

Southwest Missouri Council of Governments

Enhancing the quality of our communities through regional cooperation

Serving Barry, Christian, Dade, Dallas, Greene, Lawrence,
Polk, Stone, Taney, & Webster Counties

Transportation Advisory Committee (TAC)

<i>Voting Members of the TAC:</i>		
Dennis Pyle (Barry)	Hollie Elliott (Dallas)	Shannon Hancock (Polk Alternate)
Cherry Warren (Barry)	Bill Monday (Dallas Alternate)	Dennis Wood (Stone)
Steve Walensky (Barry Alternate)	J. Howard Fisk (Greene)	Collin Brannan (Stone)
Todd Wiesehan (Christian)	Joel Keller (Greene)	Randy Rogers (Stone Alternate)
Brent Young (Christian)	Jeff Scott (Greene Alternate)	Rick Ziegenfuss (Taney)
Miranda Beadles (Christian Alternate)	Max Springer (Lawrence)	Buddy Roberts (Taney)
Randy Daniel (Dade)	Tim Rice (Lawrence)	VACANT (Taney Alternate)
Kim Kinder (Dade)	Tim Selvey (Lawrence Alternate)	Randy Owens (Webster)
Davey Rusch (Dade Alternate)	Sydney Allen (Polk)	Robert Williams (Webster)
Roger Bradley (Dallas)	Rick Davis (Polk)	Stan Whitehurst (Webster Alternate)

Meeting Agenda

May 16, 2018

9:00 AM

**Library Station (Frisco Room)
2535 North Kansas Expressway
Springfield, MO**

- 1. Introductions & Pledge**
- 2. Approval of Agenda – (ACTION ITEM)**
- 3. Approval of Minutes – March 21, 2018 (ACTION ITEM)**
- 4. Draft STIP Update – Frank Miller**
- 5. 2018-2019 TAC Meeting Schedule- Megan Clark**
- 6. SMCOG Staff Update -- Megan Clark**
 - a. BUILD Grant; Interim approval to use Rectangular Rapid Flashing Beacons at crosswalks**
- 7. MoDOT Update – Frank Miller/ Beth Schaller, MoDOT SW District**
- 8. MPO Update – Andy Thomason, OTO**
- 9. Other Member Updates & Guest Reports**
- 10. Adjourn by Chairman – next meeting July 18**

This meeting is open to the public in accordance with Missouri law. A copy of this agenda was posted for public view at the SMCOG office at 110-11 Park Central Square, Springfield, MO 65804 on May 9, 2018 and online at smcog.org.

SMCOG complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information or to obtain a Title VI Complaint Form, see www.smcog.org, or call (417) 836-6900. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Megan Clark at (417) 836-6901 at least 4 working days prior to the meeting date.



Transportation Advisory Committee Meeting

Wednesday, March 21, 2018

Library Station

Attending: Dennis Pyle (Barry), Cherry Warren (Barry), Todd Wiesehan (Christian), Kim Kinder (Dade), Roger Bradley (Dallas), Hollie Elliott (Dallas), Joel Keller (Greene), Howard Fisk (Greene), Max Springer (Lawrence), Tim Rice (Lawrence), Sydney Allen (Polk), Dennis Wood (Stone), Rick Ziegenfuss (Taney), Randy Owen (Webster), Stan Whitehurst (Webster)

Jeff Scott (Greene Alternate)

Beth Schaller (MoDOT), Frank Miller (MoDOT), Andy Thomason (Ozarks Transportation Organization), Carl Carlson (Olsson Associates), Jeremy Pruett (Congressman Long), Joelle Cannon (Senator Blunt), Hank Smyth (Southern Stone County Commissioner), Jerry Harman (Kimberling City), Nancy Edson (Rogersville), Dana Louderbaugh (Fair Grove), Megan Clark (SMCOG), Jason Ray (SMCOG), Jane Hood (SMCOG)

The meeting was called to order by Chair Wood at 9:00 a.m.

1. Introductions & Pledge

Self-introductions were made.

2. Approval of the agenda:

Motion to approve the agenda made by Howard Fisk, motion seconded by Time Rice. All yeas. Motion carried.

3. Approval of minutes:

Motion to approve the January 17, 2018 meeting minutes made by Max Springer, motion seconded by Cherry Warren. All yeas. Motion carried

4. State Budget Update – State Representative & Speaker Pro Tem Elijah Haahr (District 134)

Speaker Pro Tem Haahr reported that there were several transportation funding options. Tolling along I-70 and I-44 are not considered options in Missouri. A sales tax increase is likely not going to get much support in the legislature. The task force recommendation included a 10 cent gas tax and 12 cent diesel tax increase. That has had some support, but not getting much traction. The house is hesitant to take a vote on a gas tax increase.

Haahr has introduced a tax reform bill that would index license and tag fees to 2018 costs over 6 years. This would be a revenue increase and perhaps make more sense because gas tax is a declining revenue source with the increase in fuel efficient vehicles.

Haahr added that if Missouri were to join the Streamlined Sales Tax compact, there could be additional funds that may go towards transportation.

5. Approval of Coordinated Public Transit-Human Services Transportation Plan

Megan Clark provided an overview of the Coordinated Public Transit-Human Services Transportation Plan. This plan is updated every 5 years and tied to Federal 5310 and 5311 grant funding. Clark asked that the TAC approve and recommend approval to the SMCOG board of directors.

Motion to approve the 2018 update to the SMCOG regional Coordinated Public Transit-Human Services Transportation Plan made by Todd Wiesehan, motion seconded by Stan Whitehurst. All yeas. Motion carried.

6. Prioritization Process Changes

Megan Clark referenced a previous conversation the TAC had in November regarding potentially pre-scoring the identified transportation need prior to the prioritization meeting at the TAC. Clark explained that pre-scoring could provide a better idea of where some needs might fall when taken the MoDOT district meeting, but it should be noted that the scores may change after the full district group discusses each need. TAC members felt that it could only benefit the process to pre-score. Clark stated that she would proceed with that direction and meet with MoDOT staff prior to the regional TAC meeting and pre-score each county's top three needs.

7. SMCOG Staff Update

- a) Cost Share- Just a reminder that MoDOT has set aside money for the state-wide cost share program, and has added more money for the upcoming fiscal years. Additional information may be found: <http://www.modot.org/partnershipdevelopment/documents/CostShareProgramGuidelines.pdf>
- b) TAP Applications & ADA- Megan Clark noted that by federal law all local government entities are required to have an ADA Transition Plan. When cities or counties received funds from MoDOT, such as Transportation Alternative Program (TAP) funds, those agencies must sign and acknowledge that all federal ADA laws are being followed. Included in that statement would be having an ADA transition plan. The Department of Justice has been auditing states and communities and enforcing these plans sporadically. This is just something to have on your radar to be working on or make a plan to work on. If there are questions feel free to contact Megan. Previous TAP grant information can be found at: Previous TAP grant information: http://modot.mo.gov/business/consultant_resources/documents/FY2017TAPamendedFINAL.pdf. The 2018 application period has not been announced yet.
- c) Safety Grant- the Missouri Coalition for Roadway Safety has a Blueprint for Safer Roadways funding opportunity. These are typically smaller grants to be used for promoting safety on Missouri's roadways. Information can be found at: http://s3-us-west-2.amazonaws.com/modot-pdfs/SWMCRS_Funding_Request_FY2019.pdf.
- d) Buckle-up, Phones down policy- Megan Clark provided a copy of MoDOT's mobile device policy to the TAC. MoDOT is really pushing the Buckle-up, Phones Down in order to help reduce the number of fatalities and serious injuries from accidents. If any of the local government agencies or companies would like to implement a no mobile device or buckle-up policy when in City/County/Company owned vehicles or doing City/County/Company work, then the MoDOT policy may be used as an example.

8. MoDOT Update

Beth Schaller, MoDOT SW District

Beth Schaller provided additional information regarding Buckle Up, Phones Down. The website provides two levels of standards pertaining to policies.

<http://www.modot.org/BuckleUpPhoneDown/>

MoDOT is seeing the impact that personal choices are having regarding increasing fatalities and series injuries. It is also costing tax payer dollars in responses and congestion. MoDOT can engineer its way out of this issue and really needs help from people, to buckle-up and put their phones down.

Schaller added that construction season is coming and the 2018 construction guide can be found online at: <http://www.modot.org/southwest/documents/2018ConstructionGuide1.pdf>.

Schaller stated that the Citizen's Guide to Transportation Funding report is also available online at: <http://www.modot.org/guidetotransportation/>. This reports on how money is spent at MoDOT and also lays out various funding options.

Frank Miller, MoDOT SW District

Frank Miller provided an update on MoDOT's Long Range Transportation Plan Update. The 2014 update had 4 goals, this update will add a 5th goal for congestion and system reliability. The update will also discuss technological changes, such as autonomous vehicles. The Plan will be presented to the Missouri Highway and Transportation Commission and available for public comment on April 4.

Miller also reported that the State Transportation Improvement Program (STIP) is currently being updated. The draft STIP should be published in May for public comment. The funding for MoDOT projects is decreasing due to declining gas tax from increased fuel efficiencies. The funding formula has shifted a bit to address fatalities and disabling injuries. Additionally, with more money put in the cost share program there is less money to distribute to the districts for projects.

Miller added that I-44 is getting more expensive and MoDOT will be putting more money into repairs. Bridges on I-44 are a big issue, especially in Lawrence County, with truck traffic increasing.

9. MPO Update – Andy Thomason, OTO

Andy Thomason reported that the Ozarks Transportation Organization (OTO) just completed the growth trends report. In 2017 there was about a 1,300 unit increase in the OTO boundaries. In 2000-2010 it was primarily suburban growth, but now seeing most in Springfield. The OTO regional trails study has been completed, with the addition of a few trails in Nixa. OTO is partnering with MoDOT on a freeway study to see how to improve I-44, 65, 60, and James River Freeway.

10. Other Member Updates & Guest Reports

Jeremy Pruett with Congressman Billy Long reported that infrastructure has taken a back seat for now. The federal budget is being discussed this week. Representative Long introduced a bill to alleviate some of the burden on famers to remove cattle production from the EPA classification of "toxic waste".

Joelle Cannon with Senator Roy Blunt's office reported that funding for the federal government expires on Friday; they hope to have something approved before. Senator Blunt sent a letter to the FCC chair to look at the rural broadband map more closely, as it currently shows coverage and it is believed that it is overstating the actual coverage in Missouri's more rural areas.

David Stokely with Senator Claire McCaskill's office reported that the Senator voted to amend the Dodd-Frank regulations for banks. The hope is that the small, community banks will be less burdened by regulations. Infrastructure is not getting much traction; it is hard to fund things with decreasing revenue.

Cherry Warren commented that a streamlined sales tax may be helpful. The counties are seeing decreasing sales tax revenues with increasing internet sales. Taxing internet sales should be supported.

Stan Whitehurst stated that the potential Supreme Court decision might not solve the sales tax issue, but is certainly may help. Additionally, Webster County had requested some state legislation that would allow counties to work with cities to do transportation projects.

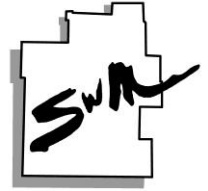
11. Adjourn by Chairman

Meeting was adjourned at 10:11 am by Chair Woods.

The next meeting will be Wednesday, May 16, 2018 at 9 a.m. at Library Station in Springfield.

DRAFT

**Southwest Missouri Council of Governments
Transportation Advisory Committee**



**MEETING SCHEDULE
2018-2019**

3rd Wednesday of the month, select months, at 9 a.m

July 18, 2018

Library Station- Frisco Room
2535 North Kansas Expressway
Springfield

August 15, 2018

Library Station- Frisco Room
2535 North Kansas Expressway
Springfield

September 19, 2018 (if needed)

Library Station- Frisco Room
2535 North Kansas Expressway
Springfield

November 14, 2018

Library Station- Frisco Room
2535 North Kansas Expressway
Springfield

January 16, 2019

Library Station- Frisco Room
2535 North Kansas Expressway
Springfield

March 20, 2019

Library Station- Frisco Room
2535 North Kansas Expressway
Springfield

May 15, 2019

Library Station- Frisco Room
2535 North Kansas Expressway
Springfield

Frequently Asked Questions

The following questions pertain to the FY2018 BUILD Transportation Discretionary Grant program.

What is the BUILD Transportation Discretionary Grant Program?

The Consolidated Appropriations Act, 2018 appropriated \$1.5 billion, available for obligation through September 30, 2020, for National Infrastructure Investments previously known as TIGER grants, and now renamed BUILD Transportation grants. As with previous rounds of TIGER, funds for the FY2018 BUILD Transportation program are to be awarded on a competitive basis for projects that will have a significant local or regional impact.

Funding provided under National Infrastructure Investments have supported capital projects which repair bridges or improve infrastructure to a state of good repair; projects that implement safety improvements to reduce fatalities and serious injuries, including improving grade crossings or providing shorter or more direct access to critical health services; projects that connect communities and people to jobs, services, and education; and, projects that anchor economic revitalization and job growth in communities. DOT intends to award a greater share of FY2018 BUILD Transportation grants to projects located in rural areas that align well with the selection criteria than to such projects in urban areas.

Who can receive BUILD Transportation Grants?

Eligible Applicants for BUILD Transportation Discretionary Grants are State, local and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments.

Multiple States or jurisdictions may submit a joint application and must identify a lead applicant as the primary point of contact, and identify the primary recipient of the award. Each applicant in a joint application must be an Eligible Applicant. Joint applications must include a description of the roles and responsibilities of each applicant and must be signed by each applicant.

What types of projects are eligible for BUILD Transportation Discretionary Grant funding?

Eligible projects for BUILD Transportation Discretionary Grants are capital projects that include, but are not limited to:

- road or bridge 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); and
- intermodal projects.

Please note that research, demonstration, or pilot projects are eligible only if they result in long-term, permanent surface transportation infrastructure that has independent utility as defined in Section C.3.iii of the NOFO. Applicants are strongly encouraged to submit applications only for eligible award amounts.

What has changed in the FY 2018 BUILD Transportation competition?

This program was previously known as the Transportation Investment Generating Economic Recovery, or “TIGER Discretionary Grants,” program and is now known as the Better Utilizing Investments to Leverage Development, or “BUILD Transportation Discretionary Grants,” program. Many of the merit criteria of the BUILD program overlap with previous rounds of TIGER discretionary grants, though the program is refocused on infrastructure investment that will make a positive impact throughout the country. The FY 2018 BUILD Transportation Discretionary Grants program will give special consideration to projects located in rural areas. For this round of BUILD Transportation Discretionary Grants, the maximum grant award is \$25 million, and no more than \$150 million can be awarded to a single State, as specified in the FY 2018 Appropriations Act. As mandated by that Act, the Department will not use the Federal share as a selection criterion in awarding projects.

Do I need to submit a pre-application to be eligible for a BUILD Transportation Grant?

No. A pre-application is not required to be submitted prior to submitting a final application for the FY2018 round of the BUILD Transportation Discretionary Grants program. In lieu of the pre-application, we will be capturing much of the information previously collected there through the “BUILD 2018 Project Information” form available at www.transportation.gov/BUILD.

Where can I submit the Final Application?

Final applications must be submitted through Grants.gov. Access to the “Apply” function will be made available in Grants.Gov by June 4, 2018.

What if I am having technical issues with grants.gov?

Please refer to the following links for technical issues with grants.gov:

[Grants.gov Applicant Training](#)
[Grants.gov Online User Guide](#)

You can also contact Grants.gov Customer Support Hotline at 1-800-518-4726, Monday-Friday from 7:00 a.m. to 9:00 p.m. E.D.T.

How will the Department evaluate cost share and matching funds?

Per the Consolidated Appropriations Act, 2018, BUILD Transportation Discretionary Grants may be used for up to 80 percent of the costs of projects located in an urban area and up to 100 percent of the costs of a project located in a rural area. For a project located in an urban area, total Federal assistance for a project receiving a BUILD grant may not exceed 80 percent.

Non-Federal financial contributions can include State, local, and private sector funding; or other forms of cost share such right of way contributions, toll credits, or recycled revenue from the competitive sale or lease of publicly owned or operated assets. Projects that anticipate INFRA grant funding or other future DOT discretionary grant funding to complete a funding package will be less competitive than those projects that rely on other sources to complete a package.

The Department will evaluate the applicant's ability to generate new non-Federal revenue for transportation infrastructure investment; it will not use Federal share as a merit criterion in awarding projects.

What does new revenue for transportation infrastructure investment mean?

New revenue means revenue that is not included in current and projected funding levels and results from specific actions taken to increase transportation infrastructure investment. For example, an applicant may generate new revenue through asset recycling, tolling, tax-increment financing, or sales or gas tax increases. New revenue does not include the proceeds of a new bond issuance unless an applicant raises or commits to raising new revenue to repay the bonds.

The Department will consider actions to create new revenue only if those actions occurred after January 1, 2015 or will occur in the future; it will not consider actions that occurred before January 1, 2015. For applications that propose to generate revenue over multiple years, the maximum time period that should be used is 10 years, beginning on January 1, 2018.

The Department recognizes that applicants have varying abilities and resources to generate non-Federal revenue. If an applicant describes broader legal or fiscal constraints that affect its ability to generate non-Federal revenue, the Department will consider those constraints. As mandated by the FY 2018 Appropriations Act, the Department will not use the Federal share as a selection criterion in awarding projects.

Are planning grants available for the FY2018 BUILD Transportation Discretionary Grant program?

The Consolidated Appropriations Act, 2018 allows for the award of funding for the planning, preparation, or design of capital projects. Planning grant applications will be evaluated against the same criteria as capital grant applications. While the FY 2018 Appropriations Act allows

funding solely for pre-construction activities, the Department will prioritize FY 2018 BUILD Transportation funding for projects that demonstrate the ability to move into the construction phase within the period of obligation.

How do I determine if my project qualifies as being rural?

The BUILD Transportation Grant Program defines “rural area” as any area outside an Urbanized Area (UA) as designated by the U.S. Census Bureau. Per the Census Bureau, a UA is an area that consists of densely settled territory with a population of 50,000 or more people.

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 money is to be spent) is located in a rural area (outside a UA). Costs incurred on an Urbanized Area border, including an intersection with an Urbanized Area, will be considered urban for the purposes of the FY 2018 BUILD Transportation Program. Unlike the FY 2017 TIGER program under which the Department made rural project determinations on a component-by-component basis, for the FY 2018 BUILD program, the Department will make a single rural or urban determination for each project.

To determine if a project is in an urban or rural area, please consult Census maps of Urbanized Areas:

http://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/ (detailed PDF maps for every UA)

<http://tigerweb.geo.census.gov/TIGERweb2010/> (click the layer for urban areas and zoom in to see)

How will BUILD Transportation Grants address the needs of rural areas?

The FY 2018 BUILD Transportation Discretionary Grants program is to award at least 30 percent (\$450 million) of funding for rural projects. The Department must also consider an equitable balance in funding for geographic diversity among recipients.

Underinvestment in rural transportation systems has allowed a slow and steady decline in the transportation routes that connect rural American communities to each other and to the rest of the country. New investment is necessary to grow rural economies, facilitate freight movement, improve access to reliable and affordable transportation options and enhance health access and safety for residents. To address these rural transportation infrastructure needs, DOT intends to award a greater share of BUILD Transportation Discretionary Grant funding to projects located in rural areas that align well with the selection criteria than to such projects in urban areas.

What criteria will be used to evaluate applications for BUILD Transportation Discretionary Grants?

The BUILD Transportation Discretionary Grants Final Notice of Funding Opportunity outlines the selection criteria in detail. For more information, please view the [NOFO](#).

What is the minimum and maximum grant award for BUILD Transportation Discretionary Grants?

For projects located in urban areas, the minimum award is \$5 million. Please note that the minimum total project cost for a project located in an urban area must be \$6.25 million to meet match requirements.

For projects located in rural areas, the minimum award is \$1 million.

The maximum award for all projects is \$25 million. Not more than \$150 million can be awarded to a single State.

What is the difference between a joint applicant and a partner?

A joint applicant refers to one or more Eligible Applicants, as described in the NOFO, who submit a single application. Multiple States or jurisdictions may submit a joint application and must identify a lead applicant as the primary point of contact. Joint applications must include a description of the roles and responsibilities of each applicant and must be signed by each applicant. Only an eligible entity may receive and administer BUILD funds upon award, and lead applicants who wish to administer their grants through eligible co-applicants (such as State DOTs) should create those relationships (such as through MOUs) to the extent possible prior to award.

A project partner refers to one or more stakeholders or collaborators that support the project. Project support can include, but is not limited to, help with public engagement or outreach, monetary contributions, planning, or public alignment with project priorities. A project partner need not be an Eligible Applicant.

Can an application contain more than one project component?

Yes, if the components demonstrate a strong relationship or connection between them. DOT strongly encourages each applicant to identify in their application the project components that have independent utility, independently align with the selection criteria, and meet NEPA requirements; and DOT encourages each applicant to separately detail the costs and requested BUILD funding for those components, as well as the overall BUILD funding request.

Can I submit a program of projects?

Yes, if an applicant demonstrates the ability to generate additional non-Federal revenue for transportation infrastructure investment, as described above and in Section C.3.v of the NOFO

may apply, exceeding the three-application limit, for multiple projects that collectively constitute a “program of projects.” A program of projects consists of independent projects that address the same transportation challenge and whose combined benefits, including funding efficiency, are greater than if the projects are completed individually.

For a program of projects, applicants must submit an application for each project within the program and describe how each project constitutes part of a program. Each project application within a program of projects must meet eligibility criteria described in Section C of the NOFO, demonstrate independent utility, and individually address the merit criteria within the NOFO. DOT will evaluate each application within a program of projects in the same manner in which it evaluates individual project applications. Each project within a program of projects is subject to the \$25 million award maximum and total awards cannot exceed \$150 million per State. Only one program of projects may be submitted by each eligible applicant.

If you intend to demonstrate independent utility on project components, is a BCA needed for each component or only for the entire project?

While USDOT allows for packages of projects to be included in a single grant application, each component of such package with independent utility should be evaluated separately, with its own BCA. The costs and benefits of each individual component may also be aggregated to provide a summary estimate of net benefits for the entire package. Where projects within a package may be expected to also have collective benefits that are larger than the sum of the benefits of the individual project components, applicants should clearly explain why this would be the case and provide any supporting analyses to that effect. DOT recognizes the technical challenges in preparing a BCA and encourages applicants to do their best in demonstrating the anticipated benefits and estimated costs of the entire project as well as appropriate components.

Are freight and transit projects competitive in BUILD Transportation?

The Department anticipates that in addition to meeting statutory requirements, the BUILD Transportation program’s focus on safety, state of good repair, economic competitiveness, environmental protection, and quality of life, means that freight and transit projects will be competitive.

Are eligible projects allowed to apply to both the BUILD Transportation and the Infrastructure for Rebuilding America (INFRA) programs?

Yes, projects that meet the minimum eligibility requirements for both programs may submit applications to both programs, but must timely submit separate applications that independently address how the project satisfies applicable selection criteria for the relevant grant program.

Is capital equipment or rolling stock eligible for BUILD Transportation funds?

Yes, equipment is eligible, but Federal requirements apply to the use of any grant funding. Please see section F.2. of the BUILD Transportation NOFO for information on Federal requirements.

What broadband activities are eligible for a BUILD Transportation Grant?

If construction of the transportation project will allow concurrent installation of fiber or other broadband deployment as an essential service, the applicant should describe those activities and how they support quality of life. The Department will consider that information when evaluating the project's alignment with the quality of life merit criterion. Unless the concurrent activities support transportation, they will not be eligible for reimbursement.

What border or port security activities are eligible for a BUILD Transportation Grant?

If the construction of the transportation project will contribute to a state of good repair of transportation infrastructure that supports border or port security the applicant should describe how. The Department will consider that information when evaluating the project's alignment with the state of good repair selection criterion. Unless border security activities support surface transportation and are otherwise eligible under BUILD, they will not be eligible for reimbursement.

Are transportation projects that are located at a port or near the border but *without* any security elements still eligible?

Yes, as long as they meet the eligibility requirements described in Section C.3.i. of the NOFO.

Are maritime port projects eligible for BUILD grants?

Yes, similar to prior rounds of the competition, maritime projects are still eligible for BUILD grants so long as they meet the eligibility requirements described in Section C.3.i. of the NOFO.

How do we get feedback on previous BUILD [or TIGER] Transportation grant submissions to improve chances of success?

DOT will debrief previous grant submissions with previous applicants. Please email BUILDgrants@dot.gov to schedule a debrief.

How does the evaluation process work?

First, technical evaluation teams made up of Departmental staff will determine whether projects satisfy statutory requirements and rate how well they address the merit criteria outlined in the NOFO. A Senior Review Team, comprising Departmental leadership, will then consider the applications and the technical evaluations to determine which projects to advance to the Secretary for consideration. The Secretary will ultimately make the final selection for awards, consistent with the statutory requirements for BUILD Transportation Grants and the selection criteria in the NOFO.

When will awards be made?

Under the FY 2018 Appropriations Act, the Department must make awards by December 18, 2018.

What is the difference between the obligation and expenditure deadlines?

The obligation deadline, September 30, 2020, is the date by which a BUILD Transportation award recipient must have a signed and executed grant agreement in place with the DOT. The execution of the grant agreement obligates BUILD Transportation funding for the awarded project. The expenditure deadline of September 30, 2025, is the date by which all BUILD Transportation funding must be expended, invoiced, and reimbursed.



U.S. Department
of Transportation

BUILD vs TIGER Fact Sheet

The Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants solicitation will make \$1.5 billion available to surface transportation projects that align with the merit criteria described in the Notice of Funding Opportunity (NOFO). BUILD replaces the pre-existing TIGER grants program. Like TIGER, FY 2018 BUILD Transportation Grants are for investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. For this round of BUILD, no more than \$150 million can be awarded to a single State.

To reflect the Administration's Infrastructure Initiative, DOT plans to award a greater share of BUILD Transportation funding to projects located in rural areas that align well with the merit criteria than to those in urban areas. Rural applicants can highlight their needs in response to several of the evaluation criteria, including to deploy rural broadband as part of an eligible transportation project. BUILD encourages local governments to proactively raise new sources of revenue with a new criterion to evaluate local activities to generate additional non-Federal revenue for transportation infrastructure.

BUILD applications will be evaluated based on the following merit criteria: safety, economic competitiveness, quality of life, environmental protection, state of good repair, innovation, partnership, and additional non-Federal revenue for infrastructure investments. Below is a side-by-side comparison of the merit criteria used in TIGER and BUILD:

TIGER	BUILD
Merit criteria <i>Primary criteria</i> <ul style="list-style-type: none"> • Safety • State of Good Repair • Economic Competitiveness • Environmental Sustainability • Quality of Life <i>Secondary criteria</i> <ul style="list-style-type: none"> • Innovation • Partnership <i>Other criteria</i> <ul style="list-style-type: none"> • Demonstrated Project Readiness • Project Costs and Benefits • Cost Sharing or Matching <i>Additional considerations</i> <ul style="list-style-type: none"> • Geographic diversity among recipients 	Merit criteria <ul style="list-style-type: none"> • Safety • State of Good Repair • Economic Competitiveness • Environmental Protection • Quality of Life • Innovation • Partnership • Non-Federal Revenue for Transportation Infrastructure Investment <i>Other criteria</i> <ul style="list-style-type: none"> • Demonstrated Project Readiness • Project Costs and Benefits <i>Additional considerations</i> <ul style="list-style-type: none"> • Geographic diversity among recipients

For additional explanation of the criteria, please see the BUILD NOFO

What stayed the same from TIGER competitions?

The eligible costs and project types have not changed. The minimum and maximum project award sizes are the same as in FY 2017.



Home

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RECENT NEWS:

MoDOT Receives Blanket Interim Approval to use RRFBs

MoDOT has received Interim Approval to use Rectangular Rapid Flashing Beacons on a blanket basis at uncontrolled marked crosswalk locations statewide in Missouri (state DOT and therefore now allowed to install them.

MoDOT is required to develop and periodically update a list of all locations where RRFBs are installed in Missouri. Local jurisdictions that install RRFBs under this Interim Approval installations so we can maintain a comprehensive list of locations.

Any reference, installation information can be sent to Katy Harlan (Katy.Harlan@modot.mo.gov)

Posted 5/1/2018

FHWA Has rebranded "TIGER" to "BUILD" Discretionary Grant

The "Better Utilizing Investments to Leverage Development" (BUILD) Discretionary Grant has been posted on Grants.gov CFDA # 20.933 as of 4/20/2018. The "BUILD" is a rebrand Discretionary Grant program.

The BUILD Transportation Grants Website is LIVE: <https://www.transportation.gov/BUILDgrants>

FY18 Build FAQs

Notice of Funding Opportunity for Department of Transportation's National Infrastructure Investments Under Consolidated Appropriations Act, 2018

BUILD vs TIGER Fact Sheet

BUILD NOFO Release

Posted 4/24/18

FHWA April 18, 2018 publication of the Notice of Funding Opportunity (NOFO) for the FY 18 Advanced Transportation and Management Technologies Deployment (ATCMTD) program.

The application due date is June 18, 2018. A webinar covering details of the program and the NOFO is being scheduled, and we will follow up with the date and time as well as a link information will be updated in the Grants.gov listing as well.

<https://www.grants.gov/web/grants/view-opportunity.html?oppId=303763>

Posted 4/24/18

FHWA Has Granted Interim Approval on RRFBs at Crosswalks Under Limited Conditions

MoDOT has not yet received blanket interim approval. Please refer to the following link for detailed information on the interim approval of the RRFB:

[Manual on Uniform Traffic Control Devices \(MUTCD\)](#)

Posted 4/17/18

Termination of Interim Approval by FHWA for Rapid Rectangular Flashing Beacons (RRFB)

