

Documentation and Analysis for Selection Criteria of TIGER Grant Applications

Note: This is based on information in the Federal Register Notice 7/1/09

Long-Term Outcomes

Category	Priority	Metrics / Evidence Needed
State of Good Repair	<ul style="list-style-type: none"> Improving the condition of existing facilities and systems, emphasis on projects that minimize life-cycle costs 	<p>Quantifiable metrics of the facility or system's current condition and performance. Also, to the extent possible projected condition and performance. Explain how the project will improve the facility or system's condition, performance and/or long-term cost structure.</p>
Economic Competitiveness	<ul style="list-style-type: none"> Projects that improve long-term efficiency, reliability or cost competitiveness in the movement of workers or goods Improvements that allow for new new investments in expansion, hiring or other growth of private sector production particularly in economically distressed areas 	<p>Quantitative information to provide evidence of long-term economic benefits of the <i>completed</i> project. Ex: the quality of jobs supported, number of jobs and if the jobs are expected to provide employment in Economically Distressed Areas. <i>Not near-term benefits of construction that are captured in the Jobs Creation & Economic Stimulus Criterion.</i></p>
Livability	<ul style="list-style-type: none"> Projects that deliver transportation benefits, but also are designed and planned where they have a positive impact on qualitative measures of community life 	<p>These projects should describe how livability will be enhanced and the affected community and scale of the project's impact. Qualitative assessments regarding enhancement of user mobility, improvement of existing transportation choices, improvement of accessibility and transport services, if the project is the result of a planning process which coordinated transportation and land use and encouraged community participation.</p>
Sustainability	<ul style="list-style-type: none"> Improve energy efficiency, reduce dependence on oil and/or reduce greenhouse gas emissions Projects that demonstrate a projected decrease in the movement of people or goods by better energy-efficient vehicles or systems will have priority here Maintain, protect or enhance the environment. This should be evident by the project's avoidance of adverse environmental impacts and/or by its environmental benefits 	<p>Quantitative information regarding expected reductions in emissions of CO₂ or fuel consumption, or expected use of clean or alternative sources of energy. 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.</p>
Safety	<ul style="list-style-type: none"> Improving the safety of transportation facilities and systems 	<p>Quantitative/Qualitative information that shows the ability to reduce the number, rate and consequences of crashes, injuries and fatalities among drivers and/or non drivers; or the project's contribution to the elimination of highway/rail grade crossing, the protection of pipelines, or the prevention of unintended release of hazardous materials.</p>

Necessary Benefit-Cost Analysis (BCA)

- The U.S. DOT is requiring that BCA analysis be included for the evaluation of submitted projects. BCA includes the monetization and discounting of costs and benefits to a common unit of measurement in present day dollars. Full consideration of costs and benefits is necessary in this type of analysis. These costs and benefits traditionally include quantified fuel and travel time savings as well as greenhouse gas emissions, water quality impacts, public health effects, and other costs and benefits that are more remotely connected to vehicle miles or are harder to measure. BCA should attempt to capture the dynamic effects of transportation investments on land use and household budgets.
- The BCA requirement is waived for applicants seeking waivers of the \$20 million minimum grant size requirement for Smaller Projects. Applicants seeking a grant more than \$20 million but less than \$100 million must include in the application estimates of the project's expected benefits in the 5 long-term outcomes identified above. Applicants seeking a grant in excess of \$100 million must provide a well-developed analysis of expected benefits and costs, including a calculation of net benefits and a description of input data and methodological standards. This should indicate the values that were assigned for qualitative measures in addition to quantitative measures. The lack of a useful analysis of the expected project benefits may be ground for denying award of a TIGER Grant to the applicant.
- Applicants should discount future benefits and costs to present values using a discount rate of 7%. Applicants may also provide an alternative analysis using a discount rate of 3%.
- The estimate of \$33 per metric ton of carbon may be used as a placeholder to measure the global benefits of reducing U.S. CO2 emissions.
- Some costs and benefits are more difficult to quantify or monetize than others. In presenting BCA, applicants may include qualitative discussion of the likely effects of better or more complete information on the net benefits presented and the reasons such information was not available for analysis. Where quality or completeness of data are not sufficient to allow a meaningful assessment of whether a project's net benefits are positive or negative, applicants should discuss the data limitations that lead to this conclusion and present a qualitative comparison of costs and benefits.
- Applicants should also provide a plan for evaluating the success of the project and measuring short- and long-term performance, specifically with respect to the economic recovery measures and long-term outcomes specified in the register notice.

Documents Necessary to Demonstrate Project Readiness:

- Project schedule
- Environmental approvals: receipt of all approvals necessary, or reasonably anticipated date of receipt
- Legislative approvals
- State and local planning – certification from the appropriate agency stating the project to be included in the relevant document prior to award of the grant
- Technical feasibility
- Financial feasibility – include evidence of stable and reliable financial commitments and contingency reserves, as appropriate, and evidence of the grant recipient's ability to manage grants.