

BIPARTISAN INFRASTRUCTURE LAW (BIL)* Discretionary Grants

Phil Barnes
FHWA Minnesota Division
6/22/2022



U.S. Department
of Transportation
**Federal Highway
Administration**

*Also known as the “Infrastructure Investment and Jobs Act”

\$350.8 B (FY 22-26) FOR HIGHWAY PROGRAMS

- \$303.5 B in Contract Authority from the HTF
- +\$47.3 B from the General Fund (GF) for “Highway Infrastructure Programs” (HIP)
- Nine Categories of HIP Funding Under BIL (from the GF)
- Funding Available to a Range of Recipients


<https://www.transportation.gov/bipartisan-infrastructure-law/upcoming-notice-funding-opportunity-announcements-2022>

| Month | NOFO | Operating Administration/Office |
|-----------|--|---------------------------------|
| June | Nationally Significant Federal Lands and Tribal Project Program | Federal Highway Administration |
| June | Bridge Investment Program | Federal Highway Administration |
| June | Railroad Crossing Elimination Program | Federal Railroad Administration |
| June | Ferry Programs: Electric or Low Emitting Ferry Program; Ferry Service for Rural Communities Program; Passenger Ferry Grant Program | Federal Transit Administration |
| June | Reconnecting Communities Pilot Program | Office of the Secretary |
| July | All Stations Accessibility Program | Federal Transit Administration |
| July | Rail Vehicle Replacement Program | Federal Transit Administration |
| Summer | National Culvert Removal, Replacement, and Restoration Grant Program | Federal Highway Administration |
| Summer | Thriving Communities | Office of the Secretary |
| August | Consolidated Rail Infrastructure & Safety Improvements Grant Program | Federal Railroad Administration |
| September | Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program | Office of the Secretary |
| October | Fiscal year 2022 Federal-state Partnership (National) | Federal Railroad Administration |
| December | Fiscal year 2022 Federal-state Partnership (Northeast Corridor) | Federal Railroad Administration |

- Grants.gov also provides resources for applicants, including:
 - Grants 101 related materials on the overall discretionary funding process
 - Applicant training for using the Grants.gov application process

More information can be found at:
<https://www.grants.gov/web/grants/learn-grants.html>





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SEARCH GRANTS ?

BASIC SEARCH CRITERIA:

Keyword(s):

Opportunity Number:

CFDA:

• AGENCY: [X] All Department of Transportation

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SORT BY: Relevance (Descending) ▾

DATE RANGE: All Available ▾

1 - 6 OF 6 MATCHING RESULTS:

| Opportunity Number | Opportunity Title | Agency | Opportunity Status | Posted Date | Close Date |
|-------------------------------------|---|--------------|--------------------|-------------|------------|
| 693JJ322NF00009 | Bridge Investment Program - Planning, Bridge Projects, and Large Bridge Projects | DOT-FHWA | Posted | 06/10/2022 | |
| 2023TTPSF | 2023 Tribal Transportation Program Safety Fund | DOT-FHWA | Forecasted | 06/07/2022 | |
| 2022TTPSF | 2022 Tribal Transportation Program Safety Fund | DOT-FHWA | Posted | 06/07/2022 | 09/15/2022 |
| 693JJ322NF5202-2022 | Administration of the Dwight David Eisenhower Transportation Fellowship Program (DDETFP) Local Competition at Designated Institutions of Higher Education | DOT-FHWA | Posted | 06/09/2022 | 07/11/2022 |
| 693JJ322NF5201-2022 | Dwight David Eisenhower Transportation Fellowship Program (DDETFP) Graduate Fellowship | DOT-FHWA | Posted | 06/09/2022 | 07/25/2022 |
| DOT-SS4A-FY22-01 | Safe Streets and Roads for All Discretionary Grant Program | DOT-DOT X-50 | Posted | 05/16/2022 | 09/15/2022 |

OPPORTUNITY STATUS:

☒ Forecasted (1)

☒ Posted (5)

☐ Closed (45)

☐ Archived (201)

FUNDING INSTRUMENT TYPE:

☒ All Funding Instruments

☐ Grant (6)

ELIGIBILITY:

☒ All Eligibilities

☐ City or township governments (1)

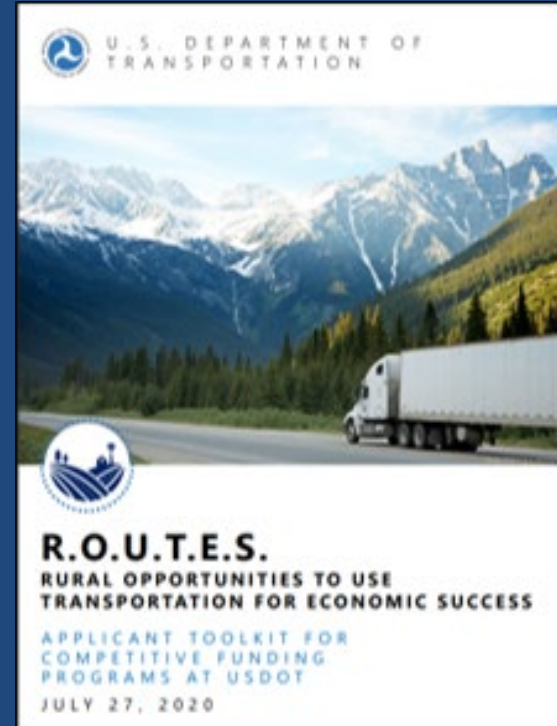
☐ County governments (1)

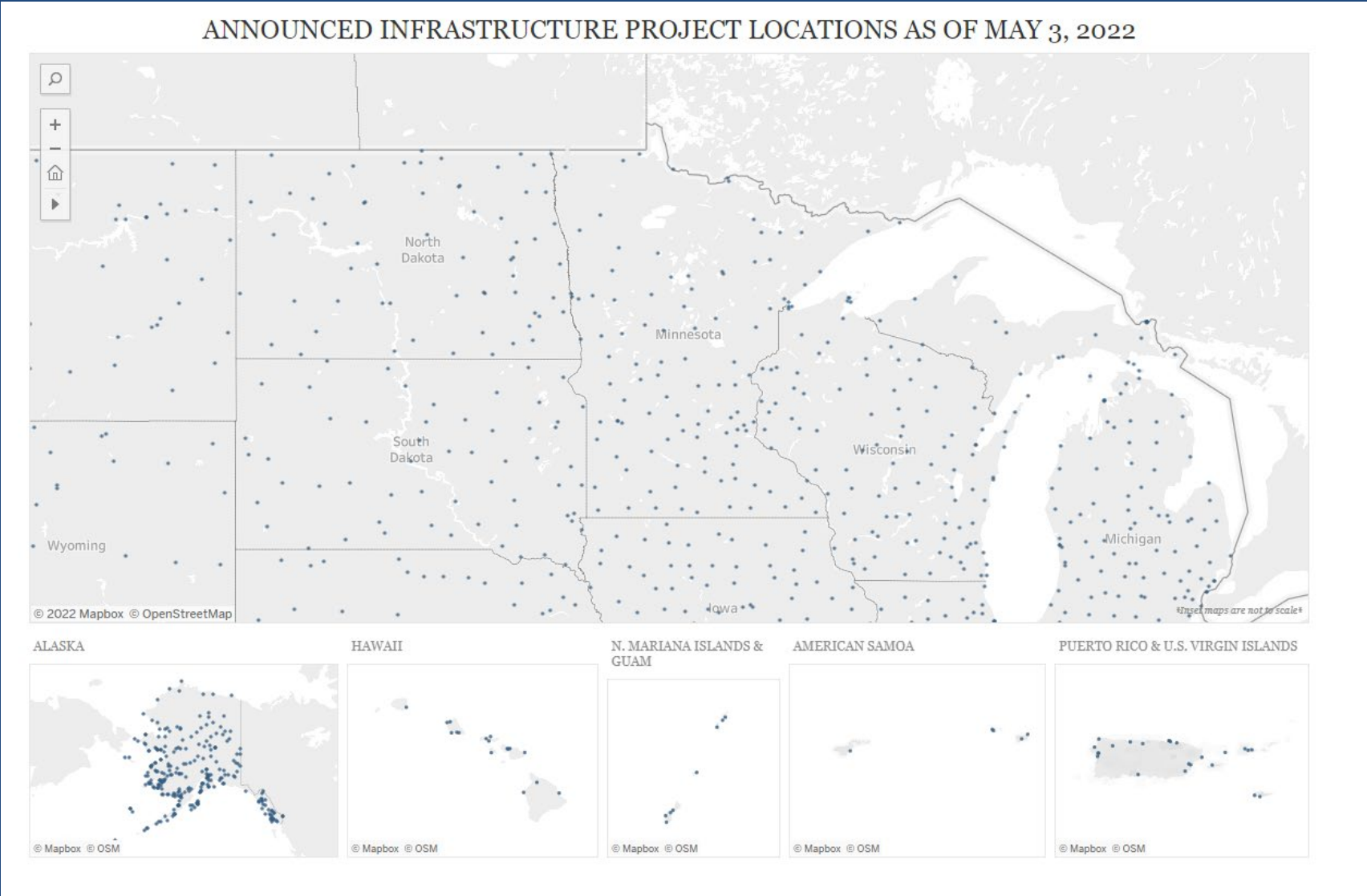
☐ Individuals (1)

☐ Native American tribal governments

Federal Grants

- The R.O.U.T.E.S. grant applicant toolkit provides applicants with a roadmap and an overview of USDOT funding programs and opportunities.
- The toolkit includes specific tips on applying as a smaller applicant entity.
- The R.O.U.T.E.S. website hosts videos describing the toolkit and a PDF of the toolkit.
- www.transportation.gov/rural/grants/toolkit





Known RAISE 2022 Project Applications

- West Superior Street Active Transportation Corridor
- US Highway 53 Transportation Improvements
- US 212 Rural Freight Mobility and Safety Project
- US 169 Rural Safety and Mobility Interchange Project
- United States Highway 8 Reconstruction Project
- Three Rivers Park District Regional Trail Network
- Rice Lake Road (CSAH 4) Corridor Project
- Redwood Highway 2 Road and Shared Use Path Improvements
- Minnesota Highway 19 Reconstruction Project
- Lake Street Multimodal Improvements to Enhance BRT
- Cedar Lake Road and Louisiana Avenue Improvements
- 6th Street Bridge Construction Project

Known RAISE 2022 Project Applications Continued

- Jackson Street Reconstruction and Pedestrian Improvements
- Hwy 197 (Paul Bunyan Drive) Safety and Mobility Improvement
- Highway 610 Completion Project
- Highway 36 and Lake Elmo Avenue Improvement Project
- Highway 13 and Nicollet Avenue Grade Separation and Mobility Gunflint Trail Scenic Byway Reconditioning
- CSAH 61 Reconstruction, Streetscape & Recreational Trail
- County 46/TH52 Interchange Safety and Mobility Improvement
- Completing the Mississippi River Greenway
- Coastal Transportation Infrastructure Rehabilitation Phase II

[NEW] Safe Streets and Roads for All (discretionary)

| | |
|----------------------|--|
| Purpose | Support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives). |
| Funding | \$5.0B (FY 22-26) in advance appropriations from the GF |
| Eligible entities | <ul style="list-style-type: none">• MPO• Political subdivision of a State (e.g., local governments)• Tribal government |
| Eligible projects | <ul style="list-style-type: none">• Comprehensive safety action plan (planning grant)• Planning, design, and development activities for infrastructure projects and other strategies identified in a comprehensive safety action plan |
| Other key provisions | <ul style="list-style-type: none">• Sets aside not less than 40% of total funding each FY for planning grants.• Requires considering, among other factors, the likelihood of a project significantly reducing or eliminating fatalities and serious injuries involving various road users, including pedestrians, bicyclists, public transportation users, motorists, and commercial operators. |

[NEW] Wildlife Crossings Pilot Program (discretionary)

| | |
|----------------------|---|
| Purpose | Support projects that seek to reduce the number of wildlife-vehicle collisions, and in carrying out that purpose, improve habitat connectivity |
| Funding | <ul style="list-style-type: none">• \$350 M (FY 22-26) in Contract Authority from the HTF |
| Eligible entities | <ul style="list-style-type: none">• State highway agency (or equivalent)• MPO• Local government• Regional transportation authority• Special purpose district or public authority with a transportation function• Indian Tribe• Federal land management agency |
| Eligible projects | <ul style="list-style-type: none">• Projects to reduce wildlife-vehicle collisions |
| Other key provisions | <ul style="list-style-type: none">• Sets aside not less than 60% of grant funds for projects in rural areas• Provision related to pilot program requires:<ul style="list-style-type: none">○ study of methods to reduce wildlife-vehicle collisions;○ workforce development and technical training courses with;○ standardized methodology for collecting and reporting spatially accurate wildlife collision and carcass data for the NHS; and○ guidance on evaluating highways for potential mitigation measures to reduce wildlife-vehicle collisions and increase habitat connectivity. |

[NEW] PROTECT Grants (discretionary)

| | |
|----------------------|--|
| Purpose | Planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure |
| Funding | \$1.4 B (FY 22-26) in Contract Authority from the HTF |
| Eligible entities | <ul style="list-style-type: none"> • State (or political subdivision of a State) • MPO • Local government • Special purpose district or public authority with a transportation function • Indian Tribe • Federal land management agency (applying jointly with State(s)) • <i>Different eligibilities apply for at-risk coastal infrastructure grants</i> |
| Eligible projects | <ul style="list-style-type: none"> • Highway, transit, intercity passenger rail, and port facilities • Resilience planning activities, including resilience improvement plans, evacuation planning and preparation, and capacity-building • Construction activities (oriented toward resilience) • Construction of (or improvement to) evacuation routes |
| Other key provisions | <ul style="list-style-type: none"> • Higher Federal share if the eligible entity develops a resilience improvement plan (or is in a State or area served by MPO that does) and the State or MPO incorporates it into its long-range transportation plan • May only use up to 40% of the grant for construction of new capacity |

[NEW] Charging and Fueling Infrastructure (discretionary)

| | |
|----------------------|--|
| Purpose | Deploy electric vehicle (EV) charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors and in communities |
| Funding | \$2.5 B (FY 22-26) in Contract Authority from the HTF |
| Eligible entities | <ul style="list-style-type: none">• State or political subdivision of a State• MPO• Local government• Special purpose district or public authority with a transportation function• Indian Tribe• Territory |
| Eligible projects | <ul style="list-style-type: none">• Acquisition and installation of publicly accessible EV charging or alternative fueling infrastructure• Operating assistance (for the first 5 years after installation)• Acquisition and installation of traffic control devices |
| Other key provisions | <ul style="list-style-type: none">• Requirement to redesignate alternative fuel corridors and establish a process to regularly redesignate these corridors• Set-aside (50%) to install EV charging and alternative fueling infrastructure on public roads or in other publicly accessible locations, such as parking facilities at public buildings, schools, and parks |

[NEW] Congestion Relief Program (discretionary)

| | |
|-------------------|---|
| Purpose | Advance innovative, integrated, and multimodal solutions to reduce congestion and the related economic and environmental costs in the most congested metropolitan areas with an urbanized area population of 1M+. |
| Funding | \$250 M (FY 22-26) in Contract Authority from the HTF |
| Eligible entities | <ul style="list-style-type: none">• State• MPO• City or municipality |
| Eligible projects | <ul style="list-style-type: none">• Planning, design, implementation, and construction activities to achieve the program goals, including:<ul style="list-style-type: none">○ deployment and operation of integrated congestion management systems, systems that implement or enforce HOV toll lanes or pricing strategies, or mobility services; and○ incentive programs that encourage carpooling, nonhighway travel during peak periods, or travel during nonpeak periods.• Subject to certain requirements and approval by the Secretary, provides for tolling on the Interstate System as part of a project carried out with a grant under the program |

[NEW] Bridge Investment Program (discretionary)

| | |
|----------------------|---|
| Purpose | Improve bridge (and culvert) condition, safety, efficiency, and reliability |
| Funding | <p>\$12.5 B (FY 22-26), including—</p> <ul style="list-style-type: none">• \$3.3 B (FY 22-26) in Contract Authority from the HTF; and• \$9.2 B (FY 22-26) in advance appropriations from the GF |
| Eligible entities | <ul style="list-style-type: none">• State• MPO (w/ pop. >200K)• Local government• Special purpose district or public authority with a transportation function• Federal land management agency• Tribal government |
| Eligible projects | <ul style="list-style-type: none">• Project to replace, rehabilitate, preserve or protect one or more bridges on the National Bridge Inventory• Project to replace or rehabilitate culverts to improve flood control and improve habitat connectivity for aquatic species |
| Other key provisions | <ul style="list-style-type: none">• At least 50% of funding reserved for certain large projects; option for multi-year funding agreements• Different process for funding projects ≤\$100 M cost• Sets aside average of \$40M per FY for Tribal transportation bridges |

[NEW] Reconnecting Communities Pilot Program (discretionary)

| | |
|---------------------|--|
| Purpose | Restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development |
| Funding | <p>\$1 B (FY 22-26), including—</p> <ul style="list-style-type: none"> • \$500 M (FY 22-26) in Contract Authority from the HTF; and • \$500 M (FY 22-26) in advance appropriations from the GF |
| Eligible entities | <p><u>Planning grants:</u></p> <ul style="list-style-type: none"> • State • MPO • Local government • Tribal government • Nonprofit organization <p><u>Capital construction grants:</u> Owner of an eligible facility (may partner with any of the eligible entities for a planning grant)</p> |
| Eligible activities | <ul style="list-style-type: none"> • Planning grants (\leq\$2M) • Grants ($\geq$\$5M) for capital construction projects, including the removal and replacement of eligible facilities |

[NEW] Rural Surface Transportation Grants (discretionary)

| | |
|----------------------|--|
| Purpose | Improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life. |
| Funding | \$2 B (FY 22-26) in Contract Authority from the HTF |
| Eligible entities | <ul style="list-style-type: none">• State• Regional transportation planning organization (RTPO)• Local government• Tribal government |
| Eligible projects | <ul style="list-style-type: none">• Highway, bridge, or tunnel projects eligible under NHPP, STBG or the Tribal Transportation Program• Highway freight project eligible under NHFP• Highway safety improvement project• Project on a publicly-owned highway or bridge improving access to certain facilities that support the economy of a rural area• Integrated mobility management system, transportation demand management system, or on-demand mobility services |
| Other key provisions | <ul style="list-style-type: none">• Sets aside each FY: ≤10% for grants to small projects (<\$25M); 25% for designated routes of the ADHS; and 15% for projects in States with higher than average rural roadway lane departure fatalities |

[NEW] National Infrastructure Project Assistance Program (“Mega-projects”) (discretionary)

| | |
|----------------------|--|
| Purpose | Provide funding through single-year or multiyear grant agreements for eligible surface transportation projects |
| Funding | \$5 B (FY 22-26) in advance appropriations from the GF |
| Eligible entities | <ul style="list-style-type: none">• State• MPO• Local government• Special purpose district or public authority with transportation function• Tribal governments• Partnership between Amtrak and one or more other eligible entities |
| Eligible projects | <ul style="list-style-type: none">• Highway/bridge projects on National Multimodal Freight Network, NHFN, or NHS• Freight intermodal or freight rail projects that provide a public benefit• Railway-highway grade separation or elimination projects• Intercity passenger rail projects• Certain public transportation projects |
| Other key provisions | <ul style="list-style-type: none">• Sets aside 50% of grant funding for projects costing more than \$100 M but less than \$500 M, and 50% for projects costing \$500 M or more |

[NEW] Local and Regional Project Assistance Program* (discretionary)

| | |
|-------------------|--|
| Purpose | Projects with a significant local or regional impact that improve transportation infrastructure |
| Funding | \$7.5 B (FY 22-26) in advance appropriations from the GF |
| Eligible entities | <ul style="list-style-type: none">• State (and DC)• Territory• Local government• Public agency or publicly chartered authorities established by one or more States• Special purpose district or public authority with transportation function• Federally-recognized Indian Tribe• Transit agency |
| Eligible projects | <ul style="list-style-type: none">• Highway/bridge projects eligible under title 23• Public transportation projects• Passenger or freight rail projects• Port infrastructure investments• Surface transportation components of an airport• Projects for investment in surface transportation facilities on Tribal land• Projects to replace or rehabilitate a culvert or certain projects to prevent stormwater runoff• Any other surface transportation projects considered necessary to advance program goals |

* Codifies the existing Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program previously established through appropriations acts (and formerly known as TIGER and BUILD).

[NEW] Reduction of Truck Emissions at Port Facilities Program (discretionary)

| | |
|----------------------|---|
| Purpose | Study and competitive grants to reduce truck idling and emissions at ports, including through the advancement of port electrification |
| Funding | <p>\$400 M (FY 22-26), including—</p> <ul style="list-style-type: none">• \$250 M (FY 22-26) in Contract Authority from the HTF; and• \$150 M (FY 22-26) in advance appropriations from the GF |
| Eligible entities | <ul style="list-style-type: none">• None specified |
| Eligible projects | <ul style="list-style-type: none">• Competitive grants are intended to test, evaluate, and deploy projects that reduce port-related emissions |
| Other key provisions | <ul style="list-style-type: none">• Study to address how ports and intermodal port transfer facilities would benefit from increased opportunities to reduce emissions at ports, and how emerging technologies and strategies can contribute |

[NEW] Prioritization Process Pilot Program (discretionary)

| | |
|----------------------|--|
| Purpose | Pilot program to support data-driven approaches to planning that can be evaluated for public benefit. |
| Funding | \$50 M (FY 22-26) in Contract Authority from the HTF |
| Eligible entities | <ul style="list-style-type: none">• State• MPO serving an urbanized area with a population of >200,000 |
| Other key provisions | <ul style="list-style-type: none">• Grants of up to \$2M to develop and implement a publicly accessible, transparent prioritization process for the selection of projects for inclusion in the Statewide or metropolitan transportation plan• Recipients that have met funding requirements may use remaining funds for any transportation planning purpose |

FOR MORE INFORMATION

- Phil Barnes – Philip.Barnes@dot.gov
- Please visit:
fhwa.dot.gov/bipartisan-infrastructure-law



Federal Aid for Local Agencies

Elisa Bottos P.E. | MnDOT State Aid for Local Transportation

Federal Formula Funds to Minnesota

Types of Formula Funds, existing and new

How to apply for formula funds

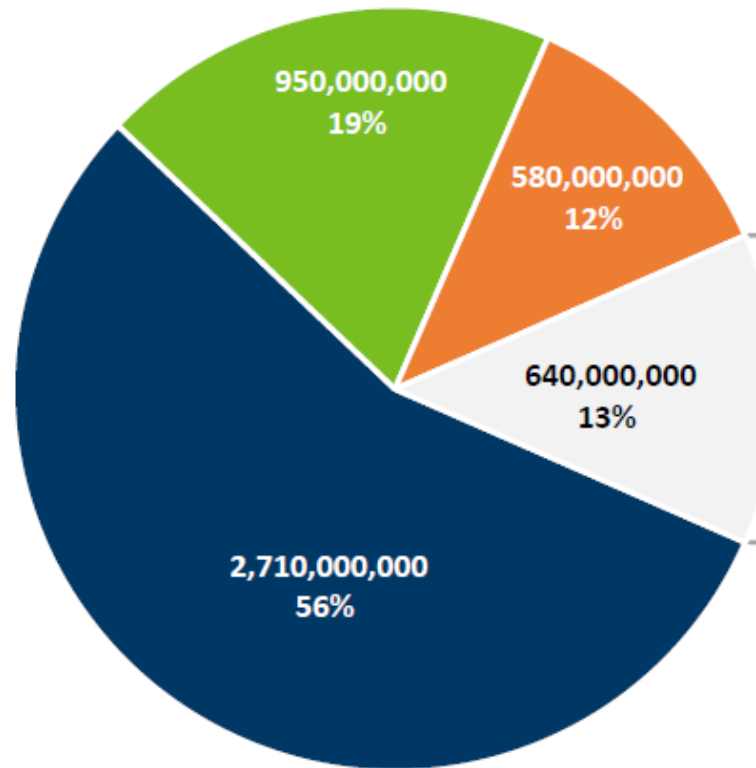
Discretionary Grants

Requirements for Federal Aid Transportation Grants

Technical Assistance and Resources

Comparison of FAST Act and IIJA Formula Program Funds

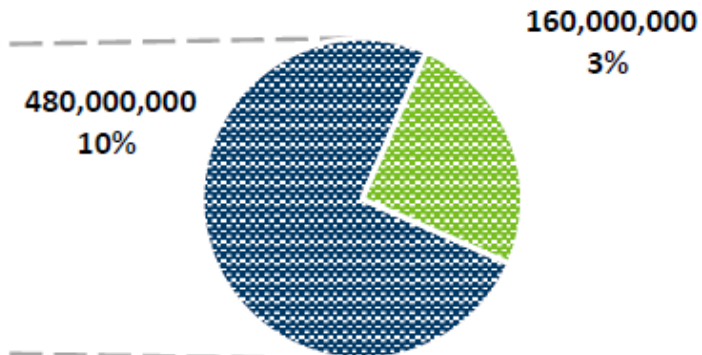
Five-year (FFY2022-FFY2026)
Estimated Total



Infrastructure Investment and Jobs Act
Bipartisan Infrastructure Law
Estimated Distribution of Formula Program Funds

* New IIJA Programs included

Carbon Reduction Program
PROTECT (Resiliency)
Bridge Program, EV Program



- Current State Roads Federal-Aid Program
- Current Local Federal-Aid Program
- New IIJA Programs*
- Increase (State Roads)
- Increase (Local Share)

FFY22 Apportionment to Minnesota

Formula distribution varies by federal program, providing greater flexibility for some programs and less flexibility for other programs

| Distribution based on FHWA Appropriation Memo | Existing PUW | | | | | | | MPOs | | New (PUW) | New (CRW) | New (CRW) | New (CRW) | Special |
|--|---|---|---|--|---|---|---|-------------------------------------|--------------------------|---------------------------|--------------------------------|---|--|--|
| | National Highway Performance Program | Surface Transportation Block Grant Program | Surface Transportation Block Grant- Transportation Alternatives | Highway Safety Improvement Program / Section 164 Penalty | Railway Highway Hazard Elimination / Railway Highway Protective Devices | Congestion Mitigation & Air Quality | National Highway Freight Program | Statewide Planning & Research | Metropolitan Planning | Bridge Formula Program | Carbon Reduction Program | Promoting Resilient Operations for Transformative , Efficient, and Cost-saving Transportation | National Electric Vehicle Infrastructure Formula Program | Construction of Ferry Boats and Ferry Terminal Facilities Formula Program |
| | NHPP | STBG | STBG-TA | HSIP | RAIL | CMAQ | NHFP | SP&R | PLANNING | BFP | CRP | PROTECT | NEVI | FBP |
| Statewide | 446,000,000 | 81,000,000 | 11,000,000 | 64,000,000 | 7,000,000 | - | 22,000,000 | 16,000,000 | 6,000,000 | 55,000,000 | 7,180,000 | 23,000,000 | 10,000,000 | - |
| Population Greater than 200,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Minneapolis—St. Paul | - | 54,000,000 | 8,000,000 | - | - | - | - | - | - | - | 6,660,000 | - | - | - |
| Population 50,000 to 200,000 | - | 9,000,000 | 1,000,000 | - | - | - | - | - | - | - | - | - | - | - |
| Duluth | - | - | - | - | - | - | - | - | - | - | 230,000 | - | - | - |
| Fargo | - | - | - | - | - | - | - | - | - | - | 110,000 | - | - | - |
| Grand Forks | - | - | - | - | - | - | - | - | - | - | 20,000 | - | - | - |
| La Crosse | - | - | - | - | - | - | - | - | - | - | 10,000 | - | - | - |
| Mankato | - | - | - | - | - | - | - | - | - | - | 140,000 | - | - | - |
| Rochester | - | - | - | - | - | - | - | - | - | - | 270,000 | - | - | - |
| St. Cloud | - | - | - | - | - | - | - | - | - | - | 280,000 | - | - | - |
| Population 5,000 to 50,000 | - | 13,000,000 | 2,000,000 | - | - | - | - | - | - | - | 1,570,000 | - | - | - |
| Population less than 5,000 | - | 33,000,000 | 5,000,000 | - | - | - | - | - | - | - | 4,030,000 | - | - | - |
| Recreational Trails | - | - | 2,000,000 | - | - | - | - | - | - | - | - | - | - | - |
| Off-System Bridge | - | 8,000,000 | - | - | - | - | - | - | - | 10,000,000 | - | - | - | - |
| Special | - | - | - | - | - | 34,000,000 | - | - | - | - | - | - | - | 1,000,000 |
| Total | 446,000,000 | 198,000,000 | 29,000,000 | 64,000,000 | 7,000,000 | 34,000,000 | 22,000,000 | 16,000,000 | 6,000,000 | 65,000,000 | 20,500,000 | 23,000,000 | 10,000,000 | 1,000,000 |
| Grand Total | 941,500,000 | | | | | | | | | | | | | |

Federal Funding in Minnesota- Formula Funding

ATP/MPO Solicitations

Surface Transp Block Grant-STBG \$81M

Transportation Alternatives-TA \$11M

Congestion Mitigation and Air Quality- CMAQ
\$34M

Statewide Solicitations

Highway Safety Improvement Program- HSIP
\$64M

Nation Highway Performance Program – NHPP
\$446M

National Highway Freight Program – NHFP \$22M

Federal Land Access Program – FLAP \$5.4M

Bridges Off System – BROS \$9M

Federal Funding in Minnesota- Formula Funding-NEW

Bridge Formula Program – BFP \$60 M/year

Carbon Reduction Program – CRP \$7M

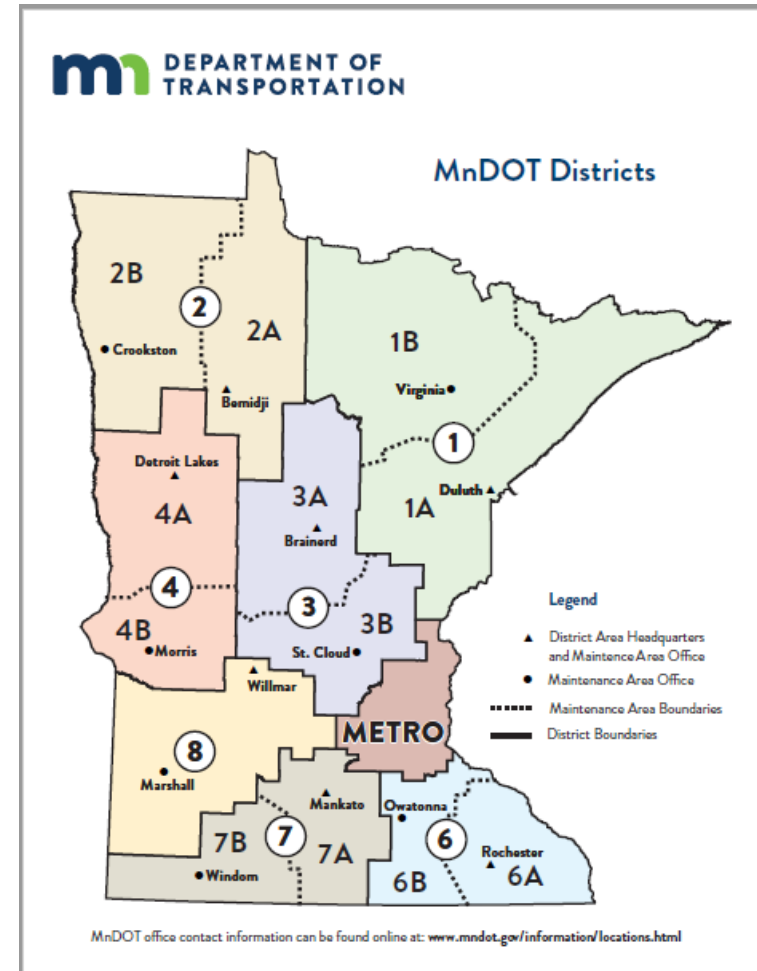
Promoting Resilience Operations for Transformative Efficient and Cost Savings
Transportation – PROTECT \$23M

National Electric Vehicle Infrastructure Formula Program – NEVI \$10M
([Electric Vehicle Infrastructure Plan](#))

Applying for Formula Funds

Transportation Planning Partners

District State Aid Engineers



Federal Funding in Minnesota – Discretionary Grants

State Aid for Local Transportation IIJA website

The screenshot shows the MnDOT website header with the logo and navigation links. The main content area is titled "State Aid for Local Transportation" and "Bipartisan Infrastructure Bill - Infrastructure Investments and Jobs Act". A navigation bar includes links for Home, Administration, Programs, CSAH, MSAS, Traffic Safety, CAV, Project Delivery, Pavement, Construction, Training, and Contact Us. The main heading is "Bipartisan Infrastructure Bill - Infrastructure Investments and Jobs Act". Below this, a paragraph explains the IIJA (Public Law 117-58) as a once-in-a-generation investment. A section titled "Discretionary grant programs" lists various grant programs, including Bridge Investment Program (BIP), Multimodal Projects Discretionary Grants (MPDG), National Scenic Byways Program Grants, RAISE Grants, Safe Streets for All Grants, Tribal Transportation Program Safety Fund (TTPSF), and additional information to be available when notice of funding opportunity (NOFO) is released. A "Resources" sidebar on the right lists links to FHWA, Minnesota fact sheets, Guidebook to the Bipartisan Infrastructure Law, AASHTO analysis, and a Bill overview.

m DEPARTMENT OF TRANSPORTATION

511

Search MnDOT A to Z General Contacts

State Aid for Local Transportation

Bipartisan Infrastructure Bill - Infrastructure Investments and Jobs Act

Home Administration Programs CSAH MSAS Traffic Safety CAV Project Delivery Pavement Construction Training Contact Us

Bipartisan Infrastructure Bill - Infrastructure Investments and Jobs Act

The [Infrastructure Investment and Jobs Act \(IIJA\)](#) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") (PDF) is a once-in-a-generation investment in our infrastructure that will help grow the economy, enhance U.S. competitiveness, create good jobs, and build our safe, resilient, and equitable transportation future.

Discretionary grant programs

- [Bridge Investment Program \(BIP\)](#)
- [Multimodal Projects Discretionary Grants \(MPDG\)](#) - **CLOSED, watch for opportunity next year**
 - Nationally Significant Freight and Highway Projects (INFRA)
 - National Infrastructure Project Assistance (Mega)
 - Rural Surface Transportation Grant (Rural)
- [National Scenic Byways Program Grants](#)
- [RAISE Grants](#) - **CLOSED, watch for opportunity next year**
- [Safe Streets for All Grants](#)
- [Tribal Transportation Program Safety Fund \(TTPSF\)](#)
- Additional information to be available when notice of funding opportunity (NOFO) released.
 - Advanced Transportation Technology & Innovative Mobility Deployment
 - Bridge Investment Program
 - Charging and Fuelling Infrastructure Grants
 - Congestion Relief Program
 - National Culvert Removal, Replace & Restoration Grant
 - Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)
 - Railroad Crossing Elimination Program
 - Strengthening Mobility and Revolutionizing Transportation (SMART)

Resources

- [FHWA Bipartisan Infrastructure law website](#)
- [Minnesota fact sheets](#)
- [Guidebook to the Bipartisan Infrastructure Law \(PDF\)](#)
- [AASHTO comprehensive analysis of IIJA \(PDF\)](#)
- [Bill overview - overview of highway provisions \(PowerPoint\)](#)

MnDOT Letters of Support

Agencies applying for Discretionary Grants that impact MnDOT highways require a Letter of Support from MnDOT.



Project Information for Federal Solicitation Letter of Support

The following project information will be required from the project applicant to receive a letter of support from MnDOT. This applies to locally-led projects on the trunk highway system. Please email this completed document with your letter of support to Bradley.utecht@state.mn.us by April 22nd.

Brief Project Description

- Include which program you are planning to apply (INFRA, Mega, Rural)

Funding Plan and Project Cost

- Include identified funding sources and any unidentified funding gaps
- Include total project cost as well as the year of cost estimate and if the estimates are in today's dollars or inflated

| Funding Source | Amount (e.g. in 2022 dollars) |
|---|-------------------------------|
| | |
| | |
| Grant Request | |
| Funding Gap | |
| Total Project Cost (e.g. estimated in 2022) | |

Project Development Process

- Describe the current status of project development (e.g. scoping, preliminary engineering, final design)

Stewardship and Oversight

MnDOT State Aid Office has delegated authority to oversee the Federal Aid Program for Local Agencies through an Agreement with Federal Highway Administration (FHWA)

Eligible Agencies

Eligible Agencies include counties and state aid cities (pop>5000)

Other groups can apply for federal funds with a sponsoring agency

Sponsoring agency takes fiscal responsibility for the project.

Sponsoring agency should be secured prior to application.

Federal Aid Funding Program

Federal Aid is a **REIMBURSABLE** program

- The work must be **completed**, and **payment made** by the local agency before federal dollars are reimbursed.
- This can be in the form of monthly pay requests.

Planning for Federal Funding - Grants

- Understand what you want to apply for, how much it will cost, and that there is support for the project
 - project limits?
 - what is scope? Grant eligible?
 - Acquire property?
 - Matching funds? 20%? 10%? Other%?
 - Can you meet the timelines?
 - Do you have adequate staff to deliver the project?
 - Does your community and/or elected officials support the project?
 - Does the project involve coordination with the Railroad? And Utilities? Other Agencies?

Planning for Federal Funding - Grants

Review grant requirements and conditions

- Eligible grant activities?
 - Construction
 - Preliminary Engineering(NEPA, plans specs)
 - Right of Way
 - Construction Engineering

Deadlines Based on Fiscal Year 2023

| Fiscal Year Deadline | Documents |
|---|---|
| December 1 st 2022 | Draft of Environmental Document submitted to DSAE |
| April 1 st 2023 | Construction Plans Approved Environmental Document Right of Way Certification |
| May 15 th 2023 | Engineer's Estimate Permits if applicable Working day computations |
| June 1 st 2023 – Authorization | Approved Railroad agreements Accurate description of project that matches award |
| | |
| | |

Federal Authorization

Federal Authorization locks in the funds for your project

DO NOT advertise project for letting until you have federal authorization

Advanced Construction

Construction Project can be authorized, and construction begin in a previous Fiscal Year if the agency can financially float the project until the year that funds were programmed.

This requires an agreement.

General Overview of Federal Aid Transportation Projects- Construction

- Eligible Roadways
- Eligibility work
- Competent Agency- sponsorship
- National Environmental Policy Act
- Right of Way
- Plans/Specifications
- Letting/Advertisement
- Competitive Bidding/Low Bid
- Davis Bacon Labor Provisions
- Buy America
- Disadvantaged Business Enterprise
- On the Job Training
- Equal Opportunity Employment
- Tribal Employment
- Material Certifications and Inspection

General Overview of Federal Aid Transportation Projects- Planning Design and Construction Engineering

- Qualification based selection
- Disadvantaged Business Enterprise
- Do not start work on project until funds are authorized.
- Pay requests must be detailed and include backup documentation.

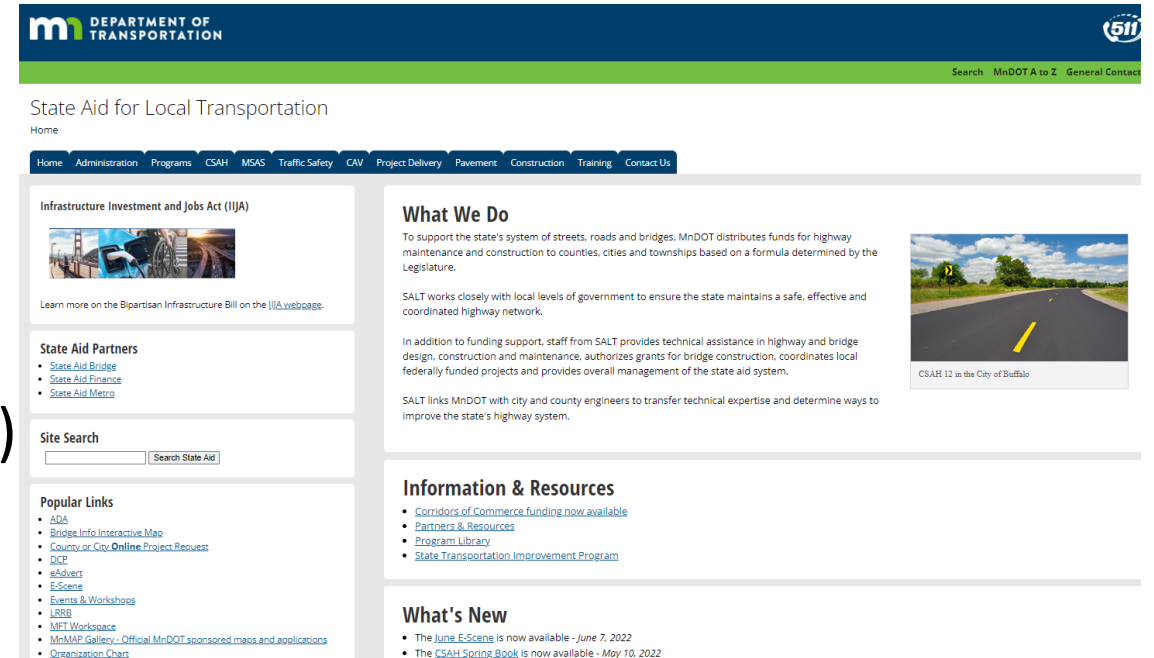
[State Aid Manual](#)

[State Aid Website](#)

[DCP checklist](#)

(authorization, bidding and awarding)

[MnDOT Specialty Offices](#)



The screenshot shows a web browser window with the URL <https://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?category=environm>. The page header includes the U.S. Department of Transportation Federal Highway Administration logo and a search bar labeled "Search FHWA". The main heading is "Federal-aid Essentials for Local Public Agencies" with a sub-header "Federal-aid Simplified." Below this is a navigation menu with links: HOME, ABOUT, FEDERAL-AID ESSENTIALS VIDEO LIBRARY, FHWA DIVISION CONTACTS, and OUTREACH MATERIALS. The "Environment" section is highlighted, featuring a tree icon and the title "Overview of NEPA as Applied to Transportation Projects". A brief description states: "Agencies are required to consider the environmental effects of their proposals and actions in Federal-aid project delivery." Below the text is a video player showing a landscape with a road and a sign that reads "NEPA REQUIREMENTS". To the right of the video is a sidebar titled "ENVIRONMENT" with a list of video titles: "Overview of NEPA as Applied to Transportation Projects", "Planning and Environment Linkages (PEL)", "NEPA Regulatory Framework and Process: Documentation and the Environmental Process", and "NEPA Regulatory Framework and Process: NEPA Compliance and Class of Actions".

<https://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?category=environm>

Thank You!

Elisa Bottos P.E.

elisa.bottos@state.mn.us

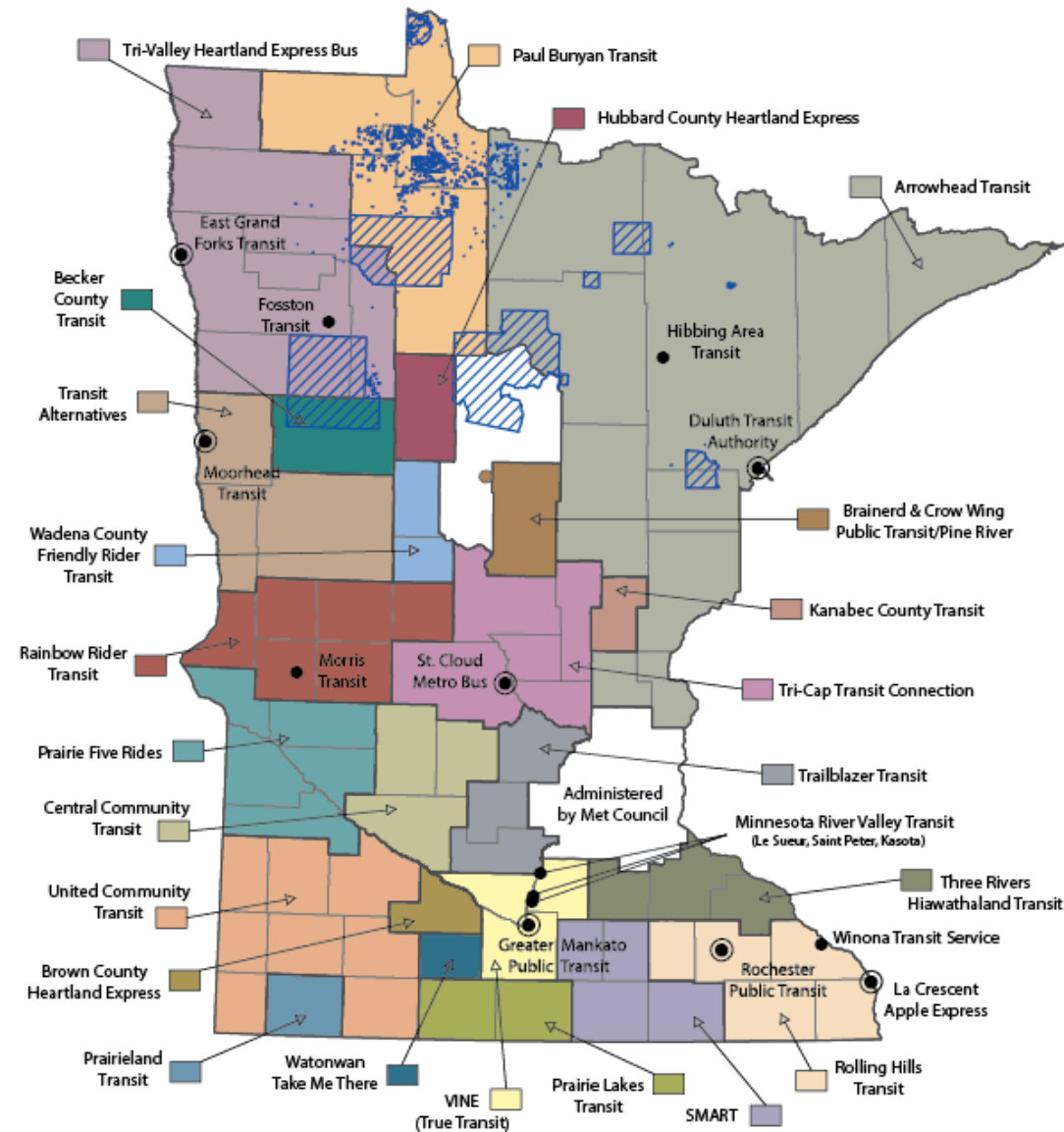


Transit and Active Transportation

Mark Nelson
June 22, 2022

Greater Minnesota Public Transit Map

Systems Administered by the Minnesota Department of Transportation
Current as of February 2021



Legend

● Small Urban Systems ● Rural Small City Systems □ Rural County Systems ▨ Tribal Boundaries



BIL Greater Minnesota Transit Formula Funds

There are three Federal formula programs that support investment in operating and capital for Greater Minnesota Transit:

- Urbanized Area Formula Grants - 5307
- Rural Transit & Intercity Bus - Section 5311
- Bus and Bus Facilities - Section 5339

The IIJA will result in significant increases for each of these programs over the next 5 years:

| | | |
|-------------|---|--------------------|
| 2022 -- 30% | ↑ | (2021 as baseline) |
| 2023 -- 2% | ↑ | |
| 2024 -- 3% | ↑ | |
| 2025 -- 2% | ↑ | |
| 2026 -- 3% | ↑ | |

BIL Greater Minnesota Transit Formula Funds

| Greater Minnesota Transit | FY2021 | FY2022 |
|-------------------------------|---------------|---------------|
| Rural Transit (5311) | \$ 18,218,666 | \$ 22,315,043 |
| Small Urban (5307) | \$ 9,623,559 | \$ 14,684,445 |
| Bus and Bus Facilities (5339) | \$ 4,281,655 | \$ 4,752,273 |

BIL Greater Minnesota Transit Formula Funds

| Minnesota Small Urban | FY2021 | FY2022 |
|-----------------------|--------------|--------------|
| Duluth | \$ 2,259,813 | \$ 3,476,057 |
| Moorhead | \$ 820,577 | \$ 1,101,678 |
| Grand Forks | \$ 187,219 | \$ 265,807 |
| La Crosse | \$ 114,142 | \$ 166,378 |
| Mankato | \$ 970,996 | \$ 1,790,194 |
| Rochester | \$ 2,572,441 | \$ 3,861,160 |
| St. Cloud | \$ 2,698,371 | \$ 4,023,171 |

FTA's Bus and Bus Facilities Program

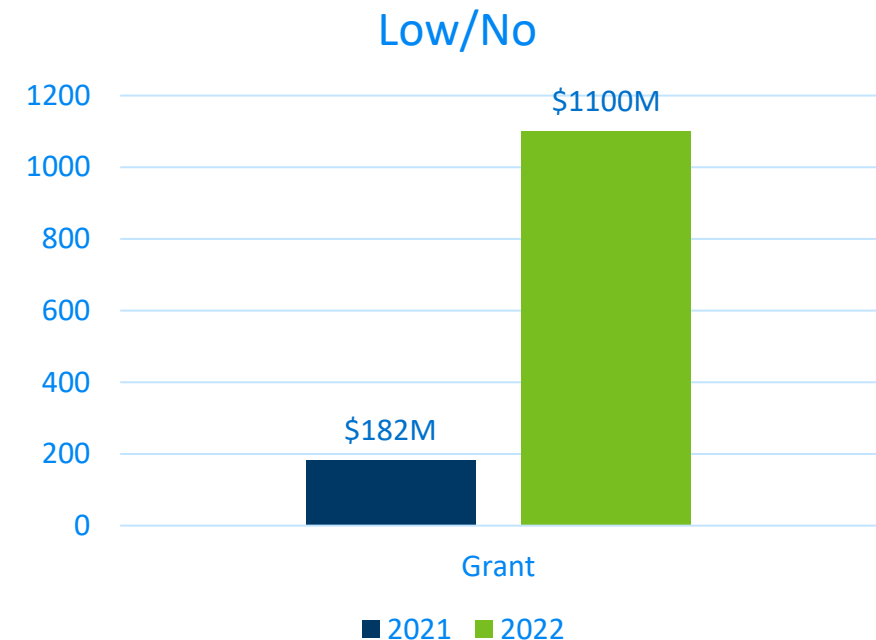
The Grants for Buses and Bus Facilities Competitive Program (49 U.S.C. 5339(b)) makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes

2021-\$409M

2022-\$372M

FTA's Low or No Emission Vehicle Program (5339(c))

FTA's Low or No Emission Vehicle Program (5339(c)) has about \$1.1 billion available for FY 2022 grants to help modernize bus fleets and bus facilities across the country, which includes helping transit agencies purchase or lease low- or no-emission vehicles.



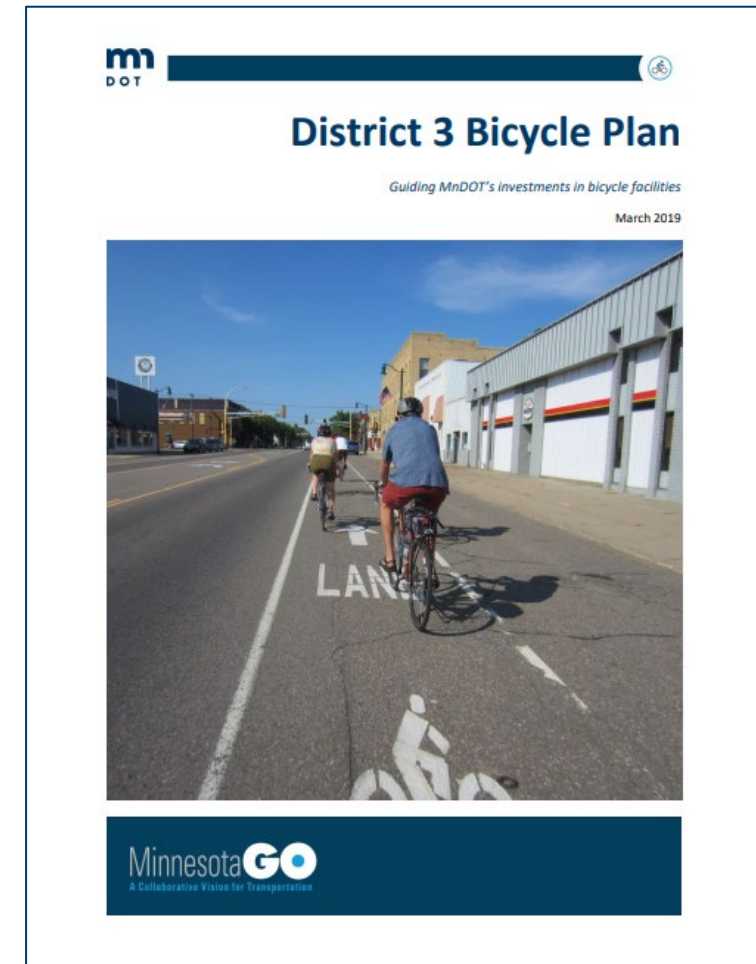
FTA's Low or No Emission Vehicle Program (5339(c))

The BETTER (Buses Electrified To Travel Efficiently in Rural) Minnesota Communities application seeks to procure up to **eight battery electric buses, four electric vehicle charging stations and associated electrical upgrades for four rural transit systems in southern Minnesota.**

- Heartland Express operated by Brown County Human Services -service in **New Ulm**
- Southern Minnesota Area Rural Transit (SMART) -service in **Owatonna**
- Prairie Lakes Transit operated by Faribault-Martin County Transit Board-service in **Fairmont**
- Minnesota River Valley Transit (MRVT) -service in **St. Peter and Le Sueur**
- **\$4,269,300** total costs for 8 buses, charging equipment, and service
- \$3,415,440 federal
- \$853,860 local match

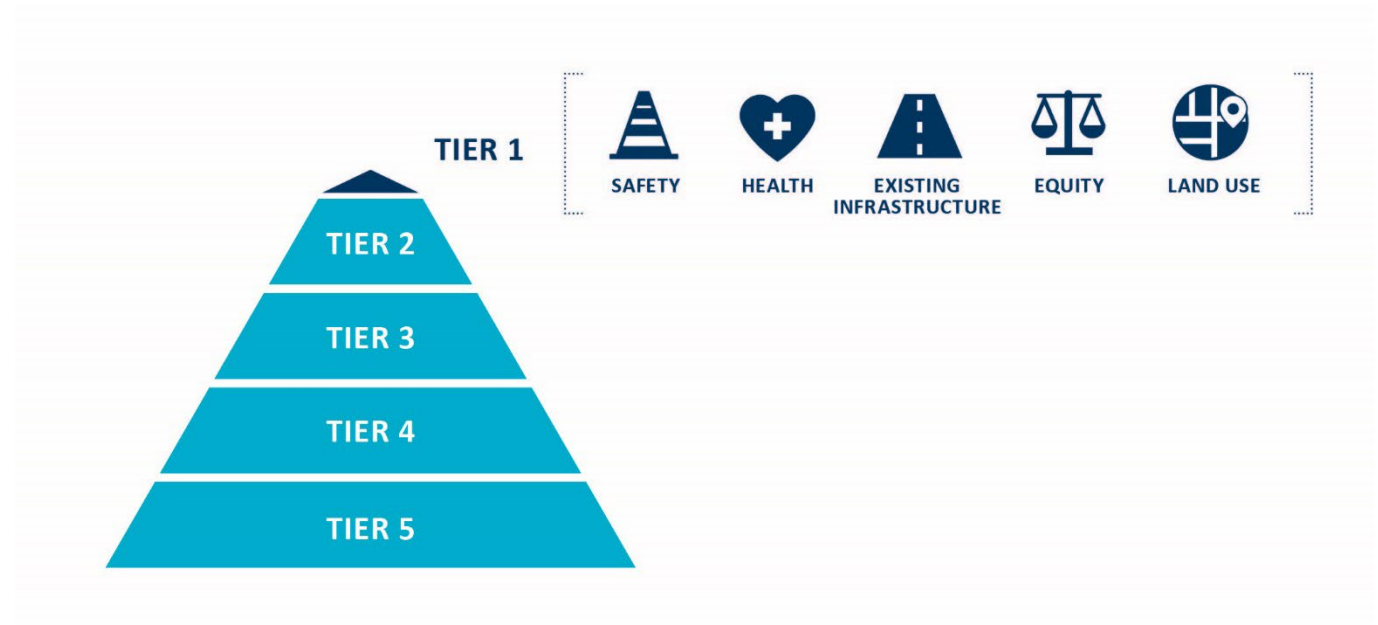
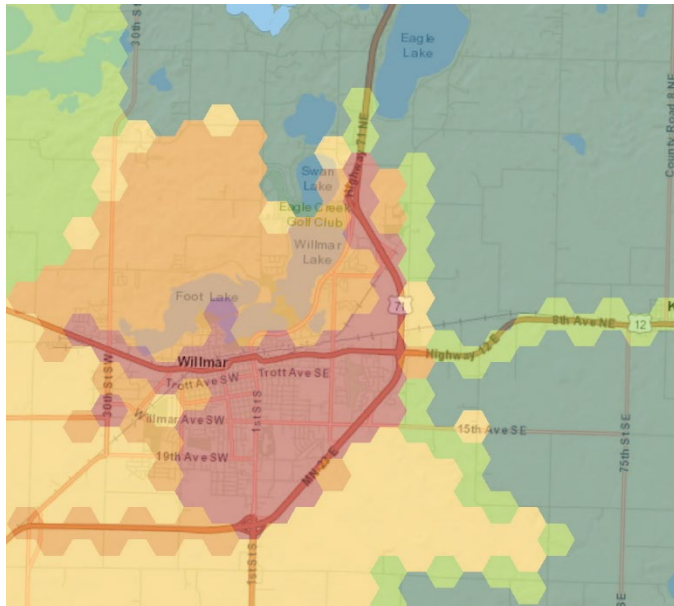
MnDOT District Bicycle Plans

- Partnership between OTAT, MnDOT Districts, and local partners
- Identified preferred investment routes for implementing state bicycle route corridors from the 2016 Statewide Bicycle System Plan
- Completed in 2019 – [Plan documents and interactive web maps available](#)



Priority Areas for Walking Study (PAWS)

- Developed through the [Statewide Pedestrian System Plan](#), PAWS helps to identify places where people are already walking, or where people walking face challenges to doing so.
- State divided into half-mile hexagons scored on 19 factors related to safety, health, existing infrastructure, equity, and land use
- A [web application](#) is available for viewing scores, along with [methodology for scoring](#).



Safe Streets and Roads for All (SS4A)

- State DOTs are not an eligible recipient, but...
- State-owned roadways are eligible for funding if application comes from local unit of government
- MnDOT can support applications by emphasizing pedestrian and bicycle planning efforts and providing a letter of support.



Thank you!

mark.b.nelson@state.mn.us

IJA – Planning for EVs in Minnesota

MnDOT Sustainability and Public Health Division

Federal Discretionary Grant Program Networking Workshop

Beth Kallestad | Principal Sustainability Planner



IIJA Climate and Resilience Programs

Electric Vehicle Infrastructure Programs

- Formula Program: \$5B, Guidance released Feb. 2022
- Discretionary Program: \$2.5B, Guidance expected Fall 2022

Carbon Reduction Program

- Funds projects to reduce transportation emissions or develop carbon reduction strategies
- \$6.4B, Guidance released April 21, 2022

PROTECT

- Planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure
- Formula Program: \$7.3B, Guidance forthcoming
- Discretionary Program: \$1.4B, Guidance forthcoming

Charging and Fueling Infrastructure (Discretionary)

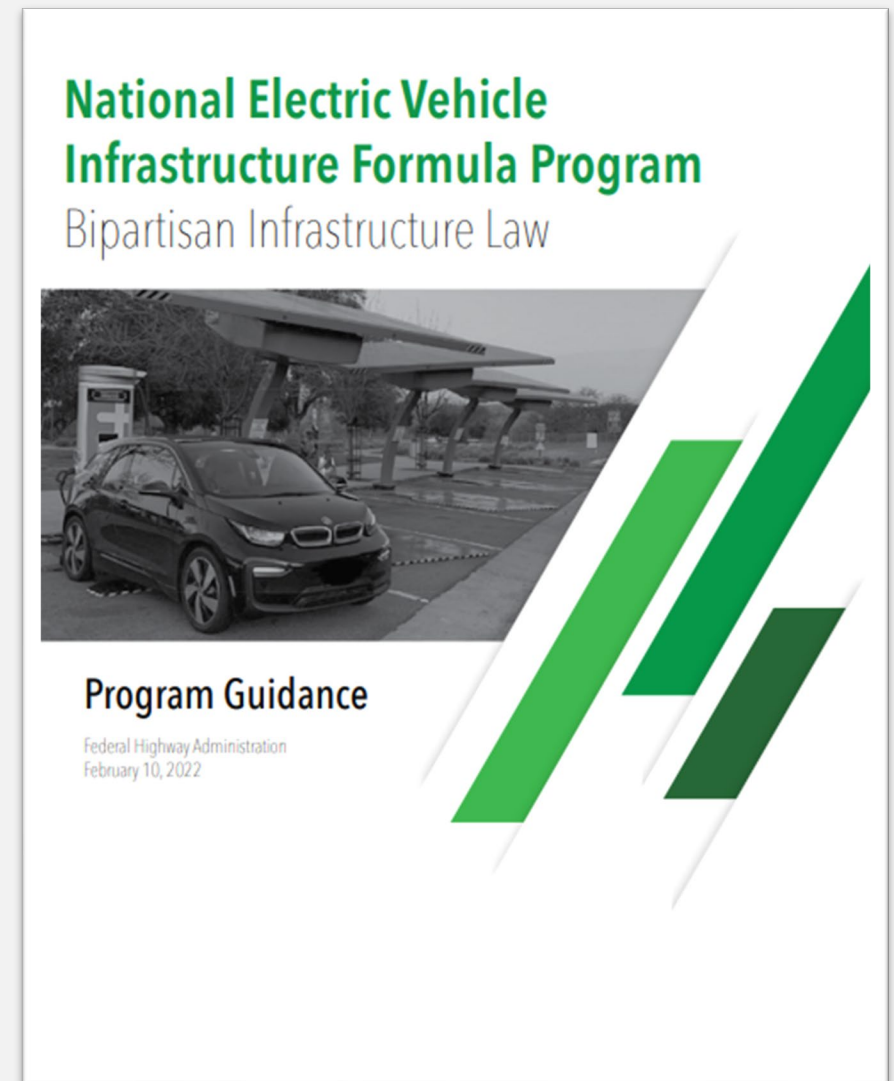
| Purpose | Deploy EV charging and hydrogen/propane/natural gas fueling along designated alternative fuel corridors and in communities |
|----------------------|---|
| Funding | \$2.5B (FY 22-26) from HTF |
| Eligible Entities | States, MPOs, local governments, special purpose district or public authority with transportation function, Indian Tribes, Territory, group of entities (e.g., REV Midwest) |
| Eligible projects | <ul style="list-style-type: none">• Acquire and install publicly accessible EV charging or alternative fueling infrastructure• Operating assistance (≤ 5 years after installation)• Acquire and install traffic control devices |
| Other key provisions | <ul style="list-style-type: none">• Redesignate alternative fuel corridors and establish a process to regularly redesignate in future• 50% set-aside for “community grants” outside AFC, priority to LMI, underserved, and MFD |

NEVI Plan Overview



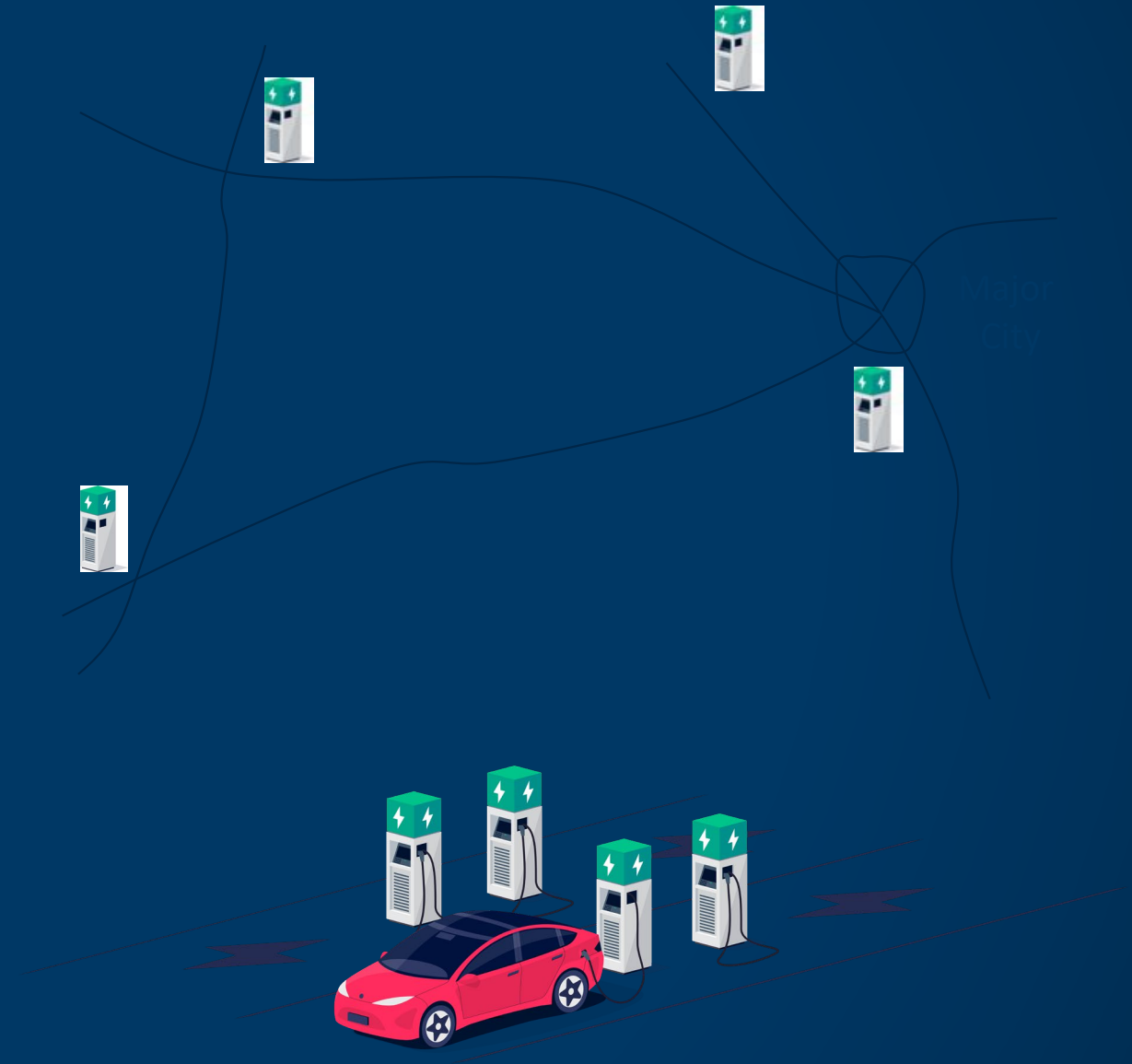
What is NEVI?

- New federal program authorized under the Bipartisan Infrastructure Law
- Provides funds to states to install DC fast chargers along designated corridors
- Federal appropriation for Minnesota is \$68 million for federal FY 22 – 26
- 20% non-federal match and state legislative spending authorization required
- Plans due to new Joint Office of Energy and Transportation by **Aug 1** to access formula funds



So how do we

- Funding for the Fuel Corridor is from non-AFC sources
- Charge locations:
 - Level 1
 - Level 2
 - Level 3
 - 4-150 miles
- MnDOT is working on the bus charging stations along Minnesota's



Process

Plan Kick-off:
April 4, 2022

AFC Applications Due:
May 13, 2022

Plan Due:
August 1, 2022



**Establish criteria
for MN EV Fast
Charging Network**



**Draft MN EV
Fast Charging
Network**



**Determine AFCs
that will receive
FY2022 investment**



**Prioritize
locations along
AFCs**



**Plan
production**

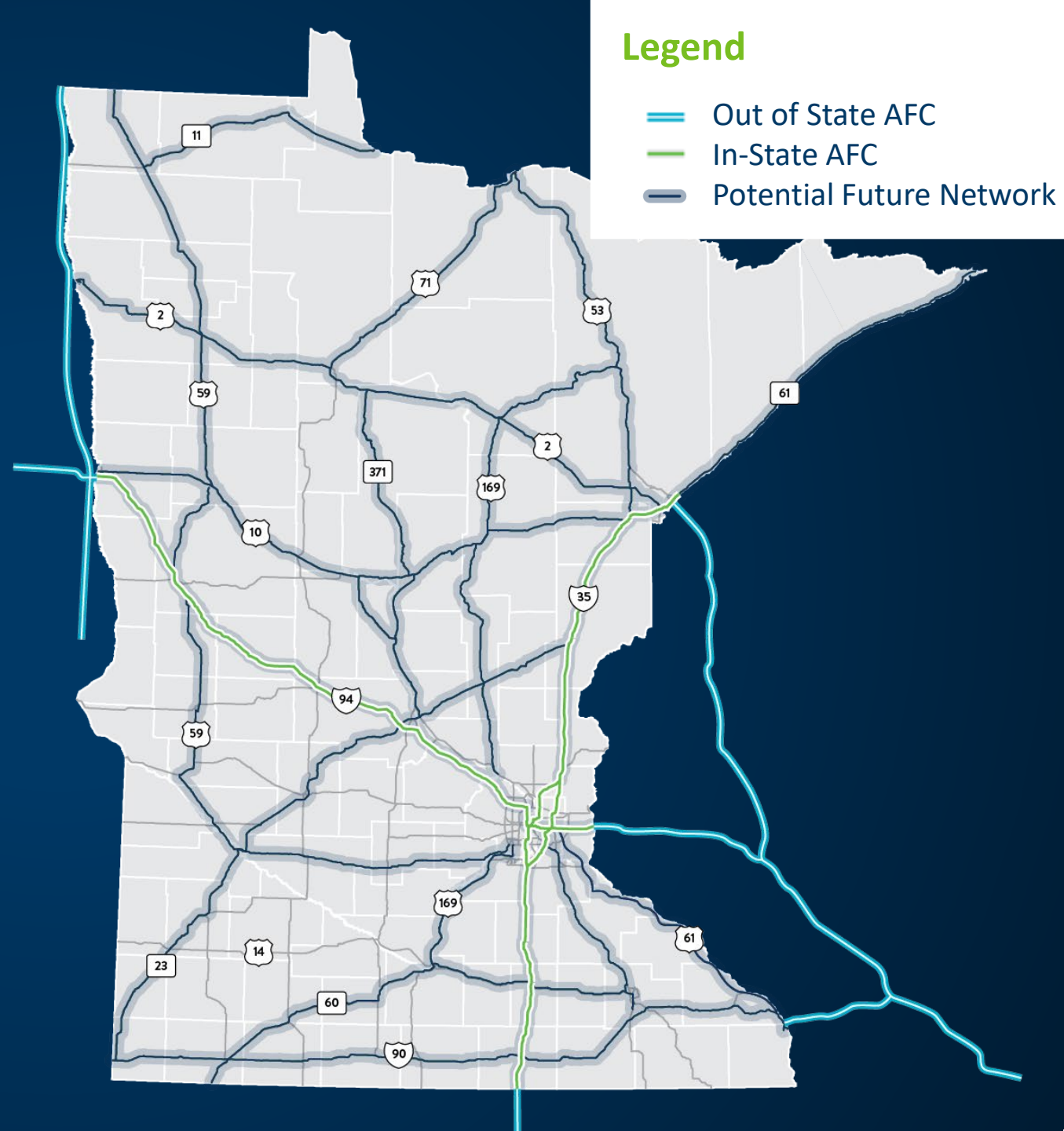
Minnesota's EV Fast Charging Network



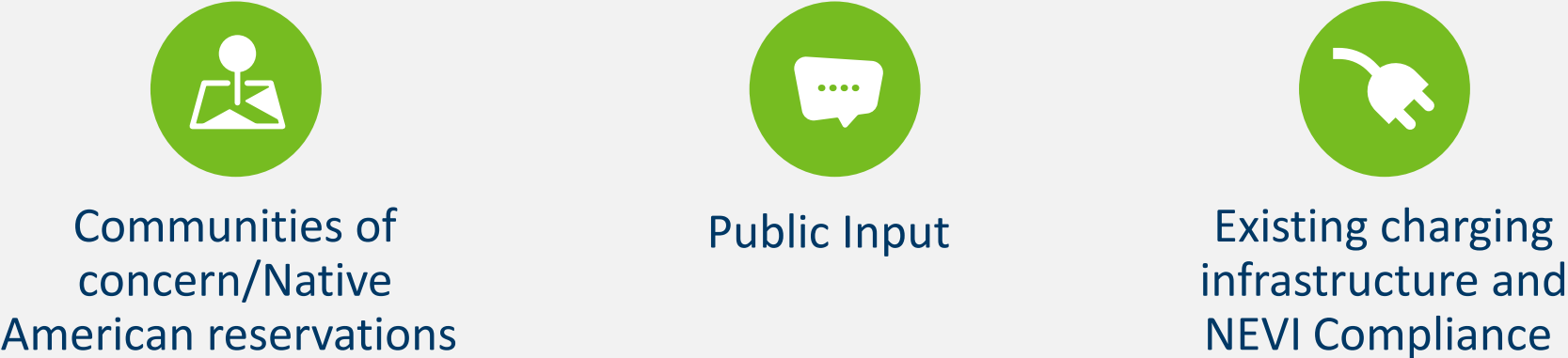
DRAFT EV Fast Charging Network

Includes all potential corridors for investment with the \$68 million of NEPA funds (FY 2022-2026)

- Promotes coverage across the state
- Prioritizes roadways that serve long distance travel
- Creates a network that connects to other networks
- Recognizes both rural and urban communities
- Serves current and future EV drivers



How did we develop the draft network?



Stakeholder and Public Engagement



Engagement Overview

Virtual Stakeholder Workshops

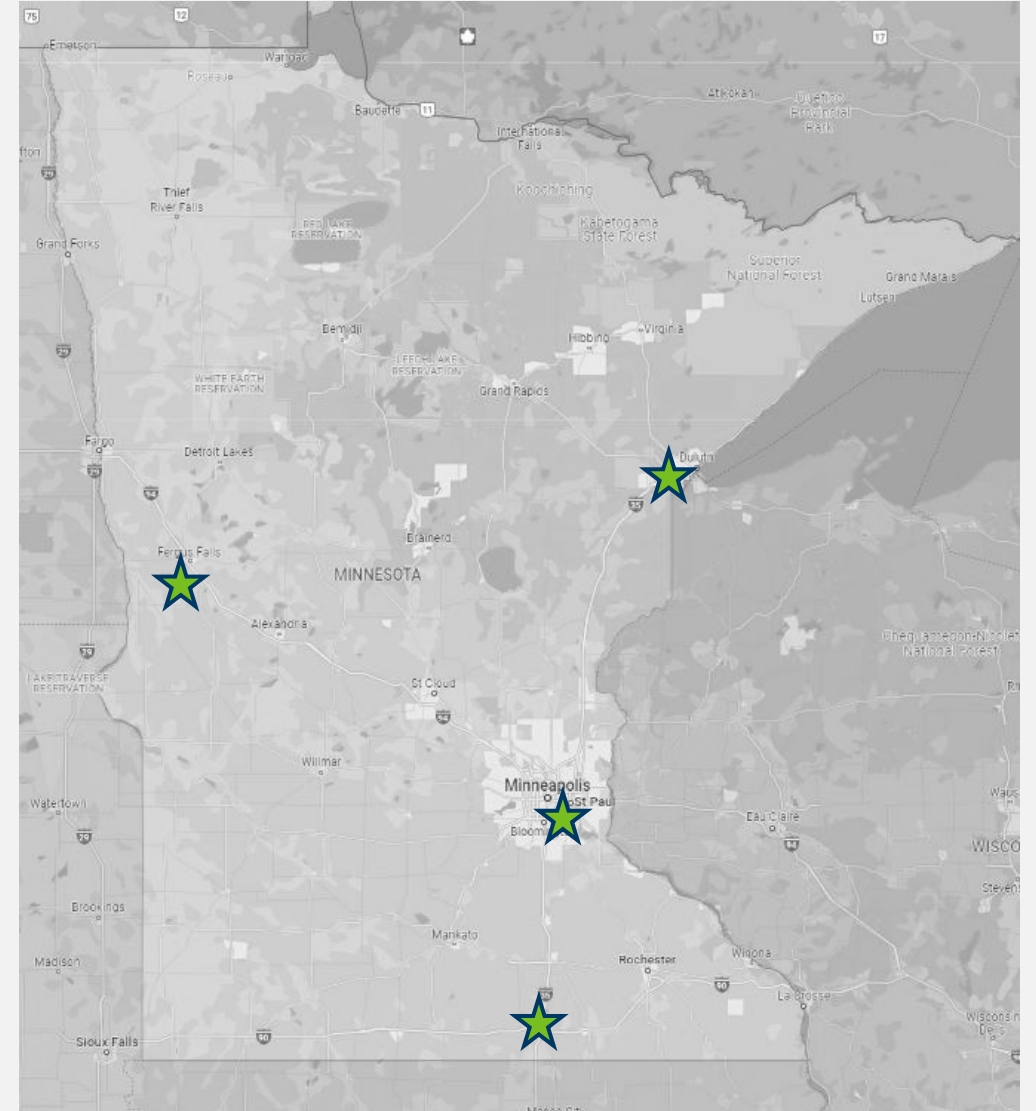
- **Utilities Workshop, May 23**
- **EV Installers Workshop, May 24**
- **Local Government Workshop, May 26**

Community Events

- **Minneapolis, Midtown Global Market, June 1**
- **Duluth, Bayfront Park, June 2**
- **Albert Lea, Thursdays on Fountain, June 9**
- **Fergus Falls, Summerfest, June 11**

Additional Engagement

- **Plan website:** 21,631 views, 5681 survey responses
- **Ad-hoc meetings/presentations:** 60, ~1,600 participants



What We Heard – Utilities Workshop



Locations along I-94 and/or I-35 to consider:

- Pine City, Rush City, North Branch
- I-35/I-90 Corridor
- I-94 Albertville
- Exits #100 & #103
- Focus on outstate corridors for these chargers
- Consider rest stops



Consider utility grid capacity at potential locations:

- Identify exits with 3 phase power capable of at least 600 kW capacity
- Proposed locations should be evaluated against make ready costs



Continued outreach with local utilities will be key!

- Stakeholder workshops and meetings throughout the process

Thank you to all utilities that provided feedback via our survey!

What We Heard – EV Industry Workshop



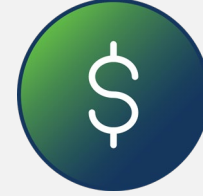
Location selection:

- Power availability
- Consider incorporating density of EV registrations into analysis
- Can be challenging to expand existing sites
- Leverage EV installers site development capabilities



Operations and maintenance strategies:

- O&M could be more costly in Greater Minnesota
- Experience and capabilities assessments
- National service contracts
- 24/7 monitoring



Data collection strategies:

- Gather standard language from federal RFI comments
- Aggregate data so that individual sessions aren't shared
- Redundancy in remote data (have backup when fiber fails)



Other topics:

- Provide multiple payment options
- Future-proofing
- Driver communications/apps
- Pull through stations
- Request for continued coordination

What We Heard – Cities/Counties Workshop



Location selection:

- Density
- Traffic volumes
- Origin-destination data
- Private sector coordination
- Mixed feedback about the split between investment in Greater MN and the metro



Local permitting requirements:

- State restriction (ROW advertising, off-street charging)
- Advertising restrictions (zoning/signage)
- Land use & access permitting



Gaps in the draft fast charger network:

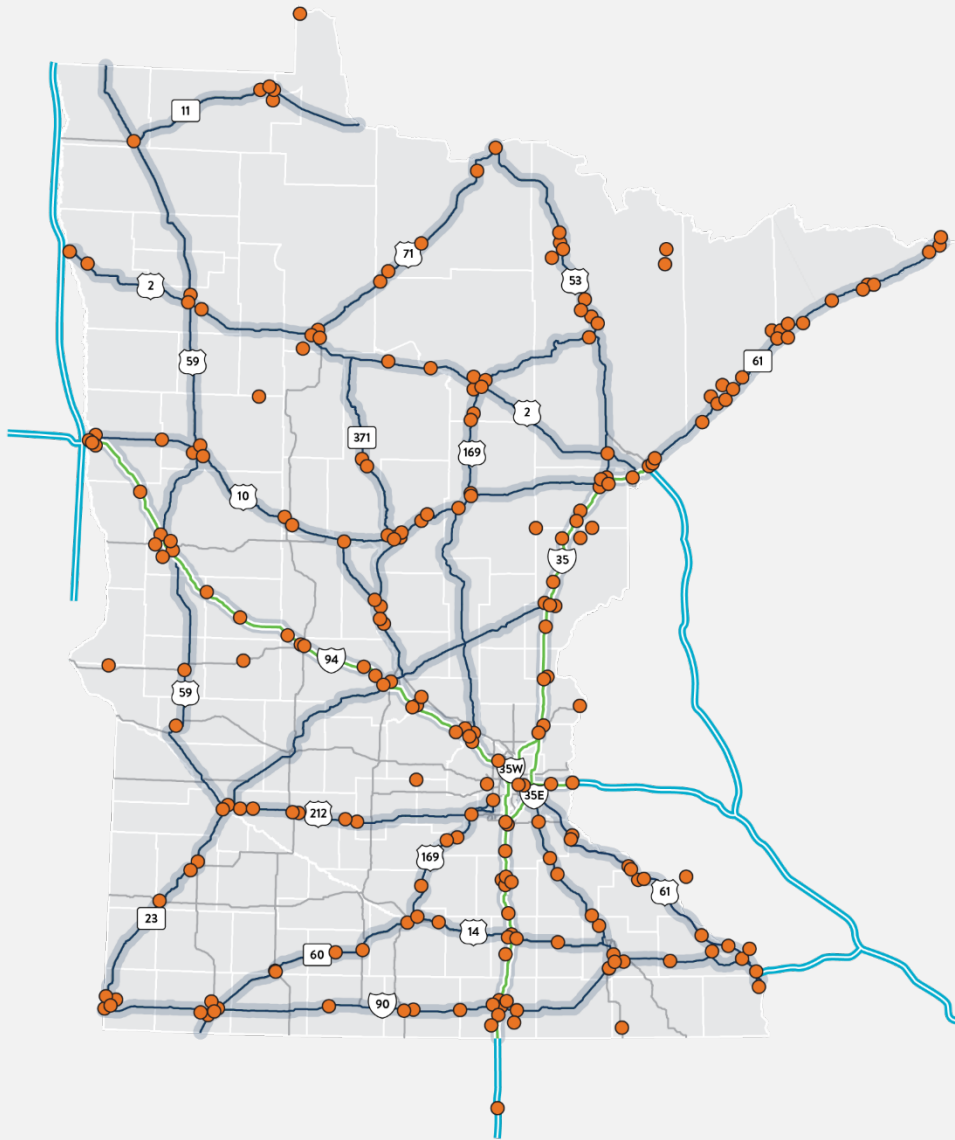
- Highways – 29, 36, 694, 2, 169, 65, 47, 11, 52
- Scenic River Routes like 95 and 61
- SE Corner of State



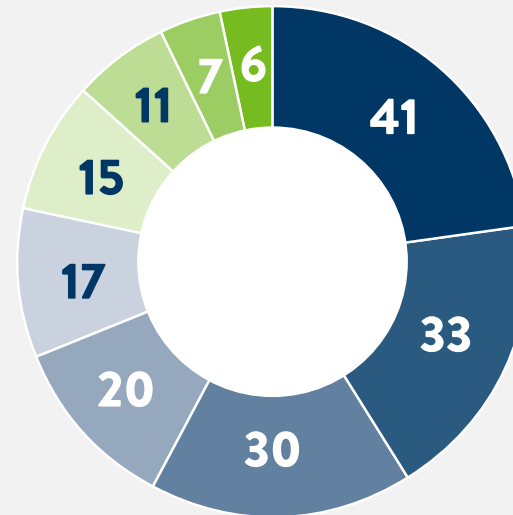
Continued coordination:

- Review local plans
- Promote funding opportunities
- Keep doing often and robust workshops like this!

What We Heard – Community Events

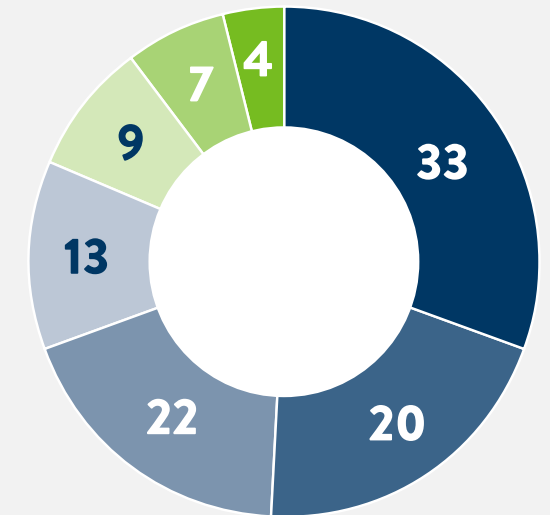


Gas stations were a top choice
for potential host sites



- 41 Gas stations, convenience stores, and truck stops
- 33 Retail businesses with public parking (e.g., grocery, restaurant, big box stores, etc.)
- 30 City, county, or state parks
- 20 Public buildings (e.g., libraries, DMVs, recreation centers, etc.)
- 17 Visitor centers and other public locations on Federal Lands
- 15 Park-and-Rides or transit hubs
- 11 Entertainment locations (e.g., museums, music venues, movie theaters, etc.)
- 7 Public schools, community colleges
- 6 Other

Restrooms were a top choice
among potential amenities



- 33 Restrooms
- 22 Food/beverage
- 20 24-hr access
- 13 Lighting
- 9 Retail
- 7 Shade/shelter
- 4 Customer service for payment or light maintenance

135 total interactions with the public!

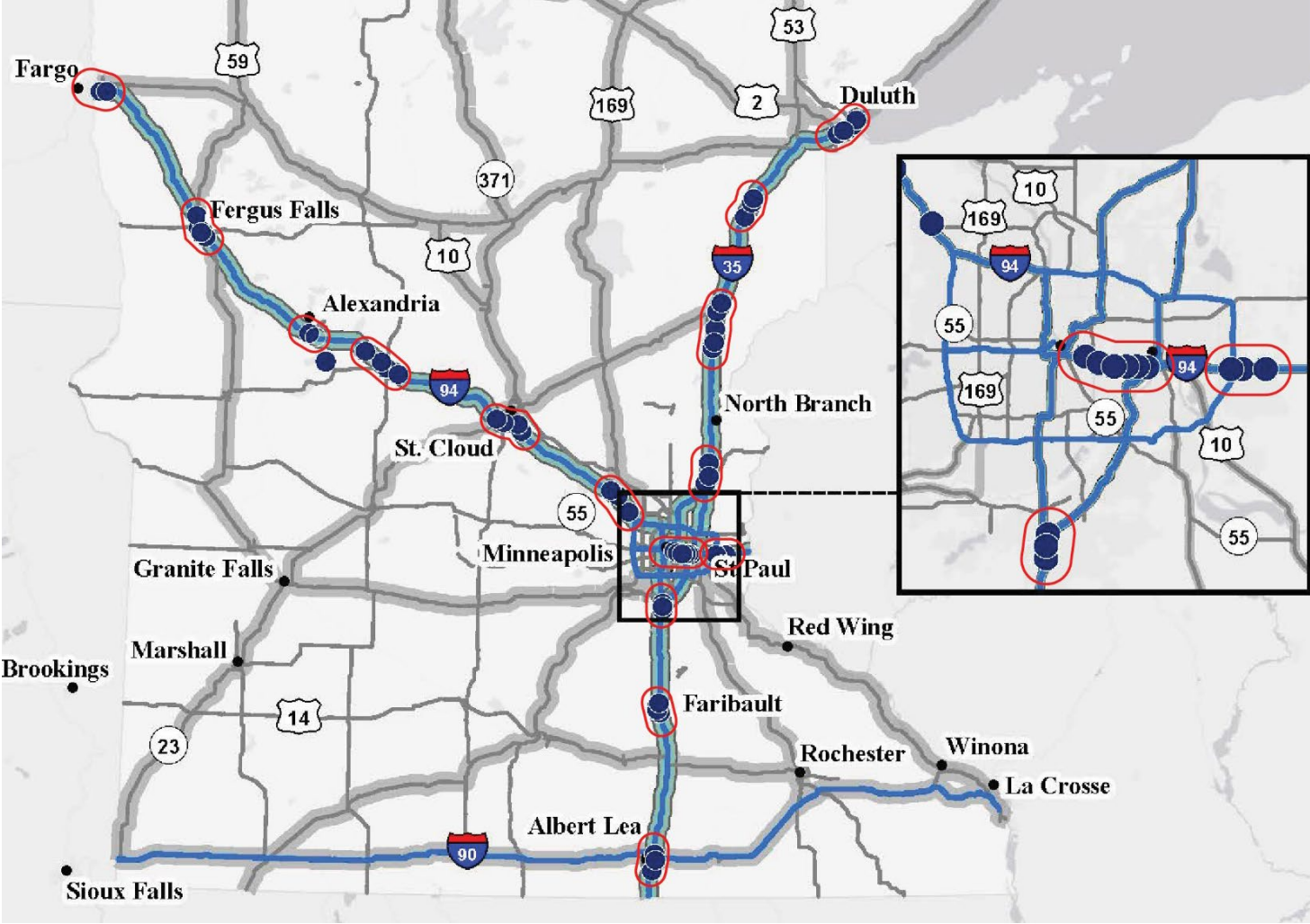
Key Takeaways

- Support for corridors included in draft fast charging network
- Potential charger location considerations include power availability, travel data, population data, EV registrations, and public input
- Interest in siting fast chargers at gas stations, retail, parks, tourist destinations
- Maintenance and reliability is a top concern – assessing EV charger installer experience and requiring 24/7 monitoring can help
- Desire for easy access and amenities (e.g. restrooms, food/beverage, 24-hr access)
- Need to clarify the role of rest stops for stakeholders and the public
- The utility sector, EV charger installers, and local governments are key partners – continued coordination and regular communication is important
- Excitement/curiosity about how discretionary funds will be used

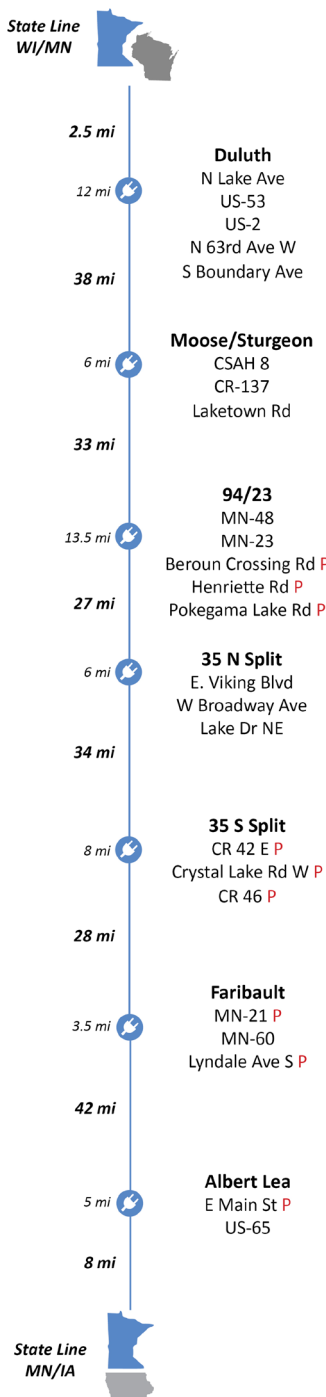
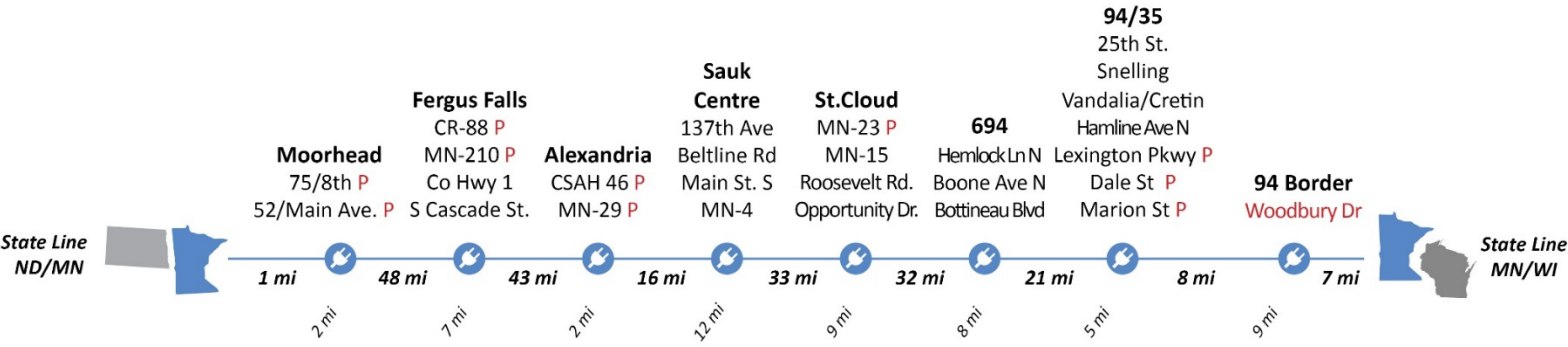
Draft Fast Charger Locations along I-94 and I-35



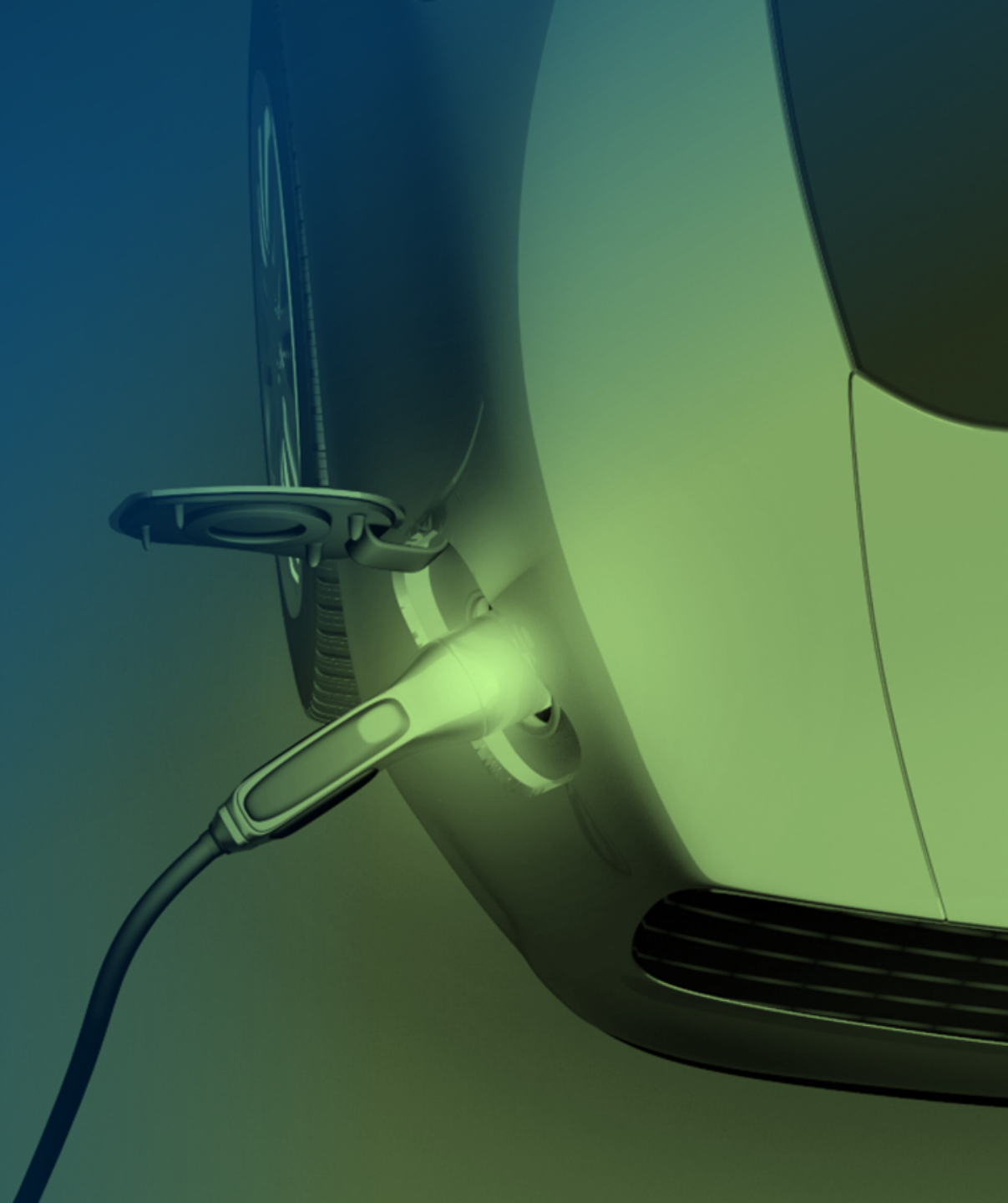
Draft Locations Map



P – 600kW load verified available per utility input



Next Steps



Next Steps

- **June 30: EV Subgroup meeting #4 (of 4)**
 - Review final draft fast charger locations along I-94 and I-35 and cost estimates
- **July 7: Compile draft plan**
- **July 7 – July 29: MnDOT review and approval of plan**
 - July 7 – Email draft to EV subgroup, MnDOT leadership groups and Governor's Office
 - July 12 – Present to MnDOT Senior Leadership Team
 - July 14 – Email feedback due from SLT, EV Subgroup, CRW, and PMG, GO
 - July 19 – Final plan complete
- **Aug 1: Submit plan to Joint Office of Energy and Transportation**
- **Fall 2022: Competitive Site Selection Process**

<https://talk.dot.state.mn.us/ev-infrastructure-plan>

Questions?



Metropolitan Council

Federal Discretionary Grants Workshop



June 2022

Charles Carlson

metro council.org

Transit Funding



Transit Funding in the 2023-2026 TIP

All sources/uses

- Snapshot of overall transit spending in Draft Transportation Improvement Program
- *E and F Line ABRT, Gold Line, Green Line Extension, Purple Line funded through local sales taxes and FTA New Starts program

| | 2023 | 2024 | 2025 | 2026 | Total |
|-------------------------------|----------|----------|------------|----------|----------|
| Total transit Funding | \$446.6M | \$431.7M | \$1,099.6M | \$807.3M | \$2.786B |
| Expansion* Investment | \$248.0M | \$219.8M | \$663.1M | \$380.3M | \$1.511B |
| Expansion Share of Investment | 56% | 51% | 60% | 47% | 54% |

Formula Funding

Sources of Transit Formula Funds

- General (5307)
 - All Federally Eligible Components of Council CIP and Some Operating Expenses
 - Allocated based on service to regional providers
- State of Good Repair (5337 Rail and Bus) – preservation only
 - High Intensity Fixed Guideway – Rail maintenance, LRV replacement, LRV Overhaul
 - High Intensity Bus – Bus replacement, maintenance & maintenance facilities, passenger facilities maintenance
- Bus and Bus Facility (5339) – preservation only
 - Bus replacement and Bus Facilities Maintenance

Transit Formula Funding



Formula Funding in 2022 Appropriations Bill

| | 5307 | 5339 | 5337-Rail | 5337-Bus | 5310 | Total |
|--------------------|---------|--------|-----------|----------|--------|----------|
| 2021 Appropriation | \$59.3M | \$5.7M | \$11.6M | \$8.3M | \$2.2M | \$87.2M |
| 2022 with IJA | \$76.2M | \$5.5M | \$18.8M | \$12.3M | \$3.3M | \$116.1M |
| % Change | +29% | -4% | +62% | +49% | +45% | +33% |

2022 Competitive Funding Applications

RAISE

- Blue Line State of Good Repair Grant (2022 application)
- Blue Line 38th Street Station Grant (2022 application)

No /Low Emission Bus

- Electric Bus and Charging Infrastructure- annual grant application expected with goal of 20% of 40' buses fleet electric in 5 years
- Metro Transit electric buses and chargers

Capital Investment Grants

- Gold Line BRT in Washington and Ramsey Counties (2022 grant)
- Purple Line BRT in Ramsey County (2024 grant)
- Blue Line Extension LRT in Hennepin County (2024/2025 grant)
- F Line ABRT in Hennepin and Anoka County (2023/24 grant)

Other Regional Providers

Competitive Funding Applications

No/Low Emission Bus

- Southwest Transit- battery electric bus application
- Minnesota Valley Transit Authority- battery electric bus application

Bus/Bus Facilities

- Apple Valley Modernization project
- Bus shelters and customer information

Highway Funds



Metropolitan Council Role in Funding



Federal Funding Application Support

- MPO letters are often required in federal competitive grant applications or congressionally directed spending
- Metropolitan Council can assist with letters
- Consistency with 2040 Transportation Policy Plan
 - Projects included in the TPP
 - Projects that may be added to the TPP
- Support letter contact:
 - Steve Peterson, Manager of Highway Planning
 - Steven.Peterson@metro council.org

Regional Solicitation for Federal Funds

Your most accessible path to federal funding!

- Metropolitan Planning Organization distribution of federal transportation funds
 - Competitive regional process with criteria and scoring established by the Transportation Advisory Board and Metropolitan Council
 - Roads, bridges, transit, bike/ped
 - Approximately \$180 million distributed for future year projects every other year
 - Eligibility across a wide range of applicants (public or non-profit) and project types
- 2022 Solicitation
 - For 2026/2027 program years
 - 155 applications
 - Seeking \$600M
 - Scoring in progress- project selection anticipated late 2022
 - Next solicitation 2024
 - Award assistance from MnDOT

