



# 2016 DOT Discretionary Grants

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Transportation



# TIGER

- \$500 million multimodal, merit-based discretionary grant program
- Strong focus on transformative projects and creating ladders of opportunity
- Modal and geographic equity requirements
- Project Information Form (No Pre-Application Requirement)





# How is **TIGER** different?

- Transformative Projects
- Leverages Resources
- Encourages Partnership
- Public Entity Eligibility
- Merit-Based Awards
- Competitive Discretionary Grants





# TIGER Basics

## ■ Eligible Applicants

- State, local, and tribal governments, transit agencies, MPOs, and other public entities

## ■ Eligible Projects

## ■ Cost Share or Match

- TIGER funds may cover up to 80 percent of projects costs in urban areas and 100 percent of project costs in rural areas

## ■ Rural/Urban Designation

- TIGER grants may not be less than \$5 million for projects in urban areas
- TIGER grants may not be less than \$1 million for projects in rural areas





# 2016 TIGER Application

- Final Application – [www.Grants.gov](http://www.Grants.gov)
- Final Applications – Must be submitted on or before 8:00 PM E.D.T. on **April 29, 2016.**



# + Demand for TIGER

- Over seven rounds, six percent of applications have been awarded
  - 6,700 applications received
  - \$134 billion requested
  - 381 awards totaling \$4.6 billion
  - Most awards have been partial funding
- In TIGER 2016, we received 627 applications



# + What projects compete well?

- Demonstrated strength in selection criteria
- Projects which are difficult to fund elsewhere
- Strong partnership
- Strong match
- Project has timeline for success
- Presents a clear story and project impact



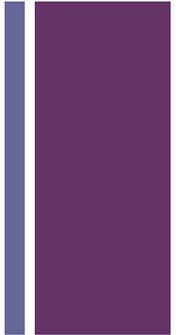
# + TIGER Evaluation Process

- Does the project align well with the long term priorities of USDOT?
- Does the application demonstrate jurisdictional and/or disciplinary partnership?
- Is the project innovative in terms of design, technology, project delivery, or financing?
- Does the application leverage significant non-federal resources?
- Do the projects benefits exceed the costs?
- Will DOT be able to obligate funds by September 30, 2019?





# TIGER Selection Criteria



- Primary Selection Criteria
  - Safety
  - State of Good Repair
  - Economic Competitiveness
  - Quality of Life
  - Environmental Sustainability
- Secondary Selection Criteria
  - Innovation
  - Partnership

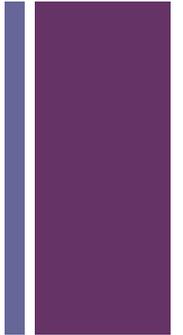


# + Highly Competitive Projects

- Multimodal projects, coordinated investment from other sources and programs
- Demonstrate transformative project benefits across selection criteria
- Demonstrate ladders of opportunity for disadvantaged groups
- New partnerships, multi-jurisdictional cooperation
- Public-private partnerships
- Non-traditional or hard to fund projects



# + Transformative Projects



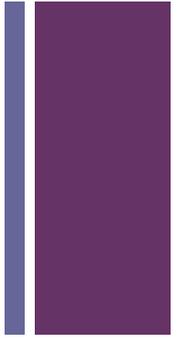
- Anchor broad and long-lasting, positive changes in Selection Criteria
- Significant and measurable improvements over existing conditions
- Up to applicant to define how project will lead to transformative change(s) in their community





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# Ladders of Opportunity

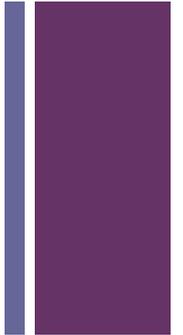


- **Connect**: Provide people with a reliable and affordable connections to employment, education, and other essential services. Transportation networks that provide low-cost, reliable options enabling more people to realize their economic potential and improve businesses' access to a diverse workforce.





# Ladders of Opportunity

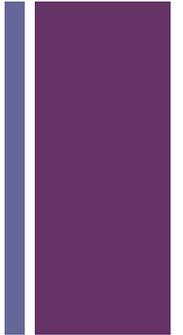


- **Work**: Transportation projects create construction and operation jobs. Through thoughtful workforce programs, built in partnership with industry, and with a focus on disadvantaged businesses, projects can help more underserved people find and keep good jobs in the transportation sector.





# Ladders of Opportunity



- **Revitalize**: Transportation infrastructure can have a dramatic impact on neighborhoods and regions. It can provide support for healthy main street centers and direct more equitable business and residential developments designed to bring everyone closer to opportunities



# + Project Readiness and BCA

- Project Readiness
  - Technical Feasibility
  - Financial Feasibility
  - Project Schedule
  - Required Approvals
  - Assessment of Project Risks and Mitigation Strategies
  
- BCA
  - Identify, quantify, and compare expected benefits and costs.



# + Application Pitfalls

- Ineligibility: applicants and projects
- Priorities/outcomes not aligned w/ selection criteria
- Insufficient evidence of project readiness
- Insufficient matching funds
- Non-construction requests: O/M assistance
- Grouping unrelated projects
- Uncertain urban/rural designation



# + Technical Assistance

- USDOT offers technical assistance to help applicants through the TIGER process
- Previous TIGER application debriefs
- Benefit cost analysis resource guide
- Special Topics Webinars
- Questions sent to [TIGERGrants@dot.gov](mailto:TIGERGrants@dot.gov)



# + Additional Application Help

- TIGER Website:

- [www.transportation.gov/tiger/](http://www.transportation.gov/tiger/)

- Preparing a Benefit-Cost Analysis for a TIGER Grant:

- <http://www.transportation.gov/tiger/guidance>

- Special Topics Webinars and Frequently Asked Questions:

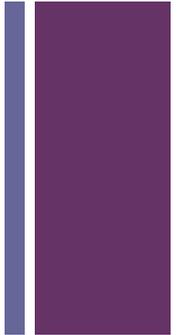
- <http://www.transportation.gov/tiger/outreach>

- <http://www.transportation.gov/tiger/faq>





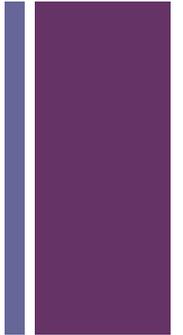
# FASTLANE Grants Overview



- \$4.5 billion authorized through FY 2020
  - \$800 million for FY 2016
    - 25 percent for rural projects
    - 10 percent for small projects
- Not more than \$500 million in aggregate of the \$4.5 billion for FY 2016 – 2020 can be used for freight rail, ports, or intermodal projects



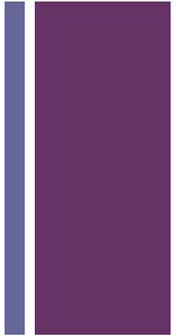
# + Eligible Applicants



- State(s)
- Metropolitan Planning Organizations with 200,000 population
- Local Government(s)
- Political subdivision(s) or State or local government
- Public authorities (including port authorities) with a transportation function
- Federal land management agencies applying jointly with a State(s)
- Tribal government/consortiums
- Multi-State or multijurisdictional group of public entities



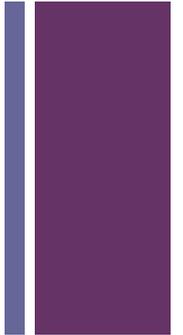
# + Eligible Projects



- Highway freight projects carried out on the National Highway Freight Network
- Highway or bridge projects carried out on the National Highway System, including:
  - Projects that add Interstate System capacity to increase mobility
  - Projects located in a national scenic area
- Grade crossing or grade separation projects
- Other freight projects that are:
  - Intermodal/rail freight project
  - Within the boundaries of a public or private freight rail, maritime (including ports) or intermodal facility



# + Minimum Project Size



## Large Projects\*

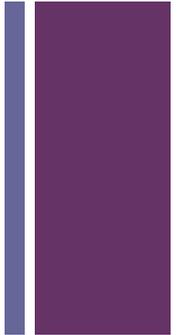
- The lesser of:
  - \$100 million
  - 30 percent of State's FY 2015 apportionment, if project is located in one State
  - 50 percent of larger participating State's FY 2015 apportionment, if project located in more than one State

## Small Projects\*

- Doesn't meet large project minimum project size
  - \*Previously incurred expenses may count toward meeting minimum project size requirement if they are eligible project costs and were expended as part of the project for which the applicant seeks funding.*



# + Grant Amounts and Cost Share



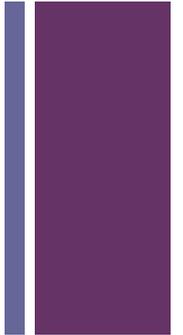
- Minimum FASTLANE Grants
  - \$25 million for large projects
  - \$5 million for small projects

- Cost Share
  - Up to 60 percent FASTLANE grants
  - Up to 80 percent total Federal

*Previously incurred expenses cannot count toward cost share*



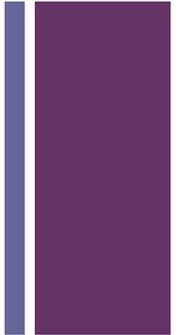
# + Eligible Project Costs



- Development phase activities, including planning, feasibility analysis , revenue forecasting, environmental review, preliminary engineering, design work, and other pre-construction activities
- Construction activities including new construction, reconstruction, rehabilitation, property or equipment acquisition, environmental mitigation, construction contingencies, and operational improvements



# + Merit Criteria



## ■ Economic Outcomes

- Improving efficiency and reliability to increase global economic competitiveness

## ■ Mobility Outcomes

- Improving the movement of people and goods

## ■ Safety Outcomes

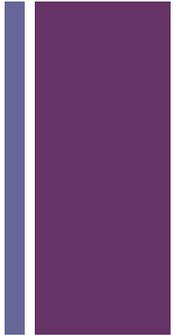
- Reducing traffic fatalities and serious injuries

## ■ Community Outcomes

- How and whether the project mitigates harm and extends benefits to communities and the environment



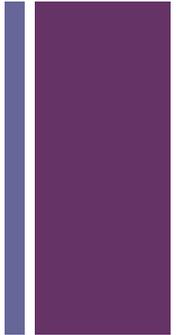
# + Other Review Criteria



- Partnership and Innovation
  - Strong collaboration among a broad range of stakeholders
  - Innovative strategies to pursue outcomes
- Cost Share
  - One or more funding sources



# + 2016 FASTLANE Dates

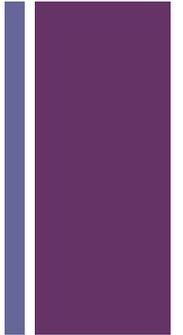


- **April 14, 2016 8:00 PM EDT:** Applications submitted to [www.Grants.gov](http://www.Grants.gov)





# TIGER 2016 and FASTLANE Grants



- Applicants can submit three applications per program
- Same project can be submitted to both programs, but must submit separate applications that independently address how the project satisfies applicable selection criteria for the each program.
  - Note: the same application is unlikely to be competitive for both programs due to the different purposes and selection criteria.



# + More information

- Visit: [www.transportation.gov/FASTLANEgrants](http://www.transportation.gov/FASTLANEgrants)
- Email: [FASTLANEgrants@dot.gov](mailto:FASTLANEgrants@dot.gov)





**TIGER**

**AND**

**FASTLane Discretionary Grant  
Programs**

**Question and Answer Session**

