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The presentation given today is downloadable in the box at the bottom of your screen. The recording and presentation will be available online in the next few days. If you have any additional technical questions during the presentation please send them to me and we will respond to the email. Our first presenter today will be Office of Infrastructure Finance and Innovation the interim program manager.

Thank you Nicole, and welcome everyone, I couldn't be more excited to be talking with all of you today about our program. We just put the notice out last week, we have a very short window for you all to read the notice so, I am looking forward to making as much out of the session as possible. When you have questions, we will go through our presentation today, feel free to enter them into the chat, and my colleagues will be responding them to them there, and then we will have another opportunity to enter question at the end of today's presentations as well.

So, to go over a quick agenda today, we will do a brief introduction to the INFRA program. This is the sixth round, so you some of you may be familiar with it. But for some of you that it's a new program, and you haven't heard of it before, so we will be going some of the extensive requirements for eligibility, project size, I have a little brief quiz to see if everyone is paying attention, and we will go over our selection criteria including the new selection criteria and other considerations. I will review the slides on the application from that, and then we will go through questions and answers. In addition to myself on this call, I am joined by two of my colleagues Aubrei Barton, and Alex Beres. So it will be the three of us today we will be alternating today as we go through the slides . So you will hear from them as we go through the presentation today.

So, the introduction to the program, this program has been around since 2016. It was originally part of the F AST act, then we got another year this past fall. We have about \$889 million on this round.

That's of course split up between large and small projects like covering cost-sharing projects slides we will cover. And we are looking to not only maintain the, obviously the statutory eligibility requirements, but also, evaluate projects that address key priorities, supporting our national and regional economic vitality, addressing climate change and environmental justice, advancing racial equity in reducing barriers to opportunity, leveling and leveraging increase investment by state, local, and private partners, and promoting innovation solutions and bringing those solutions to barren of course, said right at the top, we don't have a very long application window, and we are conscious of that. That is an unfortunate consequence, and we really want to make sure that we can deliver the full comprehensive review in time to meet our statutory deadlines. We are making selections, so while I know you guys have been working very hard over the next 30 days, we will also be working very hard immediately after your application's comment to make a comprehensive thorough review and a swift evaluation process. That's our promise to you, in return for your hard work over the next 30 days or so. That deadline is Friday. APPLICATION DEADLINE: March 19, 2021 11:59 PM , that is Eastern, and that is Eastern

daylight Time, and we will be switching from standard to daylight Time on the 14th. Just something to keep in mind. With that, I am going to turn it over to my colleague Aubrei Barton.

Thanks Paul, now we will go through some of the really important basics for eligibility. We will talk about eligible applicants, projects and project costs. So first starting with eligible applicants. This is the full list of eligible applicants so, be it a state entity, and in CO of a certain size, local government, and political subdivisions or state or local governments, public authorities and that does include port authorities or others, with a transportation function, federal land management agencies could apply jointly with states, tribal governments are eligible and then, other multistate or multijurisdictional groups of public entities. Really, all of these are public entities. You must be a public eligible entity to be eligible. Next we will look at eligible projects. So you must be an eligible applicant and have a eligible project to apply. This is also some of the eligible products. The highway freight project carried out on national highway freight networks. It could be a highway or bridge project carried out on the national highway system. It could be a graded crossing or a grade separation project. And I will just say, for those and there are plenty of maps and resources provided on D.O.T.'s website to figure out if your project is on those networks or in the system.

And also other freight projects that are eligible. But these must be, intermodal/rail freight projects, or within the boundaries of a public or private freight rail, Maritime, of course including ports or intermodal facilities. So intermodal rail projects are available. On that note, you will see that there's a little note at the bottom that says, there is a cap on the freight projects for rail freight/port/intermodal project costs by statute. So we have about hundred 40 \$6 million remaining available for projects of that nature.

Looking next at eligible project costs. Spirit

So any construction activity for new construction, reconstruction, rehabilitation, equipment acquisition, environmental mitigation, contingency, and operational improvements. Anything related to the construction of a project that is eligible. And additionally, development phase activities like reconstruction work, you know, feasibility studies, environmental reviews, preliminary engineering, those are also eligible.

Not, we will get into the selection criteria, later. I just want to highlight that for the notice of funding, the development activities that are eligible, but they can be less competitive in some cases. So we can discuss that later, but please do pay attention for that.

Thanks, this is Alex, so, some of the minimum project sizes are unique to INFRA because they are both large smart objects and small project considerations. The large projects are anything less than 1 million, or 30% of the states apportionment of funds if the project is located in one state. There's a list there of those few states where the lesser is less than \$100 million as well as if there is a multistate large project it is 50% of the larger participating states, and there are just several there listed. We have a table in our notice of funding opportunity as well in the frequently asked questions tab at the website at INFRA to go into those amounts. Usually, they range from about 50 million dollars to the hundred million dollar range. So, this is also just in small projects, simply they just don't meet that large project minimum.

The one thing to say about this slide, this minimum project size that we won't talk about anywhere else is that we will include previously incurred expenses that count toward the project size. Everything else you'll hear about, future project cost, we won't consider a previously incurred cost for match. Here for determining minimum project size, we will consider those previously incurred costs.

Grant amounts and cost share. Minimum INFRA award size, so the award size for the INFRA grant is \$25 million for large projects, and \$5 million for small projects. There's also a cost share. For INFRA it is 60% of the total project cost, but for the total nonfederal, or the total federal amount funding is 80% so that the total project cost can go up to 80% of federal funding, but only 60% is from the INFRA grant. We don't include previously incurred expenses toward the cost share amount. We will go into it a little bit later about the balance on that cost share, but also the competitiveness of the criteria when it comes to leveraging federal funds. For right now, we will go to an eligibility quiz. I'm gonna tell everyone here listening that up until this year, I was actually on the other side of these presentations, listening as a potential applicant. I was always going, why an eligibility quiz? But every time that Paul or others would go through it, it would ask her a question that I had in time so it's usable in terms of getting you thinking about things. So, an eligibility quiz. Question number one. My project has a future eligible cost of \$6 million but I'm in a rural area. Should I apply for INFRA?

Unfortunately, the project is not knowable because the minimal project size, because of that \$5 million minimum for a small project gets it over to, just over \$8.3 million. And at the very end, there's the 5 million minimum award plus should be percent cost share. Eligibility quiz number two. What is the most I can request in INFRA funding?

Excuse me.

60% of your future will eligible project cost. There is not a statutory maximum award, but all prior rounds, the largest award previously provided was \$184 million. And the current updated median for large project awards is \$60 million. So that gets kind of a range, and an idea for everyone, although there's not a statutory maximum award. This is what has happened in the past.

And the final eligibility quiz question number three, I have already spent \$20 million of nonfederal funding for design and engineering on my project. I estimate that my future eligible cost will be \$90 million. The question is, what is the minimum amount of nonfederal match funding I need to commit to be eligible for the award? Well that 90 million is what were going to be considered, and that is the eligible project costs so 20% of that is 18 million. So that is the maximum 80% for federal assistance of future eligible cost. So that eligibility quiz, if you have additional questions, we would review more than happy to answer them. And I will pass it back to you, Paul.

Thank you very much, Alex, I hope people enjoyed that. I want to the statutory requirements for large and small projects. Because these in the being pretty impactful particularly for large project applicants. So, it's worth giving them some extra attention right up front before we get to the

selection criteria. These remain unchanged since 2016. We have provided more guidance each year in how we assess these to hopefully assist our applicants and ensuring that they are able to provide the best information for us so that we can determine whether or not your project meets these requirements.

So, the first large project requirement is that the project is based and contributes to national regional economic mobility or safety benefits and generates those benefits. We assess this requirement by looking at your benefit cost analysis that you submit as part of your economic vitality section of your application. If so, we rely on our economic vitality team to help us understand what are the benefits that your project is interesting. The second large project requirement is your project is cost effective. And we base this on our assessment of your projects benefit cost ratio, so many of you have heard from me if you been on a debrief, oh what are economic vitality team does. They start with your benefit cost analysis, and they review it to see if it matches our methodology and your assumptions are plausible and consistent with our data. And we come to our own conclusion as to what our best relief is your benefit cost ratio for your project is. It's based on the data that your data provides along with our own guidance on that subject. And so, in order to be selected as a large project, we have to determine that your project is cost effective and has a bit of a cost ratio greater than ours.

The third large project requirement has to do with meeting the goals of (23 U.S.C. 167), this is the goal for the federal-aid Highway program. These are freight goals, but the idea is that your project has to contend to one or more these goals. Again provided you describe the benefit and the benefit cost analysis, and we think those are plausible, chances are that it addresses at least one of these goals as part of your project.

The fourth large project requirement is that the project is based on the results of preliminary engineering. So, you know, we've got a pretty broad example of the list in the notice of what we mean by luminary engineering. Any of these types of documents or analyses you see listed here, we consider luminary engineering for the purposes of meeting this requirement. However, we want to see that you have evidence that these things have been completed in your application. You describe them, you indicated that they are complete, so that we can say that your project is based on one or more of these analyses. So, you know, important to try and write that out clearly in the application.

The fifth large project requirement is that the project is based, and can be completed with one or more stable independent funding or finances sources that you've identified in your financial plan. So, we look in a few different areas of your application. In one area we look to see you know, our all the grant funds and sources that you prescribed in your sources and uses table are all of the noun federal faces federal stable and dependent. To the extent that we understand a nature, we want to know are they highly likely to be able to this project schedule. Sometimes we can get really caught up on are these funds committed, not committed, and what does that mean? I think you can understand from our perspective, you know, if you have funds that are subject to a voter referendum that you know, may or may not pass at some .2 years in the future, that's gonna look to us as perhaps a little concerning as to whether or not we can commit those funds as stable and commendable. On the other hand, if they're going to be filled in two years through a sort of routine act of stuff again Vernon's or something along those lines that you have a long history of

receiving, you know, that we may be able to conclude a stable and dependable. So it really depends on context. And obviously the most information you can provide on this, the better. Another important feature of this is we have to see that your project has contingency funding. Make sure to describe that either in your narrative, or in one of the SF 424 forms you submit that has a contingent line item or otherwise include the contingency in your estimates that you provide.

And of course, other documentation here as well.

Large project requirement number six is an interesting one, and it's written in a way that sometimes leads to tension between it and the proceeding would where we are looking at how certain all of your funding is here. We have to conclude that your project cannot be completed easily or efficiently without federal funding. So, what we really want to hear from you is, what is the impact on your project if federal funding including the INFRA grant or other financial assistance were unavailable for your project. And, you don't have to tell as well, we never do the project then, but that might be the case for some of you, it may be that the project is important, but it will take a couple extra years to raise the fund to start the project. Or maybe it'll take two or three extra years to finish the project. You'll have to spread out the time it takes to complete the project, the federal funding, the in frog grant is giving you the timeline, so those are certainly examples of the sort of material impacts that showed to us at your project cannot be completed easily, or efficiently without federal funding.

And important caveat here is to not say that the impact of federal funding is on your overall program, or other projects you might have. I think it's very common sense as an approach to say this project is so important we are doing it regardless of whether or not we get this grant. But applying for this grant would really save us a lot of money that we could use to build the next three projects on our priority list. That's a totally commonsense way of thinking about something like this, but unfortunately, for the purposes of this program, that does not allow us to say, you need or meet this requirement. It can't be enough to say our grant saves you money that you can spend on other things. It has to you know, be the case that we cannot complete this project easily, or efficiently without federal funding.

Okay but the last large project requirement is that we have to conclude that your project is reasonably inspected to begin construction 18 months from the date of obligation of the funds. So, that's an important point. We actually look at your schedule, and we have to see two things. One, we had to say that the obligation is going to occur within the obligation timeline. That is actually, somewhat long. We have up to three years after fiscal year 2021 to obligate these funds. So, that means they expire on September 30, 2024. We want to see with some level of comfort, that we are going to be completed by that date. But if you are planning to obligate funds this fall if awarded, for example, then we will have to conclude that your project would be concluded within 18 months of that day which can sometimes be a little tricky if you're planning to obligate funds that would have a long preconstruction. And not begin construction for two or three years. That runs in the problem. You want to shows a schedule that shows obligation occurring within the obligations window, and secondly construction beginning within 18 months of that date.

Okay. Now, we are going to move to the selection criteria. We will go through those, and I will be doing the first one, and then I will hand it over to my colleague Trent 19 Aubrei Barton. Here the six selection criteria and key packages that we've outlined in the notice. There are other considerations as well, that we will discuss at the end of the section, but four of these, for those of you who have applied previously are substantially the same as they were before, so we're hoping that with the short application window, if you have procured an application in the past, you should be able to use a lot of the information for your project to address these selection criteria and the ones that have made substantively simple. Although there are some main difference is that we will go over.

The first one will talk about his national economic vitality. This good news is that this one has changed very little. This continues to be of preeminent importance to our project selection process, and the way that we assess economic vitality for the 2021 round is by looking at your benefit cost analysis. The department has updated its benefit cost analysis guidance on the website. So for those of you who have been here before, please make sure you look at that, and that you have updated the appropriate values and other calculations to reflect the current year. But, the guidance, and our approach remains substantively much the same as it was in the past in terms of how to capture your benefits for your projects, your built scenario, your no build scenario and compare those two.

Second criteria is climate change and environmental justice. And I will turn it over to Aubrey to walk through this.

Thanks, Paul. So this criterion is new this year, so we will go through it now. We are looking for projects that address either or, climate change, or environmental justice. We are looking at two different ways that prosthetic could digest this. The first is by climate change and environmental justice in the project planning efforts. We looked at a good number of example, so this is funding, so I encourage you to check that out in detail. These are some examples here. So, those projects that support regional or climate action plans, projects that demonstrate they use environmental justice screening tools in the beginning. So one example is the EPA tool that's out there. We are looking for demonstrated evidence that these things have been considered in project planning so, just be sure, when you are working on the application, that it is one step farther than just stating we considered it. But really we are working on some specific examples of the statement.

The second way could be addressed is through the actual design of the project by incorporating project elements dedicated to mitigating or reducing impacts of climate change.

So, traditionally we have seen some projects that were geared toward resiliency efforts, in addition to those, we have seen projects that directly reduce emissions maybe through mobile shift or other ways of generally promoting energy efficiency. We could look for projects to incorporate electrification and zero emissions infrastructure, and also, maybe Brownfield development, recycling, and redeveloping existing or dilapidated infrastructure that might currently be causing harm to the environment.

These are just examples, and really we encourage you to read this passage of the notice of funding very carefully for specifically how to address the selection criteria.

The way that this review will work, applications will receive a rating, high, medium, or low, based on how well they address these. And to receive a high rating, project should address environmental change and environmental justice in both the planning construction and all stages. So for more questions, with that, I will hand it to Alex for racial equity.

Thanks. This is Alex again.

So our second of our new criteria is racial equity and barriers to opportunity. So, this is an reflection of the executive order 3985 on racial activity as well as the departments looking to seek projects that advance advanced racial equity and reduce barriers to opportunity. Two things. That actual projects and outcomes from this and planning apologies, when it comes to planning and policy examples can include racial equity impact analyses, equity focused community outreach and engagement, and equity in conclusion Clarence for project procurement. Once again as Aubrey spaded with the climate change criterion, please read the notice of funding opportunity for other examples. But those are just a few to start with. And the second is project investments. Project investments that specifically try to provide new connections for underserved communities, or eliminate prior barriers. That could be physical barriers of getting plant, bridges, caps, parks, intermodal investments, that include walking, or disability access as well as partnerships with land banks, or land trusts, or access waterways, or projects sponsorships for mobility projects. So there is a vast array of ways to look at and qualify for this objective. But we really once again of encourage everyone to look at that criterion number three in the funding opportunities.

As well as the climate change criterion for racial equity, applications will be assigned a rating, high, medium, low, based on how well they address both of these areas. So, if you address both of those, you will get the highest rating. So, that is our second of our new criteria on for the program. Back to you, Paul.

So, one of our old criteria that we are maintaining on this round leveraging federal funding, you know, we are obviously aware of the impacts that COVID-19 has had on a lot of budgets. At the state and local level, you know, we understand that Internet are sensitive to that. This is designed to be a relative rating, so, it does change in terms of how all of the relative applicants submit their applications and that will change how the applications are scored. But really, we do think it's important to get bang for our buck and really try and stretch the federal jarred lawyer ready far. So we will be assessing how much nonfederal leverage you will calculate into the project that's part of the many ratings that we will be assigning to projects. So you will receive one of five ratings depending on the percentile of the distribution. If your project falls under a large or small project. For the first time we publish on our rep side under the additional resources, a guidance page with a table that shows what the actual percentile ranges translated into for the 2020 round of applications for large projects and small projects. So, if you are curious about that, you can go and look and see their, what the 2020 pool look like. But obviously Baird mind, that those numbers themselves may change. They are exact percentages, just because you've

submitted the same percentages as you did last year, you may have a better or worse rating depending on how well your competitors do business.

The next criteria are innovation criterions. And this is gone through important changes. The three areas we are looking at are the same as they were in the last round. We are looking at the accelerated deployment of innovative technology as part of your project by including access to expand broadband. We are looking at innovative permitting, contracting, and other project delivery practices, and we are looking at innovative finances it. But in those categories we made two important changes. The first change is that in addition to just describing the technology or innovative approach you will be incorporating into your project, we also want you to connect that to one of the objectives of the program which are the, you know, broadly speaking, the criterion that we've already discussed today. So economic vitality, climate changes, environmental justice, racial equity and reducing barriers, so one of those three criteria. But also, you can also connected to one of the statutory goals of the program. We have described those in the notice. They have to do is sort of the transportation outcomes that many of you are familiar with, enhancing safety, enhancing efficiency, and those kinds of rules as well. So, we want you to both describe the technology and then also connected to one of those goals or objectives and describe that in tact. Another thing under the areas we have a pretty lengthy list of technologies and approaches that we consider innovated. We can add it to that list this year. You know, we do highlight for example if your project is considering applying local hiring standards or other you know, ways to enhance you know, those kinds of relationships in your community and bring more development to your community for more job opportunities. Those fall under innovative approach to project delivery, and we also have a beta of project deliveries that describe environmentally friendly design and things of that nature. Take a look at that list if you haven't already.

So that is an innovation.

We also have performance and accountability. Again, this is a criterion we have had in previous rounds. We've added two little bit, but the two components of this criterion, the first is have you described a critical plan to address the full lifecycle cost of your project? At a minimum, we look for that plan to include an estimate of the overall lifecycle cost of your project, a identified source of funding, and an applicant that you know will be sufficient to pay for long-term maintenance of your project. And also a description of policy controls and what rate you have in place to get sure that that won't be diverted elsewhere. We also look at whether you are willing to adopt accountability measures. To have been conditioning fundings that we have had previously and sharing your grant support on meeting construction milestones, or on meeting the project success indicator within 12 months of completion related to the benefit of your project. So if you expect that the project will result in reduced congestion, and faster travel times, and you know, that perhaps seeing that performance project is completed, you can put your money to your mouth is to that effect.

Additionally, we've added to this round another accountability measure. If you have demonstrated that you will be entering into a community benefit agreement, and you make commitments and follow through on that community benefit agreement, then that also is sufficient for addressing me accountability portion of this criterion.

A couple of other considerations that we have for this round is always, one of the things that we have is geographic diversity. We will be looking at whether or not your project fits, or contributes to an overall geographic diversity including balancing the needs of community urban and rural areas. And we cover this on the next slide as well, but whether your practice will be taking place in and in designated community development zone. We have included in that, opportunity zones, empowerment zones, promise zones, choice and is a good designations. I will click on the next slide for both of these. And also project readiness. People ask us what this means? Our project radius looks at your application the schedule you provided, and how much you described in terms of your processor and completing the environmental review and permitting process and other risks that would potentially delay the obligation of the award. We may assign a risk rating that helps inform our leadership, what's the risk if we make this award that we will absolutely be able to obligate the fund to get the project underway? So in addition to your schedule, you want to provide that information that helps explain the risks that you've identified and how you are mitigating the risk. One thing I always say is that, you know, if you are silent on something, doesn't mean that we are going to assume it doesn't exist. If anything, you know, it might raise our eyebrows a little bit higher. You know, third-party agreements with other entities that are not party to the application can sometimes cause problems down the road if we've awarded a project on the road and it turns out a major third-party is not in full agreement with that project moving forward. So that's something that we want to know and understand. What partnerships do you have in place there? If you have a lot of right away that you had to acquire, if there are other potential obstacles to the financial feasibility of the project, obviously we evaluate that in a few different places but that can, appear as well. Make sure to have a good section that addresses project readiness. This doesn't mean that we are Berkeley prefacing projects that will be able to obligate funds in the next six months. Sometimes we know projects have a longer lead time and they have better benefits. So it's a relative risk rating. And, we have an obligation. That runs till September 30th, 2024. So, bear that in mind as you prepare your application.

So, couple of other considerations. The department is going to assign a rating based on whether the project includes multimodal nonmotorized infrastructure. This is really just a simple categorization we use if your project includes expanded infrastructure for people who are not in motor vehicles, you know, that is something that we will note in our evaluation process. And I also mentioned where the projects are located, and one of these federally designated community development zones. We will be relying on your representations on this, so, if you don't know whether you are in one of the zones, and you don't tell us, that you are in one of the zones, we are not gonna be going in making that conclusion ourselves. So just bear that in mind. We want you to tell us which of these you qualify for. We will do our best to double check your work, but we are not going to be going through and checking for every project the applicant doesn't let us know whether there are covered or not by one of these designations. And then the last thing to be mindful of that's new this year, is actually INFRA extra. This is in consideration for the evaluation process. Some of you have seen it, it is new. We wanted to use the INFRA program to promote to a lot of project sponsors out there who have large-scale needs and projects that they'd like to get moving quickly, the availability of the loan program to provide low-interest, low-cost, flexible financing to help advance is projects. So with the INFRA extra program, it what it is meant to do, is if you submit a competitive INFRA application that we are going to

evaluate like all of the other INFRA applications and it is not among those that is selected, which is to say, we expect the program to be very competitive and we will have a number of projects that are on the list of projects for consideration, but not of them are awarded. You are now essentially able to, if you do pursue a loan at up to 49% of your total project cost as opposed to 33% of your project cost.

So it's a little incentive if you are a strong project in our INFRA project evaluation determines that you are a strong project, to consider a loan if you are unsuccessful in receiving a INFRA loan. That is a INFRA extra initiative.

All right. I think I'm going to hand this off again.

All right, so the important stuff. What does the application look like? And we did provide a suggested format and outline, but we can go through here, as well. So there is a page limit to the project narrative. So in the project narrative, we really need all of the key information to assess the project starting with the basic distinction, maybe some maps, project location, which parties are involved, and who the partners question mark and then later, where the funds coming from? What are the sources, the level of commitment? And they use may be detailed. The budget, the merit criteria, usually we see applicants stressing each of those selection criteria in the paragraph or two of the narrative. There should be a project readiness section addressing some of those targeted questions like liquidation obligation deadline questions. And then we also do recommend that there is a specific section dedicated to the large project requirement. That should help so we don't have to go digging through the application or interpreting things. It's easiest if applicants address those questions explicitly in a large project requirements section.

So, we know that 25 pages is not a lot of room. So, we do accept appendices as part of these applications. And what we most confidently see as a benefit cost analysis appendix. Don't forget, that is required for the INFRA program. These must be submitted. And specifically what we are looking for here, in the appendix is to include the model that has transparent calculations. So for example unlocked Excel spreadsheets, and that will help our economist kind go through and inspect the methodologies, make sure that everything is aligned with guidance.

There could be other appendices but just please be sure to clearly reference those in the application if you are going to use them. And some examples here could be, letters of funding commitment, detailed budgets, documents that support preliminary engineering has been completed, etc.

So that's what the application usually looks like.

You know, I touch a little bit on what we are looking at on BCA documentation. Our guidance has been updated, so do check it out. And I do want to highlight that we have a benefit cost analysis wasn't and are scheduled for Wednesday and you can still register for that via our website, if you would like.

All right. So in summary, here. Don't forget APPLICATION DEADLINE: March 19, 2021 11:59 PM . We really encourage applicants to submit before that date, and even more

importantly grants.gov, if you are not currently registered, please, please, do start now. It's going to take a few days, a few weeks to get registered if you are new to grants.gov. So, definitely register early. Make sure to go through all of the steps. If you haven't already, please double check your authorized organization representative and get question about that. That person must be able to submit the application or authorize it.

Then we do provides more of a summary of instructions for how to use grants.of in these links and on the INFRA website. One more note, I'm emphasizing really do need to submit early. Don't wait for the last minute. We are not really able to provide much technical assistance with grants.go. It's not our system. It's kind of external. So please don't wait to the last minute and please submit well before that deadline.

So, we are coming to the conclusion of our presentation here. We know we do have a lot of questions, they were mentioned today. But we are checking out the chat. Make sure you connect to the link, check the drop-down menu, for any questions we didn't answer today that are outstanding, you can always contact us. And we do have a few questions here in the chat. So thank you for your patience as we work to select those. So, Paul if you are ready we have organized the questions by topic and a very first one is that, we've had quite a few concerns about the timeline, it's a short timeline. But for questions, INFRAgrants@dot.gov . But Paul, if you could complete what you were saying about why the timeline is show short. And how do we get good valid applications given that short timeline?

Take you, and thank you for those questions. I very much sympathize with you. The reason we have to have the deadline so soon after we published the revised notice, is because we have a congressional statutory deadline to meet that is in late June that is 180 days after the appropriation bill passes in late December.

So, we want to meet that deadline. We are under instructions to meet that deadline, some really in order to make sure that we can provide a full and thorough, and careful evaluation of your applications, we unfortunately had to reduce the amount of time available for you to prepare those applications given you know, given our demands to meet that statutory timeline.

The upshot hopefully for all of you is that, unlike several years ago, we will be working very hard and very swiftly to evaluate our application and make our notified Congress of our proposal of actions by the end of June. So, I think that hopefully means that you won't be left wondering for months on and whether or not your project is still being considered. We will be working towards those announcements in that timeframe. So, I understand the big issue with the deadline, but unfortunately, it's just a byproduct of the transition, and the statutory timeline that we had provided to us.

Thank you, Paul. And we did at another question, on winning awards will be announced. And as Paul said, there is a statutory deadline to be put out by June. We have a few eligibility questions here. The first one from Debbie. Our streetscape projects eligible? Good question. So, we want to talk about eligibility for roadway projects. The project has to be on the national highway system, or national highway freight with network in order to be eligible as a highway project. So, provided that your project is on one of those routes, then, yes. If you were doing streetscape and

work including expanding or improving the nonmotorized infrastructure alongside those routes, if that exists, you know, then yes, that would be eligible. But, it is limited to roadways on those that particular debt is designated routes. I happen to know that in many cases, obviously the interstate system and major arterials which are important, but, a lot of local roads, unfortunately, are not eligible. Why shouldn't say unfortunate, they are just not eligible for this program, they would have to be a NHS designated route. But streetscape's projects would be eligible if they are on the NHS.

Thanks, Paul. Another quick eligibility question, are virtual electric charging stations eligible?

We are looking into this right now, actively. So I wish I had a firm answer for you. I know that you know, under some other sources of funds, there sometimes restrictions on being in the public right-of-way, being in the interstate right away versus not, and so, I'm going to have to get back to you on this one. But should is the note to the infra grants inbox and we will answer a question on this later this week. I know this is an area of interest and we are exploring it right now. Send that to INFRAgrants@dot.gov. Thank you, Paul. Nicole, do you think we could check the phone for questions?

Yes, if you go ahead and check the phone the questions, you will be provided as to how to put yourself in the queue to ask your question via phone.

To a speaker that you have a question, press one, then zero. Each question will be asked in the order it was received.

Again, if you'd like to ask a question on the phone, please press one, and then zero. And I will place you in the queue. Aubrey.

We have one more eligibility question, then we will get to some of the questions on large project determinations. So, Paul, are graded road crossings required? Are they required on freight routes, or could passenger rail lines be eligible?

What a great clarifying question. The answer to both is if they stand alone as their own eligible type of project, which means that a railway, highway grade crossing does not have to be a NHS route to be eligible first of all. It also means that he does not need to carry freight to be eligible, either. So this is the one circumstance I think, where for rail projects, it does not need to have a freight specific purpose, but a railway, highway, grade crossing, or grade separation whether it's on the NHS or whether it carries freight traffic are not, is eligible for INFRA funding.

Thanks, Paul. Alex, I think we have a few questions on large project determinations.

Yeah, thanks Aubrey, Paul Jennifer asked what project milestones should be met to demonstrate that projects will be ready to obligate by the appropriate timeframe? So that's a really good question, Jennifer. Of course, it really depends on the size and scale of your project because that obviously impacts what kinds of milestones that will be looking at. If your project is a very large project that would require him pyre impact statements, obviously we want to see that that is on the way, and hopefully has a clear schedule and is scheduled to be completed before the

obligation. Is over. But, if the project is not likely going to require something of that scale, and I think it is instead, on the other end of the scale it would likely qualify for a category of exclusion or something of that nature, then the project does not have necessarily have to have initiated that process. This is something very common to projects that don't otherwise routinely access federal funds. They may not have been able to initiate the need for process or have completed it without a order of clear federal nexus. So, we understand that reality, and so we are able to factor that in. So, in terms of the deeper process, we are definitely depending on the size and scale of the project. If it's something in the middle, where there may be an environmental assessment that's necessary, and you are anticipating a finding of no significant impact with that, then obviously we want to know as much information as possible about what is leading that conclusion, and what potential resources, you know, that you received are impacted that will be analyzed as part of that an understanding is this a realistic timeline to complete that process before we obligate the funds? So, I hope that answers your question. If you have a more specific milestone that you are curious about, go ahead and pop that in the chat.

Paul, an additional luminary engineering question. Richard asked our 30% design drawings good for preliminary engineering?

Yes. That would be good for preliminary engineering if you've already completed 30% design in reference those having been completed. That would be excellent.

Steve asks, is large project requirement number six applicable only to infra-funding or nonfederal funding?

That can be applicable to all federal funding in the project. But INFRA funding can be included in that. But if it's easy to say that what the impacts would be, absent any federal funding, that is sufficient to meet that requirement because of the way it was written in the law.

Paul, Laura asked should we provide a link to large project determination as evidence question my

Yeah, so this is a question we get a lot, not just about large project requirement information and evidence, but other additional information that we some time see to support the benefit cost analysis and the assumptions we made there. You know, we need evidence supporting the project readiness determination and things like that. Here's what I say. We definitely have a constraint on the size of files just from a data perspective that we can accommodate through the grants.gov portal, and the system. So, please, if you want to provide a link to support some of these very, very large files. You can do so. Rather than try to attach them in through the application portal. That said, sometimes links don't always work, and that could be a challenge also we have to make sure that what we are evaluating is consistent what what is submitted with the application has been altered, changed, or updated after the fact. So, we start with what's in your narrative, and what's in your attachments. And then, so, that's the most critical information to have if you really want to, you know, rather than submit an entire DIS, if you want to link to that someplace publicly where we can go and see it, I think that makes sense. For the learning project department for preliminary engineering, I think a link for the specific items is probably okay.

But, for your benefit cost analysis, obviously, we want to see that with the full spreadsheet and model and be able to manipulate it ourselves. That you need to submit through grants.gov portal.

I know that's maybe, fuzzier than I'd like, but hopefully that gives you a sense of that, but yes you can use links and passwords and things like that, but really, only do that for the things that are just the really huge files that otherwise wouldn't be able to attach very easily through grants.of.

Thanks, Paul. Leslie asked, with such a tight application., How heavily will letters of support be weighted? Congressional letters are going to be tough to get.

Great question. Letters of support, in a few different flavors, so my answer is gonna be dependent on the nature of the letter of support. The importance of letter support from a valuation standpoint is that letters of support are from third parties, whether those are local businesses, or other entities impacted by your projects like railroads or in some cases, letters that exhibit community outreach that are important for us to understand from a readiness perfect is, is your project well supported, and are the partners in place? As well as from potentially a funding perspective. All the applicants there, and if they're not all coming from the applicant itself, but if you have other parties providing funding, are they signed on to the application? Do they support the project? Do they acknowledge that commitment that you are making for them in the application? Those are the most important letters of support from an evaluation standpoint from the criteria and the statutory requirements.

The other flavor is met letters from your members of Congress or congressional delegation. You know, those are obviously feedback we get from a lot of projects. And obviously the most up-to-date letters you can provide are going to be helpful. Our leadership I think, is also aware of the timeline, and if the project will be substantially the same as it was last fall, and if you have a old letter, and that's all you can submit, you can feel free to submit that, and know that that will be understood because I think it is obviously valuable than it up to late letter, but it's not worthless. But everyone operates at the same basic constraints and prioritize on the letters that really have important impact on whether or not your project can be completed on time with all the funding that it needs to be completed ahead of other letters. But, that's how I would advise letters of support.

Thanks, Paul.

We still have a good amount of written questions, but Nicole we will pause right here to check and see if there are any phone questions at the moment.

Hello, Carl, your phone line is open.

Yes, quick questions, is there a primary code requirements based on this application?

Yeah, all the projects that come in and are selected will have to comply with the federal highway administrations by America federal highway which is section 313 of title 23. So we encourage applicants to identify you know, whether or not they think they will require a waiver if they do

believe it will require a waiver to please let us know so that we could prepare for that in our evaluation.

Okay, and the other question I have is the spending with the private match, you said something about any money you have funded and expended prior to submittal can that be utilized as part of the application, is that correct?

So, let me try to understand. So, if you have private funding that you wish to use and count as match for the project?

Yes, a private match, correct. Yeah.

Okay, what I would say, anything within the four corners of our grant agreement which we will count as match has to comply with all the relevant federal requirements. So, you can certainly use private funds as part of that, but it will be to just as the same as other state funds as well as the federal funds in terms of applying all the federal requirements. If you have other work that's related to the project that you want to highlight that is in some ways matching the project in the sense that it shows there's commitment from external stakeholders to make investments of that nature, but it's not going to be you know, spent according to federal rules, and regulations, that is well and good, but we want count that in terms of meeting the match requirements for the grant award. I think, you know, it does benefit your project, but it presumably means there's more benefits that are being accrued because you have more investment banking.

Thank you.

[Indiscernible - overlapping Speakers]

Sorry, those are all the questions that we have over the phone now.

Okay, we do have quite a few that came in through the chat so thank you all for your thoughtful questions. We will go back to what Alex said earlier in the presentation, can you speak to the presence of applications that have committed to meeting some requirements that are measured question my

I would say that it is something that is not universal among our projects. Not every project that has been selected in the broad past is made such a commitment. We obviously have multiple criteria that we are evaluating projects against, and sometimes they have other strengths that are not captured by that particular criterion. I will say other projects that are selected, and an overwhelming number of applications that choose to address the performance measure in the accountability of it. They usually elect a focus on the construction milestone on their schedule under the offering of conditional penalties that don't meet their schedule. There are some already that have elected to look at a performance measure as well. And I think that that is really compelling and ultimately, the way it works, is that if you are selected and you identify that as a reason you were selected, but you go to negotiate the grant you need to spell out specific terms. You usually aim for that to be as close as possible to what you submitted in your application although obviously we understand sometimes circumstances change over time. And that has to

be addressed, but it's not something that is very common across our previous award winners. But it's something nevertheless that we are again encouraging in this round.

Thanks, Paul.

Another question from Alan related to the environmental justice criterion. The environmental justice guidance for the screening tool like the one that was mentioned from the EPA?

Yeah, I think if you forgot evidence that youth followed the federal environmental justice, the federal highway environmental justice guidance and can discuss that and describe that, I think that is a good example of that element.

Great.

Going back to eligibility and project classification, Kelly is wondering a little bit more about the eligibility requirements for urban and rural designations specifically related to that 200,000 population?

All right, so INFRA is easier some of the programs that we have, and there are no imprints on the requirements across share of anything of that nature if you are urban or rural. The same requirements apply across the board. So, while we do designate whether you are urban or rural, and there is a statutory minimum of funds that must go to rural areas of 25% of those funds that we award must go to projects located in rural areas. From the applicants perspective, or I should say from an individual projects perspective, there is no, there's nothing you need to consider whether or not you are urban or rural. Obviously we have herbal and and rural projects in your deciding between them, at some expense, you can exacted there is a minimum dollar amount for rural projects, there's a bit of an advantage. But that is the important distinction in terms of whether or not you are urban or rural.

If you are going back to the eligibility side and looking at those eligible applicants, the statute is written in an interesting way where it it specifically describes MPO's with populations with more than 200,000 as an eligible applicant. If you look at the other eligible applicants like public authorities comes with the transportation function, we believe that that includes all relevant MPO's regardless of size. So don't get thrown off by that. Basically, regardless of how large you are for an MPO, you are eligible to apply as a public authority of the transportation function.

All right, great.

Sean is wondering can previous project completed as part of a corridor study be concluded as a authority to define large projects and is there an expiration date for those costs?

That's a good question. What were looking for, I think in that circumstance would be are these previously completed projects, are they really a part of that large project you know, both in function and, to a certain extent in time, we don't have a formal date before which we want consider, but I would feel, it would be very difficult to justify an improvement that would say, 10 years ago and say, that's a previously incurred cause for an improvement you are seeking today.

But, if it is something that you did in the last let's say, you know, 2 to 3 years, maybe there's a better argument there. But you want to really highlight to the evaluation team, that you believe this is a large project because you believe these costs should be considered towards the overall cost of the project to the cost of the project you are applying for the purposes of meeting that pass requirement.

Now there are a couple of other distinctions that are important to make here. One, is that when it comes to evaluating your benefit to cost analysis, we want to make sure that the benefits are based, the ones that you are estimating are based off of all the costs that you're estimating. So, if your benefit cost analysis in your benefits incorporate the improvements you've already made, then we need to include those costs. If it will only, and, if they are not truly independent, if they are really independent, we might be able to consider them as part of your overall project size. But, we would want to see an individual cost analysis for the new improvement that your building, and make sure that the benefits are only based off of the new improvements and not the old improvements. So, that's the important thing to factor in. The other thing to understand is, you know, there is an advantage to being a large project which is you can apply for more funding and 90% of the funds are for large projects. However, there is a disadvantage, which is that the large project incur much strict or guidance than for smaller projects. Sometimes is an advantage to being a small project especially if you're concerned about whether your project can meet all of those costs. So something to bear in mind.

Okay, thanks Paul. And I think that may be answered Jenny's question and Robbie's question as well. But if not, you know, feel free to ask another question about the previously incurred costs.

Alex, I will turn it over to you to answer a few questions.

Can INFRA fund environmental design and not construction?

That's a great question, and that reminds me of something perhaps I should've covered when I went over the slides I thank you for bringing it up.

So, to answer your question, as a small project, that could be and eligible award. There are no requirements for small projects. To be able to show that they can enter construction. As a result, few just spot funding for environmental and preconstruction activities, that could be ineligible award. However, as we've made clear in the notice, we are looking for projects that result in construction. So, you know, I think a project like that is going to be less competitive if it's just for additional design and engineering work and environmental work. But, I can't say that it's not eligible. For a large project, we have the logic project requirements make it very difficult for us to make an award that only factors in the environmental review and design work. Specifically, that seventh large project requirement, we have to conclude that the project is slightly to begin construction within 18 months of the obligation of funds. So can we show that we are gonna obligate, you know, \$5 million, and you've got say \$10 million worth of design and engineering? Or, let's say it's something really large, and you actually need \$15 million to complete the design and engineering for your project, we have to conclude that after we obligate that and you start to spend it that your project is going to begin construction with 18 months of that award. Unless we

feel you've got another source of funds that's going to build this project, that is going to be very difficult for us to conclude your project meets that requirement.

Inks, Paul. Related to that. Stephen asks if you can have [Indiscernible] right away before your construction begins for your project. Good question.

The question for the season, is what is the actual timeline and what are the implications for being able to obligate the full amount of funds, and also that the project will begin construction. So, we can within that narrow timeline work with the project where yeah, we are going to, obligate some funding early to start procuring right away with the idea that the project will begin construction right away, but we need to be able to conclude it within 18 months if it's a large project. If that's too short of a window, you have a couple of options. If you are large project you can plan to spend some of your match funding on the right away portion and wait to obligate the INFRA dollars until closer to the 2024 deadline at the end of construction and begin it at that point. That something you can pursue, but obviously that involves more risks for you, and more risk for us to a certain extent. If you are small project, that requirement doesn't apply. And we don't have an issue with that, but in general, I think the high profile nature of these awards, are not really interested in making awards to projects that have truly lengthy timelines. I think, everyone wants to see progress once these awards are made, and given a few years times, see things get underway under construction. So bear that in mind, as well.

Thanks, Paul. I have a couple of transit related questions. One, Mark asked our transit projects were allowed on this program?

Sure, that's a great question. And I think I see what the next one is going to be, so I will say that, you know, in very limited circumstances the answer could be yes. But in most cases, the answer is no. The eligibility's are limited to Highway and freight projects with freight including you know, freight rail, portal, Intermodal, we do have that eligibility for grade crossings and grade separations. In that sense out. So a railway highway grade separation would be eligible even if no freight trains travel over the particular rail track in question.

But, otherwise, you know we want projects that enhance freight rail that if it's a rail project that it can have passenger benefits as well, but that the project has to have some benefits to freight movement in terms of rail work. And I think, well, why don't we asked the next question.

Sure, Paul. Kissed he asked, what energy projects associated with bus rapid transit services be ineligible project?

You know, I think certainly to the extent that any highway project that carries bus rapid transit vehicles is an eligible project. So, you know, as a highway project, it's eligible. If it is an exclusive offramp for the purposes of serving a transit only facility, I'm going to have to follow up and maybe post the frequently asked question about that as well. I have not encountered the request for an exclusive highway, or roadway facility that would be used exclusively by a transit vehicle, but I will confer with my colleagues in the Federal Highway administration and otherwise, we will get something out there on the frequently asked questions. Thanks, Paul. We

still have written questions, but we will pause to go to Nicole to see if there are additional questions by phone, at the moment.

We do not have any questions over the phone at this time.

Again participants, if you would like to ask a question over the phone, please press one and zero on your phone keypad and it will put you into the telephone Q.

Alex

's well Paul loves phone questions, so if you have some, keep them coming.

Car lease is asking to elaborate on the freight rate element and its purpose.

So one of the things that we sometimes get asked by our senior leaders as much as these projects have really strong freight benefits. So we have a rating that allows us to identify those projects and we will be using, you know, your benefit cost analysis in this sort of threshold volume of benefits that are specific to freight to help us identify which of those projects are freight benefit projects. So, you know, most freight rail and port projects although maybe not all, you know, will be freight projects in all likelihood, and then for highway projects, and we know that highways carry both trucks and cars and more vehicles and interstates of that nature.

And so, yeah, some of those highways they may have a very high percentage for trucks or a high actual volume of trucks, and you know, that might help us prove that the purpose of that project is really to assist the movement of freight as opposed to just a more general movement of motor vehicle traffic on the interstate type projects. You know, obviously we have other ways of looking at projects that are not about motor vehicles, but looking at you know, other types of people moving in ways that are like that. But that is the idea behind the freight rating. Hillary asked, given the recent Biden executive order, do you anticipate changes to procure awarding processes?

No, I think our policy on by America and is remaining consistent and it is an important policy of the abiding administration. So our expectation is going to be that the projects we receive of course, comply with our domestic preference laws specifically with our program for federal highways by America policy. So, that's gonna be our expectation. Obviously, we understand that there's a possibility that your project may require a waiver, and we are requesting that you inform us of that as part of the evaluation process if you anticipate requiring a waiver. If you don't make that clear, and you don't inform us of that and we look at the nature of your project and we think it's going to require waiver and you have an informed us, we're going to definitely assume that it will. So something to bear in mind.

So, there's a question, is there a real difference between INFRA extra and applying really available? So, 33 versus 44%.

Yet, so that is using the and for a extra in the project so that it really would yield a 49% loan over and above the policy of 23%. You can apply for INFRA and you can seek a larger than 33%

loan, but my understanding is that you know, to date very few projects have been granted a higher than a 33% loan because they failed to demonstrate the necessary attributes to receive that increase. So, this is one way that yes, if you do apply through INFRA and your competitor, being able to then potentially apply for the 49% loan we hope is more attractive than the usual 33% you might otherwise expect.

Thanks, Paul. A couple of questions on deadline and the additional changes.

Sherry asked, if we anticipated the more changes to those funding opportunities such as additional criteria are for a valuation?

We do not anticipate any additional changes. One thing I know, is that a notice did say that the deadline was Eastern standard Time. For March 19th, and of course, we are crossing over to daylight time. So if you have not gotten, but we are updating that and if you have EST, please substitute Eastern daylight Time, but otherwise, we are not anticipating any additional changes to the notice.

Then this is a clear furcation from Robbie. Is there any chance that grant deadline will be change giving us more time?

I do not foresee that at this time. You know, we are aware of the short timeline that we proposed in the notice, that we public, it's not an easy decision for us, but we wanted to ensure that we met the minimum 30 days, but also ensure that we have enough time to fully evaluate your applications and make selections.

So we do not anticipate any changes to the deadline at this time.

All right, Paul our next question is also related to deadline from Alan.

Can letters of support, and after the application deadline?

I think this is a good question, I think it relates very closely to my first question about those letters of support. The ones that I think that arm the most important, we actually want before the deadline.

So letters from third-party entities that impact whether or not you can move forward on the project because either they have their own equities in terms of property or ownership, or servicing the project, or if you are providing funding. Or otherwise support of the project through other investments. Outside the project itself, those you actually need to submit before the deadline. After the deadline, people still continue to mail letters of support to the department, and particularly from political officials, and members of the Congressional delegation, they come through the mail and they are dealt with like all correspondence which is to say, they are logged in and a response is generated. I can't guarantee they will be considered for the evaluation the. They will be evaluated very quickly after the 19th. And leave the door open for that.

So those letters of support, obviously, you are free to put them in the mail, and we will generate a response, but we want to make sure that it's included in the evaluation. Leave it attached to the evaluation and the application that you submit.

All right. A question from Jim. What INFRA funds need to be programmed in the state TIP before we can go and get a contractor or a obtaining of a contractor question my

Great question. After the funding is awarded, then there is a few steps that take place. For the program, there is a 60 day notification window, so when we notify Congress of our proposed election, they have 60 days to review the selection so we can make any actual obligations. That's an important point in terms of being able to obligate the award. After that window is up, we begin that obligation process, and that involves negotiating a project term sheet, or a grant agreement depending on who's abode is administering your award. That process can take a few weeks and months depending on how close you are to obligation, and how much the obligation is ready to go. If you still got a lot of preconstruction and other work to follow through on. So, my understanding is it's usually along those lines where an applicant will be going to the processes of getting the funds and TIP getting the projects ready to go. My understanding is that if you spend the funds, ultimately they need to be in the TIP . My recommendation that the answer to this question is yes, but I would say if you are really having a tight timeline and you are really interested in moving quickly, talk to your Federal Highway division office, assuming you are representing at a highway project, and they can provide clear guidance on how those events should be sequence should you receive a INFRA award .

All right, thanks, Paul. We have a few questions about costs, what eligible costs are, and we have another number of other questions, so if you do have questions please go ahead and put them in the chat. Question from Justin. We have been in the understanding that the policies to only use your funds to match or leverage calculations but not including those previously incurred funds. I guess is asking for clarification as to whether this is a different policy from Parry rounds?

Thank you. Yeah, no, this is consistent with how we have evaluated it in terms of match funding. We've always looked at the funds that will be spent, or incurred after the award is announced.

That is sort of the timeline for understanding what the match points are. The previously incurred costs that you have occurred already or will be incurring over the next three or four months before you get word of whether or not you have a INFRA fund, that can account essentially for one thing only which is your project size in terms of determining whether or not you are a larger small project. But, it does not count as a match because I believe the regulation is that two CFR 200 which basically states that match, for something to account as magic must be spent when the applicant has a reasonable understanding that federal funds are forthcoming which for a discretionary grant like this, you really don't have that reasonable assumption until we have actually made the selections.

And somewhat related, Jeannie asks an earlier question about that cut off for previously incurred costs and future costs. Does that mean if applicants do their best they estimation of the application and all the cost prior to that? Or does the department suggest they use a 2022's lit between ascots and future cost? What's the best practice?

Maybe this is a little better for you. I actually think again, that same regulation allows for costs incurred after you have a reasonable expectation that the award is forthcoming, you can as match provided that you get permission from the agency that is going to be administering your award. And provided that there are so few other qualifications, I believe, but if I was in your shoes, I would say you know, you don't have to wait until you assume all the costs that you would be incurring for the next or, until the end of 2021 will not count toward your match. Instead, provided that you know, you provided to incurred them in the alignment with the federal regulation, and you are able to after receiving an award, or hearing word that a award is forthcoming that you notify Congress of your proposed election. Contact you know, the division office assuming again this is a highway project and most of our applications are, you may be able to sort of get permission to start expending those funds that will be able to count as your match even if your obligation isn't going to be until the end of you know, 2023, or something to that affect. Hopefully that helps clarify. The important Dave Ross is going to be, you know, when did we announce the award. And so, that's what we will be looking for to distinguish between previously incurred and otherwise. Just bear in mind, that if you do start spending funds you are spending them at your own risk, you know, better safe than sorry. I would say, wait until you have interacted with the operating administration, and either highways, FRA, or a a, but don't be spending any funds to make sure that you've got everything in alignment and you've got permission to do that. If you want to estimate that that will be at the end of 22 to 2, I think that what I'm sorry excuse me at the end of 2021, I think that would be a prudent idea.

You know, we've got really good questions coming in here and just a few more to go. So again, if you have any questions, please type them in.

Sandy was asking, how long an ideal large project is estimated to last?

That's a good question. I don't think we have and I'll deal here. If you're talking about the construction window, obviously, you know, the size of the award and the size of the project makes a big difference. But you know, I would say from a practical perspective if your project is and to be open, you know, if you're construction. Is going to be five or six years long, and euro not be getting that project under construction for another two or three years, that to me seems like that is a really long time to wait for your project to start producing benefits. And, because brick bear in mind we will be looking at that schedule when it comes to calculating the project schedule and your benefit cause. So, there isn't an idea, and obviously, you should be as forthright about the anticipated schedule and what it should be. So, I would say to me, I think a project that is not going to begin construction until 2024, and maybe not complete construction until 2030, it's gonna be a really long timeline.

All right. Kurt is wondering if the D.O.T. will be reviewing unfunded obligations from the past round and putting out suggestions for resubmission.

That's a great question, and that is something that we do offer prior applicants it's a great segue and I would think we will offer them for prior applicants and we will offer a debrief about going over how your application was rated and provide you feedback so you can understand how it was rated, and if you choose to, how you choose to address the feedback and future applications.

If you do have a previously submitted application and you did not receive a debrief, please email us at D.O.T.gov, and we will go through that. And those that have applied in the pastor applying for the first I've if you have not been awarded, because historically as we are putting out, we are usually only able to award 10 to 15% of the application we received. Of course that means 80 to 95% of you are disappointed at the end of the day. So, that's just a result of the amount of funding we have available versus the amount of interest in the program. Certainly, we will offer debrief after this round as well, and you will be able to get feed back on how you were raiding what's this round is completed.

Perfect.

Richard is wondering have there been any/miniport projects awarded?

Yeah, we have awarded port projects, and there are a section of funds that go to port projects that is a well as straight rail projects that have been applied beginning in 2016 that was 500 billion over all. So that was for five years this last year for the additional funding they did so we have about of hundred 46 million in total underneath that restriction. That just applies to the award amount, but not the funding. So, we've got about a dozen maybe less, maybe 10 we've awarded out of the 94 awards for this program.

Thanks, Paul, that's all the questions we have in the chat right now. We will go ahead and check the phone line one more time.

Okay, we do not have any questions over the phone. We do have one person typing in the chat, so we will pause for a second to let them finish typing the question. Just a reminder for everyone while they're waiting, that this webinar was recorded, and a recording and a copy of the slides will be put posted to the INFRA website in a couple of days. And I will send out notices once those have been posted.

Okay, doesn't look like a question is coming in. So Paul if you want to go ahead with closing remarks.

Yeah, thank you all again for the really thoughtful questions, and I want to say my colleagues thank you for helping with the presentation. We couldn't wait to get to work on this round, obviously, we have some criteria, but they are important and we will be looking forward to see when you could submit, you know, in 30 days time. And really, this will be a learning process for all of us I think, as we see how you are addressing the new criteria as well as the old criteria and how we can improve our guidance on these issues. I appreciate all your time today. Do register for that BCA webinar for Wednesday. We will have another one of these webinars next week at this time in case any of you didn't get any of your questions answered. But also, you can feel free to email us at INFRAgrants@dot.gov and we will be responding there. Thank you all again, very much , and have a lovely West of your week. [Event Concluded] This message is intended only for the use of the Addressee and may contain information that is PRIVILEGED and CONFIDENTIAL. If you are not the intended recipient, you are hereby notified that any dissemination of this communication is strictly prohibited. If you have received this

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