

# 2022-2023 Grant Information Sessions



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## MATCH AND COST SHARE

Can a local agency request Toll Development Credits from FDOT to be used for the non-federal match?

The Department is currently working with Federal Highway Administration (FHWA) to clarify how Toll Development Credits will be considered in FHWA's review and implementation of discretionary grants. Until further clarification is received, the Florida Department of Transportation (FDOT) cannot authorize toll development credits on capital projects. FHWA's current interpretation of Toll Development Credits would cause FDOT to become a full funding partner and co-owner of the grant. FDOT cannot be a funding partner on projects that have not been vetted through the state's legislative budget process. This differs from the Federal Transit Agency (FTA) interpretation.

Due to these constraints, FDOT does not currently have a mechanism to award and track the use of toll development credits for the purpose of matching on USDOT discretionary grants.

Can a local agency use a State Funded Grant Program for their non-federal match?

Locally Administered State Funded Grant Programs such as the Small County Road Assistance Program (SCRAP), Small County Outreach Program (SCOP), or the County Incentive Grant Program (CIGP) may be eligible per USDOT; however, this requires a project-by-project review. These grant programs have statutorily defined criteria for project eligibility which may not align with the federal discretionary grant purpose and eligible project components. If determined to be an eligible match source, USDOT would want confirmation that the municipality has/will be awarded the matching funds.

Please contact the FDOT Local Programs Office for specific questions related to the state grant programs.

Can an in-kind match be used for the non-federal match?

This is determined on a case-by case basis. Some federal grant programs allow in-kind contributions to fulfill the non-federal match requirements and others do not. Refer to the Notice of Funding Opportunity (NOFO) for the grant to determine specific non-federal match requirements.

Does additional non-federal match make a project more competitive?

This depends on the grant program. Some programs do prioritize a higher cost share while others do not. This information will be listed in the Notice of Funding Opportunity (NOFO).

What is "fund braiding?"

Braiding refers to using federal funds from one federal program to fulfill the match requirement for another federal program. Some grant programs allow federal funding to be "braided" while other programs do not. Refer to the NOFO for program-specific criteria related to the non-federal match. It is also best to reach out to the local FDOT Environmental Office before applying for a grant if you are interested in braiding federal funds. USDOT provides additional information on this [webpage](#).

# 2022-2023 Grant Information Sessions

## What happens if the project is not awarded at the full amount and the local agency cannot find the additional non-federal match?

Local agencies should be aware of this possibility of a reduced award amount and prepared to address it prior to applying to funding opportunities. If a project is not fully funded, there may be opportunities to discuss with USDOT a reduction of scope before accepting the award and finalizing the grant agreement. If the scope is not reduced, the grant applicant must provide the additional match needed.

## Will FDOT provide state funds for the non-federal match for local agencies applying to discretionary grant opportunities?

FDOT does not have readily available funding for non-federal match, as all funding is first approved by the State Legislature in the Five-Year Work Program. Local agencies are encouraged to identify candidate projects that went through the local prioritization process and are funded in the Work Program. Local agencies are encouraged to think creatively about how to pull projects and state funding opportunities together to meet the non-federal match requirement. The Department of Economic Opportunity or other state agencies may have state grant funding that could serve as the non-federal match on the project. However, state grant programs have statutorily defined criteria for project eligibility which may not align with the federal discretionary grant purpose and eligible project components. If determined to be an eligible match source, USDOT would want confirmation that the municipality has/will be awarded the matching funds.



## APPLICATION DEVELOPMENT

### What kind of project risks should local agencies anticipate and prepare for?

Risks can be cost escalation, difficulty getting specific materials, schedule challenges, among others. Look for potential challenges early on to know what the risks are and develop strategies to mitigate issues before submitting your application. For instance, consider inflation—is there contingency built into the estimated project costs? Is your schedule realistic given potential manufacturing and logistics delays?

### Where do you find information on the federal discretionary grant programs?

The best resources are the [USDOT grants home page](#), the [USDOT Navigator](#), the [Whitehouse Guidebook](#), and reviewing the past NOFOs that can be found on [grants.gov](#).



## BENEFIT COST ANALYSES

### Is there a BCA methodology that must be used for the process?

Please refer to the [USDOT Benefit Cost Analysis Guidance](#). This is updated each year. We also encourage you to confirm in the NOFO that there are no additional provisions pertaining to the BCA requirements.



## PROJECT DELIVERY

### What is a Direct Recipient vs LAP Recipient?

A Direct Recipient is a non-federal entity that receives a federal award directly from a federal awarding agency to complete a project eligible under the grant program. As a Direct Recipient, an applicant would work directly with FHWA.

# 2022-2023 Grant Information Sessions

A Local Agency Program (LAP) Recipient is a sub-recipient rather than a Direct Recipient. A Local Agency may undergo **LAP certification**. LAP certification means the agency is eligible for Federal-Aid Highway Program project funding for eligible activities and can administer most Federal-Aid projects. In this scenario, FDOT is the Direct Recipient, and the local agency is the LAP Recipient. FDOT provides necessary supervision and inspection of LAP Recipient projects.

## What is the benefit of delivering a project through the Local Agency Program?

Delivering a project through the FDOT LAP delivery process provides the local agency with the opportunity to have direct support from FDOT. FDOT staff is available as a resource and can help guide the local agency through the process.

If a local agency is a direct recipient of federal funds, the agency will work directly with FHWA. FHWA will likely require some of the NEPA forms and processes similar to those from FDOT, but FDOT staff will not be available as resources.

If your agency is not presently LAP certified, please contact your **District Local Programs Office** to discuss potential options or opportunities for partnership. For additional information on LAP, please see the **Local Agency Program** webpage.

## Do procurement policies need to meet federal guidelines?

Yes. Prior to applying for a grant, please review the **Local Agency Program (LAP) Manual** and review the **LAP Sub Recipient Compliance Assessment Tool** to review procurement guidelines. FDOT procurement policies are consistent with federal guidelines.

## How do you meet project delivery deadlines with grant funded projects?

Based on the project schedule and any deadlines listed in the NOFO for expending funds, identify the phase that best fits the timeline and ask for funding for that phase of the project. Carefully review the project delivery timeline and scope and only include in the application what you know you will be able to deliver in the allotted time per the grant program.

## What are factors that may be cause project delivery delay?

One example is that the federal procurement process might take longer than your typical process. Requirements that may cause delays could include ensuring there are the required number of bidders to ensure fair competition and procurement or complying with the Build America, Buy America Act. Meeting all the federal procurements procedures can slow down a schedule and delay a project. It is also important to check and make sure the agency is compliant with the Title VI of the Civil Rights Act of 1964 (Title VI) and other nondiscrimination authorities.



## PLANNING CONSISTENCY

### What is planning consistency for local projects?

Capital construction projects must be included in the applicable planning documents (e.g., Capital Improvement Program (CIP), Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), and State Transportation Improvement Program (STIP)), with similar details and scope to have planning consistency.

For example, a local project may be in the local CIP but excluded from the MPO's LRTP. If this project uses any federal or state funding, the project needs to be in the local CIP, and the MPO would need to do an amendment to the LRTP and TIP to include the project. Projects that are only funded with local dollars do not have to be included in the LRTP and TIP unless they are regionally significant.