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

May 17, 2023
Today’s Speaker and Agenda

Joseph Jarrin, Deputy Assistant Secretary for Finance and Budget, USDOT
Formerly Executive Deputy Commissioner / CFO for New York City Department of Transportation

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
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

[Links]

- President Biden's Bipartisan Infrastructure Law | The White House
- https://www.whitehouse.gov/bipartisan-infrastructure-law/
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:

<table>
<thead>
<tr>
<th>Program</th>
<th>Funding</th>
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<tbody>
<tr>
<td>Bridge Formula Program</td>
<td>$28 billion (5-years)</td>
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<td>Bridge Investment Program</td>
<td>$16 billion</td>
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<tr>
<td>Charging Formula Program</td>
<td>$5 billion</td>
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<td>Charging and Fueling Infrastructure Grants</td>
<td>$2.5 billion</td>
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<td>PROTECT formula and discretionary grants</td>
<td>$8.7 billion</td>
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<tr>
<td>Reduction of Truck Emissions at Port Facilities</td>
<td>$400 million</td>
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<td>Safe Streets and Roads for All</td>
<td>$6 billion</td>
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<tr>
<td>National infrastructure Investments (Megaprojects)</td>
<td>$15 billion</td>
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<tr>
<td>Local and regional project assistance (RAISE)</td>
<td>$15 billion</td>
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<tr>
<td>Nationally Significant Freight &amp; Highway Projects (INFRA)</td>
<td>$14 billion</td>
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<tr>
<td>Culvert replacement and restoration</td>
<td>$5 billion</td>
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• 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.
The U.S. National Blueprint for Transportation Decarbonization (energy.gov)
On August 16, 2022, President Biden signed the Inflation Reduction Act (IRA) 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

#### FHWA BIL Funding Opportunities:
https://www.fhwa.dot.gov/bipartisan-infrastructure-law/grant_programs.cfm

<table>
<thead>
<tr>
<th>Opening Date</th>
<th>NOFO</th>
<th>Operating Administration/Office</th>
<th>Closing Date (to be added for each program after the NOFO is issued)</th>
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<tbody>
<tr>
<td>11/30/2022</td>
<td>Rebuilding American Infrastructure with Sustainability and Equity (RAISE)</td>
<td>Office of the Secretary</td>
<td>2/28/2023</td>
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<tr>
<td>1/27/2023</td>
<td>Buses and Bus Facilities</td>
<td>Federal Transit Administration</td>
<td>4/13/2023</td>
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<td>1/27/2023</td>
<td>Low or No Emission Vehicle</td>
<td>Federal Transit Administration</td>
<td>4/13/2023</td>
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<td>1/31/2023</td>
<td>Commercial Driver's License Program Implementation</td>
<td>Federal Motor Carrier Safety Administration</td>
<td>4/3/2023</td>
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<td>3/14/2023</td>
<td>Charging and Fueling Infrastructure</td>
<td>Federal Highway Administration</td>
<td>5/30/2023</td>
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<tr>
<td>3/30/2023</td>
<td>Safe Streets and Roads for All Grant Program</td>
<td>Office of the Secretary</td>
<td>7/10/2023</td>
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<tr>
<td>Opening Date</td>
<td>NOFO</td>
<td>Operating Administration/Office</td>
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<tr>
<td>March 2023</td>
<td>Safe Streets and Roads for All Grant Program</td>
<td>Office of the Secretary</td>
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<td>April 2023</td>
<td>Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) – Discretionary</td>
<td>Federal Highway Administration</td>
<td></td>
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<tr>
<td>May 2023</td>
<td>Ferry Programs: Ferry Service for Rural Communities Program; Passenger Ferry Boat Program</td>
<td>Federal Transit Administration</td>
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<tr>
<td>May 2023</td>
<td>Transit-Oriented Development Pilot Program</td>
<td>Federal Transit Administration</td>
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<td>Spring 2023</td>
<td>Multimodal Project Discretionary Grant Opportunity (MPDG):</td>
<td>Office of the Secretary</td>
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<td></td>
<td>- Mega: National Infrastructure Project Assistance</td>
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<td></td>
<td>- INFRA: Nationally Significant Multimodal Freight and Highway Projects</td>
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<td></td>
<td>- Rural Surface Transportation Grant</td>
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<td>Early Summer 2023</td>
<td>Thriving Communities Program</td>
<td>Office of the Secretary</td>
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<tr>
<td>Summer 2023</td>
<td>Reconnecting Communities Program and Neighborhood Access and Equity Grant Program</td>
<td>Office of the Secretary/Federal Highway Administration</td>
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<tr>
<td>Summer 2023</td>
<td>Bridge Investment Program</td>
<td>Federal Highway Administration</td>
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<td>Summer 2023</td>
<td>Railroad Crossing Elimination Program</td>
<td>Federal Railroad Administration</td>
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<td>Fall 2023</td>
<td>Consolidated Rail Infrastructure &amp; Safety Improvements Grant Program</td>
<td>Federal Railroad Administration</td>
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<td>Fall 2023</td>
<td>Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program</td>
<td>Office of the Secretary</td>
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<td>Winter 2023 - 2024</td>
<td>National Culvert Removal, Replacement, and Restoration Grants</td>
<td>Federal Highway Administration</td>
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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?
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

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

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
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.
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
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:

• Justice 40 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.
The new discretionary and formula programs under BIL have the following Local Match requirements:

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

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 05/03/2023 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.
Technical Assistance · Joint Office of Energy and Transportation (driveelectric.gov)

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.

https://www.transportation.gov/rural/ev/toolkit -
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
• 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.
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_hTR15p9BTiCGrr1uujuwOLw

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
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
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.
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: Know Your Class of Action

Class of Action

- Categorical Exclusion (CE)
- Environmental Assessment (EA)
- Environmental Impact Statement (EIS)
• **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.
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/](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](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.
- 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
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.
Bipartisan Infrastructure Law – Additional Information

For additional information, please visit the following links:

USDOT Bipartisan Infrastructure Law website: https://www.transportation.gov/bipartisan-infrastructure-law

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.