BUILD Grants
Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

How to Compete for FY 2020 BUILD Transportation Discretionary Grants

Presented by:
Office of the Under Secretary for Policy
United States Department of Transportation
# Welcome: FY 2020 BUILD How to Compete Webinar

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<tr>
<th>Audio</th>
<th>Via Computer – No Action Needed</th>
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<td>Via Telephone - Call 1-888-808-6929</td>
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<table>
<thead>
<tr>
<th>Presenters</th>
<th>Kim Bathrick</th>
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<tr>
<td></td>
<td>Shira Bergstein</td>
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<td>Aubrei Barton</td>
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*Office of the Secretary, U.S. Department of Transportation*
2020 BUILD Application

- Notice of Funding Opportunity- https://www.transportation.gov/buildgrants/build-nofo


- Applications – Must be submitted before 5:00 PM E.D.T. on May 18, 2020
$1 billion multimodal, merit-based, competitive discretionary grant program for surface transportation infrastructure

Modal and geographic equity requirement
What are the Characteristics of the BUILD Program?

- Significant Local or Regional Impact
- Public Entity Eligibility
- Encourages Partnership
- Merit-Based Awards

- Not more than 50 percent of funds will be awarded to projects located in urban and rural areas, respectively

- $15 million for eligible planning and preconstruction activities
# BUILD Basics

## Eligible Applicants
- State governments
- Local and Tribal governments
- U.S. territories
- Transit agencies
- Port authorities
- MPOs
- Other public subdivisions of State or local governments

## Eligible Projects*
- Highway, bridge, or other road project
- Public transportation projects
- Passenger and freight rail projects
- Port infrastructure investments
- Intermodal projects
- Transportation facilities on tribal land
- Planning and pre-construction activities for any of the above

*Include but not limited to
BUILD Basics Cont’d

Eligible Cost Share/Match

- Federal cost share up to 80% in urban areas
- Federal cost share up to 100% in rural areas

Minimum Awards

- $5 million for projects in urban areas
- $1 million for projects in rural areas
- No minimum for planning grants

Maximum Award

- $25 million per project
- $100 million per State

Not more than 50% of funding will be awarded to projects located in urban and rural areas, respectively.
BUILD Urban & Rural Definitions

U.S. Census Bureau 2010 population

URBAN:
Urbanized Area with Population Greater than 200,000

RURAL:
All Other Projects
- Urbanized Area with Population Less than 200,000
- Outside an Urbanized Area (including Urban Cluster)
What Projects Compete Well?

- Project demonstrates clear, direct, significant, and positive local or regional impact (relative to the merit criteria).
- The benefits appear reasonable and justifiable.
- Project will enter construction within the period of obligation (Sept. 30, 2022).
- Project has specific timeline for completion.
- Presents a clear story and details project impact.
What Projects Compete Well?

- Emphasizes improved access to reliable, safe, and affordable transportation, including concurrently investing in broadband or promoting energy independence

- Aligned with USDOT’s R.O.U.T.E.S. initiative to address deteriorating conditions on rural transportation infrastructure

- Incorporates innovations in technologies, project delivery and/or financing

- New partnerships, multi-jurisdictional cooperation, including public-private partnerships
Application Content

- SF-424
- Project Information Form
- The Department recommends that the project narrative follow the basic outline:
  I. Project Description
  II. Project Location
  III. Grant Funds, Sources, and Use of Project Funding
  IV. Merit Criteria
  V. Environmental Risk Review
  VI. Benefit-Cost Analysis (include excel document)
BUILD Evaluation Considerations

Does the project align well with the merit criteria?

- Is the information clear and credible?
- Does it have significant local and regional impact?

How do the project’s benefits compare to its costs?

Does the project demonstrate readiness in terms of:

- Environmental risk and permitting
- Technical feasibility and capacity
- Funding and financial readiness (obligating funds by September 30, 2022)
# BUILD 2020 Evaluation Teams

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<th>Considerations for DOT Evaluation Teams:</th>
<th>Technical Evaluation-Merit Criteria Review</th>
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<tbody>
<tr>
<td></td>
<td>Project Readiness (Technical, Financial, Environmental)</td>
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<td>Economic Analysis</td>
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<td>Senior Review</td>
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Final funding awards are decided by the Secretary
Planning Grants

- What are they and what activities can they fund?
  - Pre-construction activities that do not directly lead to construction
  - Design, engineering, local or regional plans, statewide studies, etc.

- How will they be evaluated?
  - Against the Merit Criteria
  - No BCA needed
  - No Environmental Risk analysis

- How many planning awards will be made?
  - Department will award at least $15 million in planning grants
BUILD Merit Criteria

Applications should address each criterion or expressly state that the project does not address the criterion.
### Merit Criterion: Safety

The application should demonstrate how the project impacts:

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<th>Safe movement of goods and people</th>
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<td>Occurrence of crashes, injuries, and fatalities</td>
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<tr>
<td>Safe highway/rail grade crossings</td>
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<tr>
<td>Preventing releases of hazardous materials</td>
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<td>The application should discuss ways in which the project addresses some or all of the following:</td>
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## Merit Criterion: Economic Competitiveness

The application should demonstrate whether the project will:

- Decrease transportation costs and improve access in rural communities or Opportunity Zones, through reliable and timely access to employment centers and job opportunities.
- Improve long-term efficiency, reliability or costs in the movement of workers or goods.
- Increase the economic productivity of land, capital, or labor, including assets in Opportunity Zones.
- Result in long-term job creation and economic opportunities.
- Help the United States compete in a global economy by facilitating efficient and reliable freight movement.
Merit Criterion: Environmental Sustainability

The application should demonstrate how the project:

- Improves energy efficiency, reduces congestion-related emissions, avoids or mitigates environmental impacts, and otherwise benefits the environment
- Reduces energy use and air or water pollution through congestion mitigation strategies
- Avoids adverse environmental impacts to air or water quality, wetlands, and endangered species
- Provides environmental benefits, such as brownfield redevelopment, groundwater recharge in areas of water scarcity, wetlands creation or improved habitat connectivity, and storm water mitigation
## Merit Criterion: Quality of Life

The application should demonstrate the extent to which the project:

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<td>Increases transportation choices</td>
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<td>Expands access and connectivity to essential services such as jobs and healthcare</td>
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<td>Will allow concurrent installation of fiber or other broadband deployment as an essential service</td>
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<td><em>The Department may only reimburse costs associated with broadband if the broadband supports a transportation purpose</em></td>
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</table>
Merit Criterion: Innovation

The application should demonstrate the use of innovative strategies such as:

- Safety, particularly in relation to automated vehicles and the detection, mitigation, and documentation of safety risks; includes work zone data exchanges
- Technology, including operational performance of transportation systems and broadband deployment,
- Innovative project delivery, including public-private partnerships (P3s), congestion management, or asset management
- Environmental permitting and review to accelerate project delivery and achieve improved outcomes for communities and the environment
- Funding and finance, including by use of private sector financing or recycled revenue from the competitive sale or lease of publicly owned or operated assets
Merit Criterion: Partnership

The application should discuss:

- Strong collaboration among a broad range of stakeholders in project development and funding, including among neighboring or regional jurisdictions to achieve local or regional benefits
- Assurance of long-term asset performance, such as through pay-for-success approaches
- Partnerships that bring together diverse transportation agencies and/or are supported, financially or otherwise, by other stakeholders that are pursuing similar objectives
Project Readiness- Environmental Risk Review

- The applicant should include a detailed project schedule that identifies all major project milestones.

- Applicant should provide information on required approvals and permits such as NEPA (National Environmental Policy Act) and other State or local environmental and planning approvals.

- Applicants are encouraged to provide environmental studies or other documents (preferably through web link) that describe the known project impacts.

- Applicants should describe environmental risk mitigation strategies.
Project Readiness - Financial Capacity Review

- The applicant should include a detailed project budget that identifies all sources of funding, including BUILD funds, non-Federal funds, and other/private funds.

- Applicant should demonstrate through letters of support, STIP/TIP documents, or other means, that the funding arrangement is certain and the project will be able to meet the deadline for obligation.
Benefit-Cost Analysis

■ In the Project Narrative, the applicant should identify, quantify, and compare expected benefits and costs relative to a “no-build” baseline.

■ Documentation for a benefit-cost analysis (BCA) must be included as an appendix to the Project Narrative. (Planning grant applications are exempt from providing a BCA)

■ Further guidance on BCA for DOT Discretionary Grant Programs- [www.transportation.gov/BUILDgrants/additional-guidance](http://www.transportation.gov/BUILDgrants/additional-guidance)

# Application Pitfalls

<table>
<thead>
<tr>
<th>Ineligibility: applicants and projects</th>
<th>Priorities/outcomes not aligned with merit criteria</th>
<th>Lack of evidence substantiating project outcomes claims in narrative</th>
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<tbody>
<tr>
<td>Insufficient evidence of project readiness</td>
<td>Not providing statutorily-mandated match</td>
<td>Ineligible requests: Operating assistance</td>
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<td>Uncertain urban/rural designation</td>
<td>Any costs incurred prior to DOT’s obligation of funds are ineligible for reimbursement</td>
<td>This is not a lump sum award; this is a reimbursement program</td>
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1Unless authorized by DOT in writing after DOT's announcement of FY 2020 BUILD awards
USDOT offers technical assistance to help applicants through the BUILD process

Ongoing debriefs on previous applications (prioritizing applicants that have not already received them)

Benefit-cost analysis resource guide

Webinars

Send questions to BUILDGrants@dot.gov
Additional Application Help

- **BUILD Website:**
  www.transportation.gov/BUILDgrants

- Preparing a Benefit-Cost Analysis for a BUILD Grant:
  www.transportation.gov/BUILDgrants/additional-guidance

- Webinars and Frequently Asked Questions:
  - www.transportation.gov/BUILDgrants/outreach
  - www.transportation.gov/BUILDgrants/2020-build-application-faqs
## Project Delivery: What Should Successful Applicants Expect

<table>
<thead>
<tr>
<th>BUILD 2020 Announcements by September 15, 2020</th>
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<tbody>
<tr>
<td>BUILD 2020 Modal Project Assignments</td>
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<tr>
<td>Negotiations Initiated</td>
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<tr>
<td>Sign/Execute Grant Agreement (funds obligated at this point)</td>
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<tr>
<td>Reporting Requirements/Project Modifications</td>
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<tr>
<td>Project Completion/Close-Out</td>
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<td>Performance Monitoring</td>
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Question and Answer Session

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