Please stand by for realtime captions.

Good afternoon. Today's presentation will begin momentarily. Until that time, the lines will once again be placed on music hold. Please continue to hold and thank you for your patience.

Good afternoon. My name is Melinda and I will be your conference operator today. I would like to welcome everyone welcome, everyone to the how to compete for TIGER discretionary grants conference call. All lines have been placed on mute to prevent any background noise. After this because your marks, there will be a question and answer session session. If you would like to ask a question during this time a press star then the number 1 under telephone keypad keypad. To withdraw your question, press the Pehlke. Q&A. I would like to the conference over to the cold.

Good morning or good afternoon depending on where you are. Welcome to today's webinar webinar. Before I go further I want to let those of you who are calling to the conference in the audience don't really to get your consider speakers or us to be heard not auto over computer as well. If you are in the presentation think of a question you can type into the chat area to the right of your screen. Please make sure to send your questions to everyone so everyone can see them. But you will be answering questions via the chat during the presentation presentation. Those questions that are not answered be a chat will be addressed are the question-and-answer session following a presentation. The discount operator will open up the phone lines for questions after the presentation. If at that time have a question, press \*1 to be placed into the queue. The presentation can today is available for download from the box in the lower right corner of your screen. Today's webinar is been recorded and recording visitation will be available online at the beginning of next week. If you have any additional tech goal questions, please send them to may be the chat pod or e-mail. Our presenter today is teases, Debbie director of the Office of infrastructure finance and innovation. Office of the Secretary, office of policy the US Department of Transportation. Robert?

Thanks, Nicole and good afternoon, everyone. This is our departments background of the TIGER discretionary grant program part of the -- congresses -- Congress has opted this year to provide an additional $500 million for surface transportation investments across the country. The department is very, very happy for that authority for its ninth round. We will jump right in.

This round, $500 million authorized for surface transportation around the Rod Petrik with this round from direction we received from new departmental leadership as well as from the White House is going to focus on rural communities and primarily world outcomes. That does not mean that all the funding will be awarded to communities to projects located in rural areas. However, the Secretary has made it clear as well as the President that they are really going to be looking for those projects scenarios that are indeed rural and primarily put in -- putting greater attention on trying to leverage as many nonfederal dollars as possible. Obviously rural communities and tribal communities are in many cases are at a disadvantage.

[No audio]

I apologize but there will be a slight delay in today's conference. Please hold it at the conference will resume momentarily. Thank you for your patience.

Ladies and gentlemen, today's presentation will now resume. Thank you for your patience.

Good afternoon again. I apologize for that, we had a little technical issue. As I was talking to decide this round of TIGER, my thumb, $500 million for surface transportation investment this round of TIGER has a focus for rural outcomes and providing assistance for those projects located in rural areas. As with previous rounds of the TIGER program, per the statute the Department is required to provide of approval does vision of funding I geography as well as bite mobile type. And unlike previous rounds of the TIGER program this round does not require applicants to submit a pre- pre-application form, however, we do ask project sponsors to include a project information form with their application with the project narratives with very basic information and those instructions are provided on grants.gov.

How is he TIGER program different? One big difference and I know this webinar is primarily focused on communities that are tribal governments as well as rural communities, that is one of the big differences between TIGER and other programs across the Department is it opened up the eligibility for smaller communities as well as tribal governments to compete for the limited amount of Federal dollars that we have here at the department. Unlike some of our other Federal aid programs your historically been required to reach out to the states and hope that at some point you become a pretty for the state or metropolitan planning organization or if you are a rural transit provider and in many cases you run into the same issue. We take online with the hopes that you will be stuck waiting on line with hopes that your project or your priorities will be elevated. That is one major difference that the TIGER discretionary grant program has definitely brought forward. I'm not going to read each one of these slides verbatim, I think the speak to sales and I'm going to try to go through these as quickly as possible so we can spend more time answering any questions that focus on the -- that folks on the webinar will have.

Basics of TIGER the slide speaks for itself. As I alluded to in the previous slide, the eligibility has been broadened for this particular program allowing smaller communities and rural townships to apply directly. You are not required to go through your state DOT for approval. Tribal government you are not required to work through any additional body hmmm you can your application on your own. Be a direct recipient of funds, however, keeping in mind that as a smaller or rural community we may not have the in-house capacity to administer or receive the project if awarded so what we advise applicants in that case to do is to reach out to a state DOT, establish a relationship or your MPO because what we have seen over the years is in some cases it is much easier for either state DOT or an MPO or to be the receiving of the funds and administer the funding -- administer the grant on behalf of the smaller entity. In addition, TIGER runs ones are provided on a reimbursable basis so what also tends to happen is project sponsors who come from tribal governments or smaller communities may not have the capacity to manage the cash flow associated with delivering a project. As I alluded to on a number of webinars in the past, you need to have all the funds upfront in order to let your construction contract ended and you going to be submitting invoices for allowable cost per the negotiated grant agreement for reimbursement. Typically that is the initial outlay of funds or repayment of funds is roughly 60 days because you have to do 30 days with work to generate an invoice and then are team has an additional 30 days to review that invoice and repayment. But once you've gotten into that cycle it tends to invoices tend to be reimbursed every 30 days. Next slide.

This is one of the most important slides to keep -- to be mindful of so October 16th on or before October 16th is the application deadline at it PM Eastern daylight savings time time. Please make sure that your grants.gov registration is active and it is currently working. I cannot tell you how many times over the years I have had applicants who attempt to submit at the last minute and it can be be it in 30 seconds and unfortunately your application will be deemed late and will not be evaluated for this Grant Round of TIGER. Please make sure all of your grants.gov username and password is up-to-date and active. Your SMID is up-to-date and active as well as your DUNS number, make sure all the information is up-to-date and active because if any one of those items are not up to date and active in grants grants.gov will reject your submittal. Unfortunately, that does not constitute a valid technical issue so please, please make sure that all of your registrations are open date -- of today and active.

-- up to date and active.

The demand for Tiger has been very competitive and very oversubscribed as you can see from the slide. More than 7000 applications over eight previous rounds close to $140 billion worth of requests for roughly a $5.1 billion discretionary grant program. Next slide.

Or projects compete 12? Those projects that have complete -- competed well -- what projects compete 12? It is a wide range so we have had projects that have been focused primarily on safety. We have had projects that have focused primarily on state of good repair. You are not required to hit each and every one of the selection criteria. Please stay away from adding something that really does not exist. If your project is a safety project then please focus on the safety benefits and don't create something that is not there. Also projects that have competed well, opposite those that come in with a strong match because the department can get a bigger bang for a limited investment. That is not to say that projects that have not been able to come to the table with a larger match have been unsuccessful but we have had rural projects and the tribal projects projects on tribal lands where the projects have been 100% funded by TIGER. The level of competitiveness as it relates to match is also very -- that range is a very wide lastly lastly, as the last let states projects that present a very clear story and budget impact so please shy away from spending too much of your limited 30 pages telling us the history of your town or how beautiful your landscape is. Really dive into describing your project with a clearly articulated scope and check the boxes as relates to hitting each of the selection criteria and the glowing narrative is always great, but as much data as you can provide to support your narrative is definitely helpful. Next slide.

As -- for the TIGER evaluation process as you are drafting your application please make sure that you are responding clearly and specifically to the selection criteria by did any notice. I will jump to the bottom bullet, will the part -- department be able to obligate the fund by September 30, 2020 deadline and what we mean by that is as relates to project readiness we are not necessarily looking for projects that are shovel ready. Obviously he definitely like to see those projects that are ready to go but we totally understand in some cases you may require completing you may be the last pages of completing your environmental argumentation or finalizing your design, but crafting your application you want to target that is timber 30 30th, 2020 deadline as when you would anticipate having any and all preconstruction activities completed because until those preconstruction activities are completed the department is not able to obligate the funding which means we are unable to assign a grant agreement with the successful grant awardee until all of your preconstruction activities have been completed.

The selection criteria for the TIGER program has remained consistent. I'm not going to read verbatim from the site, I think it is very straightforward so we will go go go to the next slide and hit on each one of the selection criteria.

For safety, obviously a safety project that can highlight safety benefits can be very -- cover many areas. For example, if your widening a roadway to your community and as result of widening that roadway your reducing congestion and reducing the amount of vehicle to vehicle [Indiscernible] our vehicle to pedestrian incursions obviously if it is a bridge replacement project then you are raising the level -- the strength in your are reinforcing that structure so obviously that is going to be -- provide a positive safety benefit for that community. Next slide.

State of good repair. Just as a said, you can unfortunately even though basic maintenance projects, Rotary surfing -- rest of forcing -- is eligible for Tiger funding over the previous eight rounds. And cordially those of projects have not been very competitive because those are basically -- basic expenses that communities should be able to take care with their operating budget. So please we totally understand that those are the needs that you have, by no means are we telling you not to apply but those have not been historically very, very competitive. As to state of good repair in my previous a sample as far as a bridge replacement coming yes, that is definitely bringing an old resource back up to a clean state of good repair. Next slide.

Economic competitiveness. Projects we are asking project sponsors to be able to talk to how to envision as a result of your project being delivered if there are any economic benefits that will be realized. Or you going to revitalize a community if it is a complete street project. Are you going to attract new businesses to your area? Obviously creating jobs. How do envision the project impacting your local and/or Regional economies?

Quality of life is just as it sounds, how do envision your project enhancing and improving the quality of the place of those that live, work and play. -- -- centers of education to social and health services that is what we are looking for and that selection criteria.

Environmental sustainability is just as it sounds, how do envision your project being a providing positive benefits to the environment. It could be as a result of your project you are reducing idling through a residential community or your able to provide alternative routes for larger vehicles which could be a combination of not only reduction of truck traffic through a residential community or even a smaller community but also has a positive environmental benefits as well as a safety benefit. There a lot of ways to as they say scan that cab. -- you are not required to hit each one of the selection criteria just as I stated a few slides., focus on those selection criteria where your project Akshay has the benefits because we can see through if your project will he does not have strong economic competitiveness benefits or strong quality of life benefits which based on the project they may or may not for example a road project may not have strong quality of life benefits because it is just by virtue of the project and where it is. But that is not a negative so really just focus on those areas where your project is the strongest. Next slide.

We have two secondary selection criteria. Innovation and partnership so innovation we are looking for you to share with us any innovative ideas that you may have. It could be delivering your project. If you have innovative technologies you are planning on introducing as part of your project if you have innovative delivery methods that you have not historically used that you want to bring to bear which may be brand-new tour stay or even to your region. As far as the innovation approach we are looking for you to share with us what innovative approaches whether it could be financing, we actual delivery of her project or as I just dated, technology deployment. Next slide.

Partnership is just as it sounds. We are looking for you to be able to share with us if you have partners [Indiscernible--Audio cutting out] -- be ending partners, but obviously the more funding partners you have that reduces the amount of burden on a single project sponsor so providing letters of support for the project would be very helpful. In particular for those tribal governments ensuring that your tribal councils are in fact supportive of the project before you submit it. That would be very, very helpful because unfortunately if the tribal council Council does not support the project and even if it is awarded you will not be able to deliver the project. Without that approval of your tribal Council. Once again, letters of support are great showing that the locality or your local electives or stay collected or selective representatives support the project. We are not evaluating letters of support, is just good to know that there is in fact support on the ground so if the project were to be awarded they would not be anything preventing it from being delivered.

Next slide. Highly competitive projects. Similar to examples that I provided a few slides.. We have had a broad range of projects that have been competitive in the rural and tribal context. We have had examples where tribes have been able to show that they have been -- they have had to save multiple years of their tribal transportation funds to show that there are not Lee committed to the project but they are financially committed by virtue of them saving up and showing that they have a stronger local match to bring to the project. So the Tyco website we have -- on the Tyco website we have eight rounds of back sheets showing all the projects that have been awarded and something else that I advise project sponsors over the past few weeks is pink of this round of Tiger as being reverting back to back to TIGER won the first round of the program. We are currently under your leadership with Secretary Chao and this will be her first opportunity to work from start to finish on a brand-new round of the TIGER program so until we have been able to work through one full round with Secretary Chao it is really hard to really give an idea or predict what her selection patterns would be as far as the types of projects. Unfortunately I know that is not necessarily helpful for folks right now but we're hopeful that that Congress will continue to support TIGER in the future and year from now we will be able to provide some additional guidance and direction based on working through one full round of Tiger with Secretary Chao.

Next slide. Project readiness and the benefit cost analysis for the project readiness component that goes back to back to that sub Tamara 30th, pudgy 20 deadline. We want to have confidence -- September 30 September 30th -- has the technical capacity, the financial capacity to deliver the project in your application you want to be very clear up that with the schedule that you provide. If you have any outstanding permits or approvals that are required locally or you -- or even at the Federal level you want to articulate that and how you envision mitigating those outstanding issues. As for the benefit cost analysis and they get this question a lot lot, unfortunately we do not have staff in-house who can do and the cost analyses for tribal governments or even smaller rural communities. So what we recommend is all together as much data as you can that shows the benefits of your project and typically what happens is our economist will take that information and they will run a benefit cost to review the anticipated benefits. Don't shy away from providing if there are any local planning documents that you have. Exhaust every option for providing as much data so our economist can review the benefits. In many cases depending upon the type of project it is very easy to run a very quick and easy analysis, but we need that initial data. Any data that you can provide in support of your project would be helpful. Next slide.

Basic application pitfalls. The bullets speak for themselves and ensuring that your project is an eligible project. Nikic sure that you as an applicant is an eligible applicant. Also a good thing being a rural applicant or tribal applicant -- being a rural applicant is you are not required to have a matchmatch, but what we have seen historically is many of our world applicants have really stepped up to the plate and leveraged a lot of local funding to show not only that they are committed to delivering the project but they are strong local support for the delivering a project. Put your best foot forward and one thing to keep in mind is that we do need -- meet every app and where they are and we are not going to have a rural applicant or tribal applicant feel like they need to compete or that they are competing against a larger city who has many more resources. What we have seen historically is the department and IPv6 secretaries have done a very, very good job with providing funds to rural communities and we are typically in the neighborhood of even though there's a minimum minimum 20% set aside you tend to see funding in the neighborhood of 35 and so instances more than 40 40% of the funds go to projects located in rural areas. Next slide.

The TIGER evaluation process I will walk through this quickly quickly. Once the application deadline is hit on October 16 the Department department will download all the applications from REMS.gov. We will do a very quick intake review to ensure eligibility, project sponsor as well as project type. Ones that eligibility screen is done during the intake process the applications will be distributed across one of are technical evaluation teams who will evaluate the technical merits of each and every application. Based on their reviews logics could receive one of four ratings, project received a rating of highly recommended, recommended -- or not recommended -- on a the recommended rating by your technical evaluation team, those projects -- those highly recommended projects will then advance to our Tier 2 analysis which is the review the benefit cost analysis by are economic analysis team as well as a review by our project readiness team. Which in a few slides prior we will look at everything from technical capacity, financial capacity, the schedule and the project readiness team identifies a level of risk associated with whether or not the project if awarded could be -- the funding could be obligated before the statutory obligation deadline. Based on those two tiers of analysis projects aren't fenced to our senior review team. The senior review team is made up of the senior leadership of the department and it is their job to whittle down a much more manageable list of projects for the Secretary to review for your consideration and to put that into perspective for the previous round of Tiger we have 585 applications that were submitted. Of the 585, faith hundred 83 were advanced to the senior review team and that included highly recommended, recommended an acceptable projects peer group of those 583 there were 230 projects that were advanced by the senior review team to the Secretary as a a highly rated project and then the Secretary the previous round selected 309 projects totaling a little more than $484 million. So one word of advise I tend to give project sponsors is throughout your application you want to approach it as a commendation of do some approach it from the angle of not just an engineering document and not just a planning documents, but you want to area those two because of that is helpful in describing your project and also you need to approach it as being somewhat of a campaign document. This project is -- these applications are going to be reviewed by senior officials here at the departments of transportation and you want to be able to have our senior leadership see the Secretary on your street making the announcement of your project. Don't shy away from really tilting the anticipated benefits you envision being realized. Next slide.

If you are a successful applicant what will happen is as I alluded to a few slides. Is be mindful that you need to have all of your funding available. You need to be able to have the total project cost either locally or you can work with either your state DOT or your MPO to identify and manage that cash flow on your behalf ended Mr. The project. So once the projects are announced the departments will quickly pivot and projects will be assigned to the appropriate model administration who would have purview over that particular project. Projects will be administered by either the Federal Highway administration, the Federal transit administration of the Federal Railroad and administration or Maritime administration. What those assignments are made, staff from those perspective modes will reach out to the sponsors and initiate the negotiation process leading to a grant agreement once that is signed the successful project sponsor can let their construction contract and begin work. As I stated earlier on in the webinar you can add cab at that point once the band agreement is signed you can start to submit your invoices for allowable cost based on what is was negotiated in the grant agreement. Once the project is completed and the project is closed out that the project sponsor would be responsible for providing the performance reports based on what was negotiated in the grant agreement. Next slide.

The next two slides are basically we have tons of resources on the TIGER website. We have practically every webinar that we do posted to the website so you can always find information or if you are having problems going to sleep at night we can put it on and I'm sure it will help you sleep a lot easier easier. Next slide.

Similarly, we have tons of resources on the TIGER website if you have follow-up questions, feel free to send those into TIGER grants at DOT.gov and a member of our team will respond. We tend to do a very good job with providing responses to questions and the slide speaks for itself. You have tons of links and resources you can access provided on the TIGER website that dates back to 2009. With that, you can go to the next slide and operator, if you can repeat the process for getting into the queue for questions over the phone?

At this time if you would like to ask a question press star followed by the number 1 under telephone keypad. That is star one to ask a question.

Are they any questions in the chat pod?

Jennifer asks could my application completely leave out safety if it does not address it very well and would be off spinning more time on those areas that it does address well?

Yes. That is definitely a good approach. To be quite honest with you, it is hard to think of a project that would not have even if it is a minimal a safety benefit associated with it. Obviously something that just comes to mind say the acquisition of rolling Stock stock you might not think of it as having a safety benefits, but the safety benefit is being able to refresh your fleet which reduces potential breakdowns and issues. That is an example but to answer your question again, yes, you can develop those -- those selection criterion they really don't have your project really does not impact and focus on those that will.

Is there a specific way to identify the application that has a submission to the rural and tribal set-aside?

No. The 20% per the statute is the minimum and we tend to are exceed that. It there is no specific -- we will bucket the projects as urban or rural once they are submitted so it is not something you necessarily have to call out. Outside of the norm is you are describing your application.

We have one question over the phone right now.

Your question comes from Kim [Indiscernible].

The question we have is if they tried cannot afford the 100 100% of the dollars set aside for a project, are we just SOL and don't even try for it, is that your suggestion?

No, my suggestion is to reach out to her State Department transportation and establish that relationship because what we have seen historically for other tribes is they will have that relationship and the state DOT will -- can deliver the project on their behalf. One thing to keep in mind is whatever project is awarded the project has to be added to the stay for the tip before we are able to obligate the funds against that. Starting initiating that relationship now could be beneficial for you in the long run. If you are successful because then not only will the project have to be added to the step or tip then your State Department or transportation will one be aware of your project and could potentially assist and administering and delivering the project on your behalf.

Any follow-up?

[Indiscernible--Low volume]

Any follow-up to that?

No, thank you.

Okay.okay. Any other questions on the phone?

If you would like to ask a question, press star followed by the number 1 on your telephone keypad.

Any questions in the chat box box?

Instead of providing matching funds per se our agency is planning to complete all the necessary all stones for a project to be constructed. Ready with non-TIGER funds. The construct of a soever will like to use 100% TIGER funding. How would this be considered or evaluated by the review panel since in effect it still a cost-sharing agreement?

As I alluded to earlier we meet the project sponsor where they are. Being a rural applicant you are not required to provide a match. However, as I stated we have had experiences where many of our rural applicants really stepped up to the plate and provided significant local nonfederal matching funds. It is not going to be looked upon negatively. You will meet the project sponsor where they are. William asks how should we include future economic development projects, new, industry and how should -- future job opportunities resulting from the project submitted in the [Indiscernible]?

Unfortunately, I'm not an economist will not able to --

Generally economic development benefits [Indiscernible] second-quarter benefits and would not usually be included in a BC a echoing welcome you to to [Indiscernible] qualitatively as part of the PCA process. We ask you have more information about this in our ECA guidance particularly in the section on economic impact versus benefit cost analysis. I will put the link in the chat pod for you. But we ask that you generally focus on the first order transportation benefits of your project.

Michael asks did I heard Mr. Mr. Nairn mariner correctly when he said an applicant [Indiscernible] had the total project cost in their bank it not just the local match?

That is correct because when not going to be able to that a construction contract without having all the funds. The construction contractor needs to be able to that -- did against something that and until we need to have all the phones and in a location order to get aside cut to -- you can submit invoices -- that is why I recommend you don't already have a relationship with her State Department of transportation or your your mentor Politan plenty organization -- to start develop that relationship because what we have seen historically is a lot of times the state DOT or MPO can step in and they have larger big account that a lot of our rural and tribal applicants. They can administer the project on their behalf. At the end of the day we just want to see the project delivered. We really don't care who delivers it as long as it is delivered following Federal requirements and to the standards of what the Secretary wanted to see when it was selected.

Is it possible to have a design-build project?

Yes. We provided funding for design-build do through multiple rounds of TIGER.

Can a local agency uses the same consultant and preparing the application and for the project design or is there a conflict of interest in doing this?

Prepare the application and the design, that is totally up to you. We would not have any thing to do with that as long as you are not -- we don't have funding to provide for planning grant for this round so there is no conflict in that regard so you can do whatever you feel you need to do locally as far as completing an application and finalizing we design.

-- finalizing your design.

Any questions over the phone?

There are no audio questions at this time.

Any additional questions in the chat box?

None right now.

Okay. Folks, we are here, we have got about an hour and 15 minutes remaining and I want to be as helpful and responsive as I can and our team wants to be as helpful and responsible -- responsive as we can and I try to get through the actual slides themselves because they are very self-explanatory and try to provide as much time to answer any questions that may be burning. Don't be shy. Hit \*1 if you want to ask a question or type your question into the chat box and we are here to help you.

You have a question.

Good morning. The first TIGER around had a fairly complicated benefit cost analysis, it was that [Indiscernible] form, is that still the weight you do your economic benefit to how you want to see it?

Can you repeat the name again again?

Do we need to use that [Indiscernible] benefit cost analysis form?

I'm not familiar with that. We are just looking for the project sponsor to submit a benefit cost analysis. We don't have a specific model or guide or anything. It is never been any of our guidance.

An Excel spreadsheet I think is the preferable format.

Okay. That is good because of that was a real pain. Thank you.

My pleasure.

Any other questions on the phone, operator?

For audio questions, please press star one on your telephone keypad.

See any questions?

Does USDOT foreseeable potential extension of the current deadline?

Unfortunately, and no. My guess is that question is coming from somebody in hurricane, Harvey or Irma impacted area. We are unable to extend the application deadline at this point. It is not a simple and easy process to just extend the deadline and if you need some additional assistance, I have talk to folks that are in impacted areas and access and Louisiana and Florida and folks have been able to make Ross us -- progress on their application application. If there's something that we are missing please let us know. Send those e-mails into the OT.gov and we will see what we can do to assist you through those steps. Unfortunately we aren't able to extend the application deadline.

Given the October 16 TIGER deadline, will it be feasible for applicants and rural areas to project receipt of Pima funds to be used as matching funds?

You can use FEMA funds because if you are a rural applicant then you will be 100% funded. If you are projecting the use of funds that you anticipate receiving from FEMA, I would be interested -- you would really need to explain the purpose. I'm not familiar with FEMA providing funds or roadway or construction projects or transportation construction projects. I'm just not familiar with DHS funds or, funds being used for those purposes. Typically those funds are for recovery efforts. You would have to spell out in your application obviously the intended use but what the requirements because you may be limited on what you can use FEMA funding for.

We might have a question of the phone.

It is from Michelle [Indiscernible]

Good afternoon.

This is actually Eric in Montana although Michelle is here. This has to do with using a proprietary economic model in evaluating economic impacts. Specifically in some of the other webinars it was stated that is totally fine to use papaya tree model but that information regarding that model would need to be provided. I'm curious what kind of information you would like to see if we include outputs from such a model box.

Sure. The most important thing is to document any assumptions going into such a model and if possible to provide documentation of the methodology of any such model so we can review it.

Okay. Thank you.

Any questions on the phone?

There are no additional questions at this time.

Any other questions in the chat pod?

Under the TIGER evaluation process can you go over again the DOT will be able to obligate funds by September 30th, 2020. I think the obligation deadline and when funds must be extended -- expended.

For the FY2017 round the funds are available through September 30th, 2020. We ask project sponsors to back that date up to June 30th, 2020 to give not only the project sponsor but the Department little bit of cushion so what that means is if your project is awarded say in the spring or summer of 2018 then we will quickly pivot and you project will be assigned to its appropriate operating administration with that mode representative will initiate negotiations with that successful project sponsor and you will have until sub Tamara 30, 2022 have a signed and executed grant agreement. That in essence you don't obligate into the Federal government to that particular project. What has to happen prior to that grant agreement being signed and funds being obligated is all of your preconstruction activities have to be completed. Any environmental final design, everything up to and including your approved plans specifications and estimates back at your peers in the. Once the funding is obligated then the funds will expire or the expenditure deadline is September 30, 20254 this round of TIGER. As long as you are able to show in your application you are able to complete any adult preconstruction act of these before September 30, 2020, and during the negotiation process our teams and the modes will make it clear that you have until September 30, 2025 to spend down all of the TIGER funds. It is not required to have all of the work completed because depending upon the size of the project you may have additional phases that need to be complete, but any part of the project using TIGER funding that would have to be you would have to have invoiced against them been reimbursed been reimbursed or those cost before September September 30, 2025. If the invoice is coming after that you will not be reimbursed because the funding will have gone back to the United States treasury.

Any other questions on the phone?

Once again, to ask a question press star followed by the number 1 on your telephone keypad.

Any questions on the type -- chat pod.

[Indiscernible--Low volume]

TIGER is not an authorized program. It is been a part of the departments annual appropriation so our operating budget. It is anybody's guess. The House of Representatives and their budget proposal zero out TIGER. However the Senate appropriators did include a $550 million for tenth round of TIGER so we will have to wait and see what ultimately comes out of the appropriation.

Danielle asks where can we find more information about post-award requirements steps or timelines?

It is going -- there is no one-stop shop for requirements steps or timelines especially timelines because it depends on every project is unique. Every project sponsor is unique. Depending upon the type of project that you have if it is a roadway, or bridge project, there's tons of information on the Federal Highway administration's website or you can reach out to the Federal Highway division office in your state. If it is a transit related project you can reach out to one of the 10 Regional offices in Federal Transit Administration that would be responsible for covering projects in your respective state. If it is a maritime project, port project or a real project reaching out to the to the Federal road administration here in Washington, D.C. as well as the Maritime administration, they can help you understand what the requirements are.

Any other questions on the phone?

There are no audio question.

Okay. Don't be shy folks. We have a little over an hour and you want to make sure we are able to answer any and all questions you have.

Who have a follow-up.

-- you have a follow-up.

This is Eric again. In reference to a question that was asked earlier about economic elements as result of projects and how your evaluation me a favor you said something having to do with economic benefit specific to transportation. Where would the actual money spent on the construction ball into that? Because seems to me that the money spent on the construction would be a benefit of the bill so bear -- build scenario and the resulting economic activity that would occur. Is that exactly what you don't want to see what is that something that is usable?

In our guidance there's actually a section on economic impact analysis versus benefit cost analysis that I think might be useful for this question. In general, the effects of spending money or -- the benefits that come from spending money, jobs and other indirect jobs created from that expense are seen as transfers and not actually economic benefits [Indiscernible]. Usually when your you see economic impact analysis we will see goes on the benefit side. But in benefit cost analysis we are really trying to get at whether or not the project benefits outweigh its costs. Construction cost would actually enter on the cost side of what we call a benefit cost ratio. You will do Net Present Value of all the benefit of your project then divide those by the anticipated total cost of your project. That is actually where the construction cost will enter on the benefit cost analysis. It is a little different than traditional economic impact analysis.

Does that answer your question?

It does, thank you.

No problem.

Any other questions on the phone?

There are no additional questions.

Joe asks to what extent TIGER funds would support the initial capital project operation cost of the exploratory regular schedule the service to be stability and economic productivity?

What extent TIGER funds would support the initial capital procurement operations cost of the exploratory together scheduled bus service to increase mobility and economic productivity?

I think they are asking to what extent TIGER funds support the initial capital driven operation cost of an exploratory service to expand their buses?

If you are talking about introducing at a brand-new bus service to an area that is not currently served by existing transit provider, that is something that is a project that would be eligible for TIGER. I would recommend reaching out to the Federal Transit Administration Regional office that oversees your state to get more information from them because they will be the ones responsible for overseeing the deployment of your system that they would also be responsible for overseeing the administration of the grant if awarded. Also that would be a great resource for you to tap into to learn everything there is to know about being a transit service provider.

Our projects required to be on the step?

There are not at the time of application. However if awarded the project would have to be added to the step or the TIP before we could finalize and sign the grant agreement obligating the funds for the project.

How do we submit the project information spreadsheet form?

You can attach it to your application narrative. That form will not count towards your 30 page maximum.

Will TIGER grant selection take into account property levels in your region?

Yes, as I stated early on in the webinar we meet a project sponsor where they are and we totally understand that every project sponsor is not made equal and we totally understand that the ability to generate resources for smaller rural communities and tribal governments is definitely a lot more difficult than the larger communities and larger cities across the country. We do take that into consideration.

Any other questions in the chat box?

Not right now.

OB shy folks. We still have roughly 57 minutes left -- don't be shy folks. We want to make sure we are responsive as possible and I will give you an opportunity to ask all the questions that you want. No question is a bad question because you would be surprised how many other people will have the same question, but they just may be nervous to ask so take advantage of us while you can.

I don't see any questions on the phone and no questions in the checkbox.

We have one more in the chat box. As a highway project required to be on the national Highway system?

It is not required to be on the national Highway system.

It can be any local, state road, County Road or the TIGER program. We have a different program, the infrastructure for rebuilding America program which has its own eligibility requirements but that is not TIGER. TIGER has a much broader eligibility in your roadway project is not required to be on [Indiscernible]

Is the grant mainly for larger areas with the dates for means of transportation or would it help small towns that are only needing roadwork and possibly bypasses?

The program is for all projects, larger, cities as will as smaller towns, smaller communities, Ibel governments or large much apologize planning organizations, small metropolitan planning organizations. Port authorities authorities, an entity that was established by state or local statute would be eligible. As I stated little earlier you can go to the TIGER website and we have all of the projects that have been awarded, we have fact sheet so you can see a full range in addition there is a list of all the applicant -- on the applicants that have submitted applications for the eight previous round so you can see the full gamut of these types of projects that have been submitted and those that have been successful.

Carol asked our letters for letters of support beneficial?

Yes, they don't hurt. We are not evaluating letters of support it was just helpful to see that there is local support for your project and as I alluded to earlier if you are a tribal government and also helps to have that approval by your tribal Council because without that approval you are not going to be able to deliver the project even if it is awarded. So letters of support are good to have.

What if you are in rural Montana does the state have with the project on the STIP if the [Indiscernible] as already been on the TIP.

If it is on the TIP you don't have to go to the state have added to the STIP.

Would cost such as replacement of water into a land under the would be eligible in combination with road construction?

To integrate. Water main or those types of replacement are not or not typically eligible for reimbursement with our funds however if as result of the road construction you're going to impact water mains to a certain -- that will be worked out during the negotiation process but it is not going to be a full TIGER funds would not be used to replace any replacement of water mains. We would primarily take for the surface work, the road repair work and we would look to the local sponsor to have some funding to cover that subsurface work but once the project is awarded then with the percentages would be for that water main replacement. How far back in time can you go for a debrief? Also is are any benefits and applying if we don't think we will be as competitive as well until next year. It is hard for the second part of your statement you would know where your project is better than we would, it is hard to predict how competitive you are going to be as I alluded to the beginning of the call I would approach this round as being the first round of TIGER under a brand-new administration so we don't have any history to go by two to be able to share what this administration is going to the sincerely you looking for and what projects will be competitive over what projects will not. As far as going back for a debrief send an e-mail to take the grant at MAC DOT.gov and we will see what we can do to schedule the debris for you and we have all of the records from 2009. We can definitely find some feedback but depending upon how far back you go it may not be an official if it is an application from 2009 were 2010. But we are here to provide whatever assistance we can.

Jonathan asks reflecting on previous funded projects can you please share a describe the scope of the few exemplary TIGER projects?

You can go to the TIGER website and the TIGER website has a fact sheet for all 422 projects that we have awarded over the eight rounds of TIGER. We have had a rural project awarded the State of Mississippi for the replacement of in excess of 25 bridges. We had rural transit services created in subcommittee this we have tribal governments -- -- it really ranges, if you think about it now 10 times out of 10 there's a project on the TIGER website that is been awarded that would cover it. Local bridge replacements, you name it.

Adrianna asks can applicants use alone funds to finance projects and use TIGER TIGER reimbursement draws once awarded to repay monthly principal and interest payments?

No. Unfortunately we are not -- the TIGER funding is not for loan repayments.

John asks what options are available for tribes that do not have a strong relationship with their state DOT counterparts with the financial resources to provide upfront financing prior to reimbursement from TIGER?

You're going to have to work through and identify that relationship. We have tribal transportation program folks at the Federal Highway Administration who can be very helpful with the establishing that relationship or strengthening that relationship or introducing you to the Metropolitan planning organization in the area. Unfortunately are hands are tied in that regard. But like I said we do have staff in the Federal Highway Administration who can be very, very helpful. Initiating those relationships as well as assisting you in navigating through the Federal requirements.

Any questions on the phone?

There are no questions on the audio.

Any more questions in the chat pod?

Not right now.

Folks, don't be shy. We have about 45 minutes left. I'm going to give you a couple minutes to think of your questions. I hope because information that is provided has been helpful that there really are not a lot of questions. And know we have monthly webinars that are posted on the TIGER website, but take advantage of us while you can if you've got a burning question for us. We are definitely here to help.

Can be project the project be administered to the BIA with a 6308 contract?

That is a good question. Unfortunately, I don't have anyone in the room --

Kelly Crum TTP -- from TTP.

Did you see the question Kelly?

Can you hear me?

Yes,.

Can they repeat the question to make sure I understood?

Zachary asked the project be administered to the BIA with a 638 contract?

I'm not familiar with the BIA or the 6308 contract actually so I would not be able to really answer that. Unless they want to give more detail. I'm not sure I can answer that.

I can find out and if they want to give their e-mail and then I can communicate via an e-mail. [Indiscernible] is the actual tribal transit program manager in our unit I am representing her today but that is a detail that I cannot speak to at the moment but I'm happy to do double back and communicate.

Okay.

Zachary, if you want to type your e-mail into the chat box we can reach back out to you to help answer your question. Thank you so much.

Were sent the e-mail to TIGERgrants@dot.gov and we can circle back with our colleagues in the tribal transportation program office.

And you can also e-mail me directly. -- [Indiscernible] I will get right back to you.

Any other questions? Any questions on the phone?

There are no questions on the auto.

In the chat box do TIGER grant awards affect potential Opal STIP funding?

Not to my knowledge.

-- local STIP funding?

What was the percentage of TIGER grant funded ring the last round?

We had 39 projects awarded a 585 that were submitted. The guy said That they said, we have got about sheet for each of the awarded projects on the TIGER website.

Any other questions for us? Don't be shy.

We are here to help you.

For audio questions, please press \*1 on your telephone keypad.

We are going to give you about -- if we don't get any questions I'm going to give you another two or three minutes then we can stop early and give you some time back in your day.

Hit star one if you have any questions you want to ask us what type them into the chat box box. I hope this has been helpful and useful. We try to be as responsive as we can. We know there was a huge need for this. If there were any specific questions from tribal applicants were those in rural areas, I'm hoping we've been able to answer all of your questions.

I think I'm going to give you another minute.

Looks like folks -- exhausted other questions so a copy of this webinar will be posted to the TIGER website within the next day or two. You always -- I see a question that just popped in.

I am trying to lean into ways to come up with funding. What about the use of state infrastructure bank?

That is something you would have to figure out within your respective state. I cannot speak to what states may or may not have and by way of state infrastructure bank, that is something you have to reach out to your state Department of transportation or your governors office and see what those offices may have by way of funding.

Any more questions questions what does it look like we have any more questions in the chat box.

There are some people typing.

Okay, we will give you another couple minutes to get your questions in.

Is there a repository of successful grant applications from previous cycles?

Cordially, we are not able to provide copies of the basely submitted applications. However However, many project sponsors have posted their applications on their agency's website so picked the search engine of your choice and type in TIGER discretionary grant applications and you will probably come across the less than 100 of the more than 7000 that have been submitted over the years. I knew a lot of state DOTs have posted their applications on their agency website. Texas Department of Transportation definitely has all of theirs posted. The city of Atlanta has their TIGER two's to cart application on their website so just go to the search engine of your choice and type in TIGER discretionary grant applications and you will have tons of examples.

Is the use of state infrastructure bank funds acceptable as a loan to finance upfront project costs?

Once again, that is something you would deal with locally. That would not have anything to do with our -- the TIGER funding if you are project were to be awarded. If you opt to finance the preconstruction activities to a loan that is not agreement the agreement between you and the financial institution that you are going into that agreement with. It would not have anything to do with the Department or the issuance of TIGER funds.

You have stressed the preconstruction activities must be completed before the TIGER funding can be utilized. How does that correlate with being able to do a design-build project?

Design-build is a method of delivery. That is still contract that you would have to be -- I would have to be negotiated and we do allow them design-build contracts using TIGER funds. A design-build contract they are going to be bidding against something so I understand what you are saying. With regards to having all preconstruction activities completed, but obviously a design-build scenario which we totally -- we have used the number of cases.

In -- any chance that the [Indiscernible] and future TIGER grant with respect to -- in other words $50 million for all of California versus $50 million for a much smaller state.

That is something you have to lobby member of Congress for. These requirements, from the statute which is drafted by the United States Congress and we don't have any control over that that.

Any questions on the phone yet?

There are no audio questions.

Okay.

Any other questions, anybody typing?

There's a few people typing.

Okay. We will give you a couple minutes. Don't be shy. Hit \*1 and you can get a question answered very, very quickly.

Is the grant funding available for final design and construction?

The answer -- the short answer is yes. We can provide up to discern amount of the completion of final design leading to construction contract contract. We are not able to provide just a pure mining [Indiscernible]. -- pure planning grant.

Based on what I have heard today it seems surface projects are preferred. Does this mean that likelihood of fiber and infrastructure upgrade subsurface have a lower chance of funding?

That is not eligible for TIGER funding unless it is associated with the delivery of a transportation project. Laying fiber is not something that is by itself is going to be all double for TIGER funding -- eligible for TIGER funding.

Hit star one if you have any questions. Do we have any folks typing?

You're going to give you folks about another minute.

Nobody on the phone. I hope this time has been helpful and useful. If you have any additional questions in the future, please feel free to send those to TIGERgrants@dot.gov. I cannot stress enough if this back we heard the question a lot about funding and having the ability to front those funds for a particular project, initiate those relationships with the state Department of Transportation if you had -- are having problems with that, reach out to the Federal Highway division office in your state.

What about airport infrastructure spending such as runway extensions?

It is not eligible for TIGER funding. Unfortunately no air site improvements are eligible for TIGER funding. It is only landside and it would have to be everything up to the airport boundary.

We have a couple more people typing. We will give you a couple minutes.

We have one person still typing.

Feel free to hit \*1.

K&E same consultant be utilized for the design process want the grant is used or will this be the conflict of interest interest?

[Indiscernible--Low volume]

Our consultant will be responsible for preparing and submitting the environmental document process. Can the same consultant be utilized for the design process want grant is issue? Or will this be a conflict of interest?

That is totally up to you. The grant would be awarded but then we would have to negotiate the grant agreement and if you have matching funds to handle your design then you will do that.

That would be an agreement outside of the department.

Anybody typing?

No.

I don't think we have any questions on the phone. With that folks, any follow-up questions please send those questions to TIGERgrants@dot.gov and someone on our team will respond to those questions. With that, have a great day and thanks for joining us this afternoon.

This does conclude today's presentation. You may now disconnect.