

Summary of TIGER 2 Application Requirements  
As Published in Federal Register on April 26, 2010

**Federal Register Docket No: DOT-OST\_2010-0076**

- [http://www.dot.ca.gov/fedliaison/documents/Apr10 Fed Reg/04262010 TIGER 2 INFA USDOT.pdf](http://www.dot.ca.gov/fedliaison/documents/Apr10_Fed_Reg/04262010_TIGER_2_INFA_USDOT.pdf)

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**Eligibility:**

- Who can apply:
  - State and local governments (and political subdivisions thereof)
  - Tribal governments
  - Transit Agencies
  - Port Authorities
  - Metropolitan Planning Organizations
  - Multijurisdictional groups composed of the above
- Types of projects
  - Highway and bridge projects eligible under Title 23 US Code
  - Public transportation projects eligible under Chapter 53 of Title 49 US Code
  - Passenger and freight rail transportation projects
  - Port infrastructure investments

**Application Deadlines:**

- Preapplication is due to US DOT by 5 PM (EST) July 16, 2010
  - Preapplication is required to be eligible to apply
  - Preapplication form will be available on June 23, 2010 at [www.dot.gov/recovery/ost/TIGERII](http://www.dot.gov/recovery/ost/TIGERII)
  - Preapplications must be submitted electronically
- Application is due to US DOT by 5 PM (EST) August 23, 2010
  - Instructions available at [www.grants.gov](http://www.grants.gov)
  - Support hotline is 1-800-518-4726
  - Applications must be submitted electronically
- Award selection after September 15, 2010

**Primary Selection Criteria** (*similar to TIGER 1*):

- Long Term Outcomes (will be heavily weighted)
  - State of Good Repair
    - Consistent with plans for maintenance
    - Aim of project is to rehabilitate, reconstruct or upgrade asset
    - Project is appropriately capitalized and uses asset management approach
    - Project has a sustainable revenue source for operations and maintenance
  - Economic Competitiveness

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- Contributes to the long-term growth in employment, production or other high-value economic activity
- Provide evidence of long-term economic benefit of completed project
- Describe quality of jobs and whether they will provide employment from Economically Distressed Areas
- Project improves movement of workers or goods
- Increases economic productivity of land, capital, or labor especially in Economically Distressed Areas
- Livability
  - Positive impact on qualitative measures of community life
  - Descriptions should impact on person-miles traveled or number of trips affected
  - Reduces average cost of user mobility
  - Improves transportation choices by enhancing modal connectivity, increasing number of modes, or reducing congestion
  - Improves accessibility and services for economically disadvantaged, non-drivers, senior citizens, or persons with disabilities or makes goods, services or commodities more available to them
- Environmental Sustainability
  - Improves energy efficiency, reduces dependence on oil or reduces greenhouse gas emissions
  - Maintains, protects or enhances the environment by avoidance of adverse impacts
  - Applicants encouraged to provide quantitative information
- Safety
  - Ability to reduce crashes, injuries and fatalities
  - Projects contribution to elimination of highway/rail grade crossings
  - Protection of pipelines
  - Prevention of unintended release of hazardous materials

**Note:** Applicants are generally required to identify, quantify, and compare benefits and costs related to compliance with the above criteria. Because of the cost, US DOT will give greater latitude to smaller projects in satisfying this requirement. However, even small projects will be required to provide a quantified analysis.

- Job Creation and Economic Stimulus (will be heavily weighted once applicant demonstrates that one or more of the long-term outcomes have been met)
  - Promotion of short- or long-term job creation or preservation
    - Amount of funds expended on construction and construction related activities
    - Number and types of jobs created
  - Promotion of new or expanded business opportunities before or after construction
    - Business entities created
  - Demonstration of rapid economic impact
    - Opportunities for low income workers and small businesses
    - Use of community-based organizations
  - Document with project schedules, environmental, legislative, planning approval, technical and financial feasibility discussions

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**Secondary Selection Criteria** (similar to TIGER 1, it will be considered but not heavily weighted):

- Innovation
  - Use of innovative technology
  - Use of new approaches to financing, contracting, funding, delivery congestion management, asset management, long-term operations or maintenance
  - Innovation should be linked to long-term outcome
- Partnership
  - Jurisdictional and stakeholder collaboration
    - Financial commitments or other involvement from state, local, or other public entities including nonprofit community based groups
  - Disciplinary integration
    - Financial or other support from non-transportation public agencies pursuing similar objectives

**Evaluation Process:**

- Thresholds:
  - Applicant is eligible
  - Project eligible per above
  - NEPA has been initiated
  - Local match funds of 20 percent or more is identified and committed (unless in rural area)
  - Primary Criteria
  - Secondary Criteria
- US DOT will establish teams from the modal administrations to review and evaluate applications

**Planning Grants** (\$35 million set aside):

- Project evaluation and selection of awards will be coordinated with Housing and Urban Development Community Challenge Grant program (\$40 million)
- Applicants apply as per above
- TIGER II Eligible activities include efforts related to transportation projects, corridors, or regional network(s)