

## Summary of Recent Grants

### Highway Accelerated Innovation Deployment Projects

- Tri-State Advanced Transportation Management System and Traveler Information System (\$1,000,000)
- Right-of-way (ROW) acquisition process on roadway project in the towns of Pittsford and Brandon (\$1,000,000)
- Advanced Traffic Monitoring Project - blue tooth monitoring device deployment in Chittenden County (\$982,000)

### Rail

- TIGER IV - Upgrade 18.8 miles of NECR track to 286,000 lbs carload standard (\$7,900,000)
- TIGER V – Rehabilitate Western Corridor between Rutland and Burlington (\$9,000,000)
- TIGER VI - Rehabilitate Western Corridor between Rutland and Burlington (\$10,000,000)

### Public Transit Mobility Grants

- Bus and Bus Facilities – 13 new large vehicles for Green Mountain Transit (\$3,900,000)
- Mobility-on-Demand – Eliminate empty seats on demand-response vehicles (\$480,000)
- Rides to Wellness – Mobility management to reduce missed appointments (\$170,000)

# Innovation Implementation Assistance: The AID Demonstration Program

Will your agency be demonstrating an Every Day Counts or other proven innovation on a highway transportation project soon? Funding assistance may be available through FHWA's Accelerated Innovation Deployment (AID) Demonstration program to accelerate implementation and adoption of the proven innovation.

## AID DEMONSTRATION BASICS

The [AID Demonstration program](#) provides funding as an incentive to accelerate the use of innovation in highway transportation projects. The Federal Highway Administration (FHWA) expects approximately \$10 million to be made available for AID Demonstration grants in each of Fiscal Years 2016 through 2020 from amounts authorized within the Technology and Innovation Deployment Program (TIDP) under the [Fixing America's Surface Transportation \(FAST\) Act](#). The grants are administered through the FHWA Center for Accelerating Innovation.

## WHAT TYPES OF PROJECTS ARE ELIGIBLE?

Projects submitted for an AID Demonstration grant must

- be eligible for assistance under title 23, United States Code;
- be ready to initiate within six months of applying for AID Demonstration funding;
- involve any phase of a highway transportation project between project planning and project delivery including planning, financing, operation, structures, materials, pavements, environment, and construction;
- include an innovation proven in real-world highway transportation application,\* though not routinely used by the applicant or the subrecipient; and
- address TIDP goals.

## WHAT AMOUNT OF ASSISTANCE IS AVAILABLE?

The AID Demonstration award is based on the cost of the innovation in a project (rather than the total project cost). The award amount may be up to the full cost of the innovation in the project, to a maximum of \$1 million. AID Demonstration funds are available at an 80 percent federal share, which require a minimum 20 percent cost share.

## WHICH AGENCIES CAN APPLY?

Eligible entities are state departments of transportation (DOTs), federal land management agencies, and tribal governments. Metropolitan planning organizations and local governments may apply through the state DOT as subrecipients.

The [Notice of Funding Opportunity \(NOFO\)](#) published on September 1, 2016 provides additional eligibility and application information.

## WHEN IS THE DEADLINE?

Completed applications are evaluated and award determinations are made on an open, rolling basis until the program ends or funding is no longer available. Go to [Grants.gov](#) to apply (search for Opportunity Number FHWA-2016-21063).

\*The FHWA encourages use of the innovations included in the Every Day Counts (EDC) initiative. Examples and benefits of EDC innovations can be found at <http://www.fhwa.dot.gov/everydaycounts/>.

For additional  
information,  
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U.S. Department of Transportation  
Federal Highway Administration



## FOSTERING ADVANCEMENTS IN SHIPPING AND TRANSPORTATION FOR THE LONG-TERM ACHIEVEMENT OF NATIONAL EFFICIENCIES (FASTLANE) GRANTS

Fiscal year	2016	2017	2018	2019	2020
Authorization	\$800 M	\$ 850 M	\$ 900 M	\$ 950 M	\$1.00 B

### Program purpose

The FAST Act establishes the Nationally Significant Freight and Highway Projects (NSFHP) program to provide financial assistance—competitive grants, known as FASTLANE grants, or credit assistance—to nationally and regionally significant freight and highway projects that align with the program goals to—

- improve the safety, efficiency, and reliability of the movement of freight and people;
- generate national or regional economic benefits and an increase in global economic competitiveness of the U.S;
- reduce highway congestion and bottlenecks;
- improve connectivity between modes of freight transportation;
- enhance the resiliency of critical highway infrastructure and help protect the environment;
- improve roadways vital to national energy security; and
- address the impact of population growth on the movement of people and freight.

**Statutory citations:** FAST Act § 1105; 23 U.S.C. 117

### Funding features

#### Type of budget authority

Contract authority from the Highway Account of the Highway Trust Fund, subject to the overall Federal-aid obligation limitation.

#### Set-aside for rural areas

The FAST Act requires DOT to reserve at least 25% of each fiscal year’s FASTLANE grants for projects – either large or small projects – in rural areas, defined as an area outside of a U.S. Census Bureau designated urbanized area with a population of over 200,000. [23 U.S.C. 117(i)]

### Federal share

A FASTLANE grant may not exceed 60% of the total eligible project costs. An additional 20% of project costs may be funded with other Federal assistance, bringing total Federal participation in the project to a maximum of 80%. There is an exception for projects carried out by Federal land management agencies, which can use Federal funds other than those made available by titles 23 and 49, United States Code to pay the non-Federal share of the project cost, bringing the total Federal participation up to 100%.

[23 U.S.C. 117(j)]

### Eligible activities

#### Project type

The Secretary may provide financial assistance under this program for only the following project types:

- A highway freight project on the National Highway Freight Network;
- A highway or bridge project on the National Highway System, including:
  - A project to add capacity to the Interstate System to improve mobility; or
  - A project in a national scenic area;

- A freight project that is:
  - A freight intermodal or freight rail project; or
  - A project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility,
  - Provided that the project will make a significant improvement to freight movements on the National Highway Freight Network, that the Federal share of non-highway portions of the project funds only elements of the project that provide public benefits, and that the total of Federal FASTLANE grants for non-highway portions of these projects does not exceed \$500 million for fiscal years 2016 through 2020; or
- A railway-highway grade crossing or grade separation project. [23 U.S.C. 117(d)]

#### Eligible Project Costs

Financial assistance received for a project under this program may be used for—

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; and
- Construction, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements directly related to improving system performance. . [23 U.S.C. 117(f)]

#### TIFIA Program

At the request of an eligible FASTLANE grant applicant, the DOT may use FASTLANE amounts awarded to the entity to pay the subsidy and administrative costs necessary to provide the entity Federal credit assistance under the TIFIA program with respect to the project awarded the FASTLANE grant.

[23 U.S.C. 117(l)]

#### **Eligible Applicants**

- A State or group of States;
- A metropolitan planning organization serving an urbanized area with a population above 200,000;
- A unit of local government or a group of local governments;
- A political subdivision of a State or local government;
- A special purpose district or public authority with a transportation function, including a port authority;
- A Federal land management agency that applies jointly with a State or group of States;
- A tribal government or a consortium of tribal governments; and
- A multistate or multijurisdictional group of entities described above. [23 U.S.C. 117(c)]

#### **Project Cost Thresholds, Grant Award Amounts and Selection Criteria**

##### Large Projects

##### Project Cost Thresholds

Each fiscal year, 90% of FASTLANE grants are reserved for projects with costs that must be reasonably anticipated to equal or exceed the lesser of—

- \$100 million; or
- In the case of a project—
  - Located in one State, 30% of the State's Federal-aid highway apportionment in the most recently completed fiscal year; or
  - Located in more than one State, 50% of the amount apportioned to the participating State with the largest Federal-aid highway apportionment in the most recently completed fiscal year. . [23 U.S.C. 117(d)]

### Grant Award Amounts

For a project meeting the above minimum cost threshold, the grant must be at least \$25 million.

### Requirements for Selection

The Secretary may select a project that meets or exceeds the above minimum cost threshold only if the Secretary determines that—

- The project will generate national or regional economic, mobility, or safety benefits;
- The project will be cost effective;
- The project will contribute to the accomplishment of 1 or more of the national goals described under 23 U.S.C. 150;
- The project is based on the results of preliminary engineering;
- With respect to related non-Federal financial commitments—
  - Additional stable and dependable source(s) of funding and financing are available to construct, maintain, and operate the project; and
  - Contingency amounts are available to cover the unanticipated cost increases;
- The project cannot be easily and efficiently completed without other Federal funding or financial assistance available to the project sponsor; **and**
- The project is reasonably expected to begin construction not later than 18 months after the date of obligation of funds. [23 U.S.C. 117(g)]

When making a FASTLANE grant, the Secretary must also consider the utilization of nontraditional financing, innovative design and construction techniques, innovative technologies, and non-Federal contributions, as well as the contributions to geographic diversity among grant recipients. [23 U.S.C. 117(h)]

The FASTLANE grants [Notice of Funding Opportunity](#) (NOFO) describes the application process and provides additional information on how applications are evaluated.

### Small Projects

#### Project Cost Threshold

Each fiscal year, 10% of FASTLANE grants are reserved for projects that do not satisfy the minimum project cost thresholds described above. These are referred to as “small projects.”

#### Grant Award Amounts

A grant for a small project must be at least \$5 million.

#### Considerations in Selection

In selecting a small project, the Secretary shall consider:

- The cost effectiveness of the proposed project; and
- The effect of the proposed project on mobility in the State and region in which the project is carried out. [23 U.S.C. 117(e)]

The FASTLANE grants [NOFO](#) describes the application process and provides additional information on how applications are evaluated.

### **Federal Requirements**

Applicable Federal laws, rules and regulations will apply to projects that receive an award under this program, including planning, Buy America, Disadvantaged Small Business, and other requirements.



U.S. Department of Transportation  
**Federal Transit Administration**



**FACT SHEET:  
 GRANTS FOR BUS AND BUS FACILITIES  
 SECTION 5339**

<b>Program Component</b>	<b>FY 2015/ MAP-21</b>	<b>FY 2016 (in millions)</b>	<b>FY 2017 (in millions)</b>	<b>FY 2018 (in millions)</b>	<b>FY 2019 (in millions)</b>	<b>FY 2020 (in millions)</b>
Formula	\$427.80	<b>\$427.80</b>	<b>\$436.36</b>	<b>\$445.52</b>	<b>\$454.96</b>	<b>\$464.61</b>
Bus Discretionary	n/a	<b>\$213.00</b>	<b>\$228.60</b>	<b>\$246.51</b>	<b>\$267.06</b>	<b>\$289.04</b>
Low & No Emissions Discretionary	n/a	<b>\$55.00</b>	<b>\$55.00</b>	<b>\$55.00</b>	<b>\$55.00</b>	<b>\$55.00</b>
<b>5339 Program TOTAL</b>	\$427.8	<b>\$695.80</b>	<b>\$719.96</b>	<b>\$747.03</b>	<b>\$777.02</b>	<b>\$808.65</b>

**Purpose**

The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

**Statutory References**

49 U.S.C. Section 5339 / FAST Act Section 3017

**Program Guidance:** [FTA Circular C 5100.1 Bus and Bus Facilities Program: Guidance and Application Instructions.](#)

**Eligible Recipients**

- Eligible Recipients include designated recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; and State or local governmental entities that operate fixed route bus service that are eligible to receive direct grants under 5307 and 5311.
- Subrecipients: An eligible recipient that receives a grant under the formula or discretionary programs may allocate amounts from the grant to subrecipients that are public agencies or private nonprofit organizations engaged in public transportation.

### **Eligible Activities**

- Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

### **What's Changed?**

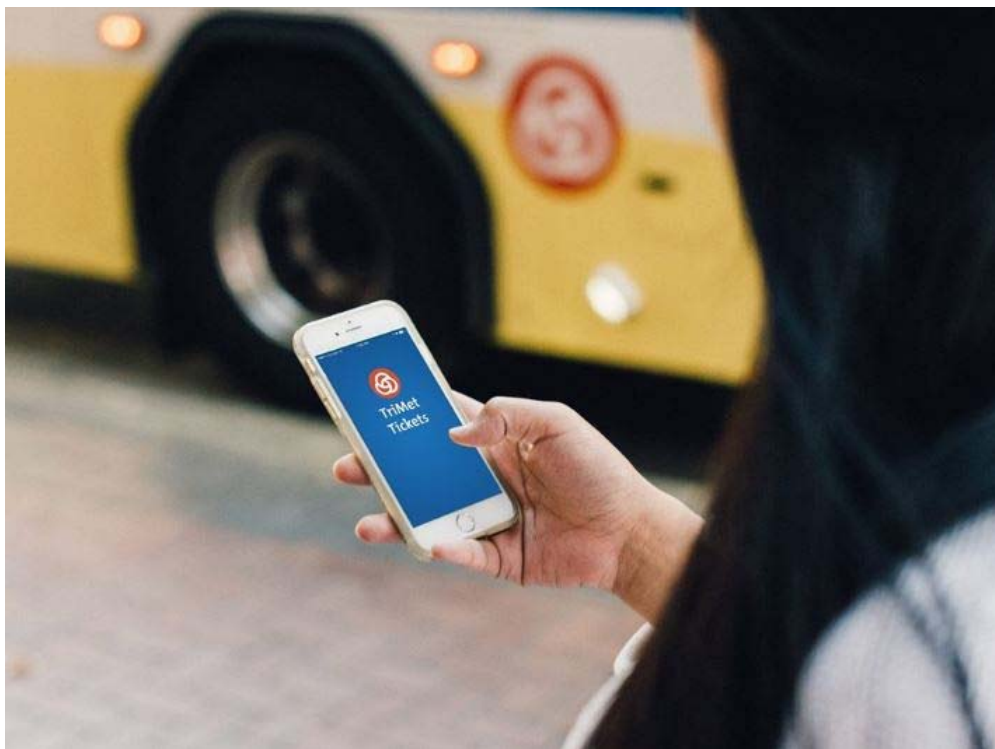
- State and local government entities that operate fixed route bus service and that are eligible to receive direct grants under 5307 and 5311 may now be direct recipients of Section 5339 funds, regardless of their designated recipient status.
- Two discretionary components have been added to the program: A bus and bus facilities competitive program based on asset age and condition, and a low or no emissions bus deployment program. A solicitation of proposals for competitive funding including requirements and procedures will be published in an annual Notice of Funding Availability (NOFA) as soon as possible.
- A new pilot provision allows designated recipients in urbanized areas between 200,000 and 999,999 in population to participate in voluntary state pools to allow transfers of formula funds between designated recipients from FY 2016 through FY 2020.
- Allows states to submit statewide applications for bus needs.
- The minimum state allocation under the formula was raised to \$1.75M from \$1.25M; the territory allocation was unchanged.
- Grantees may use up to 0.5% of their 5339 allocation on Workforce Development activities.

### **Funding**

- Federal Share: The Federal share is not to exceed 80 percent of the net project cost.
- Formula Details
  - National Distribution – \$90.5 million will be allocated each year among all States and territories, with each state receiving \$1.75 million and each territory (including D.C. and Puerto Rico) receiving \$500,000.
  - Apportionment Formula – The remainder of program funds will be apportioned based on population and service factors using the Section 5307 Urbanized Area Formula Program apportionment formula.
- Period of Availability: Funds are available for three years after the fiscal year in which the amount is apportioned.

**For Additional Information on FTA and the FAST Act, please visit: [www.fta.dot.gov/fastact](http://www.fta.dot.gov/fastact)**

## Mobility on Demand (MOD) Sandbox Program



### What's New

- Join FTA at a listening session at 2:30 p.m. Wednesday, January 11 as part of the Transportation Research Board (TRB)'s 2017 annual meeting. Similar to a highly successful effort during the 2016 TRB Annual Meeting, this two-hour listening session will share lessons learned from MOD Sandbox 1.0, recent MOD activities, and discuss how to shape MOD Sandbox 2.0. Download the [session flyer](#).
- In October, 2016, FTA announced project selections for \$8 million in funding for Mobility on Demand public transportation projects. The MOD Sandbox Program is part of a larger research effort at DOT that supports transit agencies and communities as they integrate new mobility tools like smart phone apps, bike- and car-sharing, and demand-responsive

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bus and van services. MOD projects help make transportation systems more efficient and accessible, particularly for people who lack access to a car.

## Overview

The market for personal mobility is changing rapidly due to changing social and cultural trends, as well as technological advances such as smart phones, information processing, and widespread data connectivity. New mobility concepts and solutions, from bike- and car-sharing systems to demand-responsive bus services, are providing travelers with flexible and convenient transportation options. These developments are impacting the traditional transit market, and could also disrupt current business and funding models.

FTA is conducting research on new service options in combination with available technologies that allow for greater individual mobility. Goals include:

- Improve transportation efficiency by promoting agile, responsive, accessible and seamless multimodal service inclusive of transit through enabling technologies and innovative partnerships.
- Increase transportation effectiveness by ensuring that transit is fully integrated and a vital element of a regional transport network that provides consistent, reliable and accessible service to every traveler.
- Enhance the customer experience by providing each individual equitable, accessible, traveler-centric service leveraging public transportation's long-standing capability and traditional role in this respect.

FTA developed the MOD initiative to envision a multimodal, integrated, automated, accessible, and connected transportation system in which personalized mobility is a key feature. MOD allows for the use of on-demand information, real-time data, and predictive analysis to provide travelers with transportation choices that best serve their needs and circumstances. MOD leverages technologies that allow for a traveler-centric approach that provides better mobility options for everyone.

FTA's MOD Sandbox Demonstration Program provides a venue through which integrated MOD concepts and solutions – supported through local partnerships – are demonstrated in real-world settings. FTA seeks to fund project teams to innovate, explore partnerships, develop new business models, integrate transit and MOD solutions, and investigate new, enabling technical capabilities such as integrated payment systems, decision support, and incentives for traveler choices.

Importantly, the MOD Sandbox also provides FTA the opportunity to measure project impacts and assess how existing FTA policies and regulations may support or impede these new service transportation models through evaluation of all project efforts.

## Objectives

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- Enhance transit industry preparedness for MOD
- Assist the transit industry to develop the ability to integrate MOD practices with existing transit service
- Validate the technical and institutional feasibility of innovative MOD business models, and document MOD best practices that may emerge from the demonstrations
- Measure the impacts of MOD on travelers and transportation systems
- Examine relevant public sector and federal requirements, regulations and policies that may support or impede transit sector adoption of MOD

## Eligible Activities

Eligible activities include all activities leading to the demonstration of the innovative MOD and transit integration concept, such as planning and developing business models, obtaining equipment and service, acquiring/developing software and hardware interfaces to implement the project, and operating the demonstration.

## Eligible Recipients

Eligible recipients are providers of public transportation, including public transit agencies, state/local government DOTs, and federally recognized Indian tribes. Each recipient must identify one or more strategic project partner(s) with a substantial interest and involvement in the project.

Eligible project partners may include, but are not limited to:

- Private for-profit and not-for-profit organizations, including shared use mobility providers, and technology system suppliers;
- Operators of transportation services, such as employee shuttle services, airport connector services, university transportation systems, or parking and tolling authorities;
- State or local government entities;
- Other organizations that may contribute to the success of the project team including consultants, research consortia or not-for-profit industry organizations, and institutions of higher education.

## Statutory References

49 U.S.C. Section 5312

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## Allocation of Funding

The MOD Sandbox projects are funded under FTA's Research, Development, Demonstration and Deployment program authority. A total of \$8 million was allocated in October 2016.

## Match

The federal share of project costs under this program is limited to 80 percent. Proposers may seek a lower federal contribution. The applicant must provide the local share of the net project cost in cash, or in-kind, and must document in its application the source of the local match.

## Deadline

Project selections were announced in October 2016.

Updated: Wednesday, January 4, 2017



### *Related Links*

- [FY 2016 Mobility on Demand \(MOD\) Sandbox Program Projects](#)
- [MOD Grant Notice Page](#)
- [Press Release: 2016 MOD Funding Opportunity](#)
- [Press Release: US DOT Announces Advanced Technology Transportation Grants](#)
- [Shared Mobility guidance](#)

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### *Related Documents*

- [2016 Mobility on Demand Sandbox Demonstration Program Supplemental Form](#)
- [Mobility on Demand \(MOD\) Sandbox Webinar May 25, 2016](#)

### *Contact Us*

#### **Office of Research, Demonstration, and Innovation**

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Phone: 202-366-4052

Business Hours:  
9:00am-5:00pm ET, M-F

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# Coordinating Council on Access and Mobility

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## Initiatives

### Rides to Wellness

A significant factor in rising healthcare costs is the prevalence of chronic disease across the country, with a disparate impact on low income populations. According to the Centers for Disease Control and Prevention (CDC), chronic conditions such as heart disease, stroke, cancer, diabetes, obesity and arthritis are among the most common, costly, and preventable of all health problems and the leading causes of death and disability in the United States. CDC notes that 86% of all health care spending in 2010 were for individuals with one or more chronic medical condition, contributing to the approximate 17% of GDP being spent on healthcare.

Chronic conditions reduce workplace productivity and cause absenteeism, producing an annual economic loss of over \$1 trillion[1].

Lack of transportation access can create a barrier for treatment and screening, with an estimated 3.6 million Americans missing or delaying non-emergency medical care each year because of transportation issues. Many people may not make appointments or take advantage of free health screenings due to not being able to get a ride.

For all of these reasons, the Federal Transit Administration launched the **Rides to Wellness Initiative** to increase partnerships between health and transportation providers and show the positive financial benefit to such partnerships.

The initiative's goals are to:

- Increase access to care
- Improve health outcomes
- Reduce health care costs

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In March 2015, FTA hosted a Rides to Wellness [summit](#) , a cross-agency effort to clarify the needs, identify the barriers and brainstorm solutions. Representatives from FTA, HHS, USDA and the Department of Veterans Affairs attended.

The [FAST Act](#) included a new discretionary pilot program for innovative coordinated access and mobility (Section 3006(b)) to help finance innovative projects for the transportation disadvantaged that improve the coordination of transportation services and non-emergency medical transportation (NEMT) services; such as:

- the deployment of coordination technology
- projects that create or increase access to community
- One-Call/One-Click Centers

The FAST Act authorized the pilot program for five years, starting in 2016. The 2016 opportunity closed on May 31, 2016, but to receive notice regarding the 2017 program, [sign up](#) for email updates. Learn more about the [Rides to Wellness Demonstration and Innovative Coordinated Access and Mobility Grants pilot program](#) and/or view the [FTA webinar](#) .

Additional Resources on the Rides to Wellness Initiative:

- Read FTA Acting Administrator's Therese McMillan's blog post about the Healthcare Access Challenge Grants: [Creative Ways to Make that Healthcare Appointment](#).
- [Healthcare Access Challenge Grants Announcement](#).
- [Healthcare Access Challenge Grants Awards and information about the current projects](#).
- Read the [Rides to Wellness Panel Presentation](#)

For more information contact: [Danielle Nelson](#), Program Lead

## Veterans Transportation Community Living Initiative

FTA awarded \$64 million in competitive grants to help veterans, military families, and others connect to jobs and services in their communities by improving access to local transportation options. All funded projects are displayed, with descriptions, on the map based on the location of service. For more information, [read the news release](#).

## National Center for Mobility Management

Healthcare Access Challenge Grant awards and info about the current projects. For more information, please [visit the website for the National Center for Mobility Management](#).

Updated: Friday, January 6, 2017

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# Frequently Asked Questions

The following questions pertain to the FY 2016 TIGER program.

## **What is the TIGER Discretionary Grant Program?**

The Consolidated Appropriations Act, 2016 appropriated \$500 million, available through September 30, 2019, for National Infrastructure Investments otherwise known as TIGER grants. As with previous rounds of TIGER, funds for the FY 2016 TIGER program are to be awarded on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area or a region.

TIGER Discretionary Grants have supported innovative projects, including multimodal and multijurisdictional projects which are difficult to fund through traditional Federal programs. Successful TIGER projects leverage resources, encourage partnership, catalyze investment and growth, fill a critical void in the transportation system or provide a substantial benefit to the nation, region or metropolitan area in which the project is located. The 2016 TIGER grant program will continue to make transformative surface transportation investments that dramatically improve the status quo by providing significant and measurable improvements over existing conditions.

## **Who can receive TIGER Grants?**

Eligible Applicants for TIGER Discretionary Grants are State, local and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments.

Multiple States or jurisdictions may submit a joint application and must identify a lead applicant as the primary point of contact. Each project party in a joint application must be an Eligible Applicant. Joint applications must include a description of the roles and responsibilities of each project party and must be signed by each project party.

## **What types of projects are eligible for TIGER Discretionary Grant funding?**

Eligible projects for TIGER Discretionary Grants are capital projects that include, but are not limited to:

- highway or bridge projects eligible under title 23, United States Code (including bicycle and pedestrian related projects);
- public transportation projects eligible under chapter 53 of title 49, United States Code;
- passenger and freight rail transportation projects;
- port infrastructure investments (including inland port infrastructure); and

- intermodal projects.

This description of Eligible Projects is identical to the description of eligible projects in earlier rounds of the TIGER Discretionary Grant program.

Please note that the Department may use a TIGER Discretionary Grant to pay for the surface transportation components of a broader project that has non-surface transportation components, and applicants are encouraged to apply for TIGER Discretionary Grants to pay for the surface transportation components of these projects. Research, demonstration, or pilot projects are eligible only if they result in surface transportation infrastructure.

### **Do I need to submit a pre-application in order to be eligible for a TIGER Grant?**

No. A pre-application is not required to be submitted prior to submitting an application for the FY2016 round of the TIGER grant program. In lieu of the pre-application, we will be capturing much of the information previously collected there through the “TIGER 2016 Project Information” form available at [www.transportation.gov/TIGER](http://www.transportation.gov/TIGER).

### **Where can I access the Application?**

Applications must be submitted through Grants.gov. Access to the “Apply” function will be made available in Grants.Gov on February 26, 2016.

### **What if I am having technical issues with grants.gov?**

Please refer to the following links for technical issues with grants.gov:

- [Grants.gov Applicant User Guide](#)
- [Grants.gov Organization Registration User Guide](#)

You can also contact Grants.gov Customer Support Hotline at 1-800-518-4726, Monday-Friday from 7:00 a.m. to 9:00 p.m. EDT.

### **Are planning grants available for the FY2016 TIGER Discretionary Grant program?**

The FY2016 Appropriations Act does not provide dedicated funding for the planning, preparation, or design of capital projects; these activities may be eligible to the extent that they are part of an overall surface transportation construction project.

### **How do I determine if my project qualifies as being rural?**