



# Update on Federal and State Competitive Grant Opportunities

Highlighting Potential CMP-Related Programs

June 7, 2022



# Competitive IIJA/BIL Grant Programs

- IIJA – Infrastructure Investment and Jobs Act
- BIL – Bipartisan Infrastructure Law
- IIJA = BIL – Same thing, IIJA being rebranded as BIL
- <https://www.transportation.gov/bipartisan-infrastructure-law/upcoming-notice-funding-opportunity-announcements-2022>
- Priorities within IIJA/BIL– Safety, Equity (Justice 40), Climate, State of Good Repair, Collaboration, Resiliency, Innovation, Cost Effective (BCA), Buy America, Davis Bacon

# IJA/BIL Competitive Grant Programs

- Bus & Bus Facilities Grants (FTA) – March – Due 5/31/2022
- Low and No Emissions Bus Grants (FTA) – March – Due 5/31/2022
- **New Safe Streets and Roads for All Grant Program (OST) – May – Due 9/15/2022**
- New Bridge Investment Program (FHWA) - May
- New Reconnecting Communities Pilot Program (OST) - June
- New Electric or Low-Emitting Ferry Program (FTA) - June
- New All Stations Accessibility Program (FTA) - July
- New National Culvert Removal, Replacement, and Restoration Grants (FHWA) - Summer
- **New Strengthening Mobility & Revolutionizing Transportation (SMART) (OST) – September**
- **New Congestion Relief Program (FHWA)**

# **I/JA/BIL Competitive Grant Programs**

- **New Charging and Refueling Infrastructure Program (FHWA)**
- **New PROTECT (Resiliency) Grants (FHWA)**
- **New Healthy Streets Program (FHWA) – Not funded in FY 2022**
- **New Active Transportation Infrastructure Investment Program (FHWA) – Not funded in FY 2022**
- **Fixed Guideway Capital Investment Grants (FTA)**
- **Clean School Bus Program Funding (EPA) 5/20/22– 8/19/22**
- **Nationally Significant Multimodal Freight and Highway Projects (INFRA) (OST) (2022) – Due 5/23/2022**
- **New National Infrastructure Project Assistance (a.k.a. “MEGA”) (OST) (2022)- Due 5/23/2022**
- **Rebuilding American Infrastructure with Sustainability & Equity (RAISE) – 4/15/22 – Selections 8/22**
- **Port Infrastructure Development Program (Maritime Administration) – May 16, 2022**



# Low and No Emissions Bus Grants

(FTA)

- Posted March 7, 2022                                      Applications Due May 31, 2022
- Estimated Total Program Funding: \$1,100,000,000
- **ELIGIBLE ENTITIES** – The program makes funding available to states, designated recipients, and local governmental entities that operate fixed route bus service to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low- or no-emission vehicles or facilities.
- **PROJECTS** – Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low- or no-emission vehicles or facilities.
- Applicants are required to submit a zero-emission fleet transition plan with their applications.
- Update on USDOT Transportation Disadvantaged Mapping Tool: As part of the joint NOFO for Buses and Bus Facilities and the Low- or No-Emission grant programs, FTA asked for information regarding the impact the grant application would have on disadvantaged communities using the U.S. DOT - Transportation Disadvantaged Census Tracts (Historically Disadvantaged Communities) mapping tool. Updates to that tool.

# New Safe Streets and Roads for All Grant Program

(OST)

- Posted May 16, 2022 Applications Due Sep 15, 2022
- Estimated Total Program Funding: \$1,000,000,000
- Award Ceiling: \$50,000,000 (only MPO or multi) Award Floor: \$200,000
- ELIGIBLE ENTITIES – MPOs, a political subdivision of a State, and multijurisdictional group of entities (preferred).
- PROJECTS – A project to develop a comprehensive safety action plan, to conduct planning, design, and development activities for projects and strategies identified in a comprehensive safety action plan, or to carry out projects and strategies identified in a comprehensive safety action plan. The grants support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives.
- The following activities are eligible for the SS4A program:
  - Develop or update a comprehensive safety action plan (Action Plan).
  - Conduct planning, design, and development activities in support of an Action Plan.
  - **Carry out projects and strategies identified in an Action Plan** (self-certification criteria included).

# New Safe Streets and Roads for All Grant Program

Below are illustrative examples of activities that could be conducted as part of an Implementation Grant. This list is not intended to be exhaustive in nature and could include infrastructure, behavioral, and operational safety activities identified in an Action Plan:

- Applying low-cost roadway safety treatments system-wide, such as left- and right-turn lanes at intersections, centerline and shoulder rumble strips, wider edge lines, high-friction surface treatments, road diets, and better signage along high-crash urban and rural corridors.
- Identifying and correcting common risks across a network, such as improving pedestrian crosswalks by adding high-visibility pavement markings, lighting, and signage at transit stops, in a designated neighborhood, or along a busy public transportation route.
- Transforming a roadway corridor on a High-Injury Network into a Complete Street with safety improvements to control speed, separate users, and improve visibility, along with other measures that improve safety for all users.
- Installing pedestrian safety enhancements and closing network gaps with sidewalks, rectangular rapid-flashing beacons, signal improvements, and audible pedestrian signals for people walking, rolling, or using mobility assisted devices.



# New Safe Streets and Roads for All Grant Program

- Working with community members in an identified problem area to carry out quick-build street design changes informed by outreach and user input.
- Supporting the development of bikeway networks with bicycle lanes for different roadway volumes and speeds that are safe for people of all ages and abilities.
- Carrying out speed management strategies such as implementing traffic calming road design changes, addressing speed along key corridors through infrastructure, education and outreach, setting appropriate speed limits, and making strategic use of speed safety cameras.
- Creating safe routes to school and public transit services through multiple activities that lead to people safely walking, biking, and rolling in underserved communities.
- Promoting the adoption of innovative technologies or strategies to promote safety and protect vulnerable road users in high-traffic areas where commercial motor vehicles (CMVs), pedestrians, bicyclists, motorcyclists, etc. interact.
- Conducting education campaigns to accompany new or innovative infrastructure, such as roundabouts, pedestrian hybrid beacons, or pedestrian-only zones.

# New Safe Streets and Roads for All Grant Program

- Implementing standard and novel data collection and analysis technologies and strategies to better understand vulnerable road user (pedestrian/bicycle/transit rider) network gaps and to collect exposure data.
- Deploying advanced transportation technologies, such as the installation of connected intersection-based safety solutions and vehicle-to-infrastructure (V2I) advisory speed limit systems (e.g., Intelligent Speed Assistance [ISA]).
- Combating roadway departure crashes through enhanced delineation, shoulder widening, rumble strips, and roadside safety improvements.
- Evaluating and improving the safety of intersections by considering innovative design changes, improved delineation, and advanced warning.
- Improving first responder services with improved crash data collection, formalizing street names and addressing, and enhancing emergency vehicle warning systems.
- Unifying and integrating safety data across jurisdictions where local agencies share their crash, roadway inventory, and traffic volume data to create an analytic data resource.

# New Bridge Investment Program

2022	2023	2024	2025	2026	TOTAL	
\$2.447	\$2.487	\$2.497	\$2.522	\$2.547	\$12.500	Guaranteed
\$0.600	\$0.640	\$0.650	\$0.675	\$0.700	\$3.625	Subject to Future Appropriation
\$3.047	\$3.127	\$3.147	\$3.197	\$3.247	\$15.765	Total Potential Funding

- ELIGIBLE ENTITIES - A State or a group of States, MPO that serves an urbanized area with a population of over 200,000, a unit of local government or a group of local governments, a political subdivision of a State or local government, a special purpose district or public authority with a transportation function.
- PROJECTS - A project to replace, rehabilitate, preserve, or protect one or more bridges on the National Bridge Inventory. An eligible project includes (i) bundle bridges regardless of the financial characteristics of each bridge; and a project to replace or rehabilitate culverts for the purpose of improving flood control and improved habitat connectivity for aquatic species.

# New Bridge Investment Program

- Eligible project costs – (1) Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; (2) construction, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements directly related to improving system performance; and (3) expenses related to the protection of a bridge, including seismic or scour protection.
- Defines a large project as one costing greater than \$100M.
- Grants for large projects may not exceed 50% of the eligible project costs.
- 50% of the amount for the program that is derived from the Highway Trust Fund (50% of \$3.25B) are reserved for large projects.
- Non-large projects – grants must be at least \$2.5M and be adequate to fully fund the project.
- 15% of each State’s BFP apportionment for use on “off-system” bridges (highway bridges located on public roads, other than bridges located on Federal-aid highways (100% federal share))

# New Electric or Low-Emitting Ferry Program

(June)

2022	2023	2024	2025	2026	TOTAL	
\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$5.000	Guaranteed
						Subject to Future Appropriation
\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$5.000	Total Potential Funding

- ELIGIBLE ENTITIES – TBD with the NOFO.
- PROJECTS – The purchase of electric or low-emitting ferry vessels that reduce emissions by using alternative fuels or on-board energy storage systems and related charging infrastructure to reduce emissions or produce zero onboard emissions under normal operation.

# New Reconnecting Communities Pilot Program

(FHWA)  
(June)

2022	2023	2024	2025	2026	TOTAL	
\$0.195	\$0.198	\$0.200	\$0.202	\$0.205	\$1.000	Guaranteed
						Subject to Future Appropriation
\$0.195	\$0.198	\$0.200	\$0.202	\$0.205	\$1.000	Total Potential Funding

- ELIGIBLE ENTITIES – State, unit of local government, MPO, Non-profit organization.
- PROJECTS:
  - Planning - planning studies to evaluate the feasibility of removing, retrofitting, or mitigating an existing eligible facility to restore community connectivity.
  - Construction - the removal, retrofit, or mitigation of an eligible facility (a highway or other transportation facility that creates a barrier to community connectivity, including barriers to mobility, access, or economic development, due to high speeds, grade separations, or other design factors); and the replacement of an eligible facility with a new facility that— (i) restores community connectivity; and (ii) is sensitive to the context of the surrounding community; and otherwise eligible for funding under highway laws.

# New Reconnecting Communities Pilot Program

- Planning grants may not exceed \$2M. Federal share is 80%.
- Construction grants must be \$5M and above. A grant may only be used for 50% of the cost of the project, but other Federal assistance may be used for a maximum cap of 80% of the eligible project costs.
- Priority shall be given to an application from a community that is economically disadvantaged.

# New All Stations Accessibility Program (July)

2022	2023	2024	2025	2026	TOTAL	
\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$1.750	Guaranteed
						Subject to Future Appropriation
\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$1.750	Total Potential Funding

- The program is to upgrade the accessibility of legacy rail fixed guideway public transportation systems for people with disabilities, including those who use wheelchairs.
- ELIGIBLE ENTITIES – States and local government authorities
- The Federal share is 80% of net project costs.



# New All Stations Accessibility Program

- PROJECTS –
  - Projects to repair, improve, modify, retrofit, or relocate infrastructure of legacy stations or facilities for passenger use, including load-bearing members that are an essential part of the structural frame, to meet or exceed current ADA standards for buildings and facilities; or
  - Planning related to pursuing public transportation accessibility projects, assessments of accessibility, or assessments of planned modifications to legacy stations or facilities for passenger use.
  - An eligible entity may not use a grant awarded under this program to upgrade a station or facility for passenger use that is already accessible to and usable by people with disabilities, including individuals who use wheelchairs, according to standards for new construction under Title II of the Americans with Disabilities Act of 1990 (42 U.S.C. 12131 et seq.)
  - Eligible activities apply only to legacy stations or facilities that are currently inaccessible.

# New National Culvert Removal, Replacement, and Restoration Grants **(Summer)** (00TS)

2022	2023	2024	2025	2026	TOTAL	
\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$1.000	Guaranteed
\$0.800	\$0.800	\$0.800	\$0.800	\$0.800	\$4.000	Subject to Future Appropriation
\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$5.000	Total Potential Funding

- ELIGIBLE ENTITIES – State, unit of local government
- PROJECTS – A project for the replacement, removal, and repair of culverts or weirs that– would meaningfully improve or restore fish passage for anadromous fish; and with respect to weirs, may include– infrastructure to facilitate fish passage around or over the weir; weir improvements.
- Priority shall be given to projects that would improve fish passage for anadromous fish stocks listed as (or could reasonably become) an endangered species or a threatened species
- Federal share is 80%.

# New Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program

(September)

2022	2023	2024	2025	2026	TOTAL	
\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.500	Guaranteed
\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.500	Subject to Future Appropriation
\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$1.000	Total Potential Funding

- ELIGIBLE ENTITIES – State, a political subdivision of a State, a public transit agency or authority, a public toll authority or a MPO.
- PROJECTS – Grants may be used to carry out one or more of the following – **coordinated automation, connected vehicles, intelligent sensor-based infrastructure, systems integration, commerce delivery and logistics, leveraging the use of innovative aviation technology, smart grid, and smart technology traffic signals.**
- Grants may be used for development phase activities including preliminary engineering and design work, and construction phase activities.
- Grants may not be used for traffic or parking enforcement, costs of preparing an application, or to purchase or lease a license plate reader.

# New Congestion Relief Program

2022	2023	2024	2025	2026	TOTAL	
\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.250	Guaranteed
						Subject to Future Appropriation
\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.250	Total Potential Funding

- ELIGIBLE ENTITIES - A State, for the purpose of carrying out a project in an urbanized area with a population of more than 1,000,000. MPO, city, or municipality, for the purpose of carrying out a project in an urbanized area with a population of more than 1,000,000.
- PROJECTS - **Deployment and operation of an integrated congestion management system; high occupancy vehicle toll lanes, cordon pricing, parking pricing, or congestion pricing; deployment and operation of mobility services, commuter buses, commuter vans, express operations, paratransit, and on-demand microtransit; and incentive programs that encourage travelers to carpool**
- Minimum award is \$10M.
- Federal share is 80%.

# Carbon Reduction Program (CRP)

(Formula)

## Program Purpose

The BIL establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources.

- 65% of a State CRP is suballocated by same population bands as STBGP
- Requires each State, over the period of FY22-26, to make available to each urbanized area with a population of at least 50,000 obligation authority. States are required to divide the funding to urbanized areas with a population of at least 50,000 based on the relative population of the areas
- Requires each State, in consultation with any MPO to develop a carbon reduction strategy not later than 2 years after enactment and update that strategy at least every four years

# Carbon Reduction Program (CRP)

## Eligible Projects

CRP funds may be obligated for projects that support the reduction of transportation emissions, including, but not limited to

- establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
- a public transportation project eligible under 23 U.S.C. 142;
- a transportation alternative projects including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
- **advanced transportation and congestion management technologies;**
- intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment;
- replace street lighting/traffic control devices with energy-efficient alternatives;
- development of a carbon reduction strategy developed by a State
- **congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;**

# Carbon Reduction Program (CRP)

- efforts to reduce the environmental and community impacts of freight movement;
- a project that supports deployment of alternative fuel vehicles, including–
- acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
- purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
- diesel engine retrofit programs;
- **certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity;**
- a project that reduces transportation emissions at port facilities, including through the advancement of port electrification; and

# Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program

(Formula & Grant)

- Average annual apportionment \$1.460B
- Funding for resiliency improvement projects to better anticipate, prepare for, and adapt to changing weather events and natural disasters for the expected life of a project
- Funds planning and construction grants
- Funds highways, transit, ports



# National Electric Vehicle Infrastructure Formula Program (NEVI)

- \$1B annually in advanced appropriation
- Funding to States to deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability
- NEVI Formula funds will not be made available to a State for obligation until the State has to the Joint Office of Energy and Transportation, and FHWA has approved, the State's Electric Vehicle Infrastructure Deployment Plan (due Aug 1, 2022)

# For More Information

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