Supporting FASTLANE and TIGER Applications with Benefit-Cost and Economic Impact Analysis

The combined team of industry professionals at **Impact Infrastructure** and **OnTrackNorthAmerica** have developed best-practice benefit-cost analysis (BCA) approaches and tools and have been involved in dozens of transportation and freight rail-focused economic evaluations that have collectively generated hundreds of millions of dollars in federal and state funding over the last decade. Our experience in economic analysis tells us that rigorous, transparent, and inclusive BCA's win more grants and engage more communities. It is this combined approach implemented into project assessment that we've seen generate the most funding and get the most stakeholder buy-in.

We provide a range of services from express assessments such as model review/quality control of BCA's and adding additional monetized benefit categories to craft a more convincing and defensible argument for funding, as well as full-service comprehensive and transparent economic business case evaluations to prove the merits of your projects.
Below is a selection of successful grant funding recipient projects we have supported; our business cases have helped:

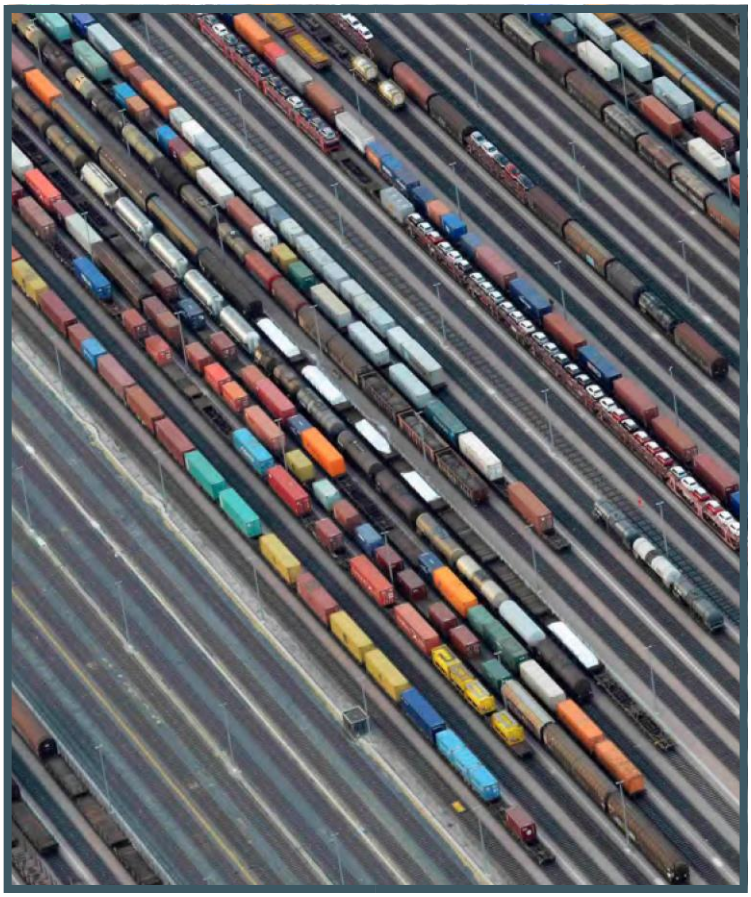
- BNSF/UP/TxDOT generate $34M for multimodal freight rail capacity improvements for Tower 55 in TX
- BNSF generate $54M for reducing freight rail delays and improving capacity for Tehachapi Corridor in CA
- BNSF/UP/City of Colton generate $97M for grade separation and rail congestion reduction at Colton Crossing in CA
- CDOT and the City of Chicago generate $19M for improving access and safety for bicyclists and pedestrians across CN rail tracks and other rail infrastructure to connect Bronzeville Bridge to the Lakefront Trail in IL
- MassDOT generate $112M for various projects, including $70M for the Knowledge Corridor, $10M for the freight rail rehabilitation of the Merrimack River Bridge, and $32M for the South Station Expansion
- DOT generate $20M for the freight rail replacement of the Memorial Bridge in MA

Our team has developed economic business cases to help earn federal funding across nearly all types of transportation infrastructure sectors and project types. For example, in the freight rail market, we have assisted clients in generating funding for a broad variety of projects including:

- Grade separation
- Rail yard enhancements
- Capacity improvements
- Track rehabilitation
- Port improvements
- Marine terminals
- Intermodal facilities
- Transload facilities

In addition to freight-related infrastructure, we have worked with clients extensively across an expansive array transportation investments and generated funding for projects including:

- Multimodal transit (BRT, streetcar, light rail, commuter rail)
- Complete streets
- Bridge rehabilitation and replacement
- Highway and interchange projects
- Transit station developments



Given our experience in the economic evaluation of all types of freight rail projects, there are a wider array of impacts that should be accounted for in addition to the primary benefits of freight rail infrastructure (such as time savings, accident reduction, avoided emissions, and cost savings). These secondary and emerging economic benefits typically take the broader perspective that accrue from the project and may include impacts such as: reliability of passenger travel times or freight deliveries, reducing recurring delays at critical transportation bottlenecks, improvements to the existing human and natural environments surrounding the project, increased access and mobility, recreation opportunities, health outcomes, amenity value, benefits to safety and public health, storm-water runoff mitigation, and noise reduction, amongst others.

Our team of professionals has decades of experience in economic evaluation and has amassed a vast repository of cost-benefit data and benefits valuation methodologies to quickly and cost-effectively provide the support needed to enhance your chances of funding.