



TIGER II DISCRETIONARY GRANTS



JULY 14, 2010



U.S. Department of
Transportation

OUTLINE OF PRESENTATION

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SECTION I

PROGRAM OVERVIEW



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PROGRAM OVERVIEW (TIGER I VERSUS TIGER II)

- \$600 million of grant funds for state or local governments to be awarded through a competitive process to projects that have a significant impact on the Nation, a metropolitan area, or a region.
- Applicants may apply for capital grants, TIFIA financing or planning grants
- Applicants for capital grants may be offered TIFIA financing or a planning grant if it is determined that is the most appropriate award
- USDOT must take measures to ensure (i) equitable geographic distribution, (ii) balance in addressing rural and urban needs, and (iii) investment in a variety of transportation modes



ELIGIBILITY REQUIREMENTS



- **Eligible Applicants:** Funds will be awarded to State and local governments, including U.S. territories, tribal governments, transit agencies, port authorities, MPOs, other political subdivisions of State or local governments, and multi-State or multi-jurisdictional applicants.
- **Eligible Projects:** Capital investments in surface transportation infrastructure that are eligible for TIGER II Discretionary Grants include, but are not limited to: (1) highway or bridge projects; (2) public transportation projects; (3) passenger and freight rail transportation projects; and (4) port infrastructure investments.

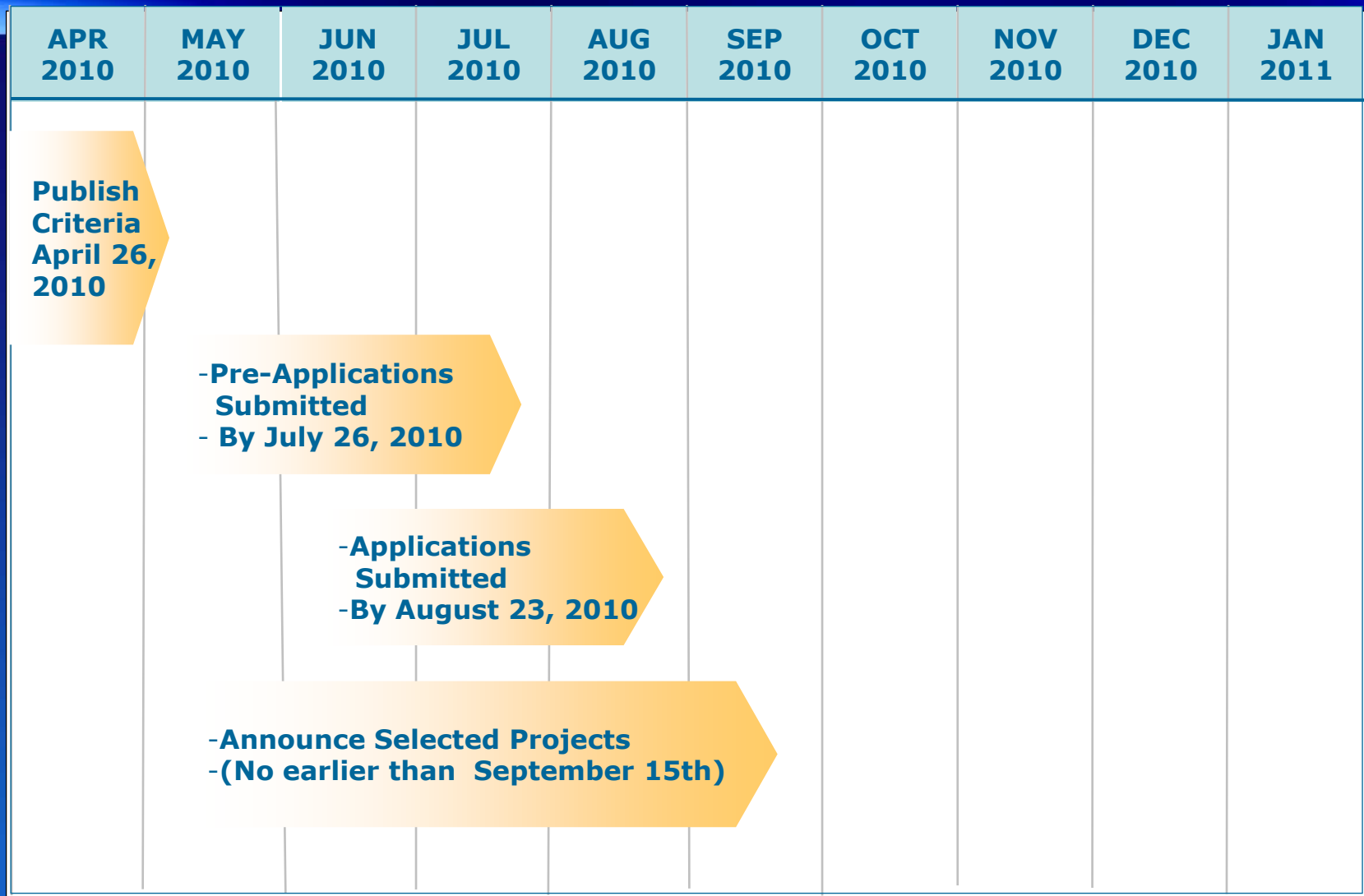


AWARD AMOUNTS

- Individual awards can be \$10-200 million
- TIGER II can fund up to 80% of project costs
- \$140 million is reserved for projects in rural areas, where 100% of project costs are eligible for funding and project awards can be as low as \$1 million
- No one state can receive more than 25% of program funds (\$150m)
- Up to \$150 million is available to support TIFIA financing
- Up to \$35 million is available for transportation planning grants



TIMELINE FOR AWARD OF FUNDS



PRE-APPLICATION



- Qualifies applicant to submit TIGER II application
- Submitted electronically to USDOT by July 26, 2010
- Includes the following:
 - Applicant Information
 - Project Information and Description
 - Funding Information and Assurances
 - NEPA Assurance
- USDOT will inform project sponsors if Eligibility, NEPA and Funding Assurances are not adequate and must be adjusted as part of the application



APPLICATION CONTENT



- Must be submitted through Grants.gov by August 23, 2010
- Narrative portion no more than 25 pages
- Project description including transportation challenges to be addressed by project
- Evidence of alignment with selection criteria
- Project readiness to proceed rapidly upon award of TIGER II Discretionary Grant
 - Approvals /Actions
 - Status and outcome of NEPA
- Use of publicly available, verifiable data/protection of Confidential Business Information



PRIMARY SELECTION CRITERIA

- **Long-Term Outcomes**: The Department will give priority to projects that have a significant impact on five desirable long-term outcomes:
 1. **State of Good Repair**: Improving the condition of existing transportation facilities and systems
 2. **Economic Competitiveness**: Contributing to the medium- to long-term economic competitiveness of the United States
 3. **Livability**: Fostering livable communities through place-based policies and investments that increase transportation choices and access to transportation services for people
 4. **Environmental Sustainability**: Improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions
 5. **Safety**: Improving the safety of U.S. transportation facilities



PRIMARY SELECTION CRITERIA

- **Job Creation & Economic Stimulus:** The Department will give priority to projects that are expected to quickly create and preserve jobs and stimulate rapid increases in economic activity, particularly jobs and activity that benefit economically distressed areas.



SECONDARY SELECTION CRITERIA



- **Innovation**: The Department will give priority to projects that use innovative strategies to pursue the long-term outcomes highlighted in the solicitation
- **Partnership**: The Department will give priority to projects that demonstrate strong collaboration among a broad range of participants and/or integration of transportation with other public service efforts



TIGER II TIFIA PAYMENTS

- TIFIA program provides Federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects
- USDOT may use up to \$150 million of TIGER II funds for TIGER II TIFIA Payments
- TIFIA Payments will fund the subsidy costs of providing the TIFIA credit assistance to a project
- USDOT may offer Grant applicants a TIFIA Payment even if they did not apply for TIFIA Payments
- TIGER II TIFIA applicants must submit a TIGER II Discretionary Grants application
- A TIFIA letter of interest must be submitted concurrently with the TIGER II TIFIA Payment Application
- If selected the applicant must comply with all of TIFIA program's standard application and approval requirements (including \$50,000 application fee)
- Applicants may apply for both Grant and TIFIA payment for the same project



COMMUNITY CHALLENGE AND TIGER II PLANNING GRANTS

Purpose of the program:

- Support planning efforts that integrate housing, land use, economic and workforce development, transportation, and infrastructure plans.
- Empower jurisdictions to consider the interdependent challenges of economic growth and revitalization, social equity, access to opportunity, public health and environmental impact simultaneously.
- Reflect the need to provide for an equitable distribution by funding projects in states, regions and communities of varying size.

Available Funds:

- Up to \$75 million, including \$40 million for Community Challenge planning grants and up to \$35 million (out of the \$600 million) for TIGER II Planning Grants.
- Individual awards can be up to \$3 million.
- Grants can fund up to 80% of project costs.
- 100% of project costs are eligible for funding in rural areas



SECTION II

STRATEGIES



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STRATEGIES FOR COMPETITIVE APPLICATIONS

- Eligibility
- Address criteria and outcomes
- Clarity of Application and Project Description
- Size of Grant Request
- Leverages Investment
- Project Segmentation
- Benefit-Cost Analysis
- Project Readiness/NEPA
- Projects that Stand Out



SECTION III

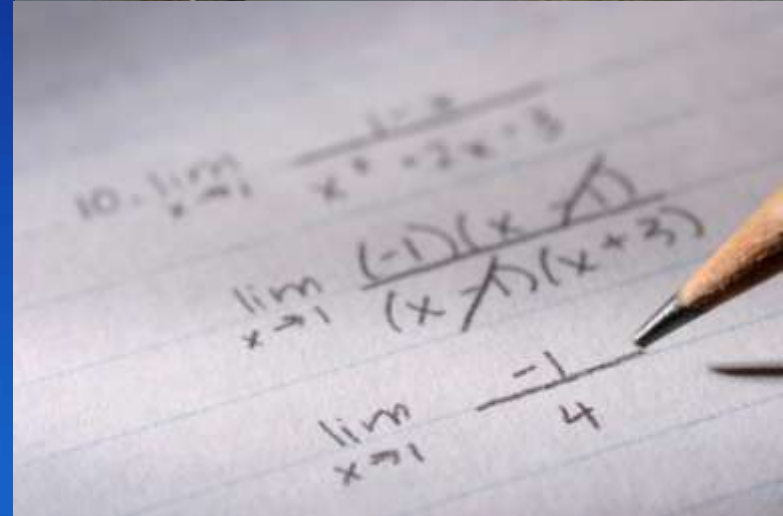
BENEFIT COST ANALYSIS



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BENEFIT COST ANALYSIS

- Ratings
- Benefit Cost Analysis vs. Economic Impact Analysis
- Baselines and Alternatives
- Discounting
- Forecasting
- Types of Benefits
- Costs
- Transparency and Reproducibility of Calculations



SECTION IV

NEPA



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SECTION V

POST APPLICATION



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EVALUATION PROCESS

- Evaluations by Multimodal Team lead by the Office of the Secretary
- Ratings of “highly recommended,” “recommended,” “not recommended”, or “negative” will be assigned to projects for each of the selection criteria.
- If necessary USDOT will use a similar rating process to re-assess the projects that were highly rated and identify those that should be most highly rated.



PROJECT ADMINISTRATION AND REPORTING



- Each TIGER II Discretionary Grant will be administered by one of USDOT's Modal Administrations
- Grant agreements will be required between the TIGER II Discretionary Grant recipient and the Modal Administration
- USDOT may revoke any award of TIGER II Discretionary Grant funds and fund another project if funds are not being expended in a timely manner and/or construction does not begin in accordance with the project schedule (all funds must be obligated by September 30, 2012)
- USDOT will request that recipients of TIGER II Discretionary Grants cooperate in Departmental efforts to collect and report on information related to the benefits produced by the projects that receive TIGER II Discretionary Grants





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ADDITIONAL INFORMATION
AND FAQs FOR THIS PROGRAM
CAN BE FOUND AT:

[www.dot.gov/recovery/ost
/tigerii/index.html](http://www.dot.gov/recovery/ost/tigerii/index.html)

QUESTIONS,
COMMENTS, AND
DISCUSSION

