



State
Smart Transportation
Initiative

Practical Solutions to Move America Forward



TIGER is now BUILD. Other changes you need to know



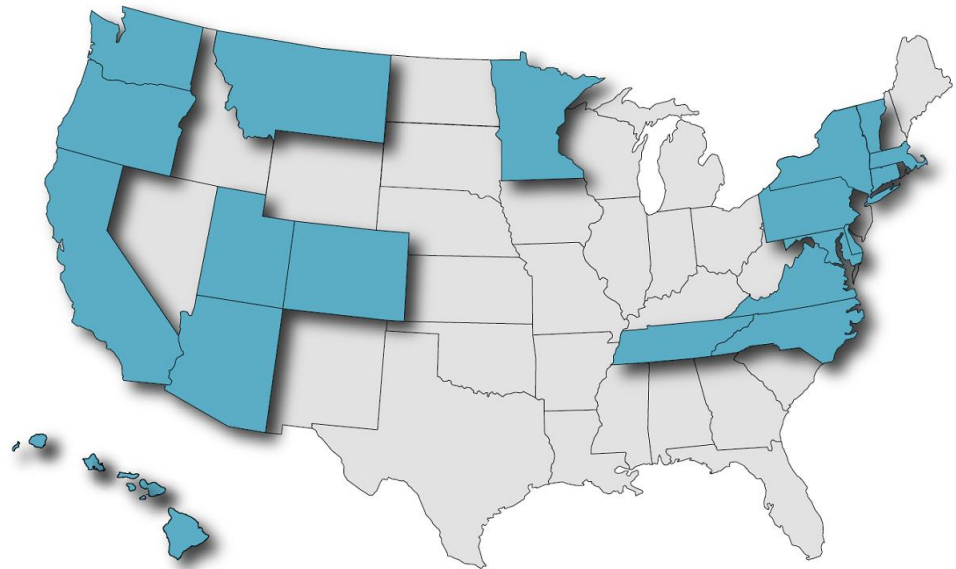
State Smart Transportation Initiative



Practical Solutions to Move America Forward

A network of reform-oriented state DOTs, founded in 2010 and a partnership between Smart Growth America and the University of Wisconsin.

- Executive-level Community of Practice
- Technical assistance
- Resource for the transportation community



Today's Speaker



Beth Osborne
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Smart Growth America

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FY2018 BUILD Program

Beth Osborne, Smart Growth America

May 18, 2018



BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

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- **Eligible Applicants:** State, local, and tribal governments; transit agencies; MPOs; local governments; and other public entities.
- **Eligible Projects:** highways, bridges, transit, intercity passenger rail, freight rail, ports, bike/ped capital projects
- **Federal Share:** up to 80 percent of project costs in urban areas and 100 percent of project costs in rural areas
- **Minimum Awards**
 - \$5 million for projects in urban areas
 - \$1 million for projects in rural areas
 - No minimum for planning grants
- **Maximum Award**
 - \$25 million per project; \$150 million per State

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Application – www.Grants.gov

Applications – Must be submitted on or before 8:00 PM
E.D.T. on **July 19, 2018**

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First 9 rounds

- 7,591 applications received, \$145.9 billion requested
- 463 awards – 6%

Competitive Projects

- align well with the merit criteria
- demonstrate strong collaboration and partnership
- are innovative in terms of design, technology, project delivery, or financing
- can obligate funds by September 30, 2020

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Merit Criteria

- Safety
- State of Good Repair
- Economic Competitiveness
- Quality of Life
- Environmental Protection
- Non-Federal Revenue for Transportation Infrastructure

- Innovation
- Partnership

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- Projects that score well on safety
 - Foster a safe transportation system for the movement of goods and people
 - Impacts the number, rate, and consequences of crashes, injuries, and fatalities
 - Contribute to the elimination of highway/rail grade crossings
 - Prevent unintended releases of hazardous materials

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- Projects that score well on state of repair:
 - Are consistent with asset management plans
 - Are capitalized up front and use asset management approaches that optimize its long-term cost structure
 - Will threaten future transportation network efficiency or economic growth if left unimproved
 - Will maintain or improve transportation infrastructure that supports border security functions

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- Projects that score well on economic competitiveness:
 - Decrease transportation costs and improve access to employment centers and job opportunities, especially for rural areas
 - Increase the economic productivity of land, capital, or labor
 - Result in long-term job creation and other economic opportunities
 - Help the United States compete in a global economy by facilitating efficient and reliable freight movement

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- Projects that score well on environmental protection:
 - Improve energy efficiency, reduce dependence on oil, and reduce congestion-related emissions, including through congestion reduction strategies
 - Avoid adverse environmental impacts to air or water quality, wetlands, and endangered species
 - Provide environmental benefits, such as brownfield redevelopment, groundwater recharge in areas of water scarcity, wetlands creation or improved habitat connectivity, and stormwater mitigation
- Project uses innovative ways to improve or streamline environmental reviews while maintaining outcomes

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- Projects that score well on quality of life:
 - Increase transportation choices for individuals
 - Expand access to essential services for people in communities across the United States, particularly for rural communities
 - Improve connectivity for citizens to jobs, healthcare, and other critical destinations, particularly for rural communities
 - Includes concurrent installation of fiber or other broadband deployment as an essential service

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- Applicants that score well on non-federal revenue:
 - Took action to create new revenue after January 1, 2015 or will occur in the future
 - Submit a project that will generate revenue over multiple years
- Funding can include: asset recycling, tax-increment financing, sales and gas tax increases

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Program of projects

- Applicants that demonstrate additional non-Federal revenue may apply for multiple projects, exceeding the three application limit
- These are independent projects that address the same transportation challenge and whose combined benefits are greater than if the projects are completed individually
- Must submit an application for each project within the program and each project must meet legal criteria.

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- Innovation in:
 - Transportation safety, particularly in relation to automated vehicles
 - Contracting, congestion management, asset management, or long-term operations and maintenance
 - Environmental permitting
 - Transportation funding and finance
- Partnership between:
 - Neighboring jurisdictions
 - Stakeholders

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- Project Readiness
 - Assessment of project risks based on schedule, needed approvals, required mitigation, technical feasibility
- BCA
 - Identify, quantify, and compare expected benefits and costs

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- Ineligibility (e.g., requested amount, O/M project, applicant, etc.)
- Project not aligned with merit criteria
- Lack of evidence substantiating project benefits
- Project readiness
- Insufficient matching funds
- Expired DUNS, SAM, Grants.gov

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- BUILD 2018 Announcements by December 18, 2018
- Sign/Execute Grant Agreement
- Reporting Requirements/Project Modifications
- Project Completion/Close-Out
- Performance Monitoring

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- Previous application debriefs
- Benefit-cost analysis resource guide
- Special topics webinars
- Send questions to BUILDGrants@dot.gov



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Questions



THANK YOU!

A recording of this webinar will be on the SSTI web site tomorrow.

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www.ssti.us

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