To: Chairman Milde and the VRE Operations Board

From: Doug Allen

Date: April 18, 2014

Re: Endorsement of the DDOT Long Bridge TIGER Planning Grant Application and Authorization of Committed Match

Recommendation:

The VRE Operations Board is being asked to endorse the District of Columbia Department of Transportation's (DDOT) TIGER planning grant application for the Long Bridge expansion, authorize the commitment of VRE funds towards the non-federal match for the grant, and refer the endorsement and match commitment to the Commissions for their review.

Background:

The District of Columbia Department of Transportation (DDOT) is preparing a planning grant application to advance project development activities, including National Environmental Policy Act (NEPA) studies, for the Long Bridge expansion through the USDOT TIGER Discretionary Grant Program. DDOT is concluding the Long Bridge Study, a comprehensive study of the existing two-track bridge and identification of long-term improvements to expand the capacity of the bridge for commuter rail, intercity passenger rail, freight and other multi-modal uses. The next step in planning for the expansion of the bridge is to refine the bridge concepts developed in the current Long Bridge Study and to initiate NEPA analysis. The TIGER planning grant application would fund those studies. The application is due on April 28, 2014.

VRE has offered to be a partner with DDOT on the application and project. DDOT will submit the TIGER application as the lead applicant and would be the grant recipient if the project is selected for funding.
The estimated cost to complete the Long Bridge NEPA analysis and related studies is $4-5 million dollars. DDOT has identified approximately $1 million in an existing ARRA federal grant that can be used for the project. The TIGER grant request will be for an additional $3 million. There is a minimum 20% non-federal match to the TIGER grant amount or $600,000. Applicants can increase their competitiveness for the TIGER program by providing an overmatch above and beyond the 20% minimum.

DDOT has also committed $700,000 towards the non-federal match for the TIGER grant. It is recommended that VRE commit $300,000 which, when combined with the DDOT contribution, will result in an overmatch and increase the chances of grant approval. A summary of the funding plan for the project is below.

<table>
<thead>
<tr>
<th>Source of Funds</th>
<th>Federal Grant Amount</th>
<th>Non-federal Match Amount</th>
<th>Total Grant Amount</th>
<th>Source of Match</th>
</tr>
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<tbody>
<tr>
<td>ARRA Grant</td>
<td>$800,000</td>
<td>$200,000</td>
<td>$1,000,000</td>
<td>DDOT</td>
</tr>
<tr>
<td>TIGER Planning Grant</td>
<td>$3,000,000</td>
<td>$1,000,000</td>
<td>$4,000,000</td>
<td>DDOT</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>VRE $700,000</td>
</tr>
<tr>
<td>Total</td>
<td>$3,800,000</td>
<td>$1,200,000</td>
<td>$5,000,000</td>
<td></td>
</tr>
</tbody>
</table>

The VRE Fiscal Year (FY) 2015 Capital Budget allocates funding for project development activities to advance system investments recommended in the System Plan 2040 including completing planning, NEPA and/or preliminary design. The planning work proposed for the Long Bridge expansion project under the TIGER grant is consistent with those activities.

If the TIGER planning grant application is approved by USDOT, a memorandum of understanding (MOU) or similar document will be developed to formalize VRE’s role and responsibilities with respect to DDOT related to this grant and the resulting study. That MOU will be brought to the VRE Operations Board and Commissions for authorization.

**Fiscal Impact:**

Funding included in the adopted VRE FY2015 capital budget for planning and engineering analysis to advance System Plan recommendations will be used for the VRE contribution towards the grant’s non-federal match requirement.
Virginia Railway Express
Operations Board

Resolution
9G-04-2014

Endorsement of the DDOT Long Bridge TIGER Planning Grant Application and Authorization of Committed Match

WHEREAS, the VRE System Plan 2040 identified the expansion of railroad capacity, including expansion of the Long Bridge across the Potomac River, as a critical need to support long-term VRE growth and service expansion; and,

WHEREAS, the District of Columbia Department of Transportation (DDOT) is nearing completion of the Long Bridge Study; a comprehensive study of the existing 2-track bridge and identification of long-term improvements to expand the capacity of the bridge for commuter rail, intercity passenger rail, freight and other multi-modal uses; and,

WHEREAS, the next step in planning for the expansion of the bridge is to refine the bridge concepts developed in the current DDOT study and to initiate NEPA analysis; and,

WHEREAS, DDOT is preparing a planning grant application for $3 million to advance the next phase of studies for the Long Bridge expansion through the USDOT TIGER Discretionary Grant Program; and,

WHEREAS, VRE has committed to be a partner with DDOT on the application and project; and,

WHEREAS, the TIGER grant application must identify a minimum 20% non-federal match to the TIGER grant amount; and

WHEREAS, DDOT has committed to provide $700,000 towards the match requirement; and,

WHEREAS, the VRE Fiscal Year (FY) 2015 Capital Budget allocates funding for project development activities such as those proposed to be completed for the Long Bridge expansion project to advance system investments recommended in the System Plan 2040.
NOW, THEREFORE BE IT RESOLVED, that the VRE Operations Board endorses the District of Columbia Department of Transportation’s (DDOT) TIGER planning grant application for the Long Bridge expansion; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board authorizes the commitment of $300,000 in VRE project development funds towards the grant’s match requirement; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board refers the endorsement of the grant application and match commitment to the Commissions for their formal review and approval.

Approved this 18th day of April 2014

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Paul Milde
Chairman

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Gary Skinner
Secretary