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Today’s Presenters

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Today we’ll cover…

01 Overview of Federal Grant Programs
02 Application Best Practices
03 Grant Readiness and Management
04 Contacts
Overview of Federal Grant Programs
Generational Investment

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

Bipartisan Infrastructure Law Investment Types
*values in billions

- Roads & Bridges: $110 billion
- Passenger Rail: $66 billion
- Energy Grid: $65 billion
- Broadband: $65 billion
- Water: $65 billion
- Resiliency: $55 billion
- Public Transit: $50 billion
- Airports: $50 billion
- Environmental Remediation: $55 billion
- Ports: $32 billion
- EV Network: $21 billion
Federal Grants
Introduction

Discretionary – Must compete for $

What – Authorization:

• Most programs specified in Infrastructure Investment & Jobs Act (IIJA) (Bipartisan Infrastructure Law) for 5-year period
• Others authorized annually (though can be repeated)

How Much – Appropriation:

• Advance appropriations in IIJA for some funds through FY 2026
  • Government may allocate future-year funds to multi-year projects
• Other funds appropriated annually by Congress
Coming Soon
Expected in Next 6 Months

Notice of Funding Opportunities

• Safe Streets & Roads for All – May 16
• Nationally Significant Federal Lands and Tribal Project Program – May
• Bridge Investment Program – May
• Railroad Crossing Elimination – June
• Ferry Programs – June
• All Stations Accessibility – July
• Rail Vehicle Replacement – July
• Culvert Removal/Replacement – Summer
• CRISI (Rail Infra. & Safety) – August
• SMART Grants – September
Transportation Discretionary Grants

Major Programs

- RAISE
- Multimodal Programs: Mega / INFRA / Rural
- Bridge Investment Program
- Port Infrastructure Development Program (PIDP)
Transportation Discretionary Grants
Noteworthy New Programs

- Safe Streets & Roads for All
- Nationally Significant Federal Lands and Tribal Project Program
- National Culvert Removal Program
- All Stations Accessibility Program
- Charging & Fueling Infrastructure
- Railroad Crossing Elimination Program
- PROTECT Program
Transportation Discretionary Grants

Other Programs of Note

**FHWA**
- Congestion Relief Program
- Healthy Streets Program
- Active Transportation Infrastructure Investment Program
- Reconnecting Communities Pilot Program
- Reduction of Truck Emissions at Port Facilities

**FTA**
- Bus & Bus Facilities Competitive Grants
- Low/No Emissions Vehicle Grants
- Electric or Low Emitting Ferry Program

**Office of Multimodal Freight Infrastructure Policy**
- Strengthening Mobility and Revolutionizing Transportation (SMART) Program
Climate & Environment Grants

FEMA
• Building Resilient Infrastructure and Communities Program (BRIC)
• Flood Mitigation Assistance

EPA
• Brownfields Remediation Program

USDA
• Community Wildfire Defense Grant Program
Energy Grants

Department of Energy

• Energy Efficiency and Conservation Block Grants
• Grants for Energy Efficiency and Renewable Energy Improvements in Schools
• Energy Improvements in Rural or Remote Areas
• Grants for Energy Efficiency and Resilience Code Adoption
• Regional Clean Hydrogen Hubs
Broadband and Cyber Programs

USDAn
- ReConnect Program

Department of Commerce
- Middle Mile Grants Program

DHS
- State and Local Cybersecurity Grant Program

Department of Energy
- Smart Grid Investment Grant Program and Energy Sector
- Operational Support For Cyber Resilience Program
Water Programs

Department of Interior
- Water & Groundwater Storage and Conveyance
- Emergency Watershed Protection Programs

USDA

State Revolving Funds *(state-administered)*
- Clean Water
- Clean Drinking Water
Federal Grants
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
Typical Timing for a Grant Application
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

• Best to submit earlier
• Applicants must be registered with Grants.gov — can take up to 3 weeks.

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

Expenditure deadline (spend the RAISE funds by): September 30, 2031
Grant Best Practices
Preposition for Program Success

- Evaluate projects to match to grants
- Prioritize projects for application
- Develop 5-year application strategy
- Assemble application team
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
Tips & Tricks for Grants Success

- Clear statement of needs/impacts
- Good presentation, themes
- Easy to read text, maps & graphics
- BCA in alignment with latest guidance
- Engage Congressional delegation
- Strong political and stakeholder support
- Do not let NEPA delay schedule
- Scope the project to fit the grant criteria
Pitfalls to Avoid
From USDOT Feedback

• Trying to create something that isn’t really there
• Leaving all the supporting data in the Benefit-Cost Analysis (BCA), instead of putting it up front
• Key points are buried in text
Ensure Time for Benefit-Cost Analysis

**BENEFITS**

- Out of Pocket Savings
  - Fuel
  - Vehicle O&M
  - Freight logistics
  - Pavement Maintenance

- Societal (monetized)
  - Improved air quality
  - Time saving
  - Crash reduction
  - Health benefits
  - Economic development
  - Congestion

**COSTS**

- Capital Costs ($)
- Maintenance Costs ($)

**Total Benefits ($)**

**Discounting (%)**

**Total Costs ($)**

**Benefit Cost Ratio, Net Present Value, Rate of Return**
Economists review USDOT and industry-accepted parameters related to BCA

- Parameters updated to reflect current year guidance
- Economic values for parameters lacking Federal guidance developed

**Technical appendix template used to**

- Present project description
- Identify anticipated impacts of the investment, public benefits likely to be generated
- Provide key assumptions/parameters

**Sensitivity analyses conducted**

BCAs are customized – they are not “black box” analyses
Quantify Project Benefits

- Match grant parameters
- Supported by data and economic analysis
- Align with statements of political support
HDR Grants Experience
An Industry-leading Track Record

- HDR has supported more than 200 USDOT INFRA, BUILD/RAISE, CRISI, and PID grant applications
- 100 PROJECTS' requests for funding were successful
- HDR-supported applications have received $2.5B IN FEDERAL FUNDS for transportation projects
- HDR-SUPPORTED APPLICATIONS ARE 15.4% 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.
Securing Funding for AK

$101 million in 19 grant applications

- Port of Alaska, Petroleum and Cement Terminal - $25M BUILD
- Port of Alaska, Petroleum and Cement Terminal - $20M PIDP
- ARRC MP 86.6 Bird Creek Pony Truss Bridge Replacement - $3.8M
- MSB Gateway Visitor Center - $6.69M

We offer project evaluation, grant writing, program management, and grant administration.
Grants, Funding and Financing
How we can assist

• 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
Critical Roles in Grant Preparedness and Application

- **Project description** – Program development, planners, engineers (cost estimates, schedules, plans), environmental analyst, financial analysts
- **BCA** – economists*
- **Application** – Grant manager, grant writer*, graphic designer, technical editor, political liaison

* USDOT experience important for aligning project with grant standards
03 Grant and Program Management
Funding is Only the First Step in the Process

Services needed throughout the project life-cycle

1. Capital Planning & Budgeting
   - Get the most value out of each investment
   - Asset Funding

2. Project Delivery
   - Control project outcomes and deliver as planned
   - Asset Creation

3. Startup & Commissioning
   - Set up O&M staff on a path to success
   - Asset Onboarding

4. Operations & Maintenance
   - Maximize asset life while controlling operational risks
   - Asset Utilization
First 6-9 months is the greatest opportunity to influence program success

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<thead>
<tr>
<th>Action</th>
<th>Outcome</th>
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<tbody>
<tr>
<td>Establish</td>
<td>Client program</td>
</tr>
<tr>
<td>Assemble</td>
<td>Integrated team</td>
</tr>
<tr>
<td>Make</td>
<td>Key decisions</td>
</tr>
<tr>
<td>Develop</td>
<td>Systems &amp; business processes</td>
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Program Startup is Critical

- Ability to influence program success increases over time.
- Cost of program changes decreases over time.

Time
Grant Administration

- Assess need for staff
- Develop reporting timeline and data sources for grant compliance
- Create and maintain relationships with funding agency
- Monitor project scope, schedule, budget to ensure meeting grant criteria
Program Management Tools
Streamline Project Funding and Delivery

- Monitor progress
- Identify trends
- Stay on schedule and budget
- Facilitate decisions
- Drive accountability
- Promote transparency
- Address reporting needs
Key Takeaways

- Plan ahead to maximize success
- Build your team
- Generational opportunities for Alaska
QUESTIONS?
More Information

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