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HDR



BIL Grant Funding Programs: Which Ones Should You Pursue?

April 26, 2022



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Overview of Federal Grant Programs

Federal Grants

Benefits

- Additional funding
- Fill funding gap
- Frees up funds
- Attention

Challenges

- Federalizes project
- Subject to NEPA, Uniform Act
- Performance reporting
- Deadlines
- Effort and time
- Match required



New and Enhanced Transportation Discretionary Grants

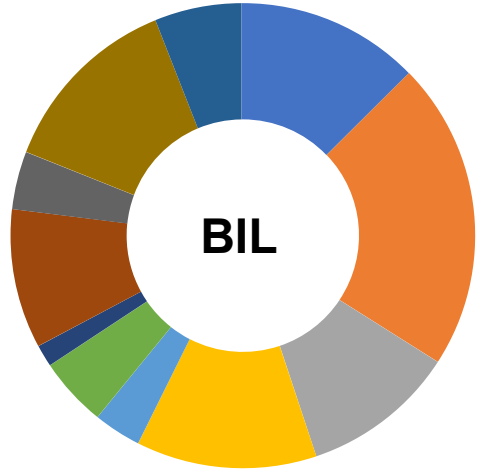
Bipartisan Infrastructure Law (BIL) Terminology

- **BIL:** AKA Infrastructure Investment and Jobs Act
- **Discretionary Grant:** Competitive process
- **Formula Grant:** \$\$\$\$ apportioned to states
- **NOFO:** Notice of Funding Opportunity (grants.gov)
- **NOFO Schedule:**
 - No set schedule, 2022 may set precedent
 - **New:** USDOT has upcoming NOFO site:
<https://www.transportation.gov/bipartisan-infrastructure-law/upcoming-notice-funding-opportunity-announcements-2022>

New and Enhanced Transportation Discretionary Grants

Bipartisan Infrastructure Law

- **\$350 billion for highway programs**
- **Many new programs**
- **Mostly Formula**
- **Discretionary**
- **More opportunity for local agencies**
- **\$18B in transportation discretionary grant funding in FY2022**
- **Earmarks**



■ Energy Grid (\$65 billion)	■ Roads and Bridges (\$110 billion)	■ Water (\$55 billion)
■ Broadband (\$65 billion)	■ Ports (\$17 billion)	■ Airports (\$25 billion)
■ Electric Vehicle Network (\$7.5 billion)	■ Resiliency (\$50 billion)	■ Environmental Remediation (\$21 billion)
■ Passenger Rail (\$66 billion)	■ Public Transit (\$31.5 billion)	

Upcoming Grant Opportunities

- RAISE – Done
- Port Infrastructure Development – due May 16
- Mega/INFRA/Rural Surface Transportation – due May 23
- **Upcoming:**
- Safe Streets and Roads for All – By mid-May
- Reconnecting Communities - June
- Railroad Crossing Elimination (FRA) – June
- Bridge Investment Program – June
- Culvert Removal/Replacement – Summer
- SMART – September
- Congestion Relief – TBD
- PROTECT - TBD



Safe Streets and Roads for All Grant Program

- **Safe Streets and Roads for All (SS4A)**
 - \$5 Billion (\$1B/year) – 60/40 to Implementation/Planning Projects
 - Available to MPOs, Local Agencies, Transit Agencies, Tribal Governments
 - Vision Zero Adoption; Safety Action Plans; Safety Strategies and Projects; Planning, Design, and Supporting Activities for Reducing Injuries and Fatalities for All Modes (especially VRUs)
 - National Roadway Safety Strategy is a Priority
 - Expect NOFO by May 14, 2022
 - Webinars Next Week



Reconnecting Communities

- **Reconnecting Communities Pilot Program**
 - \$1 billion (\$200M/year)
 - Available to facility owners (state, local, transit, RR)
 - To restore connectivity to a community where a barrier was created by the construction of a highway, rail or other facility. Focus on improving mobility, access, economic development, and connectivity.
 - Capital or planning uses of funding
 - Planning max \$2M, 80/20 split
 - Capital min \$5M, 50/50 split
 - NOFO expected June 2022



Railroad Crossing Elimination Program

- **Railroad Crossing Elimination Program**
 - \$3 billion (\$600M/year)
 - Available to States, MPOs, Local Agencies, Tribal Government, Port Authorities
 - Focus is on improving RR crossing safety and mobility through grade separation, track relocation, and closure. Technology applications also considered.
 - 80/20 split typical, but hardship factors may increase to 100% federal funding
 - NOFO expected June 2022



Bridge Investment Program

- **Bridge Investment Program**
 - \$12.5 Billion (\$2.5B/year)
 - Available to States, MPOs, Local Agencies, Tribal Governments
 - Replace/rehab bridges in NBI; replace/rehab culverts to improve flood control and aquatic habitat
 - Large projects >\$100M (50/50 split)
 - Others - \$2.5M minimum (80/20 split)
 - NOFO expected June 2022



National Culvert Removal, Replacement, and Restoration

- **National Culvert Removal, Replacement, and Restoration Grant Program**
 - \$1 billion - \$4 billion (\$200M - \$800M/year)
 - Available to States, Local Agencies, Tribal Governments
 - To meaningfully improve or restore passage for **anadromous** fish around or over a weir by eliminating blockages or building ways around culverts/weirs.
 - Administered by Office of Multimodal Freight Infrastructure and US Fish & Wildlife Service
 - NOFO is expected Summer 2022



SMART

- **Strengthening Mobility And Revolutionizing Transportation (SMART) Grant Program**
 - \$500 million (\$100M/year)
 - Available to States, MPOs, Local Agencies, Tribal Governments, Toll Authorities, Transit Agencies
 - Demonstrate smart city technology and systems – AV, CV, sensors, system integration, commerce logistics, aviation tech, smart grid, smart signals, etc.
 - 40/30/30 – large, medium, small communities split
 - Very specific prohibitions – enforcement, ALPR tech
 - NOFO expected Q3 or Q4 2022



Congestion Relief

- **Congestion Relief Grant Program**
 - \$250 Million (\$50M/year)
 - Available to States, MPOs
 - To advance innovative, integrated, and multimodal solutions to aid in congestion relief in most heavily congested cities. Congestion management system, HOT, congestion pricing, demand management, off-peak travel, etc.
 - Population > 1 million
 - Minimum grant \$10 million
 - Must consider impact on low-income drivers
 - NOFO expected (TBD)



PROTECT

- **Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)**
 - Formula and Discretionary - \$1.4 billion
 - Available to states, locals, MPOs, tribal governments
 - Resilience Planning, Flood Mitigation, Evacuation Routes, Coastal Infrastructure Improvements
 - 4 sub-grant programs
 - NOFO expected (TBD)



EV Grants

- **Discretionary - \$2.5 billion**
 - Charging and Fueling Infrastructure
 - Not just EV, also CNG, HFC
 - Grants \$300M in FY22
 - NOFO expected (TBD)
- **Formula - \$5 billion**
 - State must submit a NEVI plan by Aug. 1
 - Along AFC
 - State will distribute – agency varies



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Grant Application Best Practices

Aligning to Federal Priorities

• Consider Grant Criteria

- Safety
- Economic Competitiveness
- Equity
- Climate/Sustainability
- Innovation
- Partnerships
- Freight Movement
- Multi-Modal/Mobility
- Quality of Life
- Job Creation



Position for Grants

Not Enough Time After NOFO Published to Do Everything

Prior to NOFO

- Evaluate readiness
- Costs
- Select best-fit
- Engineering, environmental, and fiscal
- Political support
- Grant application team

During NOFO Response Time

- Letters of support
- Write to criteria
- Develop BCA
- Project graphics
- Manage team



What is the Typical Timing for a Grant Application?

From 2022 NOFOs

- RAISE - 90 days
- MEGA/INFRA/Rural NOFO - 63 days
- PIDP– 91 days
- It varies

- Register with Grants.gov — do early
 - New UEI (Unique Entity Identifier) requirement

- Grant Funding Deadlines:
 - Obligation - *must be able to meet (can vary)*
 - Expenditure – *must be able to expend by certain date or X years*

Tips for Grants Success

- ★ Clear statement of needs/impacts
- ★ Good presentation, themes
- ★ Easy to read text, maps & graphics
- ★ BCA in alignment with latest guidance
- ★ Engage Congressional delegation
- ★ Strong political and stakeholder support
- ★ Do not let NEPA delay schedule
- ★ Scope the project to fit the grant criteria



Dos and Don'ts

From USDOT Feedback

- **Do:**
 - Tell a good story
 - Ease evaluations
 - Follow NOFO
- **Don't:**
 - Try to create something
 - Bury data in the BCA
 - Obscure key points



Federal Transportation Grants

New/Latest Information

- **Carbon Reduction Program** - \$6.4 billion in formula grants, states need a plan
- **Earmarks** – \$9 billion in FY 22, more in FY 23
- **BCA Factors** – Fit to criteria, requirement varies
- **Smaller Entities** – How do they get considered for grants?
- **Funding Caps** – Limits on awards
- It is a **Reimbursement Program**
- **Match** – What is competitive?

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