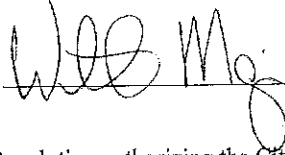


RESOLUTION NO. 104 - 2017

Moved by: _____



A Resolution authorizing the City of Harrisburg (the "City") to submit a grant application to the U.S. Department of Transportation ("DOT") for the purpose of funding the Division Street Master Plan project, any portion thereof, or any other qualifying transportation-related work, through the Transportation Investment Generating Economic Recovery ("TIGER") grant program.

WHEREAS, the City desires to repave and incorporate bike lanes along Division Street and feature the construction of a bridge over a rail yard connecting Division Street to Industrial Road in completion of improvements along underutilized corridors across Harrisburg; and

WHEREAS, DOT is offering grant funding to support capital projects that enhance surface transportation infrastructure through its TIGER discretionary grant program that supports transformative projects resulting in broad long lasting and positive changes in economic development, safety, quality of life, environmental sustainability or state of good repair; and

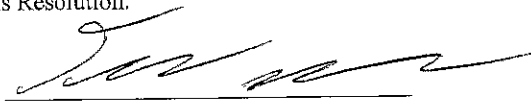
WHEREAS, the City desires to submit a grant application to comply with the requirements of DOT's TIGER discretionary grants program for the purpose of receiving funding for the development of the Division Street Master Plan project; and

WHEREAS, a copy of the TIGER grant overview is attached and incorporated as "Exhibit A."

NOW, THEREFORE, BE IT AND IT IS HEREBY RESOLVED, BY THE COUNCIL OF THE CITY OF HARRISBURG, the City of Harrisburg (the "City") is authorized to submit a grant application to the U.S. Department of Transportation ("DOT") for the purpose of funding the Division Street Master Plan project, any portion thereof, or any other qualifying transportation-related work, through the Transportation Investment Generating Economic Recovery ("TIGER") grant program.

BE IT FURTHER RESOLVED that the Mayor, City Controller and other appropriate City officials are authorized and directed to take all steps necessary to further effectuate the purpose of this Resolution.

Seconded by: _____



Passed by City Council October 10, 2017

Wanda R. D. Williams

President of City Council

Attest [Signature]

City Clerk

- Approved
 Returned to City Council with objections

YEAS		NAYS
<input checked="" type="checkbox"/>	MR. ALLATT	
<input checked="" type="checkbox"/>	MS. DANIELS	
<input checked="" type="checkbox"/>	MR. JOHNSON	
<input checked="" type="checkbox"/>	MR. MADSEN	
<input checked="" type="checkbox"/>	MR. MAJORS	
<input checked="" type="checkbox"/>	MS. WILLIAMS	
Yeas	<u>6</u>	
Nays	<u>0</u>	

Exhibit A



FY17 Transportation Investment Generating Economic Recovery (TIGER) Grant Overview

Agency:	Department of Transportation
Solicitation:	09/06/2017 – 10/16/2017
Urban Award Range:	\$5 million - \$25 million
Rural Award Range:	\$1 million - \$25 million
Estimated Funding:	\$500 million
Urban Match:	20%
Rural Match:	Not required

Summary: The purpose of this program is to support capital projects that enhance surface transportation infrastructure. Projects must have a significant impact on a region or metropolitan area, or on a national scale. Funding will also support a variety of transformative projects. Transformative projects are those that result in broad, long-lasting, and positive changes in economic development, safety, quality of life, environmental sustainability, or state of good repair.

Eligible projects for TIGER Discretionary Grants are capital projects that include, but are not limited to:

- highway or bridge projects eligible under title 23, United States Code (including bicycle and pedestrian related projects)
- public transportation projects eligible under chapter 53 of title 49, United States Code
- passenger and freight rail transportation projects
- port infrastructure investments (including inland port infrastructure)
- intermodal projects

DOT may award funds for a component, instead of the larger project, if that component (1) independently meets minimum award amounts described in eligibility requirements; (2) independently aligns well with the selection criteria; and (3) meets National Environmental Policy Act (NEPA) requirements with respect to independent utility. Independent utility means that the component will represent a transportation improvement that is usable and represents a reasonable expenditure of DOT funds even if no other improvements are made in the area, and will be ready for intended use upon completion of that component's construction. All project components that are presented together in a single application must demonstrate a relationship or connection between them.

This description of Eligible Projects is very similar to the description of eligible projects in earlier rounds of the TIGER Discretionary Grant program.

Applicant Eligibility: Eligible Applicants for TIGER Discretionary Grants are State, local and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments.

Multiple States or jurisdictions may submit a joint application and must identify a lead applicant as the primary point of contact. Each project party in a joint application must be an Eligible Applicant. Joint applications must include a description of the roles and responsibilities of each project party and must be signed by each project party.

The TIGER Grant Program defines “rural area” as any area not in an Urbanized Area, as defined by the Census Bureau. The Census Bureau defines an Urbanized Area as an area that consists of densely settled territory that contains 50,000 or more people. DOT considers a project to be in a rural area if all or a majority of the project money to be spent is located in a rural area.

To determine if a project is located in an urban or rural area, please consult Census maps of Urbanized Areas:

- http://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/
(detailed PDF maps for every UA)
- <http://tigerweb.geo.census.gov/TIGERweb2010/>
(click the layer for urban areas and zoom in to see)

Urban Clusters are rural areas for the purposes of the TIGER Discretionary Grant program.

Funding Details: The Consolidated Appropriations Act, 2017 appropriated \$500 million, for National Infrastructure Investments otherwise known as TIGER grants. These funds are available through September 30, 2020. For projects located in urban areas, the minimum award is \$5 million and the maximum award is \$25 million. For projects located in rural areas, the minimum award is \$1 million.

No more than 10 percent of funds made available for TIGER (or \$50 million) may be awarded to projects in a single State. Not less than 20 percent of TIGER funds (or \$100 million) must be used for projects located in rural areas.

The FY 2017 Appropriations Act allows up to 20 percent of available funds (or \$100 million) to be used by the Department to pay the subsidy and administrative costs for a project receiving credit assistance under the Transportation Infrastructure Finance and Innovation Act of 1998

("TIFIA") program, if that use of the FY 2017 TIGER funds would further the purposes of the TIGER Discretionary Grants program.

Matching Requirements: Applicants with projects located in an urban area must provide at least 20 percent of the total project costs. Applicants with projects located in a rural area may receive the full amount of project costs, but would be required to provide matching funds if less than the full amount is awarded. Over eight rounds, on average, projects attracted more than 3.6 matching dollars for every TIGER grant dollar, representing the shared responsibility for funding infrastructure. Matching contributions must be obtained from non-federal sources; however, funds from the Tribal Transportation Program will be considered for matching purposes.

Matching funds **may not** include:

- Funds already expended or otherwise encumbered
- Funds that ultimately derive from a federal program, other than Tribal Transportation Program funds
- Toll credits under 23 U.S.C. 120(i)

More information: www.transportation.gov/TIGER

Contact: Howard Hill
202-366-0301
TIGERGrants@dot.gov



FY17 TIGER Grant Criteria

The most important thing to know about the TIGER program is that it is very competitive. Effectively explaining how a project responds to the Primary Criteria is the most important aspect of a TIGER grant narrative. Applicants should be prepared to respond to all five criteria.

Whenever possible, specific metrics on each benefit should be identified and baseline data provided. Although applicants are permitted to discuss outcomes outside of those listed in the TIGER Notice, it is more effective for an applicant to integrate expected outcomes under the banner of the given criteria – Safety, State of Good Repair, Economic Competitiveness, Quality of Life, and Environmental Sustainability – than to propose different project criteria.

TIGER 2017 applications are due to DOT by October 16, 2017 at 8:00 p.m. EDT.

PRIMARY SELECTION CRITERIA

Applications that do not demonstrate a likelihood of significant long-term benefits based on these criteria will not proceed in the evaluation process. DOT does not consider any primary selection criterion more important than the others. The primary selection criteria, which will receive equal consideration, are:

❖ *Safety*

Projects that improve safety should include a discussion of the degree to which the proposed project enhances safety by avoiding transportation-related crashes or other unintended consequences of travel. Projects that enhance existing transportation infrastructure should discuss how these improvements will improve safe travel, while projects that shift transportation traffic from personal automobiles to other modes should estimate the number of car collisions avoided by taking these vehicles off the road.

Specifically, proposals will be evaluated on:

- i. Project's ability to reduce the number, rate, and consequences of surface transportation-related accidents, serious injuries, and fatalities.
- ii. Project's contribution to the elimination of highway/rail grade crossings.
- iii. Project's contribution to preventing unintended releases of hazardous materials.

❖ ***State of Good Repair***

This criterion requires an explanation of how the project will help to upgrade, repair or maintain existing infrastructure. Particular emphasis is given to utilizing quantifiable estimates of avoided costs, such as maintenance costs or the costs of replacing infrastructure if worn out. This section can also be used to explain how plans for maintaining the project or using more sustainable construction techniques will extend the project's effective life, or how its existence will help extend the useable life of supportive infrastructure. This criterion should be addressed even if the proposed project would result in the construction of new infrastructure.

Proposals should address the following:

- i. Project is consistent with relevant plans to maintain transportation facilities or systems in a state of good repair and address current and projected vulnerabilities.
- ii. If left unimproved, the poor condition of the asset will threaten future transportation network efficiency, mobility of goods or accessibility and mobility of people, or economic growth.
- iii. Project is appropriately capitalized up front and uses asset management approaches that optimize its long-term cost structure.
- iv. A sustainable source of revenue is available for operations and maintenance of the project.
- v. Project improves the transportation asset's ability to withstand probable occurrence or recurrence of an emergency or major disaster or other impacts of climate change.

Additional consideration will be given to a project's contribution to improving the overall reliability of a multimodal transportation system that serves all users, and to projects that offer significant transformational improvements to the condition of existing transportation systems and facilities.

❖ ***Economic Competitiveness***

This section is an opportunity to discuss how the project will have sustained productivity and production benefits for the community, region or entire country. In order to formulate these benefits, examine how the proposed project will facilitate the most efficient and reliable movement of workers or economic goods, impact the opening up of more land to productive use, or provide enhanced economic access to beneficiary populations. DOT will prioritize projects that are part of a larger strategy to significantly revitalize communities and increase economic opportunities.

DOT will assess whether the project will:

- i. Decrease transportation costs and improve access for Americans with transportation disadvantages through reliable and timely access to employment centers, education and training opportunities, and other basic needs of workers.
- ii. Improve long-term efficiency, reliability or costs in the movement of workers or goods.
- iii. Increase the economic productivity of land, capital, or labor at specific locations, and through community revitalization efforts.
- iv. Result in long-term job creation and other economic opportunities.
- v. Help the United States compete in a global economy by facilitating efficient and reliable freight movement, including border infrastructure and projects that have a significant effect on reducing the costs of transporting export cargoes.
- vi. Projects that address congestion in major urban areas, particularly those that do so through the use of congestion pricing or the deployment of advanced technology, projects that bridge gaps in service in rural areas, and projects that attract private economic development, all support national or regional economic competitiveness. Projects that incorporate private sector contributions, including through a public-private partnership structure, are likely to be more competitive than those that rely solely on public non-Federal funding.

❖ ***Environmental Sustainability***

Environmental sustainability can be evaluated by a variety of metrics, including reduced greenhouse gas emissions, lesser dependency upon fossil fuels, improving water quality, mitigation of impacts on sensitive areas, and long-term avoided costs from future infrastructure investments. Applicants are encouraged to provide quantitative information, including baseline information that demonstrates how the project will reduce energy consumption, stormwater runoff, and brownfield redevelopment or achieve other benefits for the environment.

DOT will assess the projects ability to:

- i. reduce energy use and air or water pollution
- ii. avoid adverse environmental impacts to air or water quality, wetlands, and endangered species
- iii. Provide environmental benefits, such as:
 - a. Brownfield redevelopment
 - b. Groundwater recharge in areas of water scarcity
 - c. Wetland creation or improved habitat connectivity
 - d. Stormwater mitigation, including green infrastructure

❖ ***Quality of Life***

This section should describe how the project increases transportation choices and connectivity for individuals to provide more freedom on transportation decisions and improves access to essential services for people in communities across the United States, particularly for rural communities.

SECONDARY SELECTION CRITERIA:

Although labeled as “Secondary” criteria, TIGER applicants should not assume that Innovation and Partnership are insignificant aspects of their proposal. Indeed, since the TIGER program is so competitive, most projects in contention for funding score highly on the “Primary” criteria, and it is often the Secondary criteria that can separate a successful application from an unsuccessful one.

❖ ***Innovation***

Innovation is a prominent aspect of many TIGER projects. Although the type of innovation can vary significantly among individual projects, innovative components can be found in many project segments, including:

- Project Safety/Design – The Department particularly seeks to experiment with innovative approaches to transportation safety, particularly in relation to automated vehicles and the detection, mitigation, and documentation of safety risks. When making TIGER award decisions, the Department will consider any innovative safety approaches proposed by the applicant, particularly projects which incorporate innovative design solutions, enhance the environment for automated vehicles, or use technology to improve the detection, mitigation, and documentation of safety risks.
- Project Design – Utilization of more efficient technologies to ensure greater project success and sustainability.
- Operational Performance – The extent to which the project utilizes innovative practices in contracting, congestion management, asset management, or long-term operations and maintenance.
- Project Delivery – Use of FHWA’s Special Experimental Project No. 14 (SEP-14) and Special Experimental Project No. 15 (SEP-15).
- Project Funding and Finance – leveraging both existing and new sources of funding or financing through both traditional and innovative means, including by using private sector funding or financing and recycled revenue from the competitive sale or lease of publicly owned or operated assets.

With respect to safety approaches, DOT will access:

- Conflict detection and mitigation technologies (e.g., intersection alerts and signal prioritization);

- Dynamic signaling or pricing systems to reduce congestion;
- Signage and design features that facilitate autonomous or semiautonomous vehicle technologies;
- Applications to automatically capture and report safety-related issues (e.g., identifying and documenting near-miss incidents); and
- Cybersecurity elements to protect safety-critical systems.

❖ **Partnership**

In this section, applicants should emphasize the diverse and wide-ranging nature of their partnerships, including organizations at multiple levels (community organizations, localities, regional organizations, nonprofits, private sector, educational institutions, state or federal bodies) and any multi-jurisdictional collaboration. Projects that will leverage any significant federal, state, local or private sector initiatives, especially those that have significant funding levels decided to them, should be noted.

DOT will also consider the extent to which projects include partnerships that bring together diverse transportation agencies and/or are supported, financially or otherwise, by non-transportation projects that are coordinated with economic development, housing, water infrastructure, and land use plans and policies or other public service efforts. Programs that grow out of a robust planning process (grant-funded planning programs from DOT or other organizations) will be given priority.

DEMONSTRATED PROJECT READINESS

Projects that receive funding in this round of TIGER must obligate funds by September 30, 2020, or the funding will expire. Therefore, DOT will assess every application to determine whether the project is likely to proceed to obligation by the statutory deadline, as evidence by:

❖ **Technical Feasibility**

The technical feasibility of the project should be demonstrated by engineering and design studies and activities; the development of design criteria and/or a basis of design; the basis for the cost estimate presented in the TIGER application, including the identification of contingency levels appropriate to its level of design; and any scope, schedule, and budget risk-mitigation measures. Applicants must include a detailed statement of work that focuses on the technical and engineering aspects of the project and describes in detail the project to be constructed.

❖ **Financial Feasibility**

The viability and completeness of the project's financing package should be demonstrated including evidence of stable and reliable capital and (as appropriate) operating fund commitments sufficient to cover estimated costs; the availability of

contingency reserves should planned capital or operating revenue sources not materialize; evidence of the financial condition of the project sponsor; and evidence of the grant recipient's ability to manage grants. The applicant must include a detailed project budget in this section of the application containing a breakdown of how the funds will be spent. That budget must estimate—both dollar amount and percentage of cost— the cost of work for each project component and provide examples. If the project will be completed in individual segments or phases, a budget for each individual segment or phase must be included. Budget spending categories must be broken down between TIGER, other Federal, and non-Federal sources, and identify how each funding source will share in each activity.

❖ ***Project Schedule***

The applicant must include a detailed project schedule that includes all major project milestones--such as start and completion of environmental reviews and approvals; design; right of way acquisition; approval of plan, specification and estimate (PS&E); procurement; and construction-- with sufficiently detailed information to demonstrate that:

- i. All necessary activities will be complete to allow grant funds to be obligated no later than September 30, 2020.
- ii. The project can begin construction quickly upon receipt of a TIGER Discretionary Grant, and that the grant funds will be spent steadily and expeditiously once construction starts.
- iii. Any applicant that is applying for a TIGER Discretionary Grant and does not own all of the property or right-of-way required to complete the project should provide evidence that the property and/or right-of-way acquisition can and will be completed expeditiously.

❖ ***Required Approvals***

- i. **Environmental Permits and Reviews:** The applicant must demonstrate receipt (or reasonably anticipated receipt) of all environmental approvals and permits necessary for the project to proceed to construction on the timeline specified in the project schedule and necessary to meet the statutory obligation deadline, including satisfaction of all federal, state and local requirements and completion of the National Environmental Policy Act ("NEPA") process. If the NEPA process is underway but not complete, the application must detail the type of NEPA review underway, where the project is in the process, and indicate the anticipated date of completion. Applicants must provide a website link or other reference to copies of any NEPA documents prepared. Including environmental studies or other documents through website link that describes in detail the projects known impacts and possible mitigation of those impacts.

- ii. **Legislative approvals:** The applicant should demonstrate receipt of state and local approvals on which the project depends. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project is broadly supported.
- iii. **State and local planning:** The planning requirements of the modal administration administering the TIGER project will apply. Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning documents has been or will be included. If the project is not included in the relevant planning documents at the time the application is submitted, you should submit a certification from the appropriate planning agency that actions are underway to include the project in the relevant planning document.

❖ ***Assessment of Project Risk and Mitigation Strategies***

The applicant should identify the material risks to the project and the strategies that the lead applicant and any project partners have undertaken or will undertake in order to mitigate those risks. The applicant must assess the greatest risks to the projects and identify how the project parties will mitigate those risks. DOT will consider projects that contain risks so long as the applicant clearly and directly describe achievable mitigation strategies.

BENEFIT-COST ANALYSIS

Crafting a Benefit-Cost Analysis (BCA) is one of the most technically demanding aspects of a TIGER grant application. *BCAs are required.* An effective BCA requires the monetization of a variety of project costs and benefits, including metrics that may not be easily monetized. If there are significant metrics which are exceptionally difficult to monetize, these may be quantified in non-monetary terms. However there should be sufficient metrics that can be monetized to enable an effective evaluation by DOT. Some metrics that are commonly used in a BCA include:

❖ ***Costs***

- Capital costs, as articulated in proposal
- New maintenance or operational costs
- Costs to surrounding communities or transportation systems associated with shifting travelers to new system

❖ ***Benefits***

- Maintenance savings
- Time savings from alleviated congestion or shorter commute times
- Fuel savings
- Emission reductions
- Transportation crash reductions (property, injury and fatality savings)

- Passenger savings from more cost effective transportation modes (transit)
- Health benefits associated with reduced emissions and increased cycling/walking
- Increases in land value

CONTENTS OF APPLICATIONS

1. **Project Description:** should provide a concise description of the project, the transportation challenges that it is intended to address, and how it will address those challenges. This section should discuss the project's history, including a description of any previously completed components. The applicant may use this section to place the project into a broader context of other infrastructure investments being pursued by the project sponsor, and, if applicable, how it will benefit communities in rural areas.
2. **Project Location:** a detailed description of the proposed project and geospatial data for the project, including a map of the project's location and its connections to existing transportation infrastructure, as well as a description of the national, regional, or metropolitan area in which the project is located, including economic information such as population size, median income for transportation facility users, or major industries affected, and project map.
3. **Project Parties:** information about the grant recipient and other project parties. Letters of supports and MOUs will be required.
4. **Grant Funds and Sources/Uses of Project Funds:** This section should describe the project budget. This budget should not include any previously incurred expenses. At a minimum, it should include:
 - (A) Project costs;
 - (B) For all funds to be used for eligible project costs, the source and amount of those funds;
 - (C) For non-Federal funds to be used for eligible project costs, documentation of funding commitments should be referenced here and included as an appendix to the application;
 - (D) For Federal funds to be used for eligible project costs, the amount, nature, and source of any required non-Federal match for those funds;
 - (E) A budget showing how each source of funds will be spent. The budget should show how each funding source will share in each major construction activity, and present that data in dollars and percentages. Funding sources should be grouped into three categories: non-Federal; TIGER; and other Federal. If the project contains individual components, the budget should separate the costs of each project component. If the project will be completed in phases, the budget should separate the costs of each phase. The budget detail should sufficiently demonstrate that the project satisfies the statutory cost-sharing requirements

Include any other pending or past Federal funding requests for the project as well as Federal funds already provided under other programs and the size, nature/source of the required match for those funds, to clarify that these are not the same funds counted under the matching requirement for this grant request. Describe any restrictions attached to specific funds; compliance or a schedule for compliance with all conditions applicable to each funding source, and, to the extent possible, funding commitment letters from non-Federal sources.

5. **Merit Criteria:** information about how the project aligns with each of the primary and secondary selection criteria:

Primary Selection Criteria

- i.* Safety
- ii.* State of Good Repair
- iii.* Economic Competitiveness
- iv.* Environmental Sustainability
- v.* Quality of Life

Secondary Selection Criteria

- i.* Innovation
- ii.* Partnership

6. **Project Readiness:** including planning approvals, NEPA and other environmental reviews/approvals, (including information about permitting, legislative approvals, State and local planning, and project partnership and implementation agreements).
7. **Technical Feasibility:** demonstrate the technical feasibility of the project with engineering and design studies and activities; the development of design criteria and/or a basis of design; the basis for the cost estimate presented in the TIGER application, including the identification of contingency levels appropriate to its level of design; and any scope, schedule, and budget risk-mitigation measures.
8. **Project Schedule:** Identify all major project milestones. Examples of such milestones include State and local planning approvals (programming on the Statewide Transportation Improvement Program), start and completion of NEPA and other Federal environmental reviews and approvals including permitting; design completion; right of way acquisition; approval of plans, specifications and estimates; procurement; State and local approvals; project partnership and implementation agreements including agreements with railroads; and construction.

9. **Benefit Cost Analysis:** See description above.

10. **Cost Share:** The applicant should describe the extent to which the project cannot be readily and efficiently completed without a TIGER Discretionary Grant, and describe the extent to which other sources of funds, including Federal, State, or local funding, may or may not be readily available for the project.

11. **Federal Wage Rate Certification:** a certification, signed by the applicant(s), stating that it will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code [Federal wage rate requirements], as required by the FY 2017 Appropriations Act.

DOT formatting requirements:

- Single-spaced document
- Standard 12-point font, such as Times New Roman
- 1-inch margins
- Project narrative should not exceed 30 pages
 - Supporting documents should be limited to relevant information
 - Cover pages, tables of contents, and the federal wage rate certification do not count towards the 30-page limit for the project narrative
 - The only substantive portions of the application that may exceed the 30-page limit are any supporting documents (including a more detailed discussion of the benefit-cost analysis) provided to support assertions or conclusions made in the 30-page narrative section.
- If possible, website links to supporting documentation (including a more detailed discussion of the benefit-cost analysis) should be provided rather than copies of these materials.
- If possible, website links to supporting documents are preferred to hard copies

INTER

OFFICE

MEMO

To: HARRISBURG CITY COUNCIL
From: Kirk Petroski, City Clerk
LEGISLATIVE APPROVAL FORM

Date:

LEGISLATIVE APPROVAL FORM/CERTIFICATE OF ACCEPTANCE

BILL NO. -2017 RESOLUTION NO. -2017

THE ABOVE LISTED ITEM WAS WRITTEN AND PREPARED FOR FINAL INTRODUCTION AT THE HARRISBURG CITY SOLICITOR'S OFFICE ON:

Rebecca K Kunkel
Assistant City Solicitor

10-6-17
Date

Requested by Department/Bureau: Engineering

Department/Bureau Contact Person: Wayne Martin

For Action on or before:

The attached was received in the Office of the City Clerk for introduction on

Received by: [Signature]

Date: 10-10-17