



Joint Committee to Study I-73 TIGER Grant Presentation

Lorna Parkins, Michael Baker International

TIGER Grants 101



- Transportation Investment Generating Economic Recovery (TIGER)
- TIGER 2015 discretionary grants will fund capital investments in surface transportation infrastructure and will be awarded on a competitive basis to projects that will have a significant impact on the nation, a region, or metropolitan area.
- <http://www.dot.gov/tiger>

- The grant program will focus on capital projects that **generate economic development . . .**while emphasizing **improved connection to employment, education, services and other opportunities, workforce development, or community revitalization.**
- Since 2009, Congress has dedicated more than \$4.6 billion for seven rounds to fund competitive projects that have a significant impact on the Nation, a region, or a metropolitan area. Through the TIGER program, **DOT has awarded grants to 342 projects in all 50 States**, the District of Columbia, and Puerto Rico.

- Since 2009, the TIGER program has provided over \$790 million to **117 projects in rural areas** across the United States.
- Program is unique in that it **can provide funds to a wide range of entities** rather than traditional programs that generally flow to state DOTs and transit agencies.
- Partnership is key – grants are generally funded for at most **50%** of project cost and generally top out at about **\$25Million**.



LONG BRIDGE NEPA

FY 2014 TIGER PLANNING GRANT APPLICATION

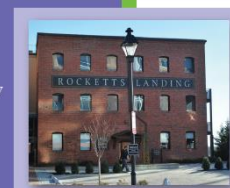
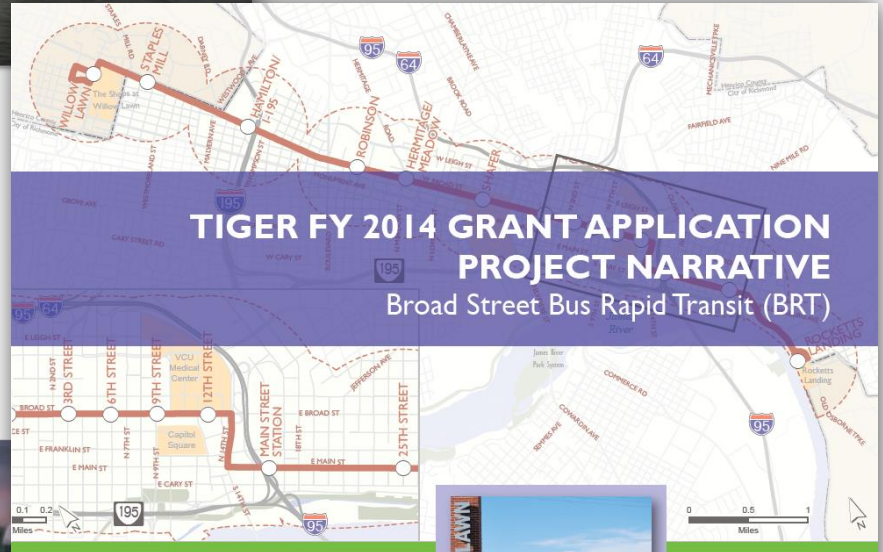
Applicant: District Department of Transportation

State Government

Tiger Amount: \$3,000,000



Two types of grants:
- Studies
- Construction



Contact Information:

CONTACT Stephen McNally
PHONE 804.474.9365 O
 804.291.7666 C
EMAIL smcnally@ridegrtc.com
TITLE Director of Engineering /
 Construction
ORGANIZATION Greater Richmond Transit Company
ADDRESS 301 East Belt Boulevard
 Richmond, VA 23224



■ Planning Grants

Activities eligible for funding under TIGER Planning Grants are related to the planning, preparation, or design – including environmental analysis, feasibility studies and other pre-construction activities – of surface transportation projects, including, but not limited to:

- (1) Highway or bridge projects under Title 23 US Code (including bicycle and pedestrian related projects)
- (2) Public transportation projects eligible under Chapter 53 of Title 49, US Code
- (3) Passenger and freight rail transportation projects
- (4) Port infrastructure investments; and
- (5) Intermodal Projects

Source: 2014 NOFA

- **Step One: Announcement**
 - Provides total national funding and any new or updated requirements
- **Step Two: Webinars (weeks 1-2+)**
 - DOT provides up-to-date advice on selecting projects and applying for the grants
- **Step Three: Pre-Application (week~4)**
 - New this year to identify intended applications and summary approach to criteria
- **Step Four: Application (week ~8)**
 - Succinct document with appendices
 - Includes Benefit/Cost Analysis (BCA) for Construction Projects

- Demonstrate the value and impact of the project
- Document the project support and benefits
- Selection Criteria – **Primary/Secondary**
 - State of Good Repair
 - Economic Competitiveness (creating/preserving jobs)
 - Quality of Life
 - Environmental Sustainability
 - Safety
 - Innovation
 - Partnership
- Demonstrate Project Readiness
 - Essential for NEPA to be complete

- Address the selection criteria in terms drawn from the USDOT strategic plan and current talking points

- Ladders of Opportunity

Importantly, TIGER will help us build Ladders of Opportunity by focusing on capital projects that improve access to reliable, safe, and affordable transportation for disconnected communities – both urban and rural.

<http://www.transportation.gov/fastlane/tiger-summit-offers-best-practices-ensure-best-project-outcomes>



- Be ready before the Notice of Availability drops
- Have the elected officials' and others' support lined up in advance
- Solidly determine eligibility and project strengths
- Make the document both appealing to read and very strong technically
 - Tier1 reviewers are quite different from Tier 2
- Amass a fat appendix of support letters from all levels of government and the private sector
- Line up people in Washington to make calls about the application

- Be certain of your eligibility
 - NEPA clearance can be a sticking point for project construction applications
- Have data to support project benefits
 - Strong arguments for selection criteria
 - Solid and grounded BCA
- Be prepared for fast production and submittal
 - Set up grant logistics in advance
- Match the USDOT talking points
- Have all levels of government support ready for mobilization

Michael Baker

INTERNATIONAL

We Make a Difference



Questions?

