

# DRAFT INFRA Application Items

## DRAFT Schedule for North I-25 Segments 5 & 6

### August

- August 1<sup>st</sup>: USDOT opens application website
- Update I-25 Project Finance Plan
- Draft Project Narrative
- Determine project budget and cost
- Begin working on local partners and local match requirements
- CDOT initiates BCA

### September

- Conduct Safety Analysis
- Complete modeling tasks

### October

- CDOT feedback on Narrative
- Update Project Narrative
- BCA Report Complete

### November

- ***November 2<sup>nd</sup>: Deadline to Submit INFRA Application***

# DRAFT INFRA Application Items

## Application Requirements

### APPLICATION DEADLINE: November 2, 2017 8 PM EST.

- Discretionary grant program authorized under the FAST Act, previously known as FASTLANE.
- Approximately \$1.5B available for infrastructure grants for FY17 and FY18.
- Four criteria project applications will be evaluated on:
  - Support for National or Regional Economic Vitality
  - Leveraging of Federal Funding
  - Potential for Innovation
  - Performance and Accountability

## Eligible Projects

- Highway freight projects on the National Highway Freight Network
- Highway or bridge projects 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

## Eligible Project Costs

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering, design work, and other pre-construction activities
- Construction activities including new construction, reconstruction, rehabilitation, property or equipment acquisition, environmental mitigation, construction contingencies, and operational improvements

## Minimum Project Size

- Large Projects\*, the lesser of:
  - \$100M
  - 30 percent of a State's FY2015 apportionment, if project is located in one State
  - 50 percent of larger participating State's FY2015 apportionment, if project is located in more than one State
- Small Projects\*
  - Does not 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.*

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## Grant Amounts and Cost Share

- Minimum INFRA Grants:
  - \$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*

## Project Requirements

### Large Projects:

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

## Selection Criteria

### 1) Support for National or Regional Economic Vitality

- Supporting Economic Vitality includes projects that:
  - Achieve a significant reduction in traffic fatalities and serious injuries on the surface transportation system
  - Improve interactions between roadway users, reducing the likelihood of derailments or high consequence events
  - Eliminate bottlenecks in the freight supply chain
  - Ensure or restore the good condition of infrastructure that supports commerce and economic growth
  - Sustain or advance national or regional economic development in areas of need, including projects that provide or improve connections to the Nation's transportation network to support the movement of freight and people
  - Reduce barriers separating workers from employment centers, including projects that are primarily oriented toward reducing traffic congestion and corridor projects that reduce transportation network gaps to connect peripheral regions to urban centers or job opportunities.
- USDOT will evaluate this selection criterion by relying on quantitative, data-supported analysis, including an assessment of the applicant supplied BCA.

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## 2) Leveraging of Federal Funding

- To maximize the impact of INFRA awards, USDOT is seeking to leverage INFRA funding with non-federal contributions.
  - An application which proposes a 20 percent federal share will be more competitive than an otherwise identical application proposing a 50 percent federal share.
  - USDOT will consider three additional pieces of information in assessing this criterion:
    - The Applicant's available resources or other broader fiscal constraints (This may apply to applicants from rural OR less wealthy areas.)
    - If the applicant is a regular recipient of federal funding, the non-federal share of their overall transportation program
    - The Applicant's plan for future operation and maintenance costs associated with the project's life-cycle

## 3) Potential for Innovation

- USDOT is seeking to encourage innovation in three areas:
  - Environmental review and permitting (New Approach)
  - Use of experimental project delivery authorities ([SEP-14/15](#))<sup>1</sup>
  - Safety and technology
- These will be assessed to the extent they are applicable to the project

## 4) Performance and Accountability

- USDOT seeks projects that allow it to condition funding on specific, measurable, outcomes, such as:
  - Reaching project delivery milestones in a timely manner
  - Making specific State or local policy changes that advance desirable transportation outcomes
  - Achieving specific transportation performance objectives that support economic vitality or improve safety
- USDOT does not intend to impose these conditions on unwilling or interested INFRA recipients

*\*These examples are illustrative, USDOT encourages creativity*

## 5) Additional Considerations

- Geographic Diversity

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<sup>1</sup> **Special Experimental Project Number 14 (SEP-14)** - which encourages the testing of innovative contracting approaches to assess their effects on project costs, duration, and quality.

**Special Experimental Project Number 15 (SEP-15)** - which encourages innovation in a number of areas to foster public-private partnerships (PPPs), private investment, and more efficient project development processes and practices, in the areas of contracting, finance, planning, environmental clearance, and right-of-way acquisition.

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- USDOT will consider the contributions to geographic diversity among recipients, including the need for a balance between urban and rural areas
- Project Readiness
  - USDOT will consider the risks to successful completion of a project, including risks associated with environmental review, permitting, technical feasibility, funding, and the applicant's capacity to manage project delivery.
  - USDOT is required to determine that a large project is reasonably expected to begin construction within 18 months of Obligation. The Obligation deadline for FY2017 funding is September 30, 2020, and the obligation deadline for FY2018 funding is September 30, 2021.

### Application Format

- Application Cover Page
- Project Narrative (25 page limit)
  - Project Description
  - Project Location
  - Project Parties
  - Grant Funds, Sources, and Uses
  - Merit Criteria
  - Project Readiness
  - Large/Small Project Requirements
- Appendix
  - Benefit Cost Analysis
  - Supplemental Information (If Applicable)

For additional INFRA information: [www.transportation.gov/buildamerica/INFRAgrants](http://www.transportation.gov/buildamerica/INFRAgrants)