

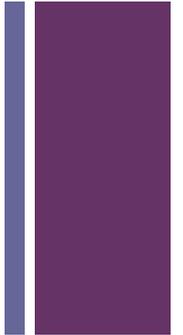
TIGER 2014

Application Preparation Webinar

Presented by the Office of the Assistant
Secretary for Transportation Policy
United States Department of Transportation



TIGER



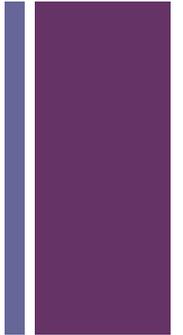
- \$600 million multimodal, merit-based discretionary grant program
- \$120 million for rural areas
- \$35 million for planning grants
- Strong focus on creating ladders of opportunity
- Modal and geographic equity requirements
- No Pre-Application Required





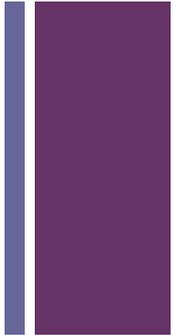
How is **TIGER** different?

- Broadly multimodal
- Open to any governmental entity
- Outcome-based
- Use of economic analysis
- Strict time limits on funding
- Performance measures
- Extremely competitive





2014 Application Review



- Must have submitted Applications on or before April 28, 2014 at 5:00 p.m. EDT via www.grants.gov.
- Common application deficiencies:
 - Funding amount requested
 - Applicant eligibility
 - Project eligibility
 - Urban / rural designation and project location clarity



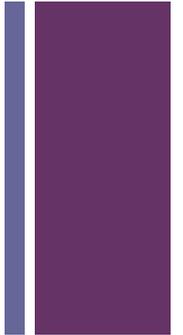
+ Demand for TIGER

- Over five rounds, only about 5 percent of applications have been awarded
- 5,300 applications received
- \$115 billion requested
- 270 Awards
- Most awards have been partial funding
- We anticipate about 1,000 applications





What projects compete well?

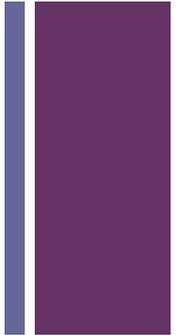


- Demonstrated strength in at least 2-3 of the primary selection criteria
- Projects which are difficult to fund elsewhere
- Strong partnership and matches, private funds from benefitting private entities and demonstrated leveraging of other funds (including federal funds from other agencies, such as HUD, EPA, USDA, SBA, etc.)
- Projects farther along in development
- Presents a clear story and project impact





Ladders of Opportunity



- Create or improve connections between people and centers of employment, education, and services
- Remove barriers to connected systems of transportation
- Promote workforce development



+ Planning Grants

- Up to \$35 million available
- Project level planning:
 - Any pre-construction activity
 - Highway or bridge projects (including bicycle and pedestrian related projects);
 - Public transportation projects;
 - Passenger and freight rail transportation projects;
 - Port infrastructure investments;
 - and Intermodal projects



+ Planning Grants

■ Regional planning examples include:

- Development of master plans, comprehensive plans, or corridor plans that will provide connection to jobs for disadvantaged populations, or include affordable housing components
- Planning activities related to the development of a multimodal freight corridor, including those that seek to reduce conflicts with residential areas and with passenger and non-motorized traffic
- Development of port and regional port planning grants, including State-wide or multi-port planning within a single jurisdiction or region
- Planning to encourage multiple projects within a common area to engage in programmatic mitigation in order to increase efficiency and improve outcomes for communities and the environment
- Risk Assessments and planning to identify vulnerabilities and address the transportation system's ability to withstand probable occurrence or recurrence of an emergency or major disaster or impacts of climate change.



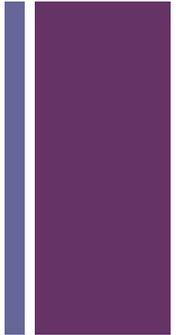
+ Planning Grants

- Same selection criteria as capital grants
- Applicants should demonstrate means and methods to align with the criteria
 - Example: How will this process lead to a plan that addresses economic development and environmental sustainability? Who will be involved in creating it, etc
- Demonstrated alignment with housing, land use, economic development, stormwater, and other infrastructure elements.
- BCAs not required, but quantifying potential benefits and outcomes recommended





TIGER Evaluation Process

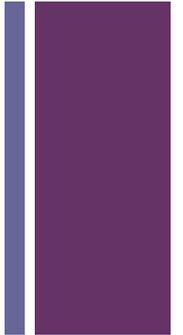


- Does the project align well with the long term priorities of USDOT? (state of good repair, economic competitiveness, livability, sustainability, safety). Does it provide better ladders of opportunity and create more connections between people and jobs?
- Does the application demonstrate jurisdictional and/or disciplinary partnership?
- Does the application leverage significant non-federal resources?
- Is the project innovative in terms of design, technology, project delivery, or financing?





Highly Competitive Projects



- Multimodal projects, coordinated investment from other sources and programs
- Demonstrate project benefits across selection criteria
- Demonstrate improved connectivity between users and centers of employment, education, and services
- New partnerships, multi-jurisdictional cooperation
- Public-private partnerships
- Support key national priorities
- Non-traditional or hard to fund projects



+ Application Pitfalls

- Ineligibility: applicants and projects
- Priorities/outcomes not aligned w/ selection criteria
- Project readiness
- Insufficient matching funds, lack of demonstration
- Non-construction requests: O/M assistance, ROW
- Grouping unrelated projects



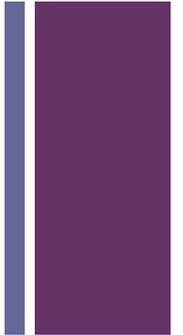
+ Technical Assistance

- USDOT offers technical assistance to help applicants through the TIGER process
- Previous TIGER application debriefs
- Benefit cost analysis resource guide
- Special Topics Webinars
- Questions sent to TIGERGrants@dot.gov





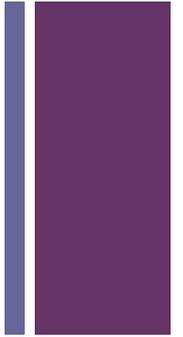
Additional Application Help



- **2014 Preparing a TIGER Planning Grant Application:** March 19th, March 28th
- **2014 Preparing a Benefit-Cost Analysis for a TIGER Grant:** March 26th
- TIGER Website: www.dot.gov/tiger/
- Special Topics Webinars and Frequently Asked Questions:
 - <http://www.dot.gov/tiger/resources>



+ **TIGER**



Question and Answer Session



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