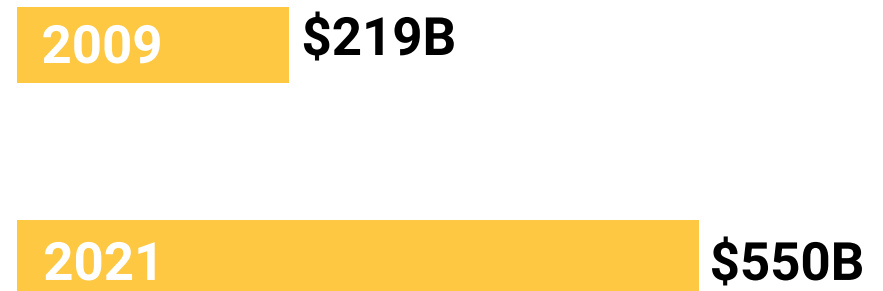
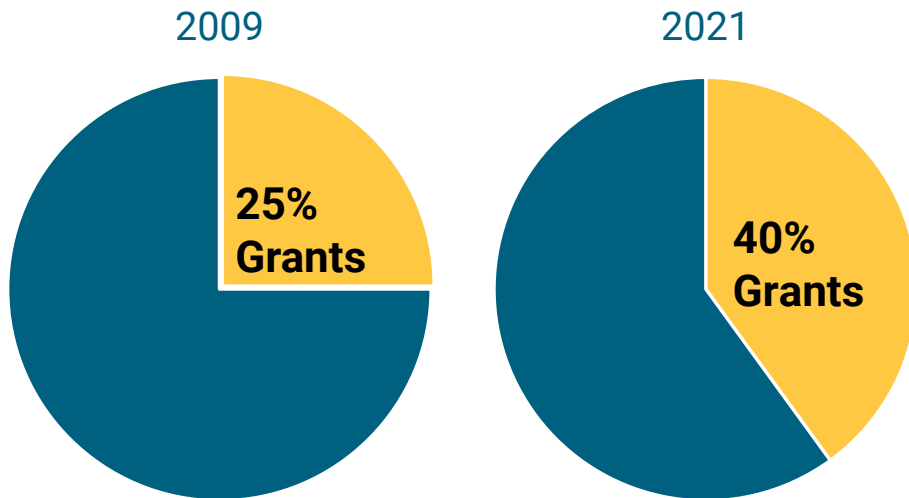




Grant Components

Kyle Schneweis
CEO of High Street Consulting

Why bother with grants?



How I learned to stop worrying and love the NOFO



4910-9X

DEPARTMENT OF TRANSPORTATION

Office of the Secretary of Transportation

Notice of Funding Opportunity for the Department of Transportation's Multimodal Project Discretionary Grant Opportunity

AGENCY: Office of the Secretary of Transportation, U.S. Department of Transportation

ACTION: Notice of Funding Opportunity (NOFO)

Multimodal Project Discretionary Grant Opportunity (MPDG)

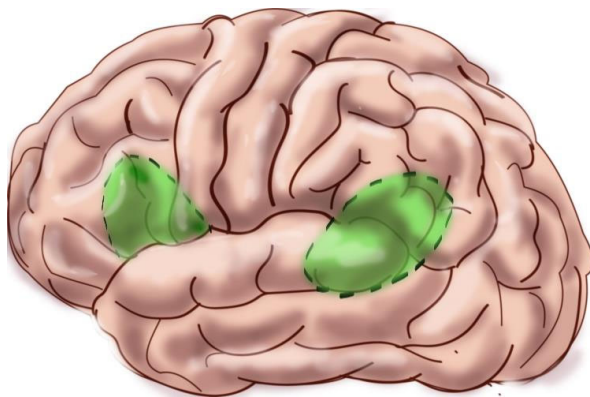
SUMMARY: The purpose of this notice is to solicit applications for three funding opportunities: the National Infrastructure Project Assistance grants program (Mega), the Nationally Significant Multimodal Freight and Highways Projects grants program (INFRA), and the Rural Surface Transportation Grant program (Rural). While applicants can choose to apply for only one grant program, this combined solicitation will allow applicants to apply for two, or all three of these funding opportunities by submitting only one application. It also aims to better enable the Department to proactively assist project sponsors in matching projects with the most appropriate grant program(s) and facilitate individual projects in potentially receiving funding from multiple grant programs. Funds for the INFRA, Mega, and Rural funding opportunities will be awarded on a competitive basis for surface transportation infrastructure projects – including highway and bridge, intercity passenger rail, railway-highway grade crossing or separation, wildlife crossing, public transportation, marine highway, and freight projects, or groups of such projects – with significant national or regional impact, or to improve and expand the surface transportation infrastructure in rural areas.

DATES: Applications must be submitted by 11:59 p.m. EDT on May 23, 2022. The Grants.gov "Apply" function will open by March 25, 2022.

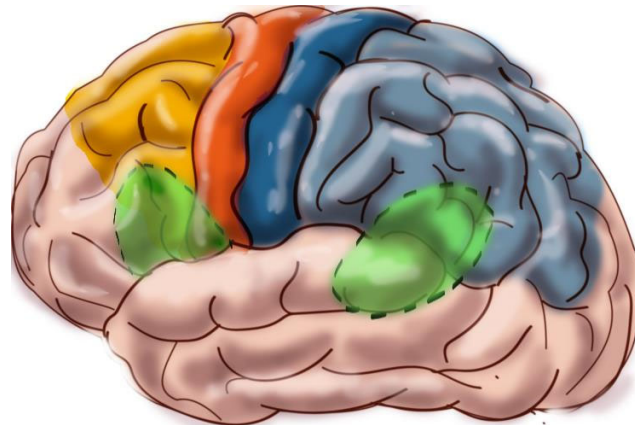
“The project narrative should include maps and graphics to make the information easier to review”

- Federal NOFO, 2022

Storytelling matters



Brain response to language



Brain response to storytelling

 Language Areas

  Sensory Areas

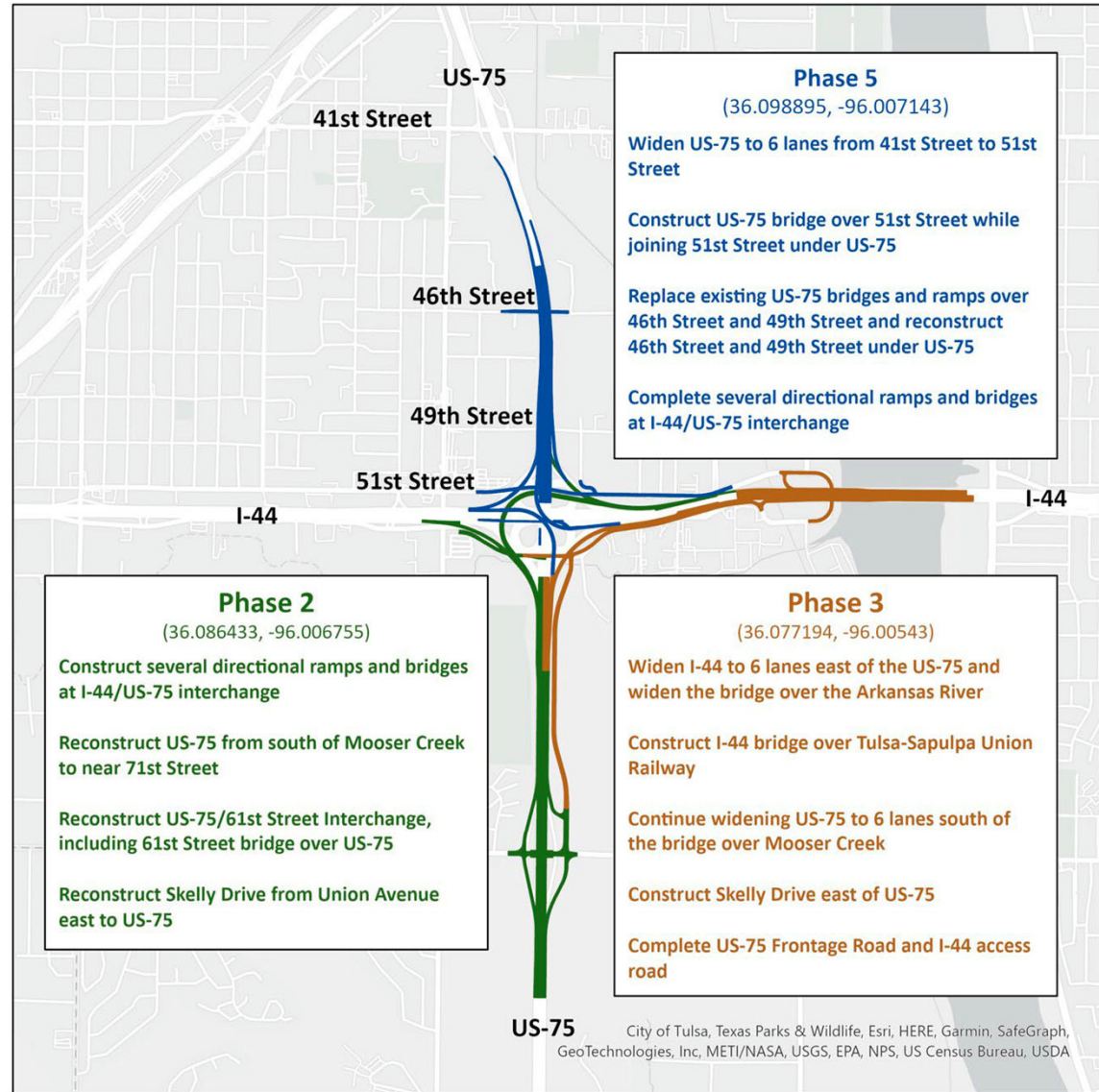
  Motor Areas

Visuals Matter

Oklahoma MEGA Grant Example

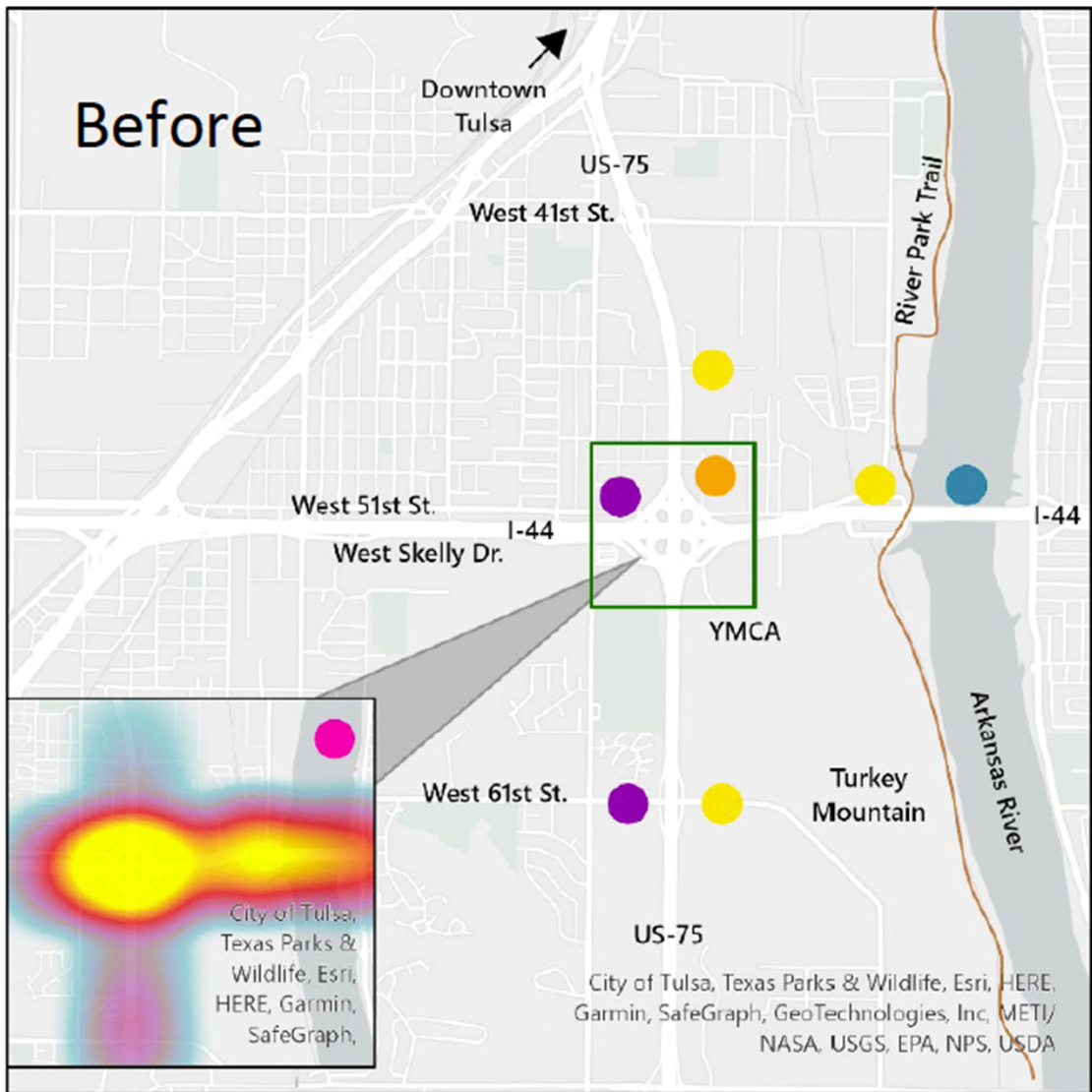
2021 ▼

2022 ►



“The evaluation criteria
are right there in the NOFO,
if you’ve got the courage to dig in”

- Me, Today



Transportation Challenges Today

- Outdated interchange design – Unsafe 1950s ‘cloverleaf’ interchange has narrow shoulders, tight curves, low bridge clearances, and short merges.

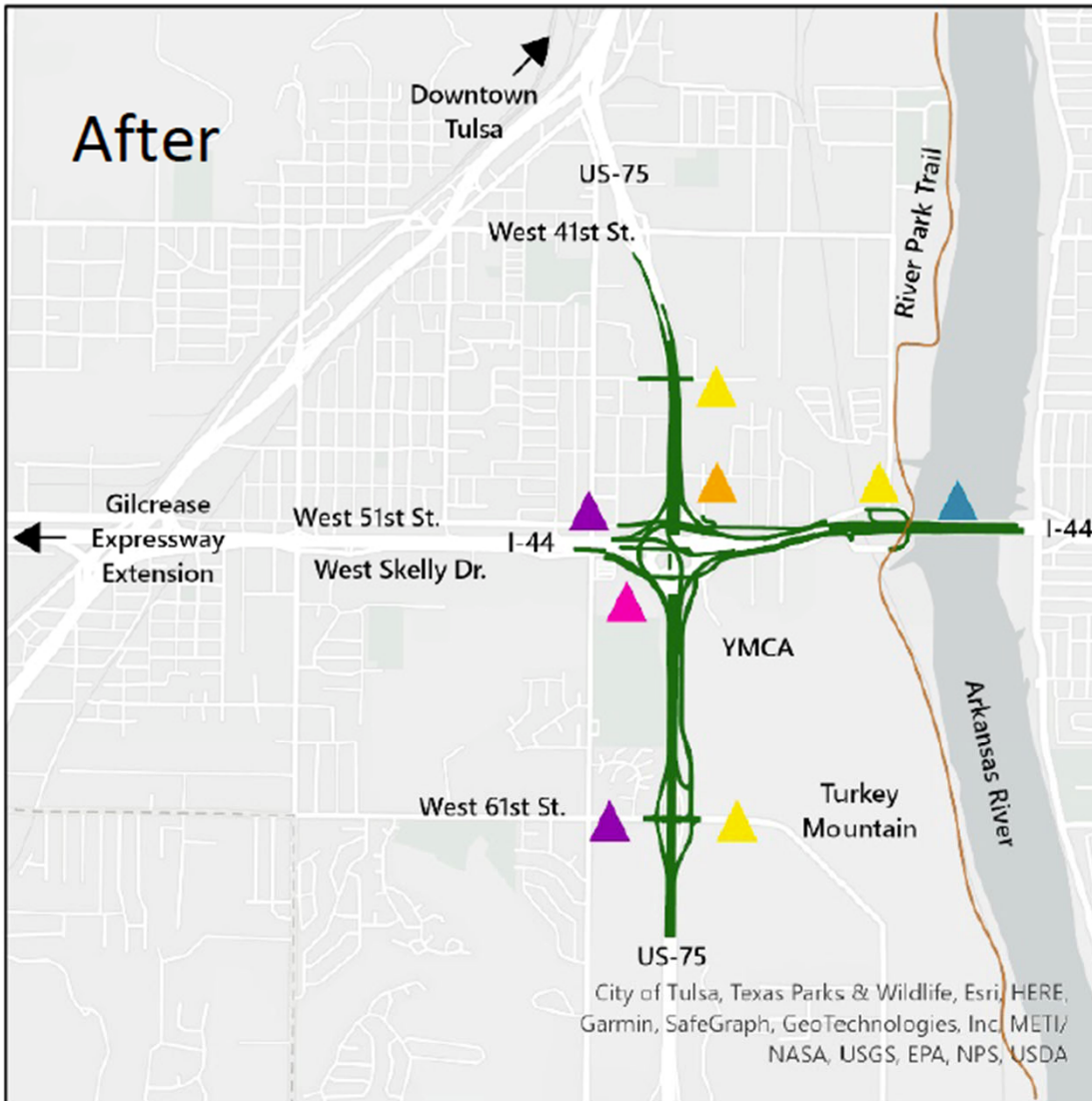
- Local communities divided – 2 low-moderate income communities were split by building I-44 & US-75 in 1950s.

- Inadequate active transportation options – Local street infrastructure lacks sidewalks, bike lanes, non-auto connections to key community resources.

- Many crashes – Collision rates are double state average for similar facilities; serious injury or fatal crash occurs every 5 days on average.

- Growing congestion – Traffic forecast predicts 32% increase to 195,000 vehicles/day by 2045; US-75 & I-44 often have standing backups during peak hours.

- Inadequate capacity – Arkansas R. to interchange segment is only 4-lane urban Interstate in Oklahoma.



Project Outcomes

- Modern interchange installed – Flyovers for through traffic and longer merges.
- ▲ Local communities re-connected – W. 51st. Street re-connected and pedestrian and bike improvements to W. Skelly Dr.
- ▲ Active transportation options added – Improvements include a new pedestrian bridge over RR to connect with bike trail connections to Turkey Mt. Urban Wilderness & downtown Tulsa.
- ▲ Crashes cut drastically – BCA conservatively predicts \$100M value in safety benefits alone.
- ▲ Congestion relief – Facility will save 6.9 million hours of vehicle delay over project's 25-year lifespan.
- ▲ Adequate capacity – Interstate upgraded to 6-lanes throughout.

CRITERION #2: STATE OF GOOD REPAIR

2021 ▼

“As one of Oklahoma’s oldest sections of interstate, the pavement has deteriorated over time earning a ‘Fair to Poor’ performance rating”

2022 ▼

Today’s State of Good-Repair Condition

Corridor’s pavement is rated in fair to poor condition and has features like narrow shoulders inconsistent with designation as NHS and NHFN route carrying +/- 150,000 vehicles/day.



I-44 corridor includes several low clearance bridges that are at routine risk of damage by large vehicles.



Also from 2022 ▼

Project's Anticipated State of Good-Repair Outcomes

- **Improved Pavement Conditions** – The Project will reconstruct 3 miles of pavement, which will greatly enhance the condition of the corridor's roadways. Furthermore, The Project's new pavement will be designed to better withstand the almost one-third growth in traffic from 148,000 vehicles per day to 195,000 vehicles per day by 2045, which will result in maintenance cost savings.
- **Improved Bridge Conditions** – The Project will widen or replace 11 bridges, which will greatly enhance the condition of the corridor's bridges and reduce maintenance costs associated with repairing damage to low clearance bridges.
- **Wider Shoulders** – The Project will provide consistent 12-foot width shoulders that meet modern Interstate design standards.
- **Lifecycle Cost Savings** – Compared to the 'no build' costs of maintaining the corridor's roads and bridges, The Project is estimated to save \$11.3 million in maintenance costs (discounted at 7 percent) over the next 30 years. While lane miles that must be maintained will remain

CRITERION #4: CLIMATE CHANGE, RESILIENCY, AND THE ENVIRONMENT

Hazardous waste sites within or adjacent to the project area:

22

Hazardous Waste Sites

13

Storage Tank Sites

3 are Leaking Underground Storage Tanks (LUST) that are now closed

The 600-acre Turkey Mountain Urban Wilderness is immediately adjacent to the project area. This wilderness area includes a thick canopy of native trees, Blackjack Oak, Hickory, and Redbud trees, and is a unique recreational treasure.



Local air quality pollutants and greenhouse gas emissions are elevated in the project area due to significant traffic congestion.

I-44 and US-75 are designated FHWA Alternative Fuel Corridors, and charging stations are located near The Project.

It's not all about the story and the pictures,
you also need data

It's not all about the story and the pictures,
you also need data

Get help, & get creative

Some data you might need:

- Traffic data
- Crash data
- Cost estimates
- Demographics
- Public health data
- Asset conditions
- Economic data
- Land use data
- Resiliency data
- Hazardous waste
- Emissions

The dreaded Benefit Cost Analysis (BCA):

Discounted Initial Capital Costs	\$137.5
Discounted Life Cycle Cost Savings	-\$11.3
Facilities Residual Value Undiscounted	\$0.00
Discounted Present Value of Capital Costs	\$137.1
Travel delay cost savings (truck & auto)	\$55.1
Crash reduction benefits	\$100
Emissions reduction benefits (CO2 at 3% discount)	\$5.1
Emissions reduction benefits (all others at 7% discount)	\$2.6
Shipper/supply chain cost savings	\$5.1
Benefit Cost Ratio	1.22
Net Present Value (\$ millions 2020)	\$30.8

A few final thoughts:
Start early
Build support
Dig into it