



U.S. Department of Transportation  
Office of the Under Secretary

# ***INFRA*** INFRASTRUCTURE FOR REBUILDING AMERICA



# Today's Webinar

- **Introducing the INFRA program**
- **Statutory Requirements**
  - Eligible Applicants
  - Eligible Projects
  - Eligible Project Costs
  - Minimum Project Size
  - Grant Amounts and Cost Share
  - Requirements for Large and Small Projects
- **Selection Criteria**
  - Support for National or Regional Economic Vitality
  - Leveraging of Federal Funding
  - Potential for Innovation
  - Performance and Accountability
  - Other Considerations
- **Suggested Application Format**
- **Questions and Answers**



# Introduction

- ⦿ Discretionary grant program authorized under the FAST Act through 2020 - previously known as FASTLANE
- ⦿ Approximately \$1.5 billion available for infrastructure grants for FY 17 and FY18.
- ⦿ INFRA program preserves statutory requirements and utilizes updated criteria to evaluate projects and align with national and regional economic vitality goals.
  - Leveraging increased investment by state, local, and private partners.
  - Promoting improved project performance and accountability.
  - Providing project sponsors maximum flexibility to propose innovative solutions to address specific, local needs.
- ⦿ **APPLICATION DEADLINE: November 2, 2017 8 PM EST.**

# Eligible Applicants

- ◎ State(s)
- ◎ Metropolitan Planning Organizations with 200,000 population
- ◎ Local Government(s)
- ◎ Political subdivision(s) or State or local government
- ◎ Public authorities (including port authorities) with a transportation function
- ◎ Federal land management agencies applying jointly with a State(s)
- ◎ Tribal government/consortiums
- ◎ Multi-State or multijurisdictional group of public entities

# Eligible Projects

- ⦿ Highway freight projects carried out on the National Highway Freight Network
- ⦿ Highway or bridge projects carried out on the National Highway System, including:
  - Projects that add Interstate System capacity to increase mobility
  - Projects located in a national scenic area
- ⦿ Grade crossing or grade separation projects
- ⦿ Other freight projects that are:
  - Intermodal/rail freight project
  - Within the boundaries of a public or private freight rail, maritime (including ports) or intermodal facility

# Eligible Project Costs

- ◎ Development phase activities, including planning, feasibility analysis , revenue forecasting, environmental review, preliminary engineering, design work, and other pre-construction activities
- ◎ Construction activities including new construction, reconstruction, rehabilitation, property or equipment acquisition, environmental mitigation, construction contingencies, and operational improvements

# Minimum Project Size

## Large Projects\*

- The lesser of:
  - \$100 million
  - 30 percent of State's FY 2015 apportionment, if project is located in one State
  - 50 percent of larger participating State's FY 2015 apportionment, if project located in more than one State

## Small Projects\*

- Doesn't meet large project minimum project size

*\*Previously incurred expenses may count toward meeting minimum project size requirement if they are eligible project costs and were expended as part of the project for which the applicant seeks funding.*



# Grant Amounts and Cost Share

## ◎ Minimum INFRA Grants

- \$25 million for large projects
- \$5 million for small projects

## ◎ Cost Share

- Up to 60 percent INFRA grants
- Up to 80 percent total Federal

*Previously incurred expenses cannot count toward cost share*



# Requirements for Large and Small Projects

## ◎ Large Project Requirements

- Generates national or regional economic, mobility, or safety benefits
- Cost-effective
- Contributes to one or more 23 U.S.C. 150 goals
- Based on the results of preliminary engineering
- One or more stable and dependable funding or financing sources
- Cannot easily be completed without Federal funding
- Reasonably expected to begin construction 18 months from obligation

## ◎ Small Project Considerations

- Cost-effectiveness
- Effect on mobility in the project's State or region

# Selection Criteria

- ◎ **Support for National or Regional Economic Vitality**
- ◎ **Leveraging of Federal Funding**
- ◎ **Potential for Innovation**
- ◎ **Performance and Accountability**

# Support for National or Regional Economic Vitality

- Supporting Economic Vitality includes projects that:
  - Achieve a significant reduction in traffic fatalities and serious injuries on the surface transportation system;
  - Improve interactions between roadway users, reducing the likelihood of derailments or high consequence events;
  - Eliminate bottlenecks in the freight supply chain;
  - Ensure or restore the good condition of infrastructure that supports commerce and economic growth;
  - Sustain or advance national or regional economic development in areas of need, including projects that provide or improve connections to the Nation's transportation network to support the movement of freight and people; and
  - Reduce barriers separating workers from employment centers, including projects that are primarily oriented toward reducing traffic congestion and corridor projects that reduce transportation network gaps to connect peripheral regions to urban centers or job opportunities.
- The Department will evaluate this selection criterion by relying on quantitative, data-supported analysis, including an assessment of the applicant supplied benefit-cost analysis.



# Leveraging of Federal Funding

- To maximize the impact of INFRA awards, the Department seeks to leverage INFRA funding with non-federal contributions.
- An application which proposes a 20 percent federal share will be more competitive than an otherwise identical application proposing a 50 percent federal share.
- The Department will consider three additional pieces of information in assessing this criterion:
  - The Applicant's available resources or other broader fiscal constraints. (This may apply to applicants from rural OR less wealthy areas.)
  - If the applicant is a regular recipient of federal funding, the non-federal share of their overall transportation program.
  - The Applicant's plan for future operation and maintenance costs associated with the project's life-cycle.



# Potential for Innovation

- ◎ DOT is seeking to encourage innovation in three areas:
  - Environmental review and permitting (New Approach)
  - Use of experimental project delivery authorities (SEP-14/15)
  - Safety and technology
- ◎ These will be assessed to the extent they are applicable to the project.

# Performance and Accountability

- ◎ DOT seeks projects that allow it to condition funding on specific, measurable, outcomes, such as:
  - Reaching project delivery milestones in a timely manner
  - Making specific State or local policy changes that advance desirable transportation outcomes
  - Achieving specific transportation performance objectives that support economic vitality or improve safety.
- ◎ These examples are illustrative, but DOT encourages creativity.
- ◎ DOT does not intend to impose these conditions on unwilling or interested INFRA recipients.

# Other Considerations

- ◎ **Geographic Diversity**
  - The Department will consider the contributions to geographic diversity among recipients, including the need for a balance between urban and rural areas
- ◎ **Project Readiness**
  - The Department will consider the risks to successful completion of the a project, including risks associated with environmental review, permitting, technical feasibility, funding, and the applicant's capacity to manage project delivery.
  - The Department is required to determine that a large project is reasonably expected to begin construction within 18 months of obligation. The Obligation deadline for FY 2017 funding is September 30, 2020, and the obligation deadline for FY 2018 funding is September 30, 2021.

# Suggested Application Format

Application Cover Page

Project Narrative (25 page limit)

- I. Project Description
- II. Project Location
- III. Project Parties
- IV. Grant Funds, Sources, and Uses
- V. Merit Criteria
- VI. Project Readiness
- VII. Large/Small Project Requirements

Appendix

- ⦿ Benefit Cost Analysis
- ⦿ Supplemental Information (If Applicable)



# BCA Guidance Update

- ⦿ Revised format (single document)
- ⦿ Additional topics
- ⦿ Additional recommended values
- ⦿ Discount rate
- ⦿ BCA webinar planned – late August

- ⦿ Applications must be submitted by 8:00 PM EDT on November 2, 2017. Applicants are strongly encouraged to make submissions in advance of the deadline.
  
- ⦿ To register on Grants.gov, applicants must:
  1. Obtain a Data Universal Numbering System (DUNS) number;
  2. Register with the System for Award Management (SAM) at [www.SAM.gov](http://www.SAM.gov);
  3. Create a Grants.gov username and password; and
  4. The E-Business Point of Contact (POC) at your organization must respond to the registration email from Grants.gov and login at Grants.gov to authorize you as an Authorized Organization Representative (AOR). Please note that there can be more than one AOR for an organization.
  
- ⦿ [For complete information and instructions on each of these processes, please see instructions](#) on grants.gov registration.



- ◎ For additional INFRA information and how to apply:  
[www.transportation.gov/buildamerica/INFRAgrants](http://www.transportation.gov/buildamerica/INFRAgrants)
- ◎ For technical questions, please email:  
[INFRAgrants@dot.gov](mailto:INFRAgrants@dot.gov).