Transportation Investment Generating
Economic Recovery (TIGER)
Discretionary Grant

Montana
US 2 – Two Medicine River Bridge

Submitted by the Montana Department of Transportation

TABLE OF CONTENTS

TABLE & FIGURES

Applicant for this TIGER Discretionary Grant:
Montana Department of Transportation
Contact: Director Jim Lynch
(406) 444-6201
jilynch@mt.gov
Director's Office
PO Box 201001
Helena, MT 59620-1001

1. PROJECT NAME
MONTANA – US 2 – TWO MEDICINE RIVER BRIDGE

2. GRANT REQUEST AMOUNT - $28,400,000

3. PROJECT DATA

State: Montana
County: Glacier
City: 12 miles West of Browning, Montana
Congressional District: MT-001
Urban/Rural: Rural
Type: Bridge replacement eligible under Title 23. U.S.C.
DUNS Number: 878557917
Web Link: http://www.mdt.mt.gov/recovery/grant_twomedicine.shtml

4. PROJECT DESCRIPTION
The US 2 – Two Medicine River Bridge project will result in the replacement of the existing structure over Two Medicine River on US Highway 2 (US 2) located within Glacier County on Blackfeet Indian Reservation in Montana. US 2 is the most northern National Highway System (NHS) route that traverses the continental Untied States from St. Ignace, Michigan to Everett, Washington. US 2 is a commercial corridor that is an integral part of national security and trade. The bridge provides a vital link for traffic on the northern route crossing the continental divide. Without this link, the resulting detour for traffic is over 370 miles in length. This section of road and the bridge is often used as an alternate route when the BNSF Railway line is blocked causing the Amtrak Empire Builder to shuttle passengers around blockages through the mountains.

The project is located at reference post 210, less than one mile east of East Glacier and approximately 12 miles west of Browning, Montana (see Figure 1: Project Location Map).

The project will replace the existing bridge on a new alignment with approximately one mile of new roadway that would connect back to the existing US 2 alignment. The existing bridge, built in 1941, is currently both structurally deficient, and functionally obsolete. It is 761-feet long and crosses 150-feet above the Two Medicine River with 12-foot lanes and no shoulders. There are also engineering concerns with areas of instability relating to the slopes at the existing bridge abutments.

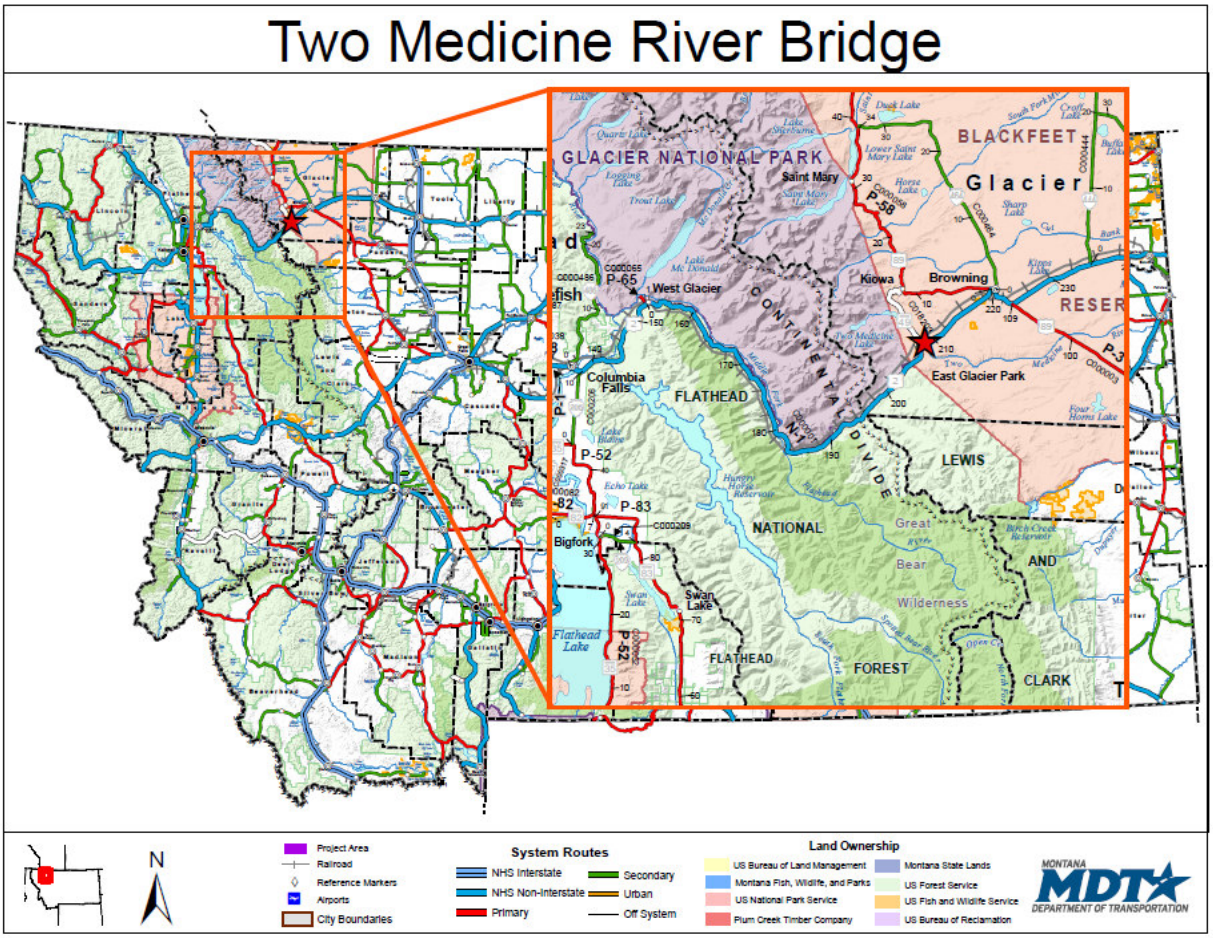

Figure 1: Project Location

The proposed project will include a two-lane roadway with 12-foot lanes, 8-foot shoulders, a shared use path on the north side of structure, and a 12-foot truck-climbing lane on the east side of the bridge approach. This is a difficult area to complete large-scale bridge construction due to weather and the frequency of high winds in the area. To allow for greater feasibility of construction and reduction of costs, MDT has developed plans for both concrete and steel options for construction. Use of the existing structure during construction will minimize delays to the traveling public.

The Montana Department of Transportation (MDT) is committed to this project and has worked closely with the Blackfeet Tribe, and regulatory agencies to determine the optimal location for the structure. Presently, the proposed funding for this project includes a substantial amount of Montana's Steel Bridge funds. If TIGER Discretionary Grant funds are received, it will allow MDT to reallocate the Steel Bridge funds to other structures of high need throughout the state.

5. PROJECT PARTIES

- Montana Department of Transportation (MDT)
- Montana Division of the Federal Highway Administration (FHWA)
- Blackfeet Tribe

6. GRANT FUNDS AND SOURCES AND USES OF PROJECT FUNDS

The request for funding from the TIGER Grant is $28,400,000. MDT received a SAFETEA-LU Section 1934 earmark of $25,000,000. The breakdown of costs and funding sources are listed below:

Table 1: Project Costs and Funding Breakdown

Phase	NHS Funding	TIGER GRANT[1]	SAFETEA-LU Earmark	Total
Preliminary Engineering	$4,200,000			$4,200,000
Incidental Construction	$400,000			$400,000
Right-of-Way	$70,000			$70,000
Construction	$0	$25,000,000	$19,040,000	$44,040,000
Construction Engineering	$0	$3,400,000	$3,360,000	$6,760,000
TOTAL	$4,670,000	$28,400,000	$22,400,000	$55,470,000

[1] No indirect costs applied to TIGER Grant funds

Note: Costs based on engineering estimates.

7. SELECTION CRITERIA – Primary Selection Criteria

7.1 Long-Term Outcomes

7.1.1 State of Good Repair:

The US 2 – Two Medicine River Bridge project is consistent with MDT's Bridge Management System recommendations. This asset management system reviews bridges to determine if the bridge is structurally deficient or functionally obsolete. The Two Medicine River Bridge is both.

- The bridge is structurally deficient because of soil movement at the foundation. This movement has resulted in damage to the steel structure including cracking of members and beams. The supporting concrete members have exposed rebar, heaving cracking and spalling.
- The bridge is also functionally obsolete for the existing traffic types and volumes. The bridge deck is only 24-feet wide. Due to the lack of width, pedestrians must use the travel lanes when crossing the bridge.
- This bridge also does not meet seismic design requirements in this earthquake prone area.

The condition and design of the existing structure does not allow for rehabilitation or widening that could accommodate the existing and projected traffic types and volumes. The poor condition of the structure and the unstable slopes are of great safety concern to MDT. If this bridge were to fail, the resulting detour for commercial, tourist and recreational traffic is over 370 miles (see Figure 2 for the detour map route).

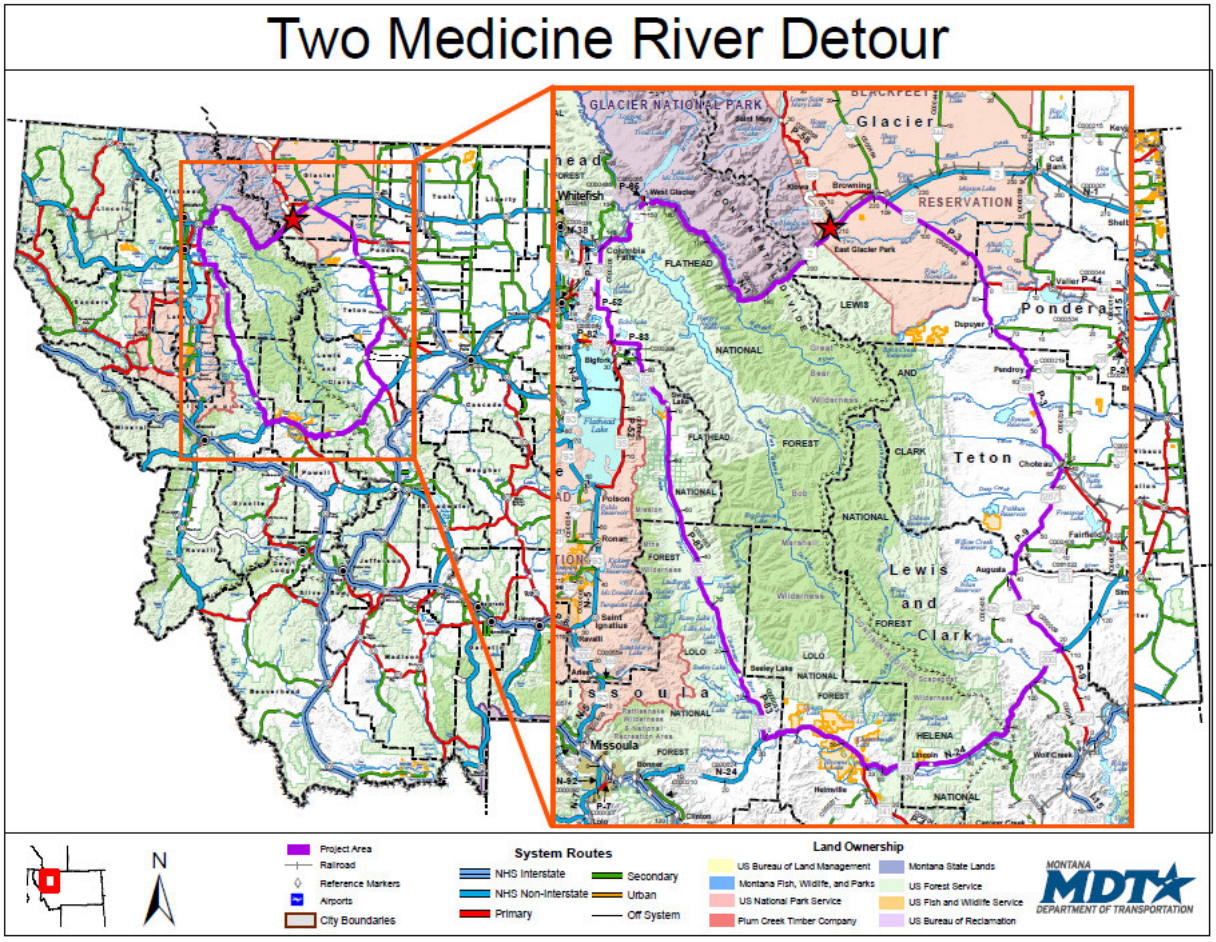

Figure 2: Detour route for Bridge Failure

Completion of a local detour route for commuters or local residents is also not viable. The only other route in the area is seasonal (closed in winter due to high snowfall), is narrow and has very steep grades. This bridge is the critical link for the local communities and all northern east/west traffic. Failure of the structure will severely threaten both local and regional economic activity and security.

The bridge has been maintained according to MDT's bridge asset management system. Maintenance has been reactive rather than preventative as the structure has serious concerns such as soil instability. This bridge was constructed 68 years ago, and has had to withstand extreme weather conditions that also contribute to the bridge degradation. The sufficiency rating for this bridge is 29 out of a possible score of 100. This rating indicates the bridge has reached its useful life.

Once a new structure is completed, it will be placed in the bridge asset management system and will be reviewed on a regular schedule. The new structure will allow for preventative maintenance. MDT commits to preventative maintenance of the new structure as the design life is 75 years and the structure could last much longer.

7.1.2 Economic Competiveness

The US 2 – Two Medicine River Bridge project contributes to the economic competitiveness of the United States over the medium- to long-term by improving efficiency, reliability, and cost-competitiveness in the movement of workers and goods. The project replaces a substandard bridge that is a critical piece of infrastructure.

US 2 is a vital commercial route across the continental US from St. Ignace, Michigan to Everett, Washington. The corridor is integral to both national security and trade. Failure of the structure will result in direct impacts to area businesses, and could result in economic decline of an already economically distressed area. The construction of the bridge will also afford the opportunity for training of new job skills that come with this type of construction.

Replacement of this critical transportation link will improve the long-term reliability of the movements of workers and goods. If the existing deteriorating structure were to fail, the only safe detour route available for the movement of goods and services is in excess of 370 miles for the 1,900 daily users. This would not only affect goods and services but also national security as US 2 is the most northern continuous east/west NHS corridor.

The Two Medicine Bridge is located just outside of Glacier National Park. Tourism in the area is one of the larger revenue generators. The new structure across the Two Medicine River will allow for the safe movement by both pedestrians and bicycles. Bicycle touring clubs that access Glacier National Park use this route extensively.

7.1.3 Livability

The Two Medicine River Bridge is a vital link for the City of Browning, the Community of East Glacier, the citizens of the Blackfeet Reservation, and the users of US 2. Emergency responders carrying patients to local and regional medical facilities regularly use the bridge.

The design of the new bridge includes a shared used path for bicycles and pedestrians along with 8-foot shoulders. These improvements allow for safe movement of other modes of travel (not only vehicles) across the 761-foot length. Presently, other modes must use the existing travel lanes when crossing the bridge.

The bridge is vital to the livability of the area. If the substandard bridge were to fail, the local area will be severely impacted. There is no viable detour route. Although there is passenger rail service between East Glacier and Browning, there's only one daily train each way. This mode is not a viable replacement; therefore, highway connectivity must be maintained.

The planning process for the US 2 – Two Medicine River Bridge project coordinated transportation needs with the needs of the local community and the Blackfeet Reservation. The design includes facilities for various modes of travel, and incorporates protections for cultural concerns and environmental resources. MDT has worked closely with the Blackfeet tribe during the design process.

7.1.4 Sustainability

The US 2 – Two Medicine River Bridge project promotes a more environmentally sustainable transportation system by:

- preventing additional consumption of fuel and addition to greenhouse gas emissions if the bridge were to fail,
- protection and enhancement of the environment by reducing environmental impacts and the creation of new wetlands.

The replacement of the bridge does not directly improve energy efficiency, reduce the dependence on oil, or reduce green house gas emissions. However, maintaining this vital link prevents additional energy consumption and additional greenhouse gas emissions. Current AADT is approximately at 1,900. If the bridge fails, the additional impacts to the environment while the bridge is being replaced would result in an addition of 260 million vehicle miles traveled if all vehicles using the bridge presently used the detour. It is anticipated to take two (2) years to complete the construction of the bridge as the location and weather does not allow for year-round construction.

The bridge design incorporates features to protect Two Medicine River from direct bridge runoff. The bridge design clear spans the river to reduce environmental impacts. There are some wetland impacts; however, MDT has already developed wetland mitigation within the Blackfeet Reservation. This site has attracted numerous bird species, including the endangered Piping Plover.

7.1.5. Safety

The replacement of the Two Medicine River Bridge will improve safety for this vital section of US 2. An accident and engineering study evaluation completed for the timeframe of January 1, 1999 to December 31, 2008 determined the highway segment that includes the bridge has high crash and severity rates as compared to the statewide average. The crash rate of 3.63 crashes per million vehicle miles traveled for rural Non-Interstate NHS routes is over 3 times the statewide average of 1.07, and the severity rate of 9.44 is almost 4 times higher than statewide average of 2.36.

Four of the twenty-five crashes noted on this short 1-mile section involved commercial vehicles and sixteen of the twenty-five were directly attributed the bridge. Ten involved vehicles losing control approaching the bridge and six were on the bridge deck itself. Eleven were single vehicle crashes, two sideswipes opposite direction (both trucks), one head-on and two rear-end collisions. Six crashes involved overturning vehicles and two additional head on crashes occurred adjacent to the bridge. In total, there were ten injury crashes with nineteen injuries, six being incapacitating injuries.

This roadway section has been identified as a crash cluster area and safety improvements in the past have not been able to correct for these trends. MDT has determined the replacement of the bridge is expected to reduce the number and severity of crashes in this area. The bridge replacement project will increase the bridge and approach roadway widths, flatten the vertical and horizontal curves, improve the sight distance, and flatten the side slopes. The new bridge will have wide shoulders and a pedestrian path on the north side. In addition, new deck drains will help keep standing water off the bridge and minimize icing problems.

In addition to the actual project charges, MDT has agreed through a Memorandum of Understanding with the Blackfeet Nation to fund a 1% Improvements or Services (IOS)

fee for additional improvements or services that can be implemented by the Tribe. These fees will be available for safety improvements on other reservation highways.

7.2 Evaluation of Expected Project Costs and Benefits

Table 2 summarizes the expected benefits and costs resulting from the replacement of the US 2 - Two Medicine River Bridge. Included in the benefit/cost evaluation is the high probability of the potential structure failure. Items considered from the Benefit Cost Analysis for this project include actual direct benefits and potential benefits in fuel savings, reduced travel time, emissions and public safety resulting from replacing the bridge prior to a failure that would require a detour of over 370 miles.

Table 2: Expected Project Benefits

Long-Term Outcomes	Benefits
State of Good Repair	There is a savings due to reduced maintenance costs. The bigger saving is if bridge is replaced prior to failure, $180 million per year.
Economic Competitiveness	Maintaining a vital link for purposes of national security, freight, tourism and local traffic is difficult to quantify. There is a direct correlation to adverse economic competiveness if the bridge were to fail.
Livability	The new structure does improve non-motorized travel. If the bridge were to fail, there is a substantial impact to the livability of the area due to this vital piece of infrastructure.
Sustainability	The new construction is environmentally friendly, the larger savings is the $6 million during the time of reconstruction if the bridge were to fail as a result of the detour route
Safety	The safety benefit from the correctable crashes is approximately $3.4 million annually in 2009 dollars.

Supplemental information is presented below describing how the information contained within the table above was derived.

State of Good Repair - The resulting benefits of replacing the structure before failure occurs include avoidance of economic disruption during construction by using the existing structure as a detour rather than the much longer 370-mile detour. The longer detour would contribute to increases in fuel consumption and travel due to longer driving distances and the added cost of freight delays and lost wages for commercial vehicles. Maintenance of emergency fire and medical services is also an important benefit in addition to the safety and stability provided by a new structure. The costs from additional fuel and travel time could be as high as $15 million per month or $180 million per year. The additional costs are considered a benefit when calculating the cost benefit analysis as these negative costs are excluded if the structure is built prior to failure.

Livability - The livability benefits of the bridge replacement are directly related to mobility. Mobility is directly related to the quality and living and working environments. This structure serves as a vital link to emergency medical and fire services. As this area has a large minority population, the impact of a bridge failure would have a great affect on this population. The new bridge design allows for shoulders and a sidewalk. This will provide the connectivity and safety essential for non-motorized travel.

Sustainability - The replacement of the bridge does not directly improve energy efficiency, reduce dependency on fuel, or reduce greenhouse gas emissions; however, the replacement of the structure prior to failure will prevent additional energy costs, fuel usage and greenhouse gas emissions. If the bridge were to fail prior to replacement, the increased Carbon and greenhouse gas emissions are expected to exceed $250,000 each month over the two-year construction period or $6,000,000.

Safety - The cost benefit analysis is based on crash history. Of the 25 reported crashes, only two property damage accidents are not considered correctible by this project. Over the last 10 years, the monetary value of injuries and loss of life on this short segment total $33,886,500. This results in a cost savings of $3,388,650 per year in 2009 dollars.

The new bridge is expected to have a 75+-year design life. Maintenance costs presently average $43,000 per year. The new structure will significantly reduce these costs for the first 20 years. Reducing the maintenance costs will allow MDT to redirect the funds to other beneficial uses.

7.3 Evaluation of Project Performance

The MDT has developed a data gathering and reporting process for all American Recovery and Reinvestment Act of 2009 funded projects. The process complies with the Office of Management and Budget and Management (OMB), Transportation & Infrastructure Committee, Federal Highway Administration (FHWA), and the Montana State Governor's Office reporting requirements. If the TIGER Discretionary Grant funds are received for this project, full data collection and reporting will be implemented. The reporting will evaluate the success of the project and measure the short- and long-term performance, specifically with respect to the economic recovery measures and long-term outcomes specified in this notice.

7.4 Job Creation & Economic Stimulus

JOB OPPORTUNITIES FOR LOW-INCOME WORKERS. The US 2 – Two Medicine River Bridge project will promote the creation of job opportunities for low-income workers by utilizing best practice hiring and apprenticeship (including pre-apprenticeship) programs. The MDT has MEMORANDUMS OF UNDERSTANDING (MOU) with all seven tribal governments throughout Montana. In accordance with these MOUs, a negotiated number of trainees will be hired for the project, as will any qualified tribal members. These MOU's emphasizes Montana's commitment to Indian employment as a means of strengthening tribal communities and increasing employment opportunities for Native Americans residing on or near the reservation. Each Tribal Employment Rights Office works with contractors and sub-contractors to ensure technically qualified and reasonably priced employees are available. Goals are set in each contract for Indian employment in those trades where there are qualified Indian workers available. Firms that are 100% Indian owned, operated and managed also receive the highest employment preference from the tribe. These rules provide for increased benefits from employment and promote a stable labor force to ensure the steady growth of commerce on the reservation.

MAXIMUM PRACTICABLE OPPORTUNITIES FOR SMALL BUSINESSES AND DBE'S: The MDT Disadvantaged Business Enterprise (DBE) program encourages and supports the participation of companies owned and controlled by socially and economically disadvantaged individuals in transportation contracts. MDT's Supportive Services Program also provides business assistance to contribute to the self-sufficiency of DBE companies through skill development, training, and assistance with bonding and financing. There are currently seventy-

seven (77) Disadvantage Business Entities certified throughout the state of Montana. While it is not likely to serve as the prime on large contracts, it is likely to be hired as a sub-contractor. MDT, prime contractors and the TERO officer have pledged to work together to promote DBE contractors. Given available opportunities, additional firms may develop. Small business entities are common in rural Montana areas and any construction activity will have a beneficial financial impact.

COMMUNITY-BASED ORGANIZATIONS: The US 2 – Two Medicine River Bridge project will make effective use of community-based organizations in connecting disadvantaged workers with economic opportunities. There are a variety of community and economic development corporation throughout Montana. These organizations partner with MDT to promote development in the area by assisting in training and job skills and connecting workers with employment.

LABOR PRACTICES AND COMPLIANCE: The US 2 – Two Medicine River Bridge 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. The MDT Director signed the STATE ASSURANCE WITH REGARD TO EQUAL EMPLOYMENT OPPORTUNITY AS REQUIRED BY THE FEDERAL-AID HIGHWAY ACT OF 1968 on April 15, 2009. This agreement assures that employment in connection with all proposed projects will be provided without regard to race, color, creed, or national origin. It also includes the requirements for a system to ascertain whether contractors and sub-contractors are complying with their equal employment opportunity contract obligations and the degree to which such compliance is producing substantial progress on the various project sites in terms of minority group employment.

BEST PRACTICES: The US 2 – Two Medicine River Bridge project will implement best practices, consistent with our nation's civil rights and equal opportunity laws, for ensuring that all individuals—regardless of race, gender, age, disability, and national origin—benefit from the Recovery Act. Montana has a high minority population. There are firms throughout Montana capable of taking on this level of work and many low-income individuals actively seeking work. Population Most Likely to Benefit are From Economically Distressed Areas: The project is located in Glacier County and within the Blackfeet Indian Reservation which is designated as an EDA in Montana as defined by section 301 of the Public Works and Economic Develop Act of 1965, as amended (42, U.S.C. 3161). See Figure 4 on page 10.

At the jobs-per-spending multiplier of one job-year per $92,000 of government spending and no additional funding, the TIGER Discretionary Grant would generate 308.7 job-years or approximately 154 jobs in each construction season.

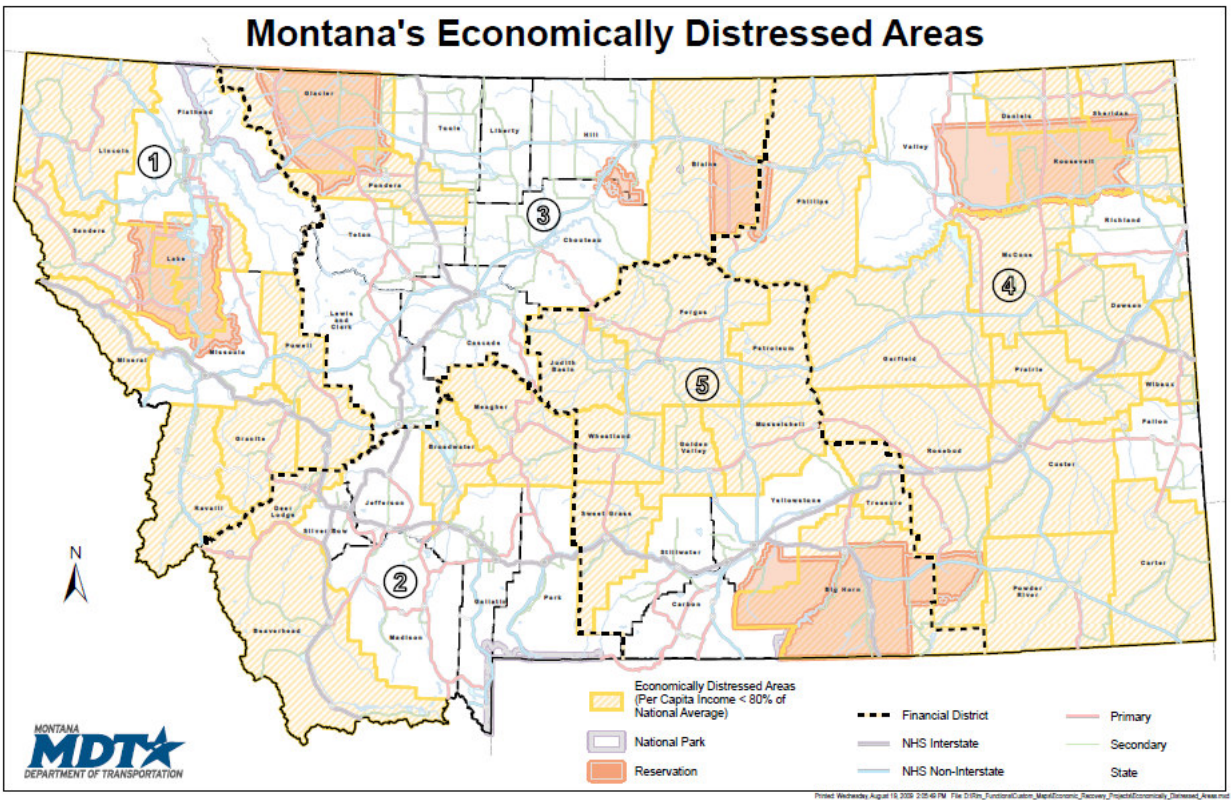

Figure 3: Economically Distressed Area in Montana

7.5 Project Schedule

Substantial preliminary engineering is complete on the US 2 – Two Medicine River Bridge project. The FONSI was signed March 2004, MDT is reviewing the final designs and 2003 Environmental Assessment to document any reductions to impacts or changes in environmental laws from the information presented previously. This work is anticipated to be completed by November 2009. The mitigation is in place for the minor amount of wetland impacts. Final updates will be completed to the permit applications when the exact construction dates are known. The preliminary permits have been coordinated with the various resource agencies; there are no outstanding concerns.

The project letting for construction is directly dependent on funding. The final designs and permit submittals is anticipated to be completed November 2009 with a construction letting date of March 2010. The project schedule allows the funds to be spent expeditiously and steadily throughout the project. MDT is continuing to investigate ways to accelerate the construction schedule, and the contractor will be allowed to submit options to reduce the duration of construction. The total project construction will take two years depending on weather and winter shutdowns. The normal construction season for this area is April through October. If weather allows, the construction season will be extended. This project will be substantially or totally complete by February 17, 2012.

7.6 Environmental Approvals

All environmental approvals necessary for the project to proceed to construction on the timeline specified in the project schedule will be obtained or have been obtained, including satisfaction of all Federal, State, and local requirements and completion of the National Environmental Policy

Act and Montana Environmental Policy Act processes. The Federal Highway Administration determined that this proposed project will have no significant impact on the human environment and signed a FONSI on March 24, 2004. A re-evaluation and re-delineation of wetlands is underway. The permanent wetland impacts will be mitigated at Alkali Lake, a wetland project completed in 2005 on the Blackfeet Indian reservation to restore an historic lakebed.

7.7 Legislative Approvals

This project does not require additional legislative approvals. The project is broadly supported by the local community and the tribe and is being carried forward by MDT.

7.8 State and Local Planning

The US 2 – Two Medicine River Bridge project is within the Statewide Transportation Improvement Program (STIP) for all phases of the project. The Superintendent of Glacier National Park and the Glacier County Commissions have provided letters of support for this project. They state that the bridge is a critical piece of infrastructure that improves safety and connectivity in the area. Copies of these letters are on the Two Medicine River Web page: http://www.mdt.mt.gov/recovery/grant_twomedicine.shtml

7.9 Technical Feasibility

The US 2 – Two Medicine River Bridge project is technically feasible with substantial preliminary engineering being complete. MDT examined multiple options and constructability issues of the project through the preliminary engineering phase. The concerns have been addressed. The final plans are scheduled for completion November 2009.

7.10 Financial Feasibility

The US - 2 - Two Medicine River Bridge project will be expedited if the TIGER Discretionary Grant were received. MDT has committed funding from other sources; however, these funding sources would result in the project being let in 2012 and anticipated construction complete in 2014. Advancing this project by two years offers numerous safety and economic benefits to this economically distressed area. MDT has expended federal and state highway funds to complete the design, right-of-way purchases, and utility moves. The proposed funding for the Two Medicine River Bridge project includes an existing SAFETEA-LU earmark of $25 million.

When the project is let for construction, MDT commits to funding any excess above the grant request by other funding allocations.

8. SELECTION CRITERIA - Secondary Selection Criteria

8.1 Innovation

The Two Medicine River Bridge project requires innovation due to the nature of the location and the difficult construction season. The structure will span the Two Medicine River 150 feet above the river. MDT has developed two design options, steel and concrete, to take advantage of the shifting material market trends and encourage competition among contractors. High performance material is being incorporated into the design to extend the life and incorporate features into the design to allow minor rehabilitation to occur under traffic.

8.2 Partnership

The Two Medicine River Bridge project demonstrates collaboration among neighboring and regional jurisdictions to achieve regional benefits. The broad range of participants and agencies involved in the project development include: the Blackfeet Indian Tribe, the Bureau of Indian Affairs, US, Fish and Wildlife Service, the National Park Service, the U.S. Army Corps of

Engineers, the Montana Department of Natural Resource Conservation, the Montana Department of Environmental Quality, the Montana State Historic Preservation Office and the Montana Natural Heritage program. Public interests groups and the non-profit East Glacier Park Chamber of Commerce have also been partners in the project development. An interdisciplinary team was developed to function in an advisory capacity and provide guidance and recommendations during the project development. Glacier County, the Blackfeet Nation and Glacier National Park have provided letters of support for the project.

9. PROGRAM-SPECIFIC CRITERIA

The Two Medicine River Bridge is a bridge replacement project. According to 23 CFR 650.707 the rating factor is 725, see calculation below.

$$Rating\ Factor(RF) = \frac{SR}{D} \times \frac{TCP}{ADT} \times \left[1 + \frac{Unobligated\ HBRRP\ Balance}{Total\ HBRRP\ Funds\ Recieved}\right]$$

RF = 29/1 * 47.5/1.9 * 1 = 725

10. FEDERAL WAGE RATE REQUIREMENT

The project implements best practices, consistent with our nation's civil rights and equal opportunity laws, for ensuring that all individuals - regardless of race, gender, age, disability, and national origin - benefit from the Recovery Act. There are firms throughout Montana capable of taking on this level of work. Montana has a high minority population and many low-income individuals are actively seeking work.

MDT certifies it complies with the requirements of subchapter IV of chapter 31 of title 40 U.S. code regarding federal wage rate requirements in relation to the Recovery act. MDT requires contractor training certification, payroll monitoring, and a formal complaint process to assure contractor compliance with Davis-Bacon ways rates and fringe benefits.

11. NATIONAL ENVIRONMENTAL POLICY ACT REQUIREMENT

The Two Medicine River Bridge project will not significantly influence the natural, social, or economic environment. A link to the completed and approved NEPA document for this project can be found at the following address:
http://www.mdt.mt.gov/pubinvolve/docs/eis_ea/fonsi_2medbridge.pdf

12. ENVIRONMENTALLY RELATED FEDERAL, STATE AND LOCAL ACTIONS:

The Environmental Assessment includes a Programmatic Section 4(f) Evaluation that was approved by the Federal Highway Administration in April 2003. Preliminary environmental permits have been discussed with the various agencies. The individual permits or authorizations will be secured for this project include an Aquatic Lands Protection Ordinance (ALPO) #90-A permit from the Blackfeet Environmental Office, a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers, a Section 401 Water Quality certification from EPA, and a Stream Protection Act 124 Notification from the Montana Department of Fish, Wildlife, and Parks.

13. PROTECTION OF CONFIDENTIAL BUSINESS INFORMATION:

All information submitted is publicly available data and the methodologies presented herein are accepted by industry practice and standards. No data in this application contains confidential business information.

14. SUMMARY:

MDT is committed to obligate and expend the funds according to the grant requirements if the requested TIGER Discretionary Grant funds on the US 2 – Two Medicine River Bridge project are received. If additional funds are necessary when the project is let, MDT commits to funding the remainder.

The US 2 – Two Medicine River Bridge project will

- meet the requirements of the grant by delivering programmatic results.
- achieve economic stimulus by optimizing economic activity and the number of jobs created or saved in relation the Federal dollars obligated,
- achieve long-term public benefits by improving the quality of life, investing in transportation, improving the environment, protection of the environment, that provides for long-term economic benefits, and
- satisfy the Recovery Act's transparency and accountability objectives.