DISCRETIONARY TRANSPORTATION GRANTS

Elizabeth Prestwood – MoDOT
February 16, 2022
Presentation Outline

- What Federal Grant Programs are available in the new Bipartisan Infrastructure Bill
- What is the application process?
- INFRA and RAISE – What we know
- How are Applications evaluated?
- Requesting Letter of Support from MoDOT
- What are the future opportunities in BIL?
Federal Grant Programs

- Two primary FHWA grant programs
  - INFRA – Infrastructure for Rebuilding America
  - RAISE – Rebuilding America’s Infrastructure with Sustainability and Equity

- Other US DOT grants and loans
  - FTA grants
  - FRA grants
  - AIP (FAA) grants
  - Port Infrastructure Development Program
  - TIFIA/RRIF loans

- Other agency grants that can fund transportation projects
  - FEMA – Federal Emergency Management Administration
  - EDA – Economic Development Administration
Application Process

- Notice of Funding Opportunity (NOFO)
- Application Submittal
- USDOT Review
- Notice of Award
- Funding Obligation/Project Agreement
- Disbursement
- Reporting

- 2-3 months
- 2 – 3 years
INFRA Grants

Intended For
- Freight projects of national or regional significance
- Projects must be on National Highway Freight Network or National Highway System
- Grade crossing/separation
- Intermodal/rail or port (limited)

History
- Originally FASTLANE – authorized by FAST Act of 2015 ($4.5 billion over 5 years, FY 2016-2020)
- Became INFRA in 2017 with new criteria
- Continuing Appropriations Act authorized $1 billion in 2021 with new criteria

Awards (2021)
- 157 applications from 42 states and Guam
- Total amount requested: $6.8 billion
- Total amount awarded: $905.25 million (44% to rural projects)
- 24 projects in 18 states
- Approx. 15% success rate
- Fewer, larger awards
INFRA Eligible Applicants

- States
- MPO with >200,000 population
- Local Government
- Political subdivision
- Public authorities (including port authorities) with transportation function
- Federal land management agencies applying jointly with State(s)
- Tribal Governments
- Multi-State or multijurisdictional group of public entities
RAISE Grants

Intended For
- Projects of regional or local significance
- Supports projects improving safety, equity, climate and sustainability
- All surface transportation
- Planning grants available (preconstruction activities)

History
- Originally TIGER – authorized by ARRA in 2009
- Became BUILD in 2018 with new criteria
- Became RAISE in 2021 with new criteria
- $8.9 billion awarded to 680 projects since 2009
- $1 billion authorized in 2021
- $1.5 billion FY 2022

Awards (2021)
- 90 projects in 47 states, District of Columbia and Guam
- $983 million awarded
- Largest award $25 million, average award $11 million
- Nonfederal funds 60%
- Even split urban rural and 16 planning grants
RAISE Eligibility

Eligible Applicants

- States
- Local Government
- Public Agency
- Public authorities (including port authorities) with transportation function
- Transit agency
- Tribal Governments
- Multi-State or multijurisdictional group of public entities

Eligible Projects

- Highway, bridge or other road project
- Public transit
- Passenger Rail
- Port infrastructure
- Some Airport improvements
- Intermodal projects
- Culvert or stormwater runoff for aquatic habitat
- Planning and pre-construction for any of the above
RAISE Evaluation Consideration

Does the project demonstrate readiness:

- Environmental risk and permitting
- Tech assessment of feasibility and capacity to deliver project
- Financial completeness

How do the project benefits compare to its costs?

Does the project align well with merit criteria?
Each of the 8 criteria receives a rating of:

- high
- medium
- low or
- non-responsive
Merit Criteria
*based on 2021 NOFO

- Economic Vitality / Competitiveness
- Safety
- Climate Change / Environmental Justice
- Quality of Life / Racial Equity

- Partnership / Leveraging Federal Funds
- Innovation
- Performance and Accountability
- State of Good Repair

INFRA
- Economic Competitiveness/Vitality
- Climate Change
- Quality of Life/Racial Equity
- Partnership
- Innovation
- Performance and Accountability
- State of Good Repair

RAISE
- Safety
- State of Good Repair
FY 2022 RAISE

Due April 14, 2022 (asking that applicants submit 2 weeks early)

Obligation of funds by Sept. 30, 2026

Expect award announced Aug. 12, 2022

Webinar series held in February – recordings available on DOT website

Significant focus on projects that address climate change, proactively address racial equity and reduce barriers to opportunity
## Project Eligibility Overview

<table>
<thead>
<tr>
<th>Criterion</th>
<th>INFRA* based on 2021 NOFO</th>
<th>RAISE* based on current NOFO</th>
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<tbody>
<tr>
<td><strong>Intention</strong></td>
<td>For freight projects of national or regional significance</td>
<td>For projects of regional or local significance</td>
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<tr>
<td><strong>Project Type</strong></td>
<td>Primarily highway, small set aside for rail, water, intermodal</td>
<td>All surface transportation (capital and planning grants)</td>
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<td><strong>Projects</strong></td>
<td>Large: $100 million + (90% of funding) Small: $8.3 - $100 million 25% set aside for rural</td>
<td>50/50 Urban Rural award $75 million set aside for Planning and Pre-construction $15 million to areas of persistent poverty or historically disadvantaged communities</td>
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<td><strong>Award Size</strong></td>
<td>Large: $25 million minimum Small: $5 million minimum No maximum</td>
<td>Urban: $5 million minimum Rural: $1 million minimum $25 million maximum per project $225 million max award per State</td>
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<td><strong>Cost Share</strong></td>
<td>Up to 60% INFRA Up to 80% federal 20% match</td>
<td>Urban: Up to 80% federal, 20% match Rural, persistent poverty, and disadvantaged communities: No minimum match</td>
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<td><strong>Eligible Costs</strong></td>
<td>Planning, NEPA, Design, RW, Utilities, Construction (future costs only)</td>
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<tr>
<td><strong>Readiness</strong></td>
<td>Project must be ready to construct within 18 mos. of funding obligation deadline (3 yrs)</td>
<td>Project must be ready to construct “quickly” after funding obligation deadline (3 yrs)</td>
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Letters of Support From MoDOT

- Requests must be sent to the District office 3 weeks in advance (March 24, 2022 for RAISE)
- Must include:
  - *a draft letter for MoDOT to review and edit*
  - *copy of draft application with*
    - scope, schedule, budget, environmental and BCA
- District will review and send to Central Office
- MoDOT executive team will review requests for letters of support and deliver back to planning partner 5 business days prior to submission deadline
Future BIL Transportation Funding Opportunities

- Improving Highway & Bridges: $33 Billion
- Climate Change & Resilience: $4.4 Billion
- Rural America: $2 Billion
- Enhancing Safety & Equity: $7.85 Billion
- Multi-Modal: $44 Billion
THANK YOU

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