

“TIGER II” (National Infrastructure Investment Grants)

What is the deadline for submitting an application?

There are two: (1) a pre-application is required and due by July 16th. Applications will be screened to ensure three criteria are met: the project is eligible for TIGER II funds; NEPA has been initiated; and local matching funds to support at least 20 percent of costs are identified and committed. (2) A final application for qualifying projects is due by August 23rd.

How do I apply?

A standard application and instructions will be available on the USDOT website by June 15. Qualifying applicants will use the www.grants.gov system to submit an application.

How much funding is available?

\$600 million, broken down as follows:

- At least \$140 million must go to projects in rural areas (defined as outside an Urbanized Area of 50,000 or more population).
- Up to \$150 million can be used for subsidies under the TIFIA (financing) program.
- Up to \$35 million can be used for planning and design of eligible projects.
- Up to \$25 million can be retained by US DOT for administration and oversight.
- Not more than \$150 million (25%) can go to one state

How much can an individual project receive?

The minimum award is \$10 million (\$1 million in rural areas) and the maximum award is \$200 million. However, USDOT has indicated it's unlikely to award grants as large as \$200 million, and a state cannot receive more than \$150 million.

Are non-federal matching funds required?

Yes, at least 20% of project costs must be provided from non-federal funds. However, projects in rural areas may receive up to 100 percent federal funding. Rural area is defined as any area not in an Urbanized Area, as such term is defined by the Census.

USDOT indicates that projects can increase their competitiveness by demonstrating significant non-federal contributions. Indeed, in TIGER I projects with significant non-federal funds (which wasn't required) seem to fare better than those without non-federal funds.

What is the deadline for obligating the grant award?

USDOT will determine this with the project sponsor, although the statutory deadline is September 30, 2012.

Who is eligible to apply for and receive funding?

States, local governments, transit agencies, ports, MPOs, Tribes, and multi-jurisdictional entities.

What kind of project is eligible for funding?

Surface transportation capital projects such as highways and bridges, public transit, freight and passenger rail, and port and intermodal infrastructure.

Grants for planning are available in addition to capital projects?

Yes, up to \$35 million is available for planning activities related to a capital project. USDOT intends to coordinate evaluation and award of TIGER II planning grants with HUD and its Community Challenge Planning Grants, a \$40 million component of the multi-agency “Partnership for Sustainable Communities.” Activities that can be funded through the TIGER II Discretionary Grant program include efforts related to individual transportation projects, transportation corridors, or regional transportation systems or networks. Activities eligible for funding under HUD's program include, but are not limited to, development of master plans,

zoning and building reform initiatives including the development of inclusionary zoning ordinances, corridor and district plans, TOD's, including land acquisition. (see sections V and VII of the Federal Register).

The Federal Register notice seems to indicate that DOT and HUD would like to use these grants to reward more holistic planning efforts. Final guidance has not been released on planning grants as of June 9, 2010.

When will the grants be announced?

“No sooner than September 15, 2010.”

What are the selection criteria and considerations?

Applicants are required to submit a Benefit Cost Analysis (BCA), unless it's for a planning grant. If a project's total benefits are not reasonably likely to outweigh the project's cost, the application will not be further processed.

There are two Primary Selection Criteria for which DOT will give more weight.

(1) *Long-Term Outcomes*: Priority will be given to projects that have a significant impact on desirable long-term outcomes for the nation, a metropolitan area, or a region. Applications that do not demonstrate a likelihood of significant long-term benefits in this criterion will not proceed in the evaluation process. The following types of long-term outcomes will be given priority:

- *State of Good Repair*: Improving the condition of existing transportation facilities and systems, with particular emphasis on projects that minimize life-cycle costs.
- *Economic Competitiveness*: Contributing to the economic competitiveness of the United States over the medium- to long-term.
- *Livability*: Fostering livable communities through place-based policies and investments that increase transportation choices and access to transportation services for people in communities across the United States.
- *Environmental Sustainability*: Improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions and benefitting the environment.
- *Safety*: Improving the safety of U.S. transportation facilities and systems.

(2) *Job Creation & Economic Stimulus*:

- Priority will be given to projects that are expected to quickly create and preserve jobs and stimulate rapid increases in economic activity, particularly jobs and activity that benefit federally-recognized economically distressed areas. The opportunities provided for small and disadvantaged businesses will be evaluated, along with several other factors.
- USDOT will also evaluate how rapidly a project can proceed after receiving funds and will look at the project schedule, environmental and legislative approval status, technical and financial feasibility, and inclusion in state and local planning
- USDOT will use the guidance developed for the ARRA/TIGER I program.

Secondary Selection Criteria:

Innovation: The extent to which a project incorporates innovative strategies to pursue the long-term outcomes outlined above.

Partnership: The extent to which projects demonstrate collaboration among a broad range of participants and/or integration of transportation with other public service efforts.

Additional Considerations

USDOT is directed to ensure an equitable distribution across geography, transportation modes, and between urban and rural areas.