



U.S. Department of Transportation

Office of the Under Secretary



Jannine Miller
Senior Advisor to the Secretary of Transportation

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+ Major Surface Transportation Discretionary Grant Programs

- BUILD Discretionary Grant Program
 - Multimodal program for all surface transportation
 - Focused on smaller projects, with awards ranging from \$1M-\$25M
 - \$1 billion available in 2020, pending appropriations
- INFRA Discretionary Grant Program
 - Highway and Freight-oriented program—includes eligibility for Port/Freight Rail and Port projects
 - Primarily for large (\$100M+) projects—with 10% set-aside for small projects
 - Approximately \$900 million will be available in 2020



+ BUILD Program Basics

- Annually appropriated program
- Continually funded since 2009
- \$900 million available for FY 2019
- Broad surface transportation eligibility
- 667 applications currently under review
- Congressional deadline for award announcement: November 12, 2019





BUILD Grant Eligibilities

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

*Include but not limited to





BUILD Program Requirements

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

Maximum Award

\$25 million per project

\$90 million per State

For 2019, Not more than 50% of funding will be awarded to projects located in urban and rural areas, respectively





BUILD Urban & Rural Definitions

Change from FY18 definitions

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graph LR; A((U.S. Census Bureau 2010 population)) --- B[URBAN: Urbanized Area Population Greater than 200,000]; A --- C[RURAL: Urbanized Area Population Less than 200,000 OR Outside an Urbanized Area (including Urban Cluster)];
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U.S. Census
Bureau
2010
population

URBAN:

Urbanized Area
Population Greater
than 200,000

RURAL:

Urbanized Area
Population Less
than 200,000

OR

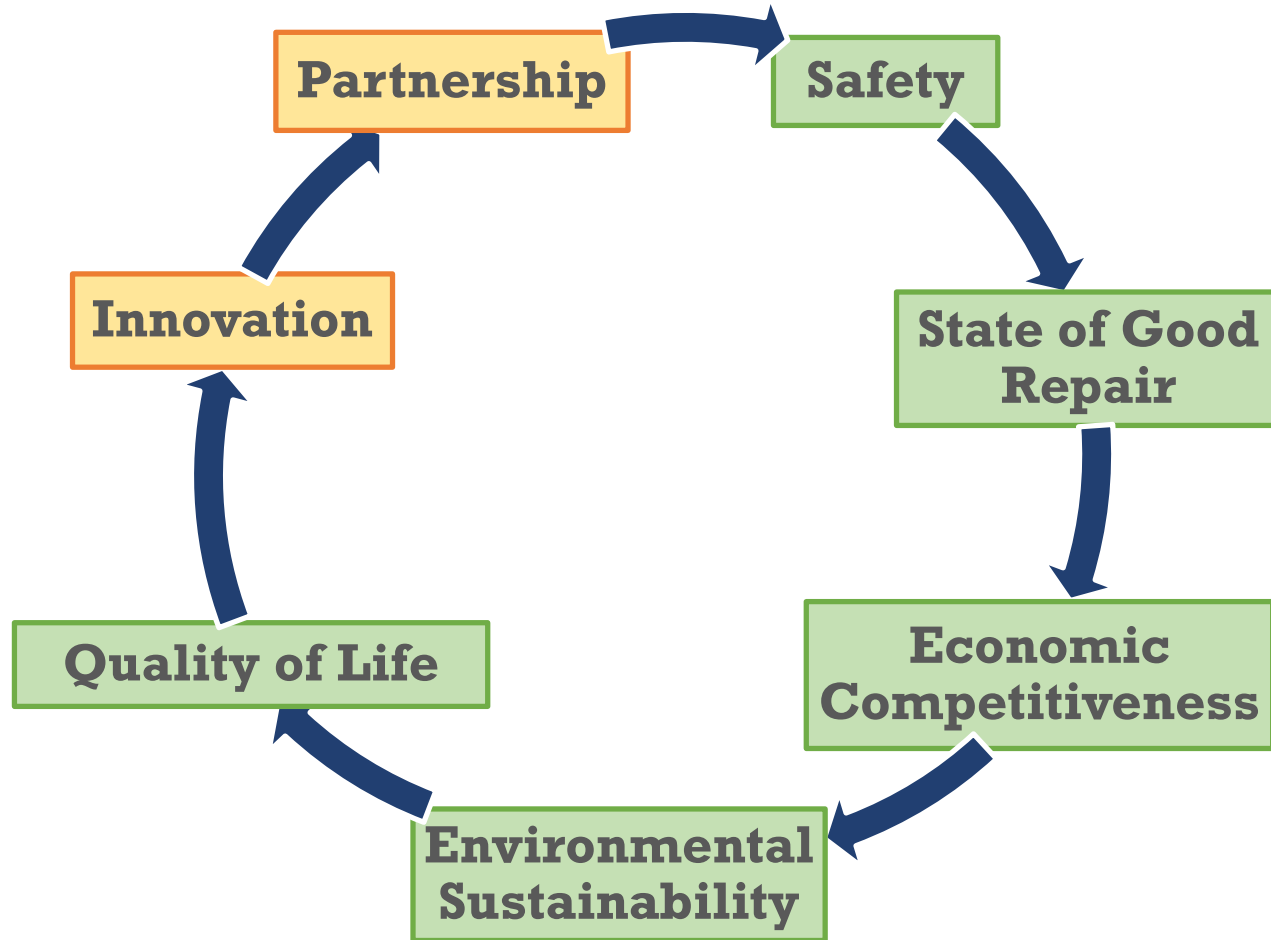
Outside an
Urbanized Area
(including Urban
Cluster)

[https://www.transportation.gov/
BUILDgrants/urbanized-areas](https://www.transportation.gov/BUILDgrants/urbanized-areas)





BUILD Selection Criteria



Primary selection criteria

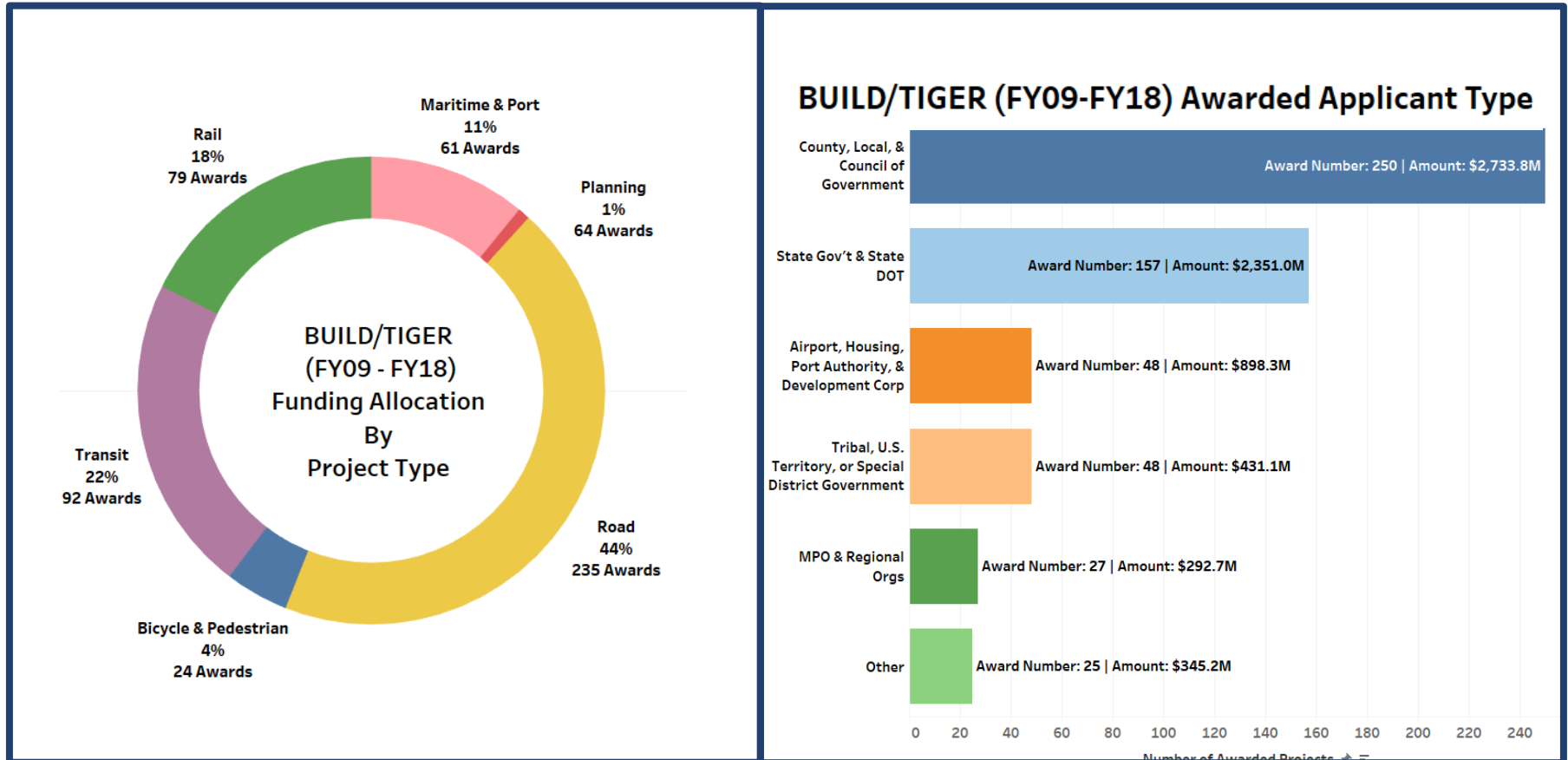
Secondary selection criteria



+ BUILD/TIGER Awarded Projects

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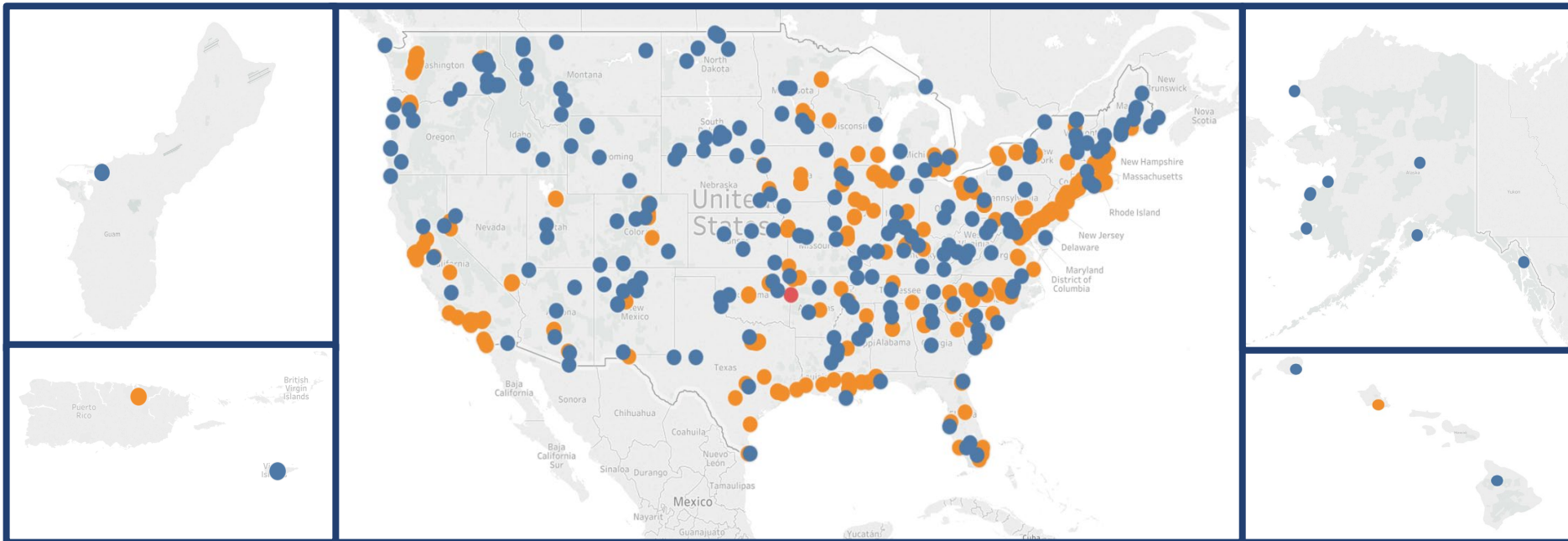
Since 2009, USDOT has made **555 grants**, totaling **\$7.1 billion**. More than **8,400 applicants** have requested a total of **\$156.8 billion** over the ten rounds.



+ BUILD Geographic Distribution

The 555 awarded projects represent 50 states, the District of Columbia, Puerto Rico, Guam, and the Virgin Islands.

BUILD/TIGER Awarded Project Map



- Rural
- Urban



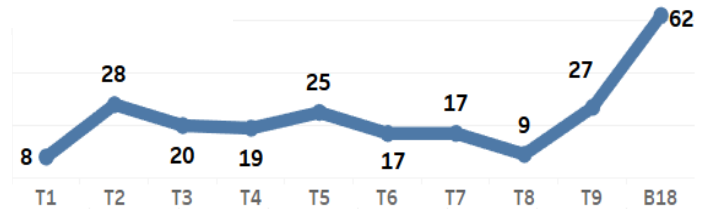
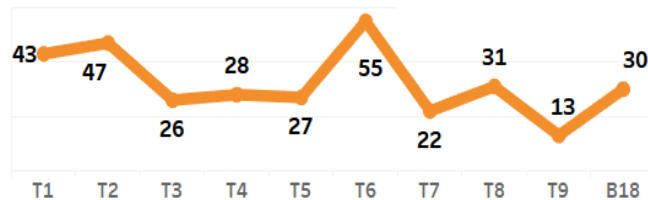
+ Urban/Rural Distribution

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USDOT also considers the needs of both urban and rural communities.

In the most recent two rounds, there has been a greater recognition of the benefits that rural projects offer toward improving our Nation's transportation goals.

BUILD/TIGER (FY09-FY18)
Number of Urban & Rural Projects



Urban
58%
322 Awards

Rural
42%
232 Awards





- Discretionary grant program authorized under the FAST Act through 2020 - previously known as FASTLANE
- \$4.5 Billion from Highway Trust Fund authorized over five years—subject to Obligation Limitation
- INFRA program maintains statutory requirements and uses merit criteria to evaluate projects and align with national and regional economic vitality goals
 - Leveraging increased investment by state, local, and private partners
 - Promoting improved project performance and accountability
 - Providing project sponsors maximum flexibility to propose innovative solutions to address specific, local needs



+ INFRA Eligible Applicants

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



+ INFRA Eligible Projects

- Highway freight projects carried out on the National Highway Freight Network
- Highway or bridge projects carried out on the National Highway System
- Grade crossing or grade separation projects
- Other freight projects* that are:
 - Intermodal/rail freight project
 - Within the boundaries of a public or private freight rail, maritime (including ports) or intermodal facility



+ INFRA Minimum Project Size

Large Projects*

- The lesser of:
 - \$100 million
 - 30 percent of State's FY 2015 apportionment, if project is located in one State
 - (DE,DC,HI,ID,ME,NE,NH,ND,RI,SD,VT,WY)
 - 50 percent of larger participating State's FY 2015 apportionment, if project located in more than one State
 - (DE,DC,HI,ME,NH)

Small Projects*

- Doesn't meet large project minimum project size

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



+ INFRA Grant Amounts and Cost Share

■ Minimum INFRA Award Size

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

■ Cost Share

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

Previously incurred expenses cannot count toward cost share





Large and Small Project Requirements

■ Large Project Requirements

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

■ Small Project Considerations

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





INFRA Selection Criteria

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





INFRA Program Award History

FASTLANE/ INFRA ROUND	# of Projects	Amount Awarded	Other Federal Funding*	Non-Federal Funding*	Project Cost*
FY 2016 FASTLANE	18	\$759.2 Million	\$1.016 Billion	\$2.159 Billion	\$3.934 Billion
FY 2017 FASTLANE	10	\$78.88 Million	\$32.35 Million	\$105.64 Million	\$216.87 Million
FY 2017-2018 INFRA	26	\$1.535 Billion	\$1.35 Billion	\$4.771 Billion	\$7.656 Billion
FY 2019 INFRA	20	\$855.95 Million	\$1.221 Billion	\$2.27 Billion	\$4.347 Billion
Grand Total	74	\$3.229 Billion	\$3.62 Billion	\$9.305 Billion	\$16.154 Billion

*Funding totals are estimates based on applications at time of award

<https://www.transportation.gov/buildamerica/infragrants/FY19factsheets>





What makes a strong application for BUILD/INFRA

- Compelling transportation challenge or opportunity in your community
- Clear description of the exact scope of your project and how it meets the challenge or take advantage of the opportunity
- Supported by data and evidence
- Make it easy for evaluators: follow the format and guidance provided in the Notice of Funding Opportunity and on our website!

<https://www.transportation.gov/buildamerica/infra/infra-notice-funding-opportunity>





Awarded Project Examples

Project Name: SEMO Port Loop Track Terminal Project

Applicant: Southeast Missouri Regional Port Authority

Build 2018 Grant: \$19.8 Million

Project Cost: \$33 Million



- Enhances efficiency and reliability of freight movement in the area
- Reduces bulk commodity shipping costs through more efficient rail and barge operations
- Includes grade separated access roadway to enhance safety
- Designates portion of site for habitat conservation and environmental mitigation



+ Awarded Project Examples

Project Name: Regional Beltway Connector

Applicant: City of Union Gap, WA

INFRA 2019 Grant: \$6.6 Million

Project Cost: \$17.95 Million



- Supports Economic Vitality by providing alternate access route from the lower Yakima Valley to Union Gaps' Commercial/Industrial Areas.
- Will incorporate innovation through coordination with high-speed internet utility
- High leverage for small INFRA project





Awarded Project Examples

Project Name: Gateway 228
Capacity and Safety
Improvements

Applicant: Butler County, PA

BUILD 2018 Grant: \$20
Million

Project Cost: \$43.7 Million



- Widens and realigns a rural 2-lane highway to reduce curves and gradients; improving sight lines and enhancing safety
- Adds turn lanes and access road connections, increasing capacity and improving traffic flow
- Upgrades the road to modern materials and state of good repair, reducing life-cycle maintenance costs





Conclusion

- INFRA and BUILD represent important grant opportunities for investing in transportation infrastructure that supports improved safety, and increases economic opportunity
- USDOT has one authorized round of INFRA competition remaining (FY 2020) and is waiting on FY 2020 appropriations for BUILD
- New INFRA Notice of Funding Opportunity (NOFO) is anticipated to be released in the coming months
- Infrastructure investment remains a key priority of the Department



+ Additional Information and Guidance

INFRA Program:

<https://www.transportation.gov/buildamerica/infragrants>

BUILD Program: <https://www.transportation.gov/BUILDgrants>

BCA Guidance (Both Programs):

<https://www.transportation.gov/office-policy/transportation-policy/benefit-cost-analysis-guidance-2017>

Email Us:

BUILDgrants@dot.gov

INFRAgrants@dot.gov

