Ozarks Transportation Organization

July 20, 2011

Technical Planning Committee Meeting

Greene County Archives Building

1126 N. Boonville, Springfield, MO

1:30-3:30 PM

PLEASE NOTE MEETING LOCATION HAS CHANGED

See Map for More Information

Technical Planning Committee Meeting Agenda
July 20, 2011 1:30 p.m.
Greene County Archives Building
1126 N. Boonville, Springfield, MO

Call to Order .... 1:30 PM

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda
(1 minute/Brock)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of the May 18, 2011 & June 16, 2011 E-Meeting Minutes............................Tab 1
(1 minute/Brock)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE MEETING MINUTES

D. Public Comment Period for All Agenda Items
(5 minutes/Brock)
Individuals requesting to speak are asked to state their name and organization (if any) they represent before making comments. Individuals and organizations have up to five minutes to address the Technical Planning Committee.

E. Executive Director's Report
(3 minutes/Edwards)
Sara Edwards will provide a review of Ozarks Transportation Organization (OTO) staff activities since the May 18, 2011 Technical Planning Committee meeting.

F. Bicycle and Pedestrian Committee Report
(5 minutes/Longpine)
Staff will provide a review of BPAC's current activities. A 2011 Activities report will be handed out at the meeting.

II. New Business

A. FY 2012-2015 Transportation Improvement Program .... Tab 2
(10 minutes/Owens)
OTO is requesting the Technical Planning Committee review the proposed FY 2012-2015 Transportation Improvement Program (TIP). The draft TIP is included as a separate document.

TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE FY 2012-2015 TIP TO THE BOARD OF DIRECTORS

B. OTO Long Range Transportation Plan (LRTP) Update .... Tab 3
(5 minutes/Longpine)
Staff will provide an update to the Technical Planning Committee regarding the LRTP. Please see the attached materials for more information.

NO ACTION REQUIRED – INFORMATIONAL ONLY

C. Review of 2011 FHWA Discretionary Federal Grant Programs .... Tab 4
(10 minutes/Edwards)
Staff will provide an overview of the 2011 FHWA Discretionary Grant Programs for the purpose of anticipating projects for future grant cycles.

NO ACTION REQUIRED – INFORMATIONAL ONLY

D. TIGER III Discretionary Grant Information.. Tab 5
(5 minutes/Edwards)
Staff will provide information on the Federal Highway Administration TIGER Grant Program which has an application deadline of October 31, 2011.

NO ACTION REQUIRED – INFORMATIONAL ONLY

E. HUD Sustainable Communities Regional Planning Grant Information.................... Tab 6
(5 minutes/Edwards)
Staff will provide information on the HUD Sustainable Communities Planning Grant opportunity. The submission deadline has not yet been released.

NO ACTION REQUIRED – INFORMATIONAL ONLY

F. OTO Growth Trends Report
(5 minutes/Stueve)
Staff will present highlights of the OTO Growth Trends Report. The report will be distributed at the meeting.

NO ACTION REQUIRED – INFORMATIONAL ONLY

III. Other Business

A. Technical Planning Committee Member Announcements
(5 minutes/Technical Planning Committee Members)
Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Technical Planning Committee members.

B. Transportation Issues For Technical Planning Committee Member Review
(5 minutes/Technical Planning Committee Members)
Members are encouraged to raise transportation issues or concerns they have for future agenda items or later in-depth discussion by the OTO Technical Planning Committee.

G. Articles for Technical Planning Committee Information... Tab 7

IV. **Adjournment**

Targeted for 2:45 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, September 21, 2011 at 1:30 PM in the Missouri State University Plaster Student Union.

Attachments and Enclosure:

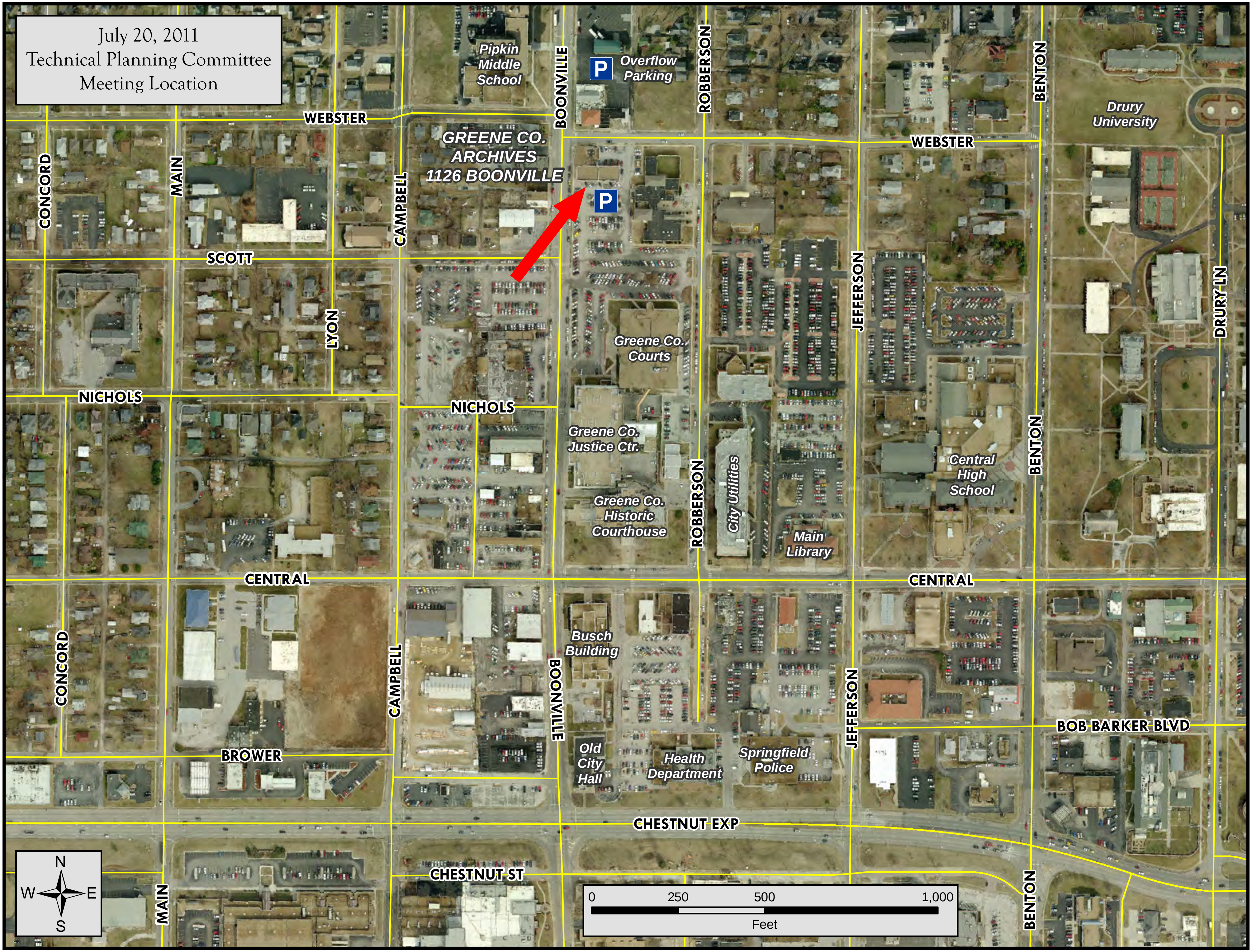
Pc: Lou Lapaglia, OTO Chair, Christian County Presiding Commissioner
Phil Broyles, City of Springfield Mayor's Designee
David Rauch, Senator McCaskill's Office
Dan Wadlington, Senator Blunt's Office
Matt Baker, Congressman Long's Office
Area News Media

Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese con la Debbie Parks al teléfono (417) 836-5442, cuando menos 48 horas antes de la junta.

Persons who require special accommodations under the Americans with Disabilities Act or persons who require interpreter services (free of charge) should contact Debbie Parks at (417) 836-5442 at least 24 hours ahead of the meeting.

If you need relay services please call the following numbers: 711 - Nationwide relay service; 1-800-735-2966 - Missouri TTY service; 1-800-735-0135 - Missouri voice carry-over service.

OTO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information or to obtain a Title VI Complaint Form, see www.ozarkstransportation.org or call (417) 836-5442.


July 20, 2011
Technical Planning Committee
Meeting Location
Pipkin Middle School
Overflow Parking
GREENE CO. ARCHIVES 1126 BOONVILLE
Drury University
Greene Co. Courts
Greene Co. Justice Ctr.
Greene Co. Historic Courthouse
City Utilities
Main Library
Central High School
Busch Building
Old City Hall
Health Department
Springfield Police
WEBSTER
SCOTT
NICHOLS
CENTRAL
BROWER
BOB BARKER BLVD
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TAB 1

MEETING MINUTES

Attached for Technical Committee member review are the minutes from the May 18, 2011 Technical Committee Meeting and the June 13, 2011 Technical Committee E-Meeting. Please review these minutes prior to the meeting and note any corrections that need to be made. The Chair will ask during the meeting if any Technical Committee member has any amendments to the attached minutes.

TECHNICAL COMMITTEE ACTION REQUESTED: To make any necessary corrections to the minutes and then approve the minutes for public review.

OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
May 18, 2011

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time of 1:30 p.m. in the MSU Plaster Student Union in Room 317.

The following members were present:

Mr. David Bishop, R-12 School District
Mr. David Brock, City of Republic (Chair)
Mr. Randall Brown, City of Willard (a)
Mr. Don Clark, Missouri State University
Mr. King Coltrin, City of Strafford
Mr. Travis Cossey, City of Nixa
Ms. Carol Cruise, City Utilities
Ms. Hollie Elliott, Springfield Chamber (a)
Ms. Dawne Gardner, MoDOT
Mr. Martin Gugel, City of Springfield
Mr. Rick Hess, City of Battlefield
Ms. Jenni Jones, MoDOT
Mr. Joel Keller, Greene County (a)
Mr. Larry Martin, City of Ozark
Mr. Frank Miller, MoDOT
Mr. Duffy Mooney, Greene County Highway Dept.
Mr. Ryan Mooney, Springfield Chamber
Mr. Bill Robinett, MoDOT
Mr. Ralph Rognstad, City of Springfield
Mr. Mark Roy, Springfield-Branson Airport (a)
Mr. Dan Smith, Greene County Highway Dept.
Mr. Todd Wiesehan, Christian County

(a) Denotes alternate given voting privileges as a substitute when voting member not present

The following members were not present:
Mr. Mokhtee Ahmad, FTA Representative
Mr. Roger Howard, BNSF
Mr. Brad McMahon, FHWA
Mr. Kent Morris, Greene County Planning Dept.
Mr. Mark Schenkelberg, FAA Representative
Mr. Shawn Schroeder, Springfield-Branson Airport
Mr. Mike Tettamble, Trucking Representative
Mr. Dan Watts, SMCOG
Mr. Terry Whaley, Ozark Greenways

Others present were: Ms. Stacy Burks, Senator Roy Blunt's Office; Mr. Matt Baker, Congressman Billy Long's Office; Mr. Carl Carlson, Olsson Associates; Ms. Sharon Davis, Ms. Sara Edwards, Ms. Natasha Longpine, Mr. Michael Sparlin, and Mr. Chris Stueve, Ozarks Transportation Organization; Mr. David Hutchison, City of Springfield; Mr. Earl Newman, CJW, LLC

I. <u>Administration</u>

A. Introductions
Mr. David Brock called the meeting to order at 1:33 p.m. and asked for introductions from those attending. Ms. Edwards introduced Michael Sparlin, OTO intern, to everyone.

B. Approval of the Technical Planning Committee Meeting Agenda
Mr. Brock asked for a motion to approve the Technical Planning Committee meeting agenda as presented. Mr. Martin made a motion to accept the Technical Planning Committee meeting agenda and was seconded by Mr. Hess. The motion carried unanimously.

C. Approval of the March 16, 2011 Meeting Minutes
Mr. Gugel made a motion to accept the Technical Planning Committee March 16, 2011 minutes as presented and was seconded by Mr. Robinett. The motion carried unanimously.

D. Public Comment Period for All Agenda Items
None.

E. Executive Director's Report

Ms. Edwards updated the committee on OTO staff activities since the March 2011 meeting. She advised the committee that the Transit Route Study Committee plans to meet on Monday, May 23 to review the proposals received. Ms. Edwards has met with the Executive Committee to discuss different office space options. She is continuing to serve on the Community Focus Group working on the transportation portion of the report that will be ready at the end of the year. OTO staff is continuing to work on the Long Range Transportation Plan. Ms. Edwards stated OTO hired Mr. Curtis Owens to fill the planner position starting June 6th. Mr. Owens was an intern for OTO in 2008. OTO staff attended the Livable Streets training provided by City of Ozark and the Environmental Requirements for Local Public Agency Projects training at the Greene County Highway Department. Ms. Edwards and Ms. Longpine attended the Spring APA Conference in Boston. Staff hosted booths at the Discovery Center for Earth Day and St. John's Energy Fair to promote OTO's Rideshare program www.ozarkscommute.com.

F. Bicycle and Pedestrian Committee Report

Ms. Longpine asked to include this report as part of the Long Range Transportation Update.

II. New Business

A. Amendment Number Four to the FY 2011-2014 Transportation Improvement Program

Missouri State University requested to add a project to use remaining Earmark funding in the amount of $268,048. The project will include an acceleration lane at Kansas Expressway and Broadmoor. The project will add a left and right turn lane at the intersection. Mr. Rognstad made a motion to approve Amendment Number Four to the FY 2011-2014 TIP. The motion was seconded by Ms. Cruise and was approved unanimously.

B. OTO Long Range Transportation Plan (LRTP) Update

Ms. Longpine updated the Technical Planning Committee on the Long Range Transportation Plan. Ms. Longpine asked the Technical Planning Committee to review the Bicycle and pedestrian recommendations to be included in the Long Range Transportation Plan Update. The BPAC and LRTP subcommittees approved the goals, objectives and priorities. The goals and objectives are specific as to what OTO can accomplish and includes a list of priorities. The priorities were organized by broader policies and specific regional projects. OTO is maintaining a database of all identified Bike/Ped projects in the region. OTO felt identifying the projects would be a great starting point. OTO will maintain the database periodically to ensure it is current. The next step is that the Bicycle and Pedestrian Advisory Committee will finalize a more comprehensive map. Ms. Longpine presented the Technical Planning Committee with two spreadsheets showing the Constrained and Unconstrained Priority Project Lists. She explained OTO is required to create a project list as part of the LRTP. Through the prioritization process, the committee created a list based on federal funding available, which is the constrained list. The current available funding is $605 million with $593 million accounted for in the constrained list leaving a balance of $12 million for additional projects that may arise in the future.

Staff awarded Olsson the bid for the TransCad Model Update. Staff will be working with Olsson on various elements of the plan to present a final draft by the end of June with

Board of Director approval in August. Staff will continue to update the Technical Planning Committee of the progress of the LRTP.

C. FY 2012-2016 Statewide Transportation Improvement Program

Mr. Miller presented the Draft FY2012-2016 Statewide Transportation Improvement Program. The FY2012-2016 STIP draft was presented on May 4, 2011 to the Missouri Highways and Transportation Commission. The draft can be reviewed on the MoDOT website. The OTO projects listed in the STIP will be incorporated into the OTO FY2012-2015 Transportation Improvement Program. In summary, the FY 2012-2016 STIP draft will include improvements to current roads and bridges, reviewing safety measures and projects as well as pedestrian projects working with Regional and Emerging Needs within the OTO jurisdiction for needed improvements. Mr. Martin made a motion to make a recommendation to the Board of Directors to approve the MoDOT FY2012-2016 STIP draft as presented and was seconded by Mr. Gugel. The motion carried unanimously.

D. OTO Enhancement Application

Ms. Longpine advised the Technical Planning Committee of changes in the OTO Enhancement Application. On April 28, the Enhancement Subcommittee met to review and recommend changes to the Enhancement Handbook and Application. In reviewing, the subcommittee made several changes. Section F was divided into subsections, which is reflected in the handbook, application and score sheet. A landscaping drawing requirement has been added with additional points given for projects with 80 percent or more for new sidewalks. The number of users served was removed from score sheet and Section F. A request to show local match source has been added to the cost estimate table. The maximum allowance for preliminary engineering and construction engineering was removed. The score sheet was revised to show the corresponding section and reflects the recommended changes to how variable scores are applied. Ms. Longpine stated that OTO is unsure of when the funding will become available, but anticipate next fall. The Enhancement Subcommittee reviewed all changes and requested the Technical Planning Committee to recommend approval from the Board of Directors. Mr. Martin made a motion to recommend the OTO Enhancement Application to the Board of Directors for approval and was seconded by Mr. Gugel. The motion carried unanimously.

E. Title VI Complaint Procedure Update

Staff updated the Title VI Complaint Procedure to reflect the most current legislation. Ms. Longpine stated the updated Title VI states that OTO does not discriminate against anyone based on color, race, national origin, age disability, religion, sex or English proficiency. If someone feels they have been discriminated by OTO, the Title VI Complaint Procedure Policy is in place to resolve those issues. OTO has reviewed the current process. Some changes were made to reflect federal guidelines under Chapter VII of the Federal Transit Administration Circular 4702.1A, dated May 13, 2007. Ms. Longpine addressed one correction to the agenda. The agenda states Federal Transit Administration Circular 4702.1, May 26, 1988 and should state Federal Transit Administration Circular 4702.1A, dated May 13, 2007. Mr. Martin made a motion to approve the OTO Title VI Complaint Procedure Plan to be recommended to the Board of Directors for approval and was seconded by Mr. Brown. The motion carried unanimously.

F. MoDOT's Bolder Five-Year Direction

Mr. Miller explained the proposed five-year plan MoDOT is recommending to decrease operating costs of their organization. MoDOT Director, Kevin Keith, presented a plan to the Missouri Highways and Transportation Commission reducing spending by $512 million by 2015, reducing 1,200 departmental staff jobs, closing 135 facilities and selling approximately 740 pieces of equipment. A District Administration and Construction office would remain in Springfield. The proposed savings are essential for vital road and bridge projects with an additional $117 million in annual savings. The OTO jurisdiction should not be influenced by proposed changes. MoDOT has several community meetings scheduled in the OTO jurisdiction to discuss the new cost reduction plan. If approved by the Missouri Highways and Transportation Commission on June 8, the recommendations would be implemented by December 31, 2012. Mr. Robinett also addressed the committee explaining this doesn't fix the problems it only allows for Federal fund matching through approximately 2017.

III. Other Business

A. Technical Planning Committee Member Announcements

Mr. Rognstad advised the committee that the City of Springfield had a ribbon-cutting and ceremonial bike ride held on Sunday, May 15 to celebrate the opening of the first section of "The Link," a new bicycle and pedestrian corridor that aims to connect greenway trails, existing bike routes and major activity centers in Springfield. The first portion of The Link goes from Doling Park to Phelps Grove Park.

Mr. Brock reminded everyone of "Bike to Work Week."

Ms. Burks advised everyone that Senator Blunt would be hosting a round table discussion of the impact of rising energy and fuel cost this weekend in Springfield.

The Ozark Community Center will be hosting the 2011 OCITE Technical Seminar on Tuesday, May 24 with various topics on Transportation. The fee is $35 with breakfast and lunch provided.

B. Transportation Issues For Technical Planning Committee Member Review

Mr. Brock asked for a discussion on the Federal Highway Discretionary Grant Program. FHWA is soliciting applications for 11 grant programs totaling an estimated $430 million. These grants will support projects that work to improve safety, maintain a state of good repair, and make communities more livable. The applications are due by Friday, May 27. The selection for the program is across the USA and not just for Missouri.

IV. Adjournment

Mr. Coltrin made a motion to adjourn and was seconded by Mr. Hess. The motion carried unanimously. Mr. Brock adjourned the meeting at 2:18 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, July 20, 2011 at 1:30 PM.

OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE E-MEETING MINUTES
June 13, 2011

The Technical Planning Committee of the Ozarks Transportation Organization held an electronic meeting on June 13, 2011, to vote on Amendment Number 5 to the FY 2011-2014 Transportation Improvement Program.

Mr. David Brock, OTO Technical Planning Committee Chairman, called the electronic meeting of the Technical Planning Committee to order at 8:00 a.m. on Monday, June 13, 2011.

The following project is proposed to be added:

> The City of Strafford is requesting to add a project for improvement to the intersection of Route 125 and OO. The project was approved by MoDOT for statewide cost share funding. The request is to add funding for design utilizing STP-Urban and local funding only at this time. The construction funding will be added at a later date.

Ms. Jenni Jones made a motion to approve Amendment Number 5 to the FY 2011-2014 TIP and was seconded by Mr. Ryan Mooney. The motion was carried by 14 votes.

OTO staff advised the committee of the motion and Mr. Brock adjourned the electronic meeting of the OTO Technical Planning Committee at Noon.

TAB 2

TECHNICAL COMMITTEE AGENDA 07/20; ITEM II.A.

FY 2012–2015 Transportation Improvement Program

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION: On an annual basis, OTO staff develops a four-year Transportation Improvement Program (TIP) document that provides details on proposed transportation improvements, including anticipated costs, fund sources, and expected project phasing over each of the four years of the TIP. The TIP includes a status report for each project contained in the previous year's TIP, a financial constraint analysis, and description of the public involvement process. A separate document is included for review.

The draft TIP was posted on the website and advertised for public comment on July 10, 2011.

SUBCOMMITTEE RECOMMENDATION: The subcommittee met on June 23, 2011 and reviewed the draft TIP. A final review was conducted via email during the week of July 11th.

STAFF RECOMMENDATION: To recommend approval of the TIP as submitted in the agenda packet with any requested corrections/changes to the OTO Board of Directors.

TECHNICAL COMMITTEE ACTION REQUESTED: To either recommend the TIP to the OTO Board of Directors, or to ask the TIP Subcommittee to revisit the document to make specific changes. (The latter would require a special Technical Committee meeting prior to the August Board of Directors meeting.)

TAB 3

TECHNICAL COMMITTEE AGENDA 07/20; ITEM II.B.

OTO Long Range Transportation Plan (LRTP) Update

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The OTO LRTP Subcommittee has continued to meet and make recommendations for the Long Range Transportation Plan. The most recent area of focus has been the performance measures for the plan.

One of OTO's Major Goals in Journey 2035 is Transportation Advocacy and Needs Assessment. To meet this goal, OTO has identified a number of performance measures, which can help monitor the performance of the recommendations contained within the Plan. Accompanying each performance measure is a description, the associated Major Goals(s), and the current status of each measure. Each section concludes with a target for 2035.

The performance measures, as developed by the LRTP Subcommittee are attached.

Plan work to this point has included:

- Public input survey
- Analysis of regional trends
- Bicycle and pedestrian goals, objectives, and priorities
- Draft bike/ped map
- Roadways goals, objectives, and constrained priorities
- Travel Demand Model run of constrained priorities – in progress
- Financial projections for 2035
- Meeting with the City Utilities Fixed-Route Advisory Committee
- Performance measures
- Visualization – in progress
- Start of local freight analysis

The next step for the Plan is to pull this information into a draft document and continue to finalize recommendations for freight, transit, and any environmental concerns – natural, cultural, and otherwise. Plan adoption will take place before the end of the year.

TECHNICAL COMMITTEE ACTION REQUESTED: NONE

Performance Measures

One of OTO's Major Goals in Journey 2035 is Transportation Advocacy and Needs Assessment. To meet this goal, OTO has identified a number of performance measures which can help to monitor the performance of the recommendations contained within the plan. Accompanying each performance measure is a description, the associated Major Goal(s), and the current status of the measure.

1. <u>Vehicle Miles Traveled per Capita</u>

A lower value is better.

Description

Vehicle Miles Traveled (VMT) is the total number of miles driven by all vehicles within a given time period and geographic area. By comparing VMT to the number of persons in the region, OTO can gauge just how much VMT is changing in relation to the potential number of people driving. VMT is influenced both by the number of vehicles using the roadway system and the trip length of those vehicles, which increases with the geographic area that is urbanized.

Goals

- *Economic Development*

  The VMT trend is often an indicator of economic activity, however, once it has reached an optimal point, additional VMT can actually decrease economic activity. Those facilities, which were classified as congested in the most recent Congestion Management Process, are those arterial roadways with the most economic activity in the region. Strategies to reduce VMT often increase travel choice, which also means that these locations can benefit from reduced VMT with increased accessibility by other modes. Reduced VMT/capita results in reduced maintenance and operations expenses, which allows governmental entities to focus their resources on other ventures which can improve economic development activities.
- *Quality of Life and Livability*

  VMT reductions can lead to decreased congestion and improved travel times for roadway users. Strategies to reduce VMT often increase travel choice. The ability to safely travel and avoid congestion, thereby decreasing travel time, increases the benefit available to residents and users of the system. Reduced VMT/capita can also mean less of the household budget is spent on transportation, allowing expenditures to go toward other needs or wants. Decreased congestion provides for decreased emissions from motor-vehicles. Improved air quality has a positive impact on quality of life and livability. The goal to decrease VMT/capita is consistent with the livability principles put forth by the Environmental Protection Agency, the Department of Housing and Urban Development, and the Department of Transportation.

- *Operations and Maintenance*
  Reductions in VMT/capita have a direct relationship to both operations and maintenance costs. Operations and maintenance costs can be lessened and additional improvements to the system may be delayed if VMT/capita is reduced.

Current Value/Trends

VMT/Capita in the OTO Region			
Year	VMT	Population	VMT/Capita
2010	5,010,884	310,283	16.14
2009	4,969,336	*303,720	16.36
2008	5,063,022	*298,910	16.94
2007	5,185,837	*293,385	17.68
2006	5,115,547	*287,216	17.81
2005	4,904,027	*280,622	17.48
2004	4,946,098	*275,796	17.93
2003	4,630,231	*271,251	17.07
2002	4,540,996	*266,874	17.02

*Census Estimate

Target
That VMT per Capita will grow no more than 5 percent from its peak in 2004, at a value of 19, by 2035. Growth should be captured in other modes.

2. Modal Balance

A lower value is better for "Drove Alone," while a higher value is better other modes.

Description
Modal balance describes the varying proportions of mode choice at a given time. Modes can include walking, cycling, public transport, carpooling, and private motor vehicle, as well as taxicab, motorcycle, and no travel mode – as in working from home. As an indicator, modal balance provides information on how many types of users there are within the system. As a performance measure, modal balance shows the success of alternative forms of transportation. For this performance measure, OTO has decided to focus only on a certain subset of modes –

- Car, Truck, or Van – Drove Alone
- Car, Truck, or Van – Carpooled
- Public Transportation – All
- Bicycle
- Walked
- Worked at Home

This data is not available at the OTO level, so this analysis will include all of Greene and Christian Counties.

Goals

- *Economic Development*
  Modal choice can provide multiple economic benefits to the region. Alternative modes of transportation can result in job creation, time savings, emissions reductions, and increased labor force participation. All of these factors lead to increased investment within the region, allowing households to spend their money on something other than transportation. One study in Atlanta showed investments in transit allowed more money to stay in the local economy, where as automobile-related spending had greater "leakage" out of the area. Modal choice can have a direct impact on VMT in the region, also allowing for the earlier-listed benefits.
- *Multi-Modal, Interconnected System*
  This clearly demonstrates the success of a multi-modal interconnected system. Alternative modes of transportation often rely on each of the other modes for a complete trip within the system. The more connected each mode is to the other, the easier and more likely it is that an alternative mode will be used.
- *Quality of Life and Livability*
  Travel choice is often included as one measure of quality of life and livability. Reduced congestion, emissions, and potential crashes, as well as improved aesthetics and function of local land use, will enhance the experience of both residents and visitors to the community. Bicycling, walking, and transit can provide safe ways for children to access school, especially when the infrastructure supports those modes. The U.S. Department of Transportation promotes bicycling and walking as family-friendly forms of transportation.
- *Operations and Maintenance*
  Each non-driver trip reduces the size and weight footprint of the automobile on the roadway per person traveling, thereby freeing space for additional persons and lessening the operations and maintenance costs/person of those roadways. Reduced congestion allows for more efficient operation of traffic in the region. The impacts of incidents or other forms of non-recurring delay, such as work zones, are mitigated by fewer vehicles on the roadway. Increasing infrastructure for additional modes, can create additional maintenance costs.

- *Safety and Security*
  An increased presence by bicyclists and pedestrians within the transportation system can create a safer environment by those same users through their increased visibility. As users diversify within the system, additional planning, engineering, construction, education, and enforcement efforts should be put toward supporting those users.

Current Value/Trends

	Car, Truck, or Van				% Public Transportation		% Bicycle		% Walked		% Worked at Home	
	% Drove Alone		% Carpooled									
	2000	2005-2009	2000	2005-2009	2000	2005-2009	2000	2005-2009	2000	2005-2009	2000	2005-2009
TOTAL	81.90	81.67	10.56	9.64	0.81	0.82	0.37	0.48	2.48	2.83	3.13	3.61

	Blue cells show improvement
	Red cells show decline
	White cells show no change

Target

Decrease "Drove Alone" to 75 percent for the region by 2035.

3. Bicycle/Pedestrian Network Completion

A higher value is better.

Description

Using aerial photography and data from individual jurisdictions, OTO tracks where sidewalks exist within the OTO study area. This plan recommends sidewalks be located in residential, as well as commercial areas. This performance measure will compare the miles of roadway with sidewalk to the miles of roadway without and will not include roadways with a classification of Expressway or higher. The measure will not distinguish between those roads with sidewalks on one side of the street versus both sides of the street. Sidewalks are usually added to existing roadways at a rate of just a few miles per year. Sidewalks should be included with construction of new roadways.

OTO has also identified the future trail network for the region. This performance measure will be assessed by the miles of completed trails. Only those trails used for transportation will be counted. The Frisco Highline Trail will only be counted to the Greene County northern boundary. Currently, 225 miles of trail are planned for the region.

Goals

- *Economic Development*
  Sidewalks and trails are an amenity to the community. Not only do they enhance aesthetics and provide recreational opportunities, but they also provide accessible and efficient connections between neighborhoods, schools, public transportation, and commercial/office destinations. Sidewalks and trails promote travel choice and increase the opportunity for access to employment. Both sidewalks and trails can promote the use of public transportation by making it safer to reach bus stops. Areas that receive the attention and investment sidewalks, trails, and trail connections provide, will see an increase in economic activity and often, property values.
- *Multi-Modal, Interconnected System*
  Streets, which incorporate sidewalks and are supplemented with a trail system, provide for a more complete and inter-connected transportation system. By providing connections within the community and to other forms of transportation, sidewalks and trails allow for use of the transportation system by a variety of users.
- *Quality of Life and Livability*
  The same elements that enhance economic development add to the quality of life and livability of the region. Through improved safety, reduced congestion and emissions, and the ability to be active, sidewalks and trails can have a significant positive impact on the quality of life within an area. Sidewalks and trails provide a connection between geographic areas of a community, while fostering social connections and awareness.
- *Operations and Maintenance*
  Sidewalks and trails add to the available travel choices to the public. This allows the public to avoid congestion, while increasing the capacity, thereby improving operations, of the transportation network. Walking and cycling can move many more people at a lower cost than driving.
- *Safety and Security*
  Sidewalks and trails can provide a safe way for pedestrians and cyclists to travel. Children, seniors, and those who cannot afford to own a car must use walking, cycling, and transit to move about the community. Without appropriate accommodation along streets designed mainly for motor vehicles, walking and cycling can be a dangerous way to travel.

Current Value/Trends

Miles of Roadway* with Sidewalks – 762.96

Miles of Roadway* without Sidewalks – 1750.07

Total Percent of Roadways* with Sidewalks – 30.36

Miles of Existing Greenway Network – 52.03

**excluding Freeways, Freeway Ramps, and Expressways (per the OTO Major Thoroughfare Plan)*

Target

If, on average, 4 miles of sidewalk are added each year within the OTO area, but no new roadways, by 2035, the total percent of roadways with sidewalks would be 33.5.

1) That 35 percent of roadways have sidewalks, excluding those with Expressway classification or above.
2) That 80 miles of the trail network be completed by 2035.

4. Total Disabling Injury and Fatal Crashes per Million Vehicle Miles Traveled

A lower value is better.

Description

Crash rates are defined by crashes per Million Vehicle Miles Traveled (MVMT). This can be an effective way to gauge roadway safety trends. This does not account for how many disabling injuries or fatalities occurred with a single crash, rather, it considers if any disabling injury or fatality was associated with a crash, and then compares that to the vehicle miles traveled. By indexing the number of crashes to vehicle miles traveled, one can take into account the risk involved given the number of miles driven. The more miles one travels, the higher their risk for a crash. This exposure factor is more accurate in determining roadway safety.

Goals

- *Operations and Maintenance*

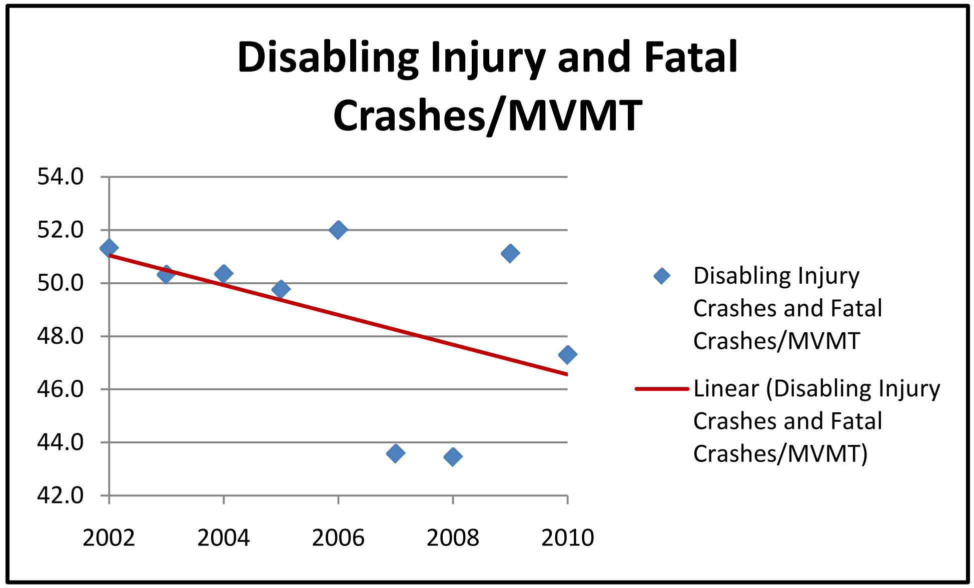
  Incidents are a leading contributor to non-recurring delay in the transportation network. By improving the safety of the roadway, incidents can be minimized, reducing delay and congestion. Strategies, such as guard cable in the median, can further reduce fatalities by preventing cross-over collisions. These large-scale crashes can dramatically slow traffic, especially during peak travel times.

- *Safety and Security*

  Reducing the fatal crash rate has a direct impact on the safety of the system. Reducing incidents along the roadway can also improve the safety of those responders who work crashes, often next to moving traffic.

Current Value/Trends

Total Disabling Injury and Fatal Crashes per Million Vehicle Miles Traveled			
Year	VMT	Disabling Injury Crashes and Fatal Crashes	Disabling Injury Crashes and Fatal Crashes/MVMT
2010	5,010,884	237	47.3
2009	4,969,336	254	51.1
2008	5,063,022	220	43.5
2007	5,185,837	226	43.6
2006	5,115,547	266	52.0
2005	4,904,027	244	49.8
2004	4,946,098	249	50.3
2003	4,630,231	233	50.3
2002	4,540,996	233	51.3



Target

That disabling injury and fatal crashes/MVMT will continue a downward trend as shown in the above graphic.

5. On-Time Performance of Transit System

A higher value is better.

Description

The timeliness of each bus route is determined through spot checks by a supervisor. Such checks are performed randomly. Timeliness can help determine if a route needs adjusting, if there are issues at stops along a route, or if there is a broader roadway efficiency issue. Timeliness also demonstrates the reliability of the system. System reliability can be more important to a user than frequency of service.

Goals

- *Multi-Modal, Interconnected System*
  A reliable transit service can promote additional use of the system. Public transit is the "long-haul" provider of alternative transportation, often completing the connection across town between bicycling and walking.
- *Quality of Life and Livability*
  A robust transit system, that is able to move freely through the region, provides another element toward quality of life and livability. As a tool of accessibility to employment and retail destinations, public transit adds value to the community. For visitors to the region, public transit can provide a way to visit more of the community.
- *Operations and Maintenance*
  Timeliness of the transit system can be an indicator of how well the overall transportation system operates. Also, more people will use a reliable system, reducing the overall traffic demands upon the network.

Current Trends/Values

Year	Percent on Time
2007	89.21
2008	91.47
2009	91.32
2010	93.54

Target

The CU service standard is 90 percent. The system will be considered to have acceptable on-time performance at this 90 percent level.

6. Percent of Housing Units within ¼-mile of a Bus Route

A higher value is better.

Description

The percent of housing units within a ¼-mile of a bus route is an indicator of how many potential people are available to use the transit system. This measure examines the City Utilities Transit service area at the proximity of housing units to CU bus service.

Goals

- *Multi-Modal, Interconnected System*
  Proximity to housing is a strong measure for possible transit use. If people are connected to the transit system, then they are connected to the remainder of the community.
- *Quality of Life and Livability*
  More housing near transit provides travel choice for that community. Encouraging that additional housing promotes density, which is often followed by additional services. This is accompanied by other transportation options, including a more complete sidewalk network, and increased accessibility. Travel options tend to reduce the amount of the household budget spent on transportation. Housing near transit can be referred to as transportation-efficient housing. Freeing resources and time for those who live near transit increases livability and the quality of life in that neighborhood.

Current Trends/Values

For 2010:
Housing units in OTO area – 138,620
Housing units in CU Transit Service Area – 111,653
Housing units within ¼-mile of a bus route – 57,048
Percent housing units in OTO area within ¼-mile of a bus route – 41%
Percent housing units in CU Transit service area within ¼-mile of a bus route – 51%

Target

That the percent of housing units within the CU Transit service area and the OTO area within ¼-mile of a bus route is on the upward trend between now and 2035.

7. Average Commute Time

A lower value is better.

Description

Average commute time is the amount of time taken to travel to work as reported by workers over the age of 16 on the American Community Survey and the decennial Census. This data is not available at the OTO level, so it will include all of Christian and Greene Counties. This measure is an indicator of both the distance commuters are traveling and the potential congestion drivers face during their commute.

Goals

- *Economic Development*
  Transportation system improvements, which reduce average commute time, can have multiple economic benefits. Average commute time is an indicator of mobility throughout the system. A reduced average commute time can benefit business by allowing goods to be transported faster or at a lower cost. This also expands the labor market for employers. Individuals can benefit with reductions in travel time and fuel consumption, resulting in increased labor force participation.
- *Quality of Life and Livability*
  With Quality of Life, the work/life balance often comes into the discussion. Shorter commute times allow for employees to dedicate more time to the life side of the equation. Reduced commute times are an indicator of reduced congestion. This lessens the stress of the commute, and the mental and physical impacts that stress has.
- *Operations and Maintenance*
  Projects that positively impact the operations of the roadway, or direct commuters to other forms of travel, will also reduce the average commute time. Average commute time is an indicator of how well the roadway operates, its efficiency, reliability, and options for travelers.

Current Value/Trends

	1980	1990	2000	2005-2009	Percent Change b/t 2000 and 2005-2009
Christian	24.0	27.4	25.1	24.1	-3.98
Greene	17.2	17.6	19.2	19.5	1.56
Battlefield	22.1	22.6	23.1	22.7	-1.73
Fremont Hills	N/A	17.0	19.8	19.7	-0.51
Nixa	20.8	19.1	23.8	21.9	-7.98
Ozark	21.0	19.2	21.6	22.0	1.85
Republic	20.5	21.6	25.1	23.4	-6.77
Springfield	15.4	15.7	17.0	17.6	3.53
Strafford	19.2	20.4	22.4	23.0	2.68
Willard	20.6	23.2	23.0	23.8	3.48
Average of Greene/Christian	**20.6**	**22.5**	**22.2**	**21.8**	**-1.80**

	Blue cells show improvement
	Red cells show decline
	White cells show no change

Target

Keep the average commute time less than 25 minutes by 2035.

8. Peak Travel Time

A lower value is better.

Description

Travel time along the roadway system is determined through travel time runs which utilize Global Positioning System (GPS) units. These units collect data to determine the average time it takes to travel a corridor. When the speed of travel drops more than 20 mph below the posted speed limit, a roadway is determined to have significant delay.

Goals

- *Economic Development*

  Transportation facilities, which reduce travel times and fuel consumption, increase reliability and safety. Roadways with reduced congestion levels have decreased travel times. Improved functionality of the roadway improves access and mobility, allowing for greater employment opportunities and ease of access to businesses, increasing the opportunities for economic activity. Goods can also move more easily within a system that has less congestion.
- *Quality of Life and Livability*

  Travel time is a measure of congestion. Reduced congestion means less stress for the commuter and less time they spend to commute. Reduced delay can mean that travelers have more options for moving around the system.
- *Operations and Maintenance*

  Travel speed is an indicator of the operational efficiency of the system. Significant delay can be an indicator that more options are needed for the traveling public, either other modes or alternative routes. Signal timing can be affected by the changes in travel speed caused by a congested roadway.
- *Safety and Security*

  Though incidents may occur at a lower speed on a roadway at or near capacity, the chances of having an incident increases. Congested roadways can increase aggressive driving habits, which can lead to more crashes. Improving travel time on a roadway can decrease injury crashes, but create a larger increase in property damage only crashes.

Current Value/Trends

	AM Peak							
	Eastbound		Westbound		Northbound		Southbound	
	2005	2008	2005	2008	2005	2008	2005	2008
Significantly Delayed Mileage	1.80	10.22	2.74	6.56	2.60	7.12	2.17	7.42
Total Travel Time Mileage	71.27	90.97	71.34	90.96	48.83	70.99	48.80	71.18
Percent Severely Delayed	2.53	11.23	3.84	7.21	5.32	10.03	4.45	10.42

	PM Peak							
	Eastbound		Westbound		Northbound		Southbound	
	2005	2008	2005	2008	2005	2008	2005	2008
Significantly Delayed Mileage	4.43	12.09	4.32	9.59	3.64	11.26	4.81	10.68
Total Travel Time Mileage	71.30	90.97	69.57	87.76	48.83	70.99	48.83	71.18
Percent Severely Delayed	6.21	13.29	6.21	10.93	7.45	15.86	9.85	15.00

Target

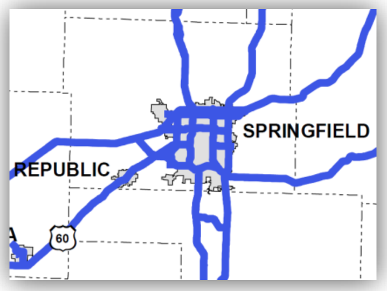
That less than 20 percent of the OTO area roadways will be severely delayed.

9. Percent of Roadways in Good Condition

A higher value is better.

Description

The Missouri definition of good uses factors such as smoothness and physical distress to determine quality. The goal for the Missouri Department of Transportation is to have 85 percent of all Major Roads in Good Condition. The current OTO values for 2010 are higher than for the entire State of Missouri. Overall, in Missouri, the Major Roads were 85.8 percent good. Major Roads are principal arterials, including interstates, freeways and expressways. This map highlights the major roads in the OTO region.



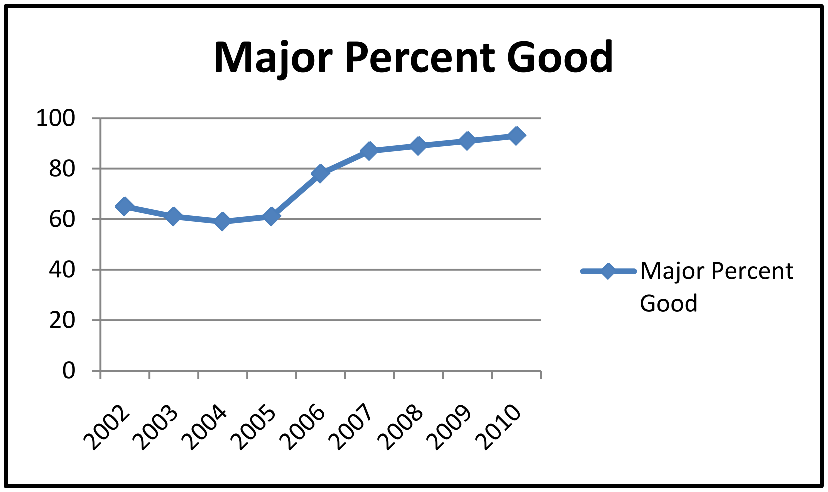
Goals

- *Economic Development*
  Road condition has an impact on economic development by demonstrating investment in the infrastructure which surrounds business. Deteriorating road conditions can discourage new business from coming to an area, as well as discourage existing businesses from expanding. Improved road condition reduces maintenance costs on vehicles, allowing households to put more money into other aspects of the economy.
- *Quality of Life and Livability*
  Road condition is directly felt by road users. As one component of road condition is the smoothness of that road, drivers can immediately relate to the condition of the roadway. Poor road condition can greatly increase vehicle maintenance costs. Poor road condition can also affect other modes of travel, such as bicycling, removing options from travelers.
- *Operations and Maintenance*
  A road in good condition is easier to maintain than one that is not. It costs more to bring a road into good condition, than to just keep it that way. As a roadway deteriorates, the elements can have a greater impact on its future condition. Operations can also be affected by changes in driving habits along a route in poor condition.
- *Safety and Security*
  Safety is greatly impacted by road condition. A roadway in poor condition can create hazards for drivers. Drivers and vehicles can react unpredictably to changes in road surface. Changes in the roadway surface can also reduce friction, decreasing the ability of a vehicle to stop or maneuver.

Current Value/Trends

Year	Major % Good
2002	65
2003	61
2004	59
2005	61
2006	78
2007	87
2008	89
2009	91
2010	93

For MoDOT owned roads only.
Based on MoDOT Tracker Data.



The results of the Smooth Roads Initiative, which started in 2006, are evident.

Target

That 85 percent or more of the Major Roads in the OTO region are in Good condition.

10. <u>Bridge Condition</u>

A higher value is better.

Description

Bridge condition ratings are calculated by taking the lowest sub-rating of the super-structure, sub-structure, and deck. Ratings range from 3 to 9. At a bridge rating of 3, bridges are closed to the public. A bridge rating of 5 is considered Fair, with all primary structural elements as sound, though they may have minor section loss, cracking, spalling, or scour. A bridge rating of 9 is Excellent. The Missouri Department of Transportation does not have a set goal for this measure. This measure shows those bridges which are rated 5 or higher, in Fair or better condition.

Rating	Description
9	Excellent
8	Very Good
7	Good
6	Satisfactory
5	Fair
4	Poor
3	Serious
2	Critical
1	Imminent Failure
0	Failed

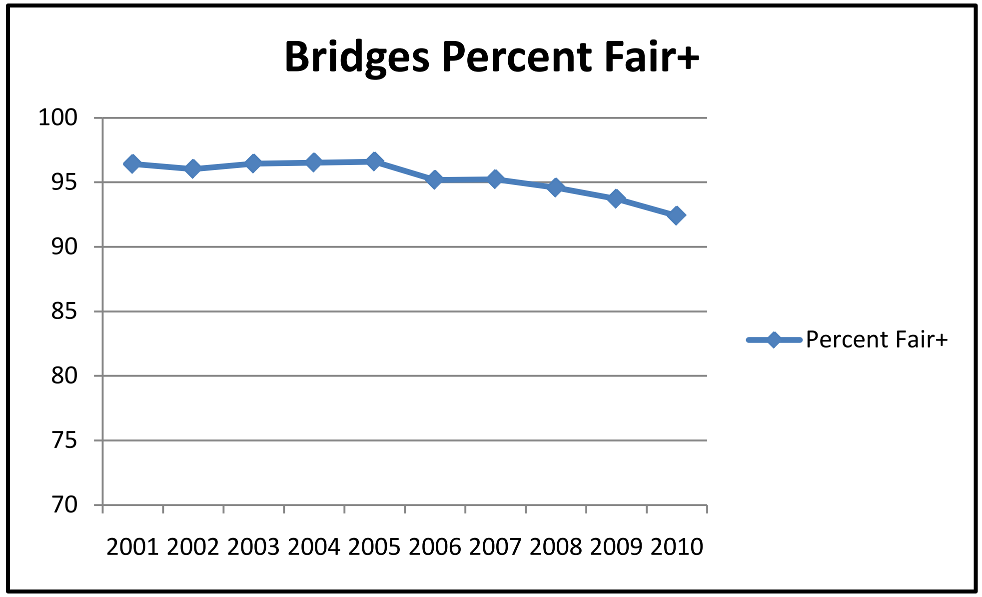
Goals

- *Operations and Maintenance*
  A bridge in poor condition can have reduced weight limits, lane closures, or be closed entirely, reducing travel options for roadway users. Maintenance needs may increase so that a bridge can remain open to the public.
- *Safety and Security*
  Bridges separate traffic from other hazards, whether that be other traffic, waterways, or trains. The ability of the bridge to maintain that separation is important to the safety of the roadway user. Bridge surface conditions can impact user safety through pavement condition or surface friction. A bridge with weight limits or fewer lanes than the surrounding roadway can also create operational hazards.

Current Value/Trends

	Total Bridges	Total Fair+	Percent Fair+
2001	251	242	96.41
2002	252	242	96.03
2003	253	244	96.44
2004	259	250	96.53
2005	265	256	96.60
2006	270	257	95.19
2007	273	260	95.24
2008	277	262	94.58
2009	287	269	93.73
2010	290	268	92.41

Includes state and non-state bridges



Target
That the percent of bridges in fair or better condition will stay above 90 percent.

11. Ozone Levels

A lower value is better.

Description
Ozone is a regulated pollutant under the Clean Air Act and the allowable amount is set by the National Ambient Air Quality Standards. Ozone is measured on a three-year design value. This is based on the 4th highest ozone value during each of those three years. The standard in place is set at 75 ppb, though this is currently under review for a recommended value between 60 and 70 ppb. The standard is reviewed at least once every five years and either stays in place or is adjusted downward. As a metropolitan transportation organization, the OTO is responsible for

ensuring that the region complies with transportation conformity requirements. This essentially states that the transportation projects within the non-attainment area are consistent with air quality goals.

Goals

- *Economic Development*

  If an area is non-attainment for ozone, there can be impacts on new business, especially manufacturing, in an area. Industrial sources and businesses with fuel-burning generators may face restrictions on how they operate. In order to control ozone, jurisdictions may change zoning and development requirements. At the same time, if the area is to stay in attainment, or have a need for few controls on ozone, it should be able to better compete for economic development.
- *Multi-Modal, Interconnected System*

  The need to control ozone levels encourages a multi-modal interconnected system. If vehicle emissions can be reduced, ozone levels can also be reduced. Emissions from motor vehicles can account for 35 to 45 percent of ozone-related emissions.
- *Quality of Life and Livability*

  The Clean Air Act and future amendments were enacted to protect human and plant/ecosystem health. Long-term exposure to ozone can inflame and damage the lining of the lungs. Children and adults with asthma or other respiratory conditions can expect increased aggravation and limited activity on high ozone days. Ground-level ozone can interfere with the ability of plants to produce and store food, increasing their vulnerability. This can lead to negative appearances in urban vegetation, as well as vegetation in national parks and recreation areas. Additional impacts can be seen on forest growth and crop yields. Programs to reduce ozone can require behavioral changes from the general population, but can also provide opportunities for other forms of travel, placing emphasis on transit, bicycling, and walking.
- *Operations and Maintenance*

  Certain road projects can be limited by the need to meet transportation conformity, especially those which increase capacity. Projects that focus on improving operations, however, would receive priority. This includes ITS, incident management, and signal timing.
- *Safety and Security*

  When meeting transportation conformity, safety projects are exempt from transportation conformity requirements. Other measures, which would aim to reduce congestion along the roadway, would also improve safety for the region. On a broader health perspective, reduced ozone levels, would improve air quality and reduce the affects of such.

Current Value/Trends

Years	Value
2002-2004	70
2003-2005	71
2004-2006	71
2005-2007	77
2006-2008	73
2007-2009	69
2008-2010	67

Target

That the region will be able to demonstrate transportation conformity for its plans, programs, and projects.

TAB 4

TECHNICAL COMMITTEE AGENDA 07/20; ITEM II.C.

Review of 2011 FHWA Discretionary Federal Grant Programs

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

On May 6, 2011, the Federal Highway Administration released a solicitation for applications for 11 Federal Discretionary Programs. Many of the programs had previously been subject to earmarks and an open application process was not advertised, however, OTO has been advised that unless a new federal transportation bill is passed, these 11 programs will continue to be funded under an application process.

This recent notice required applications to be submitted in fewer than 30 days from the release of the notice. The District 8 MoDOT staff submitted two applications on behalf of the region. The first application was for Public Lands Highway funds for bike/ped improvements near Republic High School and the South Creek trail connection in Battlefield. The second application was for Transportation Community and System Preservation funds for Kearney Street resurfacing and sidewalks.

OTO would like to make the Technical Committee aware that it is very possible that these same 11 grant programs will be available in the future. Staff would further request that Technical Committee members keep OTO staff informed of any projects that would be eligible for any of these programs, so that when this funding is available, applications can be coordinated.

TECHNICAL COMMITTEE ACTION REQUESTED: NONE

DEADLINE PASSED

2011 Discretionary Grant Programs

Memorandum

U.S. Department
of Transportation
Federal Highway
Administration

Subject: **ACTION:** Solicitation For Candidate Projects for Eleven Discretionary Programs

Date: May 6, 2011

From: /s/Original signed by
Victor M. Mendez
Administrator

In Reply Refer To: HOA-1

To: Directors of Field Services
Division Administrators

The purpose of this memorandum is to announce the FY 2011 solicitation for candidate projects for 11 discretionary grant programs. Listed below are the approximate amounts of funding available (including any carryover funding from previous years) for the 11 programs. The actual amount available for award in each program is subject to reduction pending final calculations of Federal-aid highway program funding distributions.

Delta Region Transportation Development - $10 million N/A
Ferry Boat - $47 million N/A
Highways for LIFE - $20 million
Innovative Bridge Research and Deployment - $4.5 million
Interstate Maintenance - $100 million
National Historic Covered Bridge Preservation - $9 million N/A
National Scenic Byways Program - $43.5 million
Public Lands Highways - $98.5 million
Rail Highway Crossing Elimination in High Speed Rail Corridors - $21 million N/A
Transportation, Community and System Preservation - $61 million
Truck Parking Facilities - $7.5 million

By this notice, the Federal Highway Administration (FHWA) is soliciting applications for these 11 programs for FY 2011. Each program has its own eligibility requirements. A Web page with links to information about each program is available at http://www.fhwa.dot.gov/discretionary/.

Our goal is to put these funds to work as quickly as possible to provide needed transportation improvements and support economic growth. To that end, FHWA plans to advance these programs on an accelerated timeframe.

Eligible applicants will have until **Friday, June 3, 2011**, to submit applications for the appropriate program(s), to their local FHWA Division Office.

2011 Discretionary Grant Programs

Highways for LIFE (HfL)

Description
The incentive grants for the Demonstration Construction Project element under the Highways for LIFE (HfL) Pilot Program have been increased to $2,000,000, or waive the matching requirement to allow 100-percent Federal-aid funding for projects. The purpose of these incentives is to encourage the States to build projects that use proven innovations that are infrequently used to accelerate the deployment and implementation process of innovation and shall not be used as a supplemental funding source.

This solicitation for FY 2011 is a great opportunity to encourage your State to use the appropriate innovations promoted in the Every Day Counts Accelerating Innovation and Technology Deployment and Shortening Project Delivery initiatives.

Eligible Government Entity / SAFETEA-LU and/or Title 23 Citation(s)
For Demonstration Construction Projects , grants are only made to the States. (SAFETEA- LU §§1502(b)).

Estimated Amount Available for Grants*: $20,000,000
**Note: Actual amount available for award subject to reduction pending final obligation limitation distribution and lop-off calculation.*

How to Apply

The state transportation agencies must submit all applications to their FHWA Division Office. The division office will forward the State's application and provide a recommendation memorandum to the HfL office with information that:

- Identifies the features in the application that are truly innovative in their State (not a standard practice);
- Determines if the project meets the minimum requirements of HfL;
- Identifies the measurable HfL goals that will be met by the innovations;
- Determines if the innovations will make a significant improvement in the State's construction program;
- Provides a recommendation if this project should be selected as a HfL project; and
- Determines if the State is willing to consider making a standard practice of the innovation after a successful demonstration.

- Application
- Selection Criteria/Additional Information
- Funding of a Highways for LIFE Project

Application Deadline: June 3, 2011

FHWA Point of Contact
Mary Huie
Highways for LIFE
202-366-3039
Mary.Huie@dot.gov

Page last modified: May 26, 2011

2011 Discretionary Grant Programs

Highways for LIFE (HfL) - Selection Criteria and Additional Information

Proposed projects must:

- Achieve the HfL performance goals for safety, construction congestion, quality, and user satisfaction.
- Deliver and deploy never or rarely used for the State "proven" innovative technologies, manufacturing processes, financing, contracting practices, and performance measures that will demonstrate **substantial** improvements in safety, quality, speed of construction, congestion and cost effectiveness.
- Include innovation that is intended to change the administration of the DOT's transportation program to move quickly construct long-lasting, high-quality, cost effective projects that improve safety and reduce congestion on a recurring basis.
- Be ready for construction within 1 year of approval of the project proposal. For the purposes of the HfL program, the FHWA considers a project to be "ready for construction" when the FHWA Division Office authorizes the construction project.
- Demonstrate a willingness by the DOT to participate in subsequent technology transfer and information dissemination activities associated with the project(s).
- Demonstrate a willingness by the DOT to accept FHWA Division Office oversight if the project is approved by HfL.

The performance goals of HfL projects include:

Safety

- Work Zone Safety During Construction--work zone crash rate equal to the pre-construction rate at the project location;
- Worker Safety During Construction--worker injury rate less than 4.0 based on the OSHA 300 rate;
- Facility Safety After Construction-20 percent reduction in fatalities and injuries as reflected in 3-year average crash rates, using pre-construction rates as the baseline.

Construction Congestion

- Faster Construction-50% reduction, compared to traditional methods, in the duration that highway users are impacted;
- Trip Time During Construction-- less than 10 percent reduction in the average pre-construction speed using 100 percent sampling; or
- Queue Length During Construction-The line of vehicles passing through the construction work zone should be less than 0.5 mile long (travel speed 20% less than posted speed) in a rural area OR a moving queue length less than 1.5 miles long (travel speeds 20 percent or less than the posted speed limit) in an urban area.

Quality

- Smoothness--An inertial Profile, International Roughness Index (IRI) of less than 48 inches/mile
- Noise-a tire to pavement noise measurement of less than 96.0 decibels using the On Board Sound Intensity (OBSI) Method

User satisfaction

- User satisfaction-Pre- and post- project construction surveys will be used to determine user satisfaction in two areas: (1) How satisfied the user is with the new facility, compared with its previous state, and (2) how satisfied the user is with the approach used to construct the new facility in terms of minimizing disruption. A

2011 Discretionary Grant Programs

Funding of a Highways for LIFE Project

There are 3 options that the state transportation agencies could choose in funding Highways for LIFE (HfL) projects.

Option 1 is requesting up to 20%, but not more than $5,000,000 of the total cost of a construction project. The $5,000,000 amount is per SAFETEA-LU but realistically no project will be given the maximum amount due to the total funding provided for the HfL program. HfL have capped the funding level at $2,000,000 per project. This would be in addition to the state apportionment.

Option 2 is requesting a waiver of either 10% or 20% of the State match. In other words, the States could use other Federal Aid funds such as IM, NHS, STP and CMAQ funds for their 10 or 20% match making it a 100% Federally funded project. However, not more than 10% of the apportioned Federal Aid funds could be applied to the HfL project.

Option 3 is requesting both Option 1 **and** Option 2.

Highways for LIFE Funding Examples

State XYZ receives the following federal apportionments for FY 11:

		10% Limit
Interstate Maintenance:	$8,000,000	$ 800,000
National Highway System:	$45,000,000	$ 4,500,000
Surface Transportation Program:	$30,000,000	$ 3,000,000
Congestion Mitigation/Air Quality:	$8,000,000	$ 800,000

The proposed HfL project has a construction cost of $18,000,000. It is an 80/20 project.

Option 1- Highways for LIFE funds

Federal 80% of $18,000,000	:	$14,400,000
State 20% of $18,000,000	:	$3,600,000

Project receives $2,000,000 in HfL funds.
State is still responsible for $1,600,000.

The HfL funds is used to offset the State's 20% match therefore, the State is still responsible for remaining 20% share. The HfL funds do not impact the State's obligation authority.

Option 2 - Waive State Match

Federal 80%	:	$14,400,000	
State 20%	:	$3,600,000	← *Of the $3,600,000, the State could choose Option 2 to use other federally apportioned funds for the State match.*

IM funds : $ 800,000

STP funds : $ 2,800,000

OR

NHS funds : $ 3,600,000

The State could choose to use the maximum 10% of their IM funds and $2,800,000 of STP funds as their State match OR use all NHS funds to make the match. The funding category (IM and STP, or NHS) the State chooses to use for their State match must meet that program funding eligibility requirements.

Option 3 - Highways for LIFE funds and Waive State Match

Federal 80% of $18,000,000	:	$14,400,000
State 20% of $18,000,000	:	$3,600,000

Project receives $2,000,000 in HfL funds.
State is still responsible for $1,600,000.

Of the $1,600,000, the State could and use other federally apportioned funds for the State match.

HfL funds	:	$2,000,000
STP funds	:	$1,600,000

This option allows the State to receive the $2,000,000 of HfL funds and use other federally apportioned funds for the remaining amount of the 20% State match. The funding category (i.e. STP) the State chooses to use for their State match must meet that program funding eligibility requirements.

2011 Discretionary Grant Programs

Innovative Bridge Research and Deployment Program

Description
Funds to promote, demonstrate, evaluate, and document the application of innovative designs, materials, and construction methods in the construction, repair, and rehabilitation of bridges and other highway structures.

Eligible Government Entity / SAFETEA-LU and/or Title 23 Citation(s)
Funds are available for bridge project/s that meet one or more of the eight program goals listed in Section 5202 (b)(2) of SAFETEA-LU, Public Law 109-59:

Goals include:

1. The development of new, cost-effective, innovative highway bridge applications;
2. The development of construction techniques to increase safety and reduce construction time and traffic congestion;
3. The development of engineering design criteria for innovative products, materials, and structural systems for use in highway bridges and structures;
4. The reduction of maintenance costs and life-cycle costs of bridges, including costs of new construction, replacement or rehabilitation of deficient bridges;
5. The development of highway bridges and structures that will withstand natural disasters:
6. The documentation and wide dissemination of objective evaluations of the performance and benefits of these innovative designs, materials, and construction methods;
7. The effective transfer of resulting information and technology; and
8. The development of improved methods to detect bridge scour and economical bridge foundation designs that will withstand bridge scour.

The project may be on any public roadway, including State and locally funded projects.

Funds may be used for costs of preliminary engineering, repair, rehabilitation, or construction of bridges or other highway structures, and costs of project performance evaluation and performance monitoring of the structure following construction.

Estimated Amount Available for Grants*: $4,500,000
**Note: Actual amount available for award subject to reduction pending final obligation limitation distribution and lop-off calculation.*

How to Apply

- Application
- Selection Criteria/Additional Information

Application Deadline: June 3, 2011

FHWA Point of Contact
Raj Ailaney - IBRD Program Manager
Office of Bridge Technology
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Page last modified: May 5, 2011

2011 Discretionary Grant Programs

Innovative Bridge Research and Deployment Program - Selection Criteria and Additional Information

The FHWA will use the following criteria to evaluate the submitted candidates for selection:

1. Project/s that will meet the FHWA's Every Day Counts (EDC) Initiative on Accelerating Technology & Innovation Deployment, which meets one or more of the goals of the program as listed in the Eligibility Section;
2. Project/s that will be ready for construction by fiscal year 2012; and
3. Project/s that leverages Federal funds with other public or private resources.

In addition, the FHWA may consider:

1. State priorities - For States that submit more than one project application, consideration is also given to the individual State's priorities if specified.
2. Innovative technology that has statewide and national application.

Solicitation Procedure:

Each year, a memorandum is sent from the FHWA Headquarters Office of Bridge Technology to the FHWA Division Offices requesting the submission of candidate projects for a given fiscal year's funding. This solicitation is also published on the IBRD Website at www.fhwa.dot.gov/bridge/ibrd/. The State DOTs coordinate with local and Federal agencies, universities and colleges, private sector entities, and nonprofit organizations within their respective States in order to develop viable candidate projects. The State DOTs submit the candidate applications to the FHWA division offices. After review and consultation with the DOT, the division office submits the **acceptable candidate** projects **ONLINE** at http://intra.fhwa.dot.gov/bridge/ibrd. The candidate project applications are **due on or before June 3, 2011.**

The candidate project applications are reviewed and evaluated by an evaluation panel composed of representatives from the FHWA Office of Bridge Technology, the FHWA Office of Infrastructure R&D, and Resource Center. The IBRD Program Manager submits recommendations to the Director of Office of Bridge Technology for approval. An allocation plan is prepared for presentation of the candidate projects to the Federal Highway Administrator, for the final selection of projects.

Submission Requirements:

State DOTs submit applications for funding under this program. A prescribed format for a project submission is provided in the format of a project application form, and the following information should be included to properly evaluate the candidate projects. Those applications that do not include this information will be considered incomplete and will be rejected.

- **State** in which the project is located;
- **Ranking** of the project as determined by the State DOT, if more than one project is submitted;
- **County** in which the project is located;
- **Congressional District** in which the project is located;
- **Name of Congressional Representative** as of the date of application in whose district the project is located;
- **Structure Name & Location** - Provide the bridge name (if appropriate) and describe the specific location of

the project, including route number/name and mileposts (if applicable), and feature(s) crossed by the bridge;
- **Structure Description** - Provide a description of the structure including type (e.g., continuous pre-stressed concrete box girder), number of spans, total length, and total width (out to out);
- **Innovation** - Specify the innovation (e.g., materials, design and construction methods for PBES and GRS) that is being used in the project;
- **Proposed Work** - Describe the specific application of the innovation proposed in this particular request, and whether this is a complete project or part of a larger project;
- **Program Goals and Benefits** - The State's submission should show how the application of the innovation would meet the FHWA's Every Day Counts (EDC) Initiative on Accelerating Technology & Innovation Deployment as highlighted in the solicitation memorandum;
- **Letting Date** - The proposed letting date for the main project should be specified, in which the proposed candidate is a part;
- **Estimated Costs** - Provide the estimated cost of the project as follows: cost of the entire project; cost of the innovative portion of the projects, as well as preliminary engineering costs associated with the innovative portion of the project; and the cost of proposed activities to evaluate and document the performance of the innovative application;
- **Amount of Federal IBRD Funds Requested** - Indicate the amount of Federal IBRD funds being requested; and
- **Commitment of Other Funds** - Indicate the amounts and sources of any private or other public funding being provided as the IBRD part of this project. Only indicate those amounts of funding having documented commitments. The submission must include written confirmation of these commitments from the entity controlling the funds.

Note: Additional information on project applications can be submitted through FHWA Division Office by FedEx mail, if needed.

Application Guidance:

- **Priority ranking** - Each State, in cooperation with the FHWA division office, is requested to prioritize their candidate projects.
- **Funding for repeated applications** - The States are encouraged **not to submit** candidate projects, which essentially duplicate a previous project using the same material in the same type of application if that original project was funded with IBRC/IBRD funds.
- **High cost projects** - High cost projects may be funded at less than 100% of a State's requested amount and limited to $400,000.

Decision Process for Funding:

Projects are to be screened for eligibility first by the FHWA division office and then evaluated by the Headquarters IBRD evaluation panel. The State must commit to building the projects for which IBRD funds are awarded.

State Department of Transportation Responsibilities:

- Coordinate with State, local, and Federal agencies, universities and colleges, private sector entities and nonprofit organizations within the State to develop viable candidate projects;
- Ensure that the applications for candidate projects meet the submission requirements;
- Establish priorities for other candidate projects; and
- Submit completed applications to the local FHWA division office in a timely manner so that the submission deadline can be met.

FHWA Division Office Responsibilities:

- Provide the solicitation memorandum and the program information to the State DOTs;
- Request candidate projects be submitted by the State to the FHWA division office in time to meet the

submission deadline established in the solicitation;

- Help applicants complete information required in the application form;
- Review and prioritize all candidate applications submitted by the State prior to sending them to the FHWA Headquarters to ensure that they are complete and meet the submission requirements;
- Submit the candidate applications to FHWA Headquarters by the established submission deadline. Submission of these applications shall be **by ONLINE** submission only.
- Record required application data in the IBRD online database via the IBRD home page at **http://intra.fhwa.dot.gov/bridge/ibrd/**

FHWA Headquarters Program Office Responsibilities:

- Request candidates from the States through the annual solicitation memorandum;
- Review candidate project submissions and compile program and project information for preparation of the allocation plan;
- Submit the allocation plan to the Federal Highway Administrator for approval; and
- Allocate funds for the selected projects.

FHWA Program Office Contact:

Raj Ailaney, P.E.
Senior Bridge Engineer - IBRD Program Manager
Office of Bridge Technology (HIBT-1)
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Page last modified: May 4, 2011

2011 Discretionary Grant Programs

Interstate Maintenance Discretionary Program

Description
The Interstate Maintenance Discretionary (IMD) Program provides funding for resurfacing, restoration, rehabilitation and reconstruction (4R) work, including added lanes to increase capacity, on most existing Interstate System routes.

Eligible Government Entity / SAFETEA-LU and/or Title 23 Citation(s)
The amounts set aside for IMD shall be made available by the Secretary to any State applying for such funds based on selection criteria. (23 USC 118(c)(2))

The statutory criteria for eligibility of IMD projects are provided in section 118(c) of 23 U.S.C., as follows:

1. IMD funds are available for resurfacing, restoring, rehabilitating and reconstructing (4R) work, including added lanes, on specific routes on the Interstate System in accordance with 23 U.S.C. 118(c)(1).
2. Under the provisions of 23 U.S.C. 118(c)(2), a State is eligible to receive an allocation of IMD funds, if it has obligated or demonstrates that it will obligate in the fiscal year all of its Interstate Maintenance (IM) funds.
3. The State must be willing and able to obligate the IMD funds within 1 year of the date the funds are made available, apply the funds to a ready-to-commence project, and in the case of construction work, begin work within 90 days after obligation.

Estimated Amount Available for Grants*: $100,000,000
**Note: Actual amount available for award subject to reduction pending final obligation limitation distribution and lop-off calculation.*

How to Apply

- Application
- Selection Criteria/Additional Information

Application Deadline: June 3, 2011

FHWA Point of Contact
Tony DeSimone
Office of Program Administration
317-226-5307
Anthony.DeSimone@dot.gov

Page last modified: May 5, 2011

2011 Discretionary Grant Programs

Interstate Maintenance Discretionary Program - Selection Criteria and Additional Information

The IMD program is contained in title 23, U.S.C. section 118(c)(1). Under the provisions of the Surface Transportation Extension Act of 2010, Part II (Public Law 111-322), the program has been extended for Fiscal Year (FY) 2011. There is anticipated to be approximately $100 Million available for discretionary selections this fiscal year. See the application materials for an application template and submission requirements.

We will give priority to projects that will be **under construction** in FY 2012, have a total cost exceeding $10,000,000, and are located on a high volume route in an urban area or a high truck-volume route in a rural area. The project must be located on Interstate routes eligible under title 23 U.S.C. section 118(c). Eligible routes may generally be found under the heading "Chargeable Mileage" on the table at http://www.fhwa.dot.gov/highwayhistory/data/02.cfm#a.

We anticipate making awards in the $2 million to $5 million range. States should submit no more than two applications and must prioritize the applications. Candidate projects must meet IMD eligibility criteria and will be evaluated on the selection criteria established for the IMD program. Applicants should discuss how the project will improve safety and move the Interstate system towards a state of good repair.

To be eligible for consideration under this program, in accordance with title 23 U.S.C. section 118(c)(2)(A), a State must demonstrate that it will obligate all of its Interstate Maintenance (IM) apportionments (FMIS program code L010 or L01E) in FY 2011 other than an amount that, by itself, is insufficient to pay the Federal share of an eligible project. Also, FHWA policy that a State must not have transferred or plan to transfer any NHS or IM funds to other programs in FY 2011 remains in effect. Division offices must confirm that they have verified that the State plans to obligate all of its IM funding and will not transfer any NHS or IM funds in FY2011.

The applications must be submitted **electronically** in MS Word or compatible word processor format (no PDF's).

The State must submit applications to the FHWA division office no later than **June 3, 2011**. Division offices will submit applications via email to Tony DeSimone (Anthony.DeSimone@dot.gov) no later than COB **June 6, 2011**. Late applications may not be considered. The Division transmittal should include:

a. a statement from the division office that the State's application has been reviewed by the division office, that it meets the **submission and eligibility** requirements, and that the State will obligate all of its anticipated apportionment of IM funds;
b. the State transportation department's submission email or letter to the FHWA division office with projects prioritized; and
c. each MS Word application as an attachment.

Selection Criteria and Additional Information

Under the provisions of 23 U.S.C. 118(c)(3), priority consideration shall be given to any project in which the cost exceeds $10 million on any high volume route in an urban area or a high truck-volume route in a rural area.

FHWA has not established regulatory criteria for selection of IMD projects; however, the following criteria may be considered in the evaluation of candidates for this program:

- Leveraging of private or other public funding - Because the annual requests for funding far exceed the available IMD funds, commitment of other funding sources to complement the requested IMD funds is an important factor.

- State priorities - For States that submit more than one project (limit two applications), consideration is given to the individual State's priorities.
- Expeditious completion of project - Preference is given to requests that will expedite the completion of a viable project over requests for initial funding of a project that will require a long-term commitment of future IMD funding. For large-scale projects, consideration is given to the State's total funding plan to expedite the completion of the project.
- Transportation benefits that will be derived upon completion of the project.

FEDERAL SHARE:

In accordance with 23 U.S.C. 120, the Federal share of the costs for most projects eligible under this program is 90 percent. However, the Federal share is 80 percent on projects, or the portion of projects, for work involving added single-occupancy vehicle lanes to increase capacity. The sliding scale provisions under 23 U.S.C. 120 also apply to the Federal share for this program.

ELIGIBILITY:

The eligibility criteria for IMD projects are provided in section 118(c) of 23 U.S.C., as follows:

1. IMD funds are available for resurfacing, restoring, rehabilitating and reconstructing (4R) work, including added lanes, on the Interstate System. However, not eligible for allocation of IMD funds are projects on any highway designated as a part of the Interstate System under section 139 of 23 U.S.C., as in effect before the enactment of TEA-21, and any toll road on the Interstate System not subject to an agreement under section 119(e) of 23 U.S.C., as in effect on December 17, 1991. Also not eligible are projects on any highway added to the Interstate System under section 103(c)(4) of 23 U.S.C. and section 1105(e)(5)(A) of ISTEA as they replaced the identified provisions. **Any proposed or future Interstate route is also not eligible for IMD funds. Eligible routes can be generally identified on the table located at http://www.fhwa.dot.gov/highwayhistory/data/02.cfm#a under the heading "Chargeable Mileage."**
2. Under the provisions of 23 U.S.C. 118(c)(2), a State is eligible to receive an allocation of IMD funds, if it has obligated or demonstrates that it will obligate in the fiscal year all of its Interstate Maintenance (IM) funds apportioned under section 104(b)(4) of 23 U.S.C., other than an amount which, by itself, is insufficient to pay the Federal share of the cost of a project which has been submitted by the State for approval. Therefore, to be eligible to apply for FY 2011 IMD funds, a State must demonstrate how it will obligate all of its current unobligated balance of IM funds (L010 or L01E) in FY 2011, without transferring these to another category. If full year appropriations are not yet known, an estimate based on FY 2010 should be considered.
3. The State must be willing and able to obligate the IMD funds within 1 year of the date the funds are made available, apply the funds to a ready-to-commence project, and in the case of construction work, begin work within 90 days after obligation.

In 1992, FHWA established a policy that Interstate 4R discretionary funds would not be allocated to a State that had, in the preceding fiscal year, transferred either National Highway System (NHS) or Interstate Maintenance (IM) funds to the Surface Transportation Program (STP) apportionment. This policy was based on the significant Interstate System needs across the country and that the congressional intent for IMD funds was to give priority consideration to high cost projects in States where available apportionments were insufficient to allow such projects to proceed on a timely basis. This policy is still appropriate and will be applied to FY 2011.

ANNOUNCEMENT OF AWARDS / ALLOCATION OF FUNDS:

Congress will be notified before funds are allocated to the States. When this Congressional notification process is completed, the Office of Program Administration will issue an announcement by email to all FHWA division offices, announcing the IMD projects that will be funded and the amount of funding for each project.

States may then request that funds be allocated for any projects for which the funds are ready to be obligated. Awarded projects can be found at the website http://www.fhwa.dot.gov/discretionary. The State transportation agency shall send an email to the FHWA division office indicating the project, the amount requested for allocation, and the date by which the funds will be obligated. The Office of Program Administration will issue the allocation memorandum within a few days of receiving the request. These funds are subject to August redistribution. Therefore, any allocated funds must be obligated by the end of the fiscal year.

STATE TRANSPORTATION AGENCY RESPONSIBILITIES:

1. Coordinate with local governments and MPOs within the State, as necessary, to develop project applications.
2. Ensure that the applications are completed for candidate projects in accordance with the submission requirements outlined above, including project prioritization.
3. Submit the applications **electronically** to the local FHWA division office on time so that the submission deadline can be met.
4. Submit request to FHWA division office for allocation of funds, after awards are announced and when project funds are ready to be obligated.

FHWA DIVISION OFFICE RESPONSIBILITIES:

1. Provide the solicitation memorandum and this program information to the State transportation agency **electronically** to facilitate their electronic submission of applications.
2. Request candidate projects be submitted by the State to the FHWA division office electronically to meet the submission deadline established in the solicitation.
3. Review all candidate applications submitted by the State prior to sending them to the FHWA Office of Program Administration to ensure that they are complete and meet the eligibility and submission requirements.
4. Submit the candidate applications **electronically** to the FHWA Office of Program Administration as outlined in the solicitation memorandum.
5. Forward award announcement to the State.
6. Forward allocation requests from State to the Office of Program Administration, via email to Tony DeSimone (Anthony.DeSimone@dot.gov).

FHWA OFFICE OF PROGRAM ADMINISTRATION RESPONSIBILITIES:

1. Solicit applications from the States through annual solicitation memorandum.
2. Review applications and compile appropriate program and project information for the Office of the Federal Highway Administrator.
3. Issue award announcement via email to all FHWA division offices.
4. Allocate funds upon receipt of request from State through the FHWA division office.

FHWA HEADQUARTERS PROGRAM OFFICE CONTACT:

Tony DeSimone
Federal-aid Programs Engineer
Office of Program Administration
Phone: (317)226-5307
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Email: Anthony.Desimone@dot.gov

2011 Discretionary Grant Programs

National Scenic Byways Program

Description
The National Scenic Byways Program (NSBP) recognizes roads having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities. NSBP funding supports projects that manage and protect these intrinsic qualities, interpret these qualities for visitors, and improve visitor facilities along byways.

Eligible Government Entity / SAFETEA-LU and/or Title 23 Citation(s)
The NSBP provides funding to States and Indian 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; and to plan, design, and develop a State or Indian tribe scenic byway program. The Secretary shall make grants and provide technical assistance to States and Indian Tribes. (23 USC 162(b)(1)).

Additional information on the NSBP can be found at http://www.bywaysonline.org/.

Estimated Amount Available for Grants*: $43,500,000
**Note: Actual amount available for award subject to reduction pending final obligation limitation distribution and lop-off calculation.*

How to Apply

- Application
- Selection Criteria/Additional Information

Application Deadline: June 3, 2011

FHWA Point of Contact Gary Jensen
Office of Planning, Environment, and Realty
202-366-2048
gary.jensen@dot.gov

2011 Discretionary Grant Programs

National Scenic Byways Program - Selection Criteria and Additional Information

Background:

The National Scenic Byways Program (NSBP) recognizes roads having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities. NSBP funding supports projects that manage and protect these intrinsic qualities, interpret these qualities for visitors, and improve visitor facilities along byways.

The NSBP provides funding to States and Indian 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; and to plan, design, and develop a State or Indian tribe scenic byway program.

Additional information on the NSBP can be found at http://www.bywaysonline.org/.

Statutory References:

Title 23 United States Code Section 162

Funding:

Funded by contract authority; funds are not transferable. Funds are subject to the overall Federal-aid highway obligation limitation. Funds are to be allocated by the Secretary to States and Indian tribes.

Federal Share:

The Federal share payable shall be 80%, except that, in the case of any scenic byway project along a public road that provides access to or within Federal or Indian land, a Federal land management agency may use funds authorized for use by the agency as the non-Federal share.

Eligible Use of Funds:

The following are projects that are eligible:

1. An activity related to the planning, design, or development of a State or Indian tribe scenic byway program.
2. Development and implementation of a corridor management plan to maintain the scenic, historical, recreational, cultural, natural, and archaeological characteristics of a byway corridor while providing for accommodation of increased tourism and development of related amenities.
3. Safety improvements to a State scenic byway, Indian tribe scenic byway, National Scenic Byway, All-American Road, or one of America's Byways to the extent that the improvements are necessary to accommodate increased traffic and changes in the types of vehicles using the highway as a result of the designation as a State scenic byway, Indian tribe scenic byway, National Scenic Byway, All-American Road, or one of America's Byways.
4. Construction along a scenic byway of a facility for pedestrians and bicyclists, rest area, turnout, highway shoulder improvement, overlook, or interpretive facility.
5. An improvement to a scenic byway that will enhance access to an area for the purpose of recreation, including water-related recreation.
6. Protection of scenic, historical, recreational, cultural, natural, and archaeological resources in an area adjacent to a scenic byway.

7. Development and provision of tourist information to the public, including interpretive information about a scenic byway.
8. Development and implementation of a scenic byway marketing program.

Priority Consideration:

The Secretary will give priority consideration:

- to each eligible project that is associated with a highway that has been designated as a National Scenic Byway, All- American Road, or one of America's Byways and that is consistent with the corridor management plan for the byway;
- to each eligible project along a State or Indian tribe scenic byway that is consistent with the corridor management plan for the byway, or is intended to foster the development of such a plan, and is carried out to make the byway eligible for designation as a National Scenic Byway; an All-American Road; or one of America's Byways; and
- to each eligible project that is associated with the development of a State or Indian tribe scenic byway program.

Project Selection Criteria

The following administrative criteria will be used in the consideration of projects for funding under the National Scenic Byways Program:

1. **Livability:** We will give priority to eligible projects that can demonstrate a value-added livability component in addition to its relationship to the byway and the byway traveler.

2. **Greatest Strategic Benefits:** Funding will be targeted toward projects that provide the greatest long-term strategic benefits. We are particularly focusing on projects with demonstrated benefits for the byway traveler and invite the application of large-scale, high-cost planning, safety, and infrastructure improvements to roadway facilities.

3. **State, Indian Tribe and Byway Priorities:** The priority ranking of projects is a key factor in selecting projects for funding.

4. **Project Benefits:** A project should benefit the byway traveler, whether it will help manage the intrinsic qualities that support the byway's designation, shape the byway's story, interpret the story for visitors, or improve visitor facilities along the byway.

5. **Projects Meeting Critical Needs:** We encourage States and Indian tribes to give priority consideration to projects meeting critical needs on National Scenic Byways and All-American Roads relative to needs on State or Indian tribe scenic byways.

6. **Funding Expenditures:** States, Indian tribes, and byways showing greater progress toward the completion of prior approved projects are considered better candidates for project selection.

7. **Ready to Implement:** Projects that can be obligated and begin soon after authorization to proceed are given preference.

8. **Leveraging of Private or Other Public Funding:** Commitment of other funding sources to complement requested byway funding to enable more projects to be funded.

Submission Requirements

Applications are due from the State departments of transportation (State DOTs) and Indian Tribes to the Federal Highway Administration (FHWA) division offices by June 3, 2011. Further information to support development of project proposals can be found at http://www.bywaysonline.org/grants/.

All applications must be completed online at http://www.bywaysonline.org/grants/application/. Indian Tribes may submit applications through the State DOTs or directly to the FHWA division offices. All other applications must be submitted to the State DOTs for review and possible submission to the FHWA division offices. Applicants must have a Data Universal Numbering System (DUNS) number and an active Central Contractor Registration (CCR) that can be verified by the State coordinator or FHWA division offices in addition to submitting their application on www.bywaysonline.org.

2011 Discretionary Grant Programs

Public Lands Highways Discretionary (PLHD) Program

Description
The Public Lands Highways Discretionary (PLHD) Program provides funding for transportation planning, research, and engineering and construction of, highways, roads, parkways, and transit facilities that are within, adjacent to, or provide access to Indian reservations and Federal public lands, including national parks, refuges, forests, recreation areas, and grasslands. PLHD funds can be used for any type of Title 23 transportation project providing access to or within Federal or Indian lands and may be used for the State/local matching share for apportioned Federal-aid Highway Funds, as described in 23 USC 120(l). The program is administered by the Federal Highway Administrations Federal Lands Highway Office.

Eligible Government Entity / SAFETEA-LU and/or Title 23 Citation(s)
Under the provisions of 23 U.S.C. 202(b)(1)(A), the funds shall be allocated "among those States having unappropriated or unreserved public lands, nontaxable Indian lands or other Federal reservations, on the basis of need in such States." Since all of the States have some Federal lands, all are eligible to apply for PLHD funding. Federal Land Management Agencies, State government agencies, metropolitan planning organizations, local governments, and tribal governments may also apply through States.

In accordance with 23 U.S.C. 204(b)(5), the PLH funds are available for "any kind of transportation project eligible for assistance under Title 23, United States Code, that is within, adjacent to, or provides access to" Federal lands or facilities. Under the provisions of 23 U.S.C. 204(b)(1)(A), the PLH funds are available for transportation planning, research, engineering, and construction of the highways, roads, and parkways, and of transit facilities within the Federal public lands. Under the provisions of 23 U.S.C. 204(b)(1)(B), the PLH funds are also available for operation and maintenance of transit facilities located on Federal public lands.

Under 23 U.S.C. 204(h), funds may be used to carry out eligible projects that include:

- Transportation planning for tourism and recreational travel, including the National Forest Scenic Byways Program, Bureau of Land Management Back Country Byways Program, National Trail System Program, and other similar Federal programs that benefit recreational development.
- Adjacent vehicular parking areas.
- Interpretive signage.
- Acquisition of necessary scenic easements and scenic or historic sites.
- Provision for pedestrians and bicycles.
- Construction and reconstruction of roadside rest areas, including sanitary and water facilities.
- Other appropriate public road facilities such as visitor centers as determined by the Secretary.
- A project to build a replacement of the federally owned bridge over the Hoover Dam in the Lake Mead National Recreation Area between Nevada and Arizona.

Estimated Amount Available for Grants*: $98,500,000
**Note: Actual amount available for award subject to reduction pending final obligation limitation distribution and lop-off calculation.*

How to Apply

- Application
- Selection Criteria/Additional Information

Application Deadline: June 3, 2011

FHWA Point of Contact
Cindi Ptak
Federal Lands Highway
202-366-1586
cindi.ptak@dot.gov

Page last modified: May 5, 2011

2011 Discretionary Grant Programs

Public Lands Highways Discretionary Program - Selection Criteria/Additional Information

Background:

The Public Lands Highways Discretionary (PLHD) Program provides funding for transportation planning, research, and engineering and construction of, highways, roads, parkways, and transit facilities that are within, adjacent to, or provide access to Indian reservations and Federal public lands, including national parks, refuges, forests, recreation areas, and grasslands. PLHD funds can be used for any type of Title 23 transportation project providing access to or within Federal or Indian lands and may be used for the State/local matching share for apportioned Federal-aid Highway Funds, as described in 23 USC 120(l). The program is administered by the Federal Highway Administration's Federal Lands Highway Office.

The Public Lands Highways (PLH) Program was originally established in 1930 by the Amendment Relative to Construction of Roads through Public Lands and Federal Reservations. Funding was provided from the General Fund of the Treasury. The intent of the program is to improve access to and within the Federal lands of the nation. The Federal-Aid Highway Act of 1970 changed the funding source for the program from the General Fund to the Highway Trust Fund, effective in fiscal year (FY) 1972. The program has been continued with each highway or transportation act since then, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, Public Law 109-59) continues the program through FY 2009.

More information on the PLHD Program may be found here: http://flh.fhwa.dot.gov/programs/plh/discretionary/

Statutory References:

23 U.S.C. 202, 203 & 204; SAFETEA-LU, Section 1101(a)(9)(D)

Period of Availability:

In accordance with 23 U.S.C. 118, PLHD funds shall remain available for obligation for three years after the last day of the fiscal year in which the project was authorized.

Federal Share:

In accordance with 23 U.S.C. 204(b), the Federal share of the costs for any project eligible under this program is 100 percent.

Eligibility:

Under the provisions of 23 U.S.C. 202(b)(1)(A), the funds shall be allocated "among those States having unappropriated or unreserved public lands, nontaxable Indian lands or other Federal reservations, on the basis of need in such States." Since all of the States have some Federal lands, all are eligible to apply for PLHD funding. State government agencies, metropolitan planning organizations, local governments, and tribal governments may also apply through States.

In accordance with 23 U.S.C. 204(b)(5), the PLH funds are available for "any kind of transportation project eligible for assistance under Title 23, United States Code, that is within, adjacent to, or provides access to" Federal lands or facilities. Under the provisions of 23 U.S.C. 204(b)(1)(A), the PLH funds are available for transportation planning, research, engineering, and construction of the highways, roads, and parkways, and of transit facilities within the

Federal public lands. Under the provisions of 23 U.S.C. 204(b)(1)(B), the PLH funds are also available for operation and maintenance of transit facilities located on Federal public lands.

Under 23 U.S.C. 204(h), funds may be used to carry out eligible projects that include:

- Transportation planning for tourism and recreational travel, including the National Forest Scenic Byways Program, Bureau of Land Management Back Country Byways Program, National Trail System Program, and other similar Federal programs that benefit recreational development.
- Adjacent vehicular parking areas.
- Interpretive signage.
- Acquisition of necessary scenic easements and scenic or historic sites.
- Provision for pedestrians and bicycles.
- Construction and reconstruction of roadside rest areas, including sanitary and water facilities.
- Other appropriate public road facilities such as visitor centers as determined by the Secretary.
- A project to build a replacement of the federally owned bridge over the Hoover Dam in the Lake Mead National Recreation Area between Nevada and Arizona.

Priority Consideration:

The only statutory criterion is found in 23 U.S.C. 202(b)(1)(B): "The Secretary shall give preference to those projects which are significantly impacted by Federal land and resource management activities that are proposed by a State that contains at least 3 percent of the total public land in the United States." The following eleven States have at least 3 percent of the Federal public lands in the United States: Alaska, Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, and Wyoming.

Project Selection Criteria

The Office of Federal Lands Highway (FLH) has not established regulatory criteria for the selection of PLHD projects; however, FLH notes that the following criteria will also be considered in the evaluation of applicants for this program.

- State Priorities For States for which more than one project is submitted, consideration is given to the individual State's priorities. Applicants other than the State should coordinate with the State department of transportation to ensure appropriate prioritization.
- Leveraging of private or other public funding Because the requests for funding are anticipated to exceed the amount of available PLHD funds, commitment of other funding sources to complement the PLHD funding request will be considered an important factor.
- Expeditious completion of project associated with PLHD funding request Consideration will be given to requests that will expedite the completion of a viable project. This is a project's ability to be expeditiously completed within the limited funding amounts available.
- Amount of PLHD funding requested The requested amount of funding will be a consideration. Recognizing the potential for high demand for PLHD funding and the limited amount of available funding, modest sized, scaleable requests that allow more States to receive funding under this program will be given added consideration.
- We will give priority to those projects that address safety and "state of good repair," including planning, safety, and infrastructure improvements that provide long-term strategic benefits.
- Livability Priority will be given to requests that address livability. This would include, but is not limited to, activities such as:
  - Operational improvements
  - Safety improvements
  - Increasing transportation choices
  - Traffic calming
  - Multi-modal and connectivity improvements
  - Reduction of conflicts through access management
  - Development of livability plans

Applicants are strongly encouraged to coordinate applications with the State department of transportation and metropolitan planning organization to ensure proposals are consistent with statewide and metropolitan planning requirements. .Applicants other than State departments of transportation should talk with their State PLHD coordinator to determine whether their proposed project is eligible for funding consideration, and if their organization has the capacity to implement their proposed project using PLHD funds.

Applicants other than State departments of transportation should document that they are authorized to submit grant applications on behalf of their federal land management agency, metropolitan planning organization, or local or tribal government, and that the project has the support of such.

Applicants other than State departments of transportation should also demonstrate how they will meet the requirements of Title 49 of the Code of Federal Regulations Part 18, including financial management standards and audits. In addition, they should discuss how they will meet other Federal requirements such as Title 23 of the United States Code, Title VI of the Civil Rights Act, environmental laws and standards including the National Environmental Policy Act and the National Historic Preservation Act, the Uniform Relocation Act, and other applicable Federal laws and regulations.

Submission Requirements

The following information must be included to properly evaluate the candidate projects. The appropriate division office must submit the applications by electronic mail in Microsoft Word format. Those applications that do not include these items are considered incomplete and will not be considered in the evaluation selection process.

1. **State** in which the project is located.
2. **County** in which the project is located.
3. **U.S. Congressional District No.(s)** in which the project is located. This is the U.S. Congressional District, **not** the State district.
4. **U.S. Congressional District Member's Name(s).** This is the U.S. Congressional District representative, **not** the State legislature.
5. **Project Title** This should be a very short project description that readily identifies the project, or is commonly used to describe the facility or project.
6. **State Priority** The State department of transportation should rank each project submitted within the State as to priority. For example, if five projects are submitted within a State, they should be ranked 1 to 5 with 1 being the highest priority.
7. **Project Location** Describe the **specific** location of the project, including route number and termini, if applicable. Also include appropriate local jurisdiction in which the project is located.
8. **Project Abstract** Describe project work that is to be completed under this particular request, and whether this is a complete project or part of a larger project. (Maximum: 5 Sentences) Please note that your project abstract gets pulled into the Grants Notification System (GNS) and as such, your project abstract frequently serves as talking points and the basis of Congressional press releases. It is important that your project abstract succinctly describes how PLHD funds will be used to complete your project.
9. **Project Narrative** This should include a list of the needs that directly tie into the program for the project and **how each of those needs will be addressed by completion of the project.** Project needs should also be clearly identified in context of PLHD eligibility, as well as other transportation benefits that will result from completion of the project, such as safety, "state of good repair," and livability (Maximum: 2 Pages)
10. **Amount of Federal PLHD Funds Requested** Provide a budget that is reflective of the total cost of the proposed work by line item. Each line item should be associated with a completed task, deliverable, or outcome that contributes to the completed funding request. In the event that partial funding is available, this information will aid in the development of funding recommendations and provide the applicant the opportunity to fully complete individual components of the funding request. If the State is willing to accept partial funding of the request, that should be indicated. Partial funding along with the commitment of other funds will be used to determine leveraging of funds and allow funding to more projects since it is anticipated that requests will exceed the funding available.
11. **Commitment of Other Funds** Indicate the amounts and sources of any private or other public funding being provided as part of this project. Only indicate those amounts of funding that are firm and documented

commitments from the entity controlling the funds.

12. **Previous PLHD Funding** Indicate the project name, amount and Federal fiscal year of any previous PLHD funds received for this project and current status.
13. **Project Administration** Indicate whether the project is being administered by the State department of transportation, a Federal land management agency, Indian tribe, or a county or other local jurisdiction. This information is needed to determine to whom to allocate the funds if the project is selected for funding. If the project is to be allocated to other than the State department of transportation, indicate coordination with State department of transportation, the ability to act on behalf of the applicant jurisdiction, and ability to meet Federal funding requirements.
14. **Project Schedule** The anticipated project schedule (assuming the requested PLHD funding is provided) is required. The schedule should show how the work will be commenced in the fiscal year for which the funds are being requested, and the anticipated completion date of the work. This can directly reference each line item in the budget. Applications should only be submitted for projects that are ready to advance if the funding request is met.

If the State desires to submit **additional information, such as maps, pictures, copies of support letters etc.**, those items must be submitted electronically to the FHWA division office, who will submit them to Headquarters. This additional information should be identified by the State and Project Title that matches items 1 and 5 of the electronic application. These additional items **are not required** and should not be relied upon to meet the application submission requirements above, but serve only to illustrate the information provided in the narrative. Any support letters should be addressed and sent to the Federal Highway Administrator, who is the official ultimately responsible for selecting projects for funding.

Announcement of Awards / Allocation of Funds

After the applications are received, it is required that Congress be notified before the funds are allocated to the States. When this Congressional notification process is completed, the Federal Lands Highway Office will issue an announcement by email to all FHWA division offices, announcing the PLHD projects that will be funded and the amount of funding for each project.

At that time, States may request that funds be allocated for any projects for which the funds are ready to be obligated. The State transportation agency shall send an email to the FHWA division office indicating the project, the amount requested for allocation, and the date by which the funds will be obligated. The Federal Lands Highway Office will issue the allocation memorandum within a few days of receiving the allocation request.

State Transportation Agency Responsibilities:

- Coordinate with State, local, tribal and Federal agencies within the State to develop project applications.
- Ensure that the applications are completed for candidate projects in accordance with the submission requirements outlined above.
- Submit the applications electronically to the local FHWA division office on time so that the submission deadline can be met.
- Submit request to FHWA division office for allocation of funds, after awards are announced and when project funds are ready to be obligated.

FHWA Division Office Responsibilities:

- Provide the solicitation memorandum and this program information to the State transportation agency **electronically** to facilitate their electronic submission of applications.
- Request candidate projects be submitted by the State to the FHWA division office electronically to meet the submission deadline established in the solicitation.
- Review all candidate applications submitted by the State prior to sending them to FHWA Headquarters to ensure that they are complete and meet the submission requirements.
- Submit the candidate applications **electronically** to the FHWA Headquarters Federal Lands Highway Office as outlined in the solicitation memorandum. Include the following with the transmitting Email message:

  - Statement from the division office that the State's submittal has been reviewed by the division office and that it meets the submission requirements.
  - State transportation department submission email or letter to the FHWA division office. (This will document that all applications were submitted by the State transportation department, as required by law.)
  - **Each** MS Word application as a separate attachment.
- Forward award announcement to the State.
- Forward allocation requests from State to the Federal Lands Highway Office, via email to Cindi Ptak (cindi.ptak@dot.gov).

FHWA Headquarters Program Office Responsibilities:

- Solicit applications from the States through annual solicitation memorandum.
- Review applications and compile appropriate program and project information for the Office of the Federal Highway Administrator.
- Issue award announcement via email to all FHWA division offices.
- Allocate funds upon receipt of request from State through the FHWA division office.

FHWA Headquarters Program Office Contact:

Cindi Ptak
Public Lands Highway Coordinator
Phone: (202) 366-1586
Fax: (202) 366-7495
Email: cindi.ptak@dot.gov

2011 Discretionary Grant Programs

Rail Highway Crossing Hazard Elimination In High Speed Rail Corridors

Description
The purpose of the program is to provide funding for safety improvements at both public and private highway-rail grade crossings along federally designated high-speed rail corridors. This program is jointly administered by the Federal Railroad Administration (FRA) and the Federal Highway Administration (FHWA).

Eligible Government Entity / SAFETEA-LU and/or Title 23 Citation(s)
Funds are made available to the States along the 11 designated high-speed rail corridors. (23 USC §104(d)(2)).

Estimated Amount Available for Grants*: $21,000,000
**Note: Actual amount available for award subject to reduction pending final obligation limitation distribution and lop-off calculation.*

How to Apply

- Application
- Additional Information

Application Deadline: June 3, 2011

FHWA Point of Contact
Guan Xu
Office of Safety
202-366-5892

Guan.Xu@dot.gov

FRA Point of Contact
Randall Brown
FRA - Office of Railroad Policy and Development
202-493-6370
Randall.brown@dot.gov

2011 Discretionary Grant Programs

Transportation, Community, and System Preservation Program

Description
The Transportation, Community, and System Preservation (TCSP) Program provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships.

Eligible Government Entity / SAFETEA-LU and/or Title 23 Citation(s)
States, metropolitan planning organizations, local governments, and tribal governments are eligible for TCSP Program discretionary grants to plan and implement strategies which improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade, and examine development patterns and identify strategies to encourage private sector development patterns which achieve these goals.

The Secretary shall allocate funds made available to carry out this section to States, metropolitan planning organizations, local governments, and tribal governments to carry out eligible projects to integrate transportation, community, and system preservation plans and practices. (SAFETEA-LU §1117(c)).

Additional information on the TCSP Program can be found at http://www.fhwa.dot.gov/tcsp/index.html.

Estimated Amount Available for Grants*: $61,000,000
**Note: Actual amount available for award subject to reduction pending final obligation limitation distribution and lop-off calculation.*

How to Apply

- Application
- Selection Criteria/Additional Information

Application Deadline: June 3, 2011

FHWA Point of Contact
Wesley Blount
Office of Human Environment
202-366-0799
wesley.blount@dot.gov

2011 Discretionary Grant Programs

Transportation, Community, and System Preservation Program - Selection Criteria and Additional Information

BACKGROUND:

The Transportation, Community, and System Preservation (TCSP) Program provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships.

States, metropolitan planning organizations, local governments, and tribal governments are eligible for TCSP Program discretionary grants to plan and implement strategies which improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade, and examine development patterns and identify strategies to encourage private sector development patterns which achieve these goals.

Additional information on the TCSP Program can be found at http://www.fhwa.dot.gov/tcsp/index.html.

STATUTORY REFERENCES:

TEA-21 Section 1221
SAFETEA-LU Section 1117

FUNDING:

Funded by contract authority; funds are not transferable. Funds are subject to the overall Federal-aid highway obligation limitation. Funds are to be allocated by the Secretary to States, metropolitan planning organizations, local and tribal governments, ensuring an equitable distribution to a diversity of populations and geographic regions.

FEDERAL SHARE:

The Federal share payable shall be 80% or subject to the sliding scale rate under 23 USC 120(b).

ELIGIBLE USE OF FUNDS:

Funds may be used to carry out eligible projects to integrate transportation, community, and system preservation plans and practices that:

1. Improve the efficiency of the transportation system of the United States.
2. Reduce the impacts of transportation on the environment.
3. Reduce the need for costly future investments in public infrastructure.
4. Provide efficient access to jobs, services, and centers of trade.
5. Examine community development patterns and identify strategies to encourage private sector development.

Eligibility is broadly defined as a project eligible for assistance under Title 23 or Chapter 53 of Title 49, or any other activity the Secretary determines to be appropriate to implement transit-oriented development plans, traffic calming measures, or other coordinated TCSP practices.

PRIORITY CONSIDERATION:

The Secretary of Transportation will make grants for projects from States, metropolitan planning organizations, local governments, and tribal governments, with priority consideration given to projects that meet all of the following:

1. Have instituted preservation or development plans and programs that -
   A. are coordinated with State and local preservation or development plans, including transit-oriented development plans;
   B. promote cost-effective and strategic investments in transportation infrastructure that minimize adverse impacts on the environment; or
   C. promote innovative private sector strategies;
2. Have instituted other policies to integrate transportation, community, and system preservation practices, such as -
   A. spending policies that direct funds to high-growth areas;
   B. urban growth boundaries to guide metropolitan expansion;
   C. "green corridors" programs that provide access to major highway corridors for areas targeted for efficient and compact development; or
   D. other similar programs or policies as determined by the Secretary;
3. Have preservation or development policies that include a mechanism for reducing potential impacts of transportation activities on the environment;
4. Demonstrate a commitment to public and private involvement, including the involvement of nontraditional partners in the project team; **AND**
5. Examine ways to encourage private sector investments that address the purposes of this section.

PROJECT SELECTION CRITERIA:

FHWA has not established regulatory criteria for the selection of TCSP projects; however, FHWA notes that the following criteria will also be considered in the evaluation of candidates for this program:

- **Livability** - Priority will be given to requests that address livability, especially from a highway perspective. This would include, but is not limited to, activities such as:
  - Operational improvements
  - Safety improvements
  - Complete street strategies
  - Traffic calming
  - Street connectivity improvements
  - Reduction of conflicts through access management
  - Development of livability plans
- **State of Good Repair** - Improving the condition of existing transportation facilities and systems, with particular emphasis on projects that minimize life-cycle costs.
- **Safety** - Improving the safety of U.S. transportation facilities and systems.
- **Expeditious completion of project** - Consideration is given to requests that will expedite the completion of a viable project. This is a project's ability to be expeditiously completed within the limited funding amounts available.
- **State priorities** - For States which more than one project is submitted. Consideration is given to the individual State's priorities. Applicants other than the State should coordinate with the State department of transportation to ensure prioritization.
- **Leveraging of private or other public funding** - Because the requests for funding far exceed the available TCSP funds, commitment of other funding sources to complement the requested TCSP funding is an important factor.
- **Amount of TCSP funding** - The requested amount of funding is a consideration. Realizing the historically high demand of funding under this program and the very limited amount of funding available, modest sized

requests to allow more States to receive funding under this program are given added consideration.
- **National Distribution** - National geographic distribution of funding in both urban and rural areas.

Applicants are strongly encouraged to coordinate applications with the State department of transportation and metropolitan planning organization to ensure proposals are consistent with statewide and metropolitan planning requirements.

Applicants other than State departments of transportation should document that they are authorized to submit grant applications on behalf of their metropolitan planning organization, or local or tribal government, and that the project has the support of such.

Applicants other than State departments of transportation should also demonstrate how they will meet the requirements of Title 49 of the Code of Federal Regulations Part 18, including financial management standards and audits. In addition, they should discuss how they will meet other Federal requirements such as Title 23 of United States Code, Title VI of the Civil Rights Act, environmental laws and standards including the National Environmental Policy Act and the National Historic Preservation Act, the Uniform Relocation Act, and other applicable Federal laws and regulations.

SUBMISSION REQUIREMENTS:

Applications are due from the State departments of transportation (State DOTs), metropolitan planning organizations, local governments, and tribal governments to the Federal Highway Administration (FHWA) division offices by June 3, 2011.

The following information must be included to properly evaluate the candidate projects. The appropriate division office must submit the applications by electronic mail in Microsoft Word format. Those applications that do not include these items are considered incomplete and will not be considered in the evaluation selection process.

1. **State** in which the project is located.

2. **County** in which the project is located.

3. **U.S. Congressional District No.(s)** in which the project is located. This is the U.S. Congressional District, **not** the State district.

4. **U.S. Congressional District Member's Name(s).** This is the U.S. Congressional District representative, **not** the State legislature.

5. **Project Title** - This should be a very short project description that readily identifies the project, or is commonly used to describe the facility or project.

6. **State Priority** - The State department of transportation should rank each project submitted within the State as to priority. For example, if five projects are submitted within a State, they should be ranked 1 to 5 with 1 being the highest priority.

7. **Project Location** - Describe the **specific** location of the project, including route number and termini, if applicable. Also include appropriate local jurisdiction in which the project is located.

8. **Project Abstract** - Describe project work that is to be completed under this particular request, and whether this is a complete project or part of a larger project. (Maximum: 4 Sentences)

9. **Project Narrative** - This should include a list of the needs for the project and **how each of those needs will be addressed by completion of the project.** Other transportation benefits that will result from completion of the project, such as improved public safety, economic development, community enhancement, etc., should be described. (Maximum: 2 Pages)

10. **Amount of Federal TCSP Funds Requested** - Indicate the total cost of the proposed work along with the

amount of TCSP funds being requested (the maximum Federal share for this program is 80 percent). The State may request partial funding (less than the 80 percent maximum), committing a larger portion of State or local funds. If the State is willing to accept partial funding of the request, that should be indicated. Partial funding along with the commitment of other funds will be used to determine leveraging of funds and allow funding to more projects since the requests far exceed the funding available.

11. **Commitment of Other Funds** - Indicate the amounts and sources of any private or other public funding being provided as part of this project. Only indicate those amounts of funding that are firm and documented commitments from the entity controlling the funds.
12. **Previous TCSP Funding** - Indicate the amount and Federal fiscal year of any previous TCSP funds received for this project
13. **Project Administration** - Indicate whether the project is being administered by the State transportation department, an Indian tribe, or a county, or other local jurisdiction. This information is needed to determine to whom to allocate the funds if the project is selected for funding. If the project is to be allocated to other than the State department of transportation, indicate coordination with State department of transportation and the metropolitan planning organization, ability to act on behalf of the applicant jurisdiction, and ability to meet Federal funding requirements
14. **Project Schedule** - The anticipated project schedule (assuming the requested TCSP funding is provided) is required. The schedule should show how the work will be commenced in the fiscal year for which the funds are being requested, and the anticipated completion date of the work. Applications should only be submitted for projects that are ready to advance if the funding request is met.

If the applicant desires to submit additional information, such as maps, pictures, copies of support letters etc., those items must be submitted electronically to the FHWA division office, who will submit them to Headquarters. This additional information should be identified by the State and Project Title that matches items 1 and 5 of the electronic application. These additional items are not required and should not be relied upon to meet the application submission requirements above. Any support letters should be addressed and sent to the Federal Highway Administrator, who is the official ultimately responsible for selecting projects for funding.

The applications must be submitted electronically in Microsoft Word format (see Attachment 2). When submitting the project applications, the division office shall transmit them via email to the attention of Wesley Blount at Wesley.Blount@dot.gov. Transmittal should include:

a. a statement from the division office that the submittal has been reviewed by the division office and that it meets the submission requirements;
b. the applicants submission e-mail or letter to the FHWA division office; and
c. each Microsoft Word application as an attachment.

ANNOUNCEMENT OF AWARDS / ALLOCATION OF FUNDS:

After the applications are received and projects are selected for funding, it is required that Congress be notified before the funds are allocated to the States. When this Congressional notification process is completed, the Office of Planning, Environment and Realty will issue an announcement by email to all FHWA division offices, announcing the TCSP projects that will be funded and the amount of funding for each project.

At that time, States may request that funds be allocated for any projects for which the funds are ready to be obligated. The State transportation agency shall send an email to the FHWA division office indicating the project, the amount requested for allocation, and the date by which the funds will be obligated. The Office of Planning, Environment and Realty will issue the allocation memorandum within a few days of receiving the allocation request from the division office.

STATE TRANSPORTATION AGENCY RESPONSIBILITIES:

1. Coordinate with State, metropolitan planning organizations, local, tribal, and Federal agencies within the State to develop project applications.
2. Ensure that the applications are completed for candidate projects in accordance with the submission requirements outlined above.
3. If required, establish priorities if more than one project is submitted for the State.
4. Submit the applications **electronically** to the local FHWA division office on time so that the submission deadline can be met.
5. Submit request to FHWA division office for allocation of funds, after awards are announced, and when project funds are ready to be obligated.

FHWA DIVISION OFFICE RESPONSIBILITIES:

1. Provide the solicitation memorandum and this program information to the State transportation agency **electronically** to facilitate their electronic submission of applications.
2. Request candidate projects be submitted by the State to the FHWA division office electronically to meet the submission deadline established in the solicitation.
3. Review all candidate applications submitted by the State prior to sending them to FHWA Headquarters to ensure that they are complete and meet the submission requirements.
4. Submit the candidate applications **electronically** to FHWA Headquarters Office of Planning as outlined in the solicitation memorandum. Include the following with the transmitting email message:
   a. Statement from the division office that the State's submittal has been reviewed by the division office and that it meets the submission requirements.
   b. State transportation department submission email or letter to the FHWA division office.
   c. **Each** Microsoft Word TCSP grant application as a separate attachment.
5. Forward award announcement to the State.
6. Forward allocation requests from State to the Office of Planning, Environment and Realty

FHWA HEADQUARTERS PROGRAM OFFICE RESPONSIBILITIES:

1. Solicit applications from the States through annual solicitation memorandum.
2. Review applications and compile appropriate program and project information for the Federal Highway Administrator.
3. Issue award announcement via email to all FHWA division offices.
4. Allocate funds upon receipt of request from State through the FHWA division office.

Page last modified: May 5, 2011

2011 Discretionary Grant Programs

Truck Parking Facilities Program

Description
The Federal Highway Administration is soliciting applications for the truck parking facilities initiative for which funding is available under section 1305 of Public Law 109-59, 119 Stat. 1214-15, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU directed the Secretary to establish a pilot program to address the shortage of long-term parking for commercial motor vehicles (CMV) on the National Highway System. Section 101 of Title I of Public Law 112-5, the Surface Transportation Extension Act of 2011, 125 Stat. 15, extended funding for the Truck Parking Facilities program for fiscal year 2011. SAFETEA-LU section 1305 authorizes a wide range of eligible projects and activities, ranging from construction of commercial motor vehicle spaces and other capital improvements that facilitate CMV parking including the use of intelligent transportation systems (ITS) technology to increase information on the availability of both public and private CMV parking spaces. For purposes of this program, long-term parking is defined as parking available for 10 or more consecutive hours.

Eligible Government Entity / SAFETEA-LU and/or Title 23 Citation(s)
States (as defined in section 101(a) of Title 23, United States Code), Metropolitan Planning Organizations, or local governments are eligible to apply for funds under this program. Grants may be funded at an 80 to 100 percent funding level based on the criteria specified in sections 120(b) and 120(c) of Title 23, United States Code.

Applications submitted, reviewed and recommended for funding may be retained by FHWA and funded with future appropriations for this program if future appropriations are made available by Congress.

The Secretary recognizes that each funded project is unique, and therefore may attach conditions to project award documents. The FHWA will send an award letter with a grant agreement that contains all the terms and conditions for the grant. These successful applicants must execute and return the grant agreement, accompanied by any additional items required by the grant agreement.

Estimated Amount Available for Grants*: $7,500,000
**Note: Actual amount available for award subject to reduction pending final obligation limitation distribution and lop-off calculation.*

How to Apply

- Application Guidelines and Administration

Application Deadline: June 3, 2011

FHWA Point of Contact
Tom Kearney
Office of Operations (Freight)
518-431-4125 ext. 218
Tom.Kearney@dot.gov

2011 Discretionary Grant Programs

Truck Parking Facilities Program - Application

Download a Word version of this application: tpi2011appl.docx, 28 KB

APPLICATION INSTRUCTIONS:

Electronic versions of project applications in .pdf file format should be attached to an e-mail and submitted to truckparking10@dot.gov. Alternatively, hard copies of project applications may be submitted to the Federal Highway Administration Division Office in the State; in that case, an original and 10 copies of each application can be submitted.

A listing of the FHWA Division Offices can be found at http://www.fhwa.dot.gov/about/field.cfm. **Please note electronic submissions in .pdf file format are encouraged in place of hard copy submissions.**

Awarded projects will be administered by the applicable State Department of Transportation as a Federal-aid grant.

In accordance with the Paperwork Reduction Act, we have received clearance from OMB for this action (OMB Control number 2125-0610, April 30, 2013).

I. Proposal Content

All proposals should include the following:

1. A detailed project description, which would include a description of the severity and extent of the long-term truck parking shortage in the corridor to be addressed, along with contact information for the project's primary point of contact, and whether funds are being requested under 23 U.S.C. 120(b) or 120(c). Data helping to define the shortage may include truck volume (Average Daily Truck Traffic-ADTT) in the corridor to be addressed, current number of long-term commercial motor vehicle parking spaces, use of current long-term parking spaces, driver surveys, observational field studies, proximity to freight loading/unloading facilities, and proximity to the NHS.

2. The rationale for the project should include an analysis and demonstration of how the proposed project will positively affect truck parking, safety, economic competitiveness and sustainability, traffic congestion, or air quality in the identified corridor. It is imperative that the applicant include the number of additional truck parking spaces that will be utilized based upon the solution(s) proposed.

3. The scope of work should include a complete listing of activities to be funded by the request, including technology development, information processing, information integration activities, developmental phase activities (planning, feasibility analysis, environmental review, engineering or design work, and other activities), construction, reconstruction, acquisition of real property (including land related to the project and improvements to land), environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements.

4. Stakeholder identification should include evidence of prior consultation and/or partnership with affected MPOs, local governments, community groups, private providers of commercial motor vehicle parking, and motorist and trucking organizations. Also include a listing of all public and private partners, and the role each will play in the execution of the project. Commitment/consultation examples may include: Memorandums of Agreement, Memorandums of Understanding, contracts, meeting minutes, letters of support/commitment, and documentation in a metropolitan transportation improvement program (TIP) or statewide transportation improvement program (STIP).

5. A detailed quantification of eligible project costs by activity, an identification of all funding sources that will supplement the grant and be necessary to fully fund the project, and the anticipated dates on which the additional funds are to be made available. Matching funds will be required for projects eligible under 23 U.S.C. 120(b).

6. Applicants should provide a timeline that includes work to be completed and anticipated funding cycles. Gantt charts are preferred.

7. Include a timeline for complying with National Environmental Policy Act requirements and the type of clearance received or anticipated.

8. Include a project map that consists of a schematic illustration depicting the project and connecting transportation infrastructure. Digital maps should accompany all submissions, either hard copy or electronic submissions made in pdf file format. Please reference in the proposal if the maps are available.

9. Describe a measurement plan to determine whether or not the project achieved its intended results. The measurement plan should continue for 3 years beyond the completion date of the project. After the 3-year period, a final report quantifying the results of the project should be submitted to the FHWA.

10. Proposals should not exceed 12 pages in length. Additional information supporting the application such as maps, technical information providing further demonstration of project need, and letters of endorsement can be submitted as addendums to the application and will not count against the suggested application page limit.

SPECIAL NOTE: A description of the project management approach that will guide advancement of the project must be included for project applications proposing ITS or other technology based truck parking solutions. FHWA encourages in the project management approach a minimum of a communications plan, a risk management plan and a work breakdown structure.

APPLICATION REVIEW INFORMATION:

Grant applications that contain the elements detailed in this notice will be scored competitively according to the soundness of their methodology and subject to the criteria listed below. Sub-factors listed under each factor are of equal importance unless otherwise noted.

Selection criteria

1. Demonstration of severe shortage (number of spaces, access to existing spaces or information/knowledge of space availability) of commercial motor vehicle parking capacity/utilization in the corridor. (Multi-State highway corridors are the focus of these projects. Consider the business requirements of getting the goods to market, while also considering the government regulations associated with hours of service.) (20 percent)

   Examples used to demonstrate severe shortage may include:

   - ADTT in proposal area.
   - Average daily shortfall of truck parking in proposal area.
   - Ratio of ADTT to average daily shortfall of truck parking in proposal area.
   - Proximity to NHS.

2. The extent to which the proposed solution resolves the described shortage. (35 percent)

   Examples should include:

   - Number of additional truck parking spaces per day that will be used as a result of the proposed solution.
   - The effect on highway safety, economic competitiveness and sustainability, traffic congestion, and/or air quality.

3. Cost effectiveness of proposal. (25 percent)

   Examples should include:

   - How many truck parking spaces will be used per day per dollar expended?
   - Total cost of project, including all non-Federal funds that will be contributed to the project.

4. Scope of proposal. (20 percent)

   Examples should include:

   - Evidence of a wide range of input from affected parties, including State and local governments, community groups, private providers of commercial motor vehicle parking, and motorist and trucking organizations.
   - For projects that are ITS-based, the project management plan presented in the application should demonstrate the project will successfully be delivered.
   - Whether the principles outlined in the proposal can be applied to other locations/projects and possibly serve as a model for other locations.

Review Standards

1. All applications for grants should be submitted to the e-mail address or mailing address provided in this Notice by the date specified in this notice.

2. Applicants should ensure that the project proposal is compatible with or documented on their planning documents (TIP and STIP). They should also validate, to the extent the can, any analytic data.

3. Each application will be reviewed for conformance with the provisions in this notice.

4. Applications lacking any of the mandatory elements or arriving after the deadline for submission will not be considered. To assure full consideration, proposals should not exceed 12 pages in length.

5. Applicants may be contacted for additional information or clarification.

6. Applications complying with the requirements outlined in this notice will be evaluated competitively by a review panel, and will be scored as described in the selection criteria.

7. If the FHWA determines that the project is technically or financially unfeasible, FHWA will notify the applicant, in writing.

8. The FHWA reserves the right to partially fund or request modification of projects.

9. All information described in the submitter's proposal elements should be quantifiable and sourced.

TAB 5

TECHNICAL COMMITTEE AGENDA 07/20; ITEM II.D.

TIGER III Discretionary Grant Information

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

On July 1, 2011, the Federal Highway Administration released a federal register notice that funding is available under the Transportation Investment Generating Economic Recovery (TIGER) program. Pre-Applications are due on October 3, 2011. The minimum grant size is $10 million for urban areas. A 20% match is required.

Currently, OTO, along with area partners, is exploring the possibility of submitting an application. The following selection criteria, as outlined by FHWA, will be considered before a decision will be made on whether to apply.

Long-Term Outcomes: The Department will give priority to projects that have a significant impact on desirable long-term outcomes for the Nation, a metropolitan area, or a region.

The following long-term outcomes will be given priority:

- *State of Good Repair*: Improving the condition of existing transportation facilities and systems, with particular emphasis on projects that minimize life-cycle costs.
- *Economic Competitiveness*: Contributing to the economic competitiveness of the United States over the medium- to long-term.
- *Livability*: Fostering livable communities through place-based policies and investments that increase transportation choices and access to transportation services for people in communities across the United States.
- *Environmental Sustainability*: Improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions and benefitting the environment.
- *Safety*: Improving the safety of U.S. transportation facilities and systems.

Job Creation & Economic Stimulus: While the TIGER Discretionary Grant program is not a Recovery Act program, job creation and economic stimulus remain a top priority of this Administration; therefore, DOT will give priority to projects that are expected to quickly create and preserve jobs and stimulate rapid increases in economic activity, particularly jobs and activity that benefit economically distressed areas.

The **Secondary Selection Criteria** include:

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

Partnership: DOT will give priority to projects that demonstrate strong collaboration among a broad range of participants and/or integration of transportation with other public service efforts.

The Department will give more weight to the Long-Term Outcomes and Jobs Creation & Economic Stimulus criteria than to the Innovation and Partnership criteria. Projects that are unable to demonstrate a likelihood of significant long-term benefits in any of the five long-term outcomes will not proceed in the evaluation process. For the Jobs Creation & Economic Stimulus criterion, a project that is not ready to proceed quickly is less likely to be successful.

The notice published in the Federal Register provides additional guidance on how the Department will apply the selection criteria.

TECHNICAL COMMITTEE ACTION REQUESTED: NONE

Federal Register Interim Notice - July 1, 2011 - TIGER Discretionary Grants

$526.944 million for TIGER Discretionary Grants
Funds are only available for obligation through September 30, 2013

Interim notice requests comments on the proposed selection criteria and guidance for awarding funds – comments due July 18th at 5 PM
Supplemental notice may be published based on comments

October 3, 2011, at 5 p.m. EDT - Pre-applications are due to USDOT

- **August 23, 2011 – Pre-application system opens**

October 31, 2011, at 5 p.m. EDT - Final applications are due through Grants.gov

- **October 5, 2011 Grants.gov Apply function opens to submit applications**

Not identical to past TIGER programs - does not provide any funding for projects solely for the planning, preparation, or design of capital projects

Awarded on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area or a region

Eligible Applicants - State, local, and tribal governments, including U.S. territories, tribal governments, transit agencies, port authorities, metropolitan planning organizations (MPOs), other political subdivisions of State or local governments, and multi-State or multijurisdictional groups applying through a single lead applicant (for multijurisdictional groups, each member of the group, including the lead applicant, must be an otherwise eligible applicant)

Eligible applicants may submit, as a lead applicant, no more than three applications for consideration

Multistate applications, will not count towards the lead applicant's three application limit

Eligible Projects – same as under TIGER II

TIGER Discretionary Grants may be not less than $10 million (except in rural areas) and not greater than $200 million

No more than 25 percent of the funds made available for TIGER Discretionary Grants (or $131.736 million) may be awarded to projects in a single State

Not less than $140 million of the funds provided for TIGER Discretionary Grants is to be used for projects located in rural areas

No more than $150M provided for subsidy and administrative costs of the Transportation Infrastructure Finance and Innovation Act of 1998("TIFIA") program

Grants may be used for up to 80 percent of the costs

Priority must be given to projects for which Federal funding is required to complete an overall financing package

Projects can increase their competitiveness by demonstrating significant non-Federal contributions
DOT will not consider funds already expended at the time of the award for purposes of meeting the 20 percent match requirement

Grants may fund up to 100% in rural areas

Evaluation Criteria:
Primary

- Long-Term Outcomes
  - State of Good Repair
  - Economic Competitiveness
  - Livability
  - Environmental Sustainability
  - Safety
- Job Creation & Near-Term Economic Activity
  - Priority to projects that are expected to quickly create and preserve jobs and promote rapid increases in economic activity, particularly jobs and activity that benefit economically distressed areas

Secondary

- Innovation
- Partnership

Benefit Cost Analysis must be submitted

Environmental Approvals: Receipt (or reasonably anticipated receipt) of all environmental approvals necessary for the project to proceed to construction on the timeline specified in the project schedule, including satisfaction of all Federal, State and local requirements and completion of NEPA process - To demonstrate satisfaction of this requirement, applicants should provide assurances with their pre-applications and evidence with their applications that NEPA review is complete or substantially complete and submit relevant draft or final NEPA documentation—preferably by way of a Web site link

Pre-Application Evaluation – An evaluation team will be responsible for analyzing whether the pre-application satisfies the following key threshold requirements: Eligibility; NEPA status; metro/state plans; readiness to obligate; match is identified and committed

TIGER Discretionary Grant Program

HALF-DAY SEMINAR: JULY 18, 2011 1-4 PM EDT

Lessons on How to Compete for a USDOT TIGER Grant

Hosted by the Office of the Assistant Secretary for Transportation Policy, U.S. Department of Transportation

TIGER GRANTS

WHEN: Monday, July 18, 2011 - 1:00 PM to 4:00 PM EDT

WHERE: West Building Atrium at DOT Headquarters
1200 New Jersey Ave SE (Navy Yard Metro Stop)

IN PERSON: RSVP to TigerGrants@dot.gov to attend (see next page for details).

ONLINE: If planning to attend via the web, a courtesy registration in advance of the event is requested. A webcast link will be provided prior to the event.

HEAR FROM KEY USDOT PROGRAM OFFICIALS

QUESTIONS ARE ENCOURAGED AND WILL BE SOLICITED VIA E-MAIL AND IN PERSON

The TIGER Discretionary Grant Program is a multimodal, merit-based, discretionary grant program that is designed to provide support for innovative transportation projects of National, regional, and local significance, including projects that may be left out of traditional transportation programs. The TIGER grant program has awarded $2.1 billion to 126 transportation projects in all 50 states and the District of Columbia. During the previous two rounds, the Department of Transportation received more than 2,500 applications requesting more than $79 billion for transportation projects across the country.

The purpose of this seminar is to identify the key elements of competitive applications and provide information on developing benefit cost analysis. Additionally, information outlining the process for this fall's round of application evaluation will be presented.

This free seminar will be held in the Atrium of the West Building of the USDOT Headquarters and simulcast via the web. Access to this webcast will be available through the Department's website at www.dot.gov/tiger.

There is no registration fee for this seminar, but advance registration is required to attend in person. To attend, please register via e-mail to the following address: TigerGrants@dot.gov. Registration will be available through Wednesday, July 13, 2011. If you require special accommodations, please contact us. Open captioning will be provided in the atrium and on the web.

(see next page)

U.S. Department of Transportation

TIGER Discretionary Grant Program

HALF-DAY SEMINAR: JULY 18, 2011 1-4 PM EDT

TIGER
GRANTS

Lessons on How to Compete for a USDOT TIGER Grant

Hosted by the Office of the Assistant Secretary for Transportation Policy, U.S. Department of Transportation

Advance registration is required.

To attend, please provide the following information via e-mail to TigerGrants@dot.gov (subject line: July 18 Seminar Registration):

First and Last Name:

Title:

Company / Organization:

Mailing Address:

City:

State:

Zip Code:

Telephone Number:

E-mail Address:

Registration will be available through July 13.

T ransportation
I nvestment
G enerating
E conomic
R ecovery

USDOT Contact: **John T. Kennedy**

Phone: 202-493-0282

Fax: 202-366-0263

E-mail: TigerGrants@dot.gov

U.S. Department of Transportation

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TIGER GRANTS

- Driven by Performance
- Innovation & Project Acceleration
- Safety & State of Good Repair
- Livability & Sustainability
- Planning Activities

SHARE

Related Items

2011 TIGER
- Application Resources (FAQ)
- Interim Notice of Funding Availiblity

TIGER Project Awards
- 2010 Capital Projects
- 2010 Planning Projects
- 2009 Capital Projects

FAST LANE The Official Blog of the U.S. Secretary of Transportation

Half-Day Seminar
July 18, 1-4pm EDT
TIGER
For Information
Click Here

FY 2011 TIGER Grants

DOT is authorized to award $526.944 million in TIGER+ Discretionary Grants pursuant to Div. B of the Department of Defense and Full-Year Continuing Appropriations Act, 2011 (Pub. L. 112-010, Apr. 15, 2011). This appropriation is similar, but not identical to the appropriation for the "TIGER" program authorized and implemented pursuant to the American Recovery and Reinvestment Act of 2009, and the National Infrastructure Investments or "TIGER II" program under the FY 2010 Appropriations Act. Given that funds have now been appropriated for these similar programs in three separate statutes, DOT is referring to the grants for National Infrastructure Investments under the FY 2011 Continuing Appropriations Act simply as "TIGER Discretionary Grants." As with the TIGER and TIGER II programs, funds for the FY2011 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. View a copy of the full **Interim Notice of Funding Availability**.

Prospective applicants are encouraged to look through Frequently Asked Questions, webinars and other guidance at the **Application Resources** page.

Program Background

The Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grant program, provides a unique opportunity for the U.S. Department of Transportation to invest in road, rail, transit and port projects that promise to achieve critical national objectives. Congress dedicated $1.5 billion for TIGER I and $600 million for TIGER II to fund projects that have a significant impact on the Nation, a region or a metropolitan area. TIGER's highly competitive process, galvanized by tremendous applicant interest, allowed DOT to fund 51 innovative capital projects in TIGER I, and an additional 42 capital projects in TIGER II. TIGER II also featured a new Planning Grant category and 33 planning projects were also funded through TIGER II. Each project is multi-modal, multi-jurisdictional or otherwise challenging to fund through existing programs.

The TIGER program enables DOT to use a rigorous process to select projects with exceptional benefits, explore ways to deliver projects faster and save on construction costs, and make investments in our Nation's infrastructure that make communities more livable and sustainable.

"These are innovative, 21st century projects that will change the U.S. transportation landscape by strengthening the economy and creating jobs, reducing gridlock and providing safe, affordable and environmentally sustainable transportation choices," said Secretary LaHood. "Many of these projects could not have been funded without this program." View the grant awards here:

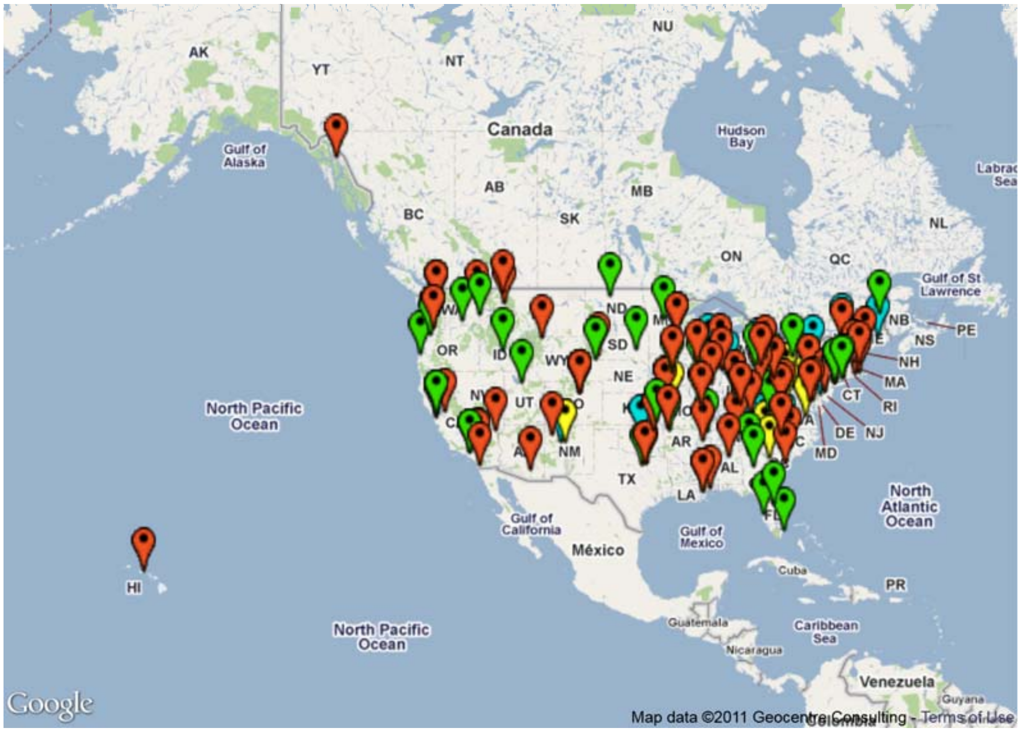
DISTRACTION.GOV

THE RECOVERY ACT and the U.S. DEPARTMENT OF TRANSPORTATION

LIVABILITY and the U.S. DEPARTMENT OF TRANSPORTATION

OPEN GOVERNMENT at the U.S. DEPARTMENT OF TRANSPORTATION

RestoreTheGulf.gov



TIGER I

TIGER II

TIGER II Planning Assistance

Sustainable Community Challenge Planning Grants

Webinars and Additional Guidance

Benefit Cost Analysis for Transportation Infrastructure Webcast

2010 TIGER II Seminar Webcast

Frequently Asked Questions

Question 1. What are the objectives of the TIGER Discretionary Grant Program?

Answer 1. The FY 2011 Appropriations Act appropriated $526.944 million, available through September 30, 2013, for National Infrastructure Investments. This appropriation is similar, but not identical to the appropriation for the "TIGER" program authorized and implemented pursuant to the American Recovery and Reinvestment Act of 2009, and the National Infrastructure Investments or "TIGER II" program under the FY 2010 Appropriations Act. Given that funds have now been appropriated for these similar programs in three separate statutes, DOT is referring to the grants for National Infrastructure Investments under the FY 2011 Continuing Appropriations Act simply as "TIGER Discretionary Grants." As with the TIGER and TIGER II programs, funds for the FY2011 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.

Question 2. When were the criteria for the TIGER Discretionary Grant program announced, and when are applications due?

Answer 2. The criteria for the TIGER Discretionary Grant program are announced in the interim notice of funding availability in the Federal Register. The notice requires that pre-applications must be submitted by **October 3, 2011**, at **5:00 p.m. EDT**. Final applications must be submitted through Grants.gov by October 31, 2011, at 5:00 p.m. EDT. The DOT pre-application system will open on or before August 22, 2011 to allow prospective applicants to submit pre-applications. Access to the pre-application system will be made available through the TIGER website (www.dot.gov/tiger). Subsequently, the Grants.gov "Apply" function will open on October 4, 2011, allowing applicants to submit final applications.

Question 3. Is there an opportunity for interested stakeholders to submit comments on the interim notice of funding availability?

Answer 3. Yes. There is a two-week period provided for the submission of comments. Comments must be submitted by July 18, 2011, at 5:00 p.m. EDT. All comments submitted must include the agency name (Office of the Secretary of Transportation) and the docket number DOT-OST-2011-0107. To ensure that your comments are not entered into the docket more than once, please submit comments, identified by the docket number DOT-OST-2011-0107, by only one of the following methods:

> Website: The U.S. Government electronic docket site is www.regulations.gov. Go to this Website and follow the instructions for submitting comments into docket number DOT-OST-2011-0107;
>
> Fax: Telefax comments to 202-493-2251;
>
> Mail: Mail your comments to U.S. Department of Transportation, 1200 New Jersey Avenue SE, Docket Operations, M-30, Room W12-140, Washington, DC 20590; or
>
> Hand Delivery: Bring your comments to the U.S. Department of Transportation, 1200 New Jersey Avenue SE, Docket Operations, M-30, West Building Ground Floor, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Instructions for submitting comments: You must include the agency name (Office of the Secretary of Transportation) and Docket number DOT-OST-2011-0107 for this notice at the beginning of your comments. You should submit two copies of your comments if you submit them by mail or courier. For confirmation that the Office of the Secretary of Transportation has received your comments, you must include a self-addressed stamped postcard. Note that all comments received will be posted without change to www.regulations.gov, including any personal information provided, and will be available to Internet users. You may review DOT's complete Privacy Act Statement in the Federal Register published April 11, 2000, (65 FR 19477), or you may visit www.regulations.gov.

For Pre-Applications and Applications: Pre-applications must be submitted electronically to DOT and applications must be submitted electronically through Grants.gov. Only pre-applications received by DOT and applications received through Grants.gov will be deemed properly filed. Instructions for submitting pre-applications to DOT and applications through Grants.gov are included in Section VII of the interim notice of funding availability.

Question 4. Who can receive funds under the National Infrastructure Investments Discretionary Grant?

Answer 4. "Eligible Applicants" for TIGER Discretionary Grants are State, local, and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), other political subdivisions of State or local governments, and multi-State or multi-jurisdictional groups applying through a single lead applicant (for multi-jurisdictional groups, each member of the group, including the lead applicant, must be an otherwise eligible applicant as described in this paragraph).

Question 5. What types of projects are eligible for TIGER Discretionary Grant funding?
Answer 5. Projects that are eligible for TIGER Discretionary Grants under the FY 2010 Appropriations Act include, but are not limited to:

highway or bridge projects eligible under title 23, United States Code;

public transportation projects eligible under chapter 53 of title 49, United States Code;

passenger and freight rail projects; and

port infrastructure investments.

Federal wage rate requirements included in subchapter IV of chapter 31 of title 40, United States Code, apply to all projects receiving funds.

TIGER TIFIA Payments
Up to $150 million of the $526.944 million available for TIGER Discretionary Grants may be used to pay the subsidy and administrative costs of the Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance program if it would further the purposes of the TIGER Discretionary Grant program. DOT is referring to these payments as “TIGER TIFIA Payments.” Based on the subsidy amounts required for projects in the TIFIA program’s existing portfolio, DOT estimates that $150 million of TIGER TIFIA Payments could support approximately $1.5 billion in TIFIA credit assistance. The amount of budget authority required to support TIFIA credit assistance is calculated on a project-by-project basis. Applicants for TIGER TIFIA Payments should submit an application pursuant to the notice of funding availability and a separate TIFIA letter of interest, as described in Section VI of the notice.

TIGER Planning Grants
Unlike the FY 2010 Appropriations Act, the FY 2011 Appropriations Act does not provide any funding for projects solely for the planning, preparation, or design of capital projects (“TIGER Planning Grants”); however, these activities may be eligible to the extent that they are part of an overall construction project that receives TIGER Discretionary Grants funding.

Projects in Rural Areas
The FY 2011 Appropriations Act directs that not less than $140 million of the funds provided for TIGER Discretionary Grants are to be used for projects in rural areas. DOT is generally defining “rural area” as any area not in an Urbanized Area, as such term is defined by the Census Bureau, and will consider a project to be in a rural area if all or a material portion of a project is located in a rural area. For projects located in rural areas the FY 2011 Appropriation Act does not require matching funds (although the statute does direct DOT to give priority to projects, including projects located in rural areas, for which Federal funding is required to complete an overall financing package that includes non-Federal sources of funds) and the minimum grant size is $1 million.

Question 6. What criteria will be used to evaluate applications for TIGER Discretionary Grants?
Answer 6. TIGER Discretionary Grants will be awarded based on two categories of selection criteria, “Primary Selection Criteria” and “Secondary Selection Criteria.”
The Primary Selection Criteria include:
Long-Term Outcomes: The Department will give priority to projects that have a significant impact on desirable long-term outcomes for the Nation, a metropolitan area, or a region.
The following long-term outcomes will be given priority:

State of Good Repair: Improving the condition of existing transportation facilities and systems, with particular emphasis on projects that minimize life-cycle costs.

Economic Competitiveness: Contributing to the economic competitiveness of the United States over the medium- to long-term.

Livability: Fostering livable communities through place-based policies and investments that increase transportation choices and access to transportation services for people in communities across the United States.

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

Safety: Improving the safety of U.S. transportation facilities and systems.

Job Creation & Economic Stimulus: While the TIGER Discretionary Grant program is not a Recovery Act program, job creation and economic stimulus remain a top priority of this Administration; therefore, DOT will give priority to projects that are expected to quickly create and preserve jobs and stimulate rapid increases in economic activity, particularly jobs and activity that benefit economically distressed areas.

The **Secondary Selection Criteria** include:

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

Partnership: DOT will give priority to projects that demonstrate strong collaboration among a broad range of participants and/or integration of transportation with other public service efforts.

The Department will give more weight to the Long-Term Outcomes and Jobs Creation & Economic Stimulus criteria than to the Innovation and Partnership criteria. Projects that are unable to demonstrate a likelihood of significant long-term benefits in any of the five long-term outcomes will not proceed in the evaluation process. For the Jobs Creation & Economic Stimulus criterion, a project that is not ready to proceed quickly is less likely to be successful.

The notice published in the Federal Register provides additional guidance on how the Department will apply the selection criteria.

Question 7. Is there a maximum and/or minimum grant size for TIGER Discretionary Grants?
Answer 7. The FY 2011 Appropriations Act specifies that TIGER Discretionary Grants may be not less than $10 million and not greater than $200 million. Pursuant to the FY 2011 Appropriations Act, no more than 25 percent of the funds made available for TIGER Discretionary Grants (or $131 million) may be awarded to projects in a single State.

Question 8. Are there any other statutory requirements for the distribution of TIGER Discretionary Grants?
Answer 8. FY 2011 Appropriations Act specifies the following additional requirements for the distribution of TIGER Discretionary Grants:

> The FY 2011 Appropriations Act directs that not less than $140 million of the funds provided for TIGER Discretionary Grants is to be used for projects located in rural areas.
>
> TIGER Discretionary Grants may be used for up to 80 percent of the costs of a project, but priority must be given to projects for which Federal funding is required to complete an overall financing package and projects can increase their competitiveness by demonstrating significant non-Federal contributions. DOT may increase the Federal share above 80 percent only for projects located in rural areas, in which case DOT may fund up to 100 percent of the costs of a project. However, the statutory requirement to give priority to projects that use Federal funds to complete an overall financing package applies to project located in rural areas as well, and projects located in rural areas can increase their competitiveness for purposes of the TIGER program by demonstrating significant non-Federal financial contributions.
>
> FOR FURTHER INFORMATION: For further information concerning the TIGER Discretionary Grant Program please contact the TIGER Discretionary Grant program manager via e-mail at TIGERGrants@dot.gov, or call Robert Mariner at 202-366-8914. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, DOT will regularly post answers to questions and requests for clarifications on the TIGER Discretionary Grant Program website at www.dot.gov/TIGER.

on this proposed collection as provided by 5 CFR Section 1320.8(d)(1).

ADDRESSES: Requests for information, including copies of the information collection proposed and supporting documentation, should be directed to the Agency Clearance Officer: Mark Winter, Tennessee Valley Authority, 1101 Market Street (MP–3C), Chattanooga, Tennessee 37402–2801; (423) 751–6004.

DATES: Comments should be sent to the Agency Clearance Officer no later than *August 30, 2011.*

SUPPLEMENTARY INFORMATION:

Type of Request: Regular submission.

Title of Information Collection: Land Use Survey Questionnaire—Vicinity of Nuclear Power Plants.

Frequency of Use: Annual.

Type of Affected Public: Individuals or households, and farms.

Small Businesses or Organizations Affected: No.

Federal Budget Functional Category Code: 271.

Estimated Number of Annual Responses: 150.

Estimated Total Annual Burden Hours: 37.5.

Estimated Average Burden Hours per Response: .25.

Need for and Use of Information: This survey is used to locate, for monitoring purposes, rural residents, home gardens, and milk animals within a five mile radius of a nuclear power plant. The monitoring program is a mandatory requirement of the Nuclear Regulatory Commission set out in the technical specifications when the plants were licensed.

Michael T. Tallent,

Director, Enterprise Information Security & Policy (Acting).

[FR Doc. 2011–16564 Filed 6–30–11; 8:45 am]

BILLING CODE 8120–08–P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[Docket No. DOT–OST–2011–0107]

Interim Notice of Funding Availability for the Department of Transportation's National Infrastructure Investments Under the Full-Year Continuing Appropriations, 2011; and Request for Comments

AGENCY: Office of the Secretary of Transportation, DOT.

ACTION: Interim notice of funding availability, request for comments.

SUMMARY: This interim notice announces the availability of funding and requests proposals for the Department of Transportation's National Infrastructure Investments, or ''TIGER Discretionary Grants.'' In addition, this interim notice announces selection criteria and pre-application and application requirements for these grants.

On April 15, 2011, the President signed the Full-Year Continuing Appropriations, 2011 (Div. B of the Department of Defense and Full-Year Continuing Appropriations Act, 2011 (Pub. L. 112–010, Apr. 15, 2011)) (''FY 2011 Continuing Appropriations Act''). The FY 2011 Continuing Appropriations Act appropriated $526.944 million to be awarded by the Department of Transportation (''DOT'') for National Infrastructure Investments. This appropriation is similar, but not identical to the appropriation for the Transportation Investment Generating Economic Recovery, or ''TIGER Discretionary Grant'', program authorized and implemented pursuant to the American Recovery and Reinvestment Act of 2009 (the ''Recovery Act''), and the National Infrastructure Investments or ''TIGER II Discretionary Grant'' program under the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act for 2010 (''FY 2010 Appropriations Act''). Because of the similarity in program structure, DOT has referred to the grants for National Infrastructure Investments under the FY 2010 Appropriations Act as ''TIGER II Discretionary Grants''. Given that funds have now been appropriated for these similar programs in three separate statutes, DOT is referring to the grants for National Infrastructure Investments under the FY 2011 Continuing Appropriations Act simply as ''TIGER Discretionary Grants.'' As with the TIGER and TIGER II programs, funds for the FY2011 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. Through this interim notice, DOT is soliciting applications for TIGER Discretionary Grants.

This interim notice requests comments on the proposed selection criteria and guidance for awarding funds. DOT will take all comments into consideration and may publish a supplemental notice revising some elements of this notice. If substantive changes to this notice are necessary, DOT will publish a supplemental Federal Register notice. In the event that this solicitation does not result in the award and obligation of all available funds, DOT may decide to publish an additional solicitation(s).

DATES: Comments must be received by July 18, 2011, at 5 p.m. EDT. Late-filed comments will be considered to the extent practicable. Pre-applications should be submitted by October 3, 2011, at 5 p.m. EDT (the ''Pre-Application Deadline''). Final applications must be submitted through Grants.gov by October 31, 2011, at 5 p.m. EDT (the ''Application Deadline''). The DOT pre-application system will open on or before August 23, 2011 to allow prospective applicants to submit pre-applications. Subsequently, the Grants.gov ''Apply'' function will open on October 5, 2011, allowing applicants to submit applications. While applicants are encouraged to submit pre-applications in advance of the Pre-Application Deadline, pre-applications will not be reviewed until after the pre-application deadline. Similarly, while applicants are encouraged to submit applications in advance of the Application Deadline, applications will not be evaluated, and awards will not be made, until after the Application Deadline.

ADDRESSES: *For Comments:* You must include the agency name (Office of the Secretary of Transportation) and the docket number DOT–OST–2011–0107 with your comments. To ensure that your comments are not entered into the docket more than once, please submit comments, identified by the docket number DOT–OST–2011–0107, by only one of the following methods:

Web site: The U.S. Government electronic docket site is *http://www.regulations.gov.* Go to this Web site and follow the instructions for submitting comments into docket number DOT–OST–2011–0107;

Fax: Telefax comments to 202–493–2251;

Mail: Mail your comments to U.S. Department of Transportation, 1200 New Jersey Avenue, SE., Docket Operations, M–30, Room W12–140, Washington, DC 20590; or

Hand Delivery: Bring your comments to the U.S. Department of Transportation, 1200 New Jersey Avenue, SE., Docket Operations, M–30, West Building Ground Floor, Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Instructions for submitting comments: You must include the agency name (Office of the Secretary of Transportation) and Docket number DOT–OST–2011–0107 for this notice at the beginning of your comments. You should submit two copies of your comments if you submit them by mail or courier. For confirmation that the

Office of the Secretary of Transportation has received your comments, you must include a self-addressed stamped postcard. Note that all comments received will be posted without change to *http://www.regulations.gov,* including any personal information provided, and will be available to Internet users. You may review DOT's complete Privacy Act Statement in the **Federal Register** published April 11, 2000, (65 FR 19477), or you may visit *http://www.regulations.gov.*

For Pre-Applications and Applications: Pre-applications must be submitted electronically to DOT and applications must be submitted electronically through Grants.gov. Only pre-applications received by DOT and applications received through Grants.gov will be deemed properly filed. Instructions for submitting pre-applications to DOT and applications through Grants.gov are included in Section VII *(Pre-Application and Application Cycle).*

FOR FURTHER INFORMATION CONTACT: For further information concerning this notice please contact the TIGER Discretionary Grant program manager via e-mail at *TIGERGrants@dot.gov,* or call Robert Mariner at 202–366–8914. A TDD is available for individuals who are deaf or hard of hearing at 202–366–3993. In addition, DOT will regularly post answers to questions and requests for clarifications on DOT's Web site at *http://www.dot.gov/TIGER.*

SUPPLEMENTARY INFORMATION: This notice is substantially similar to the Final notice published for the TIGER II Discretionary Grant program in the **Federal Register** on June 1, 2010. However, there are a few significant differences that applicants should be aware of. These differences are as follows:

1. Unlike the FY 2010 Appropriations Act, the FY 2011 Continuing Appropriations Act does not provide any funding for projects solely for the planning, preparation, or design of capital projects (''TIGER Planning Grants''); however these activities may be eligible to the extent that they are part of an overall construction project that receives TIGER Discretionary Grants funding

2. As specified in section VI of this notice, any applicant that is applying for a TIGER TIFIA Payment must also submit a TIFIA letter of interest along with their application.

3. As specified in section VII (A) of this notice, eligible applicants may submit, as a lead applicant, no more than three applications for consideration. However, multistate applications, will not count towards the lead applicant's three application limit. Additionally, applicants may be identified as a partnering agency on the application of another lead applicant and such an application will not count towards a partnering applicant's three application limit as a lead applicant. Other than these differences, and minor edits made to conform the notice to the factual circumstances of this round of TIGER funding, there have been no material changes made to the notice. Each section of this notice contains information and instructions relevant to the application process for these TIGER Discretionary Grants and prospective applicants should read this notice in its entirety so that they have the information they need to submit eligible and competitive applications.

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I. Background

Recovery Act TIGER and Fiscal Year 2010 TIGER II Discretionary Grants

On February 17, 2009, the President of the United States signed the Recovery Act, which appropriated $1.5 billion of discretionary grant funds to be awarded by DOT for capital investments in surface transportation infrastructure. DOT has referred to these grants as Grants for Transportation Investment Generating Economic Recovery or ''TIGER Discretionary Grants''. DOT solicited applications for TIGER Discretionary Grants through a notice of funding availability published in the **Federal Register** on June 17, 2009 (an interim notice was published on May 18, 2009). Applications for TIGER Discretionary Grants were due on September 15, 2009 and DOT received over 1400 applications with funding requests totaling almost $60 billion. Funding for 51 projects totaling nearly $1.5 billion was announced on February 17, 2010.

On December 16, 2009, the President signed the FY 2010 Appropriations Act that appropriated $600 million to DOT for National Infrastructure Investments using language that was similar, but not identical, to the language in the Recovery Act authorizing the TIGER Discretionary Grants. DOT has referred to those grants for National Infrastructure Investments as TIGER II Discretionary Grants.

The FY 2010 Appropriations Act permitted DOT to use an amount not to exceed $35 million of the available TIGER II funds for projects that involved solely the planning, preparation, or design of Eligible Projects, and not their construction (''TIGER II Planning Grants''). The Recovery Act did not explicitly provide funding for similar activities under the TIGER Discretionary Grant program.

DOT solicited applications for TIGER II Discretionary Grants through a notice of funding availability published in the **Federal Register** on June 1, 2010 (an interim notice was published on April 26, 2010). Applications for TIGER II Discretionary Grants were due on August 23, 2010 and nearly 1700 applications were received with funding requests totaling about $21 billion. Funding awards for 42 capital projects totaling nearly $557 million were announced on October 20, 2010. Grant announcements ranged from $1.01 million to $47.6 million for individual capital projects, with an average award size of approximately $13.25 million; the median award amount was $10.5 million. Additionally, funding for 33 planning projects totaling nearly $28 million was announced on October 20, 2010. TIGER II Planning Grant announcements ranged from $85 thousand to $2.8 million for individual projects, with an average award size of approximately $835 thousand; the median award size was $720 thousand. Fourteen TIGER II Planning Grant recipients received HUD Sustainable Community Challenge Grants that were also announced on October 20, 2010. Projects were selected for funding based on their alignment with the selection criteria specified in the June 1, 2010, **Federal Register** notice for the TIGER II Discretionary Grant program.

On April 15, 2011, the President signed the FY 2011 Continuing Appropriations Act. This Act appropriated $526.944 million to DOT for National Infrastructure Investments using language that is similar, but not identical to the language in the FY 2010 Appropriations Act authorizing the TIGER II Discretionary Grants. DOT is referring to these grants for National Infrastructure Investments as TIGER Discretionary Grants.

The most significant difference between the 2010 and 2011 appropriations is that there is no funding available for TIGER Planning Grants in the 2011 Act.

Section 1101 of the FY 2011 Continuing Appropriations Act, Title I—General Provisions, states that the appropriations are for such amounts as may be necessary, at the level specified and under the authority and conditions provided in applicable appropriations Act for fiscal year 2010, for projects or activities for which appropriations, funds, or other authority were made available under the Consolidated Appropriations Act, 2010 (Pub. L. 111–117). Because of this general provision in the FY 2011 Continuing Appropriations Act, DOT is applying the authority and conditions outlined in the following section.

FY 2011 TIGER Discretionary Grants

Like the TIGER and TIGER II Discretionary Grants, this year's TIGER Discretionary Grants are for capital investments in surface transportation infrastructure and 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. Key requirements of the TIGER Discretionary Grant program are summarized below, and material differences from the previous TIGER Discretionary Grant programs are highlighted.

''Eligible Applicants'' for TIGER Discretionary Grants are State, local, and tribal governments, including U.S. territories, tribal governments, transit agencies, port authorities, metropolitan planning organizations (MPOs), other political subdivisions of State or local governments, and multi-State or multi-jurisdictional groups applying through a single lead applicant (for multi-jurisdictional groups, each member of the group, including the lead applicant, must be an otherwise eligible applicant as defined in this paragraph).

Projects that are eligible for TIGER Discretionary Grants under the FY 2011 Continuing Appropriations Act (''Eligible Projects'') include, but are not limited to: (1) highway or bridge projects eligible under title 23, United States Code; (2) public transportation projects eligible under chapter 53 of title 49, United States Code; (3) passenger and freight rail transportation projects; and (4) port infrastructure investments. Federal wage rate requirements included in subchapter IV of chapter 31 of title 40, United States Code, apply to all projects receiving funds. This description of Eligible Projects is identical to the description of eligible projects under the TIGER II Discretionary Grant program.[1]

However, while in the past applicants could submit as many applications as they wished, for the Fiscal Year 2011 TIGER Discretionary Grant Program, to help ensure that applicants submit only those applications that are most likely to align well with DOT's selection criteria, each applicant may submit no more than three applications for consideration. While applications may include requests to fund more than one project, applicants should not bundle together unrelated projects in the same application for purposes of avoiding the three application limit that applies to each applicant. Please note that the three application limit applies only to applications where the applicant is the lead applicant, and there is no limit on applications for which an applicant can be listed as a partnering agency. Also, DOT will not count any application for a multistate project against the three application limit to the extent multiple states are partnering to submit the application.

The FY 2011 Continuing Appropriations Act requires a new solicitation of applications and, therefore, any unsuccessful applicant for a TIGER or TIGER II Discretionary Grant that wishes to be considered for a TIGER Discretionary Grant this year must reapply according to the procedures in this notice. Additionally, TIGER II planning grant recipients must reapply to be considered for a TIGER Discretionary Grant for capital funding, if they meet the eligibility criteria and schedule requirements for TIGER and are ready to proceed to the construction phase of the project.

The FY 2011 Continuing Appropriations Act specifies that TIGER Discretionary Grants may be not less than $10 million (except in rural areas) and not greater than $200 million. Based on DOT's experience with the TIGER and TIGER II Discretionary Grant programs, it is unlikely that the $200 million maximum grant size for this year's TIGER Discretionary Grant program will be reached for any project. The FY 2011 Continuing Appropriations Act, like the FY 2010 Appropriations Act, does not provide authority to waive the minimum $10 million grant size for TIGER Discretionary Grants. For projects located in rural areas (as defined in section V *(Projects in Rural Areas)*), the minimum TIGER Discretionary Grant size is $1 million, as it was in the FY 2010 Appropriations Act. The term ''grant'' in the provision of the FY 2011 Continuing Appropriations Act specifying a minimum grant size does not include TIGER TIFIA Payments, as defined below.

Pursuant to the FY 2011 Continuing Appropriations Act, no more than 25 percent of the funds made available for TIGER Discretionary Grants (or $131.736 million) may be awarded to projects in a single State. This maximum State share is consistent with the maximum State share under the TIGER II Discretionary Grants program. The comparable figure for TIGER II Discretionary Grants was also 25 percent (or $150 million).

The FY 2011 Continuing Appropriations Act directs that not less than $140 million of the funds provided for TIGER Discretionary Grants is to be used for projects located in rural areas. The comparable amount set aside for rural areas under the FY 2010 Appropriations Act was also $140 million. In awarding TIGER Discretionary Grants pursuant to the FY 2011 Continuing Appropriations Act, DOT must take measures to ensure an equitable geographic distribution of grant funds, an appropriate balance in addressing the needs of urban and rural areas and the investment in a variety of transportation modes. The FY 2010 Appropriations Act included the same provisions for the TIGER II Discretionary Grant program.

TIGER Discretionary Grants may be used for up to 80 percent of the costs of a project, but priority must be given to projects for which Federal funding is required to complete an overall financing package and projects can increase their competitiveness by demonstrating significant non-Federal contributions.[2] The FY 2010

[1] Consistent with the FY 2011 Continuing Appropriations Act, DOT will apply the following principles in determining whether a project is eligible as a capital investment in surface transportation: (1) Surface transportation facilities generally include roads, highways and bridges, ports, freight and passenger railroads, transit systems, and projects that connect transportation facilities to other modes of transportation; and (2) surface transportation facilities also include any highway or bridge project eligible under title 23, U.S.C., or public transportation project eligible under chapter 53 of title 49, U.S.C. 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.

[2] DOT will consider any non-Federal funds for purposes of meeting the 20 percent match requirement, whether such funds are contributed by the public sector (State or local) or the private sector; however, DOT will not consider funds already expended at the time of the award for purposes of meeting the 20 percent match requirement.

Appropriations Act included the same priority for TIGER II Discretionary Grants. Once again for this year's TIGER Discretionary Grants, DOT may increase the Federal share above 80 percent only for projects located in rural areas, in which case DOT may fund up to 100 percent of the costs of a project. Therefore, for projects not located in rural areas, based on the statutory requirements of at least 20 percent non-Federal cost share and a minimum grant size of $10 million, the minimum total project size for an eligible project is $12.5 million (where the minimum $10 million TIGER Discretionary Grant request represents 80 percent of the total project cost). The minimum total project size for an eligible project in a rural area is 1 million (where the entire project cost is funded with a TIGER Discretionary Grant). However, the statutory requirement to give priority to projects that use Federal funds to complete an overall financing package applies to projects located in rural areas as well, and projects located in rural areas can increase their competitiveness for purposes of the TIGER program by demonstrating significant non-Federal financial contributions.

The Recovery Act required DOT to give priority to projects that were expected to be completed by February 17, 2012. Like the FY 2010 Appropriations Act, the FY 2011 Continuing Appropriations Act does not include any similar requirements for the TIGER Discretionary Grants, although this year's TIGER funds are only available for obligation through September 30, 2013. The limited amount of time for which the funds will be made available means that DOT will consider the extent to which a project is ready to proceed with obligation of grant funds when evaluating applications.

The Recovery Act emphasized the generation of near-term economic effects from expenditures on project costs, such as construction job creation. However, the FY 2010 and FY 2011 Continuing Appropriations Acts do not include explicit emphasis on job creation and instead focus more broadly on the impact of projects on the Nation, a metropolitan area, or a region including the medium and long-term benefits that would accrue post-project completion. Therefore, in all cases, TIGER Discretionary Grant applications will need to be competitive on the merits of the medium to long-term impacts of the projects themselves, as demonstrated by a project's alignment with the Long-Term Outcomes selection criterion described in Section II(A) (Selection Criteria) below. However, because communities nationwide continue to face difficult economic circumstances, including high unemployment, DOT will also continue to incorporate near-term impacts like job creation in its evaluation of TIGER applications, as demonstrated by a project's alignment with the Job Creation & Near-Term Economic Activity selection criterion described in Section II(A) below. Consideration of near-term benefits will apply particularly in the case of projects that will employ people in Economically Distressed Areas as discussed in more detail in Section II(A) below.

The FY 2011 Continuing Appropriations Act allows for an amount not to exceed $150 million of the $526.944 million to be used to pay the subsidy and administrative costs of the Transportation Infrastructure Finance and Innovation Act of 1998 (''TIFIA'') program, a Federal credit assistance program, if it would further the purposes of the TIGER Discretionary Grant program. DOT is referring to these payments as ''TIGER TIFIA Payments.'' The FY 2010 Appropriations Act also authorized DOT to use up to $150 million of the amount available for TIGER II Discretionary Grants for similar purposes.

Based on the subsidy amounts required for projects in the TIFIA program's existing portfolio, DOT estimates that $150 million of TIGER TIFIA Payments could support approximately $1.5 billion in TIFIA credit assistance. The amount of budget authority required to support TIFIA credit assistance is calculated on a project-by-project basis. Applicants for TIGER TIFIA Payments should submit an application pursuant to this notice and a separate TIFIA letter of interest, as described below in Section VI (*TIGER TIFIA Payments*). Unless otherwise noted, or the context requires otherwise, references in this notice to TIGER Discretionary Grants include TIGER TIFIA Payments.

DOT reserves the right to offer a TIGER TIFIA Payment to an applicant that applied for a TIGER Discretionary Grant even if DOT does not choose to fund the requested TIGER Discretionary Grant and the applicant did not specifically request a TIGER TIFIA Payment. Therefore, as described below in Section VI (*TIGER TIFIA Payments*), applicants for TIGER Discretionary Grants, particularly applicants that require a substantial amount of funds to complete a financing package, should indicate whether or not they have considered applying for a TIGER TIFIA Payment. To the extent an applicant thinks that TIFIA may be a viable option for the project, applicants should provide a brief description of a project finance plan that includes TIFIA credit assistance and identifies a source of revenue which may be available to support the TIFIA credit assistance.

The FY 2011 Continuing Appropriations Act provides that the Secretary of Transportation may retain up to $25 million of the $526.944 million to fund the award and oversight of TIGER Discretionary Grants. Portions of the $25 million may be transferred for these purposes to the Administrators of the Federal Highway Administration, the Federal Transit Administration, the Federal Railroad Administration, and the Federal Maritime Administration.

The purpose of this notice is to solicit applications for TIGER Discretionary Grants.

TIGER Discretionary Grants

II. Selection Criteria and Guidance on Application of Selection Criteria

This section specifies the criteria that DOT will use to evaluate applications for TIGER Discretionary Grants. The criteria incorporate the statutory eligibility requirements for this program, which are specified in this notice as relevant. This section is divided into two parts. Part A (*Selection Criteria*) specifies the criteria that DOT will use to rate projects. Additional guidance about how DOT will apply these criteria, including illustrative metrics and examples, is provided in Part B (*Additional Guidance on Selection Criteria*).

A. Selection Criteria

TIGER Discretionary Grants will be awarded based on the selection criteria as outlined below. There are two categories of selection criteria, ''Primary Selection Criteria'' and ''Secondary Selection Criteria.''

The Primary Selection Criteria include (1) Long-Term Outcomes and (2) Job Creation & Near-Term Economic Activity. The Secondary Selection Criteria include (1) Innovation and (2) Partnership. The Primary Selection Criteria are intended to capture the primary objective of the TIGER provisions of the FY 2011 Continuing Appropriations Act, which is to invest in infrastructure projects that will have a significant impact on the Nation, a metropolitan area, or a region. The Secondary Selection Criteria are intended to capture the benefits of new and/or innovative approaches to achieving this programmatic objective.

1. Primary Selection Criteria:

(a) Long-Term Outcomes

DOT will give priority to projects that have a significant impact on desirable long-term outcomes for the Nation, a metropolitan area, or a region. Applications that do not demonstrate a likelihood of significant long-term benefits in this criterion will not proceed in the evaluation process. The following types of long-term outcomes will be given priority:

(i) *State of Good Repair:* Improving the condition of existing transportation facilities and systems, with particular emphasis on projects that minimize life-cycle costs.

(ii) *Economic Competitiveness:* Contributing to the economic competitiveness of the United States over the medium- to long-term.

(iii) *Livability:* Fostering livable communities through place-based 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.

(b) Job Creation & Near-Term Economic Activity

While the TIGER Discretionary Grant program is not a Recovery Act program, job creation and near-term economic activity remain a top priority of this Administration; therefore, DOT will give priority (as it did for the TIGER and TIGER II Discretionary Grant programs) to projects that are expected to quickly create and preserve jobs and promote rapid increases in economic activity, particularly jobs and activity that benefit economically distressed areas as defined by section 301 of the Public Works and Economic Development Act of 1965, as amended (42 U.S.C. 3161) (''Economically Distressed Areas'').[3]

[3] While Economically Distressed Areas are typically identified under the Public Works and Economic Development Act at the county level, for the purposes of this program DOT will consider regions, municipalities, smaller areas within larger communities, or other geographic areas to be Economically Distressed Areas if an applicant can demonstrate that any such area otherwise meets the requirements of an Economically Distressed Area as defined in section 301 of the Public Works and Economic Development Act of 1965.

2. 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 and/or integration of transportation with other public service efforts.

B. Additional Guidance on Selection Criteria

The following additional guidance explains how DOT will evaluate each of the selection criteria identified above in Section II(A) (Selection Criteria). Applicants are encouraged to demonstrate the responsiveness of a project to any and all of the selection criteria with the most relevant information that applicants can provide, regardless of whether such information has been specifically requested, or identified, in this notice. Any such information shall be considered part of the application, not supplemental, for purposes of the application size limits specified below in Section VII(D) (*Length of Application*).

1. Primary Selection Criteria:

(a) Long-Term Outcomes

In order to measure a project's alignment with this criterion, DOT will assess the public benefits generated by the project, as measured by the extent to which a project produces one or more of the following outcomes.

(i) *State of Good Repair:* In order to determine whether the project will improve the condition of existing transportation facilities or systems, including whether life-cycle costs will be minimized, DOT will assess (i) whether the project is part of, or consistent with, relevant State, local or regional efforts and plans to maintain transportation facilities or systems in a state of good repair, (ii) whether an important aim of the project is to rehabilitate, reconstruct or upgrade surface transportation assets that, if left unimproved, threaten future transportation network efficiency, mobility of goods or people, or economic growth due to their poor condition, (iii) whether the project is appropriately capitalized up front and uses asset management approaches that optimize its long-term cost structure, and (iv) the extent to which a sustainable source of revenue is available for long-term operations and maintenance of the project. The application should include any quantifiable metrics of the facility or system's current condition and performance and, to the extent possible, projected condition and performance, with an explanation of how the project will improve the facility or system's condition, performance and/or long-term cost structure, including calculations of avoided operations and maintenance costs and associated delays.

(ii) *Economic Competitiveness:* In order to determine whether a project promotes the economic competitiveness of the United States, DOT will assess whether the project will measurably contribute over the long term to growth in the productivity of the American economy. For purposes of aligning a project with this outcome, applicants should provide evidence of how improvements in transportation outcomes (such as time savings and operating cost savings) translate into long-term economic productivity benefits. These long-term economic benefits that are provided by the completed project are different from the near-term economic benefits of construction that are captured in the Job Creation & Near-Term Economic Activity criterion. In weighing long-term economic competitiveness benefits, applicants should describe how the project supports increased long-term efficiency and productivity.

Priority consideration will be given to projects that: (i) Improve long-term efficiency, reliability or cost-competitiveness in the movement of workers or goods (including, but not limited to, 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, particularly Economically Distressed Areas. Applicants may propose other methods of demonstrating a project's contribution to the economic competitiveness of the country and such methods will be reviewed on a case-by-case basis.

Economic competitiveness may be demonstrated by the project's ability to increase the efficiency and effectiveness of the transportation system through integration or better use of all existing transportation infrastructure (which may be evidenced by the project's involvement with or benefits to more than one mode and/or its compatibility with and preferably augmentation of the capacities of connecting modes and facilities), but only to the extent that these enhancements lead to the economic benefits that are identified in the opening paragraph of this section.

For purposes of demonstrating economic benefits, applicants should estimate National-level or region-wide economic benefits on productivity and production (*e.g.,* reduced shipping costs or travel times for U.S. exports originating both inside and outside of the region), and should net out those benefits most likely to result in transfers of economic activity from one localized area to another. Therefore, in estimating local and regional benefits, applicants should consider net increases in economic productivity and benefits, and should take care not to include economic benefits that are being shifted from one location in the United States to another location. Highly localized benefits will receive the most consideration under circumstances where such benefits are most likely to improve an Economically Distressed Area (as defined herein) or otherwise improve access to more productive employment opportunities for under-employed and disadvantaged populations.

Finally, the TIGER program strives to promote long-term economic growth in a manner that will be sustainable for generations to come. Therefore, for projects designed to enhance economic competitiveness, applicants should also provide evidence that the project will achieve the goals of this outcome in an environmentally sustainable manner. To satisfy this condition, applicants should reference the fourth criterion in this Section II(B) ''Environmental Sustainability'' for more information on what features promote sustainable growth and be sure to address the extent to which sustainability features are incorporated into the proposed project's economic impact.

(iii) *Livability:* Livability investments are projects that not only deliver transportation benefits, but are also designed and planned in such a way that they have a positive impact on qualitative measures of community life. This element of long-term outcomes delivers benefits that are inherently difficult to measure. However, it is implicit to livability that its benefits are shared and therefore magnified by the number of potential users in the affected community. Therefore, descriptions of how projects enhance livability should include a description of the affected community and the scale of the project's impact as measured in person-miles traveled or number of trips affected. In order to determine whether a project improves the quality of the living and working environment of a community, DOT will consider whether the project furthers the six livability principles developed by DOT with HUD and EPA as part of the Partnership for Sustainable Communities, which are listed fully at *http://www.dot.gov/affairs/2009/dot8009.htm.* For this criterion, the Department will give particular consideration to the first principle, which prioritizes the creation of affordable and convenient transportation choices.[4] Specifically, DOT will qualitatively assess whether the project:

(1) Will significantly enhance or reduce the average cost of user mobility through the creation of more convenient transportation options for travelers;

(2) will improve existing transportation choices by enhancing points of modal connectivity, increasing the number of modes accommodated on existing assets, or reducing congestion on existing modal assets;

(3) will improve accessibility and transport services for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities, or will make goods, commodities, and services more readily available to these groups; and/or

(4) is the result of a planning process which coordinated transportation and land-use planning decisions and encouraged community participation in the process.

Livability improvements may include projects for new or improved biking and walking infrastructure. Particular attention will be paid to the degree to which such projects contribute significantly to broader traveler mobility through intermodal connections, enhanced job commuting options, or improved connections between residential and commercial areas. Projects that appear designed primarily as isolated recreational facilities and do not enhance traveler mobility as described above will not be funded.

(iv) *Environmental Sustainability:* In order to determine whether a project promotes a more environmentally sustainable transportation system, DOT will assess the project's ability to:

(1) improve energy efficiency, reduce dependence on oil and/or reduce greenhouse gas emissions, (applicants are encouraged to provide quantitative information regarding expected reductions in emissions of CO_2 or fuel consumption as a result of the project, or expected use of clean or alternative sources of energy; projects that demonstrate a projected decrease in the movement of people or goods by less energy-efficient vehicles or systems will be given priority under this factor); and

(2) maintain, protect or enhance the environment, as evidenced by its avoidance of adverse environmental impacts (for example, adverse impacts related to air or water quality, wetlands, and endangered species) and/or by its environmental benefits (for example, improved air quality, wetlands creation or improved habitat connectivity).

Applicants are encouraged to provide quantitative information that validates the existence of 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.

(v) *Safety:* In order to determine whether the project improves safety, DOT will assess the project's ability to reduce the number, rate and consequences of surface transportation-related crashes, injuries, and fatalities among drivers and/or non-drivers in the United States or in the affected metropolitan area or region, and/or the project's contribution to the elimination of highway/rail grade crossings, the protection of pipelines, or the prevention of unintended release of hazardous materials.

Evaluation of Expected Project Costs and Benefits: DOT believes that benefit-cost analysis (''BCA''), including the monetization and discounting of costs and benefits in a common unit of measurement in present-day dollars, is an important discipline. For BCA to yield useful results, full consideration of costs and benefits is necessary. These include traditionally quantified fuel and travel time savings as well as reductions in greenhouse gas emissions, water quality impacts, public health effects, and other costs and benefits that are more indirectly related to vehicle-miles or that are harder to measure. In addition, BCA should attempt to measure the indirect effects of transportation investments on land use and on the portions of household budgets spent on transportation. The systematic process of comparing expected benefits and costs helps decision-makers organize information about, and evaluate trade-offs between, alternative transportation investments. DOT has a responsibility under Executive Order 12893, Principles for Federal Infrastructure Investments, 59 FR 4233, to base infrastructure investments on systematic analysis of expected benefits and costs, including both quantitative and qualitative measures.

[4] In full, this principle reads: ''Provide more transportation choices. Develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce our nations' dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.''

Therefore, applicants for TIGER Discretionary Grants are generally required to identify, quantify, and compare expected benefits and costs, subject to the following qualifications:

All applicants will be expected to prepare an analysis of benefits and costs; however, DOT understands that the level of expense that can be expected in these analyses for surveys, travel demand forecasts, market forecasts, statistical analyses, and so on will be less for smaller projects than for larger projects. The level of resources devoted to preparing the benefit-cost analysis should be reasonably related to the size of the overall project and the amount of grant funds requested in the application. Any subjective estimates of benefits and costs should still be quantified, and applicants are expected to provide whatever evidence they have available to lend credence to their subjective estimates. Estimates of benefits should be presented in monetary terms whenever possible; if a monetary estimate is not possible, then at least a quantitative estimate (in physical, non-monetary terms, such as ridership estimates, emissions levels, etc.) should be provided.

The lack of a useful analysis of expected project benefits and costs may be the basis for denying an award of a TIGER Discretionary Grant to an applicant. If it is clear to DOT that the total benefits of a project are not reasonably likely to outweigh the project's costs, DOT will not award a TIGER Discretionary Grant to the project. Consistent with the broader goals of DOT and the FY 2011 Continuing Appropriations Act, DOT can consider some factors that do not readily lend themselves to quantification or monetization, including equitable geographic distribution of grant funds and an appropriate balance in addressing the needs of urban and rural areas and investment in a variety of transportation modes.

Detailed guidance for the preparation of benefit-cost analyses is provided in *Appendix A.* Benefits should be presented, whenever possible, in a tabular form showing benefits and costs in each year for the useful life of the project. Benefits and costs should both be discounted to the year 2011, and present discounted values of both the stream of benefits and the stream of costs should be calculated. If the project has multiple parts, each of which has independent utility, the benefits and costs of each part should be estimated and presented separately. A project component has independent utility if the component itself could qualify as an Eligible Project and would provide benefits that satisfy the selection criteria specified in this notice, as described further in Section III(B) *(Evaluation of Eligibility)* below. The results of the benefit-cost analysis should be summarized in the Project Narrative section of the application itself, but the details may be presented in an attachment to the application.

DOT recognizes that some categories of costs and benefits are more difficult to quantify or monetize than others. In presenting benefit-cost analyses, applicants should include qualitative discussion of the categories of benefits and costs that they were not able to quantify, noting that these benefits and costs are in addition to other benefits and costs that were quantified. However, in the event of an unreasonable absence of data and analysis, or poor applicant effort to put forth a robust quantification of benefits and costs, the application is unlikely to receive further consideration. In general, the lack of a useful analysis comparing benefits and costs for any such project is ground for denying the award of a TIGER Discretionary Grant.

Evaluation of Project Performance: Each applicant selected for TIGER Discretionary Grant funding will be required to work with DOT on the development and implementation of a plan to collect information and report on the project's performance with respect to the relevant long-term outcomes that are expected to be achieved through construction of the project.

(b) Job Creation & Near-Term Economic Activity

In order to measure a project's alignment with this criterion, DOT will assess whether the project promotes the short- or long-term creation or preservation of jobs and whether the project rapidly promotes new or expanded business opportunities during construction of the project or thereafter. Demonstration of a project's rapid economic impact is critical to a project's alignment with this criterion. Applicants are encouraged to provide information to assist DOT in making these assessments, including the total amount of funds that will be expended on construction and construction-related activities by all of the entities participating in the project and, to the extent measurable, the number and type of jobs to be created and/or preserved by the project by calendar quarters during construction and annually thereafter. Applicants should also identify any business enterprises to be created or benefited by the project during its construction and once it becomes operational.[5]

Consistent with the Recovery Act, the Updated Implementing Guidance for the American Recovery and Reinvestment Act of 2009 issued by the Office of Management and Budget (''OMB'') on April 3, 2009 (the ''OMB Guidance''), which were applied both to TIGER I and TIGER II, and which DOT will continue to apply to the TIGER Discretionary Grants program as a matter of policy, and consistent with applicable Federal laws, applicants are encouraged to provide information to assist DOT in assessing (1) whether the project will promote the creation of job opportunities for low-income workers through the use of best practice hiring programs and apprenticeship (including pre-apprenticeship) programs; (2) whether the project will provide maximum practicable opportunities for small businesses and disadvantaged business enterprises, including veteran-owned small businesses and service disabled veteran-owned small businesses; (3) whether the project will make effective use of community-based organizations in connecting disadvantaged workers with economic opportunities; (4) whether the project will support entities that have a sound track record on labor practices and compliance with Federal laws ensuring that American workers are safe and treated fairly; and (5) whether the project implements best practices, consistent with our Nation's civil rights and equal opportunity laws, for

[5] The Executive Office of the President, Council of Economic Advisers, issued a memorandum in May 2009 on ''Estimates of Job Creation from the American Recovery and Reinvestment Act of 2009.'' The memorandum is available at: *http://www.whitehouse.gov/administration/eop/cea/Estimate-of-Job-Creation/.* Table 5 of this memorandum provides a simple rule for estimating job-years created by government spending, which is that $92,000 of government spending creates one job-year. Of this, 64% of the job-year estimate represents direct and indirect effects and 36% of the job-year estimate represents induced effects. Applicants can use this estimate as an appropriate indicator of direct, indirect and induced job-years created by TIGER Discretionary Grant spending, but are encouraged to supplement or modify this estimate to the extent they can demonstrate that such modifications are justified. However, since the May 2009 memorandum makes job creation purely a function of the level of expenditure, applicants should also demonstrate how quickly jobs will be created under the proposed project. Projects that generate a given number of jobs more quickly will have a more favorable impact on economic recovery. A quarter-by-quarter projection of the number of direct job-hours expected to be created by the project is useful in assessing the impacts of a project on economic recovery. Furthermore, applicants should be aware that certain types of expenditures are less likely to align well with the Job Creation & Near-Term Economic Activity criterion. These types of expenditures include, among other things, engineering or design work and purchasing existing facilities or right-of-way.

ensuring that all individuals—regardless of race, gender, age, disability, and national origin—benefit from TIGER grant funding.

To the extent possible, applicants should indicate whether the populations most likely to benefit from the creation or preservation of jobs or new or expanded business opportunities are from Economically Distressed Areas. In addition, to the extent possible, applicants should indicate whether the project's procurement plan is likely to create follow-on jobs and near-term economic activity for manufacturers and suppliers that support the construction industry. A key consideration in assessing projects under this criterion will be how quickly jobs are created.

In evaluating a project's alignment with this criterion, DOT will assess whether a project is ready to proceed rapidly upon receipt of a TIGER Discretionary Grant, as evidenced by:

(i) *Project Schedule:* A feasible and sufficiently detailed project schedule demonstrating that the project can begin construction quickly upon receipt of a TIGER Discretionary Grant,[6] and that the grant funds will be spent steadily and expeditiously once construction starts; the schedule should show how many direct, on-project jobs are expected to be created or sustained during each calendar quarter after the project is underway;

(ii) *Environmental Approvals:* Receipt (or reasonably anticipated receipt) of all environmental approvals necessary for the project to proceed to construction on the timeline specified in the project schedule, including satisfaction of all Federal, State and local requirements and completion of the National Environmental Policy Act (''NEPA'') process;

To demonstrate satisfaction of this requirement, applicants should provide assurances with their pre-applications and evidence with their applications that NEPA review is complete or substantially complete and submit relevant draft or final NEPA documentation—preferably by way of a Web site link—for DOT review. DOT is unlikely to select a project for TIGER Discretionary Grant funding if it involves, or potentially involves, significant environmental impacts and has not begun or has not substantially completed required environmental and regulatory reviews. For such projects that have not begun, or have not substantially completed these reviews, it may be difficult to complete environmental and regulatory review as well as all activities needed to be complete prior to construction and meet the obligation deadline of September 30, 2013.

DOT will consider exceptions to the requirement that NEPA be substantially complete upon application in accordance with this paragraph. If an applicant has not substantially completed the NEPA process the applicant should provide information on the project's current status in the NEPA process and an estimate of the latest date that the NEPA process is reasonably expected to be completed. If an applicant has not initiated the NEPA process the applicant must provide a reasonable justification for why the NEPA process has not yet been initiated as of the date of this notice, and an assurance that the necessary environmental reviews can be completed with enough time for any post-NEPA, pre-obligation activities to be completed by June 30, 2013, in order to give DOT comfort that all of the TIGER Discretionary Grant funds are likely to be obligated in advance of the September 30, 2013 statutory deadline, and that any unexpected delays will not put TIGER Discretionary Grant funds at risk of expiring before they can be obligated (see *Appendix C* for additional guidance). An example of a reasonable justification for why an applicant has not initiated NEPA review would be if, prior to the availability of TIGER Discretionary Grant funds, there were no reasonable expectations of receiving Federal funding for the project. A project selected for award that has not completed the NEPA process may not be permitted to use grant funds for construction and related activities until NEPA is complete and all other necessary environmental approvals have been received.

An applicant seeking to justify an exception to this requirement should submit the information listed below with its application:

a. The information required under Sections VII(C)(2)(V) and VII(F)–(G) (*Contents of Applications*) of this notice;

b. Environmental studies or other documents—preferably by way of a Web site link—that describe in detail known potential project impacts, and possible mitigation for those impacts;

c. A description of completed, or planned and anticipated coordination with Federal and State regulatory agencies for permits and approvals;

d. An estimate of the time required for completion of NEPA and all other required Federal, State or local environmental approvals; and

e. An identification of the proposed NEPA class of action (*i.e.,* Categorical Exclusion, Environmental Assessment, or Environmental Impact Statement).

(iii) *Legislative Approvals:* Receipt of all necessary legislative approvals (for example, legislative authority to charge user fees or set toll rates), and evidence of support from State and local elected officials; evidence of support from all relevant State and local officials is not required, however, the evidence should demonstrate that the project is broadly supported;

(iv) *State and Local Planning:* The planning requirements of the operating administration administering the TIGER project will apply.[7] Where required by an operating administration, a project should demonstrate that a project is included in the relevant State, metropolitan, and local planning documents, or will be included. To demonstrate satisfaction of this requirement, applicants should provide evidence that the project is included in the relevant planning documents. One way applicants may do this is by providing a link to a Web site showing the planning documents. If the project is not included in the relevant planning documents at the time the application is submitted, applicants should submit a certification from the appropriate planning agency that actions are underway at the time of the application to include the project in the relevant planning document. The applicant should provide a schedule demonstrating when the project will be added to the relevant planning

[6] Applicants should demonstrate that their project can obligate grant funds no later than June 30, 2013 in order give DOT comfort that the TIGER Discretionary Grant funds are likely to be obligated in advance of the September 30, 2013 statutory deadline, and that any unexpected delays will not put TIGER Discretionary Grant funds at risk of expiring before they are used.

[7] All regionally significant projects requiring an action by the FHWA or the FTA must be in the metropolitan transportation plan, TIP and STIP. Further, in air quality non-attainment and maintenance areas, all regionally significant projects, regardless of the funding source, must be included in the conforming metropolitan transportation plan and TIP. To the extent a project is required to be on a metropolitan transportation plan, TIP and/or STIP it will not receive a TIGER Discretionary Grant until it is included in such plans. Projects not currently included in these plans can be amended in by the State and MPO. Projects that are not required to be in long range transportation plans, STIPs and TIPs will not need to be included in such plans in order to receive a TIGER Discretionary Grant. Freight and passenger rail projects are not required to be on the State Rail Plans called for in the Passenger Rail Investment and Improvement Act of 2008. This is consistent with the exemption for high speed and intercity passenger rail projects under the Recovery Act. However, applicants seeking funding for freight and passenger rail projects are encouraged to demonstrate that they have done sufficient planning to ensure that projects fit into a prioritized list of capital needs and are consistent with long-range goals.

documents; any applicant that is applying for a TIGER Discretionary Grant and does not own all of the property or right-of-way required to complete the project should provide evidence that the property and/or right-of-way owner whose permission is required to complete the project supports the application and will cooperate in carrying out the activities to be supported by the TIGER Discretionary Grant;

(v) *Technical Feasibility:* The technical feasibility of the project, including completion of substantial preliminary engineering work; and

(vi) *Financial Feasibility:* The viability and completeness of the project's financing package (assuming the availability of the requested TIGER Discretionary Grant funds), including evidence of stable and reliable financial commitments and contingency reserves, as appropriate, and evidence of the grant recipient's ability to manage grants.

DOT reserves the right to revoke any award of TIGER Discretionary Grant funds and to award such funds to another project to the extent that such funds are not timely expended and/or construction does not begin in accordance with the project schedule. Because projects have different schedules DOT will consider on a case-by-case basis how much time after selection for award of a TIGER Discretionary Grant each project has before funds must be obligated (consistent with law) and construction started. This deadline will be specified for each TIGER Discretionary Grant in the project-specific grant agreements signed by the grant recipients and will be based on critical path items identified by applicants in response to items (i) through (vi) above, but all deadlines will reflect DOT's preference that pre-conditions be complete and TIGER Discretionary Grants funds obligated on or before June 30, 2013 in order to give DOT comfort that all TIGER Discretionary Grant funds will be obligated before the statutory deadline of September 30, 2013. For example, if an applicant reasonably anticipates that NEPA requirements will be completed and a final decision made within 30 to 60 days of announcement of the award of a TIGER Discretionary Grant, this timeframe will be taken into account in evaluating the application, but also in establishing a deadline for obligation of funds and commencement of construction. By statute, DOT's ability to obligate funds for TIGER Discretionary Grants expires on September 30, 2013 and DOT has no authority to extend the deadline.

2. Secondary Selection Criteria

(a) Innovation

In order to measure a project's alignment with this criterion, DOT will assess the extent to which the project uses innovative technology (including, for example, intelligent transportation systems, dynamic pricing, rail wayside or on-board energy recovery, smart cards, real-time dispatching, active traffic management, radio frequency identification (RFID), or others) to pursue one or more of the long-term outcomes outlined above and/or to significantly enhance the operational performance of the transportation system. DOT will also assess the extent to which the project incorporates innovations that demonstrate the value of new approaches to, among other things, transportation funding and finance, contracting, project delivery, congestion management, safety management, asset management, or long-term operations and maintenance. The applicant should clearly demonstrate that the innovation is designed to pursue one or more of the long-term outcomes outlined above and/or significantly enhance the transportation system.

Innovative, multi-modal projects are often difficult to fund under traditional transportation programs. DOT will consider the extent to which innovative projects might be difficult to fund under other programs and will give priority to projects that align well with the Primary Selection Criteria but are unlikely to receive funding under traditional programs.

(b) Partnership

(i) *Jurisdictional & Stakeholder Collaboration:* In order to measure a project's alignment with this criterion, DOT will assess the project's involvement of non-Federal entities and the use of non-Federal funds, including the scope of involvement and share of total funding. DOT will give priority to projects that receive financial commitments from, or otherwise involve, State and local governments, other public entities, or private or nonprofit entities, including projects that engage parties that are not traditionally involved in transportation projects, such as nonprofit community groups. Pursuant to the OMB Guidance, DOT will give priority to projects that make effective use of community-based organizations in connecting disadvantaged people with economic opportunities. Letters of commitment and other supporting documentation showing existing or confirmed collaboration, partnerships, *etc.,* should be provided (preferably through a Web site link) to demonstrate alignment with this criterion

In compliance with the FY 2011 Continuing Appropriations Act, DOT will give priority to projects for which a TIGER Discretionary Grant will help to complete an overall financing package. An applicant should clearly demonstrate in the application the extent to which the project cannot be readily and efficiently completed without Federal assistance, and the extent to which other sources of Federal assistance are or are not readily available for the project. DOT will assess the amount of private debt and equity to be invested in the project or the amount of co-investment from State, local or other non-profit sources.

DOT will also assess the extent to which the project application demonstrates collaboration among neighboring or regional jurisdictions to achieve National, regional or metropolitan benefits. Multiple States or jurisdictions may submit a joint application and should identify a lead State or jurisdiction as the primary point of contact. Where multiple States or jurisdictions are submitting a joint application, the application should demonstrate how the project costs are apportioned between the States or jurisdictions to assist DOT in making the distributional determinations described below in Section III(C) (*Distribution of Funds*).

(ii) *Disciplinary Integration:* In order to demonstrate the value of partnerships across government agencies that serve various public service missions and to promote collaboration on the objectives outlined in this notice, DOT will give priority to projects that are supported, financially or otherwise, by non-transportation public agencies that are pursuing similar objectives. For example, DOT will give priority to transportation projects that create more livable communities and are supported by relevant public housing agencies or are consistent with State or local efforts or plans to promote economic development, revitalize communities, or protect historic or cultural assets; similarly, DOT will give priority to transportation projects that encourage energy efficiency or improve the environment and are supported by relevant public agencies with energy or environmental missions.

III. Evaluation and Selection Process

A. Evaluation Process

TIGER Discretionary Grant applications will be evaluated in accordance with the below discussed evaluation process. DOT will establish a pre-application evaluation team to review each pre-application that is received by DOT on or prior to the Pre-Application Deadline. This evaluation team will be organized and led by the Office of the Secretary and will include members from the relevant modal administrations in DOT with the most experience and/or expertise in the relevant project areas (the ''Cognizant Modal Administrations''). These representatives will include technical and professional staff with relevant experience and/or expertise. This evaluation team will be responsible for analyzing whether the pre-application satisfies the following key threshold requirements:

1. The project is an Eligible Project;

2. NEPA is complete or underway, as described above in Section II(B)(2)(b)(ii) (*Environmental Approvals*);

3. The project is included in the relevant State, metropolitan, and local planning documents, or will be included, if applicable;

4. The project expects to be ready to obligate all of the TIGER Discretionary Grant funds no later than June 30, 2013; [8] and

5. Local matching funds to support 20 percent or more of the costs for the project are identified and committed.[9] DOT will consider any non-Federal funds as a local match for purposes of this program, whether such funds are contributed by the public sector (State or local) or the private sector. However, DOT cannot consider funds already expended as a local match. Furthermore, the 20 percent matching requirement for projects that are not in rural areas is an eligibility requirement. All projects, whether in an urban or rural area, can increase their competitiveness by demonstrating significant non-Federal contributions in excess of the required local match, and DOT will give priority, based on the FY 2011 Continuing Appropriations Act, to projects for which Federal funding is required to complete an overall financing package.

To the extent the pre-application evaluation team determines that a pre-application does not satisfy these key threshold requirements, DOT will inform the project sponsor that an application for the project will not be reviewed unless the application submitted on or prior to the Application Deadline can demonstrate that the requirement has been addressed.

DOT will establish application evaluation teams to review each application that is received by DOT prior to the Application Deadline. These evaluation teams will be organized and led by the Office of the Secretary and will include members from each of the Cognizant Modal Administrations. These representatives will include technical and professional staff with relevant experience and/or expertise. The evaluation teams will be responsible for evaluating and rating all of the projects and making funding recommendations to the Secretary. The evaluation process will require team members to evaluate and rate applications individually before convening with other members to discuss ratings. The composition of the evaluation teams will be finalized after the Pre-Application Deadline, based on the number and nature of pre-applications received.

DOT will not assign specific numerical scores to projects based on the selection criteria outlined above in Section II(A) (*Selection Criteria*). Rather, ratings of ''highly recommended,'' ''recommended,'' ''not recommended'', or ''negative'' will be assigned to projects for each of the selection criteria. DOT will award TIGER Discretionary Grants to projects that are well-aligned with one or more of the selection criteria, with projects that are well-aligned with multiple selection criteria being more likely to receive TIGER Discretionary Grants. In addition, DOT will consider whether a project has a negative effect on any of the selection criteria, and any such negative effect may reduce the likelihood that the project will receive a TIGER Discretionary Grant. To the extent the initial evaluation process does not sufficiently differentiate among highly rated projects, DOT will use a similar rating process to re-assess the projects that were highly rated and identify those that should be most highly rated.

DOT will give more weight to the two Primary Selection Criteria (*Long-Term Outcomes* and *Job Creation & Near-Term Economic Activity*), which will be weighted equally, than to the two Secondary Selection Criteria (*Innovation* and *Partnership*) which will also be weighted equally. Projects that are unable to demonstrate a likelihood of significant long-term benefits in any of the five long-term outcomes identified in Section II(A)(1)(a) (*Long-Term Outcomes*) will not proceed in the evaluation process. A project need not be well aligned with each of the long-term outcomes in order to be successful in the long-term outcomes criterion overall. However, projects that are strongly aligned with multiple long-term outcomes will be the most successful in this criterion. Furthermore, a project that has a negative effect on safety or environmental sustainability will need to demonstrate significant merits in other long-term outcomes in order to be selected for funding.

For the Job Creation & Near-Term Economic Activity criterion, projects need not receive a rating of ''highly recommended'' in order to be recommended for funding, although a project that is not ready to proceed quickly, as evidenced by the items requested in Section II(B)(1)(b)(i)–(vi) (*Project Schedule, Environmental Approvals, Legislative Approvals, State and Local Planning, Technical Feasibility,* and *Financial Feasibility*), is less likely to be successful under this criterion.

The following table summarizes the weighting of the selection criteria, as described in the preceding paragraphs:

Primary Selection Criteria	
Long-Term Outcomes	DOT will give more weight to this criterion than to either of the Secondary Selection Criteria. In addition, this criterion has a minimum threshold requirement. Projects that are unable to demonstrate a likelihood of significant long-term benefits in any of the five long-term outcomes identified in this criterion will not proceed in the evaluation process.
Job Creation & Near-Term Economic Activity.	DOT will give more weight to this criterion than to either of the Secondary Selection Criteria. This criterion will be considered after it is determined that a project demonstrates a likelihood of significant long-term benefits in at least one of the five long-term outcomes identified in the long-term outcomes criterion.

[8] See footnote 7, above.

[9] For FHWA and FTA committed funds are defined as: ''Funds that have been dedicated or obligated for transportation purposes'' as described in 23 CFR 450.104.

Secondary Selection Criteria	
Innovation & Partnership	DOT will give less weight to these criteria than to the Primary Selection Criteria. These criteria will be weighted equally.

As noted below in Section III(C) (*Distribution of Funds*), upon completion of this competitive rating process DOT will analyze the preliminary list and determine whether the purely competitive ratings are consistent with the distributional requirements of the FY 2011 Continuing Appropriations Act. If necessary, DOT will adjust the list of recommended projects to satisfy the statutory distributional requirements while remaining as consistent as possible with the competitive ratings.

B. Evaluation of Eligibility

To be selected for a TIGER Discretionary Grant, a project must be an Eligible Project and the applicant must be an Eligible Applicant. DOT may consider one or more components of a large project to be an Eligible Project, but only to the extent that the components have independent utility, meaning the components themselves, not the project of which they are a part, are Eligible Projects and satisfy the selection criteria identified above in Section II(A) (*Selection Criteria*). For these projects, the benefits described in an application must be related to the components of the project for which funding is requested, not the full project of which they are a part. DOT will not fund individual phases of a project if the benefits of completing only these phases would not align well with the selection criteria specified in the Notice because the overall project would still be incomplete.

To the extent that an application requests a substantial amount of grant funds for a larger project or a group of related projects, DOT reserves the right to award funds for a part of the project, not the full project, if a part of the project has independent utility and aligns well with the selection criteria specified in this notice. To the extent applicants expect that DOT may wish to consider funding one or more parts of a project and not the full project that is the subject of the application, then applicants should clearly identify in their applications the separate parts of the project and the benefits that each part of the project provides, and how these benefits align with the selection criteria. Similarly, if a project is not viable unless DOT funds the full project, this should be stated in the application.

C. Distribution of Funds

As noted above in Section I (*Background*), the FY 2011 Continuing Appropriations Act prohibits the award of more than 25 percent of the funds made available under the TIGER program to projects in any one State. The FY 2011 Continuing Appropriations Act also requires that DOT take measures to ensure an equitable geographic distribution of funds, an appropriate balance in addressing the needs of urban and rural areas, and the investment in a variety of transportation modes. DOT will apply an initial unconstrained competitive rating process based on the selection criteria identified above in Section II(A) (*Selection Criteria*) to determine a preliminary list of projects recommended for TIGER Discretionary Grants. DOT will then analyze the preliminary list and determine whether the purely competitive ratings are consistent with the distributional requirements of the FY 2011 Continuing Appropriations Act. If necessary, DOT will adjust the list of recommended projects to satisfy the statutory distributional requirements while remaining as consistent as possible with the competitive ratings.

As noted above in Section II(B)(2)(b)(i) (*Jurisdictional & Stakeholder Collaboration*), applications submitted jointly by multiple Eligible Applicants must include an allocation of project costs to assist DOT in making these determinations. In addition, DOT will use the TIFIA subsidy and administrative cost estimate, not the principal amount of credit assistance, to determine any TIGER TIFIA Payment's effect on these distributional requirements.

D. Transparency of Process

In the interest of transparency, DOT will disclose as much of the information related to its evaluation process as is practical and consistent with law. DOT expects that the TIGER Discretionary Grant program may be reviewed and/or audited by Congress, the U.S. Government Accountability Office, DOT's Inspector General, or others, and has taken, and will continue to take steps to document its decisionmaking process.

IV. Grant Administration

DOT expects that each TIGER Discretionary Grant will be administered by one of the Cognizant Modal Administration, pursuant to a grant agreement between the TIGER Discretionary Grant recipient and the Cognizant Modal Administration. In accordance with the FY 2011 Continuing Appropriations Act, the Secretary has the discretion to delegate such responsibilities to the appropriate operating administration.

Applicable Federal laws, rules and regulations of the Cognizant Modal Administration administering the project will apply to projects that receive TIGER Discretionary Grants.

As noted above in Section II(B)(1)(b) (*Job Creation & Near-Term Economic Activity*), how soon after selection for award a project is expected to obligate grant funds and start construction will be considered on a case-by-case basis and will be specified in the project-specific grant agreements. DOT reserves the right to revoke any award of TIGER Discretionary Grant funds and to award such funds to another project to the extent that such funds are not timely expended and/or construction does not begin in accordance with the project schedule. DOT's ability to obligate funds for TIGER Discretionary Grants expires on September 30, 2013.

V. Projects in Rural Areas

The FY 2011 Continuing Appropriations Act directs that not less than $140 million of the funds provided for TIGER Discretionary Grants are to be used for projects in rural areas. For purposes of this notice, DOT is generally defining ''rural area'' as any area not in an Urbanized Area, as such term is defined by the Census Bureau,[10] and will consider a project to be in a rural area if all or the majority of a project is located in a rural area. To the extent more than a *de minimis* portion of a project is located in an Urbanized Area, applicants should identify the estimated percentage of project costs that will be spent in Urbanized Areas and the estimated percentage that will be spent in rural areas.

For projects located in rural areas the FY 2011 Appropriation Act does not require matching funds (although the

[10] For Census 2000, the Census Bureau defined an Urbanized Area (UA) as an area that consists of densely settled territory that contains 50,000 or more people. Updated lists of UAs are available on the Census Bureau Web site. Urban Clusters (UCs) will be considered rural areas for purposes of the TIGER Discretionary Grant program.

statute does direct DOT to give priority to projects, including projects located in rural areas, for which Federal funding is required to complete an overall financing package that includes non-Federal sources of funds) and the minimum grant size is $1 million. Applicants for TIGER Discretionary Grants of between $1 million and $10 million for projects located in rural areas are encouraged to apply and should address the same criteria as applicants for TIGER Discretionary Grants in excess of $10 million.

VI. TIGER TIFIA Payments

Up to $150 million of the $526.944 million available for TIGER Discretionary Grants may be used for TIGER TIFIA Payments. Based on the average subsidy cost of the existing TIFIA portfolio, $150 million in TIGER TIFIA Payments could support approximately $1.5 billion in Federal credit assistance.

Applicants seeking TIGER TIFIA Payments should apply in accordance with all of the criteria and guidance specified in this notice for TIGER Discretionary Grant applications and will be evaluated concurrently with all other applicants. Any applicant seeking a TIGER TIFIA Payment is also required to submit a TIFIA letter of interest concurrent with the TIGER TIFIA Payment application. If selected for a TIGER TIFIA Payment, the applicant must comply with all of the TIFIA program's standard application and approval requirements including submission of a complete TIFIA application and $50,000 application fee (the TIFIA program guide can be downloaded from *http://tifia.fhwa.dot.gov/*).

Applicants should demonstrate that the TIFIA loan will be ready to close on or before September 30, 2013, in accordance with the guidance specified above in Section II(B)(1)(b) (*Job Creation & Near-Term Economic Activity*). DOT's TIFIA Joint Program Office will assist DOT in determining a project's readiness to proceed rapidly upon receipt of a TIGER TIFIA Payment.

Applicants seeking TIGER TIFIA Payments may also apply for a TIGER Discretionary Grant for the same project and must indicate the type(s) of funding for which they are applying clearly on the face of their applications. An applicant for a TIGER TIFIA Payment must submit an application pursuant to this notice for a TIGER TIFIA Payment even if it does not wish to apply for a TIGER Discretionary Grant.

DOT reserves the right to offer a TIGER TIFIA Payment to an applicant that applied for a TIGER Discretionary Grant even if DOT does not choose to fund the requested TIGER Discretionary Grant request and the applicant did not request a TIGER TIFIA Payment. Therefore, applicants for TIGER Discretionary Grants, particularly applicants that require a substantial amount of funds to complete a financing package, should indicate whether or not they have considered applying for a TIGER TIFIA Payment. To the extent an applicant thinks that TIFIA may be a viable option for the project, applicants should provide a brief description of a project finance plan that includes TIFIA credit assistance and identifies a source of revenue which may be available to support the TIFIA credit assistance.

Unless otherwise expressly noted herein, any and all requirements that apply to TIGER Discretionary Grants pursuant to the FY 2011 Continuing Appropriations Act, this notice, or otherwise, apply to TIGER TIFIA Payments.

Pre-Application and Application Cycle

VII. Pre-Application and Application Cycle

A. Two Stages of Application Cycle

The application cycle for TIGER Discretionary Grants has two stages:

1. *Pre-Application:* In Stage 1, applicants must submit a pre-application form to the DOT. This step qualifies applicants to submit an application in Stage 2. No application submitted during Stage 2 that does not correlate with a properly completed Stage 1 pre-application will be considered.

2. *Application:* In Stage 2, applicants must submit a complete application package through Grants.gov. If an applicant is seeking a TIGER TIFIA payment, applicants must submit electronically a TIFIA letter of interest to the TIFIA office at *TIFIACredit@dot.gov.* TIFIA letters of interest must comply with all of the program's standard requirements (the TIFIA program guide can be downloaded from *http://tifia.fhwa.dot.gov/*).

Pre-applications should be submitted to DOT by the Pre-Application Deadline, which is October 3, 2011, at 5 p.m. EST. Final applications must be submitted through Grants.gov by the Application Deadline, which is October 31, 2011, at 5 p.m. EST. The Grants.gov ''Apply'' function will open on October 5, 2011, allowing applicants to submit applications. While applicants are encouraged to submit pre-applications in advance of the Pre-Application Deadline, pre-applications will not be reviewed until after the Pre-Application Deadline. Similarly, while applicants are encouraged to submit applications in advance of the Application Deadline, applications will not be evaluated, and selections for awards will not be made, until after the Application Deadline.

Pre-applications (stage 1) must be submitted to the DOT. The pre-application form will be available on the DOT Web site at *http://www.dot.gov/TIGER* on August 23, 2011, together with instructions for submitting the pre-application form electronically to DOT.

Applications (Stage 2) must be submitted through Grants.gov. To apply for funding through Grants.gov, applicants must be properly registered. Complete instructions on how to register and submit applications can be found at *http://www.grants.gov.* Please be aware that the registration process usually takes 2–4 weeks and must be completed before an application can be submitted. If interested parties experience difficulties at any point during the registration or application process, please call the Grants.gov Customer Support Hotline at 1–800–518–4726, Monday–Friday from 7 a.m. to 9 p.m. EST. Additional information on applying through Grants.gov is available in *Appendix B,* attached hereto.

To help ensure that applicants submit only those applications that are most likely to align well with the department's selection criteria, each applicant may submit no more than three applications for consideration under the TIGER Discretionary Grant Program. While applications may include requests to fund more than one project, applicants should not bundle together unrelated projects in the same application for purposes of avoiding the three application limit that applies to each applicant. Please note that the three application limit applies only to applications where the applicant is the lead applicant, and there is no limit on applications for which an applicant can be listed as a partnering agency. Also, DOT will not count any application for a multistate project against the three application limit to the extent multiple states are partnering to submit the application.

B. Contents of Pre-Applications

An applicant for a TIGER Discretionary Grant should provide all of the information requested below in its pre-application form. DOT reserves the right to ask any applicant to supplement the data in its pre-application, but expects pre-applications to be complete upon submission. Applicants must complete the pre-application form and send it to

DOT electronically on or prior to the Pre-Application Deadline, in accordance with the instructions specified at *http://www.dot.gov/TIGER*. The pre-application form must include the following information:

i. Name of applicant (if the application is to be submitted by more than one entity, a lead applicant must be identified);

ii. Applicant's DUNS (Data Universal Numbering System) number;

iii. Type of applicant (State government, local government, U.S. territory, Tribal government, transit agency, port authority, metropolitan planning organization, or other unit of government);

iv. State(s) where the project is located;

v. County(s) where the project is located;

vi. City(s) where the project is located;

vii. Information about the geographic location of the project for mapping purposes using one of the following methods:

1. A geographic information system (GIS) file that indicates the location of the project;

2. For locating point specific projects, latitude and longitude in decimal degrees to an accuracy of 5 decimal places (e.g. 0.12345) using the WGS 84 datum (the default datum used by Global Positioning System (GPS) equipment); or

3. For linear projects on existing roads, route number (Interstate, U.S. Route, or State Route) or road name and the latitude and longitude in decimal degrees to an accuracy of 5 decimal places (e.g. 0.12345) of the beginning and ending points of the project;

viii. Project title (descriptive);

ix. Project type: highway, transit, rail, port, multimodal, or bicycle and pedestrian activity (if the project is a multimodal project, the pre-application form will require that applicants provide additional information identifying the affected modes);

x. Whether the project is requesting a TIGER TIFIA Payment;

xi. Project description (describe the project in plain English terms that would be generally understood by the public, using no more than 50 words (e.g. ''the project will replace the existing bridge over the W river on interstate-X between the cities of Y and Z''; please do not describe the project's benefits, background, or alignment with the selection criteria in this description);

xii. Total cost of the project;

xiii. Total amount of TIGER Discretionary Grant funds requested;

xiv. Contact name, phone number, e-mail address, and physical address for applicant;

xv. Congressional districts affected by the project;

xvi. Type of jurisdiction where the project is located (urban or rural, as defined above in Section V (*Projects in Rural Areas*));

xvii. Whether or not the project is in an Economically Distressed Area, as defined in Section II(A) (*Selection Criteria*);

xviii. An assurance that the NEPA and/or environmental review process is complete, substantially complete, or in progress (and the expected outcome of the process), unless an exception is justified pursuant to Section II(B)(1)(b)(ii) (*Environmental Approvals*). Absent an acceptable justification, DOT will not evaluate applications for projects that have not made substantial progress in the environmental review process, including all Federal, State, and local environmental requirements, by the Pre-Application Deadline;

xix. The schedule for completing right-of-way acquisition and final design; approval of plans, specifications, and estimates;

xx. The date that the project is expected to be ready for obligation of grant funds, which should be no later than June 30, 2013 in order to give DOT comfort that the funds will be obligated before they expire on September 30, 2013; and

xxi. An assurance that local matching funds to support 20 percent or more of the *costs of the project are identified and committed (as noted in Section I (Background),* this requirement does not apply to projects located in rural areas (as defined above in Section V *(Projects in Rural Areas)*), and these projects do not need to provide this assurance); however, DOT will give priority to projects that also will be funded with non-Federal sources of funds.

To the extent the pre-application does not provide adequate assurances for items xvii through xxii, DOT will inform the project sponsor that an application for the project will not be reviewed unless the application submitted on or prior to the Application Deadline can demonstrate that each requirement has been addressed.

C. Contents of Applications

An applicant for a TIGER Discretionary Grant must include all of the information requested below in its application. DOT reserves the right to ask any applicant to supplement the data in its application, but expects applications to be complete upon submission. To the extent practical, DOT encourages applicants to provide data and evidence of project merits in a form that is publicly available or verifiable. For TIGER TIFIA Payments, these requirements apply only to the applications required under this notice; the standard TIFIA letter of interest and loan application requirements, including the standard $50,000.00 application fee, are separately described in the Program Guide and Application Form found at *http://tifia.fhwa.dot.gov/*.

1. Standard Form 424, Application for Federal Assistance

Please see *http://www07.grants.gov/assets/SF424Instructions.pdf* for instructions on how to complete the SF 424, which is part of the standard Grants.gov submission. Additional clarifying guidance and FAQs to assist applicants in completing the SF–424 will be available at *http://www.dot.gov/TIGER* by September 16, 2011, when the ''Apply'' function within Grants.gov opens to accept applications under this notice.

2. Project Narrative (Attachment to SF 424)

The project narrative must respond to the application requirements outlined below. DOT recommends that the project narrative be prepared with standard formatting preferences (*e.g.* a single-spaced document, using a standard 12-point font, such as Times New Roman, with 1-inch margins).

A TIGER Discretionary Grant application must include information required for DOT to assess each of the criteria specified in Section II(A) *(Selection Criteria)*, as such criteria are explained in Section II(B) *(Additional Guidance on Selection Criteria)*. Applicants must demonstrate the responsiveness of a project to any and all of the selection criteria with the most relevant information that applicants can provide, regardless of whether such information has been specifically requested, or identified, in this notice. Applicants should provide concrete evidence of project milestones, financial capacity and commitment in order to support project readiness. Any such information shall be considered part of the application, not supplemental, for purposes of the application size limits identified below in Part D *(Length of Applications)*. Information provided pursuant to this paragraph must be quantified, to the extent possible, to describe the project's benefits to the Nation, a metropolitan area, or a region. Information provided pursuant to this paragraph should include projections for both the build and no-build scenarios for the project for a point in time at least 20 years beyond the project's completion date or the lifespan of the project, whichever is closest to the present.

All applications should include a detailed description of the proposed project and geospatial data for the project, including a map of the project's location and its connections to existing transportation infrastructure. An application should also include a description of how the project addresses the needs of an urban and/or rural area. An application should clearly describe the transportation challenges that the project aims to address, and how the project will address these challenges. The description should include relevant data such as, for example, passenger or freight volumes, congestion levels, infrastructure condition, or safety experience.

DOT recommends that the project narrative generally adhere to the following basic outline, and include a table of contents, maps and graphics that make the information easier to review:

I. Project Description (including a description of the transportation challenges that the project aims to address, and how the project will address these challenges);

II. Project Parties (information about the grant recipient and other project parties);

III. Grant Funds and Sources/Uses of Project Funds (information about the amount of grant funding requested, availability/commitment of funds sources and uses of all project funds, total project costs, percentage of project costs that would be paid for with TIGER Discretionary Grant funds, and the identity and percentage shares of all parties providing funds for the project (including Federal funds provided under other programs));

IV. Selection Criteria (information about how the project aligns with each of the primary and secondary selection criteria and a description of the results of the benefit-cost analysis):

a. Long-Term Outcomes
i. State of Good Repair
ii. Economic Competitiveness
iii. Livability
iv. Sustainability
v. Safety
b. Job Creation & Near-Term Economic Activity
c. Innovation
d. Partnership
e. Results of Benefit-Cost Analysis

V. Project Readiness and NEPA (information about how ready the project is to move forward quickly, including information about the project schedule, environmental approvals, legislative approvals, state and local planning, technical feasibility, and financial feasibility);

VI. Federal Wage Rate Certification (an application must include a certification, signed by the applicant, stating that it will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code (Federal wage rate requirements), as required by the FY 2011 Continuing Appropriations Act); and

VII. To the extent relevant, the final page of the application should describe (in one page or less) any material changes that need to be made to the pre-application form, including changes to the assurances provided in items xvii through xxii regarding initiation of NEPA, planning, and required cost sharing.

The purpose of this recommended format is to ensure that applications are provided in a format that clearly addresses the application requirements and makes critical information readily apparent and easy to locate.

D. Length of Applications

The project narrative may not exceed 25 pages in length. Documentation supporting the assertions made in the narrative portion may also be provided, but should be limited to relevant information. If possible, Web site links to supporting documentation (including a more detailed discussion of the benefit-cost analysis) should be provided rather than copies of these materials. At the applicant's discretion, relevant materials provided previously to a Cognizant Modal Administration in support of a different DOT discretionary program (for example, New Starts or TIFIA) may be referenced and described as unchanged. To the extent referenced, this information need not be resubmitted for the TIGER Discretionary Grant application (although provision of a Web site link would facilitate DOT's consideration of the information). DOT recommends use of appropriately descriptive file names (*e.g.,* ''Project Narrative,'' ''Maps,'' ''Memoranda of Understanding and Letters of Support,'' *etc.*) for all attachments. Cover pages and tables of contents do not count towards the 25-page limit for the narrative portion of the application, and the Federal wage rate certification and one-page update of the pre-application form (if necessary) may also be outside of the 25-page narrative. Otherwise, the only substantive portions of the application that should exceed the 25-page limit are any supporting documents (including a more detailed discussion of the benefit-cost analysis) provided to support assertions or conclusions made in the 25-page narrative section.

E. Contact Information

Contact information is requested as part of the SF–424. DOT will use this information to inform parties of DOT's decision regarding selection of projects, as well as to contact parties in the event that DOT needs additional information about an application.

F. National Environmental Policy Act Requirement

An application for a TIGER Discretionary Grant must detail whether the project will significantly impact the natural, social and/or economic environment. If the NEPA process is completed, an applicant must indicate the date of, and provide a Web site link or other reference to, the final Categorical Exclusion, Finding of No Significant Impact or Record of Decision. If the NEPA process is underway but not complete, the application must detail where the project is in the process, indicate the anticipated date of completion and provide a Web site link or other reference to copies of any NEPA documents prepared.

G. Environmentally Related Federal, State and Local Actions

An application for a TIGER Discretionary Grant must indicate whether the proposed project requires actions by other agencies (*e.g.,* permits), indicate the status of such actions and provide a Web site link or other reference to materials submitted to the other agencies, and/or demonstrate compliance with other Federal, State and local regulations as applicable, including, but not limited to, Section 4(f) *Parklands, Recreation Areas, Refuges, & Historic Properties;* Section 106 *Historic and Culturally Significant Properties;* Clean Water Act *Wetlands and Water;* Executive Orders *Wetlands, Floodplains, Environmental Justice;* Clean Air Act *Air Quality (specifically note if the project is located in a nonattainment area);* Endangered Species Act *Threatened and Endangered Biological Resources;* Magnuson-Stevens Fishery Conservation and Management Act *Essential Fish Habitat;* The Bald and Golden Eagle Protection Act; and/or any State and local requirements.

H. Protection of Confidential Business Information

All information submitted as part of or in support of any application shall use publicly available data or data that can be made public and methodologies that are accepted by industry practice and standards, to the extent possible. If the application includes information that the applicant considers to be a trade secret or confidential commercial or financial information, the applicant should do the following: (1) Note on the front cover that the submission ''Contains Confidential Business Information (CBI);'' (2) mark each affected page ''CBI;'' and (3) highlight or otherwise denote the CBI portions. DOT protects such information from disclosure to the extent allowed under applicable law. In the event DOT receives a Freedom of Information Act (FOIA) request for the information, DOT will follow the procedures described in its FOIA regulations at 49 CFR § 7.17. Only information that is ultimately determined to be confidential under that procedure will be exempt from disclosure under FOIA.

VIII. Project Benefits

DOT expects to identify and report on the benefits of the projects that it funds with TIGER Discretionary Grants. To this end, DOT will request that recipients of TIGER Discretionary Grants cooperate in Departmental efforts to collect and report on information related to the benefits produced by the projects that receive TIGER Discretionary Grants.

The benefits that DOT reports on may include the following: (1) Improved condition of existing transportation facilities and systems; (2) improved economic competitiveness in the form of reduced travel time, less traffic congestion, improved trip reliability, fewer vehicle miles traveled, or lower vehicle operating costs; (3) long-term growth in employment, production or other high-value economic activity; (4) improved livability of communities across the United States through expansion of transportation options, efficiency, and reliability; (5) improved energy efficiency, reduced dependence on oil and reduced greenhouse gas emissions; (6) reduced adverse impacts of transportation on the natural environment; (7) reduced number, rate and consequences of surface transportation-related crashes, injuries and fatalities; (8) greater use of technology and innovative approaches to transportation funding and project delivery; (9) greater collaboration with state and local governments, other public entities, private entities, nonprofit entities, or other non-traditional partners; (10) greater integration of transportation decision making with decision making by other public agencies with similar public service objectives; or (11) any other benefits claimed in the project's benefit-cost analysis.

Because of the limited nature of this program, these benefits are likely to be reported on a project-by-project basis and trends across projects that were selected for TIGER Discretionary Grants may not be readily available. In addition, because many of these benefits are long-term outcomes, it may be years before the value of the investments can be quantified and fully reported. DOT is considering the most appropriate way to collect and report information about these potential project benefits.

IX. Questions and Clarifications

For further information concerning this notice please contact the TIGER Discretionary Grant program manager via e-mail at *TIGERGrants@dot.gov*, or call Robert Mariner at 202–366–8914. A TDD is available for individuals who are deaf or hard of hearing at 202–366–3993. DOT will regularly post answers to these questions and other important clarifications on DOT's Web site at *http://www.dot.gov/TIGER*.

Appendix A: Additional Information on Benefit-Cost Analysis

As previously discussed in the Notice, the lack of a useful analysis of expected project benefits and costs may be a basis for denying an award of a TIGER Discretionary Grant to any applicant. Additionally, if it is clear that the total benefits of a project are not reasonably likely to outweigh the project's costs, the Department will not award a TIGER Discretionary Grant to the project. Consequently, it is incumbent upon the applicant to prepare a thorough benefit-cost analysis that demonstrates clearly the derivation of both the costs and the benefits of the project. However, DOT understands that the level of expense that can be expected in these analyses for surveys, travel demand forecasts, market forecasts, statistical analyses, and so on will be less for smaller projects than for larger projects. The level of resources devoted to preparing the benefit-cost analysis should be reasonably related to the size of the overall project and the amount of grant funds requested in the application. Any subjective estimates of benefits and costs should still be quantified, and applicants are expected to provide whatever evidence they have available to lend credence to their subjective estimates. Estimates of benefits should be presented in monetary terms whenever possible; if a monetary estimate is not possible, then at least a quantitative estimate (in physical, non-monetary terms, such as ridership estimates, emissions levels, *etc.*) should be provided.

This appendix provides general information and guidance on conducting an analysis. In addition to this guidance, applicants should also refer to OMB Circulars A–4 and A–94 in preparing their analysis (*http://www.whitehouse.gov/omb/circulars/*). Circular A–4 also cites textbooks on cost-benefit analysis (*e.g.,* Mishan and Quah [11]) if an applicant wants to review additional background material. The Department will rate all analyses as indicated below.

TABLE 1—RATINGS OF BENEFIT-COST ANALYSES

Rating	Description
Very useful	The economic analysis (i) is comprehensive (quantifying and monetizing the full range of costs and benefits, including the likely timing of such costs and benefits, for which such measures are reasonably available), (ii) attempts to describe the indirect effects of transportation investments on land use (when applicable), (iii) helps the Department organize information about, and evaluate trade-offs between, alternative transportation investments, (iv) provides a high degree of confidence as to the extent to which the benefits of the project will exceed the project's costs on a net present value basis, and (v) provides sensitivity analysis to show how changes in key assumptions affect the outcome of the analysis.
Useful	The economic analysis (i) identifies, quantifies, monetizes, and compares the project's expected benefits and costs, but has minor gaps in coverage of benefits and costs or the precise timing of benefits and costs, or fails in some cases to quantify or monetize benefits and costs for which such measures are reasonably available, and (ii) provides a sufficient degree of confidence that the benefits of the project will exceed the project's costs on a net present value basis.
Marginally Useful	The economic analysis (i) identifies, quantifies, monetizes, and compares the project's expected benefits and costs, but has significant gaps in coverage, quantification, monetization, or timing of benefits and costs, or significant errors in its measurement of benefits or costs, and (ii) the Department is uncertain whether the benefits of the project will exceed the project's costs on a net present value basis.

[11] E.J. Mishan and Euston Quah, *Cost-Benefit Analysis,* 5th edition (New York: Routledge, 2007).

TABLE 1—RATINGS OF BENEFIT-COST ANALYSES—Continued

Rating	Description
Not Useful	The economic analysis (i) does not adequately identify, quantify, monetize, and compare the project's expected benefits and costs or timing of benefits and costs, (ii) provides little basis for concluding that the benefits of the project will exceed the project's costs on a net present value basis, and (iii) demonstrates an unreasonable absence of data and analysis or poor applicant effort to put forth a robust quantification of net benefits.

A benefit-cost analysis attempts to measure the dollar value of the benefits and the costs to all the members of society (in this context, ''society'' means all residents of the United States) on a net present value basis. The benefits represent a dollar measure of the extent to which people are made better off by the project—that is, the benefits represent the amount that all the people in the society would jointly be willing to pay to carry out the project, and feel as if they had generated enough benefits to justify the project's costs, after accounting for the relative timing of those benefits and costs. In some cases, benefits may be difficult to measure in dollar terms. Applicants must at least describe the nature of each of the major types of benefits described in this guidance. To the extent possible, applicants must also quantify each of those types of benefits (e.g., in terms of the number of users making use of a transportation facility). Finally, applicants must attempt to measure those benefits in dollar terms (*i.e.,* ''monetize'' them). These benefits must then be compared with a dollar measure of the costs of the project. Both benefits and costs must be estimated for each year after work on the project is begun and for a period of time at least 20 years in the future (or the project's useful life, whichever is shorter), and these streams of annual benefits and costs must be discounted to the present using an appropriate discount rate, so that a present value of the stream of benefits and a present value of the stream of costs is calculated.

As a starting point for any analysis, applicants should provide a Project Summary describing the project and what it changes. The Project Summary should provide:

- A description of the current infrastructure baseline (*e.g.,* an existing two-lane road);
- A description of what the proposed project is and how it would change the current infrastructure baseline (*e.g.,* extension of a trolley line);
- A general justification for the project and how it affects the long-term outcomes relative to the current baseline;
- A description of who would be the users of the project or what groups of people would benefit from it; and
- A description of what types of economic effects the project is expected to have.

If an application contains multiple separate projects (but that are linked together in a common objective), each of which has independent utility, the applicant should provide a separate summary (and analysis) for each project.

The summary should also identify the types of societal benefits the project might generate. The applicant should list the types of benefits here and then clearly demonstrate in the analysis how it estimated benefits for each category. The summary should also include the full cost of a project, including Federal, State, local, and private funding, as well as expected operations and maintenance costs, and not simply the requested grant amount or the local amount.

Each application must include in its analysis estimates of the project's expected benefits with respect to each of the five long-term outcomes specified in Section II(A) *(Selection Criteria).* We recognize that it may in some cases be unclear in which of these categories of outcomes a benefit should be listed. In these cases, it is less important in which category a benefit is listed than to make sure that the benefit is listed and measured (but only once). Applicants must demonstrate that the proposed project has independent utility as defined in this Notice. It cannot be a component of a larger project such that, if the larger project were not built, this project would have little or no transportation value (or, if it is part of a larger project, the application must demonstrate that funding for the larger project is committed). If the applicant provides a benefit-cost analysis for a larger project, then it must estimate what portion of the benefits and costs of the larger project apply to the smaller project for which funding is being sought. The following sections describe baselines, affected population, discounting, forecasting, costs, and benefit categories in more detail. The Department expects a thorough discussion of these items in the body of the analysis.

Benefit-Cost Analysis vs. *Economic Impact Analysis*

First, it is important to recognize that a benefit-cost analysis is not an economic impact analysis. Applicants are required to provide a benefit-cost analysis in support of their proposed projects. An economic impact analysis is not a substitute for a benefit-cost analysis.

A benefit-cost analysis attempts to measure the dollar value of the benefits and the costs to all the members of society (in this context, ''society'' means all residents of the United States). The benefits represent a dollar measure of the extent to which people are made better off by the project—that is, the benefits represent the amount that all the people in the society would jointly be willing to pay to carry out the project, and feel as if they had generated enough benefits to justify the project's costs.

An economic impact analysis, on the other hand, typically focuses on local and regional impacts rather than national impacts. Some of the impacts that are counted in an economic impact analysis, such as diversion of economic activity from one region of the country to another, represent gains to one part of the country but losses to another part, so they are not gains from the standpoint of the nation as a whole.

Moreover, economic impact analyses estimate ''impacts'' rather than ''benefits,'' and the ''impacts'' are normally quite different from the ''benefits.'' For example, the total payroll of workers on a project is usually considered one of the ''impacts'' in an economic impact analysis. The total payroll is not a measure of the ''benefits'' of the project, however, for two reasons. First, a payroll is a cost to whoever pays the employees, at the same time that it is a benefit to the employees, so it is not a net benefit. Second, even for the employees, the employees have to work for their wages, so the amount they are paid is not a net benefit to them—it is a benefit only to the extent that they value their wages more than the cost to them of having to be at work every day.

Economic impact analyses also often treat real estate investments induced by a project as one of the economic ''impacts.'' The full value of such an investment is not a ''benefit,'' however, because the benefit of those investments to the community in which they are made is balanced by the cost of the investment to the investor. Because these investments are a cost as well as a benefit, they are not a net benefit for purposes of a benefit-cost analysis.

There is often an element of benefit in these ''impacts.'' A worker who gets a higher-paying job as a result of a transportation investment project benefits if he or she works just as hard as he or she did at his or her previous job but is paid more. Such projects produce benefits by increasing the productivity of labor. A transportation investment project that increases the value and productivity of land and thus induces real estate investment can also provide a benefit, but the benefit must be measured net of the cost of making the real estate investment. Measuring these labor and land productivity effects requires a careful analysis of the local labor market and how that market is changed by the transportation investment. Similarly, measuring the effects of transportation projects on the productivity of land requires a careful netting out of increases in land values that are compensated by costs of real estate investment and increases in land values that in effect capitalize other types of benefits that have already been counted, such as time savings.

In summary, applicants must be careful to measure only the net benefits of a project, and should avoid using software packages that are designed primarily to produce economic impact analyses. An application containing only an economic impact analysis does not meet the program's requirements and may be denied an award for that reason.

Baselines and Alternatives

Applicants should measure costs and benefits of a proposed project against a baseline (also called a ''base case'' or a ''no build'' case). The baseline should be an assessment of the way the world would look if the project did not receive the requested TIGER Discretionary Grant funding. Usually, it is reasonable to forecast that that baseline world resembles the present state. However, it is important to factor in any projected changes *(e.g.,* baseline economic growth, increased traffic volumes, or completion of already planned and funded projects) that would occur even if the proposed project were not funded. In some cases the proposed project already has a financing plan that would allow it to be built, but that involves a slower construction schedule than would occur if it received TIGER Discretionary Grant funding. Or it may be likely that, in the absence of TIGER Discretionary Grant funding, the project would be built later using ordinary funding sources. In these cases, the TIGER Discretionary Grant funding may accelerate completion of the project, but it does not allow a project to be built that would never otherwise have been built. The benefits and costs in this case should thus be limited to the marginal benefits (and marginal costs) of having the project completed in a shorter period of time and including the cost of expending resources on the project sooner than otherwise planned.

Many projects have multiple parts or multiple phases, only one or two of which would actually receive funding from a TIGER Discretionary Grant. It is important in these cases that both the costs and the benefits pertain to the same portion of the project. If the part or phase of the project funded by a TIGER Discretionary Grant has independent utility, then the analysis should compare the costs and the benefits of just that part or phase. If the part or phase of the project funded by a TIGER Discretionary Grant does not have independent utility, then the applicant must first demonstrate that funding is committed for the entire project (or for an entire portion of the project, including the TIGER Discretionary Grant-funded portion, that has independent utility). In this case, the applicant should compare the benefits and costs of the entire project (or the entire portion of the project that has independent utility). The applicant must make clear exactly what portions of the project form the basis of the estimates of benefits and costs. It is incorrect to claim benefits for the entire project but only count as costs the costs of the portion of the project funded by the TIGER Discretionary Grant. Thus, it would be incorrect to attribute all the benefits from a new port facility to a TIGER Discretionary Grant when the costs that are counted only cover a portion of the project funded by the TIGER Discretionary Grant, for example, paving a loading area. In some cases, the applicant may choose to allocate the benefits of the project proportionately to the costs of the project that would be funded by the TIGER Discretionary Grant, but this should generally be done only if (1) the TIGER Discretionary Grant funds are commingled with non-TIGER Discretionary Grant funds for a single, non-divisible structure that has independent utility) and (2) the project has sufficient funding in place to be completed as a whole unit. If a project is being funded by multiple Federal, State, and local sources, it would be inappropriate to attribute the full benefit of the project to only one source of funding (such as the local share or the TIGER Discretionary Grant itself).

All costs and benefits of the project should be evaluated, including benefits and costs that fall outside of the jurisdiction sponsoring the project. It is also important that the applicant assume the continuation of reasonable and sound management practices in establishing a baseline. Assuming a baseline scenario in which the owner of the facility does no maintenance on the facility and ignores traffic problems and maintenance is not realistic and will lead to the overstatement of project benefits.

In addition to the baseline, the applicant should present and consider reasonable alternatives in the analysis. Smaller-scale and more focused projects should be evaluated for comparison purposes. For example, if an applicant is requesting funds to replace a pier, it should also analyze the alternative of rehabilitating the current pier. Similarly, if an applicant seeks funds to establish a relatively large streetcar project, it should also evaluate a more focused project serving only the more densely populated corridors or an area.

Affected Population

Applicants should clearly identify the population that the project will affect and measure the number of passengers (for a passenger project) and the amount of freight (for a freight project) affected by the project. If possible, passenger and freight traffic should be measured in passenger-miles and freight ton-miles (and possibly value of freight). If, as is often the case (*e.g.,* projected growth in highway traffic), the forecasted traffic volume is not the same for all years, then the applicant needs to break out the forecasted traffic annually. In some cases, the characteristics of the passenger population or of the freight cargo may be important (*e.g.,* whether the passengers are members of a disadvantaged group, or are spread across a multi-state region, or whether the cargo being shipped is predominantly export traffic). Measures of freight traffic might include growing levels of port calls. In some cases, the relevant population is the volume of traffic that is diverted from one mode to another. Applicants must clearly identify which population will be affected by any particular benefit. For example, the affected population that will enjoy travel time savings may be different from the affected population benefiting from reduced shipping costs. Further, the applicant should be realistic as to how the project affects these populations. For example, improving rail access to a wholesale distribution center near an urban area may take some trucks off the road that had been carrying freight from a truck/rail intermodal yard to the wholesale distribution center. However, it is unrealistic to claim benefits from reduced truck traffic all the way from the shipping origin point hundreds or thousands of miles away to the truck/rail intermodal yard, if that traffic would be likely to be moving much of this distance by rail already.

Discounting

Applicants should discount future benefits and costs to present values using a real discount rate (*i.e.,* a discount rate that reflects the opportunity cost of money net of the rate of inflation) of 7 percent, following guidance provided by OMB in Circulars A–4 and A–94 (*http://www.whitehouse.gov/omb/circulars_default/*). Applicants may also provide an alternative analysis using a real discount rate of 3 percent. The latter approach should be used when the alternative use of funds currently dedicated to the project would be other public expenditures, rather than private investment.

As a first step, applicants should present the year-by-year stream of benefits and costs from the project. Applicants should clearly identify when they expect costs and benefits to occur. The beginning point for the year-by-year stream of benefits should be the first year in which the project will start generating costs or benefits. The ending point should be far enough in the future to encompass most or all of the significant costs and benefits resulting from the project (at least 20 years in the future) but not to exceed the usable life of the asset without capital improvement.[12] In presenting these year-by-year streams, applicants should measure them in constant (or ''real'') dollars prior to discounting. Applicants should not add in the effects of inflation to the estimates of future benefits and costs prior to discounting. Once an applicant has generated the stream of costs and benefits in constant dollars, it should then discount these estimates to arrive at a present value of costs and benefits using the real discount rate specified above. The standard formula for the discount factor in any given year is $1/(1 + r)^t$, where ''r'' is the discount rate and ''t'' measures the number of years in the future that the costs or benefits will occur. Infrequently, benefits or costs will be the same in constant dollars for all years. In these limited cases, an applicant can calculate the formula for the present value of

[12] In some cases the application may use a fixed term of years to analyze benefits and costs (*e.g.,* 20 years), even though the applicant knows that the project will last longer than that and continue to have benefits and costs in later years. In these cases, the project will retain a ''residual value'' at the end of the analysis period. For instance, a new bridge may be expected to have a 100-year life but the analysis period for the benefit-cost analysis might cover only 40 years. In such cases, a residual value can be claimed as a benefit (or cost offset) for the asset at the end of the analysis period. One method to estimate the residual value is to calculate the percentage of the project that will not be depreciated or used up at the end of the analysis period and to multiply this percentage by the original cost of the project. Different components of the project may have different depreciation rates—land typically does not depreciate. The estimated residual value is assigned to the end of the analysis period and should then be discounted to its present value as would any other cost or benefit occurring at that time. Note that a residual value of a project can only be claimed if the project will be kept in operation beyond the end of the analysis period. If the project will be retired at that time, a salvage value (reflecting revenues raised from the decommissioning of the project) can be claimed.

an ordinary annuity instead of showing a year-by-year calculation.[13]

Forecasting

Benefit-cost analyses of transportation projects almost always depend on forecasts of projected levels of usage (road traffic, port calls, *etc.*). When an applicant is using such forecasts to generate benefit estimates, it must assess the reliability of these forecasts. If the applicant is using outside forecasts, it must provide a citation and an appropriate page number for the forecasts. An applicant should carefully review any outside forecasts for reliability before using them in its analyses. In cases where an applicant is using its own estimates, it should clearly demonstrate in the analysis the methodology it used to forecast affected population (*e.g.,* how it generated traffic volumes for cars and trucks on a highway section). The number of individuals who enjoy the benefits of a project will partly determine the net benefits of the project. Consequently, accurate forecasts are essential to conducting a quality benefit-cost analysis. Applicants should also take great care to match forecasts of affected population to the corresponding year. For example, using projected traffic levels for 2030 to generate benefits for all the earlier years is incorrect. For more information on forecasting, applicants can refer to the forecasting section of FHWA's Economic Analysis Primer (*http://www.fhwa.dot.gov/infrastructure/asstmgmt/primer06.cfm*). While produced for analysis of highway projects, the primer is a good source of information on issues related to all transportation forecasting.

Costs

As noted above, the estimate of costs must pertain to the same project as the estimate of benefits. If the TIGER Discretionary Grant is to pay for only part of the project, but the project is indivisible (*i.e.,* no one part of the project would have independent utility), then the benefits of the whole project should be compared to the costs of the whole project, including costs paid for by State, local, and private partners other than the Federal government. Applicants may not claim that the TIGER Discretionary Grant ''leverages'' the financial contributions of other parties, and therefore that all the benefits of the project are attributable to the TIGER Discretionary Grant, even though the TIGER Discretionary Grant only pays for part of the project.

The analysis of costs should be equally as rigorous as the analysis of benefits. The lack of a useful analysis of expected project costs may be a basis for denying the award of a TIGER Discretionary Grant to an applicant. In general, applicants should use a life-cycle cost analysis approach in estimating the costs of the project. The Department expects applicants to include operating, maintenance, and other life-cycle costs of the project, along with capital costs. In addition to construction costs, other direct costs may include design and land acquisition. If the time period considered in the analysis is long enough to require the rehabilitation of the facility during the period of analysis, then the costs of that rehabilitation should be included. External costs, such as noise, increased congestion, and environmental pollutants resulting from the use of the facility or related changes in usage on other facilities in the same network, should be considered as costs in the analysis. Additionally, applicants should include, to the extent possible, costs to users during construction, such as delays and increased vehicle operating costs associated with work zones or detours. The applicant should correctly discount annual costs to arrive at a present value of the project's cost.

Types of Benefits-Livability

There are several potential benefits that a project could generate that affect livability. The most important aspect of livability is accessibility to non-single-occupancy vehicle modes of transportation, such as transit, bicycle paths, and sidewalks. Measuring the benefits of increased accessibility should start with a quantitative measure of the increase in accessibility—how many people will have access to these alternative modes who did not have access before? The analysis should go on to estimate how many people are actually likely to use these newly available transportation modes and how much of their existing single-occupancy vehicle travel are those people likely to divert to these alternative modes. Finally, the analysis should attempt to estimate the monetary value that people place on access to these newly available transportation modes. In some cases, monetary values may be estimated based on existing market transactions—e.g., bicycle rentals. In others, differentials in the market values of land or rents between residences and businesses that are already easily accessible (*e.g.* < 0.5 miles) to these modes and those that are in the same areas but not easily accessible (*e.g.* > 0.5 miles) can be used as a proxy estimate of the value of this access. In other cases, no objective market values are available, and the applicant should make the best subjective estimate it can of the average value that this accessibility has to those who now have access to these alternative modes.

One useful source of guidance on measuring benefits of bicycle facilities is Transportation Research Board, National Cooperative Highway Research Program Report 552, *Guidelines for Analysis of Investments in Bicycle Facilities* (Washington: TRB, 2006) (available at *http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_552.pdf.*)

Transit and bicycle paths may provide greater accessibility to alternative transportation modes, but they will not actually enhance livability unless people actually want to use them, and the desire to use them will depend in part on where these modes go and on the amenities provided with them. An important part of accessibility is making sure not only that people's residences are accessible to these modes, but that the modes connect to workplaces, schools, shopping, and other desired destinations. Assessments of enhanced accessibility should describe where these alternative modes go as well as where they start.

Land use changes are also an important aspect of livability. When people live closer to their workplaces, their schools, and shopping, they will be more likely to use these alternative transportation modes. Transportation changes that encourage more mixed-use land development (where residences are intermixed with workplaces and shopping) will shorten the length of travel and encourage more use of non-highway modes. The analysis should evaluate the extent to which the proposed transportation project will encourage these changes in land use and be coordinated with zoning changes and other public and private investments.

Changes in land use that result in shorter travel distances can result in long-term travel time savings, and the quantitative extent of these time savings can be estimated. Values of time can then be used to estimate the monetary value of these time savings. The applicant should propose a subjective estimate of the monetary value of land use changes. Land use changes can also reduce the total cost of transportation for the affected population, so applicants should attempt to measure the effects of the project and associated land use changes on average household transportation expenditures.

In using differentials in property values or rents to measure the value of changes in accessibility, applicants must identify other factors that might have caused property values and/or rents to change and isolate the portion of the change that is attributable to the change in accessibility. Applicants must also be careful to avoid double-counting. If the applicant has already counted reductions in travel time as a benefit, the value of those reductions in travel time may get capitalized in changes in property values or rents, and the applicant must be careful not to count those benefits again as part of the change in property values.

Finally, an important aspect of livability is the availability of transportation to disadvantaged communities, such as low-income people, non-drivers, people with disabilities, and senior citizens. Applicants should assess the extent to which their projects will improve transportation opportunities and quality of life for members of these disadvantaged communities. While there may not be well-defined methodologies for assigning monetary values to these enhancements to accessibility, applicants should attempt to measure the size of the disadvantaged community affected and make subjective judgments of the monetary values that should be assigned to these improvements.

Types of Benefits-Economic Competitiveness

Economic competitiveness benefits might include reduced operating costs due to infrastructure improvements. In some cases,

[13] See *http://www.brighthub.com/money/personal-finance/articles/17948.aspx.* For example, 10.594 is the discount factor that would be multiplied by an annual benefit to get the present value of a constant benefit stream over 20 years at a discount rate of seven percent. If the constant annual benefit is $500,000, then the present value of the benefits is $5.297 million. In these limited cases, the applicant must show the calculation of the discount factor of the ordinary annuity formula.

a project produces economic competitiveness benefits because the existing users of the facility will have lower operating costs after the improvement is completed. In other cases, the economic competitiveness benefits result from modal diversion—users shifting from a higher-cost transportation mode to a lower-cost transportation mode when the quality of service on the lower-cost mode becomes more competitive. In this case, the applicant should demonstrate clearly what the basis is of any estimated modal diversion. In estimating operating cost savings, it is important to avoid double-counting. For example, applicants must not count both the reductions in fuel costs and the overall reductions in operating costs, because fuel costs are part of operating costs. For freight projects, economic competitiveness benefits may be particularly significant if the project reduces the costs of transporting freight that will be exported.

One particular form of reduced operating costs is travel time savings. Road improvements or other projects whose purpose is to relieve congestion frequently generate travel time savings for travelers and shippers that contribute to economic competitiveness and quality of life to non-business travelers. Where this is the case, applicants should clearly demonstrate how the travel time savings are calculated and should account for induced travel demand to the extent practical or applicable. If travel time savings vary over time, the applicant must clearly show savings by year. Once the applicant generates its estimate of hours saved, it should apply the Department's guidance on the value of time to those estimates (*http://ostpxweb.dot.gov/policy/reports.htm*) to monetize them for both business and non-business travelers. The value of time saving is often among the largest benefit components of transportation capacity enhancement projects.[14] Transportation projects may also enhance economic competitiveness by improving the reliability of travel times (*i.e.,* reducing the variation in travel times), in addition to the benefits from a reduction in the average travel time.

Freight-related projects that improve roads, rails, and ports frequently generate savings to shippers (*e.g.,* fuel savings and other operating cost savings) that they may pass on in whole or in part to shippers by way of lower freight rates. Shippers may, in turn, pass on, in whole or in part, these savings to consumers. If applicants are projecting these savings as benefits, they need to carefully demonstrate how the proposed project would generate such benefits. However, applicants must be careful to count the value of the fuel and other operating cost savings (however allocated among carriers, shippers, and consumers) only once in the benefit-cost analysis; it cannot be re-counted in full each time it transfers from one group to the other as this would entail double-counting of the same benefit.

Applicants should also guard against analysis that double-counts other kinds of benefits. Analysis should distinguish between real benefits and transfer payments. Benefits reflect real resource usage and overall benefits to society, while transfers represent payments by one group to another and do not represent a net increase in societal benefits. Employment or output multipliers that purport to measure secondary effects should not be included as societal benefits because these secondary effects are generally the same (per dollar spent) regardless of what kind of project is funded.

As noted earlier in this Appendix (see *Benefit-Cost Analysis* vs. *Economic Impact Analysis*), applicants must be extremely cautious about including job creation and economic development impacts as societal benefits in the benefit-cost analysis. In the case of job creation, for example, every job represents both a cost to the employer (paying a wage) and a benefit to the employee (receiving a wage), so it is a transfer payment, rather than a net benefit. However, if a project increases the productivity of labor, then the applicant can count the increased productivity as a benefit. For example, if the project allows workers working at low-productivity jobs to switch to high-productivity jobs, then the increase in their productivity can be counted as a benefit. But the applicant needs to demonstrate rigorously how such productivity benefits are estimated and the exact time period over which the productivity benefits occur. Simply asserting these gains is inadequate.

With respect to economic development, estimates of capital investments or property tax revenues are not legitimate benefits in a benefit-cost analysis. A property tax is a benefit to the tax assessor, but it is a cost to the taxpayer. An applicant can potentially claim an increase in the value of land as a benefit if the transportation project increases the value and productivity of the land. However, the applicant needs to count the increase in the value of the land carefully to avoid double counting and transfer payments. For example, if the property value goes up by the exact same value as the developer's investment, then this is not a benefit. Property value increases over and above the developer's investment may potentially be a benefit from the project. However, if this property value increase is due to improved travel times that the applicant has already included as a benefit then there is no additional benefit here. The analysis should also consider to what extent an increase in land values induced by the project in one area causes a reduction in land values in some other area. Only the net increase in land value can be counted as a benefit. Applicants must carefully net out any embedded time savings in the property value increase before claiming any benefits. Simply asserting that there is a property tax increase net of time savings is inadequate. The Department expects any applicant claiming these types of benefits to provide a rigorous justification of the benefit that shows how it is derived from the project (rather than from some other non-project investment) and that shows how increases in property values attributable to other benefits (such as travel time savings) have been deducted. Applicants should note that any claimed societal benefit from a property value increase is only a one-time stock benefit. Applicants can not treat it as a stream of benefits accruing annually.

Types of Benefits-Safety

Road projects can also improve the safety of transportation. A well-designed project can reduce fatalities and injuries as well as reduce other crash costs, such as hazardous materials releases. The applicant should clearly demonstrate how the project will improve safety. For example, to claim a reduction in fatalities, an applicant must clearly demonstrate how the existence of the project would have prevented the types of fatalities that commonly occur in that area. Applicants should use crash causation factors or similar analyses of causes of crashes to show the extent to which the type of improvements proposed would actually reduce the likelihood of the kinds of crashes that actually had occurred. Alternatively, when only a few cases are involved, the applicant should provide a description of the incidents and demonstrate the linkage between the proposed project and crash reduction. In some cases, safety benefits may occur because of modal diversion from a less safe mode to a more safe mode. When this type of benefit is claimed, the applicant should provide a clear analysis of why the forecasted modal diversion will take place. Once the applicant has established a reasonable count of the incidents that are likely to be prevented by the project, it should apply the Department's guidance on value of life and injuries (*http://ostpxweb.dot.gov/policy/reports.htm*) to monetize them. Sources of information on the social benefits of reducing crash costs are discussed in Chapter VIII of the Final Regulatory Impact Analysis of the National Highway Traffic Safety Administration's rulemaking on Corporate Average Fuel Economy for MY 2011 Passenger Cars and Light Trucks (*http://www.nhtsa.gov/DOT/NHTSA/Rulemaking/Rules/Associated%20Files/CAFE_Final_Rule_MY2011_FRIA.pdf*). The economic values of various benefits are summarized in Table VIII–5 on page VIII–60.

Types of Benefits-State of Good Repair

Many infrastructure projects that improve the state of good repair of transportation infrastructure can reduce long-term maintenance and repair costs. These benefits are in addition to the benefits of reductions in travel time, shipping costs, and crashes which the applicant should account for separately. Applicants should include these maintenance and repair savings as benefits. Improving state of good repair may also reduce operating costs and congestion by reducing the amount of time that the

[14] There is a growing body of academic research that attempts to value the improved reliability of travel time in addition to travel time savings. Improved travel time reliability resulting from a project can influence business inventory costs and travel time allotted for unexpected delays. Applicants attempting to quantify the value of improved reliability of a transportation project as part of a benefit-cost analysis should carefully define how they have measured and valued it for the project, with particular attention to its relationship to estimates and valuations of travel time saving.

infrastructure is out of service due to maintenance and repairs, or may prevent a facility (such as a bridge) from being removed from service entirely (*i.e.* low-volume facilities that would cost too much to replace). In the latter case, the analysis should include a reasonable assessment of the cost that closing the facility would have on system users who would be required to take longer and more circuitous routes, as well as the probability (and likely time in the future) when the bridge would need to be closed even if sound maintenance practices had been pursued. Improving state of good repair may also reduce user costs if, for example, the roughness of a road reduces travel speeds or increases damage to vehicles. Improving state of good repair can also have safety benefits. The application should also consider differences in maintenance and repair costs when comparing different project alternatives. For example, an applicant can compare the maintenance costs that would be required after rehabilitating an existing pier with those that would be required after building a new one. As part of the data that go into estimating the benefits of improving the state of good repair, applicants should provide accepted metrics for assessing an asset's current condition. For example, applicants can use Present Serviceability Ratings (PSR) to discuss pavement condition and bridge sufficiency ratings to discuss the condition of a bridge. As discussed in the section on costs, the Department expects applicants to consider the life-cycle costs of the project when making these comparisons.

Types of Benefits-Sustainability

Transportation can generate environmental costs in the form of emissions of ''criteria pollutants'' (*e.g.,* SO_X, NO_X, and particulates) and from the emission of greenhouse gases, such as carbon dioxide (CO_2). Increased traffic congestion results in increased levels of these emissions. Transportation projects that reduce congestion can reduce these emissions and produce societal benefits given reduced idling and otherwise constant vehicle miles travelled. Also, transportation projects that encourage transportation users to shift from more-polluting modes to less-polluting modes can similarly reduce emissions. Applicants claiming these types of benefits must clearly demonstrate and quantify how the project will reduce emissions. Once an applicant has adequately quantified levels of emission reductions, it should estimate the dollar value of these benefits. Sources of information on the social benefits of reducing criteria pollutant emissions are discussed in Chapter VIII of the Final Regulatory Impact Analysis of the National Highway Traffic Safety Administration's rulemaking on Corporate Average Fuel Economy for MY 2011 Passenger Cars and Light Trucks (*http://www.nhtsa.gov/DOT/NHTSA/Rulemaking/Rules/Associated%20Files/CAFE_Final_Rule_MY2011_FRIA.pdf*).

The Interagency Working Group on Social Cost of Carbon has recently issued its guidance on ''Social Cost of Carbon for Regulatory Impact Analysis Under Executive Order 12866'' (*http://www1.eere.energy.gov/buildings/appliance_standards/commercial/pdfs/sem_finalrule_appendix15a.pdf*). This guidance lays out a range of values to use for monetizing the social cost of carbon at various years in the future and at various discount rates. Applicants should clearly indicate how and to what degree calculations of benefits in their analyses are based on these assumed values of CO_2 emissions reduction.

Transparency and Reproducibility of Calculations

Applicants should make every effort to make the results of their analyses as transparent and reproducible as possible. Applicants should clearly set out basic assumptions, methods, and data underlying the analysis and discuss any uncertainties associated with the estimates.

A Department reviewer reading the analysis should be able to understand the basic elements of the analysis and the way in which the applicant derived the estimates. If the application refers the reader to more detailed documentation to explain how the calculations were done, that documentation must go beyond merely providing spreadsheets. It must include a thorough verbal description of how the calculation was done, including references to tabs and cells in the spreadsheet. This verbal description should include specific sources for all the numbers in the spreadsheet that are not calculated from the spreadsheet itself.

If an applicant uses a ''pre-packaged'' economic model to calculate net benefits, the applicant should provide annual benefits and costs by benefit and cost type for the entire analysis period. In any case, applicants must provide a detailed explanation of the assumptions used to run the model (*e.g.,* peak traffic hours and traffic volume during peak hours, mix of traffic by cars, buses, and trucks, *etc.*). The applicant must provide enough information so that a Department reviewer can follow the general logic of the estimates (and, in the case of spreadsheet models, reproduce them).

Ideally, the applicant should be able to summarize the results of all pertinent data and cost and benefit calculations in a single spreadsheet tab (or table in *Word*). A Department reviewer should be able to understand the calculations in spreadsheet models both from directions in the spreadsheet and any accompanying text. The following provides a simplified example for expository purposes of discounted costs and benefits from a road project providing travel time savings only to local travelers over the course of five years following a one-year period of construction.

Calendar Year	Project Year	Affected Drivers	Travel Time Saved (hours) [1]	Total Value of Time Saved ($2008) [2]	Initial Costs ($2008)	Operations & Maintenance Costs ($2008) [3]	Undiscounted Net Benefits	Discounted at 7%
2011	1				$38,500,000	$6,000,000	-$44,500,000	-$41,588,785
2012	2	80,000	1,040,000	$14,248,000		$700,000	$13,548,000	$11,833,348
2013	3	95,000	1,235,000	$16,919,500		$700,000	$16,219,500	$13,239,943
2014	4	100,000	1,300,000	$17,810,000		$700,000	$17,110,000	$13,053,137
2015	5	102,000	1,326,000	$18,166,200		$700,000	$17,466,200	$12,453,159
2016	6	109,000	1,417,000	$19,412,900		$700,000	$18,712,900	$12,469,195
NPV								$21,459,998
1. Number of drivers times three minutes a day (3/60 hours) over 260 workdays								
2. Hours at $13.70 per hour ($2008)								
3. Includes costs from delays to users during construction								

Most applicant analyses will be more complicated than this example and will likely include several benefit categories. However, the summary cost and benefit data should be as transparent and as easy to follow and replicate as the example above.

Appendix B: Additional Information on Applying Through Grants.gov

Applications (Stage 2) for TIGER Discretionary Grants must be submitted through Grants.gov. To apply for funding through Grants.gov, applicants must be properly registered. Complete instructions on how to register and apply can be found at *http://www.grants.gov.* If interested parties experience difficulties at any point during registration or application process, please call the Grants.gov Customer Support Hotline at 1–800–518–4726, Monday-Friday from 7 a.m. to 9 p.m. EST.

Registering with Grants.gov is a one-time process; however, processing delays may occur and it can take up to several weeks for first-time registrants to receive confirmation and a user password. It is highly recommended that applicants start the registration process as early as possible to prevent delays that may preclude submitting an application by the deadlines specified. Applications will not be accepted after the relevant due date; delayed registration is not an acceptable reason for extensions. In order to apply for TIGER Discretionary Grant funding under this announcement and to apply for funding through Grants.gov, all applicants are required to complete the following:

1. *Acquire a DUNS Number.* A DUNS number is required for Grants.gov registration. The Office of Management and Budget requires that all businesses and nonprofit applicants for Federal funds include a DUNS (Data Universal Numbering System) number in their applications for a new award or renewal of an existing award. A DUNS number is a unique nine-digit sequence recognized as the universal standard for identifying and keeping track of entities receiving Federal funds. The identifier is used for tracking purposes and to validate address and point of contact information for Federal assistance applicants, recipients, and sub-recipients. The DUNS number will be used throughout the grant life cycle. Obtaining a DUNS number is a free, one-time activity. Obtain a DUNS number by calling 1–866–705–5711 or by applying online at *http://www.dunandbradstreet.com.*

2. *Acquire or Renew Registration with the Central Contractor Registration (CCR) Database.* All applicants for Federal financial assistance maintain current registrations in the Central Contractor Registration (CCR) database. An applicant must be registered in the CCR to successfully register in Grants.gov. The CCR database is the repository for standard information about Federal financial assistance applicants, recipients, and sub-recipients. Organizations that have previously submitted applications via Grants.gov are already registered with CCR, as it is a requirement for Grants.gov registration. Please note, however, that applicants must update or renew their CCR registration at least once per year to maintain an active status, so it is critical to check registration status well in advance of relevant application deadlines. Information about CCR registration procedures can be accessed at *http://www.ccr.gov.*

3. *Acquire an Authorized Organization Representative (AOR) and a Grants.gov Username and Password.* Complete your AOR profile on Grants.gov and create your username and password. You will need to use your organization's DUNS Number to complete this step. For more information about the registration process, go to *http://www.grants.gov/applicants/get_registered.jsp.*

4. *Acquire Authorization for your AOR from the E-Business Point of Contact (E-Biz POC).* The E-Biz POC at your organization must log in to Grants.gov to confirm you as an AOR. Please note that there can be more than one AOR for your organization.

5. *Search for the Funding Opportunity on Grants.gov.* Please use the following identifying information when searching for the TIGER funding opportunity on Grants.gov. The Catalog of Federal Domestic Assistance (CFDA) number for this solicitation is 20.933, titled Surface Transportation Infrastructure Discretionary Grants for Capital Investments II.

6. *Submit an Application Addressing All of the Requirements Outlined in this Funding Availability Announcement.* Within 24–48 hours after submitting your electronic application, you should receive an e-mail validation message from Grants.gov. The validation message will tell you whether the application has been received and validated or rejected, with an explanation. You are urged to submit your application at least 72 hours prior to the due date of the application to allow time to receive the validation message and to correct any problems that may have caused a rejection notification.

Note: When uploading attachments please use generally accepted formats such as .pdf, .doc, and .xls. While you may imbed picture files such as .jpg, .gif, .bmp, in your files, please do not save and submit the attachment in these formats. Additionally, the following formats will not be accepted: .com, .bat, .exe, .vbs, .cfg, .dat, .db, .dbf, .dll, .ini, .log, .ora, .sys, and .zip.

Experiencing Unforeseen Grants.gov Technical Issues

If you experience unforeseen Grants.gov technical issues beyond your control that prevent you from submitting your application by the deadline of October 31, 2011 at 5 p.m. EDT, you must contact Robert Mariner at 202–366–8914 or *Robert.Mariner@dot.gov* within 24 hours after the deadline and request approval to submit your application. At that time, DOT staff will require you to e-mail the complete grant application, your DUNS number, and provide a Grants.gov Help Desk tracking number(s). After DOT staff review all of the information submitted as well as contacts the Grants.gov Help Desk to validate the technical issues you reported, DOT staff will contact you to either approve or deny your request to submit a late application. If the technical issues you reported cannot be validated, your application will be rejected as untimely.

To ensure a fair competition for limited discretionary funds, the following conditions are not valid reasons to permit late submissions: (1) Failure to complete the registration process before the deadline date; (2) failure to follow Grants.gov instructions on how to register and apply as posted on its Web site; (3) failure to follow all of the instructions in the funding availability notice; and (4) technical issues experienced with the applicant's computer or information technology (IT) environment.

Appendix C: Additional Information on Project Readiness Guidelines

As applicants develop their applications, there are some guidelines on project readiness that they should consider. The TIGER Discretionary Grant funds are available for a limited period of time (DOT's ability to obligate the funds expires after September 30, 2013), and DOT may be limited as to when they may obligate the TIGER Discretionary Grant funds to a project if it is not far enough along in the project development process. The application package should provide concrete evidence of project milestones, financial capacity and commitment in order to support project readiness. Each operating administration with the responsibility for obligating the TIGER Discretionary Grant funds has its own regulations, policies, and procedures that they may apply for projects that have been selected for TIGER Discretionary Grant funds. In some cases, an operating administration may obligate a portion of the overall amount of funds that an applicant has been selected to receive so that such an applicant may use that portion of the TIGER Discretionary Grant funds for eligible pre-construction activities, delaying the balance of the obligation of funds until all pre-construction requirements have been completed.

The guidelines below provide additional details about some of these pre-obligation steps (including, but not limited to, planning requirements, environmental approvals, right-of-way acquisitions, and design completion) and suggest milestones each project should aim to achieve in order be able to obligate the full amount of awarded TIGER Discretionary Grant funds in advance of the obligation deadline of September 30, 2013.

Applicants should demonstrate that they can reasonably expect to complete all of these pre-obligation requirements no later than June 30, 2013, in order to give DOT comfort that the TIGER Discretionary Grant funds are likely to be obligated in advance of the September 30, 2013 statutory deadline, and that any unexpected delays will not put TIGER Discretionary Grant funds at risk of expiring before they can be obligated. Applicants that are unfamiliar with, or have questions about, the requirements that a proposed project or projects may need to complete in order for the operating administration to obligate TIGER Discretionary Grant funds may contact *TIGERGrants@dot.gov* with questions. The below information is not an exhaustive list of the requirements that a project may need to comply with in order for TIGER Discretionary Grant funds to be obligated by the operating administration that is administering the TIGER Discretionary Grant.

State and Local Planning: Project activities that are focused on refining scope and completing Federal environmental reviews are eligible capital expenses under the TIGER Discretionary Grants Program and are an essential part of project development. A project that receives TIGER Discretionary Grant funds may be required to be approved by the Metropolitan Planning Organization or State in the Long Range Plans and Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP). Applicants should take steps to ensure that the project will be included in the relevant plan, if the project is required to be included in such planning documents before an operating administration may obligate funds to the project.

If the project is not included in the relevant planning documents at the time the application is submitted, applicants should submit a certification from the appropriate planning agency that actions are underway at the time of application to include the project in the relevant planning document on or before June 30, 2013. If the obligation of TIGER Discretionary Grant funds for construction or other activities is contingent on the project being included in the relevant planning documents, applicants should demonstrate they can reasonably expect to have the project included in such planning documents by March 30, 2013, in order to give DOT comfort that the TIGER Discretionary Grant funds are likely to be obligated in advance of the September 30, 2013 statutory deadline, and that any unexpected delays will not put TIGER Discretionary Grant funds at risk of expiring before they can be obligated. The applicant should provide a schedule demonstrating when the project will be added to the relevant planning documents.

Environmental Approvals: Projects should have received all environmental approvals, including satisfaction of all Federal, State and local requirements and completion of the National Environmental Policy Act (''NEPA'') process at the time the application is submitted or should demonstrate that receipt of all approvals can occur by June 30, 2013, in order to give DOT comfort that the TIGER Discretionary Grant funds are likely to be obligated in advance of the September 30, 2013 statutory deadline, and that any unexpected delays will not put TIGER Discretionary Grant funds at risk of expiring before they can be obligated.

If the obligation of TIGER Discretionary Grant funds for construction or other activities is contingent on completion of other approvals that can only take place after the environmental approvals process, the applicant should demonstrate that they can reasonably expect to have all environmental approvals by March 30, 2013, or other date sufficiently in advance of June 30, 2013, in order to give DOT comfort that the TIGER Discretionary Grant funds are likely to be obligated in advance of the September 30, 2013 statutory deadline, and that any unexpected delays will not put TIGER Discretionary Grant funds at risk of expiring before they can be obligated, because it may be difficult to complete environmental and regulatory review as well as any other necessary pre-obligation activities prior to the statutory obligation deadline of September 30, 2013.

To demonstrate that this suggested milestone is achievable, applicants should provide information about the anticipated class of action, the budget for completing NEPA, including hiring a consultant if necessary, and a schedule that demonstrates when NEPA will be complete. The schedule should show how the suggested milestones described in this section will be complied with, and include any anticipated coordination with Federal and State regulatory agencies for permits and approvals. The budget should demonstrate how costs to complete NEPA factor into the overall cost to complete construction of the project. The budget and schedule for completing NEPA should be reasonable and be comparable to a budget and schedule of a typical project of the same type. The applicant should provide evidence of support based on input during the NEPA process from State and local elected officials as well as the public. Additionally, the applicant should provide environmental studies or other documents (preferably by way of a Web site link) that describe in detail known potential project impacts and possible mitigation for these impacts. The applicant should supply sufficient documentation for DOT to adequately review the project's NEPA status.

Right-of-Way and Design: If the obligation of TIGER Discretionary Grant funds by an operating administration may be contingent on completion of right-of-way acquisition and final design approval, applicants should demonstrate that they reasonably expect to have right-of-way and design completed, and completion of any other needed pre-final-obligation approvals by June 30, 2013, in order to give DOT comfort that the TIGER Discretionary Grant funds are likely to be obligated in advance of the September 30, 2013 statutory deadline, and that any unexpected delays will not put TIGER Discretionary Grant funds at risk of expiring before they can be obligated. If the obligation of TIGER Discretionary Grant funds for construction or other activities is contingent on the project completing right-of-way acquisition and design, and additional approvals contingent on completion of right of way acquisition and design, applicants should demonstrate they can reasonably expect to have right-of-way acquisition and design completed by June 1, 2013, in order to give DOT comfort that the TIGER Discretionary Grant funds are likely to be obligated in advance of the September 30, 2013 statutory deadline, and that any unexpected delays will not put TIGER Discretionary Grant funds at risk of expiring before they can be obligated Applicants should submit a reasonable schedule of when right-of-way (if applicable), design, and any other required approvals are expected to be obtained. Applicants may expect that DOT may obligate TIGER funds for right-of-way and design completion only after planning and environmental approvals are obtained.

Completion of Obligation: Applicants should plan to have all TIGER Discretionary Grant funds obligated by June 30, 2013, in order to give DOT comfort that the TIGER Discretionary Grant funds are likely to be obligated in advance of the September 30, 2013 statutory deadline, and that any unexpected delays will not put TIGER Discretionary Grant funds at risk of expiring before they can be obligated. In some instances, DOT may not obligate for construction until all planning and environmental approvals are obtained and right-of-way and final design are complete. If a project is selected for a TIGER Discretionary Grant and the TIGER Discretionary Grant funding will be used to complete all of these activities, DOT may obligate the funding in phases, in accordance with the laws, regulations, and policies of the operating administration that is administering the grant.

Issued On: June 27, 2011.

Ray LaHood,

Secretary.

[FR Doc. 2011–16514 Filed 6–30–11; 8:45 am]

BILLING CODE 4910–9X–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Tenth Meeting: RTCA Special Committee 223: Airport Surface Wireless Communications

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice of RTCA Special Committee 223: Airport Surface Wireless Communications meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 223: Airport Surface Wireless Communications.

DATES: The meeting will be held August 9–10, 2011 from 9 a.m. to 5 p.m.

ADDRESSES: The meeting will be held at RTCA, Inc., 1150 18th Street NW., Suite 910, NW., Washington, DC 20036.

FOR FURTHER INFORMATION CONTACT: RTCA Secretariat, 1150 18th Street NW., Suite 910, Washington, DC, 20036; telephone (202) 833–9339; fax (202) 833–9434; Web site *http://www.rtca.org.*

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92–463, 5 U.S.C., and Appendix 2), notice is hereby given for a RTCA Special Committee 223: Airport Surface Wireless Communications meeting.

Agenda

Tuesday, August 9, 2011

Tuesday Morning Plenary

- Welcome, Introductions, Administrative Remarks by Special Committee Leadership
  - ■ Designated Federal Officer (DFO): Mr. Brent Phillips
  - ■ Co-Chair: Mr. Aloke Roy, Honeywell International
  - ■ Co-Chair: Mr. Ward Hall, ITT Corporation
- Agenda Overview
- Review/Approve Prior Plenary Meeting Summary—RTCA Paper No. 051–11/SC223–020, and Action Item Status
- General Presentation of Interest
  - ■ Antenna isolation and aircraft installation issues—Honeywell
  - ■ WiMAX Forum coordination status—WiMAX Forum

TAB 6

TECHNICAL COMMITTEE AGENDA 07/20; ITEM II.E.

HUD Sustainable Communities Regional Planning Grant Program Information

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

On June 20, 2011, The Department of Housing and Urban Development posted an advance notice that funding would be available for regional planning grants that support metropolitan and multi-jurisdictional planning efforts that integrate housing, land use, economic and workforce development, transportation, and infrastructure investments in a manner that empowers jurisdictions to consider the interdependent challenges of: (1) economic competitiveness and revitalization; (2) social equity, inclusion, and access to opportunity; (3) energy use and climate change; and (4) public health and environmental impact.

The application deadline is not yet known.

TECHNICAL COMMITTEE ACTION REQUESTED: NONE

Sustainable Communities Regional Planning Grant Program Advance Notice

The synopsis for this grant opportunity is detailed below, following this paragraph. This synopsis contains all of the updates to this document that have been posted as of **06/20/2011** . If updates have been made to the opportunity synopsis, update information is provided below the synopsis.

If you would like to receive notifications of changes to the grant opportunity click send me change notification emails . The only thing you need to provide for this service is your email address. No other information is requested.

Any inconsistency between the original printed document and the disk or electronic document shall be resolved by giving precedence to the printed document.

Description of Modification

ADVANCE NOTICE ONLY NO APPLICATIONS BEING ACCEPTED.

Document Type:	Modification to Previous Grants Notice
Funding Opportunity Number:	FR-5559-N-01
Opportunity Category:	Discretionary
Posted Date:	Jun 20, 2011
Creation Date:	Jun 27, 2011
Original Closing Date for Applications:	Jul 21, 2011
Current Closing Date for Applications:	Jul 21, 2011 ADVANCE NOTICE ONLY NO APPLICATIONS BEING ACCEPTED.
Archive Date:	Aug 20, 2011
Funding Instrument Type:	Grant
Category of Funding Activity:	Community Development Housing
Category Explanation:	ADVANCE NOTICE ONLY NO APPLICATIONS BEING ACCEPTED.
Expected Number of Awards:	
Estimated Total Program Funding:	$67,000,000
Award Ceiling:	$5,000,000
Award Floor:	$400,000
CFDA Number(s):	14.703 -- Sustainable Communities Regional Planning Grant Program
Cost Sharing or Matching Requirement:	Yes

Eligible Applicants

Others (see text field entitled "Additional Information on Eligibility" for clarification)

Additional Information on Eligibility:

ADVANCE NOTICE ONLY NO APPLICATIONS BEING ACCEPTED. In this program, an eligible applicant is a multijurisdictional and multi sector partnership consisting of a consortium of government entities and non-profit partners. FY2010 Lead applicant recipients of the Sustainable Communities Regional Planning Grant Program are not eligible for awards under the FY2011 program. An application that covers a geography covered by a FY2010 recipient of the Sustainable Communities Regional Planning Grant Program is ineligible. HUD will allow an application where the geography overlaps with a FY2010 Sustainable Communities Regional Planning Grant lead by a tribal entity. In such instances the new applicant can plan for their region, but cannot plan for the areas under tribal authority. HUD is not accepting applications or pre-applications at this time.

Agency Name

Department of Housing and Urban Development

Description

ADVANCE NOTICE ONLY NO APPLICATIONS BEING ACCEPTED. The Sustainable Communities Regional Planning Grant Program (Program) supports metropolitan and multijurisdictional planning efforts that integrate housing, land use, economic and workforce development, transportation, and infrastructure investments in a manner that empowers jurisdictions to consider the interdependent challenges of: (1) economic competitiveness and revitalization; (2) social equity, inclusion, and access to opportunity; (3) energy use and climate change; and (4) public health and environmental impact. The Program places a priority on investing in partnerships, including nontraditional partnerships (e.g., arts and culture, recreation, public health, food systems, regional planning agencies and public education entities) that translate the Livability Principles (Section I.C.1) into strategies that direct long-term development and reinvestment, demonstrate a commitment to addressing issues of regional significance, use data to set and monitor progress toward performance goals, and engage stakeholders and residents in meaningful decision-making roles.

Link to Full Announcement

HUD's Funds Available web site. NO APPLICATIONS being accepted for this ADVANCE NOTICE.

If you have difficulty accessing the full announcement electronically, please contact:

Zuleika K. Morales-Romero, Office of Sustainable Housing and Communities, telephone number 202-402-7683 (this is not a toll-free number,) or e-mail Zuleika.K.Morales@hud.gov. If you are a hearing- or speech-impaired person, you may reach the above telephone number via TTY by calling the toll-free Federal Information Relay Service at 1-800-877-8339. Office of Sustainable Housing and Communities

Synopsis Modification History

The following files represent the modifications to this synopsis with the changes noted within the documents. The list of files is arranged from newest to oldest with the newest file representing the current synopsis. Changed sections from the previous document are shown in a light grey background.

Sustainable Communities Regional Planning Grants

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Overview

The Department of Defense and Full-Year Continuing Appropriations Act, 2011 (Public Law 112-10, enacted April 15, 2011) (Appropriations Act), provided a total of $100,000,000 to HUD for a Sustainable Communities Initiative to improve regional planning efforts that integrate housing and transportation decisions, and increase the capacity of communities to modernize land use and zoning plans. Of that total, $70,000,000 is available for the Sustainable Communities Regional Planning Grant Program, and $30,000,000 is available for the Challenge Planning Grant Program.

The Sustainable Communities Regional Planning Grant Program supports metropolitan and multijurisdictional planning efforts that integrate housing, land use, economic and workforce development, transportation, and infrastructure investments in a manner that empowers jurisdictions to consider the interdependent challenges of: (1) economic competitiveness and revitalization; (2) social equity, inclusion, and access to opportunity; (3) energy use and climate change; and (4) public health and environmental impact. Of the $70 million available for the Regional Planning Grants program, $2 million has been reserved for capacity support grants distributed separately. This notice announces the availability of approximately $67 million for Sustainable Community Regional Planning Grants, of which not less than $17.5 million shall be awarded to regions with populations of less than 500,000.

The Sustainable Communities Planning Grant Program is being initiated in close coordination with the U.S. Department of Transportation (DOT) and the U.S. Environmental Protection Agency (EPA), co-leaders with HUD in the Partnership for Sustainable Communities.

HUD is not taking applications or pre-applications at this time. The July 21, 2011 date listed on grants.gov for this Advance Notice is not the application deadline for the regional grant program.

Resources

FY 2011 Resources

Advance Notice

Press Release

Email a question

A Look at FY2010 Grantees

FY2010 Sustainable Community Regional Planning Grantees List

Preferred Sustainability Status

OSHC Grant Articles

Press Release

Grant Summaries

Map of Grantees

FY2010 Sustainable Communities Regional Planning Grant Program – Grantees

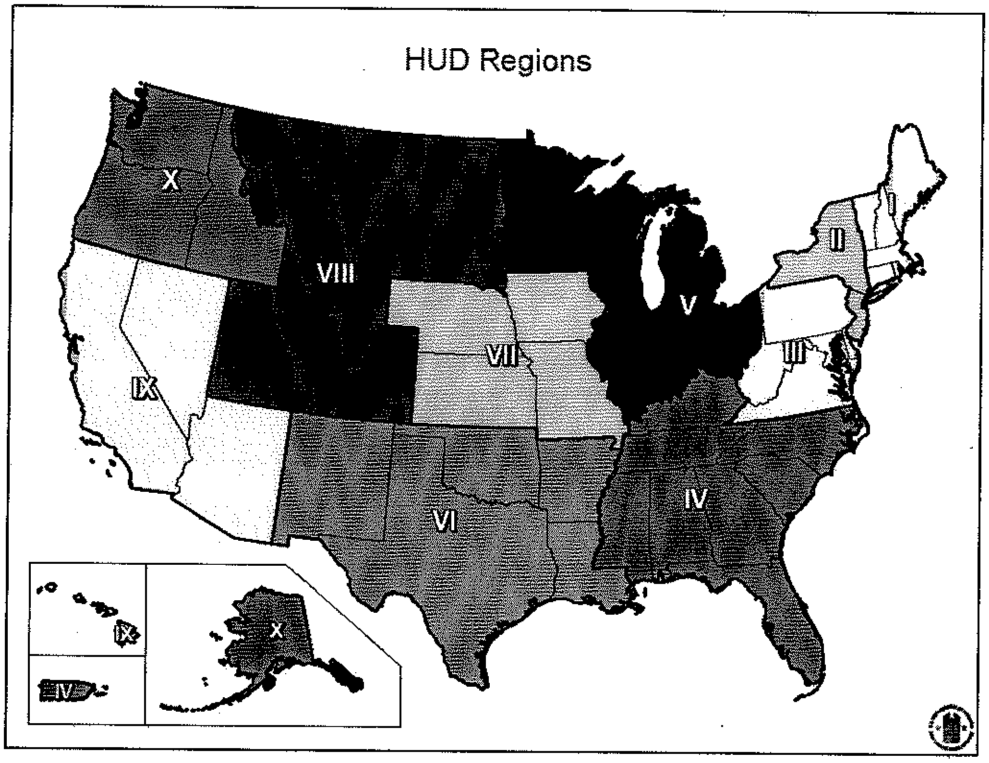
Grantee Consortium Leader	City	State	Funding Amount
East Alabama Regional Planning and Development Commission	Anniston	AL	$225,000
Apache County	St. Johns	AZ	$820,500
California State University, Fresno Foundation	Fresno	CA	$4,000,000
Sacramento Area Council of Governments	Sacramento	CA	$1,500,000
Capitol Region Council of Governments	Hartford	CT	$4,200,000
Windham Region Council of Governments	Willimantic	CT	$225,000
Central Florida Regional Planning Council	Bartow	FL	$1,400,000
South Florida Regional Planning Council	Hollywood	FL	$4,250,000
Des Moines Area Metropolitan Planning Organization	Urbandale	IA	$2,200,000
Chicago Metropolitan Agency for Planning	Chicago	IL	$4,250,000
Tri-County Regional Planning Commission	Peoria	IL	$1,200,000
Rockford Metropolitan Agency for Planning	Rockford	IL	$600,000
Evansville Metropolitan Planning Organization	Evansville	IN	$1,420,300
University of Kentucky Research Foundation	Lexington	KY	$680,000
Metropolitan Area Planning Council	Boston	MA	$4,000,000
Franklin Regional Council of Governments	Greenfield	MA	$425,000
Berkshire Regional Planning Commission	Pittsfield	MA	$590,700
Northern Maine Development Commission	Caribou	ME	$800,000
Greater Portland Council of Governments	Portland	ME	$1,600,000
Southeast Michigan Council of Governments	Detroit	MI	$2,850,000
Metropolitan Council	St. Paul	MN	$5,000,000
Region Five Development Commission	Staples	MN	$825,050
Mid-America Regional Council	Kansas City	MO	$4,250,000
East-West Gateway Council of Governments	Saint Louis	MO	$4,687,750
Southern Bancorp Capital Partners	Helena-West Helena	MS	$710,900
Gulf Regional Planning Commission	Gulfport	MS	$2,000,000
Land-of-Sky Regional Council	Asheville	NC	$1,600,000
Piedmont Authority for Regional Transportation	Greensboro	NC	$1,600,000
Regional Plan Association Inc.	New York	NY	$3,500,000
Northeast Ohio Areawide Coordinating Agency	Cleveland	OH	$4,250,000
Lane Council of Governments	Eugene	OR	$1,450,000
Thunder Valley Community Development Corporation	Porcupine	SD	$996,100
City of Knoxville, Tennessee	Knoxville	TN	$4,327,500
Capital Area Council of Governments	Austin	TX	$3,700,000
Houston-Galveston Area Council	Houston	TX	$3,750,000
Salt Lake County	Salt Lake City	UT	$5,000,000
Thomas Jefferson Planning District Commission	Charlottesville	VA	$999,000
New River Valley Planning District Commission	Radford	VA	$1,000,000
Roanoke Valley Alleghany Regional Commission	Roanoke	VA	$625,000
Chittenden County Regional Planning Commission	Winooski	VT	$995,000

Thurston Regional Planning Council	Olympia	WA	$1,500,000
Puget Sound Regional Council	Seattle	WA	$4,999,700
Northwoods NiiJii Enterprise Community, Inc.	Lac du Flambeau	WI	$525,000
Capital Area Regional Planning Commission	Madison	WI	$1,997,500
Southwestern Wisconsin Regional Planning Commission	Platteville	WI	$475,000

FY2010 Sustainable Communities Regional Planning Grant Program – Preferred Sustainability Status

Lead Applicant	City	State
Metroplan	Little Rock	AR
City of Flagstaff	Flagstaff	AZ
City of San Diego	San Diego	CA
Denver Regional Council of Governments	Denver	CO
Metropolitan Washington Council of Governments	Washington	DC
New Castle County Department of Community Services	New Castle	DE
Hillsborough County Board of County Commissioners	TAMPA	FL
Atlanta Regional Commission	Atlanta	GA
East Central Intergovernmental Association - Dub Metro Area	Dubuque	IA
Madison County Council of Governments	Anderson	IN
Institute for Energy & Sustainability	Worcester	MA
Centralina Council of Governments	Charlotte	NC
Triangle J Council of Governments	Durham	NC
North Carolina's Eastern Region	Kinston	NC
Omaha-Council Bluffs Metropolitan Area Planning Agency(MAPA)	Omaha	NE
Nashua Regional Planning Commission	Merrimack	NH
Rutgers, The State University of New Jersey	New Brunswick	NJ
Henderson, City of	Henderson	NV
Ohio Kentucky Indiana Regional Council of Governments	Cincinnati	OH
Mid-Ohio Regional Planning Commission	Columbus	OH
Metro	Portland	OR
Lehigh Valley Economic Development Corporation	Bethlehem	PA
State of Rhode Island	Providence	RI
Southeast Tennessee Development District/CARCOG	Chattanooga	TN
Metropolitan Government of Nashville-Davidson County	Nashville	TN
City of San Antonio	San Antonio	TX
Hampton Roads Planning District Commission	Chesapeake	VA
East Central Wisconsin Regional Planning Commission	Menasha	WI
Southeastern Wisconsin Regional Planning Commission	Waukesha	WI

FY2010 Sustainable Communities Regional Planning Grant Program – All Other Applicants (by region)



Region I

Applicant	City	State
Council of Governments of the Central Naugatuck Valley	Waterbury	CT
Barnstable County	Barnstable	MA
Northeast States for Coordinated Air Use Management	Boston	MA
Old Colony Planning Council	Brockton	MA
Montachusett Regional Planning Commission	Fitchburg	MA
Martha's Vineyard Commission	Oak Bluffs	MA
SE Regional Planning & Economic Development District	Taunton	MA
Eastern Maine Development Corporation	Bangor	ME
Central Falls Public Housing Authority	Central Falls	RI

Region II

Applicant	City	State
Capital District Regional Planning Commission	Albany	NY
Niagara Frontier Transportation Authority (NFTA)	Buffalo	NY
Southern Tier Central Regional Planning and Development Boar	Corning	NY
Montgomery County Government, New York	Fonda	NY
Village of Freeport	Freeport	NY
City of Glens Falls	Glens Falls	NY

County of Orange	Goshen	NY
Tompkins County	Ithaca	NY
CNYRPDB	Syracuse	NY

Region III

Applicant	City	State
Southwestern Pennsylvania Corporation	Pittsburgh	PA
County of Berks	Reading	PA
Borough, Sewickley	Sewickley	PA
Accomack-Northampton Regional Housing Authority	Accomac	VA
Virginia's Gateway Region Inc.	Colonial Heights	VA
Lenowisco Planning District Commission	Duffield	VA
Northern Shenandoah Valley Regional Commission	Front Royal	VA
Richmond Regional Planning District Commission	Richmond	VA
Central Shenandoah Planning District Commission	Staunton	VA
Morgantown Transportation Planning Organization	Morgantown	WV

Region IV

Applicant	City	State
The Regional Planning Commission of Greater Birmingham	Birmingham	AL
Alabama-Tombigbee Regional Commission	Camden	AL
Top of Alabama Regional Council of Governments	Huntsville	AL
City of Montgomery	Montgomery	AL
Stillman College	Tuscaloosa	AL
Macon County Commission	Tuskegee	AL
East Central Florida Regional Planning Council	Altamonte Springs	FL
Apalachee Regional Planning Council	Blountstown	FL
Southwest Florida Regional Planning Council	Fort Myers	FL
Northeast Florida Regional Council	Jacksonville	FL
Coastal Regional Commission	Brunswick	GA
City of Buford	Buford	GA
Southwest Georgia Regional Commission	Camilla	GA
River Valley Regional Commission	Columbus	GA
Chatham County-Savannah Metropolitan Planning Commission	Savannah	GA
Kentuckiana Regional Planning and Development Agency	Louisville	KY
Green River Area Development District	Owensboro	KY
Northeast Mississippi Planning and Development District	Booneville	MS
City of Gulfport	Gulfport	MS
Kerr-Tar Regional Council of Governments	Henderson	NC
Cape Fear Regional Community Development Corporation	Wilmington	NC
Central Midlands Council of Governments	Columbia	SC
Desarrollo Integral del Sur, Inc. (DISUR)	Ponce	PR
La Fundacion del Perpetuo Socorro	San Juan	PR

Lynchburg Community Development Corporation	Lynchburg	SC
Berkeley Charleston Dorchester Council of Governments	North Charleston	SC
Upper Cumberland Development District	Cookeville	TN
First Tennessee Development District	Johnson City	TN
Shelby County Government	Memphis	TN
Lakeway Area Metropolitan Transportation Organization	Morristown	TN

Region V

Applicant	City	State
Village of Alorton with City of Centreville	Alorton	IL
McLean County	Bloomington	IL
Illinois Institute of Technology	Chicago	IL
City of Kankakee (Kankakee Community Development Agency)	Kankakee	IL
Bi-State Regional Commission	Rock Island	IL
Springfield-Sangamon County Regional Planning Commission	Springfield	IL
Southern Five Regional Planning Dist. & Devel. Commission	Ullin	IL
Champaign County Regional Planning Commission	Urbana	IL
City of Indianapolis	Indianapolis	IN
Greater Lafayette Public Transportation Corporation (CityBus)	Lafayette	IN
Northwestern Indiana Regional Planning Commission	Portage	IN
SE Indiana Regional Planning Commission	Versailles	IN
Northeast Michigan Council of Governments	Gaylord	MI
Grand Valley Metropolitan Council	Grand Rapids	MI
Region 2 Planning Commission	Jackson	MI
Tri-County Regional Planning Commission	Lansing	MI
Northwest Michigan Council of Governments	Traverse City	MI
Arrowhead Regional Development Commission	Duluth	MN
City of St. Cloud, Minnesota	St. Cloud	MN
Miami Valley Regional Planning Commission	Dayton	OH
Sandusky County	Fremont	OH
City of Springfield	Springfield	OH
Clinton County Regional Planning Commission	Wilmington	OH
Village of Gays Mills	Gays Mills	WI
City of La Crosse	La Crosse	WI

Region VI

Applicant	City	State
White River Planning and Development District, Inc.	Batesville	AR
Southwest Arkansas Planning and Development District, Inc.	Magnolia	AR
Lafayette City-Parish Consolidated Government	Lafayette	LA
Evangeline Economic & Planning District Council, Inc.	Lafayette	LA
University of Louisiana at Monroe	Monroe	LA
City of New Orleans	New Orleans	LA

Northwest Louisiana Council of Governments	Shreveport	LA
City of Vidalia	Vidalia	LA
Mid Region Council of Governments	Albuquerque	NM
North Central New Mexico Economic Development District	Santa Fe	NM
Santa Fe County	Santa Fe	NM
Grand Gateway Economic Development Association	Big Cabin	OK
Choctaw Nation of Oklahoma	Durant	OK
The City of Enid, Oklahoma	Enid	OK
Association of Central Oklahoma Governments (ACOG)	Oklahoma City	OK
Otoe-Missouria Tribe	Red Rock	OK
Indian Nations Council of Governments (INCOG)	Tulsa	OK
Two Hundred West main Sinton Transitional Home	Aransas Pass	TX
North Central Texas Council of Governments	Arlington	TX
Central Texas Council of Governments	Belton	TX
Brazos Valley Council of Governments	Bryan	TX
Diamonds of Dallas Community Development Corporation	Dallas	TX
Deep East Texas Council of Governments	Jasper	TX
East Texas Council of Governments	Kilgore	TX
Lower Rio Grande Valley Development Council	McAllen	TX

Region VII

Applicant	City	State
Southwest Iowa Planning Council	Atlantic	IA
City of Perry	Perry	IA
Siouxland Interstate Metropolitan Planning Council	Sioux City	IA
Flint Hills Regional Council, Inc.	Ogden	KS
Regional Economic Area Partnership	Wichita	KS
North East Community Action Corporation	Bowling Green	MO
County of Cass, Missouri	Harrisonville	MO

Region VIII

Applicant	City	State
Eagle County	Eagle	CO
Weld County	Greeley	CO
Southeast Colorado Resource Conservation & Development Inc.	Lamar	CO
Yellowstone Business Council dba YBP	Bozeman	MT
National Affordable Housing Network, Inc.	Butte	MT
Opportunity Link, Inc.	Havre	MT
NDSU Research & Technology Park, Inc.	Fargo	ND
Ogden City Corporation	Ogden	UT
Six County Association of Governments	Richfield	UT
Lincoln County Wyoming	Kemmerer	WY

Region IX

Applicant	City	State
Cibecue School Board of Directors	Cibecue	AZ
Maricopa Association of Governments	Phoenix	AZ
Claire Robinson	Altadena	CA
Kern Council of Governments	Bakersfield	CA
Northern Rural Training and Employment Consortium	Chico	CA
Bear River Band of Rohnerville Rancheria	loleta	CA
Los Angeles County Metropolitan Transportation Authority	Los Angeles	CA
Poverty Solutions, Inc.	Los Angeles	CA
Community Development Commission, County of Los Angeles	Monterey Park	CA
Metropolitan Transportation Commission	Oakland	CA
City of Santa Ana	Santa Ana	CA
County of Kauai	Lihue	HI
Single Family Services	North Las Vegas	NV
Truckee Meadows Regional Planning Agency	Reno	NV
Tahoe Metropolitan Planning Organization	Stateline	NV

Region X

Applicant	City	State
Juneau Economic Development Council	Juneau	AK
Native Village of Kotzebue	Kotzebue	AK
Nez Perce Tribe	Lapwai	ID
Community Planning Association of Southwest Idaho (COMPASS)	Meridian	ID
Southern Oregon Regional Economic Development Inc.	Medford	OR
Cowlitz-Wahkiakum Council of Governments	Kelso	WA
Confederated Tribes and Bands of the Yakama Nation	Toppenish	WA
Clark County	Vancouver	WA

Creating Sustainable Places

A Centers-and-Corridors Strategy for Regional Sustainability

Abstract

Change occurs in places, not in plans.

Greater Kansas City's proposal to launch *Creating Sustainable Places* is designed to lead our region from planning to action — to turn the plans that voice our ideals into the places that demonstrate them.

Our region shares a vision of achieving sustainability through creation of vibrant, green and connected centers and corridors. This framework emerged from an extensive visioning process, *Imagine KC*, which took place over 18 months in 2008–09 and engaged some 80,000 residents. The region began its journey toward this vision in 1999 with an initiative called *Creating Quality Places,* whose goal was to encourage the bistate region's 120 cities and nine counties to shape future development in ways that would maintain and enhance its high quality of life. While the emphasis of this early work was on community design, it yielded 20 principles for quality places that bear a remarkable resemblance to today's livability principles. The CQP principles call for diverse neighborhoods with multiple housing options, vibrant mixed-use commercial areas and efficient transportation systems — all within a healthy natural environment.

With more than 10 years of planning in this framework, the region is ready and uniquely qualified to move to the next stage — *Creating Sustainable Places.* The regional planning council (MARC), small and large communities, and numerous stakeholders have collaborated on a wide variety of plans that address in detail the fundamental elements of livability, including transportation choices, environmental health, social equity, housing affordability, neighborhood preservation, community health, and economic competitiveness. The next step is to integrate these components by applying them to specific centers and corridors.

Greater Kansas City is a low-density, low-cost, and slow growth region, which impedes the pace of change toward sustainable development. The logic of this proposal's model advocates a planning approach that addresses these traits and will transfer to other communities in the Midwest and across the United States that share these characteristics. *Creating Sustainable Places* will do three things to move this region from planning to implementation:

1. **Organize for Success**

Creating Sustainable Places will build on our strong track record of civic collaboration and establish a **coordinating committee** whose members will include leadership from local governments and critical content areas working with private sector development partners, universities, researchers and neighborhood representatives, including the traditionally underrepresented. The committee will provide regional leadership on sustainable development; will oversee the work of this grant; will direct outreach and education activities; and will monitor and evaluate the outcomes of the grant and this

work. This committee will coordinate a series of focused **work groups** and will continue to provide leadership and coordination to sustainable development long after the grant period.

Organizing for success includes broadening public understanding and stakeholder capacity through robust **engagement and education** initiatives:

- **Imagine KC** — an innovative partnership between MARC and KCPT Public Television producing a series of television broadcasts about creating sustainable places and engaging residents in dialogue on their role in making such places possible
- The **Academy for Sustainable Communities** — enhancing the region's premier program to offer cutting-edge ideas and practical solutions for sustainable development through training and workshops for local government officials, planners and other stakeholders in the region
- A strong **national and local partnership to engage underrepresented populations** in the creation of sustainable places.

2. Enhance Decision Making

To make sound decisions about investments that facilitate sustainable development, local leaders and communities need new tools, practices and policies. *Creating Sustainable Places* will develop the following tools and capacities to accelerate sustainable development:

- A **Sustainable Places Toolbox**, containing key elements:
    - **Visualization tool** to help the community imagine how it could develop differently
    - **Sustainable Development Pro Forma** that measures financial flows, sustainability *and* fiscal impact on local governments, and helps developers who believe mixed-use projects "just don't work in our region" envision applications appropriate to local markets
    - Repositioning the existing **Natural Resources Inventory** from a catalog of resources to a green infrastructure **decision-making framework** for local communities
    - Redeveloping **underused and failing retail centers/malls** through **analysis and a model for redevelopment** of these sites
    - **Focused Tools** to incorporate healthy lifestyles, walkability, arts and culture, neighborhood development codes and other key elements into the development of sustainable places.
- A region-wide **housing capacity system,** implementing a plan to address housing affordability and equity and to increase capacity for planning, financing and production.
- An expanded **workforce intelligence system** incorporating job access into a regional system that links workforce training to growing economic sectors.

3. Demonstrate New Models

The tools that the region develops will be applied to six major transportation **corridors** and key **demonstration projects.** The six corridors form the heart of the region's system of centers and corridors. The application of sustainable development tools to these corridors, five of which are already major TIGER Bus Rapid Transit corridors, will create powerful transit-oriented development demonstrations and will provide the basis for further investment in these corridors and others to which they connect. The grant will also demonstrate in other settings, such as the **Green Impact Zone** and rural town centers, how sustainable development can transform the ways these neighborhoods and communities grow and develop.

EAST-WEST GATEWAY
Council of Governments
Creating Solutions Across Jurisdictional Boundaries

For more information, contact:
D.J. Wilson
314.421.4220, ext. 236
618.274.2750, ext. 236
FOR IMMEDIATE RELEASE

The U.S. Department of Housing and Urban Development on Wednesday awarded the East-West Gateway Council of Governments a $4.6 million planning grant as part of a new nationwide $100 million Sustainable Communities Regional Planning Grant Program.

As metropolitan areas pursue economic development and conduct community planning, "sustainability" is a one-word description of the federal intent to coordinate the activity and effects of the Department of Housing and Urban Development (HUD), the Department of Transportation (DOT) and the Environmental Protection Agency (EPA). The grant program is part of a growing recognition that citizens and urban leaders need to understand how rising fuel prices, a struggling economy, an unstable housing market and concern over climate change combine to affect the quality of life in their counties, cities, and neighborhoods

The three-year grant will enable East-West Gateway to organize a process of community planning and collaboration across jurisdictional boundaries that will rely on citizen and public official participation. East-West Gateway will conduct ongoing research, gather data, and involve a consortium of government and non-profit partners. The goal is to devise regional and sub-regional plans to coordinate housing, transportation, the environment and economic development to give the region a better chance to sustain its current affordability and further its economic progress.

"This is exciting news for St. Louis," said Maggie Hales, interim executive director of East-West Gateway. "This grant application process brought together a diverse group of organizations and individuals, including the business community, environmental groups, transportation experts, housing planners and citizens. This kind of collaboration is essential if St. Louis is going to be competitive in the global economy while sustaining its urban affordability."

The $4.6 million grant awarded East-West Gateway for St. Louis was the fourth highest amount among the 45 regional areas that received funding. Urban areas of 500,000 or more were eligible to receive a maximum of $5 million. The regions receiving more funding than St. Louis were St. Paul, Salt Lake City and Seattle. Kansas City received $4.2 million. The federal program is part of the Interagency Partnership for Sustainable Communities, which is being jointly implemented by HUD, DOT and the EPA.

One example of how to gauge sustainability would be to investigate the possible lack of appropriate housing for low-to-moderate income workers close to employment centers. In some cases, the expense and difficulty these employees have getting to jobs could curtail their willingness or ability to make the commute, thereby limiting the available workforce and adversely affecting economic development. Workers who decide to make the long commute might contribute to traffic congestion and bad air quality.

Developing a St. Louis plan would involve interaction and collaboration among municipal, county-level and regional planners. The "sub-regions" would be delineated based on job clusters, transportation corridors and commuting patterns. These sub-regions often would include several jurisdictions out of necessity, and have the added benefit of encouraging local governments to think and act more collaboratively. There would be frequent and expansive citizen involvement before any set of recommendations would be pursued.

Once residents and elected officials in sub-regions discuss and determine their needs, a dialogue would ensue with regional planners. It is the expectation and intent that the proposed plans would vary based on location, with plans for sub-regions in Jefferson County differing from ones in Madison County, North St. Louis or St. Charles County. There would be interaction between the local and regional levels to see how overall sustainability goals could be advanced. These plans would rely on incentives and guidelines, and would not impose restrictions, mandates or limitations from a central authority.

The four core members of this grant program are East-West Gateway Council of Governments, the city of St. Louis, St. Louis County and FOCUS St. Louis. Other consortium members include Trailnet, Citizens for Modern Transit, Metro, Great Rivers Greenway, Metro St. Louis Equal Housing Opportunity Council, Southwestern Illinois Resource Conservation and Development, and the Applied Research Collaborative (St. Louis University, University of Missouri – St. Louis and Southern Illinois at Edwardsville).

East-West Gateway also has enlisted the support of 23 other partners, which include businesses, non-profit organizations, foundations and individuals who want to work together to plan sustainable communities.

The current federal emphasis on sustainability dates back to an executive order signed by President George W. Bush on Jan. 24, 2007, that called for federal agencies to "reduce greenhouse gas emissions" and coordinate environmental, transportation and energy-related activities in a "sustainable manner." The Livable Communities Act of 2009 expanded many of those goals to promote sustainable development beyond government by coordinating decisions about location-efficient housing, economic development, transportation, environmental policy, transit, and the preservation of natural resources and open space.

TAB 7

NEW URBAN NETWORK
A NEW URBAN NEWS PUBLICATION

Federal transportation proposal causes widespread dismay

bicycling economy funding highways law planning policy safety transit/transit-oriented dev. walking

Author: Philip Langdon

New Urban Network

Rep. John Mica, the Republican chairman of the House Transportation and Infrastructure Committee, proposed a transportation bill Thursday that spends $230 billion in the next six years. "That is a drop of about 20 percent from the last transportation bill, signed by President George W. Bush in 2005, and less than half of the $566 billion requested by President Barack Obama to shore up the nation's crumbling infrastructure," the *Florida Times-Union* in Jacksonville reported.

Advocates for pedestrian and bike facilities were especially disheartened by Mica's proposal, which would also eliminate the intercity rail capital grant program.

In an e-mail press release, Barbara McCann, executive director of the National Complete Streets Coalition, said Mica's proposal "ignores the millions of Americans who are now using the nation's highways — by foot, bicycle and bus." She criticized the proposal for eliminating "the very modest dedicated funding for bicycling and walking, claiming these are 'non-highway' or 'non-transportation activities.'"

"In fact, bicycling and walking make up 12 percent of the nation's trips," McCann said, adding that "67 percent of all pedestrian fatalities in the last ten years took place on federal-aid roads."

"A 30% cut in the federal investment in public transportation, roads, and bridges is in direct contradiction to the findings of numerous studies that our infrastructure is in dire need of repair and rehabilitation," charged John Robert Smith, president and CEO of Reconnecting America, in an e-mail press release.

"The proposal also cuts support to Amtrak and eliminates the intercity rail capital grant program," which communities around the nation have used "to promote community and economic development around their stations," Smith said. "Elimination of these programs pulls the rug out from under their plans and creates uncertainties that will ultimately scare away private sector partners."

William Millar, president of the American Public Transportation Association, credited Mica with making efforts to "expand project financing, streamline project delivery, and simplify federal grant programs. "However," Millar said in an e-mailed statement, "This proposal would severely underfund critical elements of the federal transit program. ... It will severely curtail the purchase of new buses and trains, reduce critical maintenance and safety programs, and could cut operating funds for transit systems in small communities and rural areas."

The current SAFETEA-LU legislation expired Sept. 30, 2009. The most recent of several extensions expires in less than three months — on Sept. 30. Democrats announced their opposition to the Mica bill, and instead proposed a two-year bill, $109 billion transportation authorization. Mica countered that the Democrats' alternative was not cost-feasible. "We can only authorize programs within the limits of the transportation trust fund," the Jacksonville paper quoted Mica as saying.

On the Alttransport blog, Joseph Cutrufo wrote:

While the bill's summary lists few specific programs that would be cut, Chairman John Mica (R-Fla.) announced in a press conference Thursday that the bill will eliminate funding for several bicycle, pedestrian and transit programs, including Transportation Enhancements, the Recreational Trails Program and Safe Routes to School. It also aims to cut Amtrak's federal funding by a quarter through the 2013 fiscal year, which should be no surprise: Mica and Representative Bill Shuster (R-Pa.) co-authored a bill that would privatize Amtrak last month. ...

The proposed bill, which has a working title of "A New Direction," is decidedly pro-highway and anti- just about everything else, especially red tape (there were no less than 10 mentions of the stuff in the 22-page summary). One key feature of the proposal, is that states will no longer be required to use federal funds for non-highway projects. If states do, however, choose to prioritize any non-highway projects, they "will be held accountable for those choices through performance measures and transparency requirements."

On *TheTransportPolitic* blog, Yonah Freemark described the proposal as not surprising: "It has been clear since last November that the GOP would push for this funding cut once it took control of the House."

Freemark further wrote:

Mr. Mica argues that a loosening up of red tape and increasing private investment would make up the difference, a questionable assumption.

The specific distribution of funds to transit or highways has not been enumerated, but the current shares (about 20% for transit and 80% for highways) will be maintained. This would mean a cut from about $11 billion for transit today to about $7 billion. What does this mean? Fewer dollars in the urban formula program means fewer new buses and rail cars for transit agencies across the country. Less money for state of good repair means a decline in the number of renovations of aging railway tunnels and viaducts or bus depots. A loss for theNew Starts program means the end of several major capital expansion projects nationwide.

The Administration's high-speed rail program, already under siege by a siderodromophobic GOP, is axed in the proposal. Livability grants, too fuzzy for the mobility-oriented Mr. Mica, also appear to have been taken out of funding consideration.

Partisan divisions appear strong. On *DC.Streetsblog*, Alice Ollstein wrote:

"Several Democrats said the political environment on the Transportation Committee had become far more toxic and partisan than in years past.

"'I've served on this committee for 34 years now, and we've seen this year an unfortunate departure from decades of bipartisanship,' said [West Virginia Democratic Rep. Nick] Rahall. 'This is the first time I can recall that the Majority and the Minority stand apart on such important legislation.'"

Posted by Philip Langdon on 08 Jul 2011

Transportation Roundup

Keeping tabs on the new highway bill and other transportation items

House and Senate highway bills to be released in July

Senator Barbara Boxer (D-CA), Chairman of the Environment and Public Works Committee, announced last month that she hopes to release a draft surface transportation reauthorization bill July 11 and subsequently mark it up during the week of July 25. [View the press release here: http://goo.gl/Nt4nl]

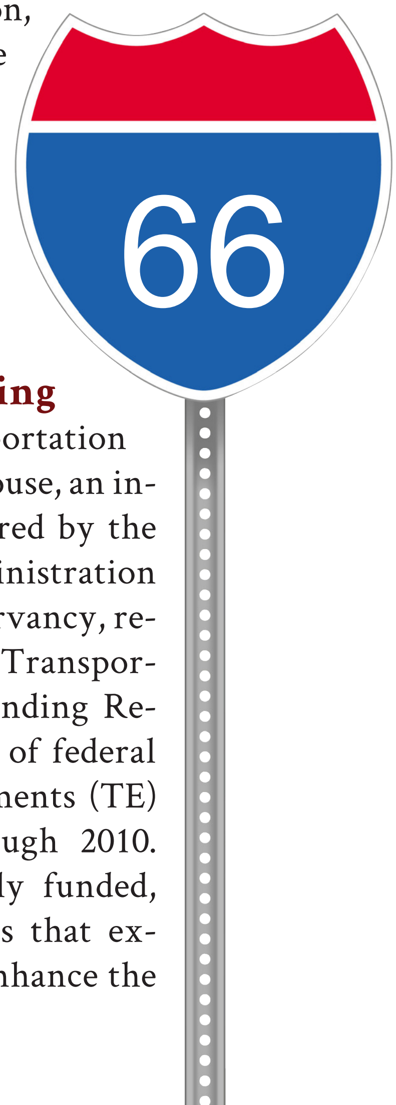
The panel is apparently focused on a two-year, $339 billion surface transportation bill that would fund highway and transit projects at current levels plus inflation. That would be far less than the last bill, passed in 2005, and well below the $556 billion spending plan proposed by the Obama administration in its 2012 budget. Senator Boxer's openness to a two-year bill stems primarily from the fact that there simply isn't enough revenue for a multi-year bill, as even a two-year bill would need $12 billion in additional revenue thanks to falling Highway Trust Fund receipts.

If Senator Boxer and her panel do end up committing to a two-year measure, it would create a major disagreement between her and House Transportation and Infrastructure Committee Chairman John Mica (R-FL) who has frequently said he will not consider anything less than a full six-year reauthorization.

Last month, Mica said that he would release his version of the bill July 7, and that the full Transportation and Infrastructure Committee will mark up the bill on Tuesday, July 12. That measure is expected to be funded at around $219 billion over six years, more than $60 billion less than the last six-year reauthorization (Pub. L. No. 109-59).

Boxer, on the other hand, will likely reject the large cuts included in Mica's bill. One of her chief goals in passing a new bill has been to fund programs at current levels to maintain and modernize our critical transportation infrastructure. This disagreement over the bill's funding levels and length will be one of several major disputes as the two transportation heads disagree on a number of other policy measures, including funding for bicycle and pedestrian projects, which will likely be cut in the House version of the bill.

With movement on both bills expected soon, we'll be watching closely as there will be a lot of work to do in reconciling the two versions in terms of cost, duration, and, most likely, the scope of what gets included and what gets left out. §



New report sheds light on states' use of federal transportation funding

The National Transportation Enhancements Clearinghouse, an information service sponsored by the Federal Highway Administration and Rails-to-Trails Conservancy, recently published the 2010 Transportation Enhancements Spending Report analyzing states' use of federal Transportation Enhancements (TE) funding from 1992 through 2010. TE activities are federally funded, community-based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure. The federal government provides funding for TE projects through the surface transportation authorization legislation.

The 36-page report sheds light on the ways in which Transportation Enhancement program funds are spent and provides a view into this federal transportation funding program. [View the full report: http://goo.gl/g72X7] §

FTA announces multiple grant openings in June

Transportation Secretary Ray LaHood last month announced that $101.4 million in federal funding is now available to transit providers for innovative projects that create 'green' jobs, and promote the use of clean fuels. The money is being provided competitively through the Federal Transit Administration's Fiscal Year 2011 Sustainability Initiative, which includes funding from two programs: $51.5 million from FTA's Clean Fuels Grant Program and $49.9 million from FTA's Transit Investment in Greenhouse Gas and Energy Reduction (TIGGER) III Program.

In addition to announcing competitive funds available through the Sustainability Initiative, the FTA also issued similar notices for two additional competitive programs: the $750 million State of Good Repair Initiative, which targets transit agencies' maintenance and repair backlogs, and the $175 million Livability Expansion Initiative, which will fund investments that support the DOT-HUD-EPA Partnership for Sustainable Communities.

TIGGER & Clean Fuels Grants notice:
http://goo.gl/rQbqf
State of Good Repair Bus Initiative notice:
http://goo.gl/l38Gb §

June 26, 2011

Across Europe, Irking Drivers Is Urban Policy

By ELISABETH ROSENTHAL

ZURICH — While American cities are synchronizing green lights to improve traffic flow and offering apps to help drivers find parking, many European cities are doing the opposite: creating environments openly hostile to cars. The methods vary, but the mission is clear — to make car use expensive and just plain miserable enough to tilt drivers toward more environmentally friendly modes of transportation.

Cities including Vienna to Munich and Copenhagen have closed vast swaths of streets to car traffic. Barcelona and Paris have had car lanes eroded by popular bike-sharing programs. Drivers in London and Stockholm pay hefty congestion charges just for entering the heart of the city. And over the past two years, dozens of German cities have joined a national network of "environmental zones" where only cars with low carbon dioxide emissions may enter.

Likeminded cities welcome new shopping malls and apartment buildings but severely restrict the allowable number of parking spaces. On-street parking is vanishing. In recent years, even former car capitals like Munich have evolved into "walkers' paradises," said Lee Schipper, a senior research engineer at Stanford University who specializes in sustainable transportation.

"In the United States, there has been much more of a tendency to adapt cities to accommodate driving," said Peder Jensen, head of the Energy and Transport Group at the European Environment Agency. "Here there has been more movement to make cities more livable for people, to get cities relatively free of cars."

To that end, the municipal Traffic Planning Department here in Zurich has been working overtime in recent years to torment drivers. Closely spaced red lights have been added on roads into town, causing delays and angst for commuters. Pedestrian underpasses that once allowed traffic to flow freely across major intersections have been removed. Operators in the city's ever expanding tram system can turn traffic lights in their favor as they approach, forcing cars to halt.

Around Löwenplatz, one of Zurich's busiest squares, cars are now banned on many blocks. Where permitted, their speed is limited to a snail's pace so that crosswalks and crossing signs can be removed entirely, giving people on foot the right to cross anywhere they like at any time.

As he stood watching a few cars inch through a mass of bicycles and pedestrians, the city's chief traffic planner, Andy Fellmann, smiled. "Driving is a stop-and-go experience," he said. "That's what we like! Our goal is to reconquer public space for pedestrians, not to make it easy for drivers."

While some American cities — notably San Francisco, which has "pedestrianized" parts of Market Street — have made similar efforts, they are still the exception in the United States, where it has been difficult to get people to imagine a life where cars are not entrenched, Dr. Schipper said.

Europe's cities generally have stronger incentives to act. Built for the most part before the advent of cars, their narrow roads are poor at handling heavy traffic. Public transportation is generally better in Europe than in the United States, and gas often costs over $8 a gallon, contributing to driving costs that are two to three times greater per mile than in the United States, Dr. Schipper said.

What is more, European Union countries probably cannot meet a commitment under the Kyoto Protocol to reduce their carbon dioxide emissions unless they curb driving. The United States never ratified that pact.

Globally, emissions from transportation continue a relentless rise, with half of them coming from personal cars. Yet an important impulse behind Europe's traffic reforms will be familiar to mayors in Los Angeles and Vienna alike: to make cities more inviting, with cleaner air and less traffic.

Michael Kodransky, global research manager at the Institute for Transportation and Development Policy in New York, which works with cities to reduce transport emissions, said that Europe was previously "on the same trajectory as the United States, with more people wanting to own more cars." But in the past decade, there had been "a conscious shift in thinking, and firm policy," he said. And it is having an effect.

After two decades of car ownership, Hans Von Matt, 52, who works in the insurance industry, sold his vehicle and now gets around Zurich by tram or bicycle, using a car-sharing service for trips out of the city. Carless households have increased from 40 to 45 percent in the last decade, and car owners use their vehicles less, city statistics show.

"There were big fights over whether to close this road or not — but now it is closed, and people got used to it," he said, alighting from his bicycle on Limmatquai, a riverside pedestrian zone lined with cafes that used to be two lanes of gridlock. Each major road closing has to be approved in a referendum.

Today 91 percent of the delegates to the Swiss Parliament take the tram to work.

Still, there is grumbling. "There are all these zones where you can only drive 20 or 30 kilometers per hour [about 12 to 18 miles an hour], which is rather stressful," Thomas Rickli, a consultant, said as he parked his Jaguar in a lot at the edge of town. “It’s useless.”

Urban planners generally agree that a rise in car commuting is not desirable for cities anywhere.

Mr. Fellmann calculated that a person using a car took up 115 cubic meters (roughly 4,000 cubic feet) of urban space in Zurich while a pedestrian took three. “So it’s not really fair to everyone else if you take the car,” he said.

European cities also realized they could not meet increasingly strict World Health Organization guidelines for fine-particulate air pollution if cars continued to reign. Many American cities are likewise in “nonattainment” of their Clean Air Act requirements, but that fact “is just accepted here,” said Mr. Kodransky of the New York-based transportation institute.

It often takes extreme measures to get people out of their cars, and providing good public transportation is a crucial first step. One novel strategy in Europe is intentionally making it harder and more costly to park. “Parking is everywhere in the United States, but it’s disappearing from the urban space in Europe,” said Mr. Kodransky, whose recent report “Europe’s Parking U-Turn” surveys the shift.

Sihl City, a new Zurich mall, is three times the size of Brooklyn’s Atlantic Mall but has only 225 more parking spaces than Atlantic's 625, and as a result, 70 percent of visitors get there by public transport, Mr. Kodransky said.

In Copenhagen, Mr. Jensen, at the European Environment Agency, said that his office building had more than 150 spaces for bicycles and only one for a car, to accommodate a disabled person.

While many building codes in Europe cap the number of parking spaces in new buildings to discourage car ownership, American codes conversely tend to stipulate a minimum number. New apartment complexes built along the light rail line in Denver devote their bottom eight floors to parking, making it “too easy” to get in the car rather than take advantage of rail transit, Mr. Kodransky said.

While Mayor Michael R. Bloomberg has generated controversy in New York by “pedestrianizing” a few areas like Times Square, many European cities have already closed vast areas to car traffic. Store owners in Zurich had worried that the closings would mean a drop in business, but that fear has proved unfounded, Mr. Fellmann said, because pedestrian traffic increased 30 to 40 percent where cars were banned.

With politicians and most citizens still largely behind them, Zurich’s planners continue their traffic-taming quest, shortening the green-light periods and lengthening the red with the goal that pedestrians wait no more than 20 seconds to cross.

“We would never synchronize green lights for cars with our philosophy,” said Pio Marzolini, a city official. “When I’m in other cities, I feel like I’m always waiting to cross a street. I can’t get used to the idea that I am worth less than a car.”

This article has been revised to reflect the following correction:

Correction: July 7, 2011

An article on June 27 about efforts to reduce traffic in European cities, using information from a transportation researcher, misstated the number of parking spaces for cars at Sihl City, a new shopping mall in Zurich, relative to the number at Atlantic Mall in Brooklyn. Sihl City has 850 spaces and Atlantic Mall has 625; Sihl City does not have half as many as Atlantic Mall. The article also misspelled, in some copies, the name of one of the busiest squares in Zurich where cars are banned on some blocks. It is Löwenplatz, not Lovenplatz.

Charging ahead

Chargemaster's CEO, **David Martell**, explains how his company is doing its bit to ensure that there will be sufficient charging points to service the expected influx of electric vehicles

Over the next 12 months, electric cars will appear in showrooms across Europe from manufacturers such as Nissan, Mitsubishi, Peugeot, Citroën, Renault, and Smart. The launch of these new electric cars will be quickly followed by new plug-in hybrids from Toyota and GM. Over the next five years, nearly every car maker will launch an electric or plug-in vehicle and the motor industry predicts that 10% of the world's car production will be battery powered by 2020.

With this influx of electric vehicles, there will be a need for charging locations on street, in office and public parking lots, in supermarkets, at airports, and at users' homes. The number of charging post sites in Europe will accelerate over the next 12 months as the initial deployment will be subsidized by governments wanting to spur the take-up of low-carbon transport.

In the UK, the government is operating a scheme called 'Plugged in Places'. Around £22 million (US$36 million) is being provided initially to three cities – London, Milton Keynes, and Newcastle – which have been selected to become showcases of electric vehicle technologies. Over the next three years, more than 5,000 charging stations will be installed in public and private locations supported by a 'matched funding' initiative, whereby the government pays 50% of the cost of installation. The second round of Plugged in Places is already underway, with Birmingham, Greater Manchester, the West Midlands, Northern Ireland, and Scotland pushing to have EV hubs.

Chargemaster is actively leading the way to promote interoperability right across the charging posts in the UK with an RFID-based payment system

The electric and plug-in hybrid vehicle market will be further stimulated by a £5,000 (US$8,200) government subsidy that is currently available and this will bring the cost of the Mitsubishi I-Miev or Nissan Leaf down to an affordable level. Although the upfront cost is still higher than that of an equivalent petrol or diesel vehicle, the running costs of these cars are comparatively low, with no fuel bills (on-street electricity is free for the foreseeable future), no road tax, often no parking charges, and in London no congestion charge. Also, when you buy an electric car, many OEMs are offering a special charging unit – such as Chargemaster's HomeCharge unit – installed in your garage or on your driveway at a special rate. This is often coupled with a preferential tariff for electricity supply; the HomeCharge unit charges the electric car automatically using off-peak electricity, reducing the cost by more than 60%.

UK supermarkets are also preparing for the growth in the electric car market, with the major players planning to install multiple charging locations to meet the needs of their customers. Charging points will also be installed at railway and underground stations, enabling commuters to leave their cars charging at the station parking lot while they are at work.

Many companies are looking at installing charging stations in their office parking lots and planning authorities in London and elsewhere are making it a requirement that 20% of all new developments have bays with a provision for charging. Indeed, developers are already integrating charging points into new plans.

Global initiative

This development of the electric vehicle charging infrastructure is happening in many other countries as well as the UK.

> “By encouraging people to charge at night and during other off-peak periods, the impact of electric vehicle charging can be minimized

(Above) **The new Opel Ampera, the European rebadge of the Chevy Volt**
(Left) **As car manufacturers bring cars out with faster charge capability over the next year or two, the CombiCharge unit provides a future-proof and flexible solution**

Chargemaster is working with its partners in France and other European countries to support electric vehicle programs in cities such as Paris, Amsterdam, Nice, and Brussels. In the USA, the Obama Administration is supporting electric car buyers by paying for 50% or more of the cost of installing charging points and a recent US research report forecast that the charging point market would be worth US$6.5 billion over the next five years.

With the increase in electric vehicles, governments are now looking at the potential effect on the electricity supply grid and Chargemaster sits on government advisory panels looking at ways in which the power supply can be managed efficiently. By encouraging people to charge at night and during other off-peak periods, the impact of charging can be minimized and in the future there may be requirements to restrict charging rates at peak times. With the advanced technology in charging posts, online services can be provided to site owners and electric vehicle users to help them identify the best times to charge and alert them when a car has finished charging, or when it is about to go over its allotted time.

Motorists will start to see more and more charging posts on street corners and this will act as a credential for low-carbon motoring. So-called 'range anxiety' will be diminished, with motorists having the confidence that there will be a charging point available when they need it. In reality, this concern is needless; the average UK commuter journey is less than 25 miles and currently a typical electric car will travel for approximately 100 miles between charges. Battery technology research is also being carried out to improve range, and VW engineers forecast that within 10 years a normal night-time charge will easily provide a range of 300 miles.

Governments are investing in the production of low-carbon electricity with new nuclear power stations, as well as renewable energy resources such as wind and tide generators. Even with old-fashioned coal-powered generation, official figures show that electric vehicles release 25% less CO_2, even taking into account the carbon produced by the energy source. It is within the power of governments to make this figure closer to 75% over the next 50 years and this will make a significant impact on overall carbon reduction targets and help reduce the effects on climate change. ○


GAS
$ 10.00
THIS SALE
001
GALLONS

Less means more

Peak oil, argues **Bern Grush**, is likely to usher in an increase in automobiles, an increase in vehicle miles traveled – and yet more congestion

Illustration courtesy of Magictorch

In early April this year, a group of colleagues in the USA agreed to collaborate on a white paper concerning the US$5 gallon of gas – assumed to be a milestone the nation has in its sights and one that will soon after become a watermark that it will never retreat from. That we will see the US$5 milestone is doubtless. That it will stick is also assured. And that it will have a short-term dampening effect on vehicle miles traveled (VMT) – and therefore fuel tax revenue – is equally guaranteed. But consider for a moment that the US$5 gallon is merely a rest stop on our upward journey toward the US$10 gallon, and you'll have a far more interesting matter to contemplate.

As I write this, Colonel Gaddafi currently has us wincing. On April 10, 2011, a gallon of gas in

Toronto was US$5.10, while I filled up with premium at US$5.60 – and I was hardly the only 'addict' at the station. The average price in the USA on that day was US$3.85 a gallon (the difference is the low US fuel tax, at bargain-Hummer rates for 20 years now). Surely a revisit to the US$4 gallon will just be another blip and prices will soon recede – once we lock down Gaddafi. But as we become increasingly accustomed to this oil-price rollercoaster, we note that each drop is muted and every subsequent rise sharper. The relentless, long-term economic stranglehold of higher oil prices continues its saw-toothed, tidal rise.

The State of Washington recently released a Request for Qualifications for a series of transportation studies (Google for WSDOT RFQ 11-001). One of the requirements is for a study titled *Effects on VMT, GHGs and Revenue from Changing Fuel Prices and Availability*. Reading the study request reveals an assumption on the part of its authors that rising prices for fossil fuels would reduce VMT, unless mitigated by an alternate supply: "New drilling and recovery techniques have resulted in a dramatic increase in the amount of recoverable natural gas and a consequent decrease in natural gas prices," the study reads. "Because natural gas can substitute for some uses of oil and gasoline it raises the possibility that rising petroleum prices may not diminish VMT to the degree assumed by some observers." (see *p*12 of the study.)

I am ignoring, for the moment, the current debate about how dirty the 'fracking' process might be that releases natural gas from deep-shale formations, which is providing the "dramatic increase in the amount of recoverable natural gas". Fracking is considered by some to be even dirtier than coal, but let's assume that we will work out a way to clean up natural gas.

Although the study requested by WSDOT is concerned with the near-term sustainability of fuel taxes, one of its underlying, long-range assumptions here is that a decline in the availability of fossil fuels would force us – both gradually and permanently – to significantly rethink our use of the automobile, as well as the suitability of fuel taxes. Some who focus on the horrors of the automobile gloat that less oil means fewer cars and fewer miles traveled. Don't bet on it. The expected suppression of VMT will be transient.

Dark age ahead...

In his 2009 book, *Your World Is About To Get A Whole Lot Smaller*, Jeff Rubin predicted oil prices would pass the US$100/barrel mark by the end of 2010 – and would continue to rise from there. Even before the recent Libyan shocks, we were tracking Rubin's prediction very closely, and this is justifying ever-more marginal extraction. Geo-nasties such as tar sands and oil shale look increasingly attractive. This cycle forces up the costs of everything and the result, according to Rubin, would be an increasing number of Americans eating locally more often, manufacturing returning to the USA, fewer vehicle miles traveled, fewer ton-miles of consumer goods, and a devastated Chinese economy, heavily dependent on cheap oil to make and move its exports. Reading Rubin, I imagined myself back on my great-grandfather's farm in 19th century Wales.

Oil prices continue to rise on the back of the unrest in Libya, with the benchmark price for crude rising by US$2.25 to US$106.67 per barrel at the time of press

...or green utopia instead?

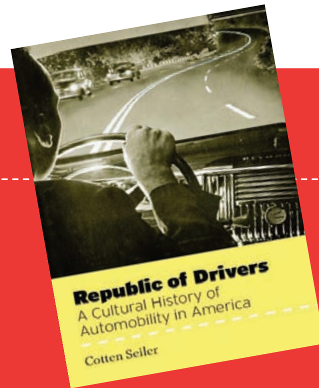
Such a throwback can be avoided according to green energy optimists such as Tom Rand. An antidote to Rubin's work, Rand's 2010 book, *Kick the Fossil Fuel Habit*, points to numerous alternatives, and suggests that oil is almost fully replaceable over the next few decades and that if we focus as hard on this as we did moon landings and Manhattan projects, we can crack the problem bequeathed us by peak oil. Rand's energy-solution basket includes solar, wind, geothermal, biofuels, hydropower, tidal and wave, net zero buildings, electric vehicles, smart grids and of course efficiency and conservation. Taken together – and with several trillion dollars in investment – we can replace oil and coal a few times over.

"Some who focus on the horrors of the automobile gloat that less oil means fewer cars and fewer miles traveled. Don't bet on it. The expected suppression of VMT will be transient

Rebound on steroids

Although I doubt a 100% switchover to green alternatives by 2050 – there's too many vested interests in the remaining oil and coal

Automobility



According to Cotten Seiler's brilliant 2008 book *Republic of Drivers: A Cultural History of Automobility in America*, automobility encompasses "the act of driving and all those components that make driving possible, practical, empowering, fun, salutary, and imperative." Automobility "has provided Americans the means to tremendous economic growth, ease of life and, in some cases, formal political equality for marginalized groups".

Most Americans prize automobility very highly – by some measures more highly than health, longevity, or peace. It is made possible by cheap fuel, innovation, attitudes, desire, and notions of freedom. It shapes landscapes, creates suburbs, delineates class, and defines Americanness. As a dimension of freedom, automobility dominates, and in many social frames it is the epitome of freedom.

Surprisingly, Seiler makes the same oversight most of us do when equating automobility with oil. On the final page of his treatise, he proposes that digital technology will become the "structural paradigm and ideological prop" for automobility "well after the exhaustion of the petroleum supply makes its twentieth-century manifestation impossible." *Beam me up, Scotty.*

We falsely see ourselves as addicted to oil. We are, instead, addicted to automobility – powerful, speedy, flexible, comfortable, sexy, autonomous mobility. There are many reasons that it is currently synonymous with oil, but fossil fuels are merely the current enabler.

What automobility apparently grants to most of us far outweighs the perceived personal harm wrought by the automobile itself. Automobility is so deeply rooted in our psyche it will not be eradicated by appeals to conservation or threats of planetary horror.

In every success (and the internal combustion engine is an incredible success story) is buried the seeds of its destruction. The fossil automobile is now in greater danger than the civilization it threatens. Emissions, congestion and safety issues make the automobile itself even less "livable" than the cities it crowds out. As alternative automobiles replace fossil automobiles and VMT continues its climb, congestion and infrastructure funding shortages will grow, making concerns for emissions pale in comparison. This means the car will be increasingly treated as a pariah by segments of our population. Only demand management, including fair payment by motorists for most externalities, can mitigate the effects of the next wave of automobility.

– as much as I doubt the bike-everywhere scenario (too fat, too lazy, and too far to pedal), what will happen is that the Rubin and Rand effects will complement each other. And the synergy will provide new problems.

For exactly the same reason that Rubin's oil scarcity drives investment in lower and lower yields, oil prices also drive investment in Rand's fossil-fuel-habit-kicking technologies. The entire goal of investment in innovation is wealth, and wealth likes to overachieve. So, when green solutions reach critical mass – and that is coming – stand back. But we will see neither Rubin's dark age nor Rand's utopia.

There is a well-known economic phenomenon known as the 'rebound effect'. This refers to a behavioral response to the introduction of a technology or a measure intended to reduce resource use that instead reduces the savings intended for conservation. Often applied to incremental technologies such as a new generation of lightbulbs or a slightly more efficient engine, the effect causes incremental consumption as a result of the cheaper resource. Fast food, a huge pile of incremental technologies, is cheap, so we eat more.

A common example familiar to the automotive analyst is the well-known fact that most engine efficiencies designed for our automotive fleet during the past few decades have been lost to supplying heavier and faster vehicles, yielding very little in terms of net fuel savings for the average vehicle mile. But even this remarkable and long-standing rebound effect is a simple aggregation of many incremental steps for one technology, the internal combustion engine. What about a bigger shift such as the shift from whale oil to the electric lightbulb? What would a major rebound like that look like?

In her 1961 book, *The Death and Life of Great American Cities*, Jane Jacobs, who thought the car a far better idea than the horse, wrote (*p447*): "We went awry by replacing, in effect, each horse on the crowded city streets with half a dozen or so mechanized vehicles, instead of using each mechanized vehicle to replace half a dozen or so horses." By 2010 – and with Jane now at rest – we have replaced each horse with 100 cars. It's taken innovators such as Robin Chase

Thinking about cars dominates more and more books since the 1960s. Jane Jacobs wanted to plan for them more carefully; Jeff Rubin thinks we'll be using them less; but Tom Rand's contrarian view says that we could have a lot more – just different

(Zipcar) and Conrad Wagner (Team Red) to develop car-sharing to even begin to reconsider ways to deal with that ratio.

One can imagine how Jacob Robins, in his 2061 book, *Memories of Oil* might write about the 2020s and 2030s: "We went awry by replacing, in effect, each internal combustion vehicle on the already crowded city streets with half a dozen or so zero-emission vehicles that ran on free, personal, self-generated solar energy instead of using each of those new shareable marvels to replace half a dozen or so of those antique, oil-thirsty, combustion machines."

The US$10 gallon

The US$5 gallon will have a modest impact, adding a bit to the slow economic creep of the CAFE Standards. It will bring us more tar sands than PHEVs, and more natural gas than electric vehicles. Whatever superstitious import round-numbered milestones carry, we will soon get inured to the US$5 gallon as we did to the US$3 gallon. If you are my age, you will remember that people promised to quit smoking when cigarettes reached 50¢ a pack – or US$1, or even US$3. What the US$5 gallon is going to give us is incremental – the average vehicle size will shrink a bit, and still-pricey PHEVs and electric vehicles that look like golf carts will get great press and modest sales. But what the US$10 gallon is going to give us is the no-gallon car – in large quantities, at astonishing prices and in great, sexy variety. And this is not because the Federal government puts another quarter-turn on the CAFE standards ratchet.

Because fossil fuels extracted from the earth are in limited supply and becoming increasingly inaccessible, their price can only go up. Because we are just beginning to innovate alternate sources of power, their prices can only go down – in relative terms, if not in absolute terms. This guarantees that powertrains using renewable power sources will become less expensive, more accessible and more competitive. Not only will the electric vehicle become less expensive than the fossil vehicle, alternative vehicles will compete among themselves to become far better than the current fossil vehicle.

The rapid and massive dedication of capital by some of the world's most successful investors in the design and power of alternative vehicles cannot be ignored. Shai Agassi's company, Better Place, has succeeded in raising US$700 million in capital from investors such as HSBC, Morgan Stanley Investment Management, Lazard Asset Management, Israel Corp, VantagePoint Venture Partners, Ofer Hi-Tech Holdings, Morgan Stanley Principal Investments, and Maniv Energy Capital. For HSBC, responsible for the lead investment of US$125 million, the deal represents one of the largest financial investments of its kind by the bank – no amount of capital this large has been raised so rapidly in investment history.

Warren Buffett took a large stake in the Chinese electric car and battery maker, BYD, two years ago. Why would he do that? Investors such as HSBC, Morgan Stanley and Buffett hardly make a habit of backing the wrong horses.

> “Greening our fleet will exacerbate our current funding and congestion problems – problems that will insist on a new model much more loudly than the bankrupt US Federal Highway Trust Fund

The tables below show a range of traditional and new automotive manufacturers placing heavy bets – and these are far from complete. One hundred years ago there were some 75 manufacturers of automobiles in the USA and it took about 75 years for the market to mature that to a mere handful. A similar wave of innovation has started. The players will be forward-thinking traditionals interspersed with a modest number of new entrants, but it will only take 20 years to mature this time.

Just as we had hints about global warming from the think-tank Club of Rome over 40 years ago, so, too, we had hints from Sheikh Yamani, former OPEC oil minister in 1973, that innovation would transform us out of the age of oil. You might see his oft-quoted advice – “The stone age didn't end because we ran out of stones” – as a warning to his oil-producing colleagues that they should extract their oil and sell it while there was still demand for it. But reconsider his advice now in the face of the innovations and investments being made in the past several years, and in the face

Photo courtesy of Reed Saxon/AP/Press Association Images

Now averaging US$3.88 a gallon nationwide, gas prices have jumped 37% so far this year and have more than doubled since President Barack Obama took office

New market extrants

Vehicle	Manufacturer	Vehicle type	Electric range (miles)	Battery size (kWh)	Model year
Roadster	Tesla	BEV	245	53	2009
Karma	Fisker	PHEV	50	20	2011
Coda Sedan	Coda	BEV	100	37	2011
F3DM	BYD	PHEV	62	13.2	2011
e6	BYD	BEV	250	72	2011
Think City	Think!	BEV	120	24	2012
Model S	Tesla	BEV	160-300	42-95	2012

Major manufacturers

Vehicle	Manufacturer	Vehicle type	Electric range (miles)	Battery size (kWh)	Model year
LEAF	Nissan	BEV	100	24	2010
VOLT	GM	PHEV	40	16	2010
ActiveE	BMW	BEV	120	32	2011
Transit Connect Electric	Ford	BEV	100	28	2011
Focus	Ford	BEV	100	24	2011
iMiEV	Mitsubishi	BEV	75	16	2011
Prius Plug-in Hybrid	Toyota	PHEV	14.5	5.2	2011
Smart ED	Daimler	BEV	70	16	2012
RAV4-EV	Toyota	BEV	n/a	n/a	2012

In the meantime…

There is reason to expect advances in technology will eventually lead to superior alternatives to the internal combustion engine. Rising oil prices may hasten that shift to cleaner transportation power sources. Desirable though that vision is, we should keep in mind that the shift away from fossil fuel will not address the problems of congestion and inadequate funding for infrastructure. Those are problems public agencies responsible for roads and highways must face in the near term.

The root problem is the disconnect between travel demand and the way roads are funded. At present, fuel taxes are the primary source of funding for highways and roads. But the fuel tax motorists pay at the pump does not fully reflect the cost of using the system. Nor do fuel tax revenues

reflect the cost of providing the increased highway capacity needed to meet growing demand. The result is inefficient patterns of use (congestion) and inadequate revenues for building and maintaining roads.

Increasing vehicle fuel economy, the eventual shift away from fossil fuels, and the consequent erosion of fuel tax revenue exacerbate this situation. The good news is that technology now provides a way to address this problem. Electronic technology enables highway operators to charge motorists tolls that vary by time of day, location, and type of vehicle. This has the potential to reduce congestion by balancing peak travel demand with available highway capacity while simultaneously providing a stream of revenue that reflects demand on the system. We can't know with certainty when gasoline and diesel fuel will be replaced by cleaner power sources, but we don't need to wait until that day to operate our highways more efficiently and to fund them at levels that accommodate the public's desire for mobility.

▪ Charles Prestrud, system planning manager, Urban Planning Office, WSDOT

of Thomas Friedman's 2006 advice in the *New York Times* where he pointed out that the addiction to oil will end when people are no longer willing to pay such high prices for gas in the face of the invention of alternative energy tools. Consider that the age of the fossil car will peak in the next couple of years – if it has not already.

In a TED (Technology, Entertainment, Design) talk in April 2010, Richard Sears, visiting professor at the Massachusetts Institute of Technology and senior science and engineering adviser for the National Commission on the BP Deepwater Horizon Oil Spill and Offshore Drilling, made the point that, "It's ideas, it's innovation, it's technology that will end the age of oil long before we run out of oil." And as Phil Hayward, an independent researcher and lobbyist in New Zealand, puts it directly for the alternative car: "Green automobility is the subject of so much research and investment today, that there is every chance that the result will be automobility at a far lower cost than was ever necessary to replace oil."

The kind of thinking that constrains peak oil projections to reductions in vehicle miles traveled, a loss of infrastructure funding and a threat to automobility is called hyper-linear thinking. Systems (and automobility is an example of a complex system) may be predicted for only short periods of time or over constrained geographies using linear thinking. A recent award-winning student paper *Identifying the Elasticity of Driving: Evidence from a Gasoline Price Shock in California* is a case in point. The author, Kenneth Gillingham, concludes that the price of gasoline, when it endures a shock such as the one in 2006-2008, substantially influences consumer behavior by way of "corresponding reductions in the demand for oil and greenhouse gas emissions".

In the case of the 2004-2008 California data Gillingham studied, elasticity ranged from -0.15 to -0.20, meaning that a 1% increase in the price of gas produces a 0.15%-0.20% reduction in VMT.

Although some of us will use and pay for access to publicly supplied power, others will be able to generate enough power on rooftops and in backyards to drive for free

Gillingham makes it clear that elasticity is non-linear, heterogeneous, and may change over time. He points to numerous other influential variables including income level, vehicle class and geography. Two other important factors are the degree of the price increase (small increases may show no change in consumption) and the degree of discretionary driving remaining available for sacrifice (this happened for the London Congestion Charge when a new £5 fee caused a 12% drop in traffic but a further 60% increase to £8 caused almost no incremental difference).

What this means is that while the peak-to-valley gas price increase in California of over 100% in the 2004-2008 span resulted in a substantial drop in VMT (since largely recovered), this does not predict the effect of a sustained 200% price increase. At some price increase, VMT could drop disastrously. If a sustained increase occurs, as it is happening now, in a saw-tooth that swings 20-30% per annum, fossil-fuel automobility will reach a 'tipping point', and a shift away from the internal combustion engine will start in earnest and accelerate as the remaining elasticity is exhausted.

The impact of this tipping point will be the flood of new technology that people such as Hayward and Sears hint at – and this cheaper, cleaner, sexier

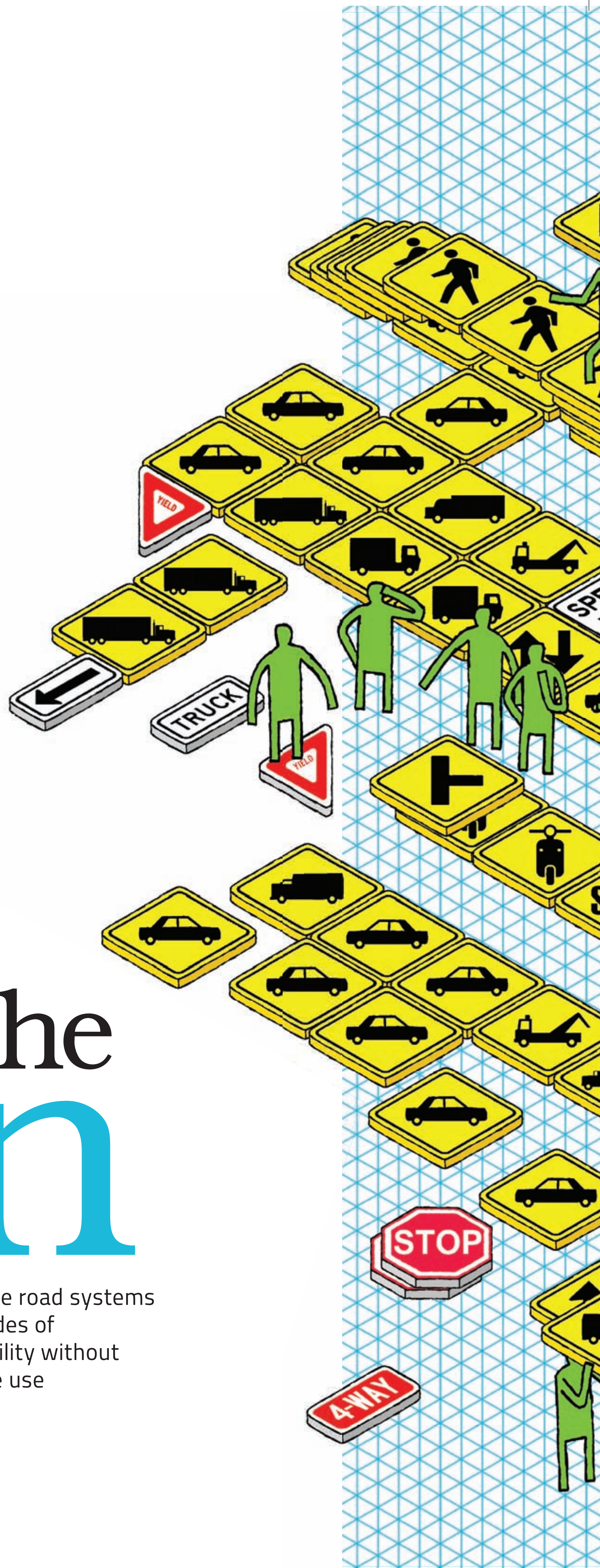
automobility will mean more congestion, more infrastructure demand, and less funding from controlled (auditable) liquid fuel taxes. Greening our fleet will considerably exacerbate our current funding and congestion problems – problems that will insist on a new funding model much more loudly than does the current bankrupt US Federal Highway Trust Fund.

The best hint of that new future is buried in the presentation from the PHEV Research Center at UIC Davis. At least one of their EV trial participants exclaimed, "We are driving further with the MINI E than we would with our gas car." And that is exactly what I'll do when I get mine! ○

Dual in the town

Mark A. Delucchi's new proposal for discrete road systems for high-speed vehicles and low-speed modes of transportation seeks to enhance sustainability without compromising the benefits of motor vehicle use

Illustration courtesy of Tim Ellis



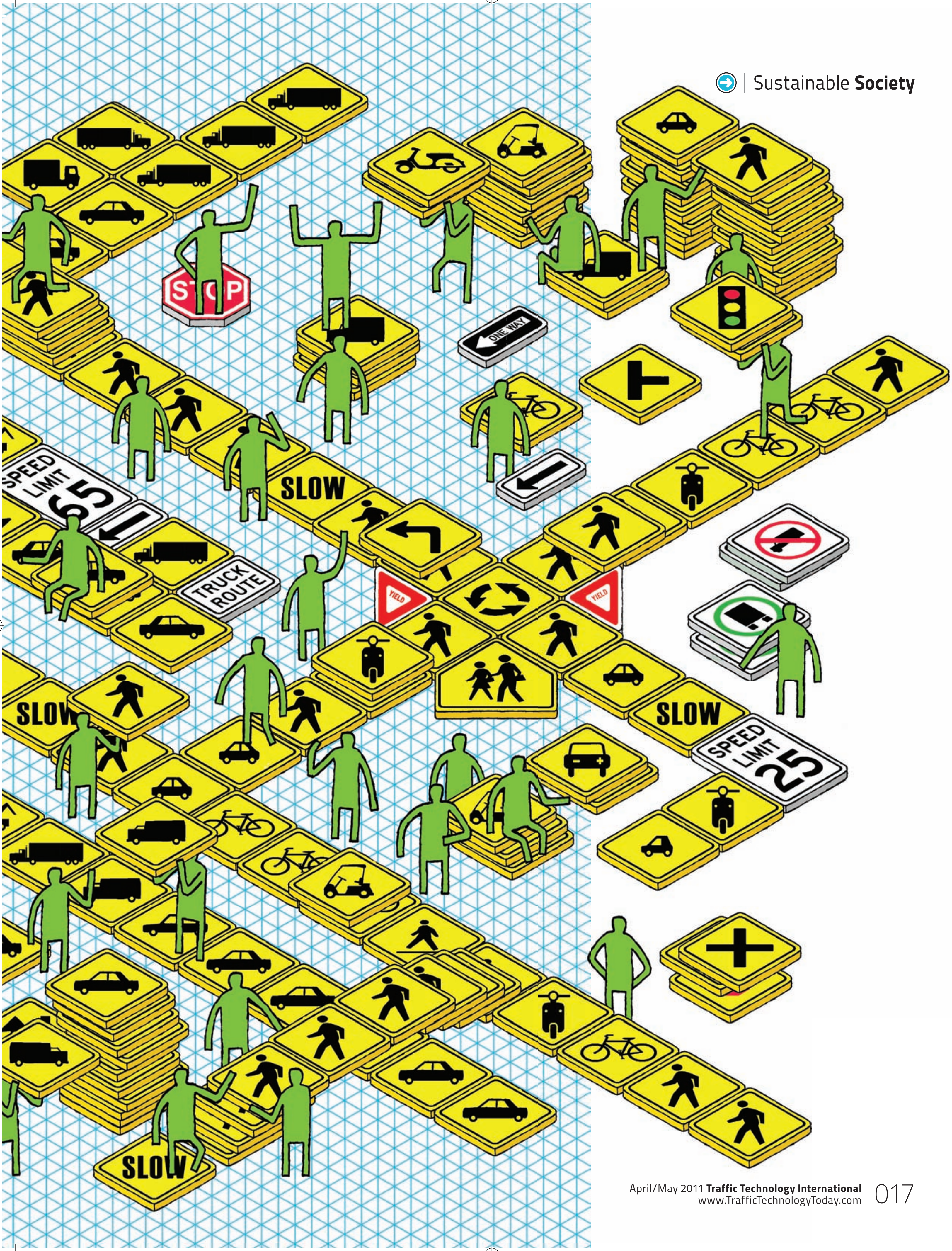
We complain about suburban sprawl, pollution, and traffic gridlock, yet many of us live in single-family homes, and most of us drive automobiles. We bemoan the loss of 'community' yet choose to live in faceless suburbs. We think we want more 'livable cities' but are unwilling to sacrifice the perceived benefits of a suburban lifestyle to have them.

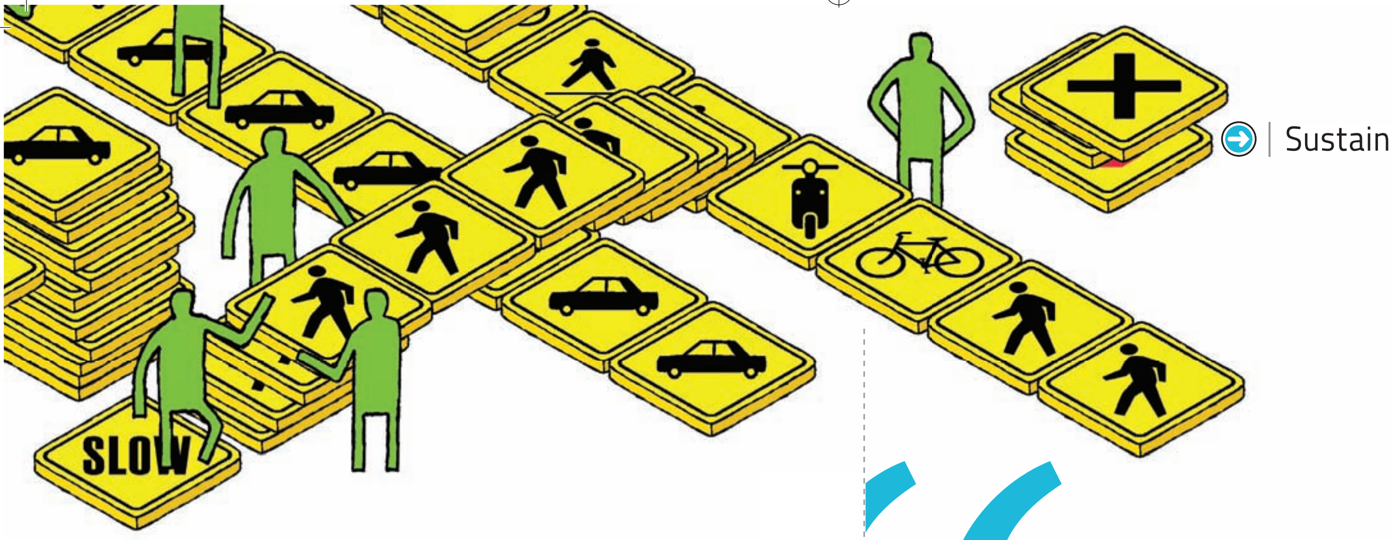
For decades, city planners, transportation planners, and policy analysts have struggled to reconcile what we say we want with what we actually choose. By and large, they have failed. Around the world, car use has grown unabated. When people get wealthy, they buy cars and live in bigger homes further away from central cities. Nothing short of outright prohibition or economic catastrophe – not high gasoline prices, not better public transit, not better zoning – has stopped this trend. The result is a host of seemingly intractable problems: unacceptable congestion and fatalities, environmental degradation, ugly infrastructure, social fragmentation and insularity, and cultural impoverishment.

The plan explained

To address these problems, we take what we believe is a distinctive approach. First, we start by accepting that many people want to live in single-family homes, in relatively low density, and to be auto-mobile. We design a town that accommodates those preferences, yet at the same time offers qualitative improvements in safety, aesthetics, travel pleasure, infrastructure cost, social organization, pedestrian space, and so on. Second, in order to accomplish this we separate travel according to the kinetic energy of modes, because many transportation problems are attributable at least partly to the high kinetic energy of fast, heavy motor vehicles. Finally, we develop a particular land use and transportation infrastructure layout that accomplishes what we want.

We design a city with a dual-road system, based on the complete separation of high-speed, high-mass vehicles from low-speed, low-mass vehicles on a citywide scale. Instead of having a single road system that serves everything from 50 lb children walking at 2mph to 150,000 lb trucks traveling at 65mph, we propose to plan new


STOP
ONE WAY
SPEED LIMIT 65
SLOW
TRUCK ROUTE
YIELD
YIELD
SLOW
SLOW
SPEED LIMIT 25
SLOW



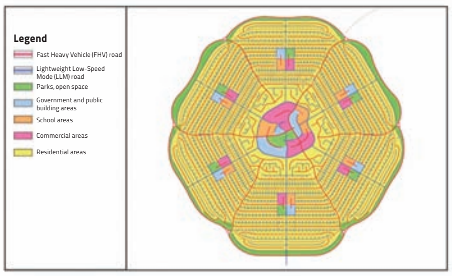
towns with two separate road systems, segregated according to the maximum mass and speed (i.e. kinetic energy) of the modes. Cut points of 25mph top speed and 1,100 lb (500kg) maximum curb weight will distinguish low-speed, lightweight modes (LLMs) from fast, heavy vehicles (FHVs). LLMs include any mode of transport under the mass and speed limit: pedestrians, bicycles, pedicabs, mopeds, motor scooters, motorcycles, golf cars, minicars, and so on. FHVs range from the conventional cars, trucks, and vans we drive every day to the tractor-trailers that deliver most of the goods we buy. The physical infrastructure of the LLM network can range from an undifferentiated narrow lane that handles all LLMs (where traffic volumes are very low) to a multi-lane roadbed for motorized traffic with a paved bicycle path and an unimproved pedestrian path alongside (where traffic volumes are high). FHV roads will be similar to present conventional roads.

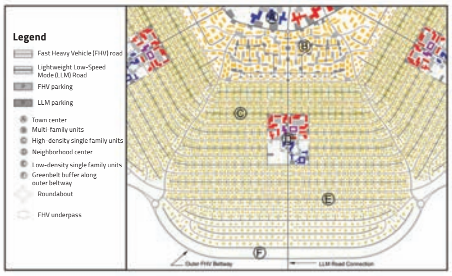
The entire town lies within an outer, high-speed beltway for FHVs (Figure 1). A central LLM road rings the commercial and civic center of the town (Figure 4). Neighborhoods, accessible everywhere by LLMs and FHVs, lie between the outer FHV beltway and the central LLM ring (Figure 2). The LLM streets all radiate outward from the LLM ring road around the town center, and the FHV roads radiate inward from the FHV beltway around the entire town.

The FHV roads have two main functions: to provide households direct access, via the outer beltway, to outside of the town, and to provide people- and goods-movers from outside the town direct access to the inner civic, commercial, and service core of the town center, via two or three FHV roads that penetrate all the way to the town center (see Figure 4). These FHV roads go underneath the central LLM ring road and come up into roads and parking on the 'back' side of all of the businesses, offices, schools, and so on.

> "We propose to plan new towns with two separate road systems, segregated according to the maximum mass and speed (i.e. kinetic energy) of the modes

(Below left) **Figure 1 shows plan of dual-road system for new towns, with land uses** (Below right) **Figure 2 shows plan of neighborhood branch** (Bottom left) **Figure 3 shows details of driveways and residential streets** (Bottom right) **Figure 4 shows the town center**





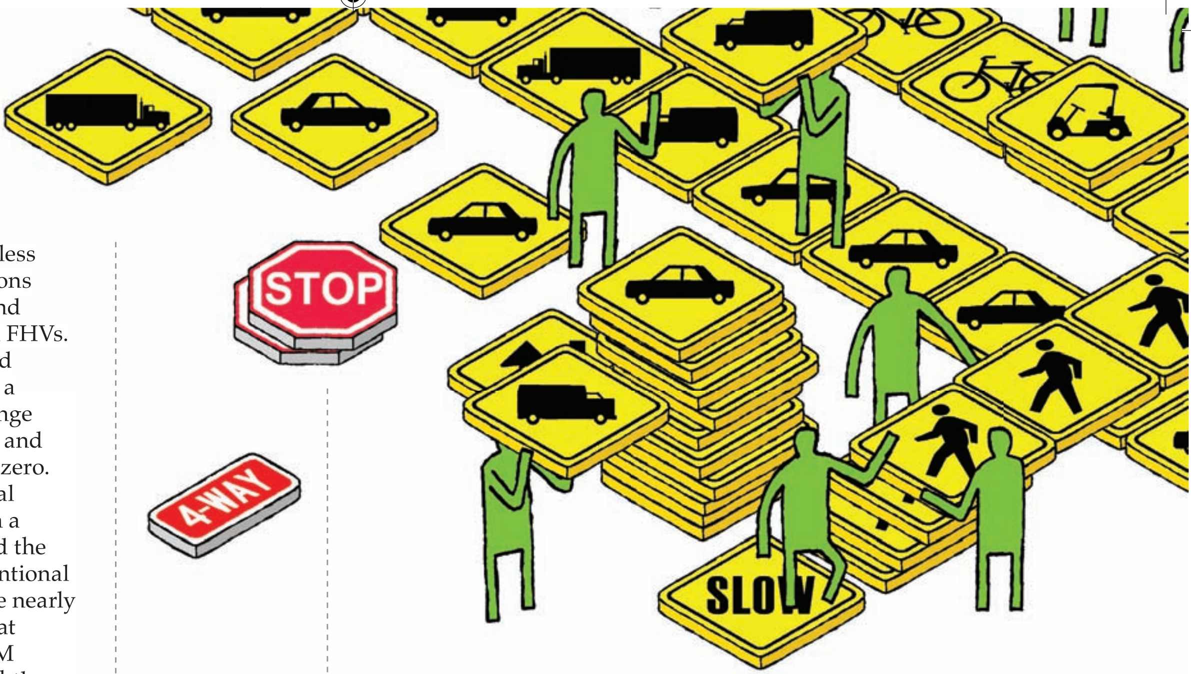
By contrast, the main function of the LLM streets is to provide access inside the town, especially to and from the town center, via the central LLM ring road. The FHV network and the LLM network thus complement each other functionally: the LLM network is designed mainly for trips within the town, and the FHV network is designed for all other trips.

Analysis

This transportation and town plan gives rise to appealing town characteristics and provides substantial safety, social, environmental, and economic benefits, while at the same time enlarging choices for travel and living.

Stores, offices, schools, civic buildings, churches, parks, inter-city transit stations, etc, are in the center of town (Figure 4) and neighborhood centers (Figure 2), not sprawled disjointedly over a suburban landscape. This coherent social and commercial geography identifies the town and neighborhoods. High-density multifamily housing units are around the core (Figures 2 and 4), and provide convenient pedestrian, bicycle, and other LLM access to the town center for those who prefer higher-density, more urban living.

The LLM network dramatically improves transportation safety, without increasing the time or cost of travel. In fact, it should be possible to virtually eliminate fatal crashes on the LLM without sacrificing travel convenience. As they are low speed, safe, inexpensive, and convenient, LLMs are attractive to four groups for whom ownership and use of FHVs is now problematic: the young, the elderly, the poor, and those otherwise without licenses



to drive FHVs. LLMs also use much less energy and have much lower emissions of air pollutants, water pollutants, and greenhouse gases than conventional FHVs. If LLMs are powered by batteries and electric motors – which is feasible as a result of the low power and short-range requirements of LLMs – then oil use and local air-pollutant emissions will be zero. And even though there are more total miles of roadway in our plan than in a conventional plan, both the FHV and the LLM roads are narrower than conventional roads, and the LLM roads will not be nearly as thick as conventional roads, so that overall the total cost of the FHV+LLM street system in our plan will be slightly less than the total cost of a comparable conventional suburban road network.

LLMs, even fully featured, will be relatively inexpensive, and will certainly cost less to operate than a conventional FHV. To the extent that LLMs replace FHVs, they will lower total household travel costs.

Of course, the plan does involve some tradeoffs compared with a traditional plan and there are some drawbacks. In some designs, travel on the FHV network will be less convenient. The convenience of the FHV network depends mainly on how many of the radial FHV roads go all the way to the town center, and whether the FHV roads in the town center go all the way through and connect to each other.

Vehicle holding may cost more: if LLMs are additional vehicles in households, i.e. additional with respect to FHVs, then garaging and registration costs increase.

Our plan requires either that each single-family household share a driveway with one or even two other households or have an LLM road along the 'front' and an FHV road along the 'back' (Figure 3). It is not possible to have only one road along the house and not share a driveway. Some people may not like this.

The dual-road system would separate pedestrians from high-mass, high-speed traffic to eliminate conflicts and enhance safety

Implementation

In the preceding sections we have discussed a wide range of potentially significant personal and social benefits of the LLM network: nearly perfect safety, reduced congestion, a unified street space and coherent community feel, very low environmental impacts, near-zero petroleum use, and so on. Of course, the overall magnitude of these benefits – and hence the desirability of the entire system – depends directly on the extent to which LLMs are used. However, there is nothing yet in the real world quite like what we have proposed, and consequently it is not possible to provide a straightforward empirical answer to the question of how much might LLMs be driven. Our inferences from studies of the use of small electric vehicles – and our own analysis of trip-making behavior and the potential of LLMs to displace certain kinds of trips – suggest that LLMs can displace in the range of 30-50% of vehicle miles traveled by current light-duty vehicles.

The final question is where might towns like this be built? In many of the growing urban areas around the world, from South America to Asia to the American West, the urban newcomers are developing the exurban fringe. This kind of exurban-fringe expansion can be accommodated well by the town and transportation plan we propose. However, in rapidly expanding cities in developing countries, it may be difficult to commit the necessary capital up front to establish the basic dual-network transportation infrastructure. Thus, the plan perhaps is more naturally suited to large new subdivisions on the urban fringe of cities in the American West, such as in California's Central Valley.

Many transportation-related problems, from accidents to climate change, are attributable to the high kinetic energy of fast, heavy motor vehicles. The challenge is to find a way to dramatically lower the kinetic energy of personal travel, without compromising any of the benefits of motor vehicle use and suburban living. This is achieved by creating two autonomous and universally accessible travel networks: one for fast-heavy vehicles, the other for low-speed, light transportation modes.

The town plan and transportation system we propose is safe, convenient, clean, and pleasant. It should be attractive to households without economic or regulatory incentives or injunctions. The requisite technologies, and analyses of their economic and social impacts, are available now. The challenge is to interest city planners and developers in the idea. ○

• Further reading

M. A. Delucchi, K. Kurani & J. Koo, 'How We Can Have Safe, Clean, Convenient, Affordable, Pleasant Transportation Without Making People Drive Less or Give Up Suburban Living', *UCD-ITS-RR-02-08-rev.1, Institute of Transportation Studies, University of California, Davis, October (2010). www.its.ucdavis.edu/people/faculty/delucchi/*