

Federal Register Interim Notice - July 1, 2011 - TIGER Discretionary Grants

\$526.944 million for TIGER Discretionary Grants

Funds are only available for obligation through September 30, 2013

Interim notice requests comments on the proposed selection criteria and guidance for awarding funds – comments due July 18th at 5 PM

Supplemental notice may be published based on comments

October 3, 2011, at 5 p.m. EDT - Pre-applications are due to USDOT

- **August 23, 2011 – Pre-application system opens**

October 31, 2011, at 5 p.m. EDT - Final applications are due through Grants.gov

- **October 5, 2011 Grants.gov Apply function opens to submit applications**

Not identical to past TIGER programs - does not provide any funding for projects solely for the planning, preparation, or design of capital projects

Awarded on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area or a region

Eligible Applicants - State, local, and tribal governments, including U.S. territories, tribal governments, transit agencies, port authorities, metropolitan planning organizations (MPOs), other political subdivisions of State or local governments, and multi-State or multijurisdictional groups applying through a single lead applicant (for multijurisdictional groups, each member of the group, including the lead applicant, must be an otherwise eligible applicant)

Eligible applicants may submit, as a lead applicant, no more than three applications for consideration

Multistate applications, will not count towards the lead applicant's three application limit

Eligible Projects – same as under TIGER II

TIGER Discretionary Grants may be not less than \$10 million (except in rural areas) and not greater than \$200 million

No more than 25 percent of the funds made available for TIGER Discretionary Grants (or \$131.736 million) may be awarded to projects in a single State

Not less than \$140 million of the funds provided for TIGER Discretionary Grants is to be used for projects located in rural areas

No more than \$150M provided for subsidy and administrative costs of the Transportation Infrastructure Finance and Innovation Act of 1998("TIFIA") program

Grants may be used for up to 80 percent of the costs

Priority must be given to projects for which Federal funding is required to complete an overall financing package

Projects can increase their competitiveness by demonstrating significant non-Federal contributions
DOT will not consider funds already expended at the time of the award for purposes of meeting the 20 percent match requirement

Grants may fund up to 100% in rural areas

Evaluation Criteria:

Primary

- Long-Term Outcomes
 - State of Good Repair
 - Economic Competitiveness
 - Livability
 - Environmental Sustainability
 - Safety
- Job Creation & Near-Term Economic Activity
 - Priority to projects that are expected to quickly create and preserve jobs and promote rapid increases in economic activity, particularly jobs and activity that benefit economically distressed areas

Secondary

- Innovation
- Partnership

Benefit Cost Analysis must be submitted

Environmental Approvals: Receipt (or reasonably anticipated receipt) of all environmental approvals necessary for the project to proceed to construction on the timeline specified in the project schedule, including satisfaction of all Federal, State and local requirements and completion of NEPA process - To demonstrate satisfaction of this requirement, applicants should provide assurances with their pre-applications and evidence with their applications that NEPA review is complete or substantially complete and submit relevant draft or final NEPA documentation—preferably by way of a Web site link

Pre-Application Evaluation – An evaluation team will be responsible for analyzing whether the pre-application satisfies the following key threshold requirements: Eligibility; NEPA status; metro/state plans; readiness to obligate; match is identified and committed