

# Suggestions for Potential Federal Infrastructure Bill Project Selection Criteria

**Black Text: Retained INFRA Criteria**

**Red Text: Suggested additions or deletions**

## 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; and
  - 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.~~

## 2) Leveraging of Federal Funding

- To maximize the impact of **federal awards**, USDOT is seeking to leverage **federal** funding with non-federal contributions.
  - **Projects** which propose a 20 percent federal share will be more competitive than an otherwise identical application proposing a 50 percent federal share.
  - **Project will receive additional credit/points in the scoring criteria for work completed in the previous five year period on the project corridor, including:**
    - **Local Match and Overmatch**
    - **Partnerships**
    - **Planning and Engineering, Design, ROW Acquisitions, and Construction**
    - **Local Communities' contributions (apart from Local Match/Overmatch)**
    - **Studies and Plans (PEL, EIS, etc.) completed**
    - **Records of Decision (RODs)**
  - 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.

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### 3) Potential for Innovation

- USDOT ~~is seeking to~~ encourages 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
  - **Connecting the project to other types of infrastructure, including, but not limited to:**
    - Airports/Air Cargo
    - Bridges
    - Broadband/Fiber Optics
    - Freight (Chain-up Stations, truck climbing lanes, truck rest areas)
    - Marine Transportation (Coastal, Lake, and River)
    - Pipelines
    - Railroad (including grade-separation and passenger rail)
    - Roadway
    - Water/Sewer/Storm water
- 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, including, but not limited to:
  - 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~~

### 5) Additional Considerations

- Geographic Diversity
  - At least 25 percent of federal funds must be awarded to projects located in rural areas. A project is considered in a rural area if the majority of the project is located in a rural area.
    - A rural area is defined as an area outside of an Urbanized Area, as designated by the U.S. Census Bureau, or an Urbanized Area with a population less than 200,000.
    - An urban area is defined as an Urbanized Area, as designated by the U.S. Census Bureau, with a population of 200,000 or more.
- Project Readiness
  - Technical Feasibility
  - Project Schedule
  - Required Approvals
  - Project Risks and Mitigation Strategies

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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.