

First Page

1. Type of project (highway, transit, rail, port or other)
2. Information about the location of the project, including State, city, county and congressional district
3. Whether the project is in an urban or rural area
4. The amount in dollars of grant request.

Overview and Context

- Description of the Washington region and transportation system
- Challenges currently faced by the regional transportation system
- Brief description of the project and how it addresses these challenges
- Summary of benefits of project, including job creation, operational improvement, and environmental benefit.

Grant Application Checklist

Required Information		Page	√
1	Contact Information	1	
2	Project Description	2	
3	Project Parties	2	
4	Grant Funds and Sources and Uses of Project Funds	3	
5	Selection Criteria and Cost Benefit Analysis	4	
6	Federal Wage Rate Requirement	5	
7	National Environmental Policy Act Requirement	5	
8	Environmentally Related Federal, State and Local Actions	5	

Contact Information

An application should include the name, phone number, e-mail address and organization address of the primary point of contact for the applicant. The Department will use this information to inform parties of the Department’s decision regarding selection of projects, as well as to contact parties in the event that the Department needs additional information about an application.

Primary Contact:

Ronald Kirby
 Director, Department of Transportation Planning
 Metropolitan Washington Council of Governments
 777 N Capitol St NE, Suite 300
 Washington DC 20002

(202) 962-3310

rkirby@mwcog.org

Project Description

An application 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. This description should include relevant data such as, for example, passenger or freight volumes, congestion levels, infrastructure condition, or safety experience.

The project will combine policy, technology and infrastructure to create a first phase priority bus network in the Washington D.C. metropolitan area. The project consists of the following interconnected components, described in more detail below:

(list of project components)

Working together, the above components will provide a new tier of high quality transit service to the Washington region.

(map)

(Description of the above projects)

Project Parties

An application should include information about the grant recipient and other project parties.

Primary Applicant:

National Capital Region Transportation Planning Board

Joint Applicants:

Washington Area Metropolitan Transit Authority

Maryland Department of Transportation

District Department of Transportation

Virginia Department of Rail and Public Transportation

Potomac and Rappahannock Transportation Commission

Arlington County

District of Columbia

*Recipients of TIGER Discretionary Grants and their first-tier sub-awardees will be required to have a DUNS number (<http://www.dnb.com>) and a current registration in the Central Contractor Registration (<http://www.ccr.gov>). While these items do not need to be provided as part of the application, a TIGER Discretionary Grant will not be awarded if a recipient or first-tier sub-awardee does not have these items.

Other Partners:

Fairfax County

City of Alexandria

Montgomery County

Fairfax City
 Prince George’s County
 Prince William County
 City of College Park
 City of Greenbelt

Grant Administration

Information on the proposed framework for administering the grant amongst the joint applicants.

Grant Funds and Sources and Uses of Project Funds

An application should include information about the amount of grant funding requested, 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).

- Total project cost:
- Total grant funding requested:
- Other funding source:
 - Source 1
 - Source 2
 - Etc.

Table 1: Summary of project costs and funding sources.

Project component	Total Cost	% TIGER Grant	Other Sources
New Buses			
Runningway construction			
Bus shelter construction and installation			
On-street SmarTrip Vending Machines			
Transit Signal Priority Implementation			
NextBus LED display purchase and installation			
Regional real-time arrival predictions database			
Bike Sharing Stations and Bicycles			
Regional Website of Travel Information			
Additional operating costs		0%	100%

Selection Criteria

An application must include information required for the Department 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), and each of the relevant criteria specified in Section II(C) (Program-Specific 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.

- Description of how the project, as a whole, meets the selection criteria
- General Priorities
 - Regional significance
 - Completion by Feb 17, 2012
 - Leverages outside funding
 - Shirley HOT Lanes concession \$
 - Current operating funds for Circulator service on K Street
 - Other
 - Cost window: \$20 - \$300 million
- Primary Criteria:
 - Long-term outcomes
 - Improvement of facility/system, improve efficiency, increase livability, environmental sustainability, safety
 - Evaluation of Expected Project **Costs and Benefits**:
 - Summary of costs and benefits
 - Description of input data and methodological standards used
 - Discussion of data limitations
 - Evaluation of **Project Performance**
 - Provide a plan for evaluating the success of the project (or a program of projects) and measuring short- and long-term performance, specifically with respect to the economic recovery measures and long-term outcomes
 - Immediate economic benefit:
 - Job creation and increases in economic activity
 - **Project Schedule**: A feasible and sufficiently detailed project schedule demonstrating that the project can begin construction quickly upon receipt of a TIGER Discretionary Grant and that the Grant Funds will be spent steadily and expeditiously once construction starts
- Secondary Criteria:
 - Innovation
 - Advanced technology and innovative road use policies
 - Partnership
 - Financial commitment from public agencies, community organizations, multiple jurisdictions, other non-transportation public agencies

Federal Wage Rate Requirement

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 Recovery Act.

National Environmental Policy Act Requirement

An application 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.

Environmentally Related Federal, State and Local Actions

An application must indicate whether the proposed project is likely to require 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,

Certification Requirements

Certification requiring the Governor, mayor, or other chief executive, as appropriate, to certify that the infrastructure investment has received the full review and vetting required by law and accepting responsibility that the infrastructure investment is an appropriate use of taxpayer dollars.