Federal Discretionary Grants

Chris Gatchell, FHWA
Director, NYC Metro and Local Programs Office
06/15/23
• BIL Highlights
• FHWA BIL Website
• Discretionary Grants
  – Types/sizes of programs
  – Program activity
  – SMART
  – ATTAIN
  – Grant process
• Q&A
BIL – Highlights

• BIL provides $13.6 billion in formula funding to NY over five years (FY ‘22-26)
• Represents a 41.7% increase over the FAST Act
• Creates more than a dozen new highway programs
• Themes include:
  – Safety
  – Bridges
  – Carbon emissions
  – System resilience
  – Reconnecting communities
  – Equity
• Formula and Competitive, aka Discretionary
• Creates more opportunities for local governments and other entities
  – MPOs
  – Tribal Nations
  – Public authorities
On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the Bipartisan Infrastructure Law) into law. The Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and economy in our Nation’s history. It provides $550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband.

This website will serve as your one-stop shop for FHWA’s implementation of the Bipartisan Infrastructure Law, including everything from fact sheets and funding notices to guidance, regulations, and presentations.

The FHWA will continue to add new information to this page over the weeks and months to come.

Subscribe for Updates
You are subscribed to FHWA BIL Updates for U.S. DOT Federal Highway Administration. This information has recently been updated, and is now available.

Please visit FHWA’s BIL website for more information:

Bipartisan Infrastructure Law - Electric Vehicles | Federal Highway Administration (dot.gov)

- National Electric Vehicle Infrastructure (NEVI) NPRM

Bipartisan Infrastructure Law - Guidance | Federal Highway Administration (dot.gov)

- National Electric Vehicle Infrastructure (NEVI) FAQs
## Competitive Grant Funding Matrix

The United States Department of Transportation (USDOT) and FHWA have a variety of competitive grant programs used to fund various types of transportation projects and activities. The matrix illustrates these programs broadly, organized by applicant type. Potential applicants should refer to the applicable column in the matrix. The matrix lists grant programs (rows), which can be matched with the potential applicant (columns) the program can fund. Potential applicants should review program specific guidance to make informed decisions about each program.

The FHWA will continue to add additional programs/information to this page over the weeks, months, and years to come.

<table>
<thead>
<tr>
<th>Grant Program</th>
<th>Program Description</th>
<th>State Highway Agency</th>
<th>Metropolitan Planning Organization</th>
<th>Local Government</th>
<th>Federally-recognized Indian Tribe</th>
<th>Federal Lands Management Agency</th>
<th>Puerto Rico</th>
<th>Territories</th>
<th>Other*</th>
<th>Additional Information</th>
</tr>
</thead>
</table>

*U.S. Department of Transportation*

*Federal Highway Administration*
<table>
<thead>
<tr>
<th>Grant Program</th>
<th>Program Description</th>
<th>State Highway agency</th>
<th>Metropolitan Planning Organization (MPO)</th>
<th>Local Government or agency</th>
<th>Federally-recognized Indian Tribe</th>
<th>Federal Lands Management Agency (FLMA)</th>
<th>Puerto Rico</th>
<th>Territories</th>
<th>Other*</th>
<th>Additional Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rebuilding American Infrastructure with Sustainability and Equity (RAISE)</td>
<td>Provides grants for surface transportation infrastructure projects that will have a significant local or regional impact (aka Local and Regional Project Assistance).</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Nationally Significant Multimodal Freight and Highway Projects (INFRA)</td>
<td>Provides grants for multimodal freight and highway projects of national or regional significance.</td>
<td>Yes</td>
<td>Yes (with a population over 200,000)</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>National Infrastructure Project Assistance Program (MEGA)</td>
<td>Provides grants to surface transportation infrastructure that are too large or complex for traditional funding programs that will have a significant national or regional impact.</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Rural Surface Transportation Grant Program</td>
<td>Provides grants for projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Regional transportation planning organizations</td>
</tr>
<tr>
<td></td>
<td>Provides grants to support local initiatives to prevent transportation-related</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>
The Bipartisan Infrastructure Law (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") is a once-in-a-generation investment in our infrastructure that will help grow the economy, enhance U.S. competitiveness, create good jobs, and build our safe, resilient, and equitable transportation future. The FHWA is here to educate our stakeholders and the public on key information on the Bipartisan Infrastructure Law’s highway provisions.

- Advanced Transportation Technologies and Innovation (ATTAIN) (PDF 145 kb)
  - Apportionment (PDF 172 kb)
  - Bridge Investment Program (BIP) (PDF 172 kb)
  - Bridge Formula Program (BFP) (PDF 132 kb)
  - Carbon Reduction Program (CRP) (PDF 210 kb)
  - Congestion Mitigation and Air Quality (CMAQ) Improvement Program (PDF 130 kb)
  - Disadvantaged Business Enterprise Supportive Services Program (DBE-SS) (PDF 78 kb)
  - Emergency Relief Program (ER) (PDF 172 kb)
  - Federal Lands Access Program (FLAP) (PDF 141 kb)
  - Federal Lands Transportation Program (FLTP) (PDF 150 kb)
  - Ferry Boat Program (FBP) (PDF 162 kb)
  - Highway Safety Improvement Program (HSIP) (PDF 190 kb)
Advanced Transportation Technologies and Innovation
(Advanced Transportation Technologies and Innovative Mobility Deployment)

<table>
<thead>
<tr>
<th>Fiscal year (FY)</th>
<th>FAST Act (extension)</th>
<th>Bipartisan Infrastructure Law (BIL)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorization</td>
<td>$60 M</td>
<td>$60 M, $60 M, $60 M, $60 M, $60 M</td>
</tr>
</tbody>
</table>

Note: Except as indicated, all references in this document are to the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov 15, 2021).

Note: The BIL amended the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant program and renamed it the Advanced Transportation Technologies and Innovative Mobility Deployment Program. In implementing BIL, FHWA will refer to this program as the Advanced Transportation Technologies and Innovation (ATTAIN) program.

Program Purpose
The ATTAIN program provides competitive grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.

Statutory Citations
- § 13005(b); 23 U.S.C. 503(c)(4)

Funding Features

Type of Budget Authority or Authorization of Appropriations
- Contract authority from the Highway Account of the Highway Trust Fund, subject to the overall Federal-aid obligation limitation.

Source of funding
- The BIL funds the program through a set-aside from the Highway Research and Development, Technology and Innovation Deployment, and Intelligent Transportation System Research Programs. § 13005(b)(3); 23 U.S.C. 503(c)(4)(B)(i)(I)

Set-aside for rural areas
- [NEW] Not less than 20% of the amounts made available to carry out this program shall be reserved for projects serving rural areas. § 13005(b)(5); 23 U.S.C. 503(c)(4)(C)(II)(II)
• Larger Programs
  – Bridge Investment Program (> $2 billion in FY ‘22)
  – INFRA (> $1 billion in FY ‘22)
  – Mega ($1 billion in FY ‘22)
  – RAISE ($1.5 billion each in FY ’22 and FY ‘23)
  – SS4A ($1 billion in FY ‘22 and > $1 billion FY ‘23)
• Smaller programs
  – ATTAIN/SMART ($160 million in FY ‘22)
  – Charging and Fuel Infrastructure ($700 million in FY ‘23)
  – Culverts ($196 million in FY ‘22)
  – Reconnecting Communities ($195,000,000 in FY ‘22)
  – Rural ($300 million in FY ‘22)
  – Wildlife Crossings ($111,850,000 in FY ‘23)
<table>
<thead>
<tr>
<th>Program</th>
<th>Opened</th>
<th>Closes(d)</th>
<th>Funding Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charging and Fueling Infrastructure</td>
<td>3/14/2023</td>
<td>6/13/2023</td>
<td>$700 Million for FY '22/23</td>
</tr>
<tr>
<td>Culvert AOP</td>
<td>10/6/2022</td>
<td>2/6/2023</td>
<td>$196 Million</td>
</tr>
<tr>
<td>PROTECT</td>
<td>4/21/2023</td>
<td>8/18/2023</td>
<td>$848 Million</td>
</tr>
<tr>
<td>RAISE '23</td>
<td>11/30/2022</td>
<td>2/28/2023</td>
<td>$1.5 Billion</td>
</tr>
<tr>
<td>SS4A '23</td>
<td>3/31/2023</td>
<td>7/10/2023</td>
<td>$1.177 Billion</td>
</tr>
<tr>
<td>Wildlife Crossings</td>
<td>4/4/2023</td>
<td>8/1/2023</td>
<td>$111.8 Million</td>
</tr>
</tbody>
</table>
## Future Program Activity

<table>
<thead>
<tr>
<th>Program</th>
<th>Opens</th>
<th>Closes</th>
<th>Previous Funding Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridge Investment Program</td>
<td>TBD</td>
<td>TBD</td>
<td>&gt; $2 Billion</td>
</tr>
<tr>
<td>INFRA</td>
<td>TBD</td>
<td>TBD</td>
<td>≈ $1 Billion</td>
</tr>
<tr>
<td>MEGA</td>
<td>TBD</td>
<td>TBD</td>
<td>≈ $1 Billion</td>
</tr>
<tr>
<td>Reconnecting Communities</td>
<td>TBD</td>
<td>TBD</td>
<td>$195 Million</td>
</tr>
<tr>
<td>Rural</td>
<td>TBD</td>
<td>TBD</td>
<td>$300 Million</td>
</tr>
</tbody>
</table>
• = Strengthening Mobility and Revolutionizing Transportation

• Purpose
  • To conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety
  • It is not designed to support fundamental research
• SMART is divided into two stages.
  • Stage 1 – planning, prototyping, and teambuilding
  • Stage 2 - implementing

• **Note:** DOT anticipates that only recipients of Stage 1 Planning and Prototyping Grants will be eligible for Stage 2 Implementation Grants.
Project domains:
- Vehicle Technology
  - Automation
  - Connectivity
- Systems Innovation
  - Delivery and logistics
  - Traffic signals
  - Smart grid
  - Data integration
- New Ways to Monitor and Manage Infrastructure
  - Sensors
  - Unmanned aircraft systems
## New York

<table>
<thead>
<tr>
<th>Recipient</th>
<th>Project Name</th>
<th>Funding</th>
<th>Project Type</th>
<th>Project Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Buffalo</td>
<td>Buffalo SMART Grant project</td>
<td>$1,919,343</td>
<td>Curb Management</td>
<td>Capture real-time usage data and facilitate comprehensive curb management strategies in Downtown Buffalo.</td>
</tr>
<tr>
<td>City of Ithaca</td>
<td>Dynamic Signal Priority for School Buses, Transit and Fire Operations</td>
<td>$1,782,310</td>
<td>Smart Traffic Signals</td>
<td>Deploy Traffic Signal Prioritization to improve the efficiency of school buses, transit, and fire operations in Ithaca.</td>
</tr>
<tr>
<td>New York State Metropolitan Transportation Authority</td>
<td>NY MTA - Inclusive Wayfinding through NaviLens</td>
<td>$2,000,000</td>
<td>Transit Innovation</td>
<td>Implement a wayfinding application to allow visually impaired New York subway and bus customers to safely navigate their entire public transit trip.</td>
</tr>
<tr>
<td>New York State Thruway Authority</td>
<td>Smart Data Collection: Using Automation and Data Integration to Optimize Infrastructure Inspection</td>
<td>$1,500,000</td>
<td>UAS</td>
<td>Use drone technology to inspect infrastructure along the New York State Thruway.</td>
</tr>
</tbody>
</table>
• Eligible applicants
  – A State
  – A political subdivision of a State
  – A federally recognized Tribal government
  – A public transit agency or authority
  – A public toll authority
  – A metropolitan planning organization
  – A group of 2 or more eligible entities detailed above, applying through a single lead applicant
• $100 million/yr over 5 years
• FY ‘22…
  – NOFO opened 9/19/22…closed 11/18/22
  – 392 applications received
  – Average funding amount requested = $1,541,154
  – 59 grants awarded
  – $94 million
  – 33 States
• FY ‘23 NOFO expected to open in August ‘23 for the second round of Stage 1 grants
• Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program | US Department of Transportation
ATTAIN

New York Division Office

• = Advanced Transportation Technologies and Innovative Mobility Deployment
• Previously called Advanced Transportation and Construction Management Technologies program...FAST ACT in 2015
• Purpose:
  – To deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment
• Types of Projects
  – Advanced traveler information systems
  – Safety systems
  – Data collection and analysis
  – Transportation management technologies
  – Technologies to improve emergency evacuation and response
• Eligible applicants
  – A State
  – Localities
  – Tribal Nations
  – Transportation Authorities
• $60 million/year over 5 years
• Goal for FY ‘22 was to award between 5-12 grants up to $12 million each
• FY ‘22…NOFO opened 9/19/22…closed 11/18/22
  – 8 grants awarded
  – $52,780,000
  – 4 States, 1 Transit Authority, 1 County, 1 political subdivision of a State, 1 University,
  – Biden-Harris Administration Announces More than $52 Million in Advanced Technology Grants to Improve Safety and Reduce Travel Times | FHWA (dot.gov)
• Notice of Funding Opportunity (NOFO)
  – Funding level
  – Program elements
  – Eligible entities
  – Application deadline
  – Grants.gov

• Rolled out annually either by OST or FHWA
  – Bypasses the NY Division Office
- Applications reviewed
  - OST
  - FHWA
- Selections formally announced
- FHWA Division Office contacts recipients
- Kickoff webinars
- Development of the grant agreement
• Grant agreement templates
  – Planning
  – Capital
  – Direct recipient vs. Sub-recipient
• Execution date of grant agreement = eligibility date for the grant funds!
• Use of grant funds
  – Consistent with grant application
• Federal requirements
  – 2 CFR 200 vs. Title 23
• FHWA monitoring/Recipient reporting
  – Budget, Schedule, & Scope
• Application debrief
Questions?