

## Criteria and Other Information from 2013 TIGER RFP

### Minimum project size is \$12.5 million

- Minimum award is \$10 million.
- The minimum local match is 20%, but a higher match “can increase competitiveness.” Not sure how that doesn’t = \$12m, but guidelines say minimum project size is \$12.5 million.
- The average non-federal match in previous TIGER rounds was 80% (TIGER 3 was 65%).

### Project readiness guidelines

The general rule is that TIGER grant applicants must be able to demonstrate in their proposals that all pre-construction activities can be completed by June 30, 2014. USDOT must obligate funds by September 30, 2014.

1. State and local planning – MPO and state long range plans. Must demonstrate we can reasonably expect our project will be included in such plans by **March 30, 2014**.
2. Environmental approvals – SEPA, NEPA, etc: Must demonstrate we can reasonably expect our project can get necessary permits by **June 30, 2014** or by **March 30** if other pre-construction steps are contingent upon the permits (all pre-construction activities must be completed by June 30).
3. Right of way and design: Must demonstrate we can reasonably expect to finalize by **June 30, 2014**.

### PRIMARY SELECTION CRITERIA:

**(i) 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.

**(ii) Economic Competitiveness:** Contributing to the economic competitiveness of the United States over the medium- to long-term. Priority consideration will be given to projects that: (i) improve long-term efficiency, reliability or cost-competitiveness in the movement of workers or goods, with a particular focus on projects that have a significant effect on reducing the costs of transporting export cargoes, or (ii) make improvements that increase the economic productivity of land, capital or labor at specific locations,

**(iii) Livability:** Fostering livable communities through policies and investments that increase transportation choices and access to transportation services for people in communities across the United States.

**(iv) Environmental Sustainability:** Improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions and benefitting the environment.

**(v) Safety:** Improving the safety of U.S. transportation facilities and systems.

**(vi) Project Readiness**

### SECONDARY SELECTION CRITERIA

#### (a) Innovation

DOT will give priority to projects that use innovative strategies to pursue the long-term outcomes outlined above.

#### (b) Partnership

DOT will give priority to projects that demonstrate strong collaboration among a broad range of participants, integration of transportation with other public service efforts, and/or are the product of a robust planning process.