• $527 million national, multimodal, merit-based grant program

• $140 million for rural areas

• Up to $150 million for TIFIA payments

• Last round the average award was $13.25 million

• Geographic diversity requirement
2011 Application Process

September 9th - Pre-Application Registration
October 3rd - Pre-Applications Due
October 4th - Final Applications Open
October 31st - Final Applications Due
Changes from TIGER 2

- No Planning Funds this round
- 3 Application Limit (per sponsor)
- TIFIA Letter of Interest
Eligibility

- Surface transportation capital 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
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
Address Criteria and Outcomes

• Application outline in the NOFA
• Detail how federal funds will be used to address the selection criteria

Primary Criteria
• State of Good Repair
• Economic Competitiveness
• Livability
• Environmental Sustainability
• Safety
• Job Creation/Near-Term Economic

Secondary Criteria
• Innovation
• Partnership
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.
Competitive Applications

• **Benefit-Cost Analysis:**
  – Demonstrate demand for project
  – Well-documented calculations and references
  – Show project **Net Societal Benefits**, not just local.

• **Innovative:**
  – Multi-modal, multi-jurisdictional
  – Difficult to fund through formula funds
Application Pitfalls

- Ineligibility: Applicants or Projects
- Priorities/outcomes not aligned with selection criteria
- Project readiness
- Insufficient matching funds
- Non-construction requests
  - Operating & Maintenance assistance
  - Right of Way acquisition
  - Demonstration projects
- Grouping unrelated projects
Case Study: Milton-Madison Bridge

Project Description
- Multi-State, Multi-Jurisdictional Bridge Project
- $20 M TIGER, Last piece of $120 M project

- Livability (Existing Communities, Links, Choices)
- Economic Competitiveness
- Significant leverage
- Helps COMPLETE a project
Case Study:  
US 491 Safety Improvements

Project Description
- Separate traffic, incorporate turning lanes
- Commercial corridor in economically distressed area

• Exceptional Safety Benefits
• Segmented/Phased project
• Economic benefits
Case Study:
Coos Bay Rail Rehabilitation

Project Description
- Rehabilitate 133 mile rail link (closed 2007)
- Reconnect Coos Bay (OR) with shippers

• Supports Regional and National Economies
• Improve speed/efficiency of freight in region
• Re-establishes transportation links & choice
Technical Assistance

• USDOT offers technical assistance to help applicants through the TIGER process
• Preparation of benefit cost analysis
• Previous TIGER application debriefs
• Special Topics Webinars
Additional Application Help

TIGER Website:  [www.dot.gov/tiger/](http://www.dot.gov/tiger/)

Archived Special Topics Webinars

July 27th  -  “Talking Freight”
August 17th  -  Benefit Cost Analysis
August 22nd  -  Project Readiness/NEPA
August 24th  -  Public Private Partnerships & TIFIA

Upcoming Special Topics Webinars

August 30th  -  MARAD Port Outreach
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
TIGER

Questions?