Please stand by for realtime captions.

.Good afternoon. Would like to welcome everyone to the TIGER Grants . This session will be recorded. Thank you. Nicole Coene, you may begin your conference.

Good afternoon or good morning. Depending on where you are. Welcome to the 2017 discussion on discretionary grants. Will be hearing the audio over the computer, as well, if you are listening in on your phone. Be sure to mute your speakers. You can write questions, via chat, during the presentation. The questions that are not answered during the presentation will be answered at the close of the presentation. The presentation today is available for download at the right hand corner of your screen. We will send out an email once the download is available. If you have any additional questions, please send them via the chat pod or email. Our presenter today will be Robert Mariner. He is the direct -- deputy director of the office of infrastructure, finance and innovation, office of the Secretary.

I wanted to welcome everyone to the FY 2017 tiger round of the discretionary grant program. It is the ninth brand of the program. This program was created back in 2009 as part of the recovery act. Congress saw fit in the fiscal year of 2017 to offer and authorize a ninth one. This ninth round of the program is this one. Just the background of Tiger. Authorized at $500 million for service transportation investments across the country by the United States can't Chris -- Congress. Everyone participating on the webinar has become very familiar with and very fond of this, based on conversations I have had with folks in DC and across the country. This round of Tiger -- will provide special consideration to rural projects. An additional focus area will be in this department under the direction of Secretary William Chow, will put an additional focus on, for those familiar with previous rounds of. It is not an additional score or an additional bump because you are a rural applicant. It is just because this administration under Secretary William Chow will be providing that level of additional focus on those projects located in rural areas. Similar to previous rounds, the program is required to provide a equitable distribution by geography and by time. In addition, there is no pre-application required. We are asking budget sponsors to include their project information form with their submitted application. That is very basic information that will provide high-level project name, total project costs, urban versus rural, which would assist us with quickly working our way through intake and beginning the official evaluation process. How is TIGER discretionary grant program different? One thing we are very proud of is that the TIGER program has allowed us to bridge many gaps that have been within the department of transportation. It has broadened the level of eligibility for types of projects that have a hard time being funded with our normal federal aid dollars. It has also opened up eligibility to those project sponsors who would normally have to wait in line and hope that federal funding that will pass through the state or your NPO or your trans-agency would make its way down to the town or county level. Or the smaller city that has critical transportation needs. That is a major difference on how the TIGER program has been different. As for this I am not going to read the straightforward. One thing I am really proud of is that we have been able to leverage nonfederal dollars. In particular, private dollars. Typically, levering one TIGER dollar we have been able to leverage --. So, the basics for this FY 2017 round, most of these items will look very familiar. So eligible applicant, state and local governments, that does include state universities. If you are in that make a university that was created through state statute, you would be eligible for this funding. Tribal governments, port authorities are also eligible. Once again, as long as you are treated by state statute. Class I railroad, short line railroad, those entities are not eligible to apply for TIGER funding on their own. However, they can seek assistance from one of the other eligible applicants. They can assist you in submitting an application on your behalf. One thing to keep in mind, when working with operators of infrastructure, we are going to be focused on the public benefits associated with that. Understanding that there are and inherit private benefits as a result of any funding that would go to improve that asset. However, for purpose investment purposes of evaluation under the TIGER program, we are focused on the public asset. Eligible projects. Those are projects that are eligible under title 23. Pretty much all projects under the jurisdiction of the Highway administration. Also, those projects under the jurisdiction -- of the transportation administration. Fairies. Our colleagues from the Maritime administration. Port infrastructure. We are looking at, if you are projects that are Realty., unfortunately, dredging the channel would not be eligible for TIGER funds. Those activities follow under the purview of the United States Army Corps of engineers. However, on a limited basis, as a result of reinforcing the strength of in existing dock, looking at adding or approving upon an existing dwarf, or putting in a newer wharf, if there is dredging associated with installing piles or other structural mechanisms to strengthen those structures, then that would be eligible. Please keep in mind that the TIGER funding will not be used to dredge any channel . Then, for our colleagues in the railroad administrating, all freight rail projects are eligible under the TIGER program. That could be laying down a new track, spurs , similar to multi-mobile projects. You could have a facility that is removing containers from truck or truck to real. -- Rail. The cost share match requirement has been relatively consistent. For projects located in urbanized areas, what we used to classify urbanized versus rural is the United States Census Bureau's 2010 census. We are looking at areas that are classified as urbanized areas would be required to request the minimum of $5 million from the TIGER program with a minimum federal match of 20%. In essence, the maximum that could be awarded from TIGER in urbanized areas is 80% federal. For those projects located in rural areas, those are projects that fall outside the urbanized areas with a population of less than 50,000 people, would be eligible for up to 100% of TIGER funds rewarded from the secretary, with the minimum request of $1 million. Please take heed to those numbers and percentages. Obviously, more so for those projects located in urbanized areas., If you submit an application request for less than $1 million, or you are -- $5 million, or you are requesting funds that is less than $5 million, your request is less than the 20% and will not be eligible. Please be careful and make sure you are requesting the requisite amount of funds. As I alluded to, minimum awards, $5 million is the minimum amount of grant the department can provide, minimum awards for rural areas goes down to $1 million. One of the differences is, compared to previous rounds of TIGER, the statute for the FY 2017 round provides a cap on the maximum ward the department can provide. $25 million is the For any project awarded under TIGER Tiger 2017. In addition, there is a $50 million For -- for states. I will make sure we make that correction. I am thinking in advance of future years of the program that we have been keeping an eye on. A $25 million For projects. For the FY 2017 round, it is $50 million per state that can be awarded. I am going to try my best to go through the slides as quickly as possible so we can have as much time for questions and answers on the back. The FY 2017 TIGER round is out. Notice it is published in the photo register. This slide is to remind me to remind you how important that www.grants.gov is. If you are not registered, or do not have an active user name and password for this website, please go in and do it today, or within the next couple of days. I have seen it take as quick as four hours, and I have heard of it taking as long as four weeks to get a valid number and ID, as well as a valid username and password or grant.gov. Keep in mind the application guideline -- deadline. It is October 16, 2017 before 8:00 p.m. One word of advice that I would like to give you is, what I have seen over the years is project sponsors tend to weight until the last minute to submit -- wait until the last minute to submit their application. In a lot of cases project sponsors have failed in meeting the application deadline. If that happens, I have to be the bearer of bad news and let you know that your project was admitted 30 seconds late and is no longer eligible for this round of the program. Please be diligent in ensuring you have your valid logins. Ensure that the person submitted the application is the agency's authorized representative. Without all of those points being checked, you could run into a situation at the 11th hour where grants.gov will reject your attempt to submit an application. Unless it is a valid technical issue, your application will be deemed late or not submitted, and will be deemed ineligible. Please take heed to that. I cannot stress that enough. It happens every year. I get calls at 7:58 p.m. from project sponsors asking what else they can do. Can they email their application? My answer is no. My suggestion is, typically what I have heard and seen, project sponsors tend to have their application 99% finished two weeks out. Then they are spending the last two weeks moving pictures around and shifting words. My suggestion is to submit that 99% final draft via grants.gov, two weeks out. Then you can tweak it as you see fit and submitted once again before the application deadline. The department will only download those applications submitted before the 8:00 p.m. deadline on October 16. We will only evaluate the latest submission. I have seen it happen plenty of times. Submit that final draft a week to two weeks out. My suggestion is submit the final round at least two days before the deadline. Anything can happen., Please. The demand for Avital teen, is very high. We have gone through eight rounds of TIGER. More than 7000 applications received. Nearly $140 billion requested. We only have $5.1 billion worth of funding. I envision this ninth round will be equally as oversubscribed and equally as competitive.. What projects compete well? The bullets speak for themselves. I will hit on a few. Obviously those projects that demonstrate strength in the selection criteria. One thing to be mindful of is please don't make up anything. If your project does not align with all of these selection criteria, that is not a bad thing. What makes it hard is when you start to create stuff out of nowhere when your project may not have any true environmental sustainability. Or if your project has very weak repair benefits. That is not a negative on your project. We just need to you to focus -- you to focus on those areas where your project is strongest. So that we can see what your project is and the benefits that are being realized as a result of delivering that project. Strong partnership is definitely very helpful. What do we mean by strong partnership? It is easy to get letters of support for a project, but if you have funding partners, committed funding partners for your project, that definitely will work in your favor when talking to your budget and the importance and the need for your infrastructure improvement for your locality and for your region. Letters of support are great, but having additional support in addition to that letter supporting the project, bringing to bear any additional funding support would definitely be helpful. A strong match. We don't have a target that we are looking for as far as match requirement. There is a match requirement for projects located -- localized in urbanized areas. For rural areas, there are no minimum match requirements. Tribal applicants have brought funding to the table to assist in completing critical infrastructure mean -- needs in their localities or regions. Do your best. We understand that not every jurisdiction is made when it comes to the ability to generate revenue. And, we consider that. By no means are we looking for a city of 8 million people to compete at the same level when it comes to generating revenue as a tribal government in a rural area. We do take that into consideration. But, we need you in your application to tell us your story. We understand that the spaces are limited to provide information. But, we are asking you to spell out what steps you have made to provide additional funding. Where you think you may have fallen short. What do you envision our funding being able to do to assist you with getting to that end state? We have said this over and over again throughout multiple rounds. I just wanted to restate that again. I think the other bullets pretty much speak for themselves. Next slide. The TIGER evaluation process. Some of the things that are -- our technical evaluators are thinking through, as well as members of our economic -- team and readiness team, does your project align with the selection criteria. Please take time to revere that notice. Know it backwards and forwards. Make sure that the project you are submitting, that you can talk to very clearly against the selection criteria, how you envision the project aligning with TIGER funding. We have definitely seen a growth in partnership from smaller municipalities, counties, and towns. Getting that partnership and support from the state as a result of TIGER over the years. Is a project innovative in terms of design, technology, project delivery, or financing? If you have the ability or the authority within your state to pursue a public-private partnership, definitely exhaust every opportunity. That goes to talking to your cost match and your ability to secure funding for your project, or the lack thereof. Does the application leverage significant nonfederal resources? That is very critical. With our current leadership in the direction that we have been given, as well as what has been reported on the news with regard to the administration's approach to funding transportation infrastructure projects, the reality is the federal dollar is very limited. We are trying to maximize and leverage as many nonfederal dollars, and hopefully project dawdle -- dollars as much as possible. That should not deter you from requesting realistically what you need. Please, do not hold back. If you have additional resources that you can bring to bear that are state or local dollars, nonfederal dollars, develop a strategy and identify what your priorities are. Submit your priority. Submitting multiple applications questions what your priorities may be. Just be smart when you are thinking about the project or projects you are submitting, as well as where is the funding being taken from. Or other sources of funding that you could potentially bring to bear. To the projects benefits exceed the cost? Every year on these webinars there is a requirement for all project applications to submit a bit of a cost analysis with the application. Please be mindful that there is a possibility that the benefit cost analysis may have greater standing for this upcoming round of the TIGER grant program, so please make sure your calculations are clear when you are submitting your benefit cost analysis. We ask that you include a workable spreadsheet. An XL spreadsheet when they are evaluating -- so that when they are evaluating, they will be able to see behind the numbers and see what some of the assumptions are, to help them help you. One thing that a lot of project sponsors don't understand is that our -- do a great job of assisting all applicants on giving them the benefit of the doubt on some benefit areas that they might have overlooked. It is helpful to have that workable Excel spreadsheet file. Lastly, which is very important, will the department be able to obligate funds bicep tember 30th, 2020? -- Obligate the funds by September 30, 2020? So, for purposes for what, our definitions for obligation of funds for TIGER is, if your project were to be selected, the project sponsor needs to have all of their preconstruction activities to ask assessment include engineering, up to and including their BS any package, as well as all your funding in place, committed, no questions about outstanding funding or you are seeking funding from other sources, no later than September 30, 2020. To go out on a limb, because of the realities of how these things operate, my guess is going to be sometime in 2018. As you are writing your application and talking to project readiness, you need to include in your application a clearly articulated schedule that allows you to, get you at a minimum of getting to September 30, 2020 having all those construction activities completed. If you get that -- can get that completed before then, that is great. But, it needs to be clear. Next slide, please. TIGER selection criteria provided on the screen is identical to what we have worked with over eight previous rounds of TIGER. So, safety, state of good repair, economic, quality-of-life, environmental sustainability. Secondary selection criteria are innovation in partnership. I will go through these quickly. They are pretty self-explanatory. If you submitted a TIGER application, I know a lot of folks have, you should be very familiar with our selection criteria. Safety. I am not going to read the bullets. Some things to keep in mind, for example, if it is a highway project and as a result of delivering your project, it could be a road widening or a new interchange, it could be a road guide three Main Street area, as a result of deploying that newly reconstructed project you anticipate vehicle to pedestrian incursions, or vehicle to vehicle incursions. Also, when drafting your project narrative, it is great to have a narrative that speak how the project is going to reduce fatalities along the corridor for the next five miles. That is all well and good, but if you do not have supporting data to support that claim your words are going to fall short. Please be mindful when preparing your narrative. Don't stop at, -- don't stop that beautiful, glowing language. Provide as much data as you can. We understand that you are basically forecasting what the benefits may be. But, that is ultimately what you will have to do for your benefit cost analysis anyway. Give us as much detail as possible. I know 30 pages is not a lot. You have the ability to provide more information through a website that you can set up. Just make sure that the link is working. And if it is password-protected, make sure the password is correct. State of good repair. I am not going to go through each of the bullets. I'm going to use an example and say the state of good repair is basically the replacement of a bridge. We have had applicants that submit applications that leave off something as simple as what the bridge efficiency rating is. That affects the efficiency rating is. It would be helpful to know what the bridge efficiency rating it -- is. A rating of two is going to be far worse than a rating of seven. Without that information, there's nothing for us to gauge. Pictures are great. But, that does not give us a sufficiency rating. Nor does it give us any data to support your goal in mind. What I am trying to make clear is, please be clear in what you anticipate your benefit being. Also, provide as much supported data as possible. Next slide. Economic competitiveness. The bullets will speak for themselves. For the selection criteria, we are asking you to articulate in your application how you envision the project enhancing economic activity. Enhancing the economic vitality of your locality and or your region of the state that you are in. How do you envision the project enhancing economic vitality across the state. You know your project better than we do. Don't hesitate in telling us how transformative your project will be for your municipality, locality, or the region of the state. Next slide. Quality-of-life. Quality-of-life, as it states, we want to understand how you envision your project and proving that spec improving the quality of life -- improving the quality of like that life of those who live, work, and play there. Especially for those projects located in rural areas. We are really wanting to understand how you envision your project. This holds true through projects in urbanized areas, as well. I don't want anyone to think it has a greater stenting for rural versus urbanized areas. The department has been consistently wanting to improve low choice access to multiple modes of transportation, safely and efficiently. This is what we are asking the project sponsor to make clear in their application. Support your application with as much data as possible.. Environmental sustainability. Similar to previous rounds of TIGER, we are looking for project sponsors to Sure and respond to this selection quest -- criteria. Do you envision your project will have a positive impact on the reduction of asthma related health issues in certain communities. I have talked to project sponsors from coast to coast. A lot of times, just being able to provide a bypass of truck traffic through a residential neighborhood has a huge positive impact on the reduction of greenhouse gases and on the negative impact it has on communities that these trucks impact. That is the type of information where we are looking for as project sponsors to think of how you respond to this. Next slide. Innovation. The secondary selection criteria of that can be if you know an innovative way of delivering your project that could be based on looking at environmental streamlining activities. It could be an innovative way of delivering your project underside builds. If your state has that authority, or if they don't have that authority, that may be something you are interested in seeking. So, if awarded TIGER funding you would go that route . It also could be innovative design. We awarded a project a number of years ago in rural Virginia. That project sponsor worked very closely with engineers at Virginia Tech. They identified a very innovated new bridge design that really stood out to our technical evaluators and stood out to members of our senior membership. Think outside the box when it comes to innovation. We know that there is really not a lot new in transportation under the sun. But, there are some good ideas for localities you can think of. Signage, information centers. Those are projects that we funded in previous rounds of TIGER. Think outside the box. Do not limit yourself to what you think you may be able to deliver. The realistic. Unfortunately, TIGER funds can be used -- can't be used to employ broadband across --. It has to be within our mobile department in order to deploy. Partnership. I touched on that a few times. Being able to bring to bear multiple jurisdictions. State governments with port authorities, multiple states -- with multiple projects we funded many projects that cross state lines. Take advantage of the TIGER program to initiate those relationships. You never know. Not only will you be able to pique their interest in wanting to partner with you on your project, you may find an additional funding resource that could ring additional dollar -- bring additional dollars to your project. Keep that in mind when you are talking to the partnership secondary selection. Highly competitive projects. These are just a few bullets. By no means is this a check list to make sure your project has a public-private partnership associated with it. It is not a requirement. We are just looking for, we have developed these based on projects that are director has selected. We are at a new day right now. We have brand-new leadership. What I have talked to Roger on the phone or face-to-face, I related to TIGER 1 where we were starting aground one. We did not know how the secretary was going to go in and approach making project selections. We are kind of in that boat today with Secretary Chao. This will be her first full round from start to finish for the TIGER program. If we are yet to have a 10th round in the future, we will know more information and have more guidance for you. All the information we are sharing with you today is based on working through eight previous rounds of the program. Next slide. Project readiness is also a benefit cost analysis, as I alluded to. It is part of the evaluation in addition to our technical evaluation teams. We have a second tier for evaluation which includes our present -- project readiness team. They will look at the ability for the department to deliver the project within the statutory obligations of the project. They will look at everything from dollars, committed funds, stable and dependable funding stores -- sources to identify risks associated with delivering a project. Whether or not it will be a high hurdle to cross to beat that statutory deadline. It is a requirement for all project sponsors to submit a benefit cost analysis. We ask that project sponsors include a workable spreadsheet. I totally understand that there are a lot of proprietary analysis models out there. But, anything you can do to assist our economists in understanding your a stump -- your assumptions and being able to look at the information would be helpful. . Application pitfalls. I will hit on a couple. It goes back to some of my earlier comments of making sure you are requesting the proper amount, making sure you have the right matching funds. Making sure the project is eligible. Also making sure the applicant who is submitting the project is in eligible applicant. Those are four very critical pitfalls that unfortunately a lot of project sponsors have fallen too. And, their projects have been deemed ineligible and not evaluated. A lot of times we will have projects monsters who will attempt to package a suite of projects that have no clear nexus. We ask that you not do that. It makes it difficult for our evaluators to understand what their goals are, what your main goal is. But, more importantly, when it comes to environmental clearances, it makes it very challenging if you have three, four, five different projects when it comes to environmental clearance. One thing to share, our environmental professionals do not like us to separate and said that segment the process. If you are submitting multiple component to a projects, or multiple projects, that there is a clear nexus to how they all go together. One example, if you have a complete streets project on the east side of your town, but on the west side of your -- town you are considering a bicycle friendly pedestrian amenity. If that -- therein lies a potential nexus. You have to do it smartly. If you have any questions on that, you can always shoot those email that's my emails to our email. . -- To our email. Next slide.

When you're application is submitted through grants.gov, the department will download those applications starting on October 17. Once we have downloaded all the element -- eligible applications we will have an intake process. We will bucket those applications into four buckets for ease of understanding on this webinar, we have technical teams made up of various groups, as well as members of the office of the Secretary. These technical evaluation teams tend to be three or four people per team. We will have a roadway and bridge team. We will have a transit team. We will have a ports team. And we will have a team that will be responsible for evaluating those projects that fall under various bucket. The projects for the technical merits, based on those reviews the project may or may not advance to our tier 2 analysis. Those projects that do advance will be reviewed by our economic analysis team. That is when the project cost analysis is evaluate -- evaluated. Based on those two tiers of initial analysis, we will have projects that will be advanced to our senior review team. This will include the deputy secretary, the department's chief of staff, the deputy chief of staff, the assistant secretary from the office of transportation policy, governmental affairs, the department's general counsel will --, and last but not least, the administrators representing federal highways, transit, and the maritime transit. It is their job to whittle it down to a much more manageable amount for the secretary's review and selection. Like I said earlier, we do not have an anticipated announcement date at this time. By virtual history, more than likely it will be sometime in 2018. Maybe late spring or early summer. We will have to see. That is a quick walk-through of the evaluation process. Next slide. Very quickly, what should successful applicants expect if you are successful in receiving a TIGER award. --? The secretary will make her announcement, then the department will quickly give it and start negotiating the grant agreements for each one of those projects. How that process starts is one of the four operating administrations will be assigned a suite of projects based on the scope of the project in question. Those administrations will in turn reach out to the points of contact identified in those awarded successful applications. That will start the official negotiation of your project which would be in state of reaching a fully negotiated grant agreement. It would be based on the scope, and the budget of your project. Once both parties are in agreement, -- completion of that project, a grant agreement will be signed and executed by the awarded bouncer and the administration responsible -- sponsor in the administration responsible for the overseeing of that project. That will allow you is a project sponsor to elect your construction contract and move forward to select invoices for reimbursement. Whatever was negotiated for selectable and allowable costs will be identified. One thing to be mindful of is that TIGER is funded on a reimbursable basis. If you are awarded a TIGER award , you do not receive a check within 30 days after the award. We will negotiate the terms of the agreement. One thing to be mindful of, especially for smaller jurisdictions, is you have to be able to manage the cash funds. If you request TIGER for a $3 million project, you need to have the ability to manage the $3 million to elect your construction contract. Then you can select invoices against the completed work for allowable costs and we will reimburse you. There's roughly a 60 day lot -- lag. Obviously, it is going to take you 30 days to get some work done before you can enforce -- invoice for those first 30 days. Then we will reimburse you. Our folks do a very good job with reviewing those invoices is -- and quickly reimbursing our project sponsors. Just be mindful of that. Something else to keep in mine, especially for smaller jurisdictions who really may not have the X variants with delivering -- the experience with receiving funding from the department of transportation directly, and/or delivering the type of projects, you may want to initiate relationships with your state department of transportation, with your planning organizations. Because, what could potentially happen if your project is awarded, there may be a situation where it is easier to have your project administered or delivered by your state Department of Transportation or your NPO. Because they have long-standing relationship with our operating administration. It makes it easier for you in delivering your project. It is less of a burden. If you don't have the system in-house, as well as the staff, that does not have the expertise at delivering these types of projects. Once the project is completed, there is a formal closeout process. Then we would see hopefully -- start to see quarterly reports regarding the performance met -- metrics that were negotiated in the grant. . Now to the last couple of slides. I know you have a lot of questions which we will get to in the next couple of minutes. The technical assistance that is available, you can request a debrief of submitted applications. Send in email to Tiger grants at D.O.T.gov. Someone will be happy to schedule a debrief of your previously submitted application. There is a cost analysis resource guide provided on the TIGER website . As well as additional guidance that is also on the TIGER website . We also keep copies of all of our webinars. The slide decks. All of that information. This webinar is being recorded and will be posted to the TIGER website within the next day or two. If you have problems sleeping at night, you are more than able to go on and listen to this until you fall asleep listening to me run my mouth. Next slide. To get additional application help, the Tiger website -- TIGER website has tons of information. It also has help on preparing a benefit cost analysis. We pride ourselves on our responsiveness. We hope that the information that we have provided over the years, and more importantly, this year, has been very helpful. . We got through that in about 55 minutes. With that, I will turn to my colleagues in the room and see if we have any burning questions. Before we get the burning questions, operator, if you can let the folks know how to get into the queue for any questions over the phone.

At this time I would like to remind everyone, in order to ask questions please press star and the number one on your telephone. We will pause for questions.

Any questions? Robert, we have plenty of questions. We will start off by posing some of the questions that participants asked about eligible projects. Could you clarify the eligibility of railroad agencies and authorities in projects such as computer rail -- commuter rails? Back to let me approach this from two ways --

Let me approach this from two ways. We are talking primarily freight rails. If that relevant -- that real authority would be eligible to submit a Tiger grant on its own. If it is a short line transit transporting timber that is a privately owned company, that privately owned short line is not eligible to submit a TIGER application on its own. However, they can partner with a county or state government to submit an application on their hat -- behalf. On the passenger rail side, if it is a passenger rail service, more than likely it is going to be an entity that is overseen by my colleagues in the Federal transit administration or the Federal Railroad administration. There's an agency established the estate statute, then that agency can submit a TIGER application on their own. They do not need a state, local, county, government agency to submit on their behalf. It if -- if it is a privately held passenger rail company, they would not be able to strike eligible to submit on their own. Or is the question more so about the type of a project?

I think it is referring to eligibility.

Hopefully that answered the question. I will try to clarify it. Next question.

We have one on the phone. If you could open up the phone line.

I'm here. This is Joni from the tribe in Washington. We are a very small tribe. We have a brand-new public transit. I applied twice for the TIGER grants. Our service area is about 6000 people, but we connect to regional, major community transit for our small public transportation. My question is, we are a brand-new public transportation. We want to build the capacity of our buses. We only have one bus. We don't even have a station. We wanted to develop -- in our 37 mile route. We are funded by the state of Washington in operation in the tribe also provides funds. We will be able to serve about 6000 people if we had more buses than just one.

Shore. -- Sure. What I am hearing from your question, it sounds like we have two situations. One, you are in need of more buses. This is something that you could request TIGER funds for the acquisition of additional buses to provide transportation for those who live on out desk to your tribal land. The second out of the question is, you are interested in adding bus stations and building out and having a bus facility for your Travelers.

Yes.

You can submit for both. One thing to keep in mind is, we do not have the ability to offer for this round of TIGER funding, for planning grants. You may want to seek some funding for the state to plan out what your potential routing might be or bus stations might be. You might want to reach out to your state and see if the state of Washington may have some planning funds to assist you in starting to identify what that might look light. Because, we don't have the authority to give you funds for planning studies to identify that. Once again, your first question was about buses. You can request funding for buses. It sounds like you are a rural applicant. Your minimum grant request is $1 million.

Yes. I have submitted twice already. Unfortunately, I was beaten by major cities in my state.

Okay. Ma'am, what I will say to you, you were not beaten by applicants in your state. You were beaten by applicants across the country. Okay.

-- Okay.

The program is highly competitive. You want to make sure that you are explaining your issue very clearly. Articulate how you envision your project. Realizing the benefits against the selection criteria provided in the notice. I have talked to applicants who have submitted for and five times before they have been successful. It is not uncommon to apply several times in either be successful or not successful. Do you have any additional questions?

No. Thank you very much.

Okay. My pleasure. Do we have anybody else on the phone. Okay. --? Okay.

Are enhancements -- if they are instrumental in the project. --?

The short answer is going to be, no. But, I'll caveat that no with, any add-ons to a project needs to be eligible under the program in which the funds are going to be administered against. For example, if your initial project is a bicycle protest -- pedestrian trail that includes the introduction of a green space, and in that green space you are thinking of putting a waterfall in stages, those activities would not be inherently eligible for reimbursement with TIGER funds. You could use your local funds that you put up for match to cover that part of the project budget. But, TIGER funds are not for ornamental artwork and water fountains, and those types of amenities.

Relatedly, our technology enhancements eligible if they are important for the overall project success? For example, if you are required to install fiber optics in order to run a particular technology.

I get that question a lot. The installation of the equipment on its own would not be eligible. However, if the improvement, for example if it is a road improvement, --. I know you are talking fiber optics, but I'm going to use a bigger project. If they need to update the water mains. Water main replacement is not eligible for TIGER funding on its own. However, if it is tied to the reconstruction of a roadway, a portion of that could be eligible, up to a certain amount. Because, you are looking at basically, utility replacement as you are reconstructing your roadways. Once again, requesting funds for laying down fiber optics on its own is not going to be eligible with TIGER funding. If it is tied to other transportation enhancements or improvements, that could be eligible. We would have to look at that very clearly once we have seen the application. If you are awarded, we would obviously dig deeper into saying what the exact technology being deployed and how you envision it being deployed.

Are intermodal projects between air and truck eligible. --?

That is a very good question. Before I answer your question specifically, aviation, air side project -- projects are not eligible for TIGER funding. So, no terminal expansions, no ramps, taxiways, runways. Those would not be eligible. To those -- your specific questions, our mobile transfer facilities eligible for TIGER funding? If you have a rail to a maritime port or a rail to a in airport -- in airport, that would be eligible. There would be a line drawn to the air side improvements to the non-air side improvements. Hopefully that answered your question.

We had a question about whether this grant would be applicable in any way for a state University to improved bike, pedestrian walkways.

The short answer is, yes. Those types of improvements would be eligible for TIGER funding. In the past years we have not provided funding for bikes. We have provided funding for bike stations, but not the bikes.

If and agency applied for buses under the TIGER program, would it be for expansion or replacement?

It really comes down to how well you are articulating the need and why you are coming to us for funding to either replace or expand your bus fleet. So, both would be eligible.

Could you clarify the difference between maintenance and reconstruction?

Let me find a simple example. For a roadway project, if you are seeking funding for resurfacing, that is going to come across as a basic maintenance project. If you are talking about either a road widening or four areas that may be interested in doing a road dyad with additional road enhancements, maybe making your downtown bicycle friendly, that would be more of a reconstruction or new construction. Road resurfacing, we understand that it is important. So is road striping. That is very important to keep your roads safe. But, that comes across as maintenance.

Robert, we have had a number of questions about eligibility for planning expenses. Weather design or planning eligibility -- is eligible. Can you clarify what you mean when you say these activities might be eligible to the extent that they are part of an overall project?

Unfortunately, Congress has not given us the authority to offer any of the FY 2017 funding for planning. If you submit an application for engineering, environmental, planning design, unfortunately that would be deemed ineligible. We do not have the authority to offer funding for planning. To the second part of that comment, if there are outstanding environmental, design, very normal -- nominal cost to get your project done, if your project is select did, we have on occasion provided nominal funding to assist with completing vital design or even completing the environmental process. But, it needs to be in the full context of delivering a construction project, number 1. It can't be a soul planning grants. It has to be spelled out clearly as part of the delivery of a construction project.

We had a question from a project improvement a town wants to do on a state owned bridge. Kenny town apply on behalf of the state, or does the state need to be the primary applicant?

The town can submit an application on the half -- on behalf of the state. I'm assuming the town would be directly impacted if the bridge were to fail or close. What I will say is that even if it is an application coming in from the town on behalf of the state, since it is a state owned asset, you would want to have the state as a partner, number 1. Not just for this project, but for any project short of a maritime project. Any highway or transit project needs to be included on the state transportation improvement plan. Or, you put in your application the ability to have that added if you're project were to be awarded TIGER funding. That is for highway transit programs. That is not for railroad and maritime port projects.

Robert, we have had a couple of questions about applicants that have submitted previous applications in prior rounds. We have some questions about whether that would be viewed negatively in this round.

Not at all. Every round of TIGER is a brand-new round. Everyone start on equal footing. It is definitely not a negative. As I stated a few minutes ago, I have had applicants apply for, five, six times before they were successful. As they say, you have to be in it to win it. If you apply three or four times, maybe the fifth time is the charm. We would never discourage anyone from applying for TIGER funding.

If an applicant applied last round, what do they need to do to up date -- update their application for this round?

You can request a debrief of your application. If there were any shortcomings that prevented you from advancing to the secretaries death. One thing that -- desk. One thing that I want to mention, the reality of the process is, your goal is to get your application to the Secretary's desk. Once your project makes it to the Secretary's desk, it is up to the secretary what projects she wants to select. It is a discretionary program. She has the discretion to pick whatever program she wants two. We don't have a checklist. I totally understand that everybody wants to be successful. But, what I have found over the years in sharing with applicants, if you focus on getting to the Secretary's desk when you are crafting your application, a lot of times that helps you improve your case and strengthen your application. What I would recommend is, sending and eager -- email to Tiger grant and scheduling a debrief. A member of our team will reach out to schedule that call. It is normally, depending on the complexity of your project, it could be something that runs as fast as 15 minutes or as long as 30 or 45 minutes. That would be my suggestion.

We have had a number of questions about whether or not an applicant submitting applications for the same projects for multiple years will be viewed favorably or negatively. Such as the infrastructure for rebuilding America. Could you address the competitiveness of not submitting applications for multiple programs?

My opinion in that regard is it doesn't hurt to let us know that you are seeking other forces of funds. It is not going to be negative. Nine times out of 10, the people who are assisting us with reviewing the applications are also reviewing other grants for our colleagues. The federal transportation administration will also be reviewing submitted applications under the infrastructure for rebuilding America. To be quite honest, it could work in your favor for one program over another. Applying for multiple sources can't hurt you.

Does the arrangement having this date -- the state reviewing the project have to be set up before the applicant applies?

You do not have to have that arrangement in place before you submit your application. I just threw that out as an example. We have a lot of smaller communities have not historic we received funding directly from the Department of Transportation, who after we have set down with them and walk them through the steps, have been able to successfully administer their projects on their own. It is not a requirement. It is just an option out there for smaller communities who may or may not have the level of expertise within their municipality or within their town. Or you have never worked through complying with federal requirements. Which can be a challenge in itself. It is not a requirement to have that arrangement in place in your application. But, if you have never done it before, reach out to the federal Highway division offices in your state, reach out to the federal transit federal offices in your -- regional offices in your region. Our colleagues in the Maritime administration headquarters have gateway offices across the country can be of assistance. Similarly, for railroad projects, our colleagues in the federal railway administration. If they can't help you, they will definitely send you to the person who is out in the field and is responsible for overseeing projects and not perspective region.

We have been getting questions on the evaluation --.

We do not have specific targets. If you look at the history of projects that have been awarded across the big previous rounds of TIGER, historically we tend to receive more highway and bridge projects then we receive others. We typically see in the neighborhood of 34 or 40% of the awards going to highway projects. For transit it is probably another 20% to 25%. Port, we are probably looking at 15%, 11% to 15%. And then rail is probably the remainder. As far as geographic diversity, what the department did in 2009 is we broke the country up into four regions. We have a South region, and East region, a West region, and a central Reagan -- region. Basically delineated by states. If you go through the TIGER website you can look through our fact sheets and see what that state delineation is. We tried to equalize the selection of those states by population. That we try to stay within 20% to 25% plus or minus what an equal breakout is for each one of those respective regions. We do not have a specific target by state or region for awards. We do the best we can to assist our leadership in assuring an equitable distribution of funding by geography as well as type.

Do they have a formal DCA target when it is reading?

We do not have a specific target. When I finish I will let my colleagues in the room who are members of the economic analysis team talk to that. But, our economists have historically used ratings such as benefits exceed costs, benefits are likely to exceed cost, costs are likely to exceed benefits to identify where the benefit cost analysis would fall. Obviously we want to see a project where, at a minimum, the benefits are likely to exceed cost. With that, I will turn to one of my colleagues in the room who can expand on if the department has any specific target on benefit cost ratios or what guidance can we give product -- project applicants on benefit cost.

We are looking for projects that are cost beneficial. There is certainly no specific threshold under TIGER that you are required to meet to receive funding. But, the more compelling the case is for your project, the more highly, the more favorably it will be looked upon when looking at this one particular aspect of the evaluation.

I hope that answers your question. Do we have any questions on the phone yet? If I am not mistaken it is\*1 to get your question into the queue. Don't be shy. I can't say how many times we start to get him bartered with questions five minutes after the call. Don't be shy. No question is a bad question. If you are thinking of it I am sure probably 100 other people are thinking the same thing.

Are in-kind costs allowed as matched resources. If we use a fourth account to do the labor for the project?

If I am understanding your question, you you suspect you would have in-house staff perform the construction work for your project. If that is the case, those activities would have to be clearly delineated within the agreement aspect the grant agreement and the budget. So that we understand what portion of the budget you anticipate seeking contract employees, or what -- as opposed to what portion you would use in-house staff. We cannot pay your staff twice. They are already under a Sally, -- under a salary. We cannot pay you double for the work. If it is a part of their job to perform these types of -- services. That would have to be negotiated if your project was awarded. But, in your application you would have to spell out how you would be -- envision those in-kind services being used in your project. In-kind services are easily approach when you are looking at a planning Grant. When you are talking about a construction grant, there are other requirements that come into play in making sure you have the staff and the expertise to deliver and perform the work that you are going to be seeking reimbursement from us four.

Robert, we had a couple questions about nonscheduled contributions. And whether or not increasing costs will decrease the competitiveness. For rural areas that does require --.

All communities are not made equal when it comes to the ability to Jenna fate -- generate revenue for their project. If you are a smaller, rural community, there is already an inherent challenge to identify funds. Per the statute, the secretary can choose to fund up to 100%. Historically, that has been done. We have also seen the other end of the spectrum where we have had tribal governments, small rural governments that are brought to bear 30% of nonfederal funds. They show they're committed. They have taken, in many cases, especially on the tribal side, they have taken many years of their tribal transportation funding for many years. We totally understand that all communities are not created equal. When we are reviewing these applications, by no means are we expecting a small rural community to bring to bear the same amount of funds that a big urban center is going to bring to bear. As I stated earlier, put your best foot forward. The worst that you can do is do nothing. That is where we are asking you to articulate in your application, what attempts have you made to secure funds to assist in delivering the project? What has caused you to fall short? It could be something like, we talked to the state and unfortunately we are not a priority for the state D.O.T. It is just that simple. We just need to understand where you are. There are studies out there that show that a lot of local project sponsors will just get together 20% and they will just wait around for 80% to flow from the federal government. Unfortunately, we are in a different time right now. Our leadership is looking to leverage as many federal dollars to improve private dollars. We do not have specific projects for matches that are above and beyond the 20%, or anything above 0% for Royal -- rural communities. But, it is going to come down to how well you articulate the strengths and benefits of your projects. But, being able to talk about what you and tempted to do to secure funds for your project helps us understand the full picture.

Related to match, is Bureau of Indian affairs considered a federal match or a local match?

I've got some colleagues of mine from federal highways in the room. I am going to take a quick stab and see if they have anything to add. I know tribal transportation funding can be used to match for federal funds for purposes of TIGER. We have done that in previous rounds. I am not as familiar as -- of BIA funds. We can get back to that question, unless one of my colleagues in the room has an answer. I know a similar question was provided. We will get an answer to that and get back to you.

We also have a tribal web in error -- webinar on September 22. We can be sure to address that then.

We will have an answer to that question by next Friday.

We have a question over the phone. Please open up the phone line.

Are you there, Tiffany. --?

Hello, Tiffany. Are you there?

Yes. You answer the question already. Thank you. We had the question about the rural projects. You have answered it. Thank you.

My pleasure. Any other questions on the phone. Yes. --

Yes.

Maybe my application last year was too many things going on. I just opened it. I was asking for buses. I was asking for an aboveground gas filling station. And, I was asking for maintenance equipment and design and construction of a garage. Maybe just too many things going on in my application for $1 million.

What I would recommend is, send an email to Tiger grants and we can get a debrief call scheduled for you. Just by virtue of what you have just shared, it sounds like it might have been a little too either confusing or not) as to what you were seeking the funds for. Reach out to us. We would happy to schedule an off-line call with you or your team to discuss it.

Yes. I know I explained myself very clearly of what I was asking. I was just hoping that those things that I was asking for are eligible activities.

Capital improvements are eligible. But, you mentioned equipment. Maintenance equipment is not eligible under the TIGER program.

I was looking for mechanical, for maintaining the buses.

Okay. That would not be eligible for funding. That is a maintenance expense. TIGER doesn't typically reward -- provide eligibility for maintenance programs. Any questions on the phone?

Could you please clarify if port of entry infrastructure projects are eligible?

Land ports of entry depends on how far you are going into property owned by the United States customs and border control. We provided funding for approach men's up to -- approach men's up to -- land up to where the government owned asset begins. Can approve port of entry because that falls under government assets. -- Can't approve port of entry because that falls under government asset.

This includes legislators -- letters of support for the program.

It is always important to provide letters of support. We have ever -- have had instances where the project was not supported locally. We have had incidences where changes of administration caused the project not to move forward. It is always helpful to obtain that level of support locally. Providing those letters of support are helpful. Obviously, letters of support with funding behind it is more helpful. Definitely provide those letters of support so that we know that it is a project that is not going to end up running it -- up against a brick wall if it is selected for a reward.

We have a question about the Catch-22 related to funding. If funding is not identified, they are unable to get a letter of support from their state. What would you recommended doing and that situation?

Those are two different questions. You should be able to asked the state D.O.T. for a letter of support. Either they support the project or they don't. For purposes of your application, you do not have to ask them to have your project added to the list. You just need to have a conversation with the state to say that you are seeking TIGER funding. They don't have to be supportive of the project. But, they have to be comfortable or knowledgeable for adding your project to the step. You need to understand what the step modification process is. It could take six months or a year depending on the state that you are in and where you are in the food chain within your state. You may have to go deal with your NPO first. Understanding what those processes are in advance helps you clearly articulate your schedule in the application. If you are awarded it helps you work through the process.

Is there a limit to the number of applications that can be submitted to support the applications. Is there a limit to the number of attachments, I mean. --?

The limitation comes with the website's ability to accept attachments. It is 20 megs. That is why I recommend that if you have more than 20 megs of information that you want to attach to your application, it may be beneficial to provide an embedded link to a separate website, to your agency's website, so are evaluated can go to that website can go to those links.

That site that Robert mentioned, it is for the entirety of all the documents you are submitting to grants.gov. If you are beginning to approach that size, we ask that you either put some of those attachments as a website or somehow referred to them elsewhere in your document. Particularly if they are not part of the application itself. Because we have had application aspect applicant in the past not get -- applicants in the past not get the full application uploaded because they exceeded the limit.

Additionally, Robert, with the deadline be extended to clients in Florida and Texas due to the recent national -- natural disasters.

Unfortunately not. Unless Congress extends the Bella be -- availability of funding, or the deadline. The deadline is October 16 at 8:00 p.m. That is the application deadline. We are going to be reaching out to those project sponsors. Those that are in the areas of hurricane Irma and Harvey. We will see if there's anything that we can do to assist them in drafting the application. In my experience and working with previous national -- natural disasters, project sponsors in those impacted areas have other things that they are focused on at this point. Like getting back to square one. They are not focused on a bicycle pedestrian trail going through their town. That is not to say that they won't apply. But, unfortunately we will not have the ability to extend the deadline beyond October 16 for those impacted by hurricanes Harvey or Erma.

We have questions about eligible projects. Our right-of-way acquisition crosswalks eligible for TIGER funds?

Typically those are eligible costs. However, we look for project sponsors through their matching funds to be able to cover those expenses.

Can right-of-way be used if it is procured with non-federal funds, following a process that did not follow federal guidelines?

The answer to that is no. If you have land that you have envisioned being donated as matched to your TIGER project , in addition that raises another question. If you have land that you intend on having donated for purposes of match, you need to make sure you comply with all federal requirements. If you intend to have that land counted towards your matching fund. The same thing falls into play for other nonfederal dollars. If it is private funds, other state funds, other local funds. If you intend to use any funding to count toward the spec towards your match for any component, regardless of whether it is 100% privately funded or you are using local funds, if it is a component that you plan to use to match your TIGER project, we do not have the ability to count your matching funds unless the component you use federal federal -- uses federal guidelines.

[ Indiscernible - low volume ]

We are going to look to you to determine what technologies you would be aware of it. There are technologies out there that some state D.O.T.'s or larger city D.O.T.'s used to monitor pavement conditions. If that is something you are thinking of deploying as part of a reconstructed area of your municipality, that could be an innovative approach that you may be interested in deploying that you have not historically deployed. We are really looking to you at the project sponsor. There may be things that you are aware of that we are not. That is why we worded it like we did. We are hoping that you can bring to the surface some new ideas that we have not thought of.

We have another question about eligible projects. Our wayfinding technology along a bike [ Indiscernible - low volume ].

That is eligible. We have divided funding for this in previous rounds of TIGER .

Our construction management services eligible?

All of those additional costs need to be built into the total project cost that you are seeking funds for.

Our historic transportation facilities eligible? If so, are there any special items you would like to see in applications?

My read on that question is, if you have a historic train station in your community, then you would have to comply with Dnieper. Section 10 -- section 106 requirements. If you intend on making any modifications or doing anything to the structure, inside the structure, or around the structure. That would clearly fall under the environmental clearance process to comply with section 106. That is historic preservation.

For our economic and Alice team can you -- analysis team, can you make examples available?

We have samples of benefit cost analyses provided on the TIGER website as part of the benefit cost resource guide.

[ Indiscernible - low volume ] I think the question is for Sid -- specifically for [ Indiscernible - low volume ]

Okay. An answer to that, we cannot provide you copies of a previously submitted benefit cost analysis by another applicant. One, because a lot of information that could be provided is proprietary and confidential. The advice we took to give applicants is to go on Google and Google TIGER discretionary grant applications . A lot of them have posted copies of their applications to their agency website. Two that come to mind would be the Atlantic streetcar project in the city of Atlanta. They posted their application from 2010. I know the Texas Department of Transportation post all of their applications and analyses on their text.website -- CDOT website. -- T D.O.T. website. You will probably be able to find a lot of them online.

If selected for a funding award, would all TIGER go to the lead advocate? Or would they all pass through the --?

If the project was awarded, there would be one lead applicant identified as the person responsible for overseeing the project. Let me be clear. You will not receive any funding. The program is provided on a reimbursement basis. Any sub agreements would be between the lead applicant and the other applicants or partners. We would work directly with that lead applicant to reimburse that lead applicant for invoices that have been said dated.

When applicants are submitting an application with the Alaskan nation tribal government as a partner, they are wondering if they should submit on grants.gov?

Every application must be submitted on grants.of -- grants.gov. Your application must be submitted through this website in order to be eligible for TIGER discretionary funding. Any questions on the phone?

No.

We have about eight minutes.

Is a project available -- eligible for consideration?

It would be eligible. You would have to anticipate how you would get all your construction activities completed prior to that September date in 2020.

How far back can matching funds for projects in process be included as match? Or, does the contract have to be executed first and then funds are matched eligible from that point forward?

They are not eligible to be used as match for the TIGER program. The clock starts ticking from the date of the project is awarded. Did date that the project is announced as chosen for TIGER is --.

When you say nominal, is there a percentage To the design and engineering process -- construction cost.

We do not have the authority to provide funding for planning. We do not have a nominal percentage or dollar amount. If you are seeking funding for engineering and environmental and vital design, you may or may not be competitive. To be very honest with you. When I mean nominal, I mean $15,000. $50,000 of a million-dollar project. Or, $50,000 of a $4 million project. Very nominal. It is handled on a case-by-case basis. If you have that many components outstanding you may or may not be able to meet the allegation deadline.

With an airport runway extension over a U.S. highway be eligible?

No.

We have a question for an applicant who is taking about restoring 60 miles of rail raid -- railroad track in rural Nevada. They can get ballots -- [ Indiscernible - low volume ].

Yes. Keep in mind that you still have to fund the construction. If it is a rural project, then you can receive up to 100%. That will go to how well you tell your story and your application.

Can TIGER funds be used for transportation infrastructure and needs from hurricane activity in Texas and Florida?

It sure can. Keep in mind, there are significant supplemental bills working their way from Congress. For hurricane Sandy, those folks were not even worried or focus on the $500 million, or in this case, the $50 million That one state is going to have under this round of Tiger -- TIGER. They are going to get more funding from the supplemental bills that will get them back to one of our criteria. Basic functionality. That is not to discourage from anyone from those impacted areas to apply. We need to understand where the project is now and if it is something we can actually get done within the selection criteria deadlines.

Can matching funds go towards preliminary design and finally designs and be counted as match and be competitive? -- That is a lot of questions. --

That is a lot of questions. Competitive is a stretch because you have so many questions that are outstanding. Congress did extend the ability of funding for three years. It is really going to come down to how well, what your project is. How strong your project narrative is. The benefits you envision being realized. And lastly, the budget. The budget and the schedule.

Is design and right-of-way acquisition work funded with state dollars be used --.

Yes. Obviously there is a cap for what we can provide through TIGER. If you are using state funds that are not passed through federal aid dollars to handle the luminary injuring -- for luminary engineering or right-of-way, you could ask for for more funding.

If they have arty been expended --

They cannot be expended. Previously expended costs cannot count towards matching TIGER funds. If you are submitting a TIGER application, it would behoove you to wait until the announcement until you start expending any funds or you get a construction contract. We do not have the ability to supplant funds that I've arty been committed for projects. -- That have already been committed for projects. If you move forward and then the secretary decide to fund your project, you would be out of luck.

If there is an existing partnership between local government and MPO --

No. Anyone can step in.

Do you know if there will be future rounds or future application cycles for TIGER?

That is a good question. Some of the appropriators, as part of their 2017 Mark got, identified -- Mark got identified -- Mark up identified $50 million in funding. Until it works its way through Congress, there is no way we can predict it. Keep in mind, I have been saying that since 2011.

Our software development and implementation projects in order to reduce traffic injuries in totality's eligible?

Unfortunately not.

One last questions about clarifying our evaluation process. You said earlier that projects are divided into buckets. Can you clarify what those buckets are?

For the last round of TIGER we have 12 technical evaluations teens. These were 3 to 4 person team. That amounted to roughly 5 or six road and bridge technical teens. We had an additional four or five transitional teens. We had two or three port teams. And then two or three rail teams. That is what I meant by buckets. It is based on the scope of the project and primarily what mode would ultimately be responsible for overseeing the administration of the project.

We have reached the end of the questions that have been asked thus far in the chat box.

We are about a minute past. I know we started about two minutes late. Any more questions?

No.

Our next Tiger seminar is on September 19 from 2:00 to 4:00 p.m. We attempted to send out emails to all the emails that we have on our list. But, you can go to the Tiger website under webinar series and register. The cut off is 500. Also, we have a tribal and rural webinar available for project sponsors to sign up for. That will be next Friday, the 22nd from 2:00 to 4:00 p.m. Take advantage of all those. I think we will also have a benefit cost analysis webinar for TIGER. To be have a date for that?

18 September. It is going to be a busy week next week. Like I said earlier, send your questions in through TIGER Grants at our website. We will do our best to answer your questions. You can send emails in to request a debrief of your previous applications. Thank you for joining us this afternoon.

A quick comment. Anybody is still on the phone, if you registered for the webinar coming up, we are at capacity. So if you came to the webinar today, please let me know so that I can open that space up for someone else.

With that, thank you. Have a great afternoon.

This concludes today's conference call. You may now disconnect. [ Event Concluded ]