

**AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009**

**GRANTS FOR TRANSPORTATION INVESTMENT GENERATING ECONOMIC RECOVERY “TIGER DISCRETIONARY GRANTS”**

**APPLICATION TEMPLATE**

1. **Title Page**
  - 1.1. Name of Sponsoring Organization(s)
  - 1.2. Name of Project
  - 1.3. Contact Information
2. **Table of Contents**
3. **Narrative** - (not to exceed 25 pages)
4. **Project Description** – Include a map showing connections to existing transportation infrastructure. Provide description of how the project addresses the needs of the urban and/or rural area. Describe the transportation challenges that the project will address and how the challenges will be addressed. Include relevant data including passenger or freight volumes, congestion levels, infrastructure condition, or safety experience.
5. **Project Parties** – Provide information about the project sponsor(s).
6. **Grant Funds** – Provide the amount of funding being requested, source and use of all project funds, total project costs, percent of costs that would be paid with TIGER funds, and percentage shares of all other parties providing funds including other Federal funds.
7. **Primary Selection Criteria**
  - 7.1. **Long Term Outcomes** – Applicant must demonstrate a likelihood of significant long-term benefits; information must be quantified to the extent possible and describe the project’s impact on the Nation, metropolitan area or region. Information should include projections for both the build and no-build scenarios for 20 years beyond the project’s completion date or the lifespan of the project, whichever is closest to the present.
    - 7.1.1. **State of Good Repair** – How does the project improve the condition of existing transportation facilities and systems and/or minimize life-cycle costs? Include quantifiable metrics of current condition and performance and projected condition and performance.
      - 7.1.1.1. Is the project part of or consistent with efforts to maintain transportation facilities or systems in a state of good repair?

- 7.1.1.2. Is a goal of the project to rehabilitate, reconstruct or upgrade surface transportation projects that threaten future economic growth and stability due to poor condition?
  - 7.1.1.3. Is the project capitalized up front and using asset management approaches that optimizes its long-term cost structure?
  - 7.1.1.4. Is there a sustainable source of revenue available for long-term operations and maintenance?
  
  - 7.1.2. Economic Competitiveness – How does the project contribute to the economic competitiveness of the United States over the medium- to long-term? Provide evidence of long-term economic benefits provided by the completed project. The quality of jobs as well as the number of jobs will be considered and whether these jobs provide employment in Economically Distressed Areas.
    - 7.1.2.1. How does the project improve long-term efficiency, reliability or cost-competitiveness in the movement of workers or goods?
    - 7.1.2.2. How does the project make improvements that allow for expansion, hiring, or other growth of private sector production, particularly in EDAs?
  
  - 7.1.3. Livability – How does the project improve the quality of living and working environments and the experience for people in communities across the U.S? Provide a description of the affected community and the scale of the project’s impact.
    - 7.1.3.1. How does the project enhance user mobility through the creation of more convenient transportation options?
    - 7.1.3.2. Does the project enhance points of modal connectivity or reduce congestion on existing modal assets?
    - 7.1.3.3. Does the project improve accessibility and transportation services for economically disadvantaged populations, non-drivers, senior citizens, and the disabled or make goods, commodities and services more available to these groups?
    - 7.1.3.4. Was a planning process used that coordinated transportation and land-use planning decisions and encouraged community participation in the process?
  
  - 7.1.4. Sustainability – How does the project improve energy, efficiency, reduce dependence on oil, reduce greenhouse gas emissions and benefit the environment? Provide quantitative information that validates substantial transportation-related costs related to energy consumption and adverse environmental effects and evidence of the extent to which the project will reduce or mitigate those costs.
  
  - 7.1.5. Safety – How does the project improve the safety of U.S. transportation facilities and systems? Provide information that will allow US DOT to assess how the project reduces the number, rate and consequences of surface transportation related crashes, injuries and fatalities, or its contribution to the elimination of highway/rail grade crossings, the protection of pipelines, or the prevention of release of hazardous materials.
- 7.2. **Evaluation of Expected Project Costs and Benefits** – (must be included for applications of more than \$20 million): The analysis should include the monetization and discounting

of costs and benefits to a common unit of measurement in present day dollars. The analysis should be applied to the five long-term outcomes described in Section 7.1 above.

- 7.2.1. The analysis should consider traditional as well as non-traditional cost and benefits. Non-traditional items include greenhouse gas emissions, water quality impacts, public health benefits, and others.
- 7.2.2. The analysis should attempt to capture the dynamic effects that transportation investments can have on land-use and household budgets.
- 7.2.3. For projects that are in excess of \$100 million, the analysis requirements are more robust and must include descriptions of input and output requirements and other methodological standards used. It should indicate values that were assigned for qualitative and quantitative measures and if available, provide information on consideration of externalities. If data is not sufficient to allow for a meaningful assessment, then provide a discussion on the data limitations and present a qualitative cost benefit comparison.

7.3. **Evaluation of Project Performance** – If possible, provide a plan for evaluating the success of the project and how to measure short and long term performance with respect to the economic recovery measures and long-term outcomes.

7.4. **Job Creation & Economic Stimulus** – How is the project expected to quickly create and preserve jobs and stimulate rapid increases in economic activity, especially in economically distressed areas?

- 7.4.1. Does the project promote the creation of job opportunities for low-income workers?
- 7.4.2. Will the project provide maximum practicable opportunities for small business and disadvantaged business enterprises, including veteran-owned small businesses?
- 7.4.3. Will the project use community based organizations in connecting disadvantaged workers with economic opportunities?
- 7.4.4. Will the project support entities that have a sound track record on labor practices and compliance ensuring that workers are safe and treated fairly?
- 7.4.5. Does the project implement best practices consistent with civil rights and equal opportunity laws to ensure that all individuals benefit from the Recovery Act? Indicate whether the procurement plan is likely to create follow-on jobs and economic stimulus for manufacturers and suppliers that support the construction industry.
- 7.4.6. Project Schedule – Demonstrate that the project can begin construction quickly and show how many direct, on-project jobs are expected during each calendar quarter.
- 7.4.7. Environmental Approvals – List the receipt or anticipated receipt of all environmental approvals including satisfaction of all Federal, State and local requirements and completion of NEPA.
- 7.4.8. Legislative Approvals – List the receipt of all necessary legislative approvals (e.g. authority to charge user fees or set toll rates) and evidence that demonstrates broad support.
- 7.4.9. State and Local Planning – Demonstrate that the project is included in relevant planning documents or certification that the project will be included prior to award of a Grant.
- 7.4.10. Technically Feasible – Describe the technical feasibility of the project including completion of substantial preliminary engineering.

- 7.4.11. Financially Feasible – Describe the viability and completeness of the financing package including evidence of reliable financial commitments and contingency reserves and evidence the recipient can manage grants.
- 7.4.12. Demonstrate that the project will be able to obligate funds prior to September 30, 2011. US DOT will give priority for projects expected to be complete by February 17, 2012.

## 8. Secondary Selection Criteria

- 8.1. **Innovation** – How does the project use innovative strategies (intelligent transportation systems, dynamic pricing, rail wayside or on-board energy recovery, smart cards, etc) to pursue long-term outcomes?
- 8.2. **Partnership** – How does the project demonstrate strong collaboration among a broad range of participants and/or integration of public transportation with other public service efforts?
  - 8.2.1. Jurisdictional & Stakeholder Collaboration – Describe the involvement of non-Federal entities and the use of non-Federal funds; financial commitments from State and local governments, other public entities or private or nonprofit entities; use of community based organization to connect disadvantaged people with economic opportunities.
  - 8.2.2. Disciplinary Integration – Describe how the project is supported financially or otherwise by non-transportation public agencies that are pursuing similar objectives. US DOT will give priority to projects that create more livable communities and are supported by relevant public housing agencies or to transportation projects that encourage energy efficiency or improve the environment and are supported by those relevant public agencies.
- 9. **Program Specific Criteria** – Please see Guidelines for additional program-specific criteria for bridge replacement projects, transit projects, port infrastructure investments, or TIFIA Payments.
- 10. **Federal Wage Rate Certification** – This must be signed by the applicant stating it will comply with Subchapter IV of Chapter 31 of Title 40 of the United States Code.
- 11. **NEPA Requirement** – Indicate whether NEPA is complete including date of and web site link to the document (CE, FONSI, ROD). If not complete, detail where the project is in the process, anticipated date of completion and web site link or reference to any NEPA documents prepared.
- 12. **Environmentally Related Federal, State and Local Actions** – Indicate whether the project is likely to require actions by other agencies (permits), the status of those actions and a web site link or other reference material and/or demonstrate compliance with other Federal, State and local regulations (Section 4(f), Section 106, Clean Air Act, Endangered Species Act, Fishery Conservation & Management Act, Bald & Golden Eagle Protection Act, etc).
- 13. **Confidential Information** – Any confidential information should be noted as per the Guidelines published in the Federal Register.