 million	\$62.4 million
OR 99	City of Eugene	Co-applicant	\$20 million	\$20 million
VMT fee open source	ODOT	Applicant	\$11 million	\$11 million

## **Non-ODOT Applications**

Terminal 4 modernization	Port/City of Portland	Support	\$39.2 million	\$39.2 million
Coos Bay rail rehabilitation	Port of Coos Bay	Support	\$42.3 million	\$47 million
Kuebler/Cordon Road	City of Salem	Support	\$38 million	\$40 million
Port of Morrow access improvements	Port of Morrow	Support	\$26 million	\$23 million
Multipurpose Intermodal Cargo Handling Facility	Port of Coos Bay	Support	\$30 million	\$27 million
Dalles shipyard	Port of The Dalles	Support	\$20 million	\$20 million
Portland Innovation Quadrant (S. Waterfront)	City of Portland	Support	\$50 million	\$83.2 million
Active Transportation	Metro	Support	Unknown	Unknown
South Stage Overcrossing	City of Medford	Support	\$45 million	\$45 million