



## MAY 15, 2009 – INTERIM REPORT

Today US DOT released the criteria for the \$1.5B ARRA economic stimulus discretionary grants, now referred to as TIGER Discretionary Grants for “Transportation Investment Generating Economic Recovery” Grants.

The US DOT press release is located [here](#).

The text of the 47 page Federal Register notice is located [here](#). The notice does not actually appear in today’s Federal Register, but will likely be in Monday’s Register.

Below is an initial analysis of the grant criteria prepared by Jeff Ensor of PB Consult:

The general intent of this program is to provide competitive grants for surface transportation projects that have a significant impact on preserving/creating near-term jobs quickly (particularly in economically distressed areas) and provide measurable long-term transportation and economic benefits.

### Timing:

- **Application due date: September 15, 2009.**
- Comment: Any comments on the notice must be submitted by June 1, 2009. If USDOT decides to make substantive changes based on comments it receives, it will issue a supplemental notice by June 17.
- Award decisions: USDOT will announce which projects have been selected as soon as possible but no later than February 17, 2010.
- Obligation date: all funds must be obligated by September 30, 2011.
- Project implementation schedules: priority will be given to projects than can substantially complete construction by February 17, 2012.

### Eligibility:

- Eligible projects include: **highway or bridge** projects eligible under title 23, **transit** projects eligible under chapter 53 of title 49 (including *New Starts and Small Starts*), **passenger and freight rail** projects, and **port infrastructure & intermodal connections**. All projects *must be capital investments*.
- Eligible applicants include: state and local governments/agencies (including U.S. territories), transit agencies, port authorities, and multi-state or multi-jurisdictional applicants.

### Amounts Available:

- Total program size: \$1.5 billion is available, up to \$200 million of which can be used for USDOT TIFIA loans (representing ~\$2 billion in potential TIFIA credit assistance).
- Individual grant size: \$20 million - \$300 million. No state can receive more than \$300 million. USDOT can waive the \$20 million minimum size for smaller cities.
- Federal share: these grants can be used for up to 100% of project costs; however, priority is given to projects requesting lower federal shares (i.e., where a TIGER discretionary grant is required to complete an overall financing package that includes non-federal funds).



# PB Washington Update

PREPARED BY CATHY CONNOR  
MANAGER OF GOVERNMENT AFFAIRS



## Selection Criteria:

- Primary selection criteria:
  - Long-Term Outcomes: priority given to projects that improve (i) state of good repair, (ii) economic competitiveness, (iii) livability, (iv) sustainability, and (v) safety. Projects that score well in multiple areas will receive a better rating on this criterion.
  - Jobs Creation and Economic Stimulus: priority given to projects that create/preserve jobs & economic activity quickly, particularly for Economically Distressed Areas. Readiness will be rated according to a review of several factors including project schedule, enviro/legal approvals, and feasibility.
- Secondary selection criteria:
  - Innovation: innovative technology or new approaches.
  - Partnerships: jurisdictional & stakeholder collaboration, the use of non-federal (and private) funds, and partnering with non-transportation public agencies.
- Quantitative analysis: the guidelines stress the importance of providing quantitative information on the transportation and economic benefits for projects requesting more than \$20M, with more quantitative analysis required for larger grant requests.
  - Benefit-Cost Analysis: A robust benefit-cost analysis is requested for projects seeking more than \$100M. *Note: PB's Strategic Consulting group has considerable experience performing benefit-cost analyses and can offer assistance.*
- Differentiation among similar projects: USDOT will also use "program-specific criteria" to assign priority among similar projects (listed on pp.25-28).