

HDR

Copyright Materials

This presentation is protected by U.S. and International Copyright laws. Reproduction, distribution, display and use of the presentation without written permission of the speaker is prohibited.



FEDERAL TRANSPORTATION GRANTS



Today's Presenters



Chris LaTuso
Infrastructure Advisory
Services Director



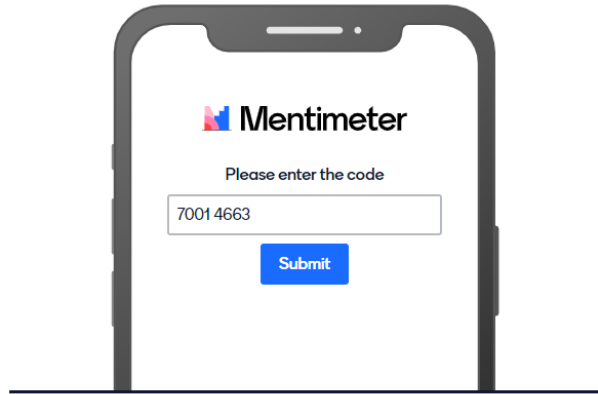
Nathan Macek
Infrastructure Finance
Director



Aurah Landau
Senior Transportation
Planner

Go to

www.menti.com



Enter the code

7001 4663



Or use QR code

Go to www.menti.com and use the code 7001 4663



What questions do you have about transportation discretionary grants?

Press ENTER to pause scroll



Today we'll cover...

01 Overview of Federal Grant Programs

02 Application Best Practices

03 Benefit-Cost Analysis

04 Grant Readiness

05 Contacts

01

Overview of Federal Grant Programs

Federal Transportation Grants

Introduction

Discretionary – Must compete for \$

When (*authorization*):

- Some are specified in Infrastructure Investment & Jobs Act (Bipartisan Infrastructure Law) for 5-year period
- Others for just a year (though can be repeated)
- No set schedule

Modes:

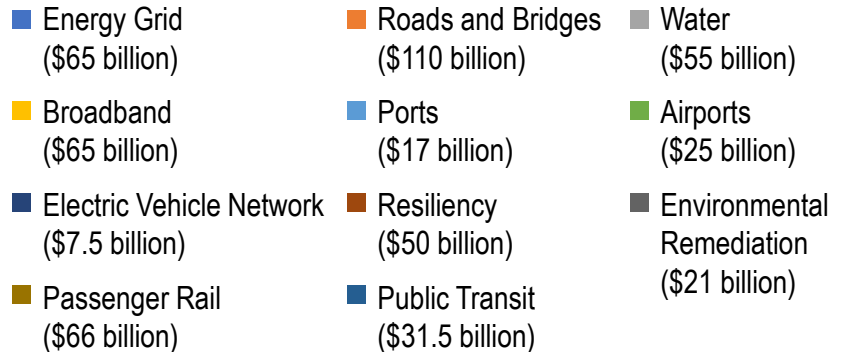
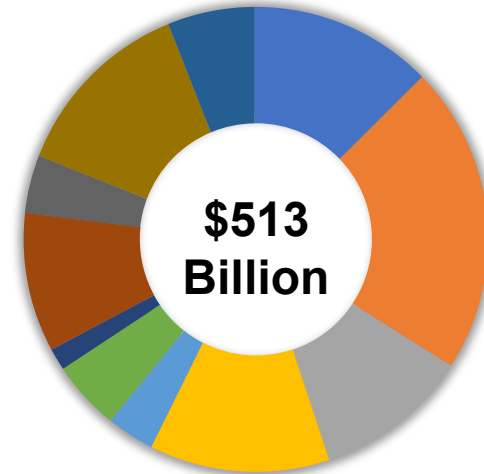
- Several grants are open to highway, port, and transit projects
- Greatest emphasis (and \$) for highway

New and Enhanced Transportation Discretionary Grants

Infrastructure Investment & Jobs Act

>**\$18B** in discretionary grant funding in FY2022

- Federal-State Partnership for Intercity Passenger Rail: \$7.2B
- Transit Capital Investment Grants: \$2.7B
- RAISE: \$1.5B
- INFRA: \$1.6B
- MEGA: \$1B
- Bridge Investment Program: \$1.8B
- Safe Streets & Roads for All: \$1B
- Port Infrastructure Development Program: \$450M
- All Station Accessibility Program: \$350M
- Charging & Fueling Infrastructure: \$300M
- Railroad Crossing Elimination Program: \$300M



Coming Soon

Expected in Next 6 Months

Notice of Funding Opportunities

- RAISE – January 14 (due April 14)
- INFRA – Q1
- Port Infra. Dev. Program – February
- Bus/Bus Facilities Grants – Q1
- Safe Streets & Roads – May
- Clean School Buses – Spring
- Rural STP – Q1
- Brownfield Remediation – Spring

Other Opportunities

- MEGA – Program Criteria Q1



Transportation Discretionary Grants

Updates to Existing Major Programs

- MEGA
- RAISE
- INFRA
- Port Infrastructure Development Program (PIPD)



MEGA

National Infrastructure Project Assistance

Office of Multimodal Freight Infrastructure and Policy

- Advance appropriation of \$10B plus \$5B in potential annual appropriations for 5-year total of \$15B
- Funds projects exceeding \$100M in capital cost warranting significant federal investment
- Projects must be cost effective and have stable funding/financing
- Supports project development, construction, and financing costs
- Maximum grant of 60%; maximum 80% federal participation
- Half of funding for projects costing \$100M-\$500M



Requires a BCA



Bridges



Intercity Passenger Rail



Port Projects



Freight Rail
Projects



Public Transit
Projects



Grade
Separations



Highway Freight
Projects



RAISE

Local and regional project assistance

Office of Multimodal Freight Infrastructure and Policy

- Funds projects to improve transportation infrastructure with significant local/regional impact
- Primary selection/merit criteria include safety, environmental sustainability, quality of life, economic competitiveness/opportunity, state of good repair, and mobility/community connectivity
- Other criteria include partnership/collaboration and innovation
- New rating system



Requires a BCA



Bridges



Intercity Passenger Rail



Port Projects



Freight Rail Projects



Public Transit
Projects



Highways
& Roads



Culvert Replacement
& Habitat Improvements



Surface Transportation
at Airports

RAISE

Local and regional project assistance

January 2022 Notice of Funding Opportunity

- \$1.5B available, up to \$25M per project
- Minimum grants of \$1M for rural areas; \$5M for urban areas
- Requires 50/50 split in funding of urban and rural projects
- \$75M in funds available for planning/design; remainder of funds for construction
- Application requires a Benefit-Cost Analysis and narrative
- **Applications Due April 14, 2022 at 5:00 pm ET**



Requires a BCA



Bridges



Intercity Passenger Rail



Port Projects



Freight Rail Projects



Public Transit
Projects



Highways
& Roads



Culvert Replacement
& Habitat Improvements



Surface Transportation
at Airports

INFRA

Nationally Significant Multimodal Freight and Highway Projects Program

Office of Multimodal Freight Infrastructure and Policy

- Advance appropriation of \$8B plus \$6B in potential annual appropriations for 5-year total of \$14B
- Aims to improve safety, efficient, and reliability of the movement of freight and people
- Addresses congestion, connectivity, resiliency, and economic competitiveness
- Wide variety of eligible project types
- 15% of funds set aside for projects less than \$100M in cost



Requires a BCA



Certain Bridges



Port Projects



Freight Rail Projects



Highway Freight Projects



Grade Separations



Wildlife Crossings



PIPD

Port Infrastructure Development Program

Maritime Administration (MARAD)

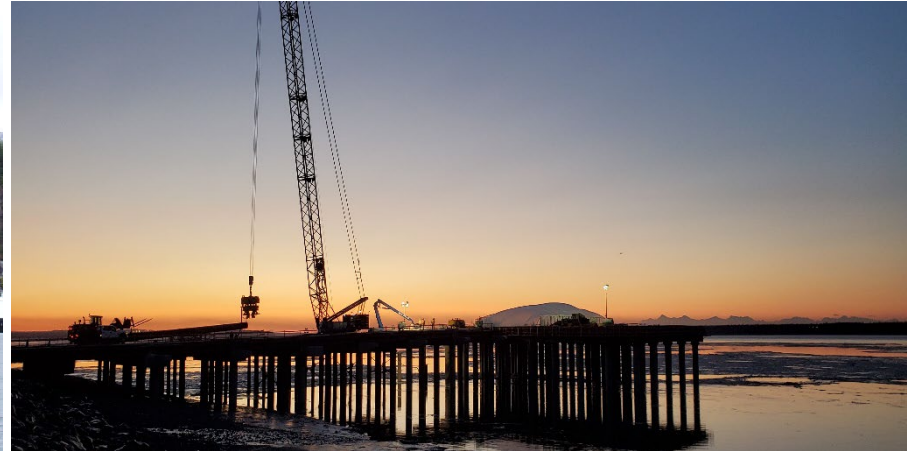
- Advance appropriation of \$2.3B (\$450M per year) over 5 years
- Provides planning, operational and capital financing, and project management assistance to improve port capacity and operations
- New eligibilities to support resiliency, address climate impacts, and reduce emissions



Requires a BCA



Port Projects



Transportation Discretionary Grants

Other Programs of Note

FHWA

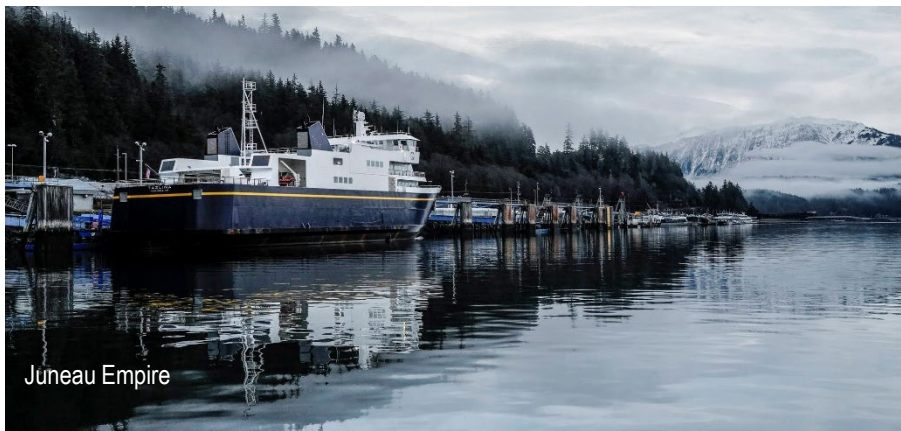
- Congestion Relief Program
- Healthy Streets Program
- Active Transportation Infrastructure Investment Program
- Reconnecting Communities Pilot Program
- Reduction of Truck Emissions at Port Facilities

FTA

- Bus & Bus Facilities Competitive Grants
- Low/No Emissions Vehicle Grants
- Electric or Low Emitting Ferry Program

Office of Multimodal Freight Infrastructure Policy

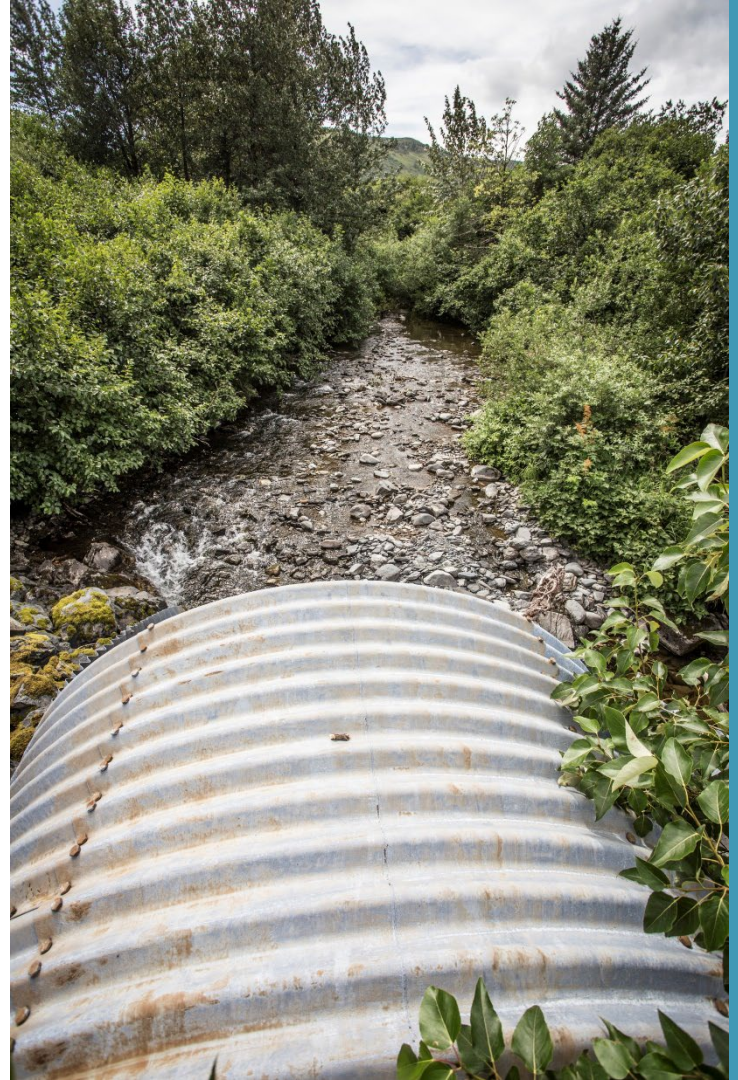
- Strengthening Mobility and Revolutionizing Transportation (SMART) Program



Transportation Discretionary Grants

Significant New Programs

- Bridge Investment Program
- Safe Streets & Roads for All
- National Culvert Removal Program
- Charging & Fueling Infrastructure
- All Station Accessibility Program
- Railroad Crossing Elimination Program
- PROTECT Program



What is the Typical Timing for a Grant Application?

Example from 2022 RAISE

Notice of Funding Opportunity (NOFO) released January 14, 2022

- Additional details (full NOFO) released January 28, 2022

Applications due 8:00 PM EDT on **April 14, 2022**

- Best to submit earlier
- Applicants must be registered with Grants.gov — can take up to 3 weeks.

Obligation deadline (*must be able to obligate funds by*): **September 30, 2026**

Expenditure deadline (*spend the RAISE funds by*): **September 30, 2031**

Federal Grants

Benefits and Challenges

Benefits

- Provides additional funding
- Can fill project funding gap
- Frees money for other projects

Challenges

- Federalizes project
- Requires NEPA, etc.
- Has reporting requirements
- Sets a delivery deadline



Go to www.menti.com and use the code 7001 4663

Which local projects might match these grants?

 Mentimeter



02

Grant Application Best Practices

Pitfalls to Avoid

From USDOT Feedback

- Trying to create something that isn't really there
- Leaving all the supporting data in the Benefit-cost Analysis (BCA), instead of putting it up front
- Key points are buried in text



Positioning for Grant Funds

Federal Advice

- Prioritize community capital needs and develop a project pipeline
- Target funding in Bipartisan Infrastructure Law Guidebook
- Ensure all transit, railway, road, highway, and bridge projects are part of State/MPO Transportation Improvement Plan
- Map sites for electric vehicle and alternative fuel charging stations
- Inventory/map lead pipes in municipality
- Work with state broadband agency to map and inventory needs
- Establish relationships with federal agency regional offices

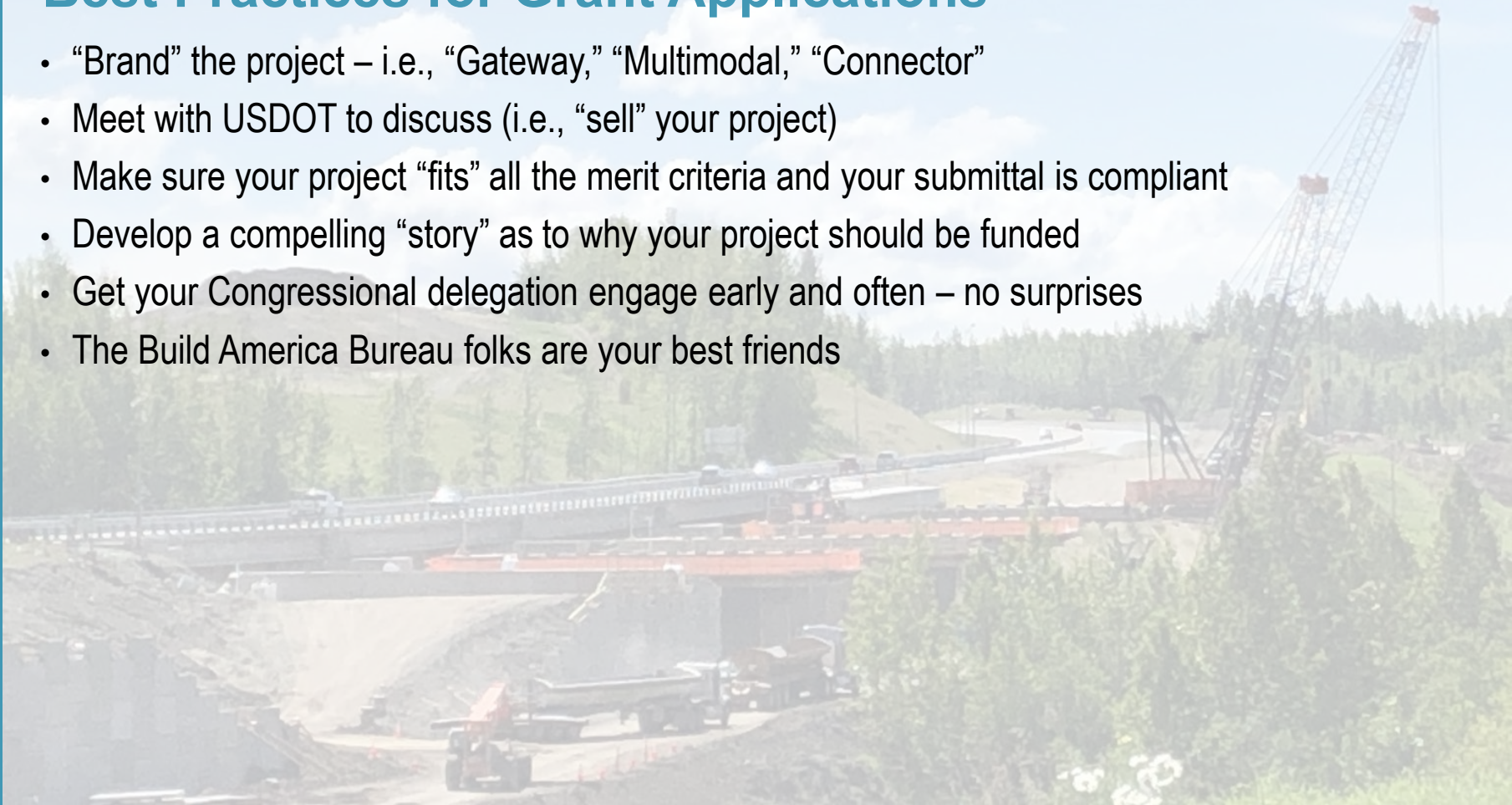
Tips & Tricks for Grants Success

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



Best Practices for Grant Applications

- “Brand” the project – i.e., “Gateway,” “Multimodal,” “Connector”
- Meet with USDOT to discuss (i.e., “sell” your project)
- Make sure your project “fits” all the merit criteria and your submittal is compliant
- Develop a compelling “story” as to why your project should be funded
- Get your Congressional delegation engage early and often – no surprises
- The Build America Bureau folks are your best friends



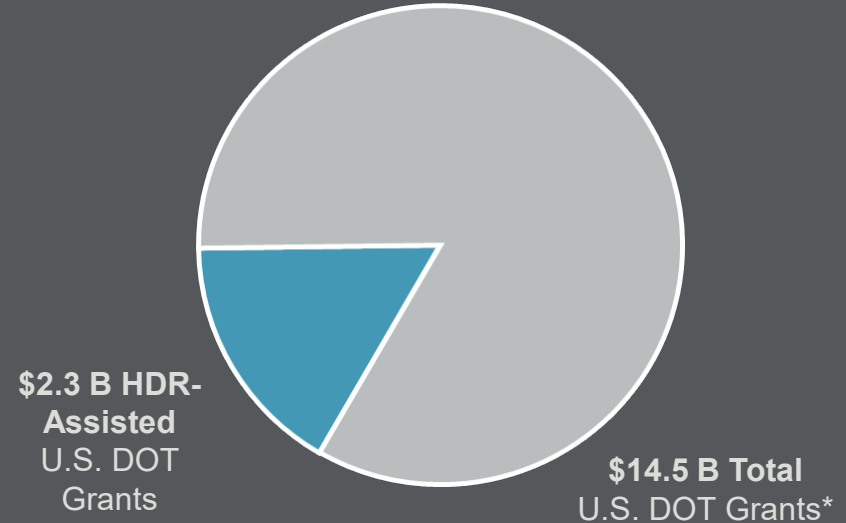
HDR Grants Experience

An Industry-Leading Track Record

- HDR has supported more than 200 USDOT INFRA, BUILD/RAISE, CRISI, and PID grant applications
- 96 PROJECTS' requests for funding were successful
- HDR-supported applications have received **\$2.3B IN FEDERAL FUNDS** for transportation projects
- **HDR-SUPPORTED APPLICATIONS ARE 15.9%** of the total construction funds awarded
- **WE EMPLOY 40+ GRANT APPLICATION EXPERTS**, supported by hundreds of transportation professionals

* Better Utilizing Investment to Leverage Development (BUILD)/RAISE and its predecessor TIGER; Infrastructure for Rebuilding America (INFRA), and its predecessor FASTLANE; Consolidated Rail Infrastructure and Safety Improvements (CRISI); and Port Infrastructure Development (PID) programs.

We have assisted clients
in successfully competing for
15.9% of the total funds available

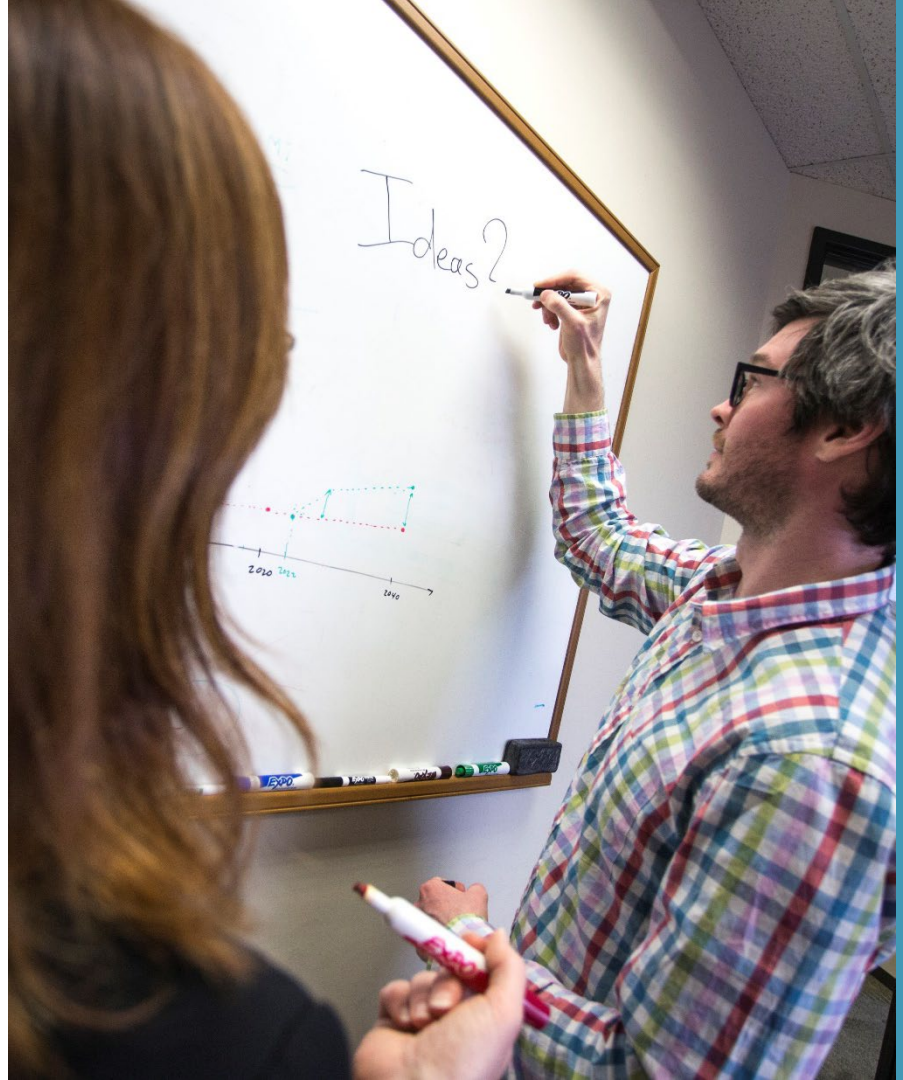


\$101 million in
19 grant applications for Alaska

Grants, Funding and Financing

How we can assist

- Developing strategic funding approach
- Evaluating grant funding opportunities
- Developing financial planning models
- Estimating funding gaps
- Examining state/regional/local funding options to match federal funds
- Preparing grant applications
- Benefit-Cost Analysis (BCA)
- Grants management



Preposition for Grant Availability

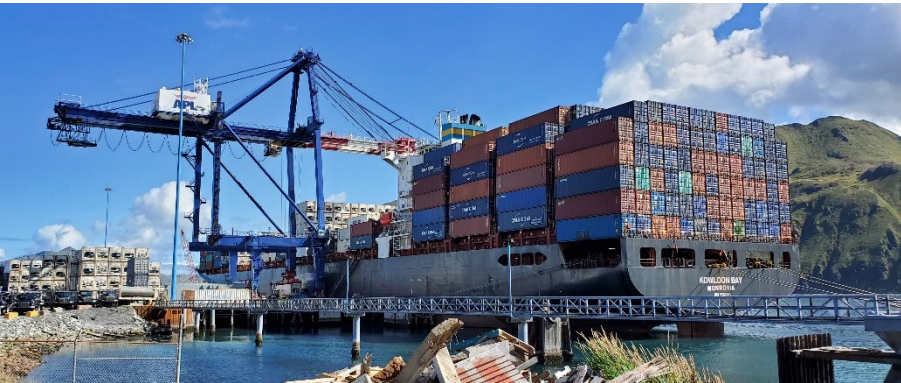
Not Enough Time After NOFO to Do Everything

Prior to NOFA

- Evaluate projects
- Select projects
- Engineering, environmental, and fiscal analyses including BCA
- Political support
- Develop grant application team and workflow

During NOFA Response Time

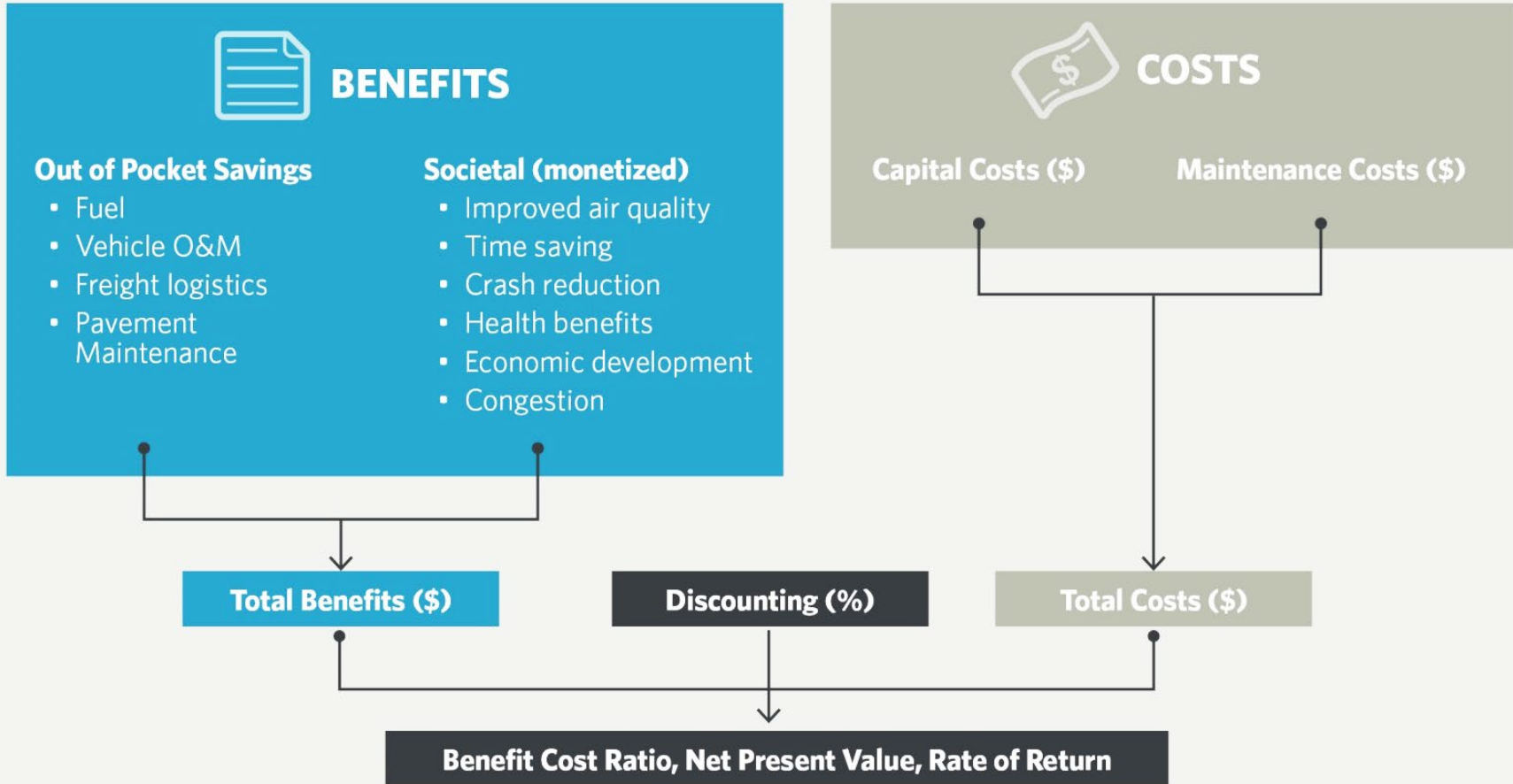
- Gather letters of support
- Write grant narrative
- Adjust BCA
- Graphic design



03

Benefit-Cost Analysis

Benefit-cost Analysis



Benefit-cost Analysis Development

Economists review USDOT and industry-accepted parameters related to BCA

- Parameters updated to reflect current year guidance
- Economic values for parameters lacking Federal guidance developed

Technical appendix template used to

- Present project description
- Identify anticipated impacts of the investment, public benefits likely to be generated
- Provide key assumptions/parameters

Sensitivity analyses conducted

BCAs are customized – they are not “black box” analyses

Quantify Project Benefits

- Match grant parameters
- Supported by data and economic analysis
- Align with statements of political support



Critical Roles in Grant Preparedness and Application

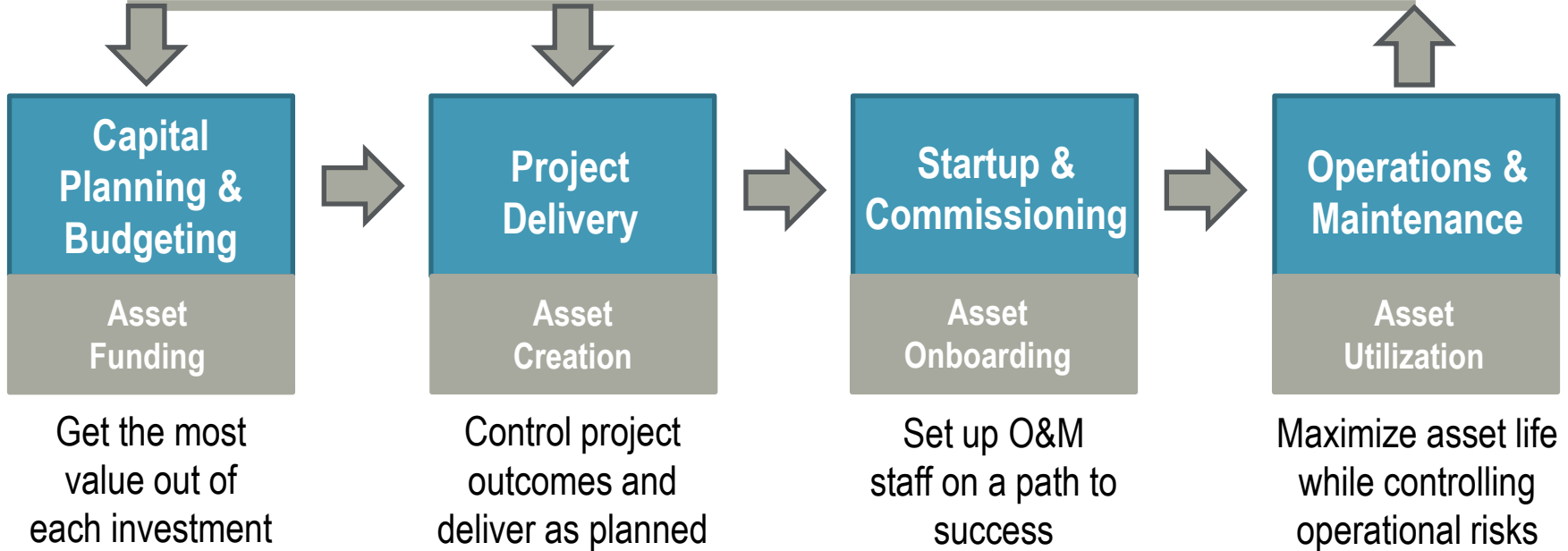
- Project description – Program development, planners, engineers (cost estimates, schedules, plans), environmental analyst, financial analysts
 - BCA – economists*
 - Application – Grant manager, grant writer*, graphic designer, technical editor, political liaison
- * USDOT experience important for aligning project with grant standards*



04 **Grant Readiness**

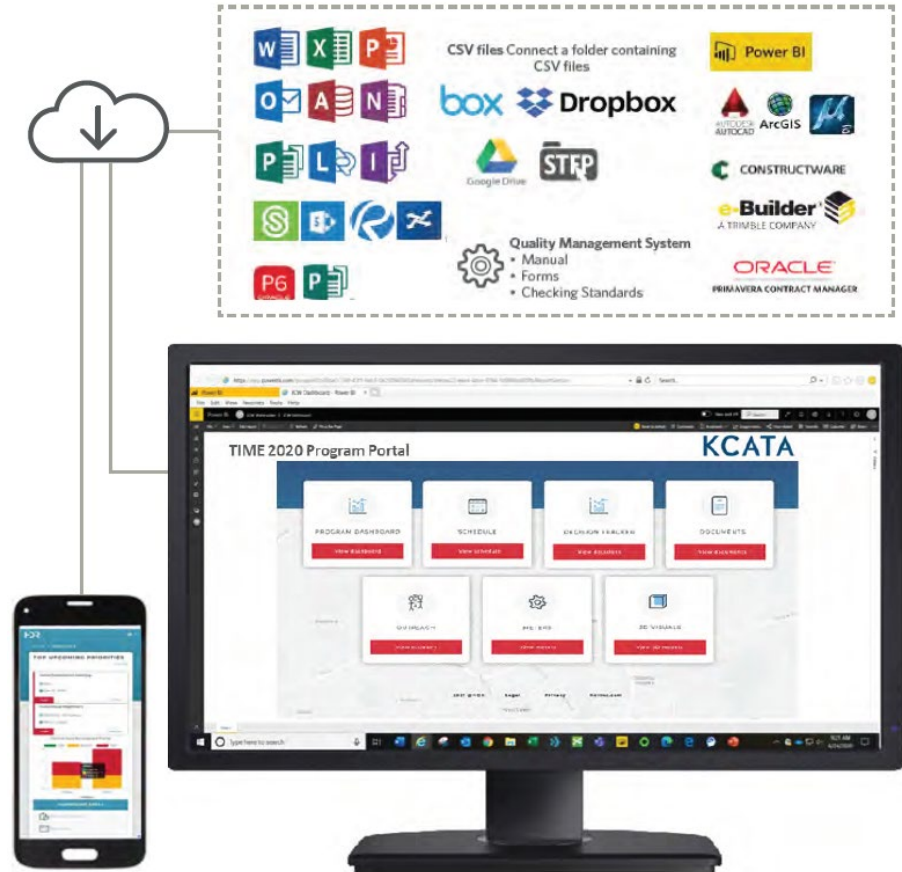
Funding is Only the First Step in the Process

Services needed throughout the project life-cycle



Program Tools Streamline Project Funding and Delivery

- Program Portal
- Document Management
- Schedule
- Risk
- BI Dashboard



Dashboard Analytics - A Tool for Multiple Users

Visualize and analyze data to:

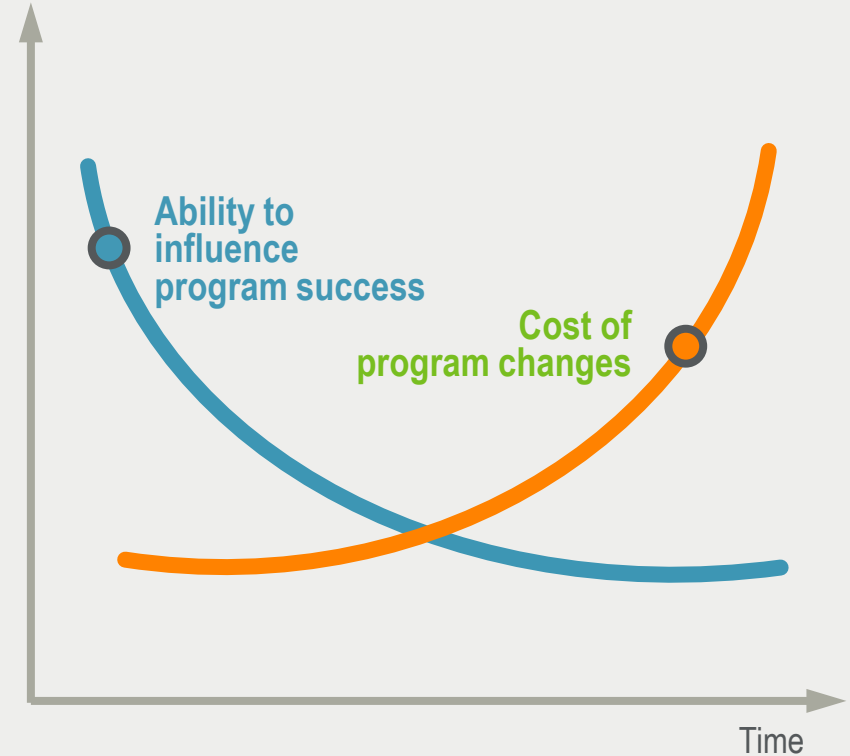
- Monitor progress
- Identify trends
- Facilitate decisions
- Drive accountability
- Promote transparency
- Address reporting needs



Program Startup is Critical

First 6-9 months is the greatest opportunity to influence program success

Action	Outcome
Establish	Client program
Assemble	Integrated team
Make	Key decisions
Develop	Systems & business processes



Go to www.menti.com and use the code 7001 4663



How prepared are you for grant NOFOs?





QUESTIONS?

More Information

Contact Us

Chris LaTuso, Infrastructure Advisory Services Director

(212) 542-6047, chris.latuso@hdrinc.com

Nathan Macek, Infrastructure Finance Director

(202) 365-2927, nathan.macek@hdrinc.com

Aurah Landau, Alaska Senior Transportation Planner

(907) 205-6573, aurah.landau@hdrinc.com