



TIGER 2014

Lessons for Tribal Communities

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



+ 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



+ 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





Eligibility

- Surface transportation projects only
- Open to state, tribal, and local entities, and other subdivisions
- Private entities, including non-profits, must partner with a public lead
- **Eligible ≠ Competitive**



+ 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



+ Rural Applicants

- Defined as any area not in an Urbanized Area (pop. 50,000), as defined by the Census Bureau
- \$1 million minimum grant
- No match requirement, though competitive applications often feature a match
- Tribal Transportation Program (TTP) Funds eligible to match/complete financing



+ 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? 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?





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Address Criteria, Outcomes

- Application outline in Notice of Funding Availability
- Detail how federal funds will be used to address the selection criteria

Primary Criteria

- Safety
- State of Good Repair
- Economic Competitiveness
- Quality of Life (formerly livability)
- Environmental Sustainability
- Project Readiness

Secondary Criteria

- Innovation
- Partnership



+ 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





+ Competitive Applications

- **Clarity:** Clear and concise project descriptions
 - Use pictures and maps
- **Leveraging:** non-federal match, including private
 - All TIGER 3:1 (Rural Applicants 1:1)
- **Independent Utility**
 - Operable segment w/ transportation benefits
- **Project Readiness:** ready to begin construction quickly, NEPA process begun
- **Provide precise information about how the project will address needs in your community**



+ 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





+ Benefit Cost Analysis

- Tribal applicants may choose to submit a BCA

- Demonstrate demand for project
- Well-documented calculations and references
- Show project **Net Societal Benefits**, not just local
 - BCA Questions to Answer
 - Who is the user of the project?
 - Who/how many will benefit from the investment?

- Tribal BCA Examples Online

(<http://www.dot.gov/policy-initiatives/tiger/tribal-tiger-bca-examples>)





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Case Study: US 491 Safety Improvements (NMI)

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- Separate traffic, incorporate turning lanes
- Commercial corridor in economically distressed area
- Exceptional safety benefits
 - Fatality rates more than 3 times the state average
- Segmented/phased project



+ Case Study: US 18 (SD)

- Reconstructs 15 miles of deteriorating US-18 in Oglala and Pine Ridge, SD.
- Safety (accident rates 2.5 times state average)
- Significant leverage
 - \$10 million TIGER, \$18 million State
- Long-term economic support to second poorest county in U.S.





+ Case Study: East Foster Wells (WA)

- Constructs a new 2-lane highway
- Connects local farms with food processing
- Supports regional economy
- Improve speed/efficiency goods to market
- Establishes transportation links
- Significant leverage
 - \$1 million TIGER, \$2 million State and local



+ Other Tribal TIGER Grants

- **Pueblo of Laguna** | *Bike/Ped Trail Design*
- **St. Michael IRA** | *St. Michael Community Streets*
- **Eastern Shoshone / Northern Arapaho Tribes Business Council** | *17 Mile Road*
- **Seminole Tribe of Florida** | *Snake Road Improvement*
- **Tribe of Smith River Rancheria** | *US101 Safety Corridor*
- **Turtle Mountain Band of Chippewa** | *BIA 7 - College Road*
- **Yankton Sioux Tribe** | *Ihanktonwan Transit Facilities*
- **Pyramid Lake Paiute Tribe** | *Pelican Point Road*
- **Village of Alakanuk** | *Alakanuk Community Streets*
- **Oglala Sioux Tribe** | *Improvements to BIA Route 2*
- **Taos Pueblo** | *Taos Pueblo Veterans Highway*



+ 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

- TIGER Website: www.dot.gov/tiger
- TIGER Webinars: www.dot.gov/tiger/outreach
- Frequently Asked Questions:
 - <http://www.dot.gov/tiger/faq>
- Examples of Tribal Benefit Cost Analysis Online:
 - <http://www.dot.gov/policy-initiatives/tiger/tribal-tiger-bca-examples>



+ For This Year's Round...

- Focus on best project(s) – those that align well with the program's selection criteria
- Develop an application that your neighbor could read and understand
- Questions sent to TIGERGrants@dot.gov

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Question and Answer Session

