

Coalition for America's Gateways and Trade Corridors

AECOM

Alameda Corridor-East
Project, San Gabriel Valley
Council of Governments

Broward County's
Port Everglades

California Department
of Transportation

Cambridge
Systematics, Inc.

Canaveral Port Authority

Cascadia Center

Chicago Metropolitan
Agency for Planning

City of Chicago

COMPASS – Community
Planning Association of
Southwest Idaho

Dewberry

Economic Development
Coalition of
Southwest Indiana

Florida Department
of Transportation

Florida East
Coast Railway

Florida Ports Council

Freight Mobility Strategic
Investment Board
(Washington State)

Gateway Cities Council of
Governments

HERZOG

HNTB Corporation

Illinois Soybean
Association

Intermodal Association
of North America

Kootenai Metropolitan
Planning Organization

Los Angeles
County Metropolitan
Transportation Authority

Majestic Realty Co.

Maricopa Association of
Governments

Memphis Chamber of
Commerce

Metal Fatigue Solutions

Metropolitan
Transportation
Commission

Application Limit

FY2019 INFRA Notice of Funding Opportunity (NOFO) CAGTC Summary

prepared 12/21/18

[FY2019 NOFO
INFRA Homepage](#)

Deadline

- Grants.gov "Apply" function will open by 01/07/19; applications due 03/04/19.

Funding

- USDOT anticipates \$855–902.5 million available, subject to appropriations. As of 12/21/18, a full-year FY19 transportation appropriations package has not been signed into law.
- Of the \$500 million cap on funding available for non-highway projects through all rounds of the INFRA/ FASTLANE program, roughly \$200 million remains available.

Purpose

- Provides Federal financial assistance to highway and freight projects of national or regional significance.

Objectives

The Department of Transportation identifies four key objectives, in addition to its "focus on safety as our top priority," that it is "not weighting nor requiring that each application addresses every criterion, but... expects that competitive applications will substantively address all four criteria":

- Supporting economic vitality at the national and regional level;
- Leveraging Federal funding to attract non-Federal sources of infrastructure investment;
- Deploying innovative technology, encouraging innovative approaches to project delivery, and incentivizing the use of innovative financing; and
- Holding grant recipients accountable for their performance.

Eligible Project Costs

- 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 system performance.
- Although INFRA grants may be used for planning phase activities, "the Department is seeking to use INFRA funding on projects that result in construction."

Restrictions

- 10% of funding this round is reserved for small projects (at least \$5 million) and the remaining 90% is for awards of \$25 million or more.
- FAST Act requires at least 25% of funds be invested in projects in rural areas; "the Department may elect to go above that threshold."

Moffatt & Nichol

National Railroad
Construction and
Maintenance
Association

NASCO – North
American Strategy for
Competitiveness

The Northwest
Seaport Alliance

Nossaman LLP

Ohio Kentucky Indiana
Regional Council of
Governments

Orange County
Transportation Authority

Port Authority of
New York & New Jersey

Port Houston

Port Newark Container
Terminal

Port of Hueneme

Port of Long Beach

Port of Los Angeles

Port of New Orleans

Port of Oakland

Port of Portland, OR

Port of San Diego

Port Tampa Bay

Port of Vancouver USA

Ports America
Chesapeake

Prime Focus, LLC

Puget Sound Regional
Council

RAILCET

SANDAG - San Diego
Association of
Governments

Southern California
Association of
Governments

Tampa Hillsborough
Expressway Authority

Tennessee Department
of Transportation

Washington State
Department of
Transportation

Will County Center for
Economic Development

WSP

- Each applicant may submit no more than three applications for which they are the lead. There is no limit on the number of applications for which an applicant can be listed as a “partnering agency.”

Changes from the FY 2017—FY 2018 NOFO

The FY 2019 NOFO contains changes to the following criteria:

- Leveraging Federal funding to attract non-Federal sources of infrastructure investment
 - This language is far more specific and detailed than the previous round’s NOFO: “To maximize the impact of INFRA awards, the Department seeks to leverage INFRA funding with non-Federal contributions. To evaluate this criterion, the Department will assign a rating to each project based on how the calculated non-federal share of the project’s future eligible project costs compares with other projects proposed for INFRA funding. The Department will sort large and small project applications’ non-federal leverage percentage from high to low, and the assigned ratings will be based on quintile: Projects in the 80th percentile and above receive the highest rating; the 60th–79th percentile receive the second highest rating; 40th–59th, the third highest; 20th–39th, the fourth highest; and 0–19th, the lowest rating.” *Find more information on page 65800 of the [Federal Register Notice](#).*
- Deploying innovative technology, encouraging innovative approaches to project delivery, and incentivizing the use of innovative financing
 - Whereas the previous NOFO listed “environmental review and permitting; use of experimental project deliveries; and safety and technology” as areas of encouraged innovation, the FY 2019 NOFO lists “the accelerated deployment of innovative technology and expanded access to broadband; use of innovative permitting, contracting, and other project delivery practices; and innovative financing.” The FY 2019 NOFO states that applicants that address at least two out of three of these areas will be assigned a higher rating. *Find more information on each of these “Innovation Areas” on page 65800 of the [Federal Register Notice](#).*
- Holding grant recipients accountable for their performance
 - Whereas the previous NOFO stated DOT was seeking projects that allow it to condition funding on specific, measurable outcomes and listed events that would “trigger” availability of some or all INFRA funds, the FY 2019 NOFO encourages applicants to describe a credible plan “to address the full lifecycle costs associated with the project and implement an accountability measure as described in Section A.2.d of this NOFO.” The credible plan “to address full lifecycle costs should include, at a minimum, (1) an estimate of the lifecycle costs of the project; (2) an identified source of funding that will be sufficient to pay for operation and maintenance of the project; and (3) a description of controls in place to ensure the identified funding will not be diverted away from operation and maintenance.” DOT suggests applicants be subject to forfeit the lesser of 10% of awarded funds or \$10 million if they fail to meet specific construction start and completion dates, and/or fail to prove they have met a specific indicator of project success. *Find more information on each of these accountability measures on page 65800 of the [Federal Register Notice](#).*