



Policy Brief

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2013 TRANSPORTATION INFRASTRUCTURE GENERATING ECONOMIC RECOVERY (TIGER V) GRANT ROUND

SUMMARY

On April 22, 2013, the U.S. Department of Transportation (USDOT) announced the start of a fifth round of Transportation Infrastructure Generating Economic Recovery (TIGER) grants. Unlike in previous TIGER grant rounds, the TIGER V timeline is extremely compressed, with only six weeks until the application deadline of June 3, 2013.

TIGER V

On April 22, 2013, the U.S. Department of Transportation (USDOT) issued a notice of funding availability (NOFA) for a fifth round of TIGER grants. The following sections provide specific information on TIGER V and differences from previous TIGER grant rounds.

Funding/Project Awards/Timeline. Under TIGER V, \$474 million will be available, with \$20 million going to USDOT for administrative costs. Awards will range from \$10 million to \$200 million; although, it is very unlikely that any project will receive an amount at or near this cap. Congress mandated that no more than 25 percent of total funds may be awarded to projects in a single state. Applications may be submitted April 29, 2013, through June 3, 2013 at 3:00 PM (MDST). All applications must be submitted through Grants.gov.

Eligible Applicants. The following entities are eligible to apply for a TIGER V grant: state governments, local governments, tribal governments, U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), state or local government political subdivisions, and multi-state or multi-jurisdictional groups applying through a single lead applicant. An applicant is limited to no more than three applications.

Eligible Projects. Eligible projects are identical to that of all earlier TIGER grant rounds. Specific to Colorado's transportation network, eligible projects are: highway or bridge projects (eligible under title 23 of the U.S. Code); public transportation projects (eligible under chapter 53 of title 49 of the U.S. Code); and passenger and freight rail transportation projects. Research, demonstration, or pilot projects that do not result in "publically accessible surface transportation infrastructure" are not eligible.

Match Requirements. A 20 percent match from non-federal sources is required. USDOT emphasized in the NOFA that in previous TIGER rounds, awarded projects attracted more than \$4 for every \$1 received in TIGER awards. The match requirement does not apply for projects from rural areas.

Rural Exemptions and Set-asides. TIGER V reserves \$120 million exclusively for projects in rural areas. These projects are exempt from the 20 percent match requirement. Rural awards will range from \$1 million to \$10 million.

EVALUATION CRITERIA

USDOT has two levels of selection criteria: (1) primary selection criteria (which will receive more

weight during evaluations); and (2) secondary selection criteria. Due to the abbreviated timeline, project readiness and risk of delays are treated as primary selection criteria.

Primary Selection Criteria. USDOT will give priority to projects that have a significant impact on desirable long-term outcomes for the U.S., a metropolitan area, or a region. Applications that do not demonstrate a likelihood of significant long-term benefits will not proceed in the evaluation process. The following types of long-term outcomes are 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 and improve resiliency.
- ❖ **Economic Competitiveness** – contributing to the economic competitiveness of the U.S. over the medium- to long-term.
- ❖ **Livability** – fostering livable communities through policies and investments that increase transportation choices and access to transportation services for persons in across the U.S.
- ❖ **Environmental Sustainability** – improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions, and benefiting the environment.
- ❖ **Safety** – improving the safety of U.S. transportation facilities and systems.
- ❖ **Project Readiness** – awarded projects must be able to have funds obligated by the end of the federal fiscal year: September 30, 2014. This is demonstrated by: (1) technical feasibility; (2) financial feasibility; (3) project schedule; and (4) assessment of project risks and mitigation strategies. This includes detailed statements of work focusing on project technical and engineering aspects, detailed project budgets, and evidence that the project construction can begin quickly upon receipt of a TIGER award.

Secondary Selection Criteria. Secondary consideration will be given for: (1) innovation; and (2) partnership. For innovation, USDOT will give priority to projects using innovative strategies to pursue the long-term outcomes outlined above. This includes innovative technology, such as intelligent transportation systems, value pricing, or smart cards. For partnerships, USDOT will give priority to projects demonstrating strong collaboration among a broad range of participants.

DIFFERENCES FROM PREVIOUS TIGER GRANT ROUNDS

TIGER V is largely similar to previous TIGER grant rounds, but with several key differences:

- ❖ **Abbreviated Timeline.** TIGER V will be the shortest of all TIGER grant rounds to date. Due to the accelerated time frame, project applications must demonstrate that all federal, state, and local requirements can be met by June 30, 2014, so that USDOT can obligate funds prior to the end of the federal fiscal year. For this reason, project readiness and risk of delays will receive very high priority during evaluations.
- ❖ **No Pre-application Process.** TIGER V has an easier application process due to the lack of a required pre-application, chiefly due to the abbreviated time frame. All other procedural requirements are the same as in previous TIGER grant rounds.
- ❖ **Co-applicants.** Applications that identify project partners or other co-applicants must be signed by each party or include letters of support.

For detailed information, the TIGER V NOFA is available online at: <http://www.dot.gov/policy-initiatives/tiger/tiger-notice-funding-availability-2013>. For more information or questions, please contact:

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