



**U.S. Department
of Transportation**

**National Association of Transportation City Officials
(NACTO) Designing Cities Conference**



Federal Transportation Funding in Bipartisan Infrastructure Law: Overview for Applicants and Grantees

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Agenda

- Overview of Bipartisan Infrastructure Law (BIL) Funding
- Introduction to the DOT Navigator
- Funding Requirements under BIL
- Wrap up and Q&A

Bipartisan Infrastructure Law Overview



U.S. Department
of Transportation



Bipartisan Infrastructure Law – Administration Priorities

The Bipartisan Infrastructure Law passed in November 2021. It will advance the Administration's goals around the following priorities:

- creating good middle-class union jobs
- supporting disadvantaged and underserved communities
- advancing climate resilience and sustainability
- investing in American manufacturers

- [President Biden's Bipartisan Infrastructure Law | The White House](https://www.whitehouse.gov/bipartisan-infrastructure-law/)
- <https://www.whitehouse.gov/bipartisan-infrastructure-law/>



No More Lead Pipes



High-Speed Internet Access



Better Roads and Bridges



Investments in Public Transit



Upgrade Airports and Ports



Investment in Passenger Rail



Network of Electric Vehicle Chargers



Upgrade Power Infrastructure



Resilient Infrastructure



Investment in Environmental Remediation



Bipartisan Infrastructure Law – Transportation Overview

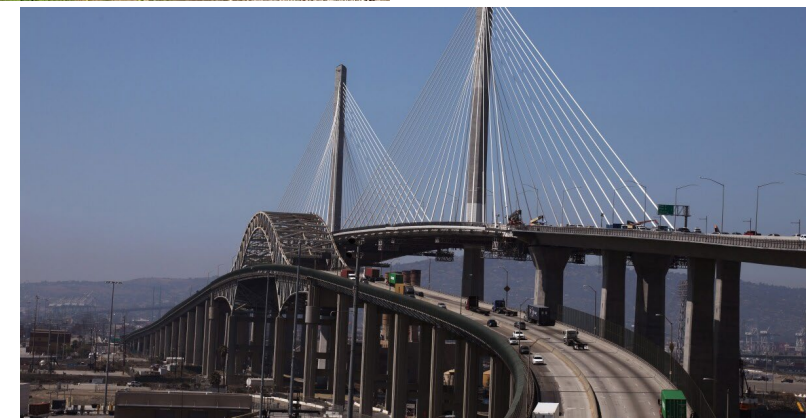
The Bipartisan Infrastructure Law (BIL) includes five-year reauthorization (FY22-26) of surface transportation programs and direct advanced appropriations.

- Total transportation funding in this five-year package is over \$660 billion, including the following over five years:
 - Federal Highway Administration: \$365 billion
 - Federal Transit Administration: \$107 billion
 - Federal Railroad Administration: \$102 billion
 - Federal Aviation Administration: \$25 billion
 - National Highway Traffic Safety Administration: \$8 billion
 - Federal Motor Carrier Safety Administration: \$5 billion
 - Maritime Administration: \$2 billion
 - Office of the Secretary of Transportation: \$43 billion



A Generational Investment in Infrastructure

- **\$39 billion** for new investments to modernize public transit, the largest investment in transit in American history.
- **\$66 billion** for reliable passenger and freight rail service, the largest investment in passenger rail since the creation of Amtrak.
- **\$17 billion** for ports and waterways and **\$25 billion** for airports to address repair and maintenance backlogs and to reduce congestion and emissions.
- **\$1 billion** for first-ever program to reconnect communities divided by transportation infrastructure.



Bipartisan Infrastructure Law – Grant Programs

The BIL includes significant new discretionary and formula programs.

Examples (subject to appropriation) include:

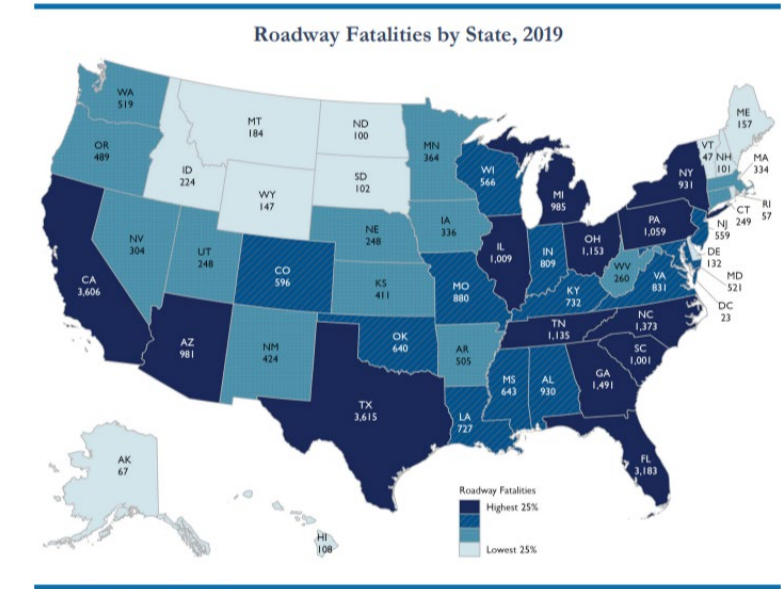


| | |
|---|------------------------|
|  Bridge Formula Program: | \$28 billion (5-years) |
|  Bridge Investment Program: | \$16 billion |
|  Charging Formula Program: | \$5 billion |
|  Charging and Fueling Infrastructure Grants: | \$2.5 billion |
|  PROTECT formula and discretionary grants: | \$8.7 billion |
|  Reduction of Truck Emissions at Port Facilities: | \$400 million |
|  Safe Streets and Roads for All: | \$6 billion |
|  National infrastructure Investments (Megaprojects): | \$15 billion |
|  Local and regional project assistance (RAISE): | \$15 billion |
|  Nationally Significant Freight & Highway Projects (INFRA): | \$14 billion |
|  Culvert replacement and restoration | \$5 billion |



Safety in the Bipartisan Infrastructure Law

- **BIL more than doubles the funding for state and local safety efforts, to support the implementation of the Department's Roadway Safety Strategy, released in January 2022.**



\$13 billion total directly into improving road safety

\$6 billion for a new Safe Streets and Roads for All program to fund local efforts to reduce crashes and fatalities

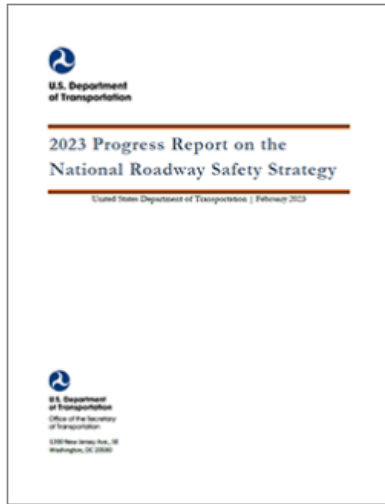
Approximately \$3 billion added to HSIP – Highway Safety Improvement Program

Approximately \$4 billion for improved data collection, vehicle safety programs, and truck safety.



DOT Strategic Goals Advancing Under BIL

[2023 Progress Report on the National Roadway Safety Strategy | US Department of Transportation](#)



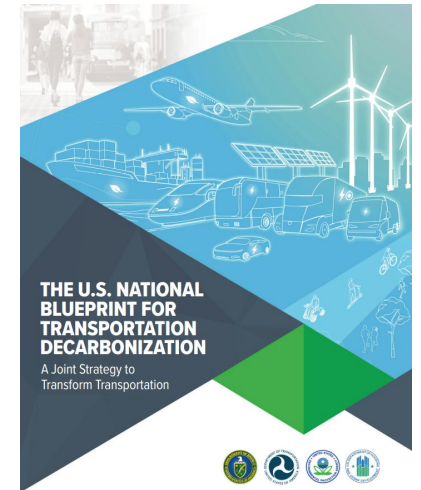
[U.S. Department of Transportation Strategic Plan FY 2022-2026](#)



[U.S. Department of Transportation FY 2024 Performance Plan and FY 2022 Performance Report](#)



[The U.S. National Blueprint for Transportation Decarbonization \(energy.gov\)](#)



[Equity Action Plan | US Department of Transportation](#)



[Research, Development, and Technology Strategic Plan Fiscal Year 2022-2026 \(transportation.gov\)](#)



Inflation Reduction Act (IRA)

- On August 16, 2022, President Biden signed the Inflation Reduction Act (<https://www.whitehouse.gov/cleanenergy/inflation-reduction-act-guidebook/>) into law, marking the most significant action Congress has taken on clean energy and climate change in the nation's history.
- The Inflation Reduction Act's \$370 billion in investments will lower energy costs for families and small businesses, accelerate private investment in clean energy solutions in every sector of the economy and every corner of the country, strengthen supply chains for everything from critical minerals to efficient electric appliances, and create good-paying jobs and new economic opportunities for workers.

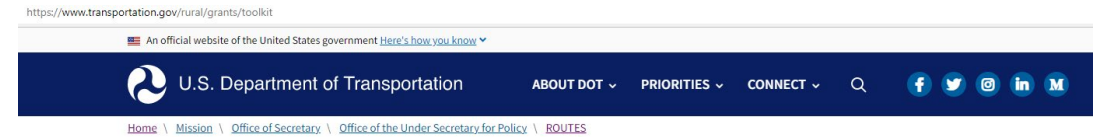
For DOT, the IRA includes the following:

- **\$46 million** -- Fueling Aviation Sustainable Transition Technology (FAST-Tech)
- **\$244 million** -- Fueling Aviation Sustainable Transition Through Sustainable Aviation Fuels (FAST-SAF)
- **\$2 billion** – Low Carbon Transportation Materials Program at Federal Highway Administration
- **\$3.2 billion** – Neighborhood Access and Equity Grant Program at Federal Highway Administration



Finding Out About Grant Opportunities

[US DOT Rural Funding Opportunities: https://www.transportation.gov/rural/funding-opportunities](https://www.transportation.gov/rural/funding-opportunities)



[Applicant Toolkit Home](#)

[USDOT Overview](#)

[The Critical Role of Rural Communities](#)

[USDOT's Role in Rural Transportation](#)

[Overview of Funding and Financing at USDOT](#)

[USDOT Discretionary Grant Process](#)

[Discretionary Grant Funding Matrix](#)

[USDOT Mode and Resource Descriptions](#)

[USDOT Financing Resources](#)

[Project Spotlights](#)

[Maximizing Award Success](#)

[Glossary of Acronyms](#)

[Toolkit Videos](#)

[Applicant Toolkit \(PDF\)](#)

Applicant Toolkit for Competitive Funding Programs at USDOT



The United States Department of Transportation (USDOT) has developed this Applicant Toolkit to provide guidance as part of the Rural Opportunities to Use Transportation for Economic Success (R.O.U.T.E.S.) Initiative to support potential applicants in identifying and navigating USDOT discretionary grant funding opportunities for rural transportation projects. In support of the initiative's goals, this toolkit provides user-friendly information and resources to support rural applicants' understanding of USDOT discretionary grant programs and the funding process.

The Applicant Toolkit is designed for all levels of grant applicant experience, aiming to enhance access to USDOT resources for rural transportation projects. Specifically, this toolkit illustrates key applicant activities when participating in the USDOT discretionary grants process, catalogues USDOT discretionary grant programs by applicant type and eligible project activities in a USDOT Discretionary Grant Funding Matrix, and provides resources for applicants to maximize the potential for award success.

[FHWA BIL Funding Opportunities: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/grant_programs.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/grant_programs.cfm)



| Opening Date | NOFO | Operating Administration/Office | Closing Date (to be added for each program after the NOFO is issued) |
|--------------|--|---|--|
| 11/30/2022 | Rebuilding American Infrastructure with Sustainability and Equity (RAISE) | Office of the Secretary | 2/28/2023 |
| 1/27/2023 | Buses and Bus Facilities | Federal Transit Administration | 4/13/2023 |
| 1/27/2023 | Low or No Emission Vehicle | Federal Transit Administration | 4/13/2023 |
| 1/31/2023 | Commercial Driver's License Program Implementation | Federal Motor Carrier Safety Administration | 4/3/2023 |
| 1/31/2023 | Commercial Motor Vehicle Operator Safety Training | Federal Motor Carrier Safety Administration | 4/3/2023 |
| 1/31/2023 | High Priority - Commercial Motor Vehicle | Federal Motor Carrier Safety Administration | 4/3/2023 |
| 1/31/2023 | High Priority - Innovative Technology Deployment | Federal Motor Carrier Safety Administration | 4/3/2023 |
| 3/14/2023 | Charging and Fueling Infrastructure | Federal Highway Administration | 5/30/2023 |
| 3/30/2023 | Safe Streets and Roads for All Grant Program | Office of the Secretary | 7/10/2023 |
| 4/21/2023 | Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) - Discretionary | Federal Highway Administration | 8/18/2023 |



2023 USDOT Calendar - Notices of Funding Opportunity

[Key Notices of Funding Opportunity |](https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity)

<https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>

| Opening Date | NOFO | Operating Administration/Office |
|--------------------|--|--|
| March 2023 | Safe Streets and Roads for All Grant Program | Office of the Secretary |
| April 2023 | Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) – Discretionary | Federal Highway Administration |
| May 2023 | <u>Ferry Programs: Ferry Service for Rural Communities Program; Passenger Ferry Boat Program</u> | Federal Transit Administration |
| May 2023 | <u>Transit-Oriented Development Pilot Program</u> | Federal Transit Administration |
| Spring 2023 | Multimodal Project Discretionary Grant Opportunity (MPDG): <u>Mega:</u> National Infrastructure Project Assistance <u>INFRA:</u> Nationally Significant Multimodal Freight and Highway Projects <u>Rural</u> Surface Transportation Grant | Office of the Secretary |
| Early Summer 2023 | <u>Thriving Communities Program</u> | Office of the Secretary |
| Summer 2023 | <u>Reconnecting Communities Program and Neighborhood Access and Equity Grant Program</u> | Office of the Secretary/ Federal Highway Administration |
| Summer 2023 | <u>Bridge Investment Program</u> | Federal Highway Administration |
| Summer 2023 | <u>Railroad Crossing Elimination Program</u> | Federal Railroad Administration |
| Fall 2023 | <u>Consolidated Rail Infrastructure & Safety Improvements Grant Program</u> | Federal Railroad Administration |
| Fall 2023 | <u>Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program</u> | Office of the Secretary |
| Winter 2023 - 2024 | <u>National Culvert Removal, Replacement, and Restoration Grants</u> | Federal Highway Administration |

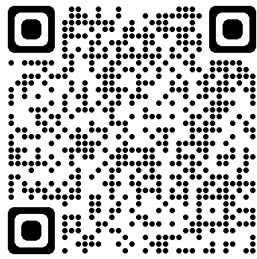
DOT Navigator



U.S. Department
of Transportation

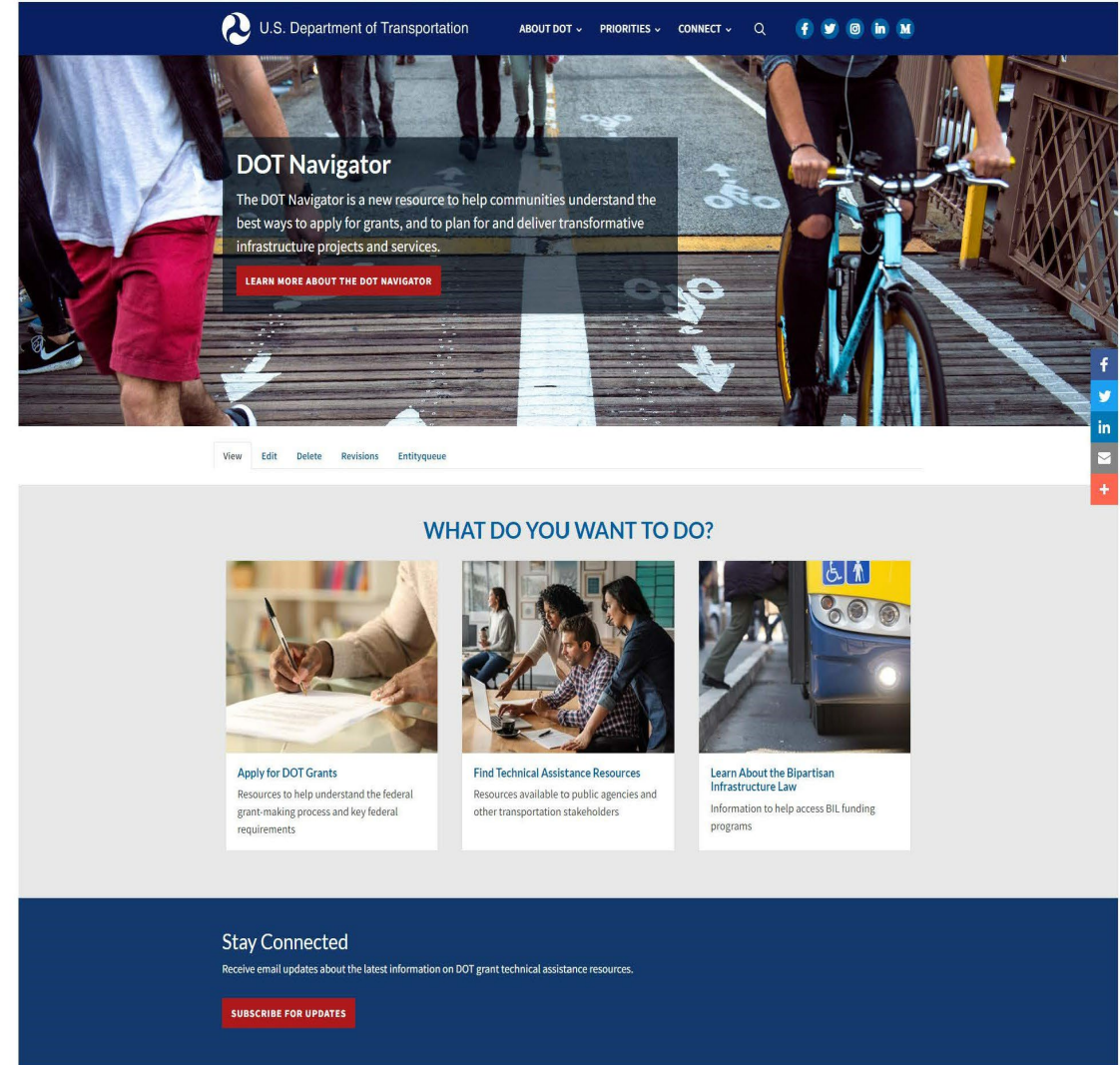
Coordinating and Improving Access to the Range of DOT Technical Assistance Resources

<https://transportation.gov/dot-navigator>



Sample Grant Application Resources

- Overview of DOT Funding and Financing
- FY23 USDOT Discretionary Preparation Check List
- Understanding Federal Match Requirements
- Workforce Development Checklist
- Maximizing Award Success
- Is Federal Funding the Right Fit for My Organization?



The screenshot shows the DOT Navigator website homepage. At the top, there is a navigation bar with the U.S. Department of Transportation logo, a search icon, and links for 'ABOUT DOT', 'PRIORITIES', and 'CONNECT'. Below the navigation bar is a large hero image of a person walking and a person riding a bicycle on a wooden boardwalk. Overlaid on this image is the 'DOT Navigator' title and a brief description: 'The DOT Navigator is a new resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services.' A red button labeled 'LEARN MORE ABOUT THE DOT NAVIGATOR' is positioned below the text. To the right of the hero image is a vertical social media sharing menu with icons for Facebook, Twitter, LinkedIn, and Email. Below the hero image is a section titled 'WHAT DO YOU WANT TO DO?' with three cards: 'Apply for DOT Grants' (Resources to help understand the federal grant-making process and key federal requirements), 'Find Technical Assistance Resources' (Resources available to public agencies and other transportation stakeholders), and 'Learn About the Bipartisan Infrastructure Law' (Information to help access BIL funding programs). At the bottom of the page is a 'Stay Connected' section with a red button labeled 'SUBSCRIBE FOR UPDATES'.

DOT Navigator: Find Technical Assistance Resources

Search for existing resources available across DOT

- A variety of resources available across a range of transportation issues
- Some provide direct or on-call support, but many are online resources like training or explanatory videos, reports, toolkits, and guidance documents
- Frequently updated – we spotlight updates and upcoming trainings in the monthly DOT Navigator Bulletin Updates

Stay Connected

Receive email updates about the latest information on DOT grant technical assistance resources.

[SUBSCRIBE FOR UPDATES](#)

<https://www.transportation.gov/dot-navigator>

Technical Assistance Resources

At DOT, “technical assistance” includes programs, processes, and resources that provide targeted support to a community, region, organization, or other beneficiary to help them access and deploy federal funding and build local capacity to develop, design, and deliver transportation plans and projects.

View and search the table below to find existing technical assistance resources and programs funded or managed by DOT that can provide deeper levels of assistance, technical information, best practices, and training.

Keywords

▼ Advanced options

| Stakeholder Type(s) | Resource Type(s) | Transportation Mode(s) |
|---|--|--|
| Select All | Select All | Select All |
| <input type="checkbox"/> Contractor | <input type="checkbox"/> Direct Support | <input type="checkbox"/> Air (airports, aviation, drones) |
| <input type="checkbox"/> Local Government | <input type="checkbox"/> Fact Sheet | <input type="checkbox"/> Bicycle |
| <input type="checkbox"/> Other | <input type="checkbox"/> Grant | <input type="checkbox"/> Electric or Autonomous Vehicles |
| <input type="checkbox"/> Regional/Metro Planning Orgs (MPO) | <input type="checkbox"/> Guidance Document | <input type="checkbox"/> Highway |
| <input type="checkbox"/> State DOT | <input type="checkbox"/> Report | <input type="checkbox"/> Intelligent Transportation and Data Systems |
| <input type="checkbox"/> Transit Agency | <input type="checkbox"/> Resource Center | <input type="checkbox"/> Micromobility (bike share, scooters, etc.) |
| <input type="checkbox"/> Tribal Government | <input type="checkbox"/> Toolkit | <input type="checkbox"/> Pedestrian |
| <input type="checkbox"/> U.S. Territory | <input type="checkbox"/> Training | <input type="checkbox"/> Ports |
| | <input type="checkbox"/> Video/Webinar | <input type="checkbox"/> Railway |
| | | <input type="checkbox"/> Transit |

[Apply](#)

<https://www.transportation.gov/grants/dot-navigator/bipartisan-infrastructure-law-funding-opportunities>



Learn About the Bipartisan Infrastructure Law

Information to help access BIL funding programs

BIL Resources

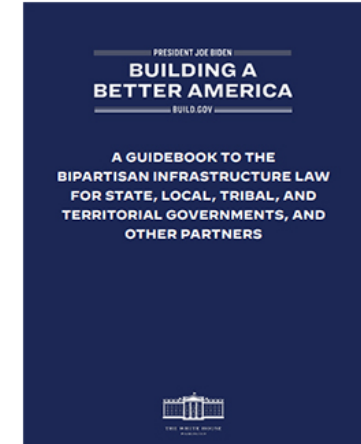
For more information on specific grant funding opportunities, program details, federal job opportunities, contracting and workforce development opportunities supported by BIL, please visit the following pages:

DOT BIL Resources

- [Upcoming Notice of Funding Opportunity Announcements in 2023](#)
- [DOT BIL website](#)
- [Federal Aviation Administration BIL website](#)
- [Federal Highway Administration BIL website](#)
- [Federal Motor Carrier Safety Administration BIL website](#)
- [Federal Railroad Administration BIL website](#)
- [Federal Transit Administration BIL website](#)
- [Maritime Administration BIL website](#)
- [National Highway Traffic Safety Administration BIL website](#)

White House BIL Resources

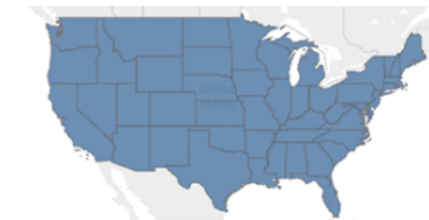
- [White House BIL Guidebook](#)
- [White House Technical Assistance Guide](#)
- [White House BIL Rural Playbook](#)
- [White House BIL Tribal Playbook](#)



[White House BIL Guidebook.](#)

Transportation Contacts Near You

- Connect with [U.S. Department of Transportation \(DOT\) contacts in your state or territory](#) (interactive map of all DOT administrative offices)
- Locate your [State DOT](#)
- Connect with your regional [metropolitan planning organization \(MPO\)](#)
- Connect with your local [transit agency](#) ^{or}



FHWA FMCSA FTA MARAD
Alabama Division Alaska Division Region 1 Great Lakes
Alaska Division Alaska Division Region 2 Gateway

[DOT State contacts.](#)

<https://www.transportation.gov/grants/dot-navigator/applying-usdot-grants>



Apply for DOT Grants

Resources to help understand the federal grant-making process and key federal requirements

Grant Application Resources

The following resources provide general information on applying for federal grants and understanding some of the key requirements.

Overview of DOT Funding and Financing

What money is available? Learn about potential options in the [Overview of DOT Funding and Financing](#).

USDOT Discretionary Grant Process

What's the process to apply for federal grants? Find out in this overview of the [USDOT Discretionary Grant Process](#).

Understanding Non-Federal Match Requirements

Are local funds required for projects that receive DOT funding? Find out in [Understanding Non-Federal Match Requirements](#)

How to Navigate Grants.gov to Submit Applications

All Federal grant opportunities must be posted through Grants.gov. Get tips and guidance on [How to Navigate Grants.gov to Submit Applications](#).

Federal Transportation Funding: Fiscal Year 2023 Discretionary Grant Preparation Checklist for Prospective Applicants

The [Fiscal Year 2023 Discretionary Grant Preparation Checklist for Prospective Applicants](#) is intended to help

local governments prepare for the year ahead and chart a strategic pathway to take advantage of historic infrastructure investments of over \$32 billion available in new fiscal year 2023 Budget Authority.



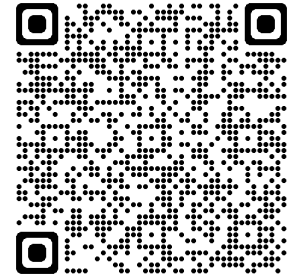
Spanish

- [Solicitud de subvenciones del USDOT](#)
- [Visión general de fondos del DOT y financiamiento](#)
- [Comprendiendo los requisitos no federales de pareo](#)
- [Herramientas federales para identificar comunidades desfavorecidas](#)
- [¿Es el financiamiento federal el adecuado para mi organización?](#)

DOT Navigator: FY23 Discretionary Grant Preparation Checklist

<https://www.transportation.gov/grants/dot-navigator/fy-2023-discretionary-grant-preparation-checklist>

1. Coordinate Between Agencies and Engage Stakeholders
2. Get Familiar with the DOT Calendar of Funding Opportunities
3. Budget for and Secure Your Non-Federal Match
4. Ensure Your Project Is on the TIP/STIP
5. Get Ready to Apply for and Administer Federal Funding
6. Know Your Justice40 Designated Census Tracts
7. Prepare Your Capital Project's Benefit-Cost Analysis
8. Budget for Meaningful Public Involvement
9. Build a Strong Workforce Development and Labor Plan
10. Understand NEPA and Other Federal Requirements as You Consider Whether to Seek Funding



*Scan QR code
with your
phone to access
full checklist*



Most DOT Grant Programs Require Non-Federal Match

Budget for and Secure Your Non-Federal Match

In preparing and finalizing city or agency budgets, think about the needs that may arise during the coming year. Sponsors should develop a budget that demonstrates how the budget will be funded in full.

As a condition for receiving funding, most DOT programs require a 10 percent or 20 percent [non-Federal match](#). Where may this match funding come from? What processes and timing are needed to confirm financial commitments as part of grant applications or if selected for a grant award? What steps can be taken in advance to ensure this process goes smoothly and your community doesn't miss out on the chance to apply or find itself unable to finalize a grant award? These are questions that cities or agencies should consider when trying to secure a non-Federal match.

The DOT Navigator provides additional information to help [understand non-Federal match requirements](#) and those programs that provide match flexibility:

- [Justice40 non-Federal match flexibility](#)
- [Tribal government cost share flexibility](#)
- [Rural cost share analysis](#)

Look at program-specific NOFOs. Each program's NOFO describes its specific match requirements, including the percentage required, what can be considered as non-Federal match, and if there are any waivers. If the FY 2023 NOFO is not yet out for the program that you may be interested in applying to, check the previous year's NOFO, as it may likely be similar since Congress often dictates these requirements.

Consider strategies that may make communities in your region more competitive for funding. Some metropolitan areas, for instance, have begun to create pooled funding sources that localities can tap when a city applies for a project that supports broader regional goals.



Bipartisan Infrastructure Law – Local Match Funding

The new discretionary and formula programs under BIL have the following Local Match requirements:



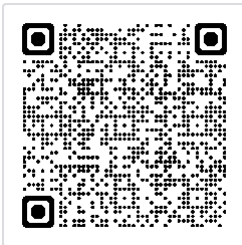
| | |
|---|---|
|  Bridge Formula Program | 10% |
|  Bridge Investment Program | 50% for large projects; 20% for all other |
|  Charging Formula Program | 20% |
|  Charging and Fueling Infrastructure Grants | 20% |
|  PROTECT formula and discretionary grants | 20% |
|  Reduction of Truck Emissions at Port Facilities | 20% |
|  Safe Streets and Roads for All | 20% |
|  National infrastructure Investments (Megaprojects) | 20%-50% |
|  Local and regional project assistance (RAISE) | 20%-40% |
|  Nationally Significant Freight & Highway Projects (INFRA) | 20%-40%, with exceptions |
|  Culvert replacement and restoration | 0%-20% |

Tools to Identify Justice 40 Areas in Your Community

Know Your Justice40 Designated Census Tracts

Know your [Justice40 designated Census Tracts](#), as many discretionary grant programs give additional consideration to projects that benefit J40 census tracts.

Find out [which areas in your community qualify as J40 census tracts](#) according to Federal disadvantaged community tools, and which of the [39 DOT J40-covered programs](#) may be especially beneficial to your community.



<https://www.transportation.gov/grants/dot-navigator/federal-tools-determine-disadvantaged-community-status>

Transportation Disadvantaged Census Tracts (arcgis.com)

[Transportation Disadvantaged Census Tracts](#) is the most commonly used tool in USDOT discretionary grant programs to determine disadvantaged community status. The tool allows the mapping of project areas to determine level of disadvantage according to DOT's Justice40 definition.

Areas of Persistent Poverty & Historically Disadvantaged Communities

[Areas of Persistent Poverty & Historically Disadvantaged Communities](#) lists Census Tracts that qualify as Areas of Persistent Poverty & Disadvantaged Communities according to DOT's Justice40 definition.

EJScreen: Environmental Justice Screening and Mapping Tool (EPA)

[EJScreen](#) is an environmental justice mapping and screening tool that provides demographic and environmental information for a project area.

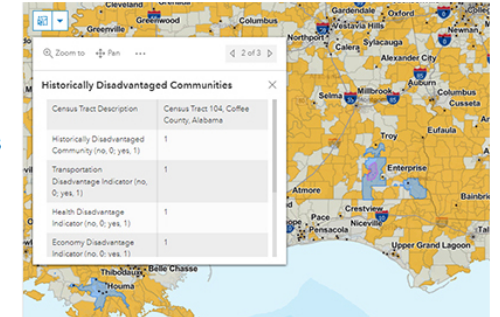
The Climate and Economic Justice Screening Tool (CEJ)

Currently in BETA form, the [Climate and Economic Justice Screening Tool](#) identifies disadvantaged communities that are marginalized, underserved, and overburdened by pollution.

While in BETA form, CEJ asks that transportation projects use DOT's [Transportation Disadvantaged Census Tracts](#) tool to identify disadvantaged communities.

Social Vulnerability Index (CDC)

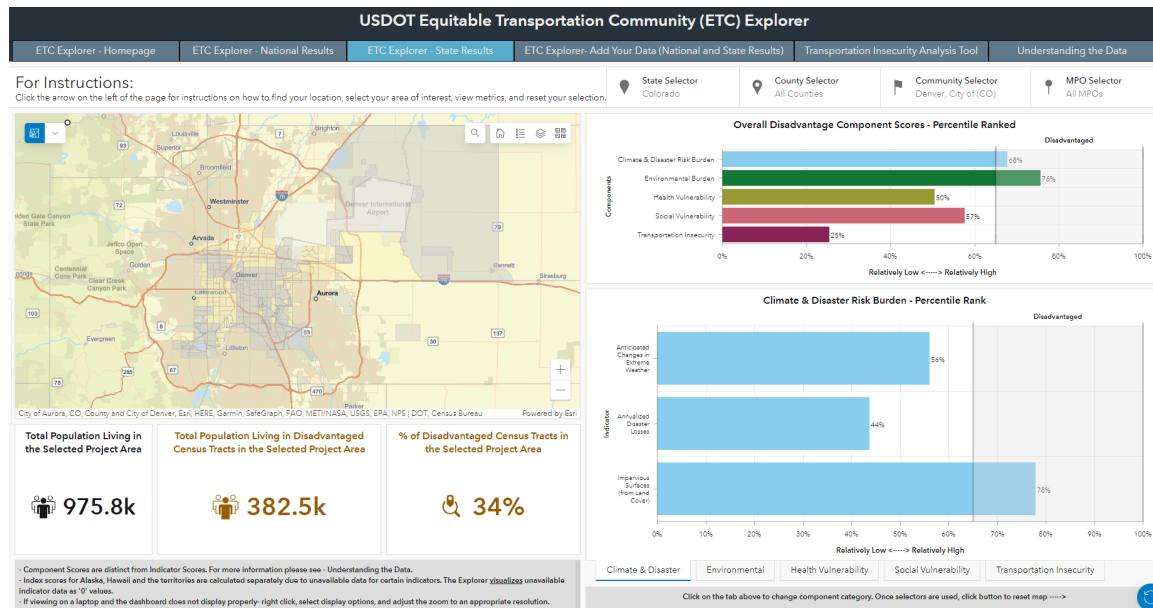
The [Social Vulnerability Index](#) provides databases to help emergency response planners and public health officials identify and map communities that will most likely need support before, during, and after a hazardous event.



Sample data from [Transportation Disadvantaged Census Tracts](#), the most commonly used tool in USDOT discretionary grant programs to determine disadvantaged community status.

New Tool: Equitable Transportation Community (ETC) Explorer

<https://content.govdelivery.com/accounts/USDOT/bulletins/358b43b>



New Equitable Transportation Community (ETC) Explorer Released

U.S. Department of Transportation sent this bulletin at 05/05/2023 07:00 AM EDT

DOT Launches New Tools to Strengthen Communities Through Equitable Transportation Investments

Today, the US Department of Transportation (USDOT) released the [Equitable Transportation Community \(ETC\) Explorer](#) and accompanying [Story Map](#) to support the agency's implementation of the Justice40 initiative. The [Justice40 initiative](#), created by the Biden-Harris Administration through [Executive Order 14008 Tackling the Climate Crises at Home and Abroad](#), is a key component in USDOT's efforts to confront and address decades of underinvestment in transportation.

The ETC Explorer is an interactive web application that uses 2020 Census Tracts and data to explore the cumulative burden communities experience caused by underinvestment in transportation. Its purpose is to provide a deeper understanding into how communities experience transportation disadvantage to help ensure the benefits of investments address the transportation-related causes of disadvantage. The ETC explorer assesses transportation disadvantage in five components: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability. It is designed to complement [Council for Environmental Quality's Climate & Economic Justice Screening Tool \(CEJST\)](#).

The USDOT Justice40 Story Map introduces DOT's implementation of the Justice40 initiative and presents three case studies to demonstrate how a project's benefits can reverse or mitigate how a community is experiencing disadvantage. The USDOT's Justice40 website includes information on how stakeholders can address the ["Three Major Components of DOT's Justice40 Initiative"](#) and provides links to more than sixty [Technical Assistance](#) resources offered by USDOT.

USDOT is committed to addressing gaps in transportation infrastructure and public services. When decision makers at all levels have the tools to understand how a community is experiencing disadvantage and can identify projects that create benefits that will reverse or mitigate those causes, the result is a higher quality of life and economic prosperity in communities across the country.

Tools for Technical Assistance for Electric Vehicle Programs



[Technical Assistance · Joint Office of Energy and Transportation \(driveelectric.gov\)](https://www.transportation.gov/rural/ev/toolkit)

<https://www.transportation.gov/rural/ev/toolkit> -

Technical Assistance

The Joint Office of Energy and Transportation (Joint Office) provides technical assistance on planning and implementation of a national network of electric vehicle chargers and zero-emission fueling infrastructure as well as zero-emission transit and school buses.

States and Communities

The Joint Office provides technical assistance for [states and communities](#) creating and executing [state plans](#) under the National Electric Vehicle Infrastructure Formula Program and the Community and Fueling Infrastructure Grant Program.

Tribal Nations

The Joint Office provides technical assistance to [tribal nations](#) electrifying their transportation systems. Learn more about zero-emission transportation [funding opportunities for tribal nations](#).

School Districts

The Joint Office provides technical assistance to [school districts](#) applying for or receiving funding through the U.S. Environmental Protection Agency's Clean School Bus Program.

Transit Agencies

The Joint Office provides technical assistance to [transit agencies](#) applying for or receiving funding through the Federal Transit Administration's Low or No Emission Vehicle Program.

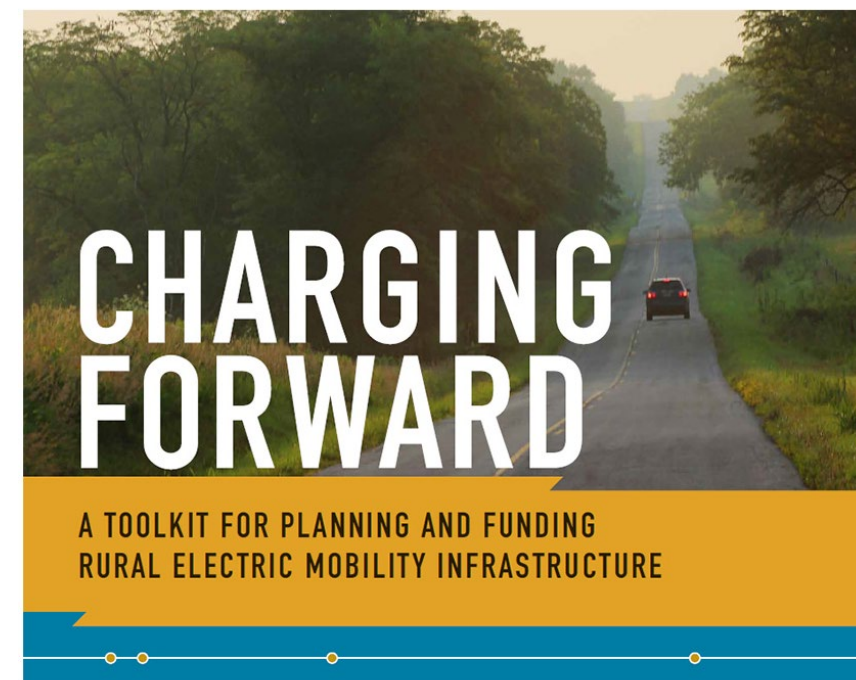
Find Data and Tools

Explore foundational [data sets, tools, and resources](#) to deploy zero-emission, convenient, accessible, and equitable transportation infrastructure.

Ask Questions

Not sure where to start? [Submit a question](#) to get directed to the right resources.

Charging Forward: A Toolkit for Planning and Funding Rural Electric Mobility Infrastructure

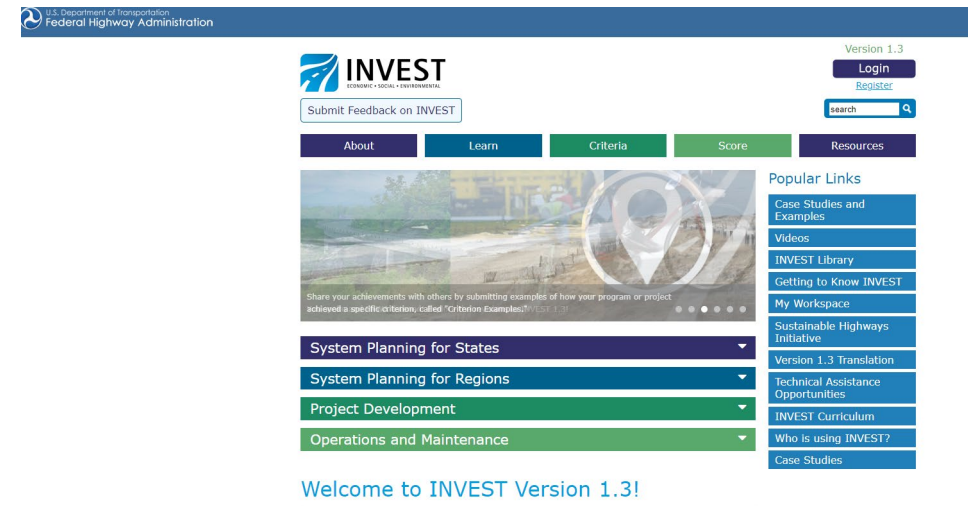
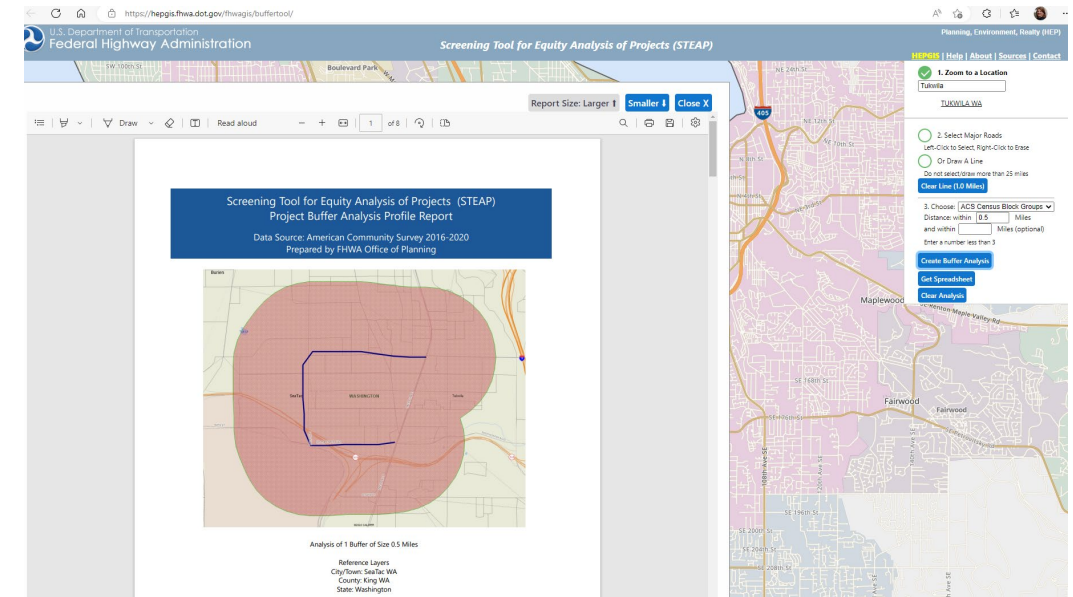
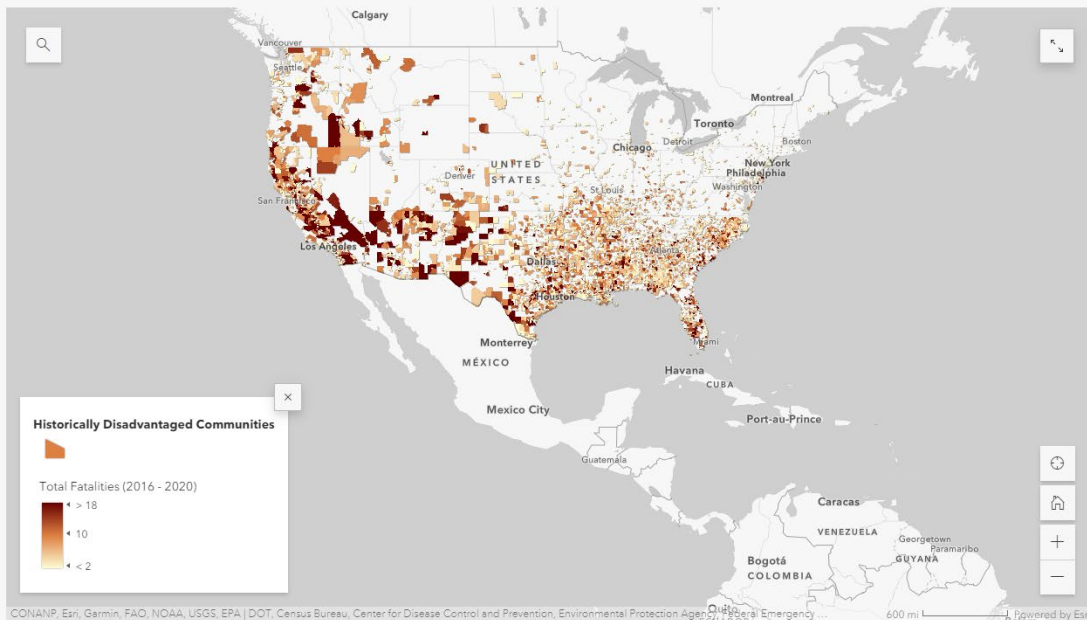


Other DOT Data Tools to Help Tell Your Story

EXAMPLES OF NEW RESOURCES:

- Screening Tool for Equity Analysis of Projects (STEAP) – FHWA
- Infrastructure Voluntary Evaluation Sustainability Tool
- National Roadway Safety Story Maps

There are 72,842 census tracts in the U.S. This map shows the Historically Disadvantaged Community census tracts (N = 16,514) with at least one roadway fatality reported between 2016 and 2020. A census tract is usually between 3,800 to 4,600 number of people, on average.



- New Resource created by the DOT-funded Build America Center:
<https://billaunchpad.com/>
- BIL Launchpad provides customized information on available funding, interactive technical support, data on successful awards, and essential resources.
- With this platform, localities can accelerate their grant application process and access the necessary tools to enhance their transportation infrastructure.



The screenshot shows the BIL Launchpad website homepage. At the top, there is a navigation bar with the BIL LAUNCHPAD logo on the left and links for Funding Opportunities, Plan Ahead, Successful Awards, Community Forum, Get Help, and Login on the right. Below the navigation bar is a large hero image featuring a person riding a bicycle in a city setting. A text box on the left side of the hero image reads: "The Bipartisan Infrastructure Law (BIL) offers unprecedented opportunities for local governments and communities to secure competitive federal grants and modernize America's infrastructure. To help navigate transportation grant programs and expedite applications, the BIL Launchpad provides customized information on available funding, interactive technical support, data on successful awards, and essential resources. With this platform, localities can accelerate their grant application process and access the necessary tools to enhance their transportation infrastructure."

Below the hero image is a section titled "BIL Launchpad Helps You" with five featured cards:

- Navigate Funding Opportunities**: Image of a building entrance with "STATES TRANSPORTATION" signage.
- Plan Ahead for Your Grant Application**: Image of a group of people in a meeting.
- Match Your Project to Successful Awards**: Image of a modern bus on a city street.
- Build Partnerships in the Community Forum**: Image of a diverse group of smiling people.
- Get Help from the Build America Center**: Image of hands writing on a document.

At the bottom of the page, there is a footer section. On the left, it features the Build America Center logo and text: "BUILD AMERICA CENTER INNOVATIVE FINANCING AND DELIVERY OF TRANSPORTATION INFRASTRUCTURE. In collaboration with Federal Highway Administration to empower public and private organizations to deliver crucial transportation infrastructure projects using innovative financing and alternative delivery methods." On the right, there are links for Funding Opportunities, Plan Ahead, Successful Awards, Community Forum, Get Help, and Disclaimer. At the bottom right, it says "A Product of the Build America Center" and includes social media icons for LinkedIn and YouTube, along with the copyright notice "© 2022-2023 Build America Center. All Rights Reserved."



DOT Navigator: Upcoming Webinar

Join speakers from the Federal Highway Administration (FHWA), [Rural Opportunities to Use Transportation for Economic Success \(ROUTES\)](#) Initiative and the Secretary's Office for a webinar on **May 22 from 4:00-5:00 p.m. EDT** to learn more about how to identify and respond to Federal transportation grant opportunities.

The webinar will showcase the **USDOT Discretionary Grants Dashboard**, a new tool that makes it easier to search for and find grant opportunities depending on the type of project you have, your organization type, and other considerations like match requirements. Rural, tribal and local governments will find this an especially helpful tool.

The webinar will also highlight the FHWA's [Wildlife Crossings Program](#) and the [PROTECT Program](#) – both of which are currently accepting applications; and other new resources available on the [USDOT Navigator](#).

This webinar is free to attend but registration is required – [register here:](#)
https://usdot.zoomgov.com/webinar/register/WN_hTR15p9BTiCGrr1uujWOLw

Scheduled speakers include:

- Christopher Coes, Assistant Secretary for Transportation Policy
- Michael Close, ROUTES Initiative
- Coral Torres Cruz, Federal Highway Administration
- Mariia Zimmerman, Office of the Secretary

Federal Funding Requirements under the Bipartisan Infrastructure Law



U.S. Department
of Transportation

Federal Funds Come with Federal Requirements

Get Ready to Apply for and Administer Federal Funding

Get [ready to apply for and administer Federal funding](#).

Ensure that your organization is [registered with Grants.gov](#) and the System for Award Management (SAM) and has an active Unique Entity Identifier (UEI) number. Is the information provided to Sam.gov current? If there have been personnel changes in your agency, be sure that the staff contact, phone number, and email are up to date. Start the registration process early, as the SAM.gov process can take many weeks.

If you receive funding, be familiar with the Federal [2 CFR 200 Uniform Administrative Requirements, Cost Principles, and Audit Requirements](#) that govern all DOT awards. This includes specifics for reporting, tracking, and monitoring financial systems and grant activities that differ from state or local requirements.

Be prepared for additional requirements. DOT grants are generally reimbursable funding, so plan and budget accordingly. Each program may have additional restrictions on eligible and allowable costs and activities. Lobbying is not an allowable cost, nor can DOT funds typically be used as a non-Federal match for other programs.

Involve [small and disadvantaged business enterprises](#) in projects and applications. Are there opportunities to strengthen the participation of these types of firms in your grant application to help build community wealth? Are you familiar with your [state's DBE resources](#)? Do these types of businesses need additional support within your community to have the capacity necessary to administer or receive Federal funding, i.e., they are also subject to 2 CFR 200?



Congratulations – You Were Awarded a Grant. Now What?

- Recipients of grants from the US Department of Transportation and its operating administrations (FHWA, FRA, FTA, FAA, OST, MARAD, FMCSA, NHTSA, PHMSA) must comply with Federal requirements to successfully access and use their grant funds
- It's important to educate yourself about these requirements
- In addition to the Technical Assistance resources already covered, there are other resources available to support grant recipients

In administering its grant programs, USDOT is committed to

Communication

Coordination

Collaboration



Navigating the Grant Process

- Soon after your grant award is announced, you will receive an initial communication from DOT or one of its operating administrations (FHWA, FRA, FTA, FAA, OST, MARAD, FMCSA, NHTSA, PHMSA) with a “point of contact” for your grant
- For the grant programs that require an executed grant agreement for funds to be obligated, you will also receive a copy of the grant agreement or grant agreement template
- Grant recipients must comply with financial and permitting requirements and all applicable Federal laws (for example, civil rights laws such as Title VI)

Financial
Considerations

NEPA and
Permitting

Engagement and
Compliance



Financial Considerations for Grant Recipients

- Most transportation grant programs provide recipients with reimbursement, rather than a lump-sum cash distribution at the time of award announcement or obligation of funds
 - In many cases a recipient will have to pay costs as they are incurred and submit requests for reimbursement, requiring grant recipients to have access to sufficient non-grant funding to manage cash flow associated with the project
 - Under some circumstances, USDOT or operating administrations may use “pre-award authority” for costs associated with a project, such as costs associated with environmental review. DOT is reviewing its current policies on use of pre-award authority.
- All grants from the federal government must comply with the Uniform Administrative Requirements set out in 2 Code of Federal Regulations 200, which include the Office of Management and Budget’s regulations concerning grants and agreements

Course Description

Understanding the Uniform Guidance Requirements (2 CFR 200) for Federal Awards

PROGRAM AREA: Financial Management
COURSE NUMBER: FHWA-NHI-231034

Web-based Training (WBT)

| Calendar Year | Length | CEU | Price |
|---------------|---------|-----------|---------------------|
| 2023 | 9 Hours | 0.9 Units | \$0 Per Participant |

[Add To Cart](#)

TRAINING LEVEL: Basic
COURSE DESCRIPTION:

The goal of this WBT is to facilitate an overview of the Uniform Guidance: Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200) by applying relevant provisions to the Federal-aid Highway Program (FAHP). The Uniform Guidance, 2 CFR 200, is the cornerstone of Federal grants and financial assistance. This course will help learners locate provisions within 2 CFR 200, understand the applicability of 2 CFR 200 to Federal awards, and know the general government-wide requirements for Federal awards.


The National Highway Institute has recently launched a new, online course on Understanding the Uniform Guidance Requirements for Federal Awards. NHI courses are open to local officials or anyone who is interested.

Obligation and Expenditure Deadlines

Most grant programs have deadlines for grants to be both **obligated** and **expended**

- The **obligation deadline** is the date by which a grant award recipient must have all necessary environmental approvals and, in many cases, a signed and executed grant agreement in place
- The **expenditure deadline** is the date by which all grant funding must be expended

The strongest grant applications and grants are for projects that can comfortably be completed within the grant's financial deadlines

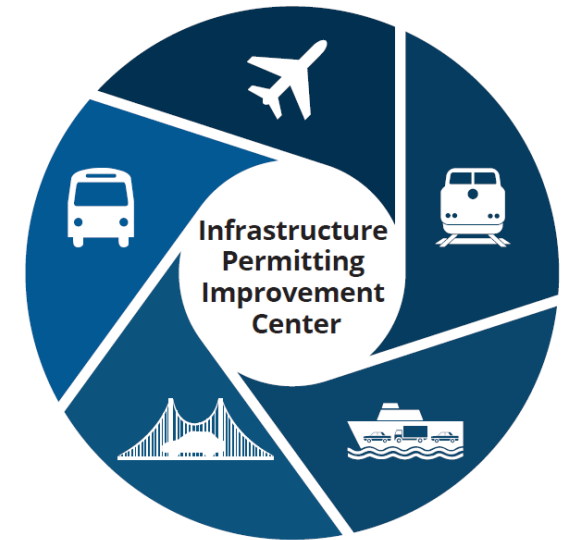


Think about how ready-to-go your project is, before even applying for a grant. Grants come with deadlines for obligating and expending funds.



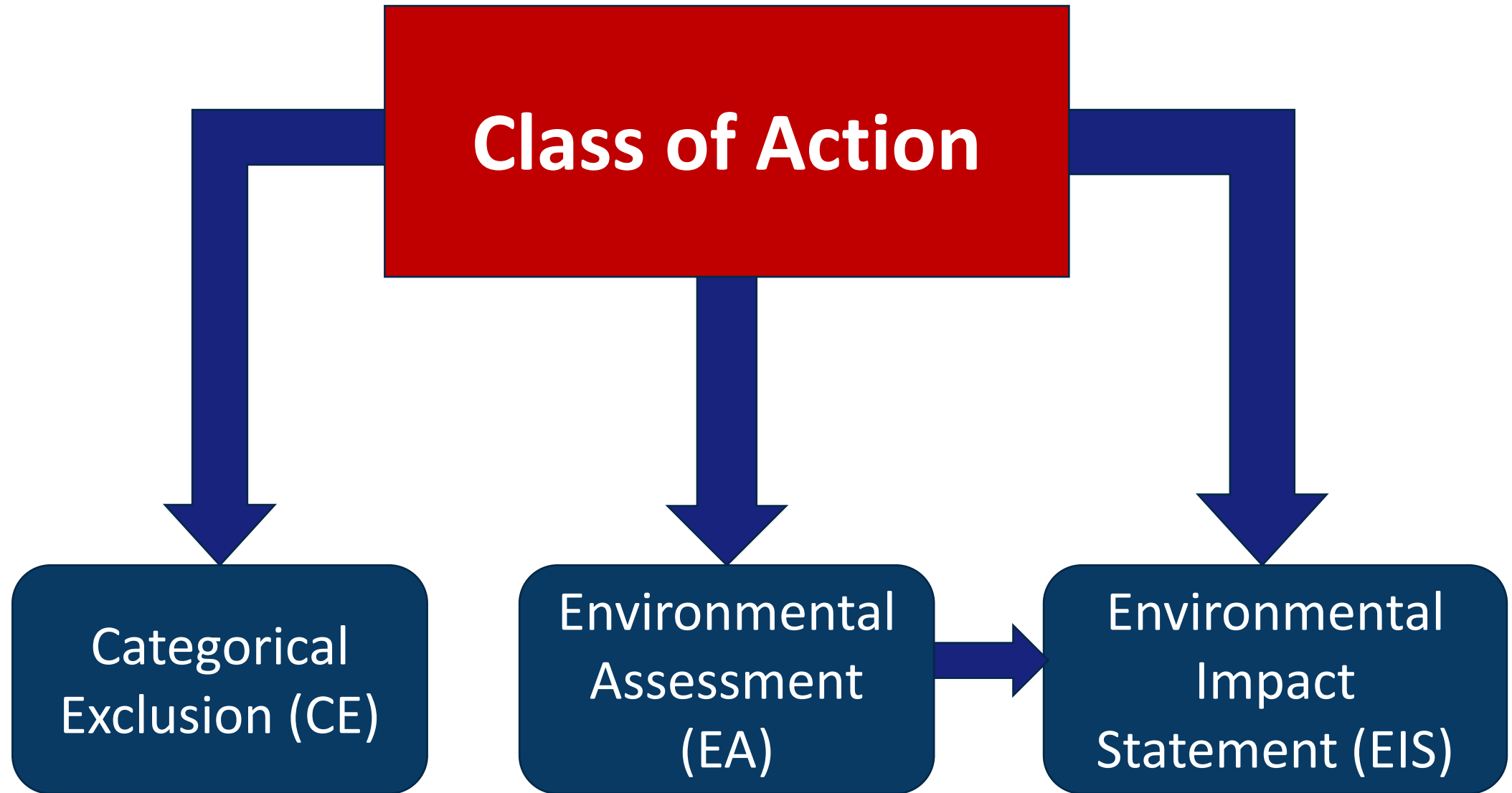
Permitting: National Environmental Policy Act (NEPA)

- The National Environmental Policy Act, also known as NEPA, is an environmental law that establishes the decision-making process that must be followed prior to the design and construction of transportation projects using Federal funding
- In most cases, DOT grants cannot be “obligated” until the NEPA process has been completed
- You can learn about NEPA compliance requirements from your grant point of contact, on the website of the Council on Environmental Quality and from introductory and more advanced courses offered by both the National Highway Institute and National Transit Institute



NEPA and
Permitting

NEPA: Know Your Class of Action





- **Our Priorities as** *outlined in the Infrastructure Implementation Executive Order*
- Invest **public dollars wisely & well;**
- **Buy American and increase the competitiveness** of the U.S. economy by bolstering domestic manufacturing and manufacturing supply chains;
- Create **good-paying jobs;**
- Invest public dollars **equitably** and ensure they reach underserved communities and respond to past environmental injustice;
- Build stronger, **resilient** infrastructure and infrastructure that **helps combat the climate crisis** and,
- Effectively **coordinate** with State, local, Tribal, and territorial governments.

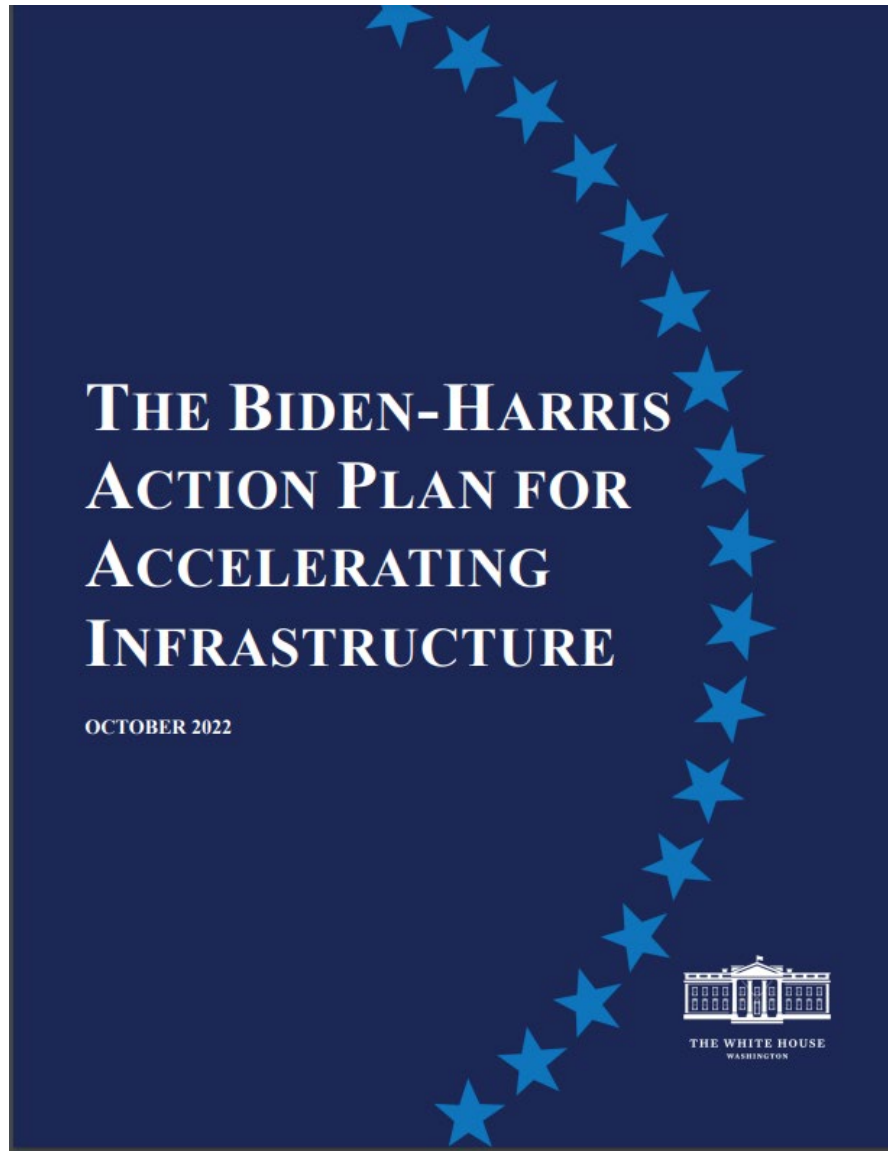


Advancing Your Project Through Meaningful Public Involvement

- Meaningful public involvement is a process that proactively seeks full representation from the community, considers public comments and feedback, and incorporates that feedback into a project, program, or plan
- This process enables the community and agencies to make better-informed decisions through collaborative efforts
- Early and continuous public involvement brings diverse viewpoints and values into the transportation decision-making process

Engagement and Compliance





As one of its commitments under the Biden-Harris Action Plan for Accelerating Infrastructure, USDOT will be launching a Center of Excellence for Project Delivery to help project sponsors more easily find and use project support tools



Grants Management Process: NOFO/Planning First Phase



Grant Planning and Opportunity Announcement

- Notices of Funding Opportunity (NOFO)

Application Review Process

Post-Selection Award Process

Grant Reporting and Oversight

Grant Close-Out

Link to Upcoming Notice of Funding Opportunity Announcements:

<https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>



Doing Business with DOT

- Each **Notice of Funding Opportunity (NOFO)** contains specific details about the application requirements and procedures to request Federal funding for eligible projects (read carefully)
- Applicants must be registered with **Grants.Gov** (<https://www.grants.gov/>) to be eligible to apply (Registration process usually takes 2-4 weeks to complete)
- Applicants must be registered in the government-owned **System for Award Management (SAM)** -- (<https://sam.gov/content/home>), obtain a Unique Entity Identifier (UEI) and comply with all associated requirements.
- Always maintain an active SAM registration and UEI with current information during the time period in which you have an active Federal award or an application under consideration





Key Principles for Stewardship

- Recipients and subrecipients are the first line of defense and responsible for ensuring funds are not used for ineligible purposes, and there is no fraud, waste, or abuse associated with their award.
- DOT encourages recipients to use IIJA-funded projects to advance shared interests and promote the equitable delivery of projects to underserved communities.
- Transparency and public accountability for IIJA awards and use of such funds are critical to upholding program integrity and trust in all levels of government.
- IIJA awarded funds should be managed consistent with Administration guidance per **Office of Management and Budget Memorandum M-22-12** (<https://www.whitehouse.gov/wp-content/uploads/2022/04/M-22-12.pdf>).
- For more information on this Memorandum, review the White House [FACT SHEET: Biden-Harris Administration Prioritizes Effectiveness, Accountability, and Transparency in Bipartisan Infrastructure Law Implementation | The White House](#)



EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503

THE DIRECTOR

April 29, 2022

M-22-12

MEMORANDUM FOR THE HEADS OF EXECUTIVE DEPARTMENTS AND AGENCIES

FROM: Shalanda D. Young *Shalanda D. Young*

SUBJECT: Advancing Effective Stewardship of Taxpayer Resources and Outcomes in the Implementation of the Infrastructure Investment and Jobs Act

Executive Order (E.O.) [14052](#) on “Implementation of the Infrastructure Investment and Jobs Act” notes that the Infrastructure Investment and Jobs Act, also known as “IIJA,” is “a once-in-a-generation investment in our Nation’s infrastructure and competitiveness.” E.O. 14052 also notes that the programs and funding enabled through IIJA will “help rebuild America’s roads, bridges, and rails; expand access to clean drinking water; work to ensure access to high-speed internet throughout the Nation; tackle the climate crisis; advance environmental justice; and invest in communities that have too often been left behind,” and “accomplish all of this while driving the creation of good-paying union jobs and growing the economy sustainably and equitably for decades to come.” Critical to achieving these goals will be effective implementation by the executive departments and agencies with statutory responsibilities designated in IIJA.

IIJA implementation represents a historic opportunity to rebuild our Nation’s infrastructure. Implementation needs to be efficient and effective to deliver the best results, protect taxpayer dollars, and ensure public trust. Accordingly, this memorandum provides initial guidance to agencies² that have responsibilities for implementing IIJA programs. Additional guidance may be issued as agencies, the Office of Management and Budget, the Infrastructure Implementation Task Force, and the White House Infrastructure Implementation Team identify topics that require further direction or clarification.

PART I – GOVERNANCE, MANAGEMENT, AND OVERSIGHT

Efficient and effective implementation of IIJA requires a coordinated Government-wide approach. To that end, the Administration is committed to creating a governance structure that will break down barriers and eliminate silos.

¹ Pub. L. No. 117-58.

² An “agency” for purpose of this memorandum means any authority of the United States that: (1) is an “agency” under 44 U.S.C. § 3502(1), other than an independent regulatory agency, as defined in 44 U.S.C. § 3502(5), and (2) has responsibilities under the IIJA.



Reporting Requirements



- Recipients of Federal funds are required to report on their progress and demonstrate that reasonable progress is being made.
- At a minimum, all awards require a **Federal Financial Report (FFR)** and a **Milestone Progress Report (MPR)** on an annual basis, and some reports are required quarterly or monthly depending on the recipient and type of projects funded under the grant.
- DOT monitors progress and expenditures through various programmatic and financial reporting procedures, as well as using performance metrics per the grant agreement.
- DOT uses this information, in part, to gauge the success of their own programs and initiatives.
- Specific reporting requirements, schedules, and systems can vary for each grant, so it is important to review the grant terms and conditions carefully.
- While most recipients carry out their grants ethically and efficiently, these monitoring procedures are necessary to maintain transparency and to prevent fraud and abuse.





Check List (Again) for a Successful Grant

- Important to Watch Out For:

- Eligible costs under the grant.
- Duration for use of grant funding – obligation deadline; spending deadline.
- Local funding match requirements.
- Procurement rules may differ when using Federal grants.
- Provisions for Buy America, Disadvantaged Business Enterprise (DBE), etc.
- Design and environmental review requirements.
- Reporting and auditing requirements.
- Spending/claims alignment with award criteria.



THE WHITE HOUSE

2009





Bipartisan Infrastructure Law – Additional Information

For additional information, please visit the following links:



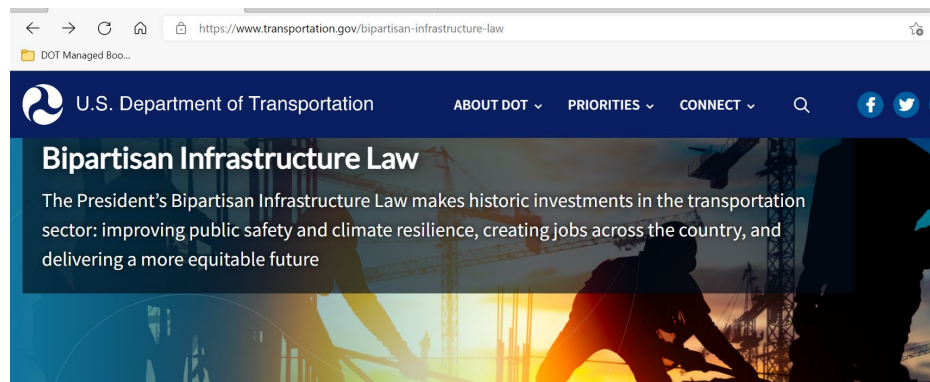
THE WHITE HOUSE

USDOT Bipartisan Infrastructure Law website:

<https://www.transportation.gov/bipartisan-infrastructure-law>

White House Guidebook for the Bipartisan Infrastructure Law:

https://www.whitehouse.gov/wp-content/uploads/2022/01/BUILDING-A-BETTER-AMERICA_FINAL.pdf



“The once-in-a-generation investments in the Bipartisan Infrastructure Law will improve people’s lives in every state in the nation by increasing access to safe, clean, reliable transportation.”

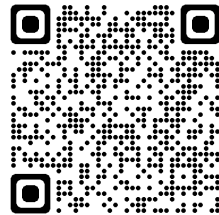
—Secretary Pete Buttigieg



Questions Beyond Today

Email us at USDOTassist@dot.gov

[Sign up](#) to receive email updates with the latest information on the Thriving Communities Program and other DOT grant technical assistance resources at the DOT Navigator.



Questions?

Stay Connected

Receive email updates about the latest information on DOT grant technical assistance resources.

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