TIGER Discretionary Grant
Project Application Outline
June 19, 2009

NOTE: This is only an outline of the application process. Each project must have a separate application. Do not combine projects in one application. The narrative portion of each project application should not exceed 25 pages.
For details, go to: ftp://ftp.dot.state.tx.us/pub/txdot-info/stimulus/tiger_notice_061709.pdf

First Page of Application must contain:

- Type of Project—Highway
- Location of project
  - i. State
  - ii. County
  - iii. City (if applicable)
  - iv. Congressional District
- Urban or Rural Area
- Amount of Grant being requested
- Applicant contact information—name, phone number, email address and physical address.
- DUNS number for grantee and first-tier sub-awardees (see http://www.dnb.com)
- Central Contractor Registration for grantee & first-tier sub-awardees (see http://ccr.gov)

Additional information:

Project Description

A. History of project
B. Status of Existing Facility (with Map & Geospatial data)
C. Connections with existing transportation Infrastructure
D. Proposed improvements

Project Funding and Parties

E. Total project costs with a short narrative of what is included in the project cost—construction, PE, ENV, CE, Administration.
F. Suggest table showing the Partners, dollar amounts, kinds of investment (equity, indebtedness, in-kind services, etc.) and percent of project cost
G. How any indebtedness will be retired
H. Specific kinds of "in kind services."
I. TIFIA information, if TIFIA is being used on the project.

Selection Criteria (see regulations for details)

<u>Long term outcomes</u>

State of "Good Repair"

1. The project must be a part of, or consistent with, relevant State, local or regional efforts to maintain transportation facilities or systems in a state of good repair
2. An important aim of the project should be to rehabilitate, reconstruct, or upgrade a facility that, because of its poor condition, threatens future economic growth and stability
3. The project should use assessment approaches that optimize its long-term structure
4. The extent to which a sustainable source of revenue is available for long-term operations and maintenance of the project
5. Quantifiable metrics of the facility's current condition and performance, along with predicted condition and performance, both in the absence of improvements and with the improvements

Economic competitiveness

1. Focus is on long-term, not short-term benefits
2. Jobs sustained or created
3. Long-term efficiency, reliability, or cost-competitiveness in the movement of workers and goods
4. Improvements which allow for new investments by the private sector

Livability

1. Enhance user mobility through the creation of more convenient transportation options for travelers
2. Improve modal connectivity or reduce congestion
3. Improve accessibility and service for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities or make goods, commodities and services more readily available to those groups.
4. Results from an open and transparent planning process
5. Considers biking and walking

Sustainability

1. Energy efficiency and greenhouse gas issues
2. Environmental protection/enhancement
3. Access to Forests and Parks

Safety

1. Existing crash data
2. Traffic growth
3. Reasonably anticipated crash data with and without the improvement, and how it compares to like facilities

Innovations

1. Technology
2. Funding
3. Contracting

Evaluation of Project Performance Plan

A. How job creation will be monitored Short-term (life of project) and long term (20 years)

B. How economic impact will be monitored Short-term and long-term

Benefit/Cost Analysis

A. Projects <$20M

i. Requirement waived

ii. Projects <$20 require a waiver in and of themselves

B. $20M <project<$100M

i. Required. It is an full analysis of the project benefits, not just a B/C ratio

ii. The application **MUST** contain estimates of the project's expected benefits, in terms of the five long term outcomes — State of Good Repair, Economic Competitiveness, Livability, Sustainability, and Safety.

iii. Where the quality or completeness of data are not sufficient to allow a meaningful assessment of whether or not a project's net benefits are positive, the application should contain a discussion of the data limitations and present a qualitative comparison of the cost and benefits (i.e. livability, sustainability, climate change improvements, and environmental impacts—wetlands, habitat, air quality)

iv. Default Values

1. Discount rate—7% (can use alternate of 3%)
2. Time - DOT Guidance @ http://ostpxweb.dot.gov/policy/reports.htm
3. Safety—see above website
4. CO_2 emissions--$33 per metric ton

C. Project> $100M

i. Full blown analysis and maximum quantification

ii. See regulations for details

iii. This requirement is subject to revision in the near future

Project Schedule

(Bar Graph will suffice, nicely)

Environmental Status

i. NEPA

ii. Permits

Project Partners and Collaborators

i. Those participating in funding and operations

ii. Those impacted adjacent or in proximity who support

(List and documentation referred to if it is available in another media, location, or form)

Program-Specific Criteria

i. Note that it meets the requirements of the Federal-aid Highway Program, the USPS program, the USFS program—whatever is applicable.

ii. Programming status under the applicable program.

Certifications (numbers refer to legislative paragraphs)

A. 1511

B. 1512

C. 1609

E. Federal Wage Rate Requirements (40USC31 (IV)

Applications should be sent to: TIGERGrants@dot.gov