

# **TIGER** 2016

## How to Compete for TIGER Discretionary Grants

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

# + Welcome to the 2016 TIGER How to Compete...Webinar

## ■ Audio

- Via Computer – No Action Needed
- Via Telephone - Call [\(866\) 863-9293](tel:8668639293), participant code: [59233985](tel:59233985)

## ■ Presenter

- Robert Mariner, Deputy Director of the Office of Infrastructure Finance and Innovation, Office of the Secretary Office of Policy, U.S. Department of Transportation





# TIGER

- \$500 million multimodal, merit-based discretionary grant program
- Strong focus on transformative projects and creating ladders of opportunity
- Modal and geographic equity requirements
- Project Information Form (No Pre-Application Requirement)





# How is **TIGER** different?

- Transformative Projects
- Leverages Resources
- Encourages Partnership
- Public Entity Eligibility
- Merit-Based Awards
- Competitive Discretionary Grants





# TIGER Basics

## ■ Eligible Applicants

- State, local, and tribal governments, transit agencies, MPOs, and other public entities

## ■ Eligible Projects

## ■ Cost Share or Match

- TIGER funds may cover up to 80 percent of projects costs in urban areas and 100 percent of project costs in rural areas

## ■ Rural/Urban Designation

- TIGER grants may not be less than \$5 million for projects in urban areas
- TIGER grants may not be less than \$1 million for projects in rural areas





# 2016 TIGER Application

- Final Application – [www.Grants.gov](http://www.Grants.gov)
- Final Applications – Must be submitted on or before 8:00 PM E.D.T. on **April 29, 2016**



# + Demand for TIGER

- Over seven rounds, six percent of applications have been awarded
  - 6,727 applications received
  - \$135 billion requested
  - 381 awards
  - Most awards have been partial funding
- In TIGER 2016, we received 627 applications



# + What projects compete well?

- Demonstrated strength in selection criteria
- Projects which are difficult to fund elsewhere
- Strong partnership
- Strong match
- Project has timeline for success
- Presents a clear story and project impact





# + TIGER Evaluation Process

- Does the project align well with the long term priorities of USDOT?
- Does the application demonstrate jurisdictional and/or disciplinary partnership?
- Is the project innovative in terms of design, technology, project delivery, or financing?
- Does the application leverage significant non-federal resources?
- Do the projects benefits exceed the costs?
- Will DOT be able to obligate funds by September 30, 2019?





# TIGER Selection Criteria



- **Primary Selection Criteria**
  - Safety
  - State of Good Repair
  - Economic Competitiveness
  - Quality of Life
  - Environmental Sustainability
- **Secondary Selection Criteria**
  - Innovation
  - Partnership



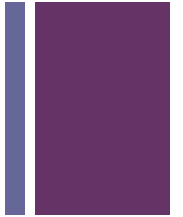
# + **Primary Selection Criteria: Safety**



- DOT will assess the project's ability to reduce the number, rate, and consequences of surface transportation-related accidents, serious injuries, and fatalities among transportation users, the project's contribution to the elimination of highway/rail grade crossings, and the project's contribution to preventing unintended releases of hazardous materials
- DOT will consider the project's ability to foster a safe, connected, accessible transportation system for the multimodal movement of goods and people



# + **Primary Selection Criteria: State of Good Repair**



- DOT will assess whether and to what extent:
  - The project is consistent with relevant plans to maintain transportation facilities or systems in a state of good repair and address current and projected vulnerabilities
  - 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
  - The project is appropriately capitalized up front and uses asset management approaches that optimize its long-term cost structure
  - A sustainable source of revenue is available for operations and maintenance of the project
  - The 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



# + **Primary Selection Criteria: Economic Competiveness**



- DOT will assess whether the project will:
  - 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
  - Improve long-term efficiency, reliability or costs in the movement of workers or goods
  - Increase the economic productivity of land, capital, or labor at specific locations, and through community revitalization efforts
  - Result in long-term job creation and other economic opportunities
  - 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



# + Primary Selection Criteria: Quality of Life



- DOT will assess whether the project furthers the six “Livability Principles” developed by DOT with the Department of Housing and Urban Development (HUD) and the Environmental Protection Agency (EPA) as part of the Partnership for Sustainable Communities
- DOT will prioritize projects developed in coordination with land-use planning and economic development decisions
- DOT will assess the extent to which the project will anchor transformative, positive and long-lasting quality of life changes at the national, regional or metropolitan level



# + **Primary Selection Criteria: Environmental Sustainability**



- DOT will assess the project's ability to:
  - Reduce energy use and air or water pollution
  - Avoid adverse environmental impacts to air or water quality, wetlands, and endangered species
  - Provide environmental benefits, such as brownfield redevelopment, ground water recharge in areas of water scarcity, wetlands creation or improved habitat connectivity, and stormwater mitigation, including green infrastructure



# + Secondary Selection Criteria: Innovation

- DOT will also assess the extent to which the project uses innovative technology to pursue long-term outcomes outlined or to significantly enhance the operational performance of the transportation system.
- DOT will assess the extent to which the project incorporates innovations in transportation funding and finance and leverages both existing and new sources of funding through both traditional and innovative means.
- DOT will consider the extent to which the project utilizes innovative practices in contracting, congestion management, safety management, asset management, or long-term operations and maintenance.





# + Secondary Selection Criteria: Partnership

- Demonstrating strong collaboration among a broad range of stakeholders, and the product of a robust, inclusive planning process
- Jurisdictional and Stakeholder Collaboration
  - DOT will consider the extent to which projects involve multiple partners in project development and funding, such as State and local governments, other public entities, and/or private or nonprofit entities. DOT will also assess the extent to which the project application demonstrates collaboration among neighboring or regional jurisdictions to achieve national, regional, or metropolitan benefits.
- Disciplinary Integration
  - DOT will consider the extent to which projects include partnerships that bring together diverse transportation agencies and/or are supported, financially or otherwise, by non-transportation public agencies that are pursuing similar objectives.



# + Highly Competitive Projects

- Multimodal projects, coordinated investment from other sources and programs
- Demonstrate transformative project benefits across selection criteria
- Demonstrate ladders of opportunity for disadvantaged groups
- New partnerships, multi-jurisdictional cooperation
- Public-private partnerships
- Non-traditional or hard to fund projects



# + Transformative Projects

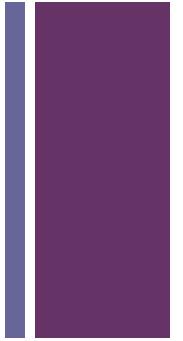


- Anchor broad and long-lasting, positive changes in Selection Criteria
- Significant and measurable improvements over existing conditions
- Up to applicant to define how project will lead to transformative change(s) in their community





# Ladders of Opportunity



- **Connect**: Provide people with a reliable and affordable connections to employment, education, and other essential services. Transportation networks that provide low-cost, reliable options enabling more people to realize their economic potential and improve businesses' access to a diverse workforce





# Ladders of Opportunity

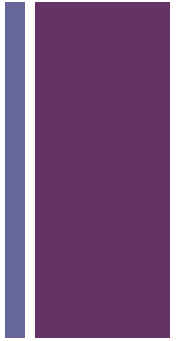


- **Work**: Transportation projects create construction and operation jobs. Through thoughtful workforce programs, built in partnership with industry, and with a focus on disadvantaged businesses, projects can help more underserved people find and keep good jobs in the transportation sector





# Ladders of Opportunity



- **Revitalize**: Transportation infrastructure can have a dramatic impact on neighborhoods and regions. It can provide support for healthy main street centers and direct more equitable business and residential developments designed to bring everyone closer to opportunities



# + Project Readiness and BCA

- Project Readiness
  - Technical Feasibility
  - Financial Feasibility
  - Project Schedule
  - Required Approvals
  - Assessment of Project Risks and Mitigation Strategies
- BCA
  - Identify, quantify, and compare expected benefits and costs



# + Application Pitfalls

- Ineligibility: applicants and projects
- Priorities/outcomes not aligned w/ selection criteria
- Insufficient evidence of project readiness
- Insufficient matching funds
- Non-construction requests: O/M assistance
- Grouping unrelated projects
- Uncertain urban/rural designation







# TIGER 2016 Evaluation Process

- Intake Processing Team
- Technical Evaluation Teams
- Economic Analysis Team
- Project Readiness Team
- Control and Calibration Team
- Senior Review Team

Final funding awards decided by Secretary Foxx



# + Project Delivery: What Should Successful Applicants Expect

- TIGER 2016 Announcements
- TIGER 2016 Project Assignments
- Negotiations Initiated
- Sign/Execute Grant Agreement
- Reporting Requirements/Project Modifications
- Project Completion/Close-Out
- Performance Monitoring



# + 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](mailto:TIGERGrants@dot.gov)



# + Additional Application Help

- TIGER Website:

- [www.transportation.gov/tiger/](http://www.transportation.gov/tiger/)

- Preparing a Benefit-Cost Analysis for a TIGER Grant:

- [www.transportation.gov/tiger/guidance](http://www.transportation.gov/tiger/guidance)

- Special Topics Webinars and Frequently Asked Questions:

- [www.transportation.gov/tiger/outreach](http://www.transportation.gov/tiger/outreach)

- [www.transportation.gov/tiger/faq](http://www.transportation.gov/tiger/faq)





# TIGER

## Question and Answer Session

