

Agenda Item 6D

TIGER 2015 Grant Program Summary

HRTPO Retreat
May 21, 2015



TIGER FY 2015 Grant Program

On April 2, 2015, the U.S. Department of Transportation (USDOT) published a Notice of Funding Availability (NOFA) for the seventh round of the Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program. TIGER 2015 discretionary grants will fund capital investments in surface transportation infrastructure and will be awarded on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area, or a region.

The Notice of Funding Availability (NOFA) may be viewed at <http://www.dot.gov/tiger/nofa>.

Summary of NOFA

- **Available Funds:** \$500 million
- **Pre-application Deadline:** May 4, 2015
- **Application Deadline:** June 5, 2015
- **Obligation Deadline:** September 30, 2017. No FY 2015 TIGER funds may be expended after September 30, 2022.
- **Significant differences from previous rounds of TIGER:**
 - Although TIGER 2015 is substantially similar to TIGER 2014, the FY 2015 Appropriations Act does not provide dedicated funding for the planning, preparation, or design of capital projects (“TIGER Planning Grants”); these activities may be eligible to the extent that they are part of an overall construction project that receives TIGER funding.
 - Pursuant to the FY 2015 Appropriations Act, USDOT must take measures to ensure an equitable geographic distribution of grant funds, an appropriate balance in addressing the needs of urban and rural areas, and investment in a variety of transportation modes.
 - Unlike the past two rounds of TIGER, a pre-application must be submitted for an application to be considered. The pre-application helps USDOT allocate staff resources for the evaluation process, allows applicants to provide identifying information about their project, and assists USDOT in clarifying eligibility questions before the final application is submitted.
 - TIGER 2015 clearly identifies the concept of Ladders of Opportunity in terms of projects that may increase connectivity to employment, education, services and other opportunities; support workforce development; or contribute to community revitalization; particularly for disadvantaged groups – low income groups, persons with visible and hidden disabilities, elderly individuals, and minority persons and populations.
- **Eligible Applicants:** State, local, and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), other political subdivisions of State or local governments. Multiple states or jurisdictions may submit a joint application and must identify a lead applicant as the primary point of contact. Each applicant in a joint application must be an Eligible Applicant.

Joint applications must include a description of the roles and responsibilities of each applicant and must be signed by each applicant.

- **Eligible Projects are capital projects that include, but are not limited to:**
 1. Highway or bridge projects eligible under title 23, United States Code (including bicycle and pedestrian related projects);
 2. Public transportation projects eligible under chapter 53 of title 49, United States Code;
 3. Passenger and freight rail transportation projects;
 4. Port infrastructure investments (including inland port infrastructure); and
 5. Intermodal projects.

- **Limit on Number of Applications:**
 - Each lead applicant may submit no more than three applications. Unrelated project components should not be bundled in an application for the purpose of avoiding the three applications per lead applicant limit.

- **Grant Limitations:**
 - Not less than \$10 million (except in rural areas) and not greater than \$200 million.
 - Rural Areas: \$1 million minimum
 - No more than 25% of the funds (or \$125 million) may be awarded to projects in a single State.
 - Not less than \$100 million of the funds provided for TIGER Discretionary Grants shall be used for projects located in rural areas.
 - Federal funds (including the TIGER Discretionary Grant and any other federal discretionary or formula funds) may be used for up to 80% of the costs of the project (except in rural areas).
 - USDOT may increase the federal share above 80% only for projects located in rural areas, in which case USDOT may fund up to 100 percent of the costs of a project.
 - Priority will be given to projects that use federal funds to complete an overall financing package, and both urban and rural projects can increase their competitiveness for purposes of the TIGER program by demonstrating significant non-federal contributions.

- **TIFIA:** The FY 2015 Appropriations Act allows for up to 20 percent of available funds (or \$100 million) to be used to pay the subsidy and administrative costs for a project receiving credit assistance under the Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA) program, if it would further the purposes of the TIGER grant program.

- **Project Selection Criteria:**
 - Primary: Safety, State of Good Repair, Economic Competitiveness, Quality of Life, Environmental Stability.
 - Secondary: Innovation, and Partnership (Jurisdictional and Stakeholder Collaboration, Disciplinary Integration).
 - Demonstrated Project Readiness