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Making the Most of the Bipartisan Infrastructure Law
Today’s Presenter

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HDR Grants Experience
An Industry-Leading Track Record

- HDR has won over $100M in Alaska grants
- HDR has supported more than 200 USDOT INFRA, BUILD/RAISE, CRISI, and PID grant applications
- 96 PROJECTS' requests for funding were successful
- HDR-supported applications have received $2.3B IN FEDERAL FUNDS for transportation projects
- HDR-SUPPORTED APPLICATIONS ARE 15.9% of the total construction funds awarded
- WE EMPLOY 40+ GRANT APPLICATION EXPERTS, supported by hundreds of transportation professionals

* Better Utilizing Investment to Leverage Development (BUILD)/RAISE and its predecessor TIGER; Infrastructure for Rebuilding America (INFRA), and its predecessor FASTLANE; Consolidated Rail Infrastructure and Safety Improvements (CRISI); and Port Infrastructure Development (PID) programs.
Generational Investment

- $1.2 trillion
- $18B discretionary funding
- $550B for “new” investments and programs

Infrastructure Types

*values in billions.

- Roads & Bridges: $110
- Passenger Rail: $66
- Energy Grid: $65
- Broadband: $65
- Water: $65
- Resiliency: $55
- Public Transit: $55
- Airports: $50
- Environmental Remediation: $50
- Ports: $50
- EV Network: $25
- Discretionary funding: $17
- Other: $8

• $1.2 trillion
• $18B discretionary funding
• $550B for “new” investments and programs
Prioritization and Strategic Planning

01 Timing
02 Thinking Strategically
03 Focusing Effort
04 Resources
Federal Grants – Initial Yes or No
Benefits and Challenges

Benefits
• Provides additional funding
• Can fill project funding gap
• Frees money for other projects

Challenges
• Federalizes project
• Requires NEPA, etc.
• Has reporting requirements
• Sets a delivery deadline
Grants, Funding and Financing

- Developing strategic funding approach
- Evaluating grant funding opportunities
- Developing financial planning models
- Estimating funding gaps
- Examining state/regional/local funding options to match federal funds
- Preparing grant applications
- Benefit-Cost Analysis (BCA)
- Grants management
01 Timing Windows of Opportunity
Consider Cycles of Funding and Implementation

- Planning horizon
  - 1-5 years from now – grant application
  - 2-10 years from now – grant management
  - 5-10 years from now – asset management
- Planning and/or construction grants
- Procurement grants
Track Notices of Funding Opportunities

Coming in May

- Transit-Oriented Development Pilot Program
- University Transportation Centers Program
- Safe Streets and Roads for All Grant Program
- Nationally Significant Federal Lands and Tribal Project Program
- Bridge Investment Program
- Water
- Energy
- Broadband
Plan for Grant-Specific Timeframes
Example from 2022 RAISE

Notice of Funding Opportunity (NOFO) released January 14, 2022

- Additional details (full NOFO) released January 28, 2022

Applications due 8:00 PM EDT on **April 14, 2022**

Obligation deadline (*must be able to obligate funds by*): **September 30, 2026**

Expenditure deadline (*spend the RAISE funds by*): **September 30, 2031**
Preposition for Grant Availability
Not Enough Time After NOFO to Do Everything

Prior to NOFO
• Evaluate projects
• Select projects
• Engineering, environmental, and fiscal analyses including BCA
• Political support
• Develop grant application team and workflow

During NOFO Response Time
• Gather letters of support
• Write grant narrative
• Adjust BCA
• Graphic design
02 Thinking Strategically
Cross-Agency and Cross-Grant Opportunities for Project Funding

- Due to shared Administration values, grants from different agencies can have overlapping eligibility for your project.
- Different grants from the same agency may have similar eligibility criteria.
- Benefit-Cost Analysis (BCA) standard applies across grants.
Existing and New Funding Opportunities

- Updated criteria in existing grants
- New programs
- Updates to BCA may offer new economic benefits
Ways to Divide or Group Projects to Maximize Funding

- Planning grant then construction grant for the projects
- Applying for projects at varying level of readiness over 5 years of grantmaking
- Bundling similar projects regionally or statewide
- Dividing complex project into smaller phased approaches
03 Focusing Effort
Two Approaches to Prioritizing Projects and Grants

- Go for it on discreet project-by-project basis
- Forecast funding, prioritize projects, apply for grants
  - Assess projects quickly
  - Use available data
List Infrastructure Projects

- Projects in infrastructure development plans
- New projects – community need, changed conditions, removal of fiscal constraint
Funding Analysis and Forecast

- Identify projects
- Identify all funding streams
- Match projects to grants or other funding sources
- Develop actionable strategic plan to leverage funding
Products & Uses

- List of priority projects
- Memo summarizing potential funding options for projects
- Summary of steps required to secure funding from each of the preferred funding options – includes timeline over 5 years of IIJA funding
Why Prioritize?

- Funding constraints
- Focus on cost-effectiveness
- Greater emphasis on performance measurement
- Do more with less
When to Apply Without Financial Planning

- Discreet project with high likelihood of success
- Project has progressed deep into design, permitting and simply needs construction funding
Other Strategic Factors

- Local, regional, state partnerships
- Relationships with funders
- Resource grant writing adequately
- Match
- Grant management
Resources for Prioritizing Grant Options

- Time
- Relationships
- Knowledge
  - akfederalfunding.org
  - Agency websites and relationships
  - HDR policy briefs
Infrastructure Investment and Jobs Act

Summary of Environmental Review and Permitting Provisions Affecting the Transportation Sector

The Infrastructure Investment and Jobs Act (IIJA), as passed by the United States Senate, is a massive $2.205 trillion bill that covers investment in a wide range of traditional and non-traditional infrastructure. Project types included in the bill are:

Transportation Safety
Public Transit
Passenger and Freight Rail
EV Infrastructure
Eletric Buses
Clean Drinking Water
High-Speed Internet
Airports, Ports, and Waterways
Power Infrastructure (including the grid and avionics research)

Reconnecting Communities

Investment in non-transportation projects that improve public transit
Projects that enhance the value of specific communities

Resilient and Western Water Infrastructure
Investment in infrastructure resilience to protect against the impacts of climate change

Environmental Remediation
Superfund and Brownfield sites as well as reclaiming mined and orphaned coal wells

Much of the IIJA focuses on investment in strategies to make our infrastructure more resilient to the effects of climate change, restore natural environmental harms of prior investments, and move away from a transportation network reliant on fossil fuels. All of these elements are, in some ways, environmental policy decisions. The analysis contained in this document focuses only on those provisions of the IIJA that address environmental review and permitting in the transportation portion of the legislation, found in Subtitle C – Project Delivery and Process Improvement.

This is the first in a series of Advisory Policy Bulletins analyzing the Infrastructure Investment and Jobs Act, providing summaries and key insights into how this new federal law will affect our clients and their programs.

1 Categories described by White House Fact Sheet 04/01/20
Technical Assistance for AML

- Grant strategic planning
- Project evaluation and prioritization
- Grant-specific action plan
- Initial feedback on application components including BCA
- National experts in transportation, energy, resiliency, water, broadband funding
- Alaskan team with winning grants track record and local project development experience
QUESTIONS?
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