



# How to Compete for a TIGER Grant

Presented by the Office of the Assistant Secretary for  
Transportation Policy

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U.S. Department  
of Transportation

**Pine Ridge, SD**



**North Kingston, RI**



**Fort Worth, TX**



**Portland, OR**

# TIGER<sub>3</sub>

- \$527 million national, multimodal, merit-based grant program
- ***\$140 million for rural areas***
- Up to \$150 million for TIFIA payments
- Last round the average award was \$13.25 million
- Geographic diversity requirement

# 2011 Application Process

September 9<sup>th</sup> - Pre-Application Registration

October 3<sup>rd</sup> - Pre-Applications Due

October 4<sup>th</sup> - Final Applications Open

October 31<sup>st</sup> - Final Applications Due



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# Changes from TIGER 2

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



# Eligibility

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



# Rural Applicants

- Defined as any area not in an Urbanized Area (pop. 50,000), as defined by the Census Bureau
- \$1 million minimum grant
- No match requirement, though competitive applications often feature a match



# Address Criteria and Outcomes

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

## **Primary Criteria**

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

## **Secondary Criteria**

- Innovation
- Partnership



# Competitive Applications

- Clarity: Project descriptions are clear and concise with pictures and maps.
- Leveraging: non-federal match, including private funds, demonstrates commitment. Funded applications in TIGER I and II was 3:1 local funds to federal funds.
- Independent Utility: funding must go to an operable segment with transportation benefits.
- Project Readiness: ready to go to construction quickly. NEPA process begun.

# Competitive Applications

- Benefit-Cost Analysis: Demonstrate demand; well-documented calculations and references; show the net societal benefits of the project, not just local.
- Innovative: multi-modal, multi-jurisdictional, difficult to fund through formula funds.



# Application Pitfalls

- Ineligibility: applicants and projects
- Priorities/outcomes not aligned with selection criteria
- Project readiness
- Insufficient matching funds, lack of demonstration
- Non-construction requests: O/M assistance, ROW
- Grouping unrelated projects



# Technical Assistance

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



# Additional Application Help

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

## Special Topics Webinars

- July 27<sup>th</sup> - [“Talking Freight”](#)
- August 17<sup>th</sup> - [Benefit Cost Analysis](#)
- August 17<sup>th</sup> - Rural Opportunities – in *Huntington, WV*
- August 22<sup>nd</sup> - [Project Readiness/NEPA](#)
- August 24<sup>th</sup> - [Public Private Partnerships & TIFIA](#)
- August 24<sup>th</sup> - Rural and Tribal – NADO Annual Conference
- August 30<sup>th</sup> - [MARAD Port Outreach](#)



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# For This Year's Round...

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

# TIGER



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