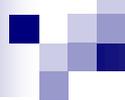




Appalachian Regional Development Initiative Workshop



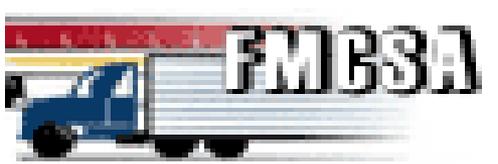
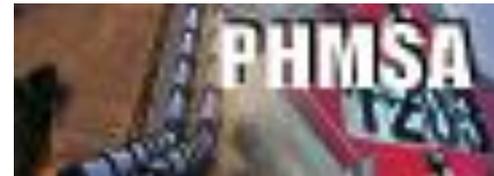
**U.S. Department of
Transportation**



USDOT mission

To serve the United States by ensuring a fast, safe, efficient, accessible and convenient transportation system that meets our vital national interests and enhances the quality of life of the American people, today and into the future.

DOT Agencies



2011 Discretionary Grant Programs

- 11 transportation grant programs
- \$422 million available in 2011
- Projects that work to improve safety, maintain a state of good repair, and make communities more livable.
- Visit the [FHWA Discretionary Grant Programs](http://www.fhwa.dot.gov/discretionary) website.
- <http://www.fhwa.dot.gov/discretionary>
- Submit the applications **electronically** to the local FHWA division office by the due date.
- Applications are due by **June 3, 2011**.



TCSP

- Transportation, community and system preservation
- Grants for planning, implementation, and research
- Grants to state, local and tribal governments and metro planning organizations
- Grants to plan and implement strategies that
 - improve the efficiency of the transportation system
 - reduce environmental impacts of transportation,
 - reduce the need for future public investments,
 - ensure efficient access to jobs, services, trade centers,
 - examine development patterns
 - encourage private sector development patterns to achieve these goals.



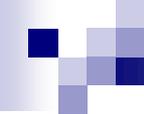
TCSP

Project Selection Criteria

- Livability – Address livability from a highway perspective such as operational improvements and traffic calming,
- State of Good Repair – Improve system condition
- Safety – Improve the safety of transportation facilities
- Project completion - Can be expeditiously completed
- State priorities - Applicants other than the State should coordinate with the State DOT to ensure prioritization
- Leveraging of funding - Commitment of other funding
- Amount of TCSP funding - Modest sized requests
- National Distribution – Geographic, urban and rural

TCSP

- \$61,000,000 available in 2011
- Federal share is 80 percent
- FHWA Point of Contact
 - Wesley Blount
 - Office of Human Environment
 - 202-366-0799
 - wesley.blount@dot.gov
- Submit applications to FHWA Division office in state capital
- Due date June 3, 2011



National Scenic Byways Program

- Recognizes roads having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities.
- Supports projects that manage and protect these intrinsic qualities, interpret these qualities for visitors, and improve visitor facilities along byways.
- Grants to States and tribes to implement projects on highways designated as National Scenic Byways; All-American Roads; America's Byways®; State scenic byways; or Indian tribe scenic byways
- Grants to plan, design, and develop a State or Indian tribe scenic byway program.



National Scenic Byways Program

Project Selection Criteria

- **Livability:** Demonstrate a livability component in relation to the byway and the traveler
- **Greatest Strategic Benefits:** Provide the greatest long-term strategic benefits for the byway traveler
- **State, Indian Tribe and Byway Priorities**
- **Project Benefits:** Benefits the traveler by managing the byways intrinsic qualities, shape the byway's story, interpret the story, or improve visitor facilities along the byway
- **Critical Needs:** Priority consideration to meeting critical needs on National Scenic Byways and All-American Roads
- **Funding Expenditures:** Progress made on previous grants.
- **Ready to Go:** Can begin soon after authorization
- **Leverage Other Funding:** Private or other public funding

National Scenic Byways Program

- \$43,500,000 is available for 2011
- Federal share is 80 percent
- FHWA Point of Contact

Gary Jensen

Office of Planning, Environment, and Realty

202-366-2048

gary.jensen@dot.gov

- Submit applications to FHWA Division office in state capital
- Application due June 3, 2011

2011 Tiger III Grants

- Transportation Investment Generating Economic Recovery
- Discretionary grants for projects that will have a significant impact on the Nation, a metropolitan area or a region.
- \$528 million available in 2011
- At least \$140 million shall be for projects in rural areas.
- Federal share is generally 80 percent
- Size of grants:
 - Minimum \$10 million, except \$1 million in rural areas
 - Maximum \$200 million



2011 Tiger III Grants

- Eligible Projects
 - Highway or bridge projects
 - Public transportation projects
 - Passenger and freight rail projects
 - Port Infrastructure
- Eligible Applicants
 - State and local governments
 - Transit agencies
 - Collaborations of above

2011 Tiger III Grants

- Criteria and application dates TBD
- Criteria to be published in the Federal Register
- Probably in June 2011
- Check US DOT website, www.dot.gov
- FHWA contact

Ed Strocko

Office of Operations

202-366-2997

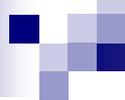
Ed.strocko@dot.gov



2011 Tiger III Grants

Winning Tiger I and II projects in the ARC Region

- Appalachian Regional Short Line Rail project WV, KY, TN
- National Gateway Freight Rail Corridor PA, WV, OH, MD
- Crescent Corridor Intermodal Freight Rail Project TN, AL
- West Virginia Route 10 widening and reconstruction



Keys to a winning TIGER application

- Put yourself in the shoes of the person reading the grant.
- Be realistic. TIGER is super competitive. 2600 applications. Only able to fund 3 percent of applications.
- Be clear in terms of project description and what the funding will be used for.
- Follow the outline in the application
- Be responsive. Meet minimum eligibility requirements. Respond to criteria.
- Be ready. Projects that can move get priority.



Keys to a winning TIGER application

- Be ready. Projects that can move get priority.
- Be leveraged. Find other sources of funding.
- Be connected. Connect project to national and regional travel.
- Be independent. Project needs to demonstrate benefits on its own.
- Bang for the buck
- Multimodal
- Link to national priorities - safety, state of good repair, economic competitiveness, livability, and sustainability



Unsuccessful TIGER applications

- Resurfacing projects
- Research without deployment
- Parking facilities
- Cruise ship terminals
- Museums
- Economic development that displaced jobs elsewhere
- Large projects not looking at other funding sources
- Right of way acquisition