

FEDERAL GRANT PROFILE



Department: U.S. Department of Transportation (U.S. DOT)
Agency: Office of the Secretary of Transportation

FY 2018 National Infrastructure Investments – Better Utilizing Investments to Leverage Development (BUILD) Grant – Formerly TIGER

Grant Overview

Formerly known as the TIGER grant program, the BUILD program supports capital investments in surface transportation infrastructure. Eligible projects include, but are not limited to; highway, bridge or other road projects; public transportation projects; passenger and freight rail transportation projects; port infrastructure investments; and intermodal projects. Eligible applicants are state, local, and tribal governments.

Program History

	Funding	# of Awards	Award Win Rate
2017	\$487 million	41	9%
2016	\$484 million	40	6.8%

Key Information and Tips

Total Funding: \$1.5 billion

Award Range: \$5 million - \$25 million

Match: 20 percent

Project Period: September 30, 2020 - September 30, 2025

Solicitation: April 20, 2018 – July 19, 2018

- Preference will be given to rurally based projects (at least 30% of awards – rural applicants received 63% of all FY 2017 funds)
- \$15 million set aside for planning projects
- \$300 million set aside to pay subsidy and administrative costs for projects under TIFIA program
- \$1 billion increase in allotted program funds from FY2017.

<https://www.transportation.gov/BUILDgrants>



Awardee Profile

Loudoun County, VA

POPULATION: 375,629

AMOUNT: \$25 million

FISCAL YEAR: 2017

Loudoun County was awarded \$25 million in TIGER funding to construct a new 1.6-mile segment of Northstar Boulevard to complete a 14-mile north-south corridor connecting to U.S. Route 50. The project is being designed as a controlled-access highway to optimize traffic flows along this vital north-south corridor within the county. It will remove traffic from roadways that are incapable of handling the current volume of vehicles.

Department: U.S. Department of Transportation (U.S. DOT)

Agency: Federal Highway Administration (FHWA)

FY 2018 National Infrastructure Investments – Better Utilizing Investments to Leverage Development (BUILD) Grant – Formerly TIGER

Application Deadline

July 19, 2018

Detailed Summary

The purpose of this program is to support capital investments in surface transportation infrastructure. Eligible projects for BUILD Transportation Discretionary Grants are capital projects that include, but are not limited to: (1) highway, bridge, or other road projects eligible under title 23, United States Code; (2) public transportation projects eligible under chapter 53 of title 49, United States Code; (3) passenger and freight rail transportation projects; (4) port infrastructure investments (including inland port infrastructure and land ports of entry); and (5) intermodal projects.

The FY 2018 Appropriations Act also allows up to \$15 million for the planning, preparation or design of projects eligible for BUILD Transportation funding. Activities eligible for funding under BUILD Transportation Planning Grants are related to the planning, preparation, or design-including environmental analysis, feasibility studies, and other pre-construction activities-of surface transportation projects. Research, demonstration, or pilot projects are eligible only if they will result in long-term, permanent surface transportation infrastructure that has independent utility as defined in Section C.3.iii of the Notice of Funding Availability (NOFA).

To reflect the Administration's Infrastructure Initiative, DOT plans to award a greater share of BUILD Transportation funding to projects located in rural areas that align well with the merit criteria than to those in urban areas. Rural applicants can highlight their needs in response to several of the evaluation criteria, including to deploy rural broadband as part of an eligible transportation project. For purposes of this notice, DOT defines "rural area" as an area outside an Urbanized Area (UA) as designated by the U.S. Census Bureau.

BUILD encourages local governments to proactively raise new sources of revenue with a new criterion to evaluate local activities to generate additional non-Federal revenue for transportation infrastructure.

The FY 2018 Appropriations Act mandated the announcement of BUILD Transportation grant awards by December 18, 2018.

Applicant Eligibility

Eligible applicants are: States, local and Tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments.

Funding

The Consolidated Appropriations Act, 2018 (Pub. L. 115-141, March 23, 2018) ("FY 2018 Appropriations Act" or the "Act") appropriated \$1.5 billion to be awarded by the Department of Transportation ("DOT" or the "Department") for National Infrastructure Investments.

At least 30 percent of funds must be awarded to projects located in rural areas. The Act allows for up to \$15 million (of the \$1.5 billion) to be awarded as grants for the planning, preparation or design of eligible projects. The FY 2018 Appropriations Act allows up to 20 percent of available funds (or \$300 million) to be used by the Department to pay the subsidy and administrative costs for a project receiving credit assistance under the Transportation Infrastructure Finance and Innovation Act of 1998 ("TIFIA") program, if that use of the FY 2018 BUILD funds would further the purposes of the BUILD Transportation program.

Grants may not be less than \$5 million and not greater than \$25 million, except that for projects located in rural areas (as defined in Section C.3.ii.) the minimum BUILD Transportation Discretionary Grant size is \$1 million. There is no statutory minimum grant size, regardless of location, for BUILD Transportation Planning grants.

Cost Share

Per the FY 2018 Appropriations Act, BUILD Transportation Discretionary Grants may be used for up to 80 percent of a project located in an urban area and the Secretary may increase the Federal share of costs above 80 percent for a project located in rural area. Urban area and rural area are defined in Section C.3.ii of the notice.

Previously Funded Projects

Since 2009, the Program has provided a combined \$5.6 billion to 463 projects in all 50 states, the District of Columbia, Puerto Rico, Guam, the Virgin Islands: \$1.5 billion for TIGER I, \$600 million for TIGER II, \$527 million for TIGER III, \$500 million for TIGER IV, \$474 million for TIGER V, \$600 million for TIGER VI, \$500 million for TIGER VII, \$500 million for TIGER VIII, \$500 million for TIGER IX, and \$1.5 billion for BUILD FY 2018 that has yet to be awarded.

This opportunity has allowed DOT to fund 51 innovative capital projects in TIGER I and an additional 42 capital projects in TIGER II. TIGER II also featured a new Planning Grant category through which 33 planning projects were also funded. In TIGER III, DOT awarded 46 capital projects in 33 states and Puerto Rico. In TIGER IV, DOT awarded 47 capital projects in 34 states and the District of Columbia. TIGER V saw 52 capital projects in 37 states, while TIGER VI awarded 41 capital projects and 31 planning projects in 46 states and the District of Columbia. TIGER VII awarded 39 capital projects in 33 states and TIGER VIII awarded 40 capital projects to 32 states and two U.S. territories. This year, TIGER IX awarded 41 capital projects across 43 states.

BUILD Merit Criteria

Similarly to the TIGER program, BUILD applications will be evaluated based on various merit criteria including safety, economic competitiveness, quality of life, environmental protection, state of good repair, innovation, partnership, and additional non-Federal revenue for infrastructure investments. Below is a side-by-side comparison of the merit criteria used in TIGER and BUILD:

TIGER	BUILD
<p>Merit criteria</p> <p><i>Primary criteria</i></p> <ul style="list-style-type: none"> • Safety • State of Good Repair • Economic Competitiveness • Environmental Sustainability • Quality of Life <p><i>Secondary criteria</i></p> <ul style="list-style-type: none"> • Innovation • Partnership <p><i>Other criteria</i></p> <ul style="list-style-type: none"> • Demonstrated Project Readiness • Project Costs and Benefits • Cost Sharing or Matching <p><i>Additional considerations</i></p> <ul style="list-style-type: none"> • Geographic diversity among recipients 	<p>Merit criteria</p> <ul style="list-style-type: none"> • Safety • State of Good Repair • Economic Competitiveness • Environmental Protection • Quality of Life • Innovation • Partnership • Non-Federal Revenue for Transportation Infrastructure Investment <p><i>Other criteria</i></p> <ul style="list-style-type: none"> • Demonstrated Project Readiness • Project Costs and Benefits <p><i>Additional considerations</i></p> <ul style="list-style-type: none"> • Geographic diversity among recipients

DOT strongly encourages applicants to identify in their applications the project components that have independent utility and separately detail costs and requested BUILD Transportation funding for those components. If the application identifies one or more independent project components, the application should clearly identify how each independent component addresses selection criteria and produces benefits on its own, in addition to describing how the full proposal of which the independent component is a part addresses selection criteria.

Merit selection criteria, which will receive equal consideration, are:

Safety

Projects that improve safety should include a discussion of the degree to which the proposed project enhances safety by avoiding transportation-related crashes or other unintended consequences of travel. Projects that enhance existing transportation infrastructure should discuss how these improvements will improve safe travel, while projects that shift transportation traffic from personal automobiles to other modes should estimate the number of car collisions avoided by taking these vehicles off the road. Specifically, proposals will be evaluated on:

- Project's ability to reduce the number, rate, and consequences of surface transportation-related accidents, serious injuries, and fatalities.
- Project's contribution to the elimination of highway/rail grade crossings.
- Project's contribution to preventing unintended releases of hazardous materials.

State of Good Repair

This criterion requires an explanation of how the project will help to upgrade, repair or maintain existing infrastructure. Particular emphasis is given to utilizing quantifiable estimates of avoided costs, such as maintenance costs or the costs of replacing infrastructure if worn out. This section can also be used to explain how plans for maintaining the project or using more sustainable construction techniques will extend the project's effective life, or how its existence will help extend the useable life of supportive infrastructure. This criterion should be addressed even if the proposed project would result in the construction of new infrastructure. Proposals should address the following:

- Project is consistent with relevant plans to maintain transportation facilities or systems in a state of good repair and address current and projected vulnerabilities.
- If left unimproved, the poor condition of the asset will threaten future transportation network efficiency, mobility of goods or accessibility and mobility of people, or economic growth.
- Project is appropriately capitalized up front and uses asset management approaches that optimize its long-term cost structure.
- A sustainable source of revenue is available for operations and maintenance of the project.
- Project improves the transportation asset's ability to withstand probable occurrence or recurrence of an emergency or major disaster or other impacts of climate change.

Additional consideration will be given to a project's contribution to improving the overall reliability of a multimodal transportation system that serves all users, and to projects that offer significant transformational improvements to the condition of existing transportation systems and facilities.

Economic Competitiveness

This section is an opportunity to discuss how the project will have sustained productivity and production benefits for the community, region or entire country. In order to formulate these benefits, examine how the proposed project will facilitate the most efficient and reliable movement of workers or economic goods, impact the opening up of more land to productive use, or provide enhanced economic access to beneficiary populations. DOT will prioritize projects that are part of a larger strategy to significantly revitalize communities and increase economic opportunities.

DOT will assess whether the project will:

- Decrease transportation costs and improve access for Americans with transportation disadvantages through reliable and timely access to employment centers, education and training opportunities, and other basic needs of workers.
- Improve long-term efficiency, reliability or costs in the movement of workers or goods.

- Increase the economic productivity of land, capital, or labor at specific locations, and through community revitalization efforts.
- Result in long-term job creation and other economic opportunities.
- Help the United States compete in a global economy by facilitating efficient and reliable freight movement, including border infrastructure and projects that have a significant effect on reducing the costs of transporting export cargoes.
- Projects that address congestion in major urban areas, particularly those that do so through the use of congestion pricing or the deployment of advanced technology, projects that bridge gaps in service in rural areas, and projects that attract private economic development, all support national or regional economic competitiveness. Projects that incorporate private sector contributions, including through a public-private partnership structure, are likely to be more competitive than those that rely solely on public non-Federal funding.

Environmental Protection

Environmental Protection can be evaluated by a variety of metrics, including reduced greenhouse gas emissions, lesser dependency upon fossil fuels, improving water quality, mitigation of impacts on sensitive areas, and long-term avoided costs from future infrastructure investments. Applicants are encouraged to provide quantitative information, including baseline information that demonstrates how the project will reduce energy consumption, stormwater runoff, and brownfield redevelopment or achieve other benefits for the environment. DOT will assess the project's ability to:

- reduce energy use and air or water pollution
- avoid adverse environmental impacts to air or water quality, wetlands, and endangered species
- Provide environmental benefits, such as:
 - Brownfield redevelopment
 - Groundwater recharge in areas of water scarcity
 - Wetland creation or improved habitat connectivity
 - Stormwater mitigation, including green infrastructure

Quality of Life

This section should describe how the project increases transportation choices and connectivity for individuals to provide more freedom on transportation decisions and improves access to essential services for people in communities across the United States, particularly for rural communities.

Innovation

Innovation is a prominent aspect of many BUILD projects. Although the type of innovation can vary significantly among individual projects, innovative components can be found in many project segments, including:

- Project Safety/Design – The Department particularly seeks to experiment with innovative approaches to transportation safety, particularly in relation to automated vehicles and the detection, mitigation, and

documentation of safety risks. When making BUILD award decisions, the Department will consider any innovative safety approaches proposed by the applicant, particularly projects which incorporate innovative design solutions, enhance the environment for automated vehicles, or use technology to improve the detection, mitigation, and documentation of safety risks.

- Project Design – Utilization of more efficient technologies to ensure greater project success and sustainability. For example, DOT is interested in projects that support broadband deployment and the installation of high-speed networks concurrent with the project construction; connecting Intelligent Transportation System (ITS) infrastructure; and providing direct fiber connections that support surface transportation to public and private entities, which can provide a platform and catalyst for growth of rural communities.
- Operational Performance – The extent to which the project utilizes innovative practices in contracting, congestion management, asset management, or long-term operations and maintenance.
- Project Delivery – Use of FHWA’s Special Experimental Project No. 14 (SEP-14) and Special Experimental Project No. 15 (SEP-15).
- Project Funding and Finance – leveraging both existing and new sources of funding or financing through both traditional and innovative means, including by using private sector funding or financing and recycled revenue from the competitive sale or lease of publicly owned or operated assets.

With respect to safety approaches, DOT will assess:

- Conflict detection and mitigation technologies (e.g., intersection alerts and signal prioritization);
- Dynamic signaling or pricing systems to reduce congestion;
- Signage and design features that facilitate autonomous or semiautonomous vehicle technologies;
- Applications to automatically capture and report safety-related issues (e.g., identifying and documenting near-miss incidents); and
- Cybersecurity elements to protect safety-critical systems.

Partnership

In this section, applicants should emphasize the diverse and wide-ranging nature of their partnerships, including organizations at multiple levels (community organizations, localities, regional organizations, nonprofits, private sector, educational institutions, state or federal bodies) and any multi-jurisdictional collaboration. Projects that will leverage any significant federal, state, local or private sector initiatives, especially those that have significant funding levels decided to them, should be noted.

DOT will also consider the extent to which projects include partnerships that bring together diverse transportation agencies and/or are supported, financially or otherwise, by non-transportation projects that are coordinated with economic development, housing, water infrastructure, and land use plans and policies or other public service efforts. Programs that grow out of a robust planning process (grant-funded planning programs from DOT or other organizations) will be given priority.

Non-Federal Revenue for Transportation Infrastructure Investment

If an applicant generates additional non-Federal revenue this section should provide evidence of newly secured and committed revenue for transportation infrastructure investments and identify the source of the revenue. If new revenue for transportation infrastructure investments has not already been secured, the applicant should explain necessary steps to securing revenue and provide a timeline of key milestones leading to its commitment.

Project Readiness

Projects that receive funding in this round of BUILD must obligate funds by September 30, 2020, or the funding will expire. Therefore, DOT will assess every application to determine whether the project is likely to proceed to obligation by the statutory deadline, as evidence by:

Technical Feasibility

The technical feasibility of the project should be demonstrated by engineering and design studies and activities; the development of design criteria and/or a basis of design; the basis for the cost estimate presented in the BUILD application, including the identification of contingency levels appropriate to its level of design; and any scope, schedule, and budget risk-mitigation measures. Applicants must include a detailed statement of work that focuses on the technical and engineering aspects of the project and describes in detail the project to be constructed.

Financial Feasibility

The viability and completeness of the project's financing package should be demonstrated including evidence of stable and reliable capital and (as appropriate) operating fund commitments sufficient to cover estimated costs; the availability of contingency reserves should planned capital or operating revenue sources not materialize; evidence of the financial condition of the project sponsor; and evidence of the grant recipient's ability to manage grants. The applicant must include a detailed project budget in this section of the application containing a breakdown of how the funds will be spent. That budget must estimate—both dollar amount and percentage of cost— the cost of work for each project component and provide examples. If the project will be completed in individual segments or phases, a budget for each individual segment or phase must be included. Budget spending categories must be broken down between BUILD, other Federal, and non-Federal sources, and identify how each funding source will share in each activity.

Project Schedule

The applicant must include a detailed project schedule that includes all major project milestones--such as start and completion of environmental reviews and approvals; design; right of way acquisition; approval of plan, specification and estimate (PS&E); procurement; and construction-- with sufficiently detailed information to demonstrate that:

- All necessary activities will be complete to allow grant funds to be obligated no later than September 30, 2020.
- The project can begin construction quickly upon receipt of a BUILD Discretionary Grant, and that the grant funds will be spent steadily and expeditiously once construction starts.
- Any applicant that is applying for a BUILD Discretionary Grant and does not own all of the property or right-of-way required to complete the project should provide evidence that the property and/or right-of-way acquisition can and will be completed expeditiously.

Required Approvals

Environmental Permits and Reviews

The applicant must demonstrate receipt (or reasonably anticipated receipt) of all environmental approvals and permits necessary for the project to proceed to construction on the timeline specified in the project schedule and necessary to meet the statutory obligation deadline, including satisfaction of all federal, state and local requirements and completion of the National Environmental Policy Act (“NEPA”) process. If the NEPA process is underway but not complete, the application must detail the type of NEPA review underway, where the project is in the process, and indicate the anticipated date of completion. Applicants must provide a website link or other reference to copies of any NEPA documents prepared. Including environmental studies or other documents through website link that describes in detail the projects known impacts and possible mitigation of those impacts.

Legislative Approvals

The applicant should demonstrate receipt of state and local approvals on which the project depends. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project is broadly supported.

State and Local Planning

The planning requirements of the modal administration administering the BUILD project will apply. Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning documents has been or will be included. If the project is not included in the relevant planning documents at the time the application is submitted, you should submit a certification from the appropriate planning agency that actions are underway to include the project in the relevant planning document.

Assessment of Project Risk and Mitigation Strategies

The applicant should identify the material risks to the project and the strategies that the lead applicant and any project partners have undertaken or will undertake in order to mitigate those risks. The applicant must assess the greatest risks to the projects and identify how the project parties will mitigate those risks. DOT will consider projects that contain risks so long as the applicant clearly and directly describe achievable mitigation strategies.

Benefit-Cost Analysis

Crafting a Benefit-Cost Analysis (BCA) is one of the most technically demanding aspects of a BUILD grant application, BCAs are required. An effective BCA requires the monetization of a variety of project costs and benefits, including metrics that may not be easily monetized. If there are significant metrics which are exceptionally difficult to monetize, these may be quantified in non-monetary terms. However there should be sufficient metrics that can be monetized to enable an effective evaluation by DOT. Some metrics that are commonly used in a BCA include:

- Costs
 - Capital costs, as articulated in proposal
 - New maintenance or operational costs
 - Costs to surrounding communities or transportation systems associated with shifting travelers to new system
- Benefits
 - Maintenance savings
 - Time savings from alleviated congestion or shorter commute times
 - Fuel savings
 - Emission reductions
 - Transportation crash reductions (property, injury and fatality savings)
 - Passenger savings from more cost effective transportation modes (transit)
 - Health benefits associated with reduced emissions and increased cycling/walking
 - Increases in land value

Contents of Application

DOT formatting requirements:

- Single-spaced document
- Standard 12-point font, such as Times New Roman
- 1-inch margins
- Project narrative should not exceed 30 pages
- Supporting documents should be limited to relevant information
- Cover pages, tables of contents, and the federal wage rate certification do not count towards the 30-page limit for the project narrative
- The only substantive portions of the application that may exceed the 30-page limit are any supporting documents (including a more detailed discussion of the benefit-cost analysis) provided to support assertions or conclusions made in the 30-page narrative section.
- If possible, website links to supporting documentation (including a more detailed discussion of the benefit-cost analysis) should be provided rather than copies of these materials.
- If possible, website links to supporting documents are preferred to hard copies

Budget

The budget should show how each funding source will share in each major construction activity, and present that data in dollars and percentages. Funding sources should be grouped into three categories: non-Federal;

BUILD; and other Federal. If the project contains individual components, the budget should separate the costs of each project component. If the project will be completed in phases, the budget should separate the costs of each phase. The budget detail should sufficiently demonstrate that the project satisfies the statutory cost-sharing requirements described in Section C.2.

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