



Subject Specific Grant Guide

Grants to Support the Expansion of U.S. Corridor 395 (Lassen County)

May 2020

This guide identifies potential funding opportunities to support the widening of U.S. Corridor 395. These opportunities prioritize evidence-based, cost-effective programs for pressing public transportation challenges and aim to support transportation infrastructure improvements. The grants chosen for inclusion in this guide are opportunities that are typically reoccurring. Past funding opportunities that seemed relevant but presented no indication of being funded in the future were not included.

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Department: U.S. Department of Transportation

Agency: Office of the Secretary for Transportation Policy

FY 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant

Grant Overview

Formerly known as the BUILD and TIGER grant programs, the RAISE Grant program supports surface transportation projects that will have a significant local or regional impact. Eligible applicants are state, local, tribal, and U.S. territorial governments, including special districts and public authorities with a transportation function, transit agencies, port authorities, and multi-state or multijurisdictional groups of eligible entities.

Program History

	Total Funding	# of Awards
2021	\$1 billion	90
2020	\$1 billion	70
2019	\$900 million	55

Key Information and Tips

Total Funding: \$1.5 billion

Award Range: \$1 million - \$25 million (rural)
\$5 million - \$25 million (urban)

Match: 20 percent (urban)

Solicitation date: January 28, 2022

Proposal due: April 14, 2022

- Priority will be given to projects that reduce greenhouse gas emissions, address environmental justice and racial equity to racial equity, and create good-paying jobs

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



Awardee Profile

City of Manchester
New Hampshire

AMOUNT: \$25,000,000

YEAR: 2021

The City of Manchester received funding to reconnect the city's South Millyard district to surrounding neighborhoods and downtown Manchester, facilitating new, mixed-use development and adaptive redevelopment of existing buildings. The project will mitigate existing traffic congestion, increase driver and pedestrian safety, improve a critical rail crossing and freight mobility, and provide improved and accessible transportation options for the community.

Department: U.S. Department of Transportation

Agency: Office of the Secretary for Transportation Policy

FY 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant

Detailed Summary

Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, the Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Grant program, provides funding for surface transportation infrastructure that will have a significant local or regional impact. Supported projects should improve safety, economic strength and global competitiveness, equity, and climate and sustainability goals.

Eligible **capital projects** include but are not limited to:

- Highway, bridge, or other road projects eligible under title 23, United States Code
- Public transportation projects eligible under chapter 53 of title 49, United States Code
- Passenger and freight rail transportation projects
- Port infrastructure investments (including inland port infrastructure and land ports of entry)
- Surface transportation components of an airport project eligible for assistance under part B of subtitle VII of title 49, United States Code (see [Airport Improvement Program](#) Handbook Appendix P for details)
- Intermodal projects
- Projects to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species while advancing the goals of the RAISE program
- Projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government
- Other surface transportation infrastructure projects that the Secretary considers to be necessary to advance the goals of RAISE such as public road and non-motorized projects that are not otherwise eligible under title 23, United States Code

Activities eligible for funding under RAISE **planning grants** are related to the planning, preparation, or design—for example environmental analysis, feasibility studies, equity analysis, community engagement, and other preconstruction activities—of eligible surface transportation capital projects. Under the RAISE FY 2022 program, if an application includes right-of-way-acquisition, the project will be considered a capital project.

Eligible activities related to multidisciplinary projects or regional planning may include:

- Development of master plans, comprehensive plans, integrated land use and transportation plan, or corridor plans
- Planning activities related to the development of a multimodal freight corridor, including those that seek to reduce conflicts with residential areas and with passenger and non-motorized traffic

- Development of port and regional port planning grants, including State-wide or multi-port planning within a single jurisdiction or region
- Risk assessments and planning to identify vulnerabilities and address the transportation system's ability to withstand probable occurrence or recurrence of an emergency or major disaster

Research, demonstration, or pilot projects are only eligible if they will result in long-term, permanent surface transportation infrastructure that has independent utility.

Priority will be given to projects that:

- Reduce greenhouse gas emissions and are designed with specific elements to address climate change impacts
- Address environmental justice particularly for communities disproportionately experiencing climate change-related consequences
- Proactively address racial equity and barriers to opportunity including automobile dependence as a form of barrier
- Support the creation of good-paying jobs, including apprenticeships, with the free and fair choice to join a union and the incorporation of strong labor standards

Definitions

Urban/Rural: A project is designated as urban if it is located within (or on the boundary of) a Census-designated urbanized area that had a population greater than 200,000 in the 2010 Census. If a project is located outside a Census-designated urbanized area with a population greater than 200,000, it is designated as a rural project. A list of urbanized areas can be found [here](#). Projects located in both an urban and rural area will be designated as urban if the majority of the project's costs are spent in urban areas and vice versa.

Areas of Persistent Poverty: A project is located in an Area of Persistent Poverty if:

1. the **County** in which the project is located consistently had greater than or equal to 20 percent of the population living in poverty in all three of the following datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the 2019 Small Area Income Poverty Dataset; **OR**
2. the **Census Tract** in which the project is located has a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census; **OR**
3. the project is located in any territory or possession of the United States.

A list of all counties and census tracts that meet this definition can be found [here](#).

Historically Disadvantaged Communities: Consistent with OMB's Interim Guidance for the Justice40 Initiative, a project is located in a Historically Disadvantaged Community if:

1. The project is located in certain qualifying census tracts, identified [here](#);
2. The project is located on Tribal land; **OR**
3. The project is located in any territory or possession of the United States.

Access DOT's Historically Disadvantaged Communities Mapping Tool [here](#).

Applicant Eligibility

Eligible applicants are states, local, tribal, and U.S. territorial governments, special purpose districts or public authorities with a transportation function, transit agencies, port authorities, and multi-state or multijurisdictional groups of eligible entities.

Recipients of previous RAISE/BUILD/TIGER grants may apply for funding to support additional phases of a project previous awarded funding through this program.

Funding

In FY 2022, an estimated \$1.5 billion is available to support awards of up to \$25 million through this program. For urban planning and capital projects, awards may not be less than \$5 million. For rural planning and capital projects, awards may not be less than \$1 million. Funding in FY 2022 has increased from previous years under the Infrastructure Investment and Jobs Act (IIJA) of 2021 to help meet overwhelming demand.

Funds are available for obligation only through September 30, 2026. All funds must be expended (the grant obligation must be liquidated or actually paid out to the grantee) by September 30, 2031.

Of the total funding available:

- At least 5 percent (\$75 million) will be awarded for planning, preparation, and design projects
- At least 1 percent (\$15 million) will be awarded for projects located in historically disadvantaged communities or areas of persistent poverty
- No more than 15 percent (\$225 million) may be awarded to projects in a single State
- No more than 50 percent (\$750 million) will be used for projects located in rural areas
- No more than 50 percent (\$750 million) will be used for projects located in urbanized areas

Applicants with projects located in urban areas must provide at least 20 percent of the total project costs non-federal cash match. For projects located in rural areas, historically disadvantaged areas, and areas of persistent poverty the Federal share may be up to 100 percent of the cost. Non-Federal sources include State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, or private funds. Applicants may also be allowed to use select federal funds as part of matching funds including tribal transportation program funds, TIFIA program funds, and Railroad Rehabilitation and Improvement Financing program funds.

Contact Information

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Department: U.S. Department of Transportation
Agency: Federal Highway Administration

FY 2017 California Federal Lands Access Program

Grant Overview

The purpose of this program is to improve transportation facilities that will provide access to, are adjacent to, or are located within federal lands. Projects may engage in design, construction, and reconstruction activities that target public roads, transit systems, and other transportation facilities. Additional eligible costs include engineering, rehabilitation, restoration, transportation planning, and research of federal lands access transportation facilities. Previously supported project activities include roadway rehabilitation, pavement rehabilitation, and bridge repair and reconstruction. Eligible applicants include state, county, tribal, and city governmental agencies that own or maintain the proposed transportation facility and must access federal lands in California.

Program History

	Award Ranges	# of Awards
2017	\$32.9 million	12

Key Information

Total Funding Expected in 2020: \$30 million

Award Range: Up to \$10,000

Match: 11.47 percent

- The next call for Projects under this program is tentatively scheduled for October 2020

<https://flh.fhwa.dot.gov/programs/flap/ca/>



Awardee Profile

Castle Rock Trailhead Parking
San Bernardino, CA

YEAR: 2017

The funds will be used to construct a trailhead parking area with a short access road off of Talbot Drive.

More awardee information can be found [here](#).

Department: U.S. Department of Transportation

Agency: Federal Highway Administration

FY17 California Federal Lands Access Program

Detailed Summary

The purpose of this program is to improve transportation facilities that will provide access to, are adjacent to, or are located within federal lands. Projects may engage in design, construction, and reconstruction activities that target public roads, transit systems, and other transportation facilities. Additional eligible costs include engineering, rehabilitation, restoration, transportation planning, and research of federal lands access transportation facilities. Preference will be given to projects that provide access to federal high-use recreation sites and economic generators. Previously supported project activities include:

- Roadway reconstruction
- Pavement rehabilitation
- Bridge repair and reconstruction

Applicant Eligibility

Eligible applicants include state, county, tribal, and city government agencies that own or maintain the proposed transportation facility. Projects must access federal lands in California.

Funding

A total of \$32.9 million was available to support reimbursement awards of up to \$10,000 in 2017. Applicants must provide a local match of at least 11.47 percent of the total project costs via nonfederal contributions. Additionally, applicants must have the support of the pertinent FLMAs. For non-state government agencies located within the non-metropolitan planning organization (MPO) rural regional transportation planning agency (RTPA) areas shown in the MPO-RTPA-Map file, the applicant may use toll credits in lieu of the required 11.47 percent match.

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<https://flh.fhwa.dot.gov/programs/flap/ca/>

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Office of the Secretary of Transportation

FY 2022 Multimodal Project Discretionary Grant (MPDG) - Nationally Significant Freight and Highway Projects (INFRA)

Grant Overview

INFRA (known statutorily as the Nationally Significant Multimodal Freight & Highway Projects) awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. Eligible applicants are states, metropolitan planning organizations (MPOs), local governments, special purpose districts and public authorities with transportation functions, Federal land management agencies, tribal governments, and multistate or multijurisdictional groups of public entities.

Program History

	Total Funding	# of Awards
2021	\$905 million	24
2020	\$906 million	20
2019	\$856 million	20

Key Information

Total Funding: \$1.55 billion
Minimum Grant Award: \$5 million rural, \$25 million urban
Match: 40 percent
Solicitation date: March 23, 2022
Proposal due: May 23, 2022

<https://www.transportation.gov/grants/mpdg-announcement>



Awardee Profile

Mississippi Department of Transportation

AMOUNT: \$71.4 million

YEAR: 2020

The Mississippi Department of Transportation received funding to complete the construction of the 15.6-mile Greenville Bypass, which will carry US 82 from near the Greenville Bridge over the Mississippi River to Leland, east of Greenville.

Department: U.S. Department of Transportation

Agency: Office of the Secretary of Transportation

FY 2022 Multimodal Project Discretionary Grant (MPDG) - Nationally Significant Freight and Highway Projects (INFRA)

Detailed Summary

The INFRA program provides federal financial assistance to highway and freight projects of national or regional significance. Eligible projects include:

- Highway freight projects carried out on the National Highway Freight Network (NHFN);
- Highway or bridge projects carried out on the National Highway System (NHS), including projects that add capacity on the Interstate System to improve mobility or projects in a national scenic area;
- Railway-highway grade crossing or grade separation projects;
- Freight projects that are 1) an intermodal or rail project, or 2) within the boundaries of a public or private freight rail, water (including ports), or intermodal facility;
- Wildlife crossing project;
- Surface transportation project within the boundaries of, or functionally connected to, an international border crossing that improves a facility owned by a Federal, state or local government and increases throughput efficiency;
- Marine highway corridor project that is functionally connected to the NHFN and is likely to reduce on-road mobile source emissions; and
- Highway, bridge, or freight projects on the National Multimodal Freight Network.

To be eligible under INFRA, a project within the boundaries of a freight rail, water (including ports), or intermodal facility must be a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility and must significantly improve freight movement on the NHFN. In this context, improving freight movement on the NHFN may include shifting freight transportation to other modes, thereby reducing congestion and bottlenecks on the NHFN. For a freight project within the boundaries of a freight rail, water (including ports), or intermodal facility, Federal funds can only support project elements that provide public benefits.

INFRA grants may be used for the construction, reconstruction, rehabilitation, acquisition of property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, equipment acquisition, and operational improvements directly related to the system performance. INFRA grants may also fund development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering, design, and other preconstruction activities, provided the project meets statutory requirements. However, DOT is seeking to use INFRA funding on projects that result in construction, meaning development phase activities are less competitive by nature of the evaluation structure. Public-Private partnership assessments for projects in the development phase are also eligible costs.

Additional consideration will be given to projects that benefit an Area of Persistent Poverty or a Historically Disadvantaged Community.

Rebranded as the **MPDG Extra Initiative**, projects which receive a Highly Recommended rating, but are not awarded, are automatically designated MPDG Extra Projects, unless the Department determines that they are not reasonably likely to satisfy the TIFIA project type eligibilities. This designation provides the sponsors of these projects the opportunity to apply for TIFIA credit assistance for up to 49 percent of eligible project costs. Under current policy, TIFIA credit assistance is limited to 33 percent of eligible project costs unless the applicant provides a strong rationale for requiring additional assistance.

Applicant Eligibility

Eligible applicants for INFRA grants are: (1) a state or group of states; (2) a metropolitan planning organization that serves an Urbanized Area (as defined by the Bureau of the Census) with a population of more than 200,000 individuals; (3) a unit of local government or group of local governments; (4) a political subdivision of a State or local government; (5) a special-purpose district or public authority with a transportation function, including a port authority; (6) a Federal land management agency that applies jointly with a state or group of states; (7) a tribal government or a consortium of tribal governments; (8) a multistate corridor organization; or (9) a multistate or multijurisdictional group of entities.

Definitions

Under the INFRA Program, DOT has defined **urban** as inside an Urbanized Area, as designated by the U.S. Census Bureau, with a population of 200,000 or more. [Click here](#) for a list of Urbanized Areas that are considered urban for the purposes of the INFRA grant program. The Department will consider a project to be in a **rural** area if the majority of the project (determined by geographic location(s) where the majority of the money is to be spent) is located in a rural area.

A project is located in an **Area of Persistent Poverty** if: (1) the County in which the project is located consistently had greater than or equal to 20 percent of the population living in poverty in all three of the following datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the 2020 Small Area Income Poverty Estimates; OR (2) the Census Tract in which the project is located has a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census; OR (3) the project is located in any territory or possession of the United States. USDOT has published [a table](#) to help applicants identify if a project meets the Area of Persistent Poverty definition for a County or Census Tract.

A project is located in a **Historically Disadvantaged Communities** if: (1) the project is located in certain qualifying census tracts, identified in [this table](#); OR (2) the project is located on Tribal land; OR (3) the project is located in any territory or possession of the United States.

Common Application

To help **streamline the grant process** for applicants, the DOT has combined the applications for the National Infrastructure Project Assistance grant program (Mega), Nationally Significant Freight and Highway Projects (INFRA), and Rural Surface Transportation Grant program (Rural) into the MPDG common application. Applicants may choose to apply to one, two, or all three of these grant programs by submitting only one

application. While they remain separate programs for the award, the programs share many common characteristics, including larger project size, multimodal eligibility, and many shared statutory project requirements. Because of these shared characteristics, many projects can be eligible and considered for multiple programs using a single application.

While the MPDG grant opportunity consists of three separate programs, DOT will evaluate common applications for the programs using common merit criteria and considerations to provide a more streamlined and efficient application process for project sponsors. The common set of criteria includes **safety; state of good repair; economic impacts, freight movement, and job creation; climate change, resiliency, and the environment; equity, multimodal options, and quality of life; and innovation**. Additional considerations include cost-effectiveness; demonstrated project readiness, which includes technical assessment, financial completeness, environmental review, and permitting risk; and geographic diversity among recipients, including a balance between the needs of urban and rural projects.

Funding

In FY 2022, \$1.55 billion is available for awards through INFRA. In addition to FY 2022 INFRA funds, amounts from prior year authorizations, presently estimated at up to \$150 million, may be made available and awarded under this solicitation. INFRA funds must be obligated by September 30, 2025.

To qualify as a **large project**, the minimum project size for large projects is the lesser of (1) \$100 million; (2) 30 percent of a state's FY 2-21 Federal-aid apportionment if the project is located in one state; or (3) 50 percent of the larger participating State's FY 2021 apportionment for projects located in more than one state. The minimum grant request must be at least \$25 million for large projects.

Projects are classified as **small projects** if they do not meet the large project requirements outlined above. The minimum grant request must be at least \$5 million for small projects.

Approximately, 15 percent of available funds are reserved for small projects, and 85 percent of funds are reserved for large projects. At least 25 percent of funds provided for INFRA large projects must be used for projects located in rural areas. At least 30 percent of funds provided for INFRA small projects must be used for projects located in rural areas.

Additionally, IJA specified that \$150 million in available INFRA funding be set aside for INFRA **Leverage Pilot** program projects. The INFRA Leverage Pilot Program will fund projects with a Federal share of less than 50 percent. No less than 10 percent of the Leverage Pilot funds will be awarded to small INFRA projects and not less than 25 percent of the Leverage Pilot funds will be awarded to rural projects.

Previously incurred costs will be counted toward the minimum project size requirement only if they were eligible project costs and were expended as part of the project for which the applicant seeks funds. Previously incurred costs can be used to meet the minimum project size threshold, however, cannot be reimbursed with INFRA grant funds, nor will count towards the non-federal match requirement.

INFRA grants may be used for up to 60 percent of future eligible project costs. Other Federal assistance may satisfy the non-Federal share requirement for an INFRA grant, but total Federal assistance for a project receiving an INFRA grant may not exceed 80 percent of future eligible project costs. Non-Federal sources include state funds originating from programs funded by state revenue, local funds originating from state or local revenue-funded programs, private funds, or other funding sources of non-Federal origins.

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<https://www.transportation.gov/grants/mpdg-announcement>



Department: U.S. Department of Transportation
Agency: Federal Highway Administration (FHWA)

FY 2018 Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program

Grant Overview

The purpose of this program is to address significant challenges across the nation for transportation facilities that serve federal and tribal lands. Funding will support projects of national significance for construction, reconstruction, or rehabilitation of transportation facilities within, adjacent to, or providing access to federal or tribal lands. Eligible applicants are states or groups of states, metropolitan planning organizations, units of local governments, special purpose districts or public authorities, groups of federal land management agencies, consortia of tribal governments, and multistate or multijurisdictional groups of public entities.

Program History

	Total Funding	# of Awards
2018	\$321,365,725	6

Key Information and Tips

Total Funding: \$300 million

Match: 10 percent

Solicitation date: October 4, 2018

Proposal due: Rolling

- Applicants must be eligible to receive funds under the Federal Lands Access Program, the Federal Lands Transportation Program, the Tribal Transportation Program, and/or the Federal Lands Planning Program.

<https://flh.fhwa.dot.gov/programs/nsfltp/>



Awardee Profile

State of Florida

AMOUNT: \$60,000,000

YEAR: 2019

Funds will be used to reconstruct, raise and construct small bridges across a 6.5-mile section of US-41/Tamiami Trail.

Department: U.S. Department of Transportation

Agency: Federal Highway Administration (FHWA)

FY18 Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program

Detailed Summary

The purpose of this program is to address significant challenges across the nation for transportation facilities that serve federal and tribal lands. Funding will support projects of national significance for construction, reconstruction, or rehabilitation of transportation facilities within, adjacent to, or providing access to federal or tribal lands.

Projects must be a single, continuous project. In addition, projects must meet at least one of the following definitions of transportation facilities from Title 23, Section 101 of the U.S. Code (U.S.C.):

- **Federal lands transportation facility:** public highways, roads, bridges, trails, or transit systems that are located on, adjacent to, or provide access to federal lands for which title and maintenance responsibility is vested in the federal government
- **Federal lands access transportation facility:** public highways, roads, bridges, trails, or transit systems that are located on, adjacent to, or provide access to federal lands for which title or maintenance responsibility is vested in a state, county, town, township, tribal, municipal, or local government
- **Tribal transportation facility:** public highways, roads, bridges, trails, or transit systems that are located on, or provide access to, tribal land

Such facilities are not required to be included in an inventory described in Section 202 or 203 of Title 23, U.S.C.

Projects must have an estimated construction costs, based on the results of preliminary engineering, of at least \$25 million. Priority will be given to projects with estimated construction costs of at least \$50 million.

Applicant Eligibility

Eligible applicants are states or groups of states; metropolitan planning organizations; units of local governments or groups of local governments; political subdivisions of a state or local government; special purpose districts or public authorities with a transportation function; groups of federal land management agencies; consortia of local governments; and multijurisdictional groups of public entities.

Applicants must be eligible to receive funds under the Federal Lands Access Program, the Federal Lands Transportation Program, the Tribal Transportation Program, and/or the Federal Lands Planning Program.

In addition, applicants must be sponsored by an eligible FLMA or a federally recognized Native American tribe.

Funding

Up to \$300 million is available to support awards through this program. There is no minimum award amount. Projects must have estimated construction costs, based on the results of preliminary engineering, of at least \$25 million. Priority will be given to projects with estimated construction costs of at least \$50 million.

Applicants must provide at least 10 percent of the total project cost via cash and/or in-kind contributions. Preference will be given to applicants that provide more than the required match. Eligible types of matching contributions include:

- Any other federal funds, provided these funds were not authorized under Title 23 or Title 49 of the U.S. Code (U.S.C.)
- Any private or public source, provided the source did not receive the funds through programs authorized under Title 23 or Title 49, U.S.C.
- In-kind contributions, such as donations of funds, materials, services, right-of-way acquisition, and utility relocation

Tapered matches are permissible to allow for greater flexibility. For the purposes of this program, a tapered match is defined as a form of federal aid matching flexibility that allows a project's federal share to vary over the life of the project, provided the final contribution of federal funds does not exceed the project's maximum authorized share.

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<https://flh.fhwa.dot.gov/programs/nsfiltp/>



Department: U.S. Department of Transportation
Agency: Federal Highway Administration (FHWA)

FY 2020 Surface Transportation System Funding Alternatives

Grant Overview

The purpose of this program is to maintain the long-term solvency of the Highway Trust Fund by supporting states in demonstrating user-based alternative revenue mechanisms that utilize a user-fee structure. Funding will support new demonstration projects, as well as extensions or enhancements of existing demonstration projects, that carry out the development, deployment, and testing of resulting technologies or innovations, as well as an evaluation of the costs and benefits of the resulting technologies or innovations. Eligible applicants are state agencies, and multistate partnerships established to develop regional or national proposals.

Program History

	Total Funding	# of Awards
2018	\$10.2 million	7

Key Information

Total Funding: \$18.02 million
Match: 50 percent
Solicitation Date: August 8, 2019
Proposal due: October 15, 2019

- A state department of transportation must serve as the lead agency for administering program funding. Another state agency or a state agency in a difference state, if the project involves a group of states, may be responsible for providing a day-to-day project oversight.

<https://www.fhwa.dot.gov/fastact/factsheets/surftransfundaltfs.cfm>



Awardee Profile

California Department of
Transportation

YEAR: 2019

AMOUNT: \$2,030,000

Funds will be used for the exploration of California's Road Usage Charge Program (RUC) with emerging technologies and services, such as Usage-Based Insurance (UBI), Transportation Network Companies (TNCs), and Autonomous Vehicles (AVs).

Department: U.S. Department of Transportation

Agency: Federal Highway Administration (FHWA)

FY20 Surface Transportation System Funding Alternatives

Detailed Summary

The purpose of this program is to maintain the long-term solvency of the Highway Trust Fund by supporting states in demonstrating user-based alternative revenue mechanisms that utilize a user-fee structure. Funding will support new demonstration projects, as well as extensions or enhancements of existing demonstration projects, that carry out the development, deployment, and testing of resulting technologies or innovations, as well as an evaluation of the costs and benefits of the resulting technologies or innovations. The focus for 2019 and 2020 will be on deployment activities. The type of alternative mechanism that is proposed may be flexible, as long as it is user-based. Projects supported through this program must meet the following goals:

- Test the design, acceptance, and implementation of user-based alternative revenue mechanisms
- Improve the functionality of user-based alternative revenue mechanisms
- Conduct outreach to increase public awareness regarding the need for alternative funding sources for surface transportation programs and to provide information on possible approaches
- Provide recommendations regarding adoption and implementation of user-based alternative revenue mechanisms
- Minimize the administrative cost of any potential user-based alternative revenue mechanisms
- Minimize the administrative costs associated with the collection of fees

Projects supported through this program must address:

- Implementation, interoperability, public acceptance, and potential hurdles to adoption of the demonstrated user-based alternative revenue mechanism
- Protection of personal privacy
- Use of independent and private third-party vendors to collect fees and operate mechanisms
- Congestion mitigation impacts
- Equity concerns, including impacts on differing income groups, various geographic areas, and relative burdens on rural and urban drivers
- Ease of user compliance
- Reliability and security of technologies used

Projects supported through this program may also address:

- Flexibility and user choice
- Costs of administering systems
- Auditing and compliance/enforcement

Applicant Eligibility

Eligible applicants are state agencies, and multistate partnerships established to develop regional or national proposals.

A state department of transportation must serve as the lead agency for administering program funding. Another state agency or a state agency in a different state, if the project involves a group of states, may be responsible for providing day-to-day project oversight. It is expected that all relevant state agencies, such as the Department of Motor Vehicles, or the Department of Revenue, that are needed to initiate a full-scale deployment of the proposed revenue mechanism will be actively involved in the planning and operation of the demonstration.

Funding

Up to \$18.02 million is available to support at least two awards through this program. Awards will be issued as allocations to state departments of transportation. Applicants must provide at least 50 percent of the total proposed project costs via nonfederal cash or in-kind contributions. Matching contributions may include nonfederal funds, toll credits under 23 U.S.C., and soft match and in-kind services.

Contact Information

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<https://www.fhwa.dot.gov/fastact/factsheets/surftransfundaltfs.cfm>



Department: U.S. Department of Transportation
Agency: Build America Bureau

FY 2020 Transportation Infrastructure Finance and Innovation Act (TIFIA) Program

Grant Overview

The Transportation Infrastructure Finance and Innovation Act (TIFIA) Program provides credit assistance to eligible applicants for large-scale, surface transportation improvements related to highway, transit, railroad, intermodal freight, and port access projects of regional and national significance.

Program History

	Total Funding	# of Awards
2019	\$1.5 billion	4
2018	\$1.8 billion	3

Key Information and Tips

Total Funding: \$300 million

Match: Varies by credit instrument

Proposal due: Rolling

- Applicants will be responsible for fees associated with the program application that may be in excess of \$500,000
- Applicants may apply for both this program and the Railroad Rehabilitation and Improvement Financing (RRIF) Program

<https://www.transportation.gov/buildamerica/programs-services/tifia>



Awardee Profile

Massachusetts Bay
Transportation Authority
Orange County, CA

AMOUNT: \$162 million

YEAR: 2018

The Massachusetts Bay Transportation Authority received funding to implement positive train control technology and associated supporting infrastructure for 400 miles of train track. The project was intended to provide significant safety benefits including keeping trains from being routed through misaligned switches.

Department: U.S. Department of Transportation

Agency: Build America Bureau

FY20 Transportation Infrastructure Finance and Innovation Act (TIFIA) Program

Detailed Summary

The purpose of this program is to provide credit assistance to support large-scale, surface transportation improvements related to highway, transit, railroad, intermodal freight, and port access projects of regional and national significance. The program is designed to fill market gaps and leverage substantial private co-investment by providing supplemental and subordinate capital. Funding is intended to provide credit assistance using more advantageous terms than those available in the financial market, and to provide financing where it might not otherwise be possible. Specifically, credit assistance will be provided in the form of direct and secured loans, loan guarantees, standby lines of credit, and master credit agreements.

Projects may address the following categories of transit-oriented development:

- **Highway facilities:** eligible facilities include interstates, state highways, bridges, toll roads, international bridges or tunnels, and any other type of facility eligible for grant assistance
- **Transit:** eligible projects include the design and construction of stations, track, and other transit-related infrastructure; purchases of transit vehicles; and any other type of project that is eligible for grant assistance
- **Rail:** projects involve the design and construction of intercity passenger rail facilities or the procurement of intercity passenger rail vehicles
- **Freight:** projects may address public freight rail facilities, private facilities providing public benefit for highway users by way of direct freight interchange between highway and rail carriers, intermodal freight transfer facilities, projects that provide access to such facilities, and service improvements (including capital investments for intelligent transportation systems)
- **Port:** projects are located within the boundary of a port terminal, provided that the project is limited to only such surface transportation infrastructure modifications as are necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port
- **Rural:** eligible projects include surface transportation projects located outside of an urbanized area with a population greater than 150,000 individuals, or the capitalization of such projects within a state infrastructure bank (SIB)

Awards will also be provided to related transportation improvement projects grouped together in order to reach the minimum cost threshold for eligibility, as long as these individual components are eligible, and the related projects are secured by a common pledge.

Eligible costs include:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, permitting, preliminary engineering and design work, and other pre-construction activities

- Construction, reconstruction, rehabilitation, replacement, and acquisition of real property (including land related to the project and improvements to land); environmental mitigation; construction contingencies; and acquisition of equipment
- Capitalized interest necessary to meet market requirements, reasonably required reserve funds, capital issuance expenses, and other carrying costs during construction
- Capitalizing a rural projects fund
- Acquisition of real property and pre-award costs

Applicant Eligibility

Eligible applicants are public and private entities seeking to finance, design, construct, own, or operate an eligible project, including:

- State governments
- State infrastructure banks
- Transportation improvement districts
- Local governments
- Transit agencies
- Special authorities
- Special districts
- Railroad companies
- Private firms
- Consortia of companies specializing in engineering, construction, materials, and/or the operation of transportation facilities

Public-private partnerships are also eligible to submit letters of interest (LOIs) for this program, provided that they meet the requirements.

To be eligible, applicants must demonstrate relevant experience, strong qualifications, a sound project approach, and financial stability.

Funding

In FY20, a total of \$300 million is available to support credit instruments through this program. The total amount of credit assistance may not exceed 33 percent of the total of reasonably anticipated eligible project costs. Funding will be provided through the following types of credit instruments:

- **Secured/direct loans:** Loans will cover up to 49 percent of reasonably anticipated eligible project costs. Loans will have a maturity date of no later than 35 years after substantial completion of project or its useful life, whichever is less. Loan repayments may begin up to five years after substantial completion of the project.
- **Loan guarantees:** Guarantees will cover up to 49 percent of reasonably anticipated eligible project costs and will guarantee 80 percent of loans. Loan repayments may begin up to five years after substantial completion of the project. Requests for loan guarantees may be preferred over requests for the other credit instruments available.
- **Lines of credit:** Credit will cover up to 33 percent of reasonably anticipated eligible project costs. Credit may be used to supplement project revenues, if needed, during the first ten years of project operations, and will be available for up to ten years after substantial completion of the project. Lines of credit may be combined with direct loans or loan guarantees for up to 49 percent of eligible project costs.
- **Master credit agreements:** Any master credit agreements awarded must satisfy the terms and conditions of the statutes of the relevant credit program.

The maximum maturity of all credit instruments provided through this program is the lesser of 35 years after a project's substantial completion, or the useful life of the project.

Eligible project costs must be at least \$50 million, with the following exceptions:

- Transit-oriented development (TOD) projects and local infrastructure projects: at least \$10 million
- Intelligent transportation system (ITS) projects: at least \$15 million
- Rural projects: at least \$10 million, but not to exceed \$100 million

Funds will be disbursed on a reimbursement basis as often as monthly, as eligible costs are incurred for the project. Generally, secured or direct loans may be prepaid in whole or in part, at any time, without penalty. For loan guarantees, prepayment features must be negotiated between the applicant and lender and must meet the approval of the funding agency. For lines of credit, full repayment is due no later than 25 years after the end of the ten-year period of credit availability. The construction contracting process may begin no more than 90 days from the execution of the credit instrument.

The interest rate on a direct or secured loan will be equal to or greater than the yield on U.S. Treasury securities of comparable maturity on the date of execution of the credit agreement. The interest rate for loan guarantees must be negotiated between the applicant and the lender and must meet the approval of the funding agency. The interest rate for funds drawn on lines of credit will be equal to or greater than the yield on a 30-year U.S. Treasury security on the date of the execution of the credit line agreement.

Applicants must provide matching funds for this program. The required amount for the match will vary according to the requested type of credit instrument, as follows:

- Secured loans and direct loans: Applicants must provide at least 51 percent of reasonably anticipated eligible project costs
- Standby lines of credit: Applicants must provide at least 67 percent of reasonably anticipated eligible project costs
- Loan guarantees: Applicants must provide at least 51 percent of reasonably anticipated eligible project costs when loan guarantees are used with any other form of credit assistance, and the funding agency may not guarantee more than 80 percent of loan amounts

All loans requests for more than 67 percent of eligible project costs must provide a strong rationale.

Applicants will also be responsible for the following fees:

- Transaction fee: generally ranging from \$400,000 to \$700,000, and the amount may vary significantly based on the complexity of the project
- Annual loan servicing fee: approximately \$13,000, indexed to inflation
- Advisors' fees: \$250,000 to be provided during the creditworthiness review, upon request of the funding agency
- Project monitoring fees: fee amount is not provided; fee will be charged in cases where the funding agency incurs costs in connection with monitoring the performance of a project, enforcement of credit agreement provisions, amendments to the credit agreement and related documents, and other performance-related activities

Applicants with project costs reasonably anticipated to be less than \$75 million may qualify for a waiver of advisors' fees.

Contact Information

Program Staff

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<https://www.transportation.gov/buildamerica/programs-services/tifia>

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Build America Bureau

FY 2020 Transportation Infrastructure Finance and Innovation Act (TIFIA): Rural Project Initiative (RPI)

Grant Overview

The Transportation Infrastructure Finance and Innovation Act (TIFIA): Rural Project Initiative (RPI) is aimed at helping to improve transportation infrastructure in rural communities by providing low-cost, fixed-rate, long-term loans. Eligible applicants are states, local governments, state infrastructure banks, private firms, special authorities, and transportation improvement districts.

Program History

There is no award history available for this program.

Key Information

Total Funding: Unspecified

Award Range: \$10 million - \$75 million

Match: 51 percent

Proposal due: Rolling

- Projects must directly benefit rural communities that have a population of fewer than 150,000 and that are located outside a census-defined urban area

<https://www.transportation.gov/buildamerica/programs-services/tifia/tifia-rural-project-initiative-rpi>



Tips

- The application process for this program is the same as the general TIFIA program; applicants must submit a Letter of Interest (LOI) prior to submitting an application
- Application fees, often amounting to hundreds of thousands of dollars may be applicable, however, while funds last, the funding agency may pay the fees on behalf of applicants

Department: U.S. Department of Transportation

Agency: Build America Bureau

FY20 Transportation Infrastructure Finance and Innovation Act (TIFIA): Rural Project Initiative (RPI)

Detailed Summary

The purpose of this program is to improve transportation infrastructure in rural communities by providing low-cost, fixed-rate, long-term loans for critical infrastructure projects. Funding is intended to support transportation infrastructure that will improve the economy and the quality of life in rural areas. Eligible projects include:

- Roads, bridges, and tunnels
- Transit systems, including infrastructure, bus and train stations, and buses and passenger rail vehicles and facilities
- Intermodal connectors
- Pedestrian and bicycle infrastructure
- Freight transfer facilities
- Sea and inland waterway ports
- Airports, under certain circumstances

Applicant Eligibility

Eligible applicants are states, local governments, state infrastructure banks, private firms, special authorities such as government-sponsored corporations, and transportation improvement districts. Funds must directly benefit rural communities that have population of fewer than 150,000 and that are located outside a census-defined urbanized area.

Funding

In FY 2020, an unspecified amount of funding is available through this program to support fixed interest rate loans for projects that range from \$10 million to \$75 million. Loan terms are up to 35 years, and interest rates are equal to one-half the U.S. Treasury rate at the time of loan closing.

Applicants will be responsible for at least 51 percent of the total project costs, as loans are limited to 49 percent of project costs. Up to 80 percent of the project costs may be funded with federal funds, which may include funding from other federal programs.

Contact Information

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<https://www.transportation.gov/buildamerica/programs-services/tifia/tifia-rural-project-initiative-rpi>

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Office of the Secretary of Transportation

FY 2022 Multimodal Project Discretionary Grant (MPDG) - Nationally Significant Freight and Highway Projects (INFRA)

Grant Overview

INFRA (known statutorily as the Nationally Significant Multimodal Freight & Highway Projects) awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. Eligible applicants are states, metropolitan planning organizations (MPOs), local governments, special purpose districts and public authorities with transportation functions, Federal land management agencies, tribal governments, and multistate or multijurisdictional groups of public entities.

Program History

	Total Funding	# of Awards
2021	\$905 million	24
2020	\$906 million	20
2019	\$856 million	20

Key Information

Total Funding: \$1.55 billion
Minimum Grant Award: \$5 million rural, \$25 million urban
Match: 40 percent
Solicitation date: March 23, 2022
Proposal due: May 23, 2022

<https://www.transportation.gov/grants/mpdg-announcement>



Awardee Profile

Mississippi Department of Transportation

AMOUNT: \$71.4 million

YEAR: 2020

The Mississippi Department of Transportation received funding to complete the construction of the 15.6-mile Greenville Bypass, which will carry US 82 from near the Greenville Bridge over the Mississippi River to Leland, east of Greenville.

Department: U.S. Department of Transportation

Agency: Office of the Secretary of Transportation

FY 2022 Multimodal Project Discretionary Grant (MPDG) - Nationally Significant Freight and Highway Projects (INFRA)

Detailed Summary

The INFRA program provides federal financial assistance to highway and freight projects of national or regional significance. Eligible projects include:

- Highway freight projects carried out on the National Highway Freight Network (NHFN);
- Highway or bridge projects carried out on the National Highway System (NHS), including projects that add capacity on the Interstate System to improve mobility or projects in a national scenic area;
- Railway-highway grade crossing or grade separation projects;
- Freight projects that are 1) an intermodal or rail project, or 2) within the boundaries of a public or private freight rail, water (including ports), or intermodal facility;
- Wildlife crossing project;
- Surface transportation project within the boundaries of, or functionally connected to, an international border crossing that improves a facility owned by a Federal, state or local government and increases throughput efficiency;
- Marine highway corridor project that is functionally connected to the NHFN and is likely to reduce on-road mobile source emissions; and
- Highway, bridge, or freight projects on the National Multimodal Freight Network.

To be eligible under INFRA, a project within the boundaries of a freight rail, water (including ports), or intermodal facility must be a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility and must significantly improve freight movement on the NHFN. In this context, improving freight movement on the NHFN may include shifting freight transportation to other modes, thereby reducing congestion and bottlenecks on the NHFN. For a freight project within the boundaries of a freight rail, water (including ports), or intermodal facility, Federal funds can only support project elements that provide public benefits.

INFRA grants may be used for the construction, reconstruction, rehabilitation, acquisition of property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, equipment acquisition, and operational improvements directly related to the system performance. INFRA grants may also fund development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering, design, and other preconstruction activities, provided the project meets statutory requirements. However, DOT is seeking to use INFRA funding on projects that result in construction, meaning development phase activities are less competitive by nature of the evaluation structure. Public-Private partnership assessments for projects in the development phase are also eligible costs.

Additional consideration will be given to projects that benefit an Area of Persistent Poverty or a Historically Disadvantaged Community.

Rebranded as the **MPDG Extra Initiative**, projects which receive a Highly Recommended rating, but are not awarded, are automatically designated MPDG Extra Projects, unless the Department determines that they are not reasonably likely to satisfy the TIFIA project type eligibilities. This designation provides the sponsors of these projects the opportunity to apply for TIFIA credit assistance for up to 49 percent of eligible project costs. Under current policy, TIFIA credit assistance is limited to 33 percent of eligible project costs unless the applicant provides a strong rationale for requiring additional assistance.

Applicant Eligibility

Eligible applicants for INFRA grants are: (1) a state or group of states; (2) a metropolitan planning organization that serves an Urbanized Area (as defined by the Bureau of the Census) with a population of more than 200,000 individuals; (3) a unit of local government or group of local governments; (4) a political subdivision of a State or local government; (5) a special-purpose district or public authority with a transportation function, including a port authority; (6) a Federal land management agency that applies jointly with a state or group of states; (7) a tribal government or a consortium of tribal governments; (8) a multistate corridor organization; or (9) a multistate or multijurisdictional group of entities.

Definitions

Under the INFRA Program, DOT has defined **urban** as inside an Urbanized Area, as designated by the U.S. Census Bureau, with a population of 200,000 or more. [Click here](#) for a list of Urbanized Areas that are considered urban for the purposes of the INFRA grant program. The Department will consider a project to be in a **rural** area if the majority of the project (determined by geographic location(s) where the majority of the money is to be spent) is located in a rural area.

A project is located in an **Area of Persistent Poverty** if: (1) the County in which the project is located consistently had greater than or equal to 20 percent of the population living in poverty in all three of the following datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the 2020 Small Area Income Poverty Estimates; OR (2) the Census Tract in which the project is located has a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census; OR (3) the project is located in any territory or possession of the United States. USDOT has published [a table](#) to help applicants identify if a project meets the Area of Persistent Poverty definition for a County or Census Tract.

A project is located in a **Historically Disadvantaged Communities** if: (1) the project is located in certain qualifying census tracts, identified in [this table](#); OR (2) the project is located on Tribal land; OR (3) the project is located in any territory or possession of the United States.

Common Application

To help **streamline the grant process** for applicants, the DOT has combined the applications for the National Infrastructure Project Assistance grant program (Mega), Nationally Significant Freight and Highway Projects (INFRA), and Rural Surface Transportation Grant program (Rural) into the MPDG common application. Applicants may choose to apply to one, two, or all three of these grant programs by submitting only one

application. While they remain separate programs for the award, the programs share many common characteristics, including larger project size, multimodal eligibility, and many shared statutory project requirements. Because of these shared characteristics, many projects can be eligible and considered for multiple programs using a single application.

While the MPDG grant opportunity consists of three separate programs, DOT will evaluate common applications for the programs using common merit criteria and considerations to provide a more streamlined and efficient application process for project sponsors. The common set of criteria includes **safety; state of good repair; economic impacts, freight movement, and job creation; climate change, resiliency, and the environment; equity, multimodal options, and quality of life; and innovation**. Additional considerations include cost-effectiveness; demonstrated project readiness, which includes technical assessment, financial completeness, environmental review, and permitting risk; and geographic diversity among recipients, including a balance between the needs of urban and rural projects.

Funding

In FY 2022, \$1.55 billion is available for awards through INFRA. In addition to FY 2022 INFRA funds, amounts from prior year authorizations, presently estimated at up to \$150 million, may be made available and awarded under this solicitation. INFRA funds must be obligated by September 30, 2025.

To qualify as a **large project**, the minimum project size for large projects is the lesser of (1) \$100 million; (2) 30 percent of a state's FY 2-21 Federal-aid apportionment if the project is located in one state; or (3) 50 percent of the larger participating State's FY 2021 apportionment for projects located in more than one state. The minimum grant request must be at least \$25 million for large projects.

Projects are classified as **small projects** if they do not meet the large project requirements outlined above. The minimum grant request must be at least \$5 million for small projects.

Approximately, 15 percent of available funds are reserved for small projects, and 85 percent of funds are reserved for large projects. At least 25 percent of funds provided for INFRA large projects must be used for projects located in rural areas. At least 30 percent of funds provided for INFRA small projects must be used for projects located in rural areas.

Additionally, IJA specified that \$150 million in available INFRA funding be set aside for INFRA **Leverage Pilot** program projects. The INFRA Leverage Pilot Program will fund projects with a Federal share of less than 50 percent. No less than 10 percent of the Leverage Pilot funds will be awarded to small INFRA projects and not less than 25 percent of the Leverage Pilot funds will be awarded to rural projects.

Previously incurred costs will be counted toward the minimum project size requirement only if they were eligible project costs and were expended as part of the project for which the applicant seeks funds. Previously incurred costs can be used to meet the minimum project size threshold, however, cannot be reimbursed with INFRA grant funds, nor will count towards the non-federal match requirement.

INFRA grants may be used for up to 60 percent of future eligible project costs. Other Federal assistance may satisfy the non-Federal share requirement for an INFRA grant, but total Federal assistance for a project receiving an INFRA grant may not exceed 80 percent of future eligible project costs. Non-Federal sources include state funds originating from programs funded by state revenue, local funds originating from state or local revenue-funded programs, private funds, or other funding sources of non-Federal origins.

Contact Information

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<https://www.transportation.gov/grants/mpdg-announcement>



Department: U.S. Department of Transportation
Agency: Office of the Secretary of Transportation

FY 2022 Multimodal Project Discretionary Grant (MPDG) – National Infrastructure Project Assistance (Mega)

Grant Overview

The Mega Program (known statutorily as the National Infrastructure Project Assistance program) will support large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits. Eligible applicants are state, metropolitan planning organizations, units of local government, political subdivisions of states, special purpose district or public authority with a transportation function, including a port authority, tribal governments or a consortium of Tribal governments, partnerships between Amtrak and one or more entities described above, or a consortium of eligible applicants listed above.

Program History

This is a new grant program created under the Infrastructure Investment and Jobs Act (IIJA).

Key Information

Total Funding: \$1 billion

Award Range: Unspecified

Match: 40 percent

Solicitation date: March 23, 2022

Proposal due: May 23, 2022

<https://www.transportation.gov/grants/mpdg-announcement>



Tips

- Additional consideration will be given to projects that benefit an Area of Persistent Poverty or a Historically Disadvantaged Community
- Application requires a Benefit Cost Analysis
- Applicants must submit a plan for the collection and analysis of data to identify the impacts of the project and accuracy of any forecast prepared during the development phase of the project

Department: U.S. Department of Transportation

Agency: Office of the Secretary of Transportation

FY 2022 Multimodal Project Discretionary Grant (MPDG) – National Infrastructure Project Assistance (Mega)

Detailed Summary

The Mega Program will support large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits. Eligible projects include:

- a highway or bridge project on the National Multimodal Freight Network
- a highway or bridge project on the National Highway Freight Network
- a highway or bridge project on the National Highway System
- a freight intermodal (including public ports) or freight rail project that provides public benefit
- a railway-highway grade separation or elimination project; an intercity passenger rail project
- a public transportation project that is eligible under assistance under Chapter 53 of title 49 U.S.C. and is a part of any of the project types described above
- a grouping, combination, or program of interrelated, connected, or dependent projects of any of the projects described above

Mega grants may be used for development-phase activities and costs, including planning, feasibility analysis, revenue forecasting, alternatives analysis, data collection and analysis, environmental review and activities to support environmental review, preliminary engineering and design work, and other preconstruction activities, including the preparation of a data collection and post-construction analysis plan; and construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to that land), environmental mitigation (including projects to replace or rehabilitate culverts or reduce stormwater runoff for the purpose of improving habitat for aquatic species), construction contingencies, acquisition of equipment, protection, and operational improvements directly relating to the project.

Additional consideration will be given to projects that benefit an Area of Persistent Poverty or a Historically Disadvantaged Community.

Projects that receive a Highly Recommended rating, but are not awarded, are automatically designated **MPDG Extra Projects**, unless the Department determines that they are not reasonably likely to satisfy the Transportation Infrastructure Finance and Innovation Act (TIFIA) project type eligibilities. This designation provides the sponsors of these projects the opportunity to apply for TIFIA credit assistance for up to 49% of eligible project costs. Under current policy, TIFIA credit assistance is limited to 33% of eligible project costs unless the applicant provides strong rationale for requiring additional assistance.

Applicant Eligibility

Eligible applicants for Mega grants are: (1) a State or a group of States; (2) a metropolitan planning organization; (3) a unit of local government; (4) a political subdivision of a State; (5) a special purpose district or public authority with a transportation function, including a port authority; (6) a Tribal government or a consortium of Tribal governments; (7) a partnership between Amtrak and one or more entities described above; and (8) a group of entities described above.

Definitions

DOT has defined **urban** as inside an Urbanized Area, as a designated by the U.S. Census Bureau, with a population of 200,000 or more. [Click here](#) for a list of Urbanized Areas that are considered urban for the purposes of the INFRA grant program. The Department will consider a project to be in a **rural** area if the majority of the project (determined by geographic location(s) where the majority of the money is to be spent) is located in a rural area.

A project is located in an **Area of Persistent Poverty** if: (1) the County in which the project is located consistently had greater than or equal to 20 percent of the population living in poverty in all three of the following datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the 2020 Small Area Income Poverty Estimates; OR (2) the Census Tract in which the project is located has a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census; OR (3) the project is located in any territory or possession of the United States. USDOT has published [a table](#) to help applicants identify if a project meets the Area of Persistent Poverty definition for a County or Census Tract.

A project is located in a **Historically Disadvantaged Communities** if: (1) the project is located in certain qualifying census tracts, identified in [this table](#); OR (2) the project is located on Tribal land; OR (3) the project is located in any territory or possession of the United States.

Common Application

To help **streamline the grant process** for applicants, the DOT has combined the applications for the National Infrastructure Project Assistance grant program (Mega), Nationally Significant Freight and Highway Projects (INFRA), and Rural Surface Transportation Grant program (Rural) into the MPDG common application. Applicants may choose to apply to one, two, or all three of these grant programs by submitting only one application. While they remain separate programs for the purposes of award, the programs share many common characteristics, including a larger project size, multimodal eligibility, and many shared statutory project requirements. Because of these shared characteristics, it is possible for many projects to be eligible and considered for multiple programs using a single application.

While the MPDG grant opportunity consists of three separate programs, DOT will evaluate common applications for the programs using common merit criteria and considerations to provide a more streamlined and efficient application process for project sponsors. The common set of criteria include **safety; state of good repair; economic impacts, freight movement, and job creation; climate change, resiliency, and the environment; equity, multimodal options, and quality of life; and innovation**. Additional considerations include cost effectiveness; demonstrated project readiness, which includes technical assessment, financial completeness, and environmental review and permitting risk; and geographic diversity among recipients, including a balance between the needs of urban and rural projects.

Funding

In FY 2022, \$1 billion is available for awards through Mega. The Department will award 50 percent of the funds to projects greater than \$500 million in cost, and 50 percent of the funds to projects greater than \$100 million but less than \$500 million in cost.

Mega grants may be used for up to 60 percent of future total eligible project costs. Other Federal assistance may satisfy the non-Mega share requirement for a Mega grant, but total Federal assistance for a project receiving a Mega grant may not exceed 80 percent of future total eligible project costs. Previously incurred costs or previously expended or encumbered funds cannot be used towards meeting match requirements.

Contact Information

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<https://www.transportation.gov/grants/mpdg-announcement>

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Office of the Secretary of Transportation

FY 2022 Multimodal Project Discretionary Grant (MPDG) - Rural Surface Transportation Grant (Rural)

Grant Overview

The Rural Surface Transportation Grant Program will support projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, generate regional economic growth and improve quality of life. Eligible projects for Rural grants include highway, bridge, and tunnel projects that help improve freight, safety, and provide or increase access to agricultural, commercial, energy, or transportation facilities that support the economy of a rural area. Eligible applicants are states, regional transportation planning organizations, a unit of local government, a tribal government or consortium of tribal governments, and multijurisdictional groups of public entities.

Program History

This is a new grant program created under the Infrastructure Investment and Jobs Act (IIJA).

Key Information

Total Funding: \$300 million

Award Range: Unspecified

Match: 20 percent

Solicitation date: March 23, 2022

Proposal due: May 23, 2022

<https://www.transportation.gov/grants/mpdg-announcement>



Tips

- The Rural Program has a higher statutory federal share than Mega and INFRA, meaning if applicants seek the full Rural federal share, the project will not be eligible for consideration under Mega or INFRA
- This application requires a Benefit-Cost Analysis
- Projects should be based on the results of preliminary engineering
- Additional consideration will be given to projects that benefit an Area of Persistent Poverty or a Historically Disadvantaged Community

Department: U.S. Department of Transportation

Agency: Office of the Secretary of Transportation

FY 2022 Multimodal Project Discretionary Grant (MPDG) - Rural Surface Transportation Grant (Rural)

Detailed Summary

The Rural Program will support projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, generate regional economic growth, and improve quality of life. Eligible projects include:

- a highway, bridge, or tunnel project eligible under National Highway Performance Program (23 U.S.C.119)
- a highway, bridge, or tunnel project eligible under Surface Transportation Block Grant (23 U.S.C. 133)
- a highway, bridge, or tunnel project eligible under Tribal Transportation Program (23 U.S.C. 202)
- a highway freight project eligible under National Highway Freight Program (23 U.S.C.167)
- a highway safety improvement project, including a project to improve a high-risk rural road as defined by the Highway Safety Improvement Program (23 U.S.C. 148)
- a project on a publicly-owned highway or bridge that provides or increases access to an agricultural, commercial, energy, or intermodal facility that supports the economy of a rural area
- a project to develop, establish, or maintain an integrated mobility management system, a transportation demand management system, or on-demand mobility services

Rural grants may be used for development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; and construction, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements.

Additional consideration will be given to projects that benefit an Area of Persistent Poverty or a Historically Disadvantaged Community.

Projects that receive a Highly Recommended rating, but are not awarded, will be automatically designated **MPDG Extra Projects**, unless the Department determines that they are not reasonably likely to satisfy the Transportation Infrastructure Finance Innovation Act (TIFIA) project type eligibilities. This designation provides the sponsors of these projects the opportunity to apply for TIFIA credit assistance for up to 49% of eligible project costs. Under current policy, TIFIA credit assistance is limited to 33 percent of eligible project costs unless the applicant provides a strong rationale for requiring additional assistance.

Applicant Eligibility

Eligible applicants for Rural grants are: (1) a state; (2) a regional transportation planning organization; (3) a unit of local government; (4) a tribal government or a consortium of tribal governments; or (5) a multijurisdictional group of entities above.

Definitions

Under the Rural Program, DOT has defined **urban** as inside an Urbanized Area, as designated by the U.S. Census Bureau, with a population of 200,000 or more. [Click here](#) for a list of Urbanized Areas that are considered urban for the purposes of the INFRA grant program. The Department will consider a project to be in a **rural** area, and eligible for the Rural Program, if the majority of the project (determined by geographic location(s) where the majority of the money is to be spent) is located in a rural area.

A project is located in an **Area of Persistent Poverty** if: (1) the County in which the project is located consistently had greater than or equal to 20 percent of the population living in poverty in all three of the following datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the 2020 Small Area Income Poverty Estimates; OR (2) the Census Tract in which the project is located has a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census; OR (3) the project is located in any territory or possession of the United States. USDOT has published [a table](#) to help applicants identify if a project meets the Area of Persistent Poverty definition for a County or Census Tract.

A project is located in a **Historically Disadvantaged Communities** if: (1) the project is located in certain qualifying census tracts, identified in [this table](#); OR (2) the project is located on Tribal land; OR (3) the project is located in any territory or possession of the United States.

Common Application

To help **streamline the grant process** for applicants, the DOT has combined the applications for the National Infrastructure Project Assistance Grant Program (Mega), Nationally Significant Freight and Highway Projects (INFRA), and Rural Surface Transportation Grant Program (Rural) into the MPDG common application. Applicants may choose to apply to one, two, or all three of these grant programs by submitting only one application. While they remain separate programs for the purposes of the award, the programs share many common characteristics, including larger project size, multimodal eligibility, and many shared statutory project requirements. Because of these shared characteristics, it is possible for many projects to be eligible and considered for multiple programs using a single application.

While the MPDG grant opportunity consists of three separate programs, DOT will evaluate common applications for the programs using common merit criteria and considerations to provide a more streamlined and efficient application process for project sponsors. The common set of criteria includes **safety; state of good repair; economic impacts, freight movement, and job creation; climate change, resiliency, and the environment; equity, multimodal options, and quality of life; and innovation**. Additional considerations include cost-effectiveness; demonstrated project readiness, which includes technical assessment, financial completeness, environmental review, and permitting risk; and geographic diversity among recipients, including a balance between the needs of urban and rural projects.

Funding

In FY 2022, \$300 million is available for awards through the Rural Program. At least 90 percent of Rural grant amounts must be at least \$25 million, and up to 10 percent of Rural grants may be for grant amounts of less than \$25 million.

IIJA specifies that 15 percent of the Rural Program funds be reserved for eligible projects located in states that have rural roadway fatalities as a result of lane departures that are greater than the average of rural roadway fatalities as a result of lane departures in the United States. This is defined based on a five-year rolling average of rural roadway departure fatality rate per 100 million VMT. Additionally, IIJA specifies that 25 percent of the Rural program funds shall be reserved for eligible projects that further the completion of designated routes of the Appalachian Development Highway System.

Rural grants may be used for up to 80 percent of future eligible project costs, except eligible projects that further the completion of a designated segment of the Appalachian Development Highway System under section 14501 of title 40 of the U.S.C., or address a surface transportation infrastructure need identified for the Denali access system program under section 309 of the Denali Commission Act of 1998 may apply for up to 100 percent of the project costs. Other Federal assistance may satisfy the non-Rural share requirement for a Rural grant up to 100 percent of project costs. Please note that the Rural Program has a higher statutory maximum Federal share than Mega and INFRA. Applications which seek funding above the statutory maximum share for MEGA and INFRA will only be eligible for an award from the Rural program. Previously incurred costs or previously expended or encumbered funds cannot be used towards meeting match requirements.

Contact Information

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Department: U.S. Department of Homeland Security

Agency: California Governor's Office of Emergency Services

FY 2020 Hazard Mitigation Grant Program

Grant Overview

The purpose of this program is to provide funding for mitigation projects and plans that reduce the effects of future disasters, including reducing loss of life and property. Supported mitigation efforts are those where action can be taken now before the next disaster to lessen its impact and reduce human and financial consequences, including understanding local risks, addressing hard choices, and investing in long-term community well-being and resilience. Eligible applicants are state agencies, local governments, special districts, and some private nonprofit organizations.

Program History

Program history is not available for this program

Key Information

Total Funding: Unspecified

Award Range: Varies by category

Match: 25 percent

Proposal due: Rolling

- A presidential disaster declaration is required to access funding through this program
- There are two categories of funding through this program, project and planning grants
- A Benefit-Cost Analysis is required

<https://www.caloes.ca.gov/cal-oes-divisions/hazard-mitigation>



Tips

- Applicants must have a Federal Emergency Management Agency (FEMA) approved local hazard mitigation plan
- Applicants do not need to be located in the disaster area to compete for funding
- Project grants awards may be up to \$3 million
- Planning grants awards may be between \$150,000 - \$250,000

Department: U.S. Department of Homeland Security

Agency: California Governor's Office of Emergency Services

FY20 Hazard Mitigation Grant Program

Detailed Summary

The purpose of this program is to provide funding for mitigation projects and plans that reduce the effects of future disasters, including reducing loss of life and property. Supported mitigation efforts are those where action can be taken now before the next disaster to lessen its impact and reduce human and financial consequences, including understanding local risks, addressing hard choices, and investing in long-term community well-being and resilience.

Examples of eligible mitigation projects include:

- Acquisition and structure demolition/relocation
- Dry flood-proofing of historic residential structures
- Elevation
- Evacuation Route Improvements
- Hazard mitigation planning
- Mitigating flood and drought conditions
- Mitigation reconstruction
- Structural retrofitting of existing buildings
- Residential and community safe rooms
- Wildfire mitigation
- Wind retrofit

Funding will be provided for the following program components:

Project Grants: The purpose of this component is to provide support for projects that reduce the effects of future disasters. Proposed projects must take into account and detail:

- The effectiveness or level of protection of proposed activities
- Conceptual design, the means of implementation, and the basic dimensions of the project and project area
- The properties, communities, or populations that would directly benefit from the project
- The feasibility of the activity
- How the project will provide a long-term and independent solution
- All alternatives considered to the proposed project

Planning Grants: The purpose of this component is to support plans that will reduce the effects of future disasters, including hazards such as fires, floods, and earthquakes. Supported projects must include the following in the scope of work:

- Mitigation goals and objectives
- Planning area and process
- Previous mitigation planning

- Data collection and risk assessment process
- Plan approval and adoption process

Applicant Eligibility

Eligible applicants are state agencies, local governments, special districts, and some private nonprofit organizations.

Funding

An unspecified amount of funding is expected to be available to support Project Grants awards of up to \$3 million. Applicants must provide 25 percent of the total project costs from a nonfederal source, which must be in place at the time of application submission for Project Grants.

An unspecified amount of funding is expected to be available to support Planning Grants as follows:

- Multijurisdictional plans and updates: up to \$250,000
- Single jurisdiction plans and updates: up to \$150,000

Applicants must provide 25 percent of the total project costs from a nonfederal source, which must be in place at the time of application submission for both components.

Contact Information

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Department: U.S. Department of Defense
Agency: Office of the Special Assistant for Transportation
Engineering

FY 2020 Defense Access Road (DAR) Program

Grant Overview

The Defense Access Road (DAR) Program provides the legal means for the Department of Defense (DOD) to pay its fair share for public highway improvements that are made necessary by sudden or unusual defense-generated impacts. These impacts are such that DOD cannot reasonably expect State and local authorities to plan for them in their normal highway improvement programs.

Public highways in the contiguous United States, Alaska, Hawaii, and US territories that require improvement due to one of the following reasons:

- Defense installations requiring a new connection to the public road network
- Installation growth or change that significantly increases existing off-installation traffic
- New public highways replacing those closed for military necessity
- Upgrade of low-type roads to handle unique defense vehicles

The Military Surface Deployment and Distribution Command (SDDC) is responsible for determining what highway improvements are eligible for the DAR Program. The Federal Highway Administration jointly administers the program with SDDC and connects DOD to the State and local authorities, who execute the projects.

<https://flh.fhwa.dot.gov/programs/dar/>



Tips

- Installation commanders coordinate their public highway requirements for inclusion in State or local highway improvement programs
- There are no appropriated funds for the Program annually
- Certified DAR projects compete in the Program Objective Memorandum process, if successful, projects are included in Service MILCON budgets

Contacts

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Department: U.S. Department of Defense
Agency: Office of Local Defense Community Cooperation

FY 2020 Defense Community Infrastructure Pilot Program (DCIP)

Grant Overview

The purpose of this program is to address deficiencies in community infrastructure supportive of a military installation. For the purposes of this program, a military installation is defined as a base, camp, post, station, yard, center, homeport facility for any ship, or other activity under the jurisdiction of the U.S. Department of Defense. Community infrastructure projects may include any complete and useable transportation project, school, hospital, police, fire, emergency response, or other community support facility; or water, wastewater, telecommunications, electric, gas, or other utility infrastructure project. Eligible applicants are state or local governments and nonprofits, member-owned utility services owning infrastructure outside of, but supporting, a military installation.

Program History

	Total Funding	# of Awards
2020	\$50 million	16

Key Information

Total Funding: \$60 million
Award Range: \$250,000 - \$20 million
Match: 30 percent for non-rural areas
Solicitation date: May 18, 2021
Proposal due: July 12, 2021

More information is available [here](#).



Awardee Profile

Jefferson County Industrial Development Agency,
Watertown, New York

YEAR: 2020

AMOUNT: \$9 million

Funding will be used to construct a Watertown Family YMCA Community and Aquatics Center to support military families at Fort Drum.

Department: U.S. Department of Defense

Agency: Office of Local Defense Community Cooperation

FY 2021 Defense Community Infrastructure Program (DCIP)

Detailed Summary

The purpose of this program is to address deficiencies in community infrastructure supportive of a military installation. For the purposes of this program, a military installation is defined as a base, camp, post, station, yard, center, homeport facility for any ship, or other activity under the jurisdiction of the U.S. Department of Defense (DoD), including any leased facility, which is located within any state, the District of Columbia, American Samoa, the Commonwealth of the Northern Mariana Islands, the Commonwealth of Puerto Rico, Guam, and the U.S. Virgin Islands. A military installation does not include any facility owned solely by the U.S. Coast Guard, or any that would exclusively benefit a Coast Guard facility.

Projects will be prioritized in the following order:

- Enhancement of military value
- Enhancement of military installation resilience
- Enhancement of military family quality of life

Community infrastructure projects may include any complete and useable transportation project, school, hospital, police, fire, emergency response, or other community support facility; or water, wastewater, telecommunications, electric, gas, or other utility infrastructure project that:

- Supports a military installation
- Is owned by a state or local government or a nonprofit, member-owned utility service
- Enhances military value, military installation resilience, or military family quality of life at the supported military installation
- Is endorsed by the local installation commander representing the installation benefiting from the proposed project
- Is construction-ready

Projects enhancing military family quality of life, where applicable, should specify how the impact of the enhancement on community infrastructure alleviates installation commuter workforce issues and the benefit of schools or other local infrastructure located off of a military installation that will support members of the armed forces and their dependents residing in the community. Applicants are specifically encouraged to highlight how/whether the project supports broader efforts toward minimizing potential interruptions to the mission, including energy resiliency, and other efforts to better sustain the local mission.

Eligible activities include only hard construction and renovation costs outside of local installation property, defined as property not owned by the local installation or any component of the DoD, including reasonable allowances for contingencies and capital equipment affixed to the real property with a depreciable life of not less than seven years. Eligible costs include project administration, inspection, construction, utilities, and contingency costs required to execute the project.

Applicant Eligibility

Eligible applicants are state or local governments and nonprofits, member-owned utility services owning infrastructure outside of, but supporting, a military installation.

Proposals must include the endorsement of the local installation commander representing the installation benefitting the proposed project.

Funding

In FY 2021, approximately \$60 million is available to support awards ranging from \$250,000 to \$20 million through this program.

Applicants proposing projects in non-rural areas must provide at least 30 percent of the funding for the project, unless a waiver is approved on the basis of national security needs or importance.

Contact Information

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More information is available [here](#).

Department: U.S. Department of Defense

Agency: Office of Economic Adjustment

FY 2020 Defense Community Infrastructure Pilot Program (DCIP)

Detailed Summary

The purpose of this program is to assist States and local governments, and not-for-profit, member owned utility services in addressing deficiencies in community infrastructure supportive of a military installation. Eligible community infrastructure projects are any complete and useable transportation project, school, hospital, police, fire, emergency response, or other community support facility; or water, waste-water, telecommunications, electric, gas, or other utility infrastructure project, that:

- support a military installation;
- are owned by a state or local government or a not-for-profit, member owned utility service;
- will enhance military family quality of life, resilience or military value at the supported military installation;
- endorsed by the local installation commander representing the installation benefiting from the propose project; and
- are construction ready.

Project proposals improving military family quality of life include schools, hospitals, daycare centers (CDCs), recreation centers, etc.

The Secretary of Defense has prioritized projects that: First, improve the quality of life of our service members and their families; Second, provide resilience; and, Third, provide military value ranked in that order. A project is construction ready if construction of the project may commence within 12 months of award, and all necessary final design and planning, Federal and state/local environmental planning, and local permitting actions are substantially complete.

Eligible activities include only hard construction and renovation costs outside of local installation property (defined as property not owned by the local installation), including reasonable allowances for contingencies, and capital equipment affixed to the real property with a depreciable life of not less than 7 years.

Eligible costs include, but are not limited to, project administration, inspection, construction, utilities, and contingency costs required to execute the project as well as capital equipment affixed to the real property with a depreciable life of not less than 7 years.

Applicant Eligibility

State or local governments and not-for-profit, member owned utility services owning infrastructure outside of, owning infrastructure outside but supporting, a military installation.

Funding

The Consolidated Appropriations Act for Fiscal Year 2020 (PL 116-93) provides \$50 million to support awards between \$250,000 to \$25 million through this program. For non-rural area projects (rural area being defined as a city, town, or unincorporated area that has a population of not more than 50,000 inhabitants) the State or local government, or a not-for-profit, member-owned utility service, must agree to contribute 50% or more of the funding for the project, unless a national security waiver is approved by the Secretary of Defense.

These matching funds may not count as non-Federal match for other project funding, and the ability to use other Federal funds as a non-Federal match contribution will be determined by the authority and appropriation providing those funds as well as whether the relevant Grantor provides approval. Funding proposed as a source for the non-Federal share must be expended either within the proposed project period commencing from the date of award or no earlier than the date of enactment of the 2019 National Defense Authorization Act, August 13, 2018.

Contact Information

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<https://oea.gov/defense-community-infrastructure-pilot-program-dcip>



State: California

Agency: Infrastructure and Economic Development Bank

FY 2019 Infrastructure State Revolving Fund (ISRF) Program

Grant Overview

The purpose of this program is to provide accessible low-cost financing to eligible borrowers for a wide range of infrastructure and economic expansion projects. Eligible activities generally include designing, acquiring, planning, permitting, entitling, constructing, improving, extending, restoring, financing, and generally developing eligible facilities within the state of California. Projects may feature real and personal property, structures, conveyances, thoroughfares, buildings, and supporting components thereof, excluding any housing. Eligible applicants for infrastructure projects are all subdivisions of local and state government, including departments, agencies, commissions, counties, cities, nonprofit corporations, special districts, assessment districts, joint power authorities, and combinations of eligible applicants.

Program History

	Award Ranges	# of Awards
2018	\$1.2 – \$17 million	5

Key Information

Total Funding: Unspecified

Award Range: \$50,000 - \$25 million

Match: Not required

Proposal due: Rolling

<http://www.ibank.ca.gov/infrastructure-state-revolving-fund-isrf-program/>



Awardee Profile

Pico Water District

YEAR: 2017

AMOUNT: \$2,020,000

The funds are intended to replace an existing water well established in 1929. The new energy efficient well will bolster the District's groundwater production, which is its only source of drinking water. In addition to reducing electrical costs and improving water source reliability, the project will create 15 construction jobs.

State: California

Agency: Infrastructure and Economic Development Bank

FY19 Infrastructure State Revolving Fund (ISRF) Program

Detailed Summary

The purpose of this program is to provide accessible low-cost financing to eligible borrowers for a wide range of infrastructure and economic expansion projects. Eligible activities generally include designing, acquiring, planning, permitting, entitling, constructing, improving, extending, restoring, financing, and generally developing eligible facilities within their state of California. Projects may feature real and personal property, structures, conveyances, equipment, thoroughfares, buildings, and supporting components thereof, excluding any housing. Projects must fall under one of the following categories:

Infrastructure projects:

- City streets
- County highways
- Drainage, water supply, and flood control
- Educational facilities
- Environmental mitigation measures
- Parks and recreational facilities
- Port facilities
- Power and communications facilities
- Public transit
- Sewage collection and treatment
- Solid waste collection and disposal
- Water treatment and distribution
- Defense conversion
- Public safety facilities
- State highways
- Military infrastructure
- Goods movement-related infrastructure

Economic expansion projects:

- Industrial, utility, and commercial facilities
- Educational, cultural, and social facilities

Applicant Eligibility

Eligible applicants for infrastructure projects are all subdivisions of local and state government, including:

- Departments, agencies, commissions, cities, and counties
- Nonprofit corporations formed on behalf of an applicant
- Special districts
- Assessment districts
- Joint power authorities
- Combinations of eligible applicants

Eligible applicants for infrastructure projects, excluding goods movement-related facilities projects, also include companies, corporations, associations, state or municipal governmental entities, partnerships, firms, or other entities or groups of entities, provided that they are organized as public nonprofit entities engaged in business or operations within the state. These applicants must apply in conjunction with a local sponsor.

Eligible applicants for economic expansion projects are entities that are organized as public nonprofit entities engaged in business or operations within the state; eligible entities include:

- Companies
- Corporations
- Associations
- State or municipal governmental entities
- Partnerships
- Firms
- Other groups of entities

Funding

An unspecified amount of funding is available to support loans ranging from \$50,000 to \$25 million through this program. There are no stated matching requirements for this program; however, applicants must demonstrate the ability to repay the loan from an eligible source, including those listed on page 9 of the Guide file. The funding agency may require additional covenants, credit enhancement, or security where necessary to address the unique credit features of a particular loan and to provide sufficient security.

Contact Information

Program Staff

(916) 341-660

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<http://www.ibank.ca.gov/infrastructure-state-revolving-fund-isrf-program/>



State: California

Agency: CA Department of Transportation (CalTrans)

FY 2020 Highway Bridge Program (HBP)

Grant Overview

The purpose of this program is to keep the traveling public safe by supporting local agencies in replacing or rehabilitating deficient locally owned public highway bridges over waterways, other topographical barriers, other highways, or railroads, or complete preventive maintenance on bridges that are not deficient. Funding will support replacement, rehabilitation, painting, scour countermeasure, and preventative maintenance activities. Eligible applicants are local agencies that own and maintain bridges.

Program History

Unavailable

Key Information

Total Funding: Unspecified

Award Range: \$50,000 - \$25 million

Match: Not required

Proposal due: Rolling

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-bridge-program>



Tips

- Contact your district local assistance engineer (DLAE) prior to beginning an application
- Applications that pass the review for minimum eligibility requirements will be added to the project prioritization list

State: California

Agency: CA Department of Transportation (CalTrans)

FY20 Highway Bridge Program (HBP)

Detailed Summary

The purpose of this program is to keep the traveling public safe by supporting local agencies in replacing or rehabilitating deficient locally owned public highway bridges over waterways, other topographical barriers, other highways, or railroads, or complete preventive maintenance on bridges that are not deficient. Funding will support replacement, rehabilitation, painting, scour countermeasure, and preventative maintenance activities.

Eligible bridges must be owned and maintained by the applicant; included in the National Bridge Inventory (NBI); and carry public highways, including local streets and roads. Projects must fall under one of the following general project scopes:

- **Seismic safety retrofit:** The purpose of this scope of work is to address local bridge seismic safety concerns of publicly owned bridges that may be in danger of collapse under a maximum credible earthquake. Projects may fall under one of the following categories:
 - Mandatory projects that fall under the finite list of projects established through the 1989 Mandatory Seismic Safety Retrofit program
 - Voluntary projects in which the applicant demonstrates new information about a bridge, such as a new fault or vulnerability, and provides self-funded seismic analysis calculations that show a potential for collapse of the bridge under a maximum credible earthquake
- **Bridge rehabilitation:** The purpose of this scope of work is to address bridges that are rated structurally deficient (SD) with a sufficiency rating (SR) of 80 or less through rehabilitation activities that involve major reconstruction of the bridge to meet current standards anticipating transportation needs for at least ten years into the future. Projects must correct major deficiencies, such as structural problems, load capacity improvement, bridge deck replacement, deficient deck geometry, seismic deficiencies, scour problems, and painting. The construction of additional lanes, including turn lanes, on an existing bridge requires approval by the funding agency.
- **Bridge replacement:** The purpose of this scope of work is to address bridges that are rated SD with a SR of 50 or less through bridge replacement. Applicants must demonstrate a detailed cost analysis approved by the funding agency showing that bridge replacement is the most cost-effective solution.

In addition, this program may support limited projects that address one of the following standalone project scopes:

- **Bridge painting:** The purpose of this scope of work is to support eligible bridge painting projects as a standalone scope of work when the applicant does not wish to rehabilitate or replace a subject bridge. The Paint Condition Index (PCI) for the bridge must be 65 or less, or CalTrans Structures Local Assistance (SLA) must provide concurrence for the project to participate in this program.

- **Scour countermeasure:** The purpose of this scope of work is to support scour countermeasures as a standalone scope of work when the applicant does not wish to rehabilitate or replace a subject bridge.

Applications that pass the review for minimum eligibility requirements will be added to the project prioritization list according to prioritization in the following order:

- **Priority 1:** seismic retrofit projects and scour countermeasure projects or rehabilitation and/or replacement of scour critical bridges
- **Priority 2:** bridges that have major structural deficiencies, causing the bridge to be posted or closed
- **Priority 3:** scour countermeasure projects or rehabilitation of scour critical bridges
- **Priority 4:** projects that are eligible for replacement
- **Priority 5:** projects that are eligible for rehabilitation
- **Priority 6:** bridge preventive maintenance plan projects
- **Priority 7:** projects that are functionally obsolete with application dated prior to October 1, 2016
- **Priority 8:** Low water-crossing projects with application dated prior to October 1, 2016

Applicant Eligibility

Eligible applicants are local agencies that own and maintain bridges eligible for funding through this program. Applicants must have executed, or have the authority to execute, state/local federal aid master agreements with the funding agency.

Funding

An unspecified amount of funding is available to support awards through this program.

Applicants that decide to develop a construction project that is more extensive than that approved by the funding agency will be responsible for the extra cost beyond the funding agency's committed funding for the project through this program.

For bridge projects that are designed beyond the recommended standards, involve a betterment in a design element, or are eligible for replacement and a cost analysis shows that a rehabilitation alternative is more cost-effective, the funding agency may participate in the project up to the costs of a minimum standard project as in the rehabilitation project (support and capital costs), with the applicant providing other nonfederal funds for the remaining costs. Other funds may include Surface Transportation Block Grant Program (STBGP) funds, State Transportation Improvement Program (STIP) funds, or local funds.

Applicants have the option to replace, rehabilitate, and do preventative maintenance (PM) on eligible bridges using local funds and receive Bank Investment Credit (BIC) for up to 100 percent of the eligible work. BIC, in turn, may serve as the required nonfederal match for future local federal-aid bridge projects.

Contact Information

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<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-bridge-program>