

2014 Tiger Grants FYI

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To: Brewer City Council; Brewer City Manager; Councilor Beverly Uhlenhake; Councilor Joseph Ferris; Councilor Kevin O'Connell; Deputy Mayor Matthew Vachon; Mayor Jerry W. Goss; Eddington Board of Selectman and Town Manager; Carol Woodcock / U.S. Senator Susan Collins; Elizabeth Montgomery Schneider MacTaggart / U.S. Senator Angus King; Representative Arthur Verow - District #21; Representative David Johnson - District#20; Rosemary Winslow / U.S. Congressman Mike Michaud; Senator Edward Youngblood - District#31;

The MaineDOT applied for \$36.41 million in 2014 Tiger Grants to fund three projects; \$25 million of that to fund the Sarah Mildred Long Bridge replacement (2013 request was denied).

- **\$600 million was set aside for the program.**
- **797 applications were received – that's 212 more applications than in 2013.**
- **\$9.5 billion was requested – that's 15 times the program funding. (actually 15.83)**
- **\$8,900,000,000.00 worth of projects will go unfunded by this program. (\$8,900 million!!)**

<http://www.dot.gov/tiger>

Strong Demand for TIGER Grants Highlights Continued Need for Transportation Investment

TIGER applications for fiscal year 2014 funding totaled \$9.5 billion, 15 times more than available funding

May 15, 2014: U.S. Transportation Secretary Anthony Foxx announced that applications to the U.S. Department of Transportation for its sixth round of Transportation Investment Generating Economic Recovery (TIGER) grants totaled \$9.5 billion, 15 times the \$600 million set aside for the program, demonstrating the continued need for transportation investment nationwide. The Department received 797 eligible applications, compared to 585 in 2013, from 49 states, U.S. territories and the District of Columbia.

More proof that we have a real problem funding the repair and replacement of our ailing infrastructure. One would expect this year's awards to be extremely meager and I would bet that a good portion of the \$36.41 million that Maine has requested will be denied and become another state shortfall. Add that to the already acknowledged \$100 million shortfall per each year of the current MaineDOT Work Plan. Where's the money?

The \$61 million needed to fund construction of the I-395/Route 9 Transportation Study's deficient 2B-2/preferred alternative would be better spent on the unmet transportation needs of the state of Maine.