

# Federal Highway Administration



Georgia Division

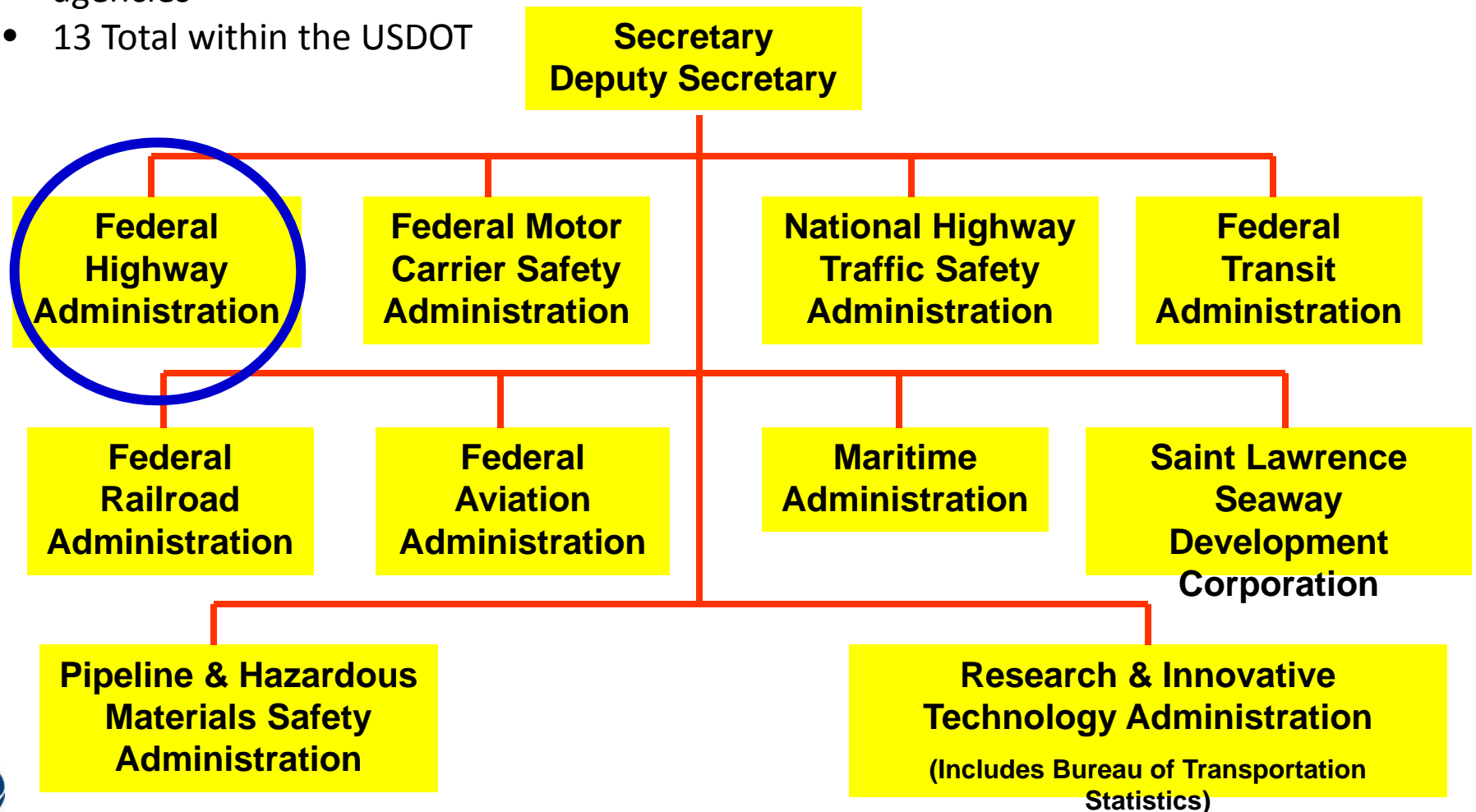


# Department of Transportation

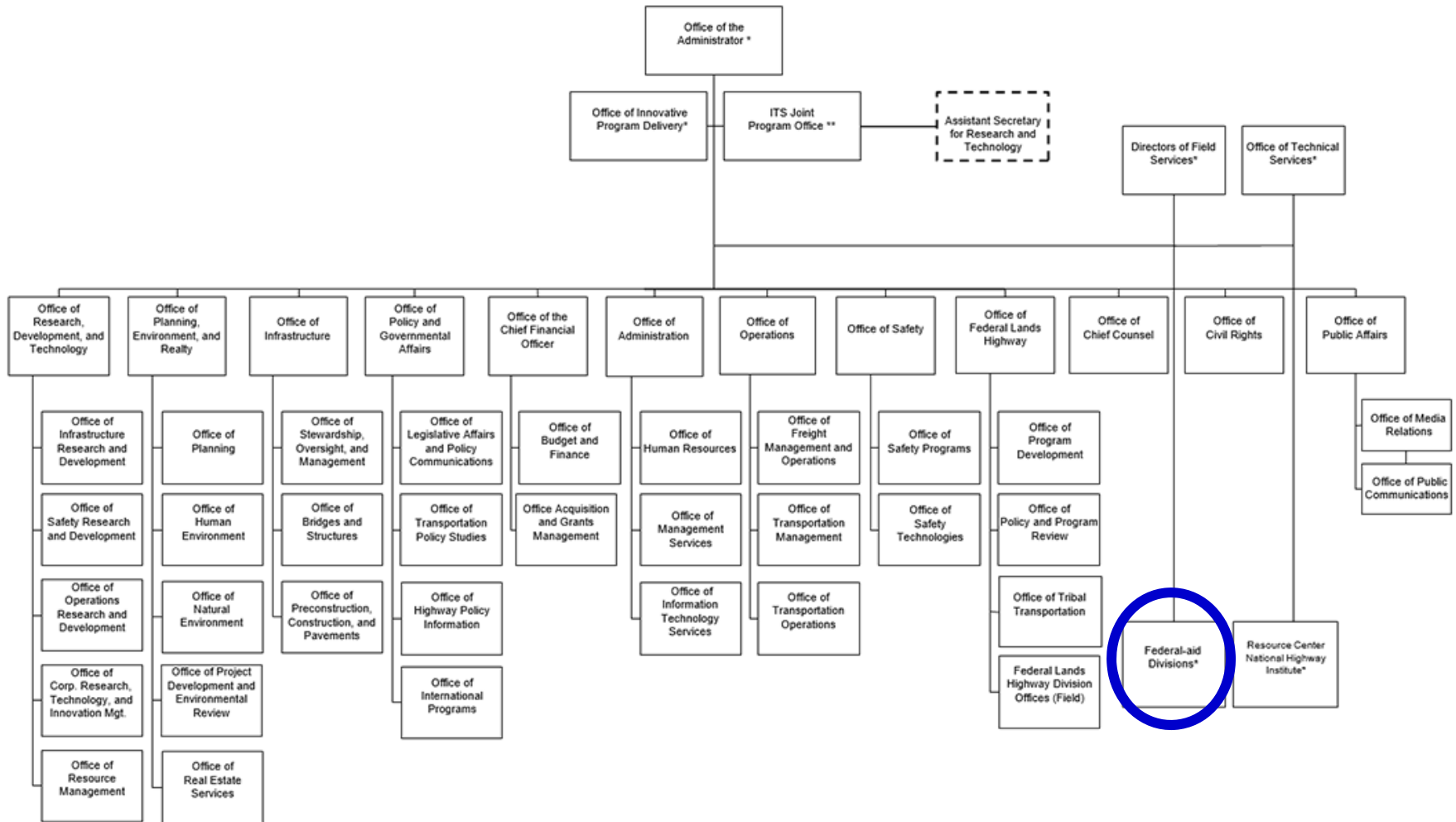
## Organizational Chart

**USDOT**

- DOT consists of multiple agencies
- 13 Total within the USDOT



# FHWA Organization



# Federal-Aid Highway Program

Division office located in every state plus Puerto Rico and D.C.

Provide Federal funding technical assistance, and oversight to state and local DOTs

## Areas include:

- Technology applications (Safety, ITS, Structures, Materials, etc.)

- Finance

- Project Delivery (Engineering, ROW, Realty)

- Planning

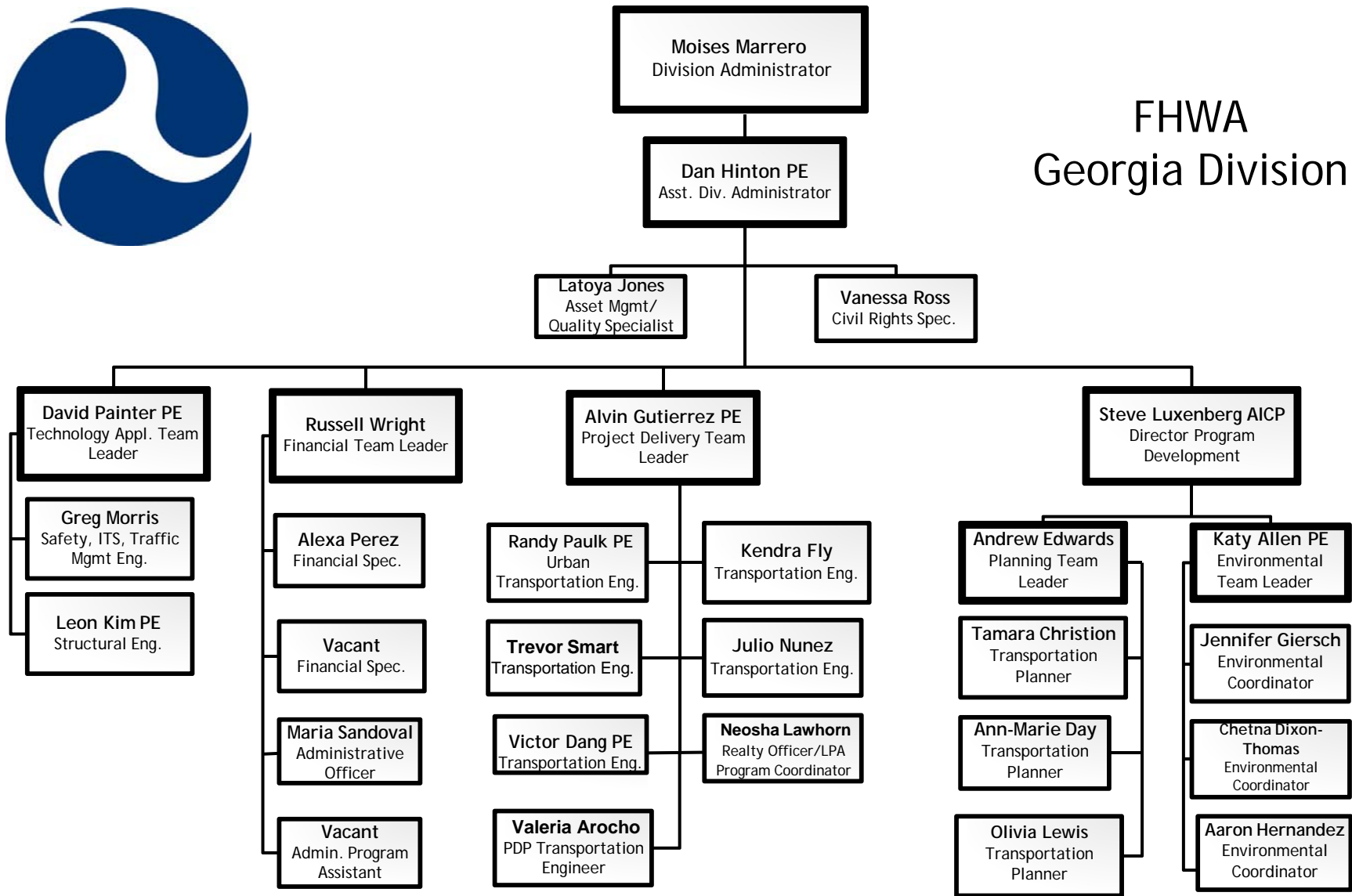
- Environment

- Civil Rights





# FHWA Georgia Division



# Source of Funds

Highway Trust Fund (HTF) is the source of funds for all Federal-Aid Highway Programs

- Established by Congress in 1956 to support building the interstate system
- Money comes from user fees such as gasoline (18.4 cents) and diesel (24.4 cents) tax



# Characteristics of the Federal-aid Highway Program

- Federally assisted, State administered
- Projects must be included in STIP
- Projects must have an approved Environmental Document
- Follow federal regulations
- Matching requirements
  - Usually 80% federal – 20% state or local
  - Some programs up to 100%
    - ER within 180 days
    - Certain safety projects
- Reimbursable program
  - Money is not provided upfront





Discretionary grant program authorized under the FAST Act through 2020

Fiscal year	2016	2017	2018	2019	2020
Authorization	\$800 M	\$ 850 M	\$ 900 M	\$ 950 M	\$1.00 B





**Competitive grants to nationally and regionally significant freight and highway projects that align with the program goals to—**

- improve the safety, efficiency, and reliability of the movement of freight and people;
- generate national or regional economic benefits and an increase in global economic competitiveness of the U.S.;
- reduce highway congestion and bottlenecks;
- improve connectivity between modes of freight transportation;
- enhance the resiliency of critical highway infrastructure and help protect the environment;
- improve roadways vital to national energy security; and
- address the impact of population growth on the movement of people and freight.



# Eligible Applicants

State(s)

Metropolitan Planning Organizations with 200,000 population

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 multijurisdictional group of public entities



# Eligible Projects

- Highway freight projects carried out on the National Highway Freight Network
- Highway or bridge projects carried out on the National Highway System, including:
  - Projects that add Interstate System capacity to increase mobility
  - Projects located in a national scenic area
- 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



# Federal Share

- INFRA Grant May not exceed 60% of the total eligible project cost
- An additional 20% of project costs may be funded with other Federal assistance, bringing total Federal participation in the project to a maximum of 80%.
- Applicable Federal laws, rules and regulations will apply to projects that receive an award including planning, Buy America, Disadvantaged Small Business, and other requirements.



# Evaluation Process

- **Technical Evaluation Teams**
  - USDOT Staff
  - Satisfy Statutory Requirements
  - Rate how well application addressed the selection criteria
- **The Senior Review Team,**
  - USDOT Leadership
  - Consider the applications and the technical evaluations
  - Determine which projects to advance to the Secretary for consideration.
- **USDOT Secretary**
  - Ultimately make the final selection for awards
  - Consistent with the statutory requirements for INFRA Grants
  - Selection criteria in the NOFO.





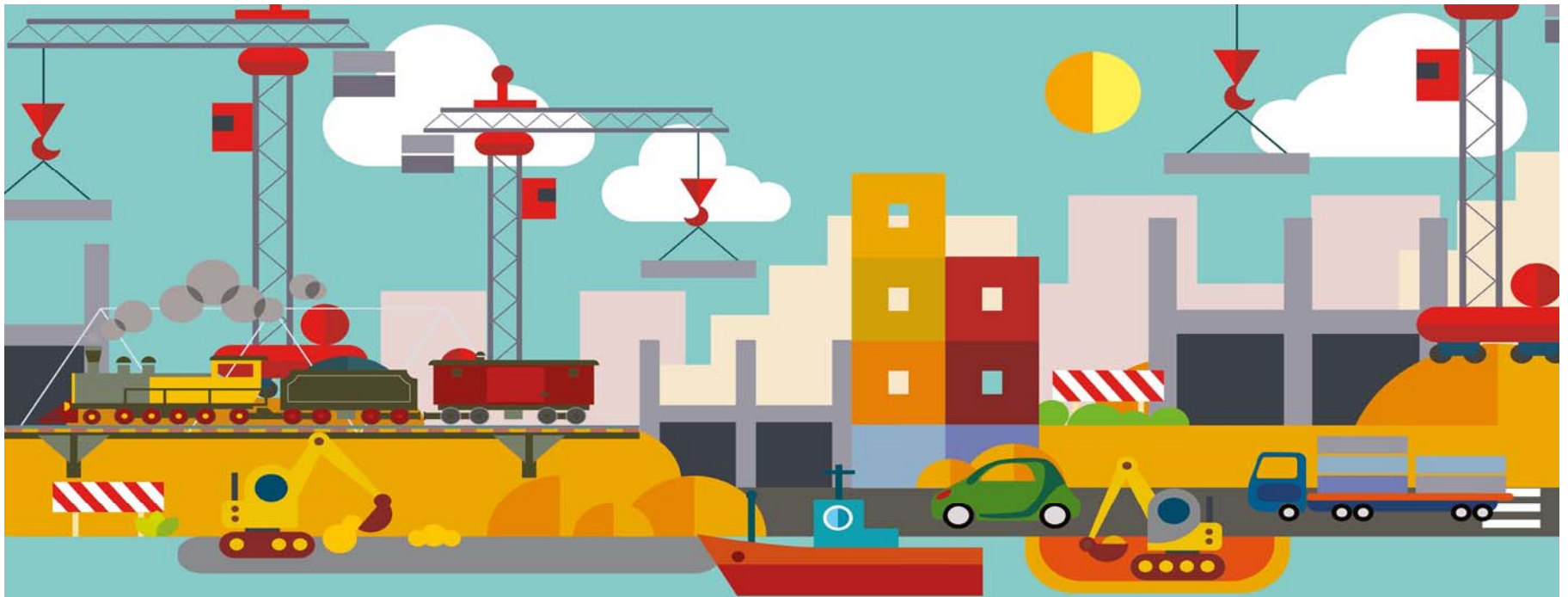
## INFRA Notice of Funding Opportunity

FY 2019 – Federal Register Notice - December 21, 2018  
Application Deadline – March 4, 2019

## Additional Information

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





# BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

# + 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

\*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

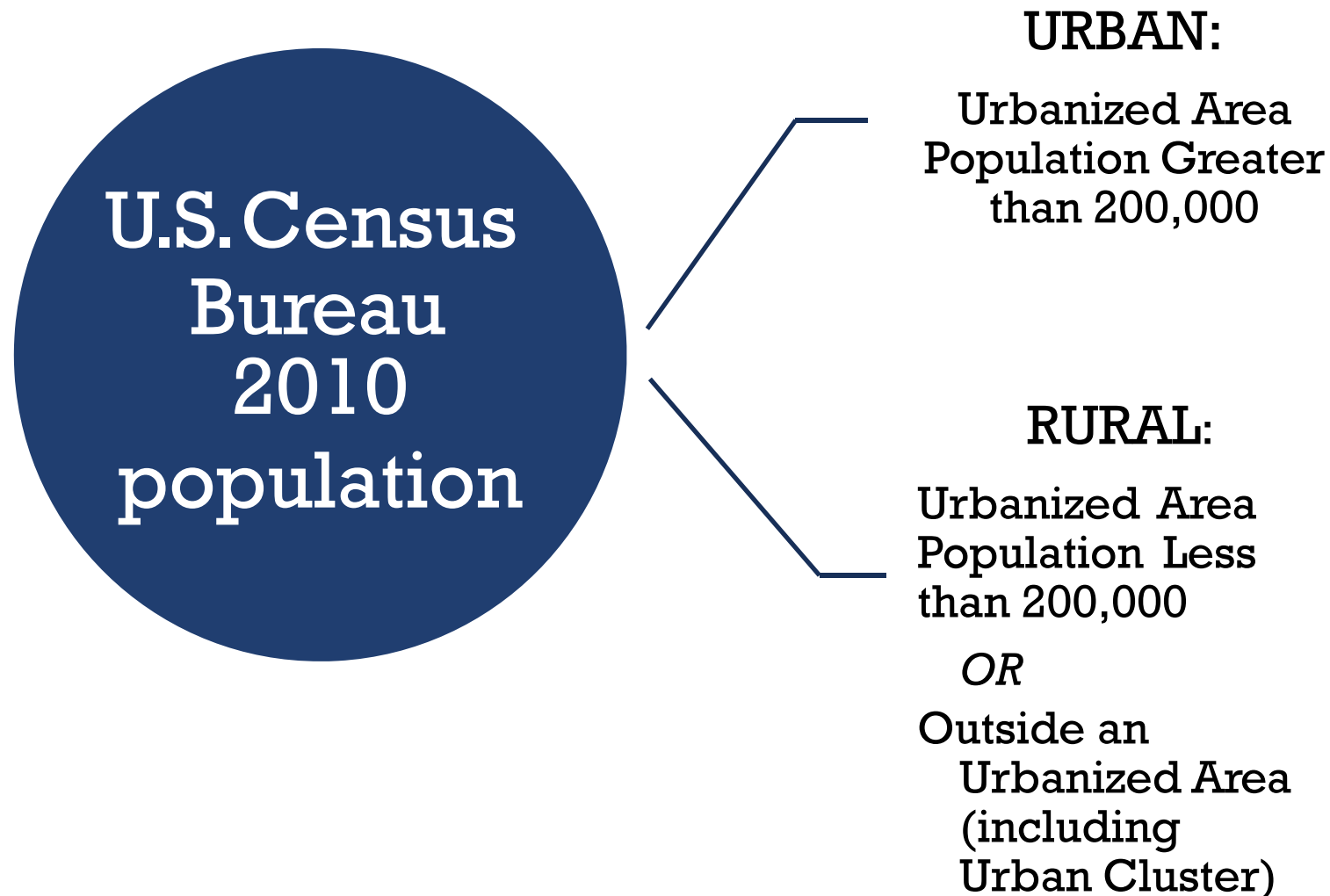
\$90 million per State

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



# + BUILD Urban & Rural Definitions

*\*Change from FY18 definitions\**

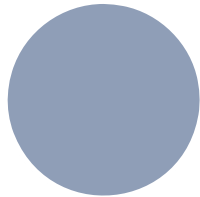


# + 2019 BUILD Application

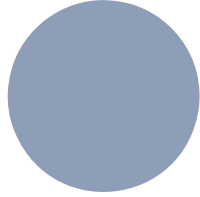
- Application – [www.Grants.gov](http://www.Grants.gov)
- Applications – Must be submitted before 8:00 PM E.D.T. on **July 15, 2019**



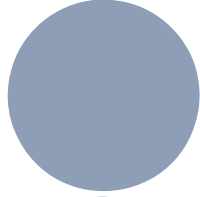
# + What Projects Compete Well?



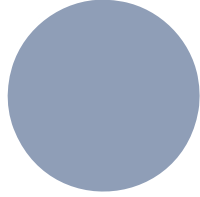
Demonstrated strength in merit criteria



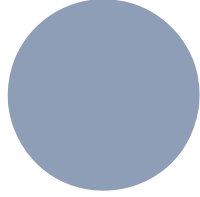
Project will enter construction within the period of obligation



Planning grants will be less competitive than capital grants



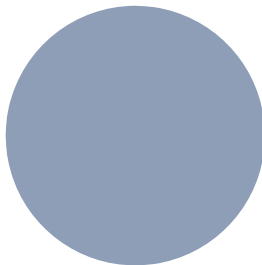
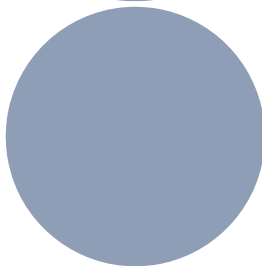
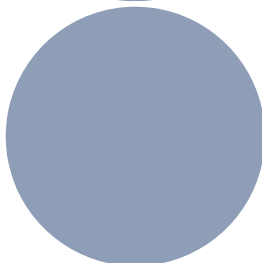
Project has specific timeline for completion



Presents a clear story and details project impact

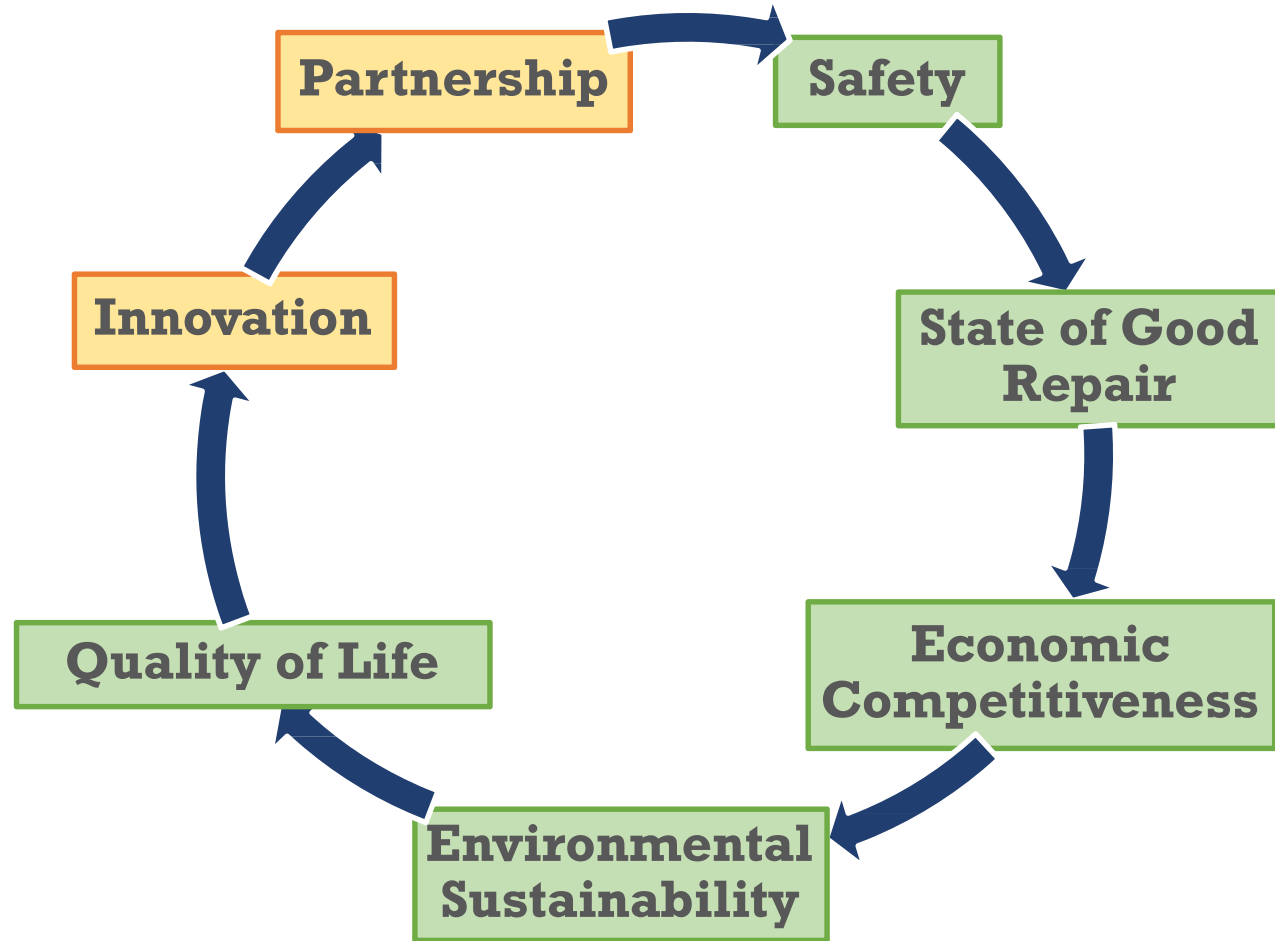


# + What Projects Compete Well?

-  Emphasizes improved access to reliable, safe, and affordable transportation, including concurrently investing in broadband or promoting energy independence
-  Incorporates innovations in technologies, project delivery and/or financing
-  New partnerships, multi-jurisdictional cooperation, including public-private partnerships



# + BUILD Selection Criteria



Primary selection criteria

Secondary selection criteria



# **+ BUILD Evaluation Considerations**

Does the project align well with the selection criteria?

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

Does the project demonstrate readiness in terms of:

- Environmental review
- Permitting
- Technical feasibility
- Funding
- Applicant's capacity to manage project delivery



# + Selection Criterion: Safety

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DOT will assess how  
the project impacts:

Safe movement of goods and people

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Data on crashes, injuries, and fatalities

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Safe highway/rail grade crossings

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Preventing releases of hazardous materials

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## + Merit Criterion: State of Good Repair

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DOT will also assess whether and to what extent the following are addressed:

Plans for maintenance of facilities and system that address current and projected vulnerabilities

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Threats/consequences if infrastructure is left unimproved

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Asset management that optimizes long-term cost structure

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Sustainable revenue for overall life-cycle costs

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Maintain or improve infrastructure supporting border security functions

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## **+ Merit Criterion:**

# **Economic Competitiveness**

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DOT will assess whether the project will:

Decrease transportation costs and improve access in rural communities or communities in Opportunity Zones, through reliable and timely access to employment centers and job opportunities

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Improve long-term efficiency, reliability or costs in the movement of workers or goods

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Increase the economic productivity of land, capital, or labor, including assets in Opportunity Zones

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Result in long-term job creation and economic opportunities

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Help the United States compete in a global economy by facilitating efficient and reliable freight movement

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## + Merit Criterion: **Environmental Sustainability**

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DOT will  
assess how  
the project:

Improves energy efficiency, reduce dependence on oil, and reduce congestion-related emissions, improves water quality, avoids and mitigates environmental impacts and otherwise benefits the environment

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Reduces energy use and air or water pollution through congestion mitigation strategies

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Avoids adverse environmental impacts to air or water quality, wetlands, and endangered species

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Provides environmental benefits, such as brownfield redevelopment, groundwater recharge in areas of water scarcity, wetlands creation or improved habitat connectivity, and storm water mitigation

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## + Merit Criterion: Quality of Life

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DOT will consider  
the extent to  
which the project:

Increases transportation choices

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Expands access and connectivity to essential  
services such as jobs and healthcare

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Will allow concurrent installation of fiber or  
other broadband deployment as an essential  
service

\*The Department may only reimburse costs  
associated with broadband if the broadband  
supports a transportation purpose

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## + Merit Criterion: Innovation

DOT will assess the use of innovative strategies such as :

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Safety, particularly in relation to automated vehicles and the detection, mitigation, and documentation of safety risks; includes work zone data exchanges

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Technology, including operational performance of transportation systems and broadband deployment,

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Project delivery, including contracting (P3s), congestion management, asset management, or long-term operations and maintenance

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Environmental permitting and review to accelerate project delivery and achieve improved outcomes for communities and the environment

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Funding and finance, including by using private sector funding or financing and recycled revenue from the competitive sale or lease of publicly owned or operated assets

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## + Merit Criterion: Partnership

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DOT will  
consider:

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

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Ensure long-term asset performance, such as through pay-for-success approaches

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Partnerships that bring together diverse transportation agencies and/or are supported, financially or otherwise, by other stakeholders that are pursuing similar objectives

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# + Project Readiness and BCA

Project Readiness	Technical Feasibility
	Project Schedule
	Required Approvals
	Assessment of Project Risks and Mitigation Strategies
BCA	Identify, quantify, and compare expected benefits and costs



# + Application Pitfalls

Ineligibility:  
applicants and  
projects

Priorities/outcomes  
not aligned with merit  
criteria

Lack of evidence  
substantiating project  
outcomes claims in  
narrative

Insufficient evidence  
of project readiness

Not providing  
statutorily-mandated  
match

Ineligible requests:  
Operating assistance

Uncertain urban/rural  
designation





# **+ BUILD 2019 Evaluation Teams**

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Considerations for DOT  
Evaluation Teams:

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Technical Evaluation

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Economic Analysis

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Project Readiness

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Control and Calibration

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Senior Review

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Final funding awards decided by the Secretary



# **+ Project Delivery: What Should Successful Applicants Expect**

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BUILD 2019 Announcements by November 12, 2019

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BUILD 2019 Modal Project Assignments

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Negotiations Initiated

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Sign/Execute Grant Agreement (funds obligated at this point)

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Reporting Requirements/Project Modifications

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Project Completion/Close-Out

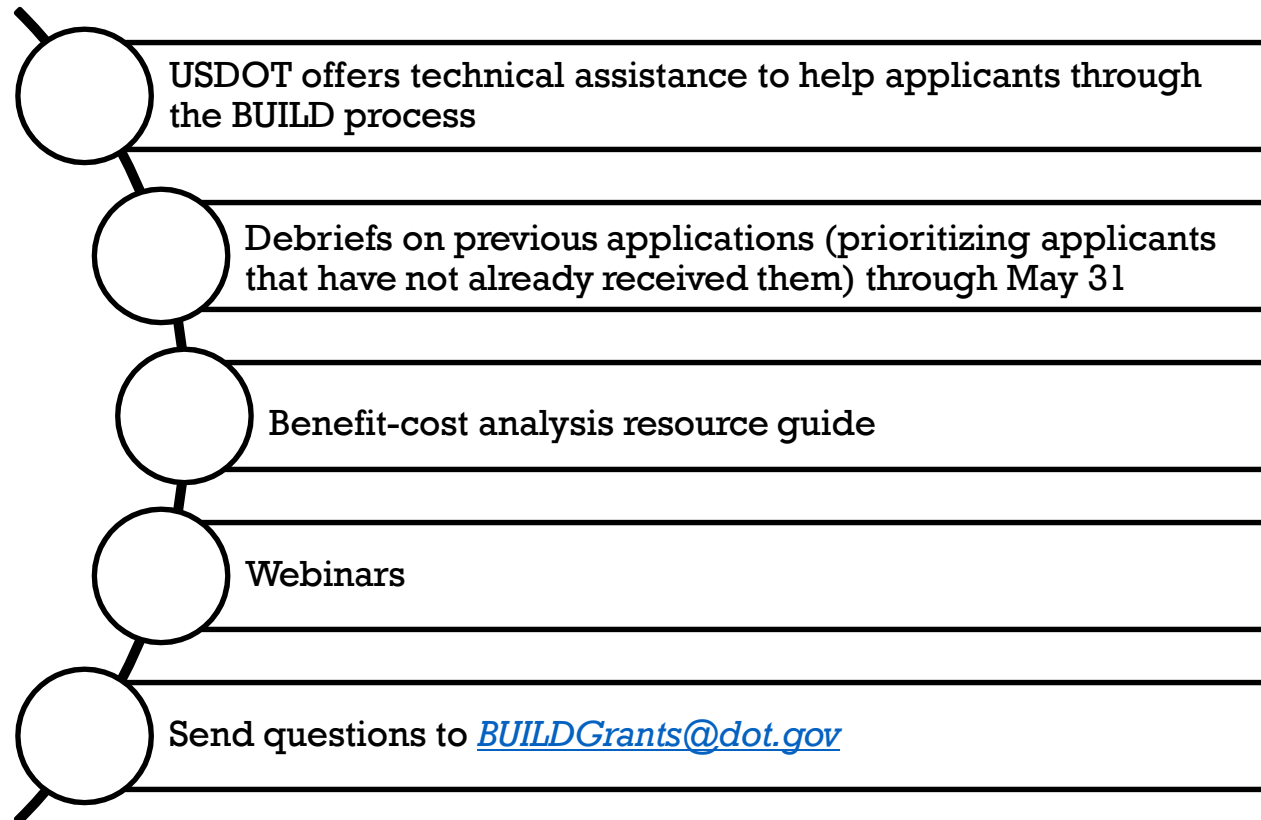
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Performance Monitoring

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# + Technical Assistance



# + Additional Application Help

- BUILD Website:  
[www.transportation.gov/BUILDgrants](http://www.transportation.gov/BUILDgrants)
- Preparing a Benefit-Cost Analysis for a BUILD Grant:  
[www.transportation.gov/BUILDgrants/additional-guidance](http://www.transportation.gov/BUILDgrants/additional-guidance)
- Webinars and Frequently Asked Questions:
  - [www.transportation.gov/BUILDgrants/outreach](http://www.transportation.gov/BUILDgrants/outreach)
  - [www.transportation.gov/BUILDgrants/2018-build-application-faqs](http://www.transportation.gov/BUILDgrants/2018-build-application-faqs)



# Questions



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