



New Funding Opportunities in the Bipartisan Infrastructure Law

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BIPARTISAN INFRASTRUCTURE LAW/ IIJA FUNDS

- \$1.2 trillion for the nation's surface transportation and drinking water and wastewater infrastructure
- Additional \$550 billion in funding for new programs in transportation, energy transmission, resilience, and others, approximately half of which goes to the USDOT over the next five years



SECTORS	FUNDS (BILLION\$)
Roads, Bridges, & major projects	110
Passenger and Freight Rail	66
Safety	11
Public Transit	39.2
Broadband	65
Airports, Ports and Waterways	41.6
Utilities (Water and Power)	128.3
Resiliency	47.2
Clean School Buses and Ferries	7.5
Electric Vehicle Charging	7.5
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\$550 Billion in New
Spending Over 5
Years for
Modernizing and
Making
Improvements
Across All Modes of
Transportation

PEDESTRIANS AND BICYCLISTS

BIL/IIJA has numerous provisions to increase safety, accessibility, and convenience for bicyclists and pedestrians.

SAFETY

- States with more than 15% of fatalities as Vulnerable Road Users (VRU) to spend at least 15% of HSIP funds on bicycle and pedestrian improvements.

TRANSPORTATION ALTERNATIVES

- 60% increase in funding for the Transportation Alternatives Program (TAP)

NJ spends
50%
of HSIP funds
on bike and
pedestrian
improvements

A light brown silhouette map of New Jersey is positioned behind the text on the right side of the slide.

PEDESTRIANS AND BICYCLISTS

SAFE STREETS FOR ALL (SS₄A)

- BIL/IIJA allocates up to \$1 billion for FY22 and \$5 billion over 5 years for the Safe Streets and Roads for All program.

COMPLETE STREETS AND ACCESSIBILITY

- MPOs are required to use at least 2.5% of their funding on developing Complete Streets and Safe Streets policies.



SAFE ROUTES TO SCHOOL PROGRAM

- BIL/IIJA recodifies the Safe Routes to School (SRTS) Program and amends it to include high schools
- BIL/IIJA allows up to 10% of HSIP funds to be used for safety campaigns/non-infrastructure, including SRTS.
- SRTS projects and programs eligible for funding through several of the new programs in the BIL/IIJA, including SS4A and the Rural Surface Transportation Grant Program.





COMPLETE STREETS

As per the BIL/IIJA, each State and MPOs shall carry out one or more activities which may include:

Adoption of Complete Streets standards or policies

Development of a Complete Streets prioritization plan

Development of transportation plans to create a network of active transportation facilities
(including sidewalks, bikeways, or pedestrian and bicycle trails)



COMPLETE STREETS

- **Section 11206 of BIL/IIJA** defines Complete Streets standards and policies as those which

"ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles."

- BIL/IIJA stipulates that States and MPOs must use at least 2.5% of their funding on developing complete and safe streets.

BENEFITS OF BIL/IIJA FOR NEW JERSEY

\$8.1 Billion

- NJ can address 502 bridges and over 3,995 miles of highway in poor condition.
- NJ expects to receive approximately **\$8.1 billion** in formula funds through the Federal-aid Highway Program.

\$42 Million

- NJ will receive approximately **\$42 million** in Section 402 formula funding for highway safety programs

BENEFITS OF BIL/IIJA FOR NEW JERSEY

\$6 Billion

- Local and tribal governments are eligible to compete for \$6 billion under a new Safe Streets for All program
- SS4A supports Vision Zero Action Plans to reduce fatalities and serious injuries among cyclists and pedestrians.

\$4.5 Billion

- New Jersey can expect to receive about \$4.5 billion to improve public transportation options.



NJDOT TRANSPORTATION ALTERNATIVES SET-ASIDE GRANTS

NJDOT TRANSPORTATION ALTERNATIVES PROGRAM (TA SET-ASIDE)

Major federal source of
transportation funding for

- Bicycling
- Walking
- Safe Routes to
School

Accounts for about half of
federal funding for
walking and bicycling

Created in 2012 by
merging Transportation
Enhancements,
Recreational Trails, and
Safe Routes to School
programs

FUNDING UNDER TRANSPORTATION ALTERNATIVES

- Every state gets an apportionment (ranges from \$4M to \$129M per state).
- Funding has increased by 60% from \$850 million to \$1.38 billion in 2022.
- Transportation Alternatives is now 10% of the Surface Transportation Block Grant (STBG) program.
- States may use up to 5% of TA Set-Aside funding for staffing and technical assistance.
- States must prioritize high-need communities in their TA grant application process.

NJDOT TA Set-Aside Grant Application Deadline

**Grant Applications due:
November 3, 2022
11:59 PM**

2023 Programmed Amount = \$25.2 M

What is TA Set-Aside?

- Community-based projects
- Transportation projects (land & water)
 - Expands travel choice
 - Strengthens local economy
 - Improves quality of life
 - Protects the environment



Who is eligible to apply?

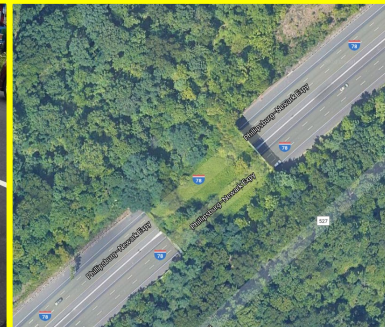
- Local Governments
- Regional Transportation Authorities
- Transit Agencies
- Natural resource or public land agencies
- Tribal Governments
- A metropolitan planning organization that serves an urbanized area with a population of 200,000 or fewer (MPOs representing areas over 200,000 population are not eligible)
- Nonprofits partnered with any eligible entity on an eligible project.



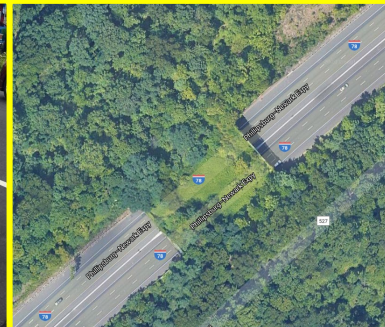
1. Design and construction of on-road and off-road trails facilities for non-motorized transportation users



7 Eligible Categories



2. Conversion and use of abandoned RR corridors for trails for non-motorized transportation users

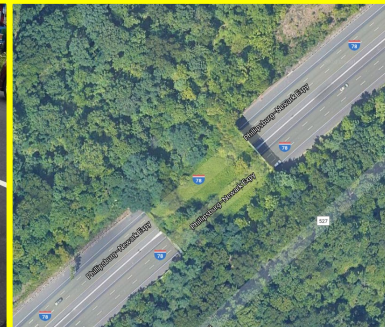


7 Eligible Categories

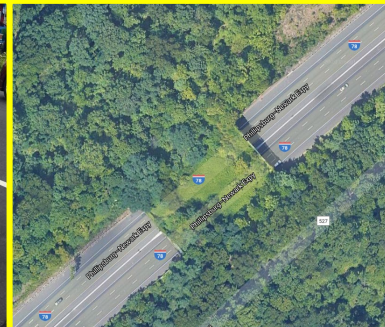
3. Construction of scenic turnouts, overlooks and viewing areas



7 Eligible Categories



4. Historic preservation and rehabilitation of historic transportation facilities

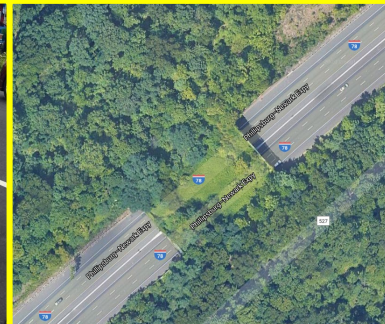


7 Eligible Categories

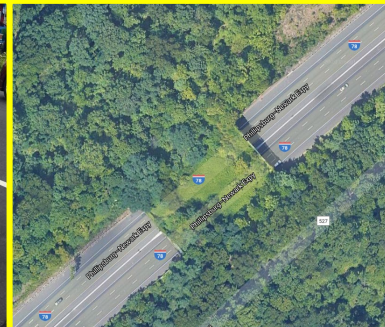
5. Community improvement activities e.g. streetscaping and corridor landscaping



7 Eligible Categories

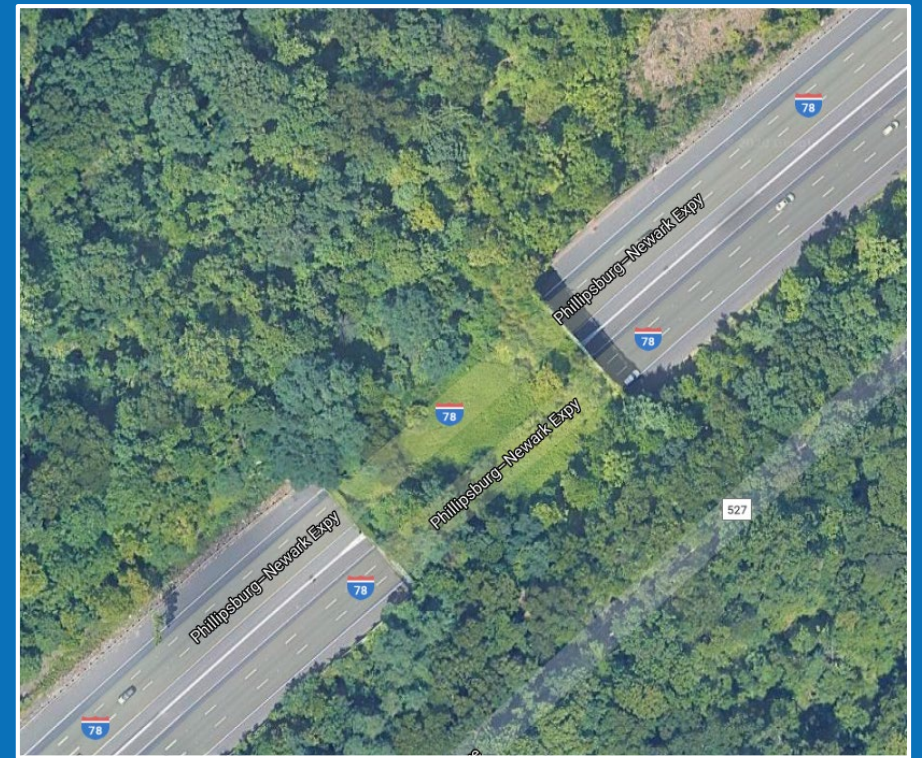


6. Environmental mitigation to address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff



7 Eligible Categories

7. Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats



7 Eligible Categories



NEW: Mandatory One- on-One Pre- Application Meetings

Goal: Provide direct assistance to applicants to identify potential risks and discuss program requirements.

Meetings will be held from

April 11 - September 30, 2022

- Sign up online at njdotlocalaidrc.com
- One-on-One Meeting with NDOT District Staff and MPO Representative
- Applicant must be a representative of the Local Public Agency NOT a consultant

Applying for Federal Transportation Alternatives Set-Aside Programs Funds

Webinar Dates

Tuesday, June 7, 2022 from 10am-11:30am

Thursday, July 21, 2022 from 3pm-4:30pm

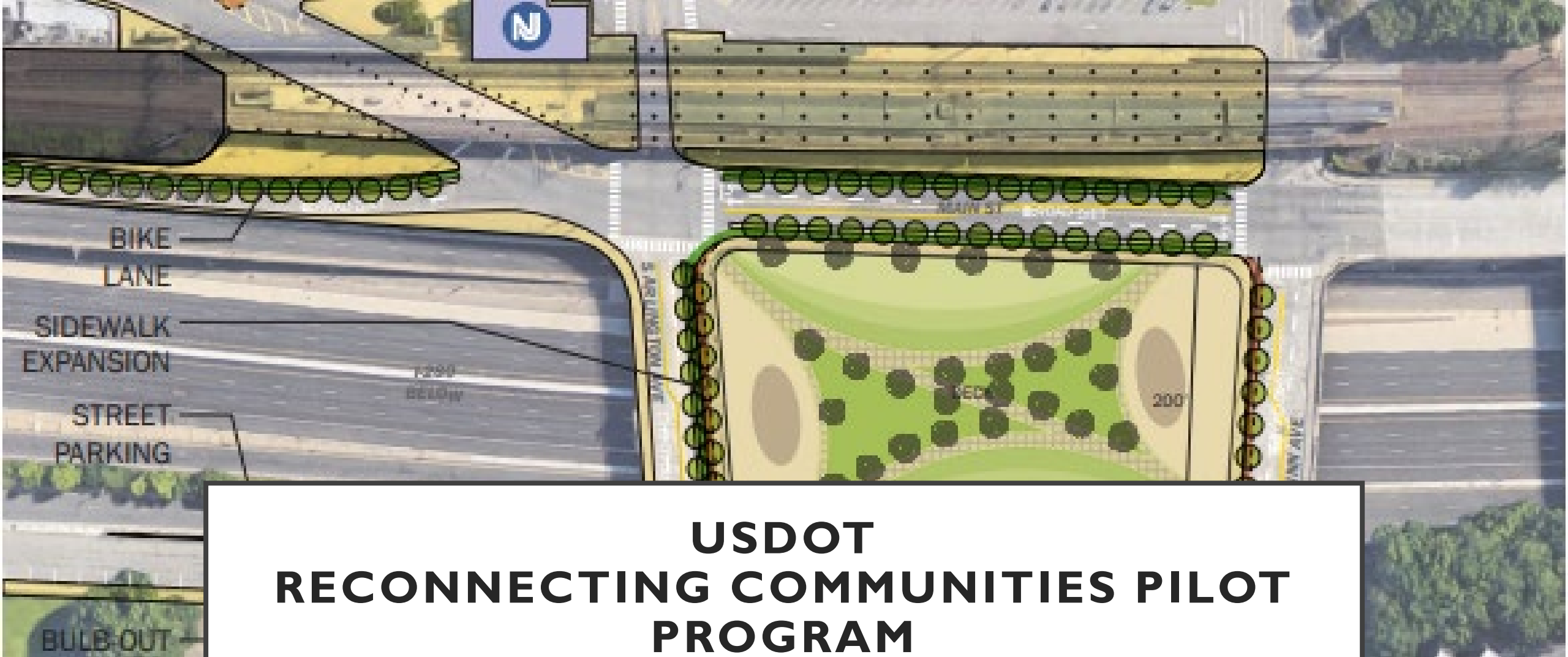
Thursday, September 15, 2022 from 12pm – 1:30pm

Register at

**[saferoutesnj.org/transportation-
alternatives-set-aside-program/](https://saferoutesnj.org/transportation-alternatives-set-aside-program/)**

Q & A





USDOT RECONNECTING COMMUNITIES PILOT PROGRAM

Planning Grants and Capital Construction Grants

RECONNECTING COMMUNITIES PILOT PROGRAM



BIL/IIJA established the new RCP grant, funded with \$1 billion over the next 5 years.



First-ever program to help reconnect communities that were previously cut off from economic opportunities by transportation infrastructure.

FY22 Notice of Funding Opportunity is open, now through October 13, 2022.

WEBINARS



U.S. Department of Transportation

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Reconnecting Communities - Webinars

Webinars

Upcoming

DOT will conduct a series of webinars over the summer and will update this website as registration information is available. Please check back with us.

Title: Interested in Applying? Reconnecting Communities Grant Program Overview for Prospective Applicants

Thursday, July 14 from **12:00pm - 1:30pm** EDT

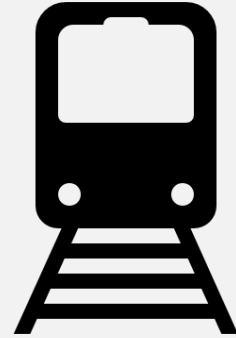
Opening remarks from:

- Christopher Coes, Assistant Secretary for Transportation Policy, DOT
- Stephanie Pollack, Deputy Administrator, Federal Highway Administration (FHWA)

<https://www.transportation.gov/grants/reconnecting-communities/reconnecting-communities-webinars>

ELIGIBLE FACILITY

- A highway or other transportation facilities that create a barrier to community connectivity.
- This includes barriers to mobility, access, or economic development, due to high speeds, grade separations, or other design factors.



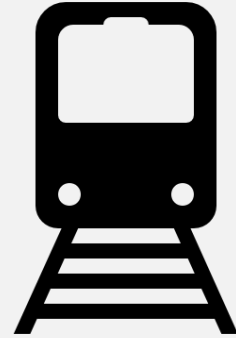
ELIGIBLE FACILITY

Eligible Facilities:

- Highways, arterials, parkways, collectors, local roads
- Transit lines or rail lines
- Viaducts or bridges
- Ports, gas pipelines, airports

Non-Eligible Facilities:

- Natural geographic feature likes rivers
- Buildings like wastewater treatment facilities or schools
- Water pipeline infrastructure



EXAMPLES OF TRANSPORTATION FACILITIES CREATING BARRIERS

- Transportation facility's volume of traffic, high speeds, or design creates unsafe conditions or impossible to cross.
- Facility reduces access to everyday destinations.
- Grade separations, i.e., the facility is a structure that is above ground or below ground, creating a physical barrier.
- Facility is missing sidewalks or pedestrian crossings, creating a barrier for some users.
- Due to poor design, i.e., lack of resilience features, facility is frequently unusable after severe weather events.

TYPES OF GRANTS

Planning Grants

- fund the study of removing, retrofitting, or mitigating an existing facility to restore community connectivity; to conduct public engagement; and other transportation planning activities.

Capital Construction Grants

- are to carry out a project to remove, retrofit, mitigate, or replace an existing eligible facility with a new facility that reconnects communities.



PLANNING GRANTS

Who is eligible?

- States
- Units of local government
- Federally recognized Tribal governments
- MPOs
- Nonprofit organization

Eligible Activities

- Planning studies
- Public engagement activities
- Other transportation planning activities

PLANNING GRANTS

Funding and Award Information

- FY22 Funding: \$50M
- Award Amounts: not to exceed \$2M per recipient
- Match: Federal share not to exceed 80%
Local match no less than 20%



CAPITAL CONSTRUCTION GRANTS

Who is eligible?

- Facility Owner
- Partnerships between the Facility Owner and the other entities listed as eligible planning grant applicants.

Eligible Activities

- Removal, retrofit, or mitigation of an existing eligible facility.
- Replacement of an eligible facility with a new facility
- Preliminary and detailed design activities and associated environmental studies
- Permitting activities including the completion of the NEPA process

CAPITAL CONSTRUCTION GRANTS

Pre-Requisites

- All necessary feasibility studies and other planning activities have been completed.
- Projects must be:
 - Consistent with the Long-Range Statewide Transportation Plan
 - Included in the MPO's Long-Range Plan
 - In the State and MPO Transportation Improvement Program

Funding and Award Information

- FY22 Funding: \$145M
- Award Amounts: No less than \$5M per project
- Match: no more than 50% of total project cost (partial match can be taken from other federal grants)

EXAMPLES OF RECONNECTING SOLUTIONS

Examples of removing, retrofitting, mitigating or replacing an existing, eligible facility may include:

- *High-quality public transportation like a BRT system*
- *Pedestrian walkways and overpasses*
- *Linear parks and trails*
- *Infrastructure removal*
- *Roadway redesigns and Complete Streets conversions*
- *Main Street revitalization*

TECHNICAL ASSISTANCE

- Up to \$30 million, cumulatively for FY 2022 – FY 2026, provided to USDOT to provide technical assistance and capacity building support for RCP applicants
- Recipients serving economically disadvantaged communities are given priority
- Goal is support communities in identifying innovative solutions to infrastructure challenges as part of the Federal program.
- Applicants may indicate their interest in receiving technical assistance by identifying the applicable topics listed in the Application Documents

EVALUATION AND SELECTION PROCESS

Proposals will be evaluated based on:

- Alignment with merit criteria
 - Equity, Environmental Justice and Community Engagement
 - Mobility and Community Connectivity
 - Community-based Stewardship, Management and Partnerships
 - Equitable Development and Shared Prosperity
- Project readiness
 - Technical Assessment
 - Financial Assessment
 - Environment Risk and Permitting (Capital Construction only)
- Benefit Cost Analysis (Capital Construction only)



TIPS FOR GETTING READY

Identify your community's challenges.

Are eligible facilities located in underserved communities?

Determine if there is motivation across the community.

Identify who should be involved.

Consider how to engage a broad range of community members.

TOOLS TO IDENTIFY ECONOMICALLY DISADVANTAGED COMMUNITY

1. **EPA Environmental Justice Screening and Mapping tool (EJSCREEN)**, Socio-economic indicator for low income, block groups in the 80th percentile or above, compared to the State.
2. **Areas of Persistent Poverty table for the County or Census tract level.**
3. **USDOT's mapping tool for Historically Disadvantaged Communities**
4. **Other Federally designated community development zones** (for example: Opportunity Zones, Empowerment Zones, Promise Zones, or Choice Neighborhoods).



TIPS FOR GETTING READY

Capital Construction Grant

- Ensure that prerequisite feasibility studies and other planning activities are completed.
- Review existing planned projects in your *Metropolitan Long Range Transportation Plan* or *Statewide Long Range Transportation Plan*, and in the *Statewide Transportation Improvement Program*.
- Consider how to engage a broad range of community members.
- Consult with those who may partner in developing community outreach.

SUMMARY

	Planning Grant	Capital Construction Grant
Eligible Activities	Planning studies; public engagement; other transportation planning activities required in advance of a project to remove, retrofit, or mitigate an existing facility	To conduct construction activities necessary to carry out a project to remove, retrofit, mitigate, or replace an existing eligible facility.
F22 Annual Funding	\$50M	\$145M
Cost Share	No more than 80% Federal	No more than 50% of total project cost
Award Amounts	Not to exceed \$2M per recipient	No less than \$5M

RESOURCES

[Official Webpage For RCP Grant Program](#)

[Notice Of Funding Opportunity](#)

[Webinars](#)

[FAQs](#)

[RCP Program Fact Sheet](#)

[Additional Guidance](#)

[Other Resources](#)





USDOT SAFE STREETS AND ROADS FOR ALL (SS4A)

Action Plan Grants and Implementation Grants

OVERVIEW



The Safe Streets and Roads for All (SS4A) program supports the National Roadway Safety Strategy.

- Funds local initiatives to prevent fatalities and serious injury (FSI)
- Supports “Vision Zero” or “Toward Zero Deaths” initiatives

\$5 billion in appropriated funding in FY22-26, with \$1 billion in FY22.

DEADLINES FOR FY22



**FY22 Notice of Funding Opportunity is open, now through
September 15, 2022.**

THE SAFE SYSTEM APPROACH (SSA)

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ELIGIBILITY FOR SS₄A FUNDING



An eligible entity may be an applicant on one SS₄A grant application per cycle

Eligible entities include:

- Metropolitan planning organizations (MPOs)
- Political subdivisions of a State
- Federally recognized Tribal government
- Multijurisdictional groups comprised of the entities above

THE TWO TYPES OF GRANTS



Action Plan Grants

- Offered to facilitate the creation of a comprehensive safety action plan
- Estimated funding per grant:
 - \$200,000 to \$5 million

Implementation Grants

- Offered to implement projects and strategies outlined in a qualifying comprehensive safety action plan
- Estimated funding per grant:
 - \$3 million to \$30 million

80% Federal | 20% Local match

ACTION PLAN GRANTS

Grants offered to facilitate the creation of a comprehensive safety action plan or to conduct other planning activities

COMPONENTS OF AN ACTION PLAN



- Leadership commitment from a high-ranking official or governing body to an eventual goal of zero roadway fatalities and serious injuries
- Planning structure comprises:
 - Planning Oversight Body – Committee, task force, implementation group, or similar body with oversight
 - SS4A Champion – a person of responsible charge

PLANNING PROCESS INPUTS



- Goal setting & safety analysis
- Engagement & collaboration
- Equity considerations

PLANNING PROCESS OUTCOMES



- Policy and process changes
- Strategy and countermeasure selections
- Project prioritization
- Evaluation and transparency

SELECTION CRITERIA



Selection criteria designed for a lower barrier to entry

Three selection criteria:

- Roadway fatality count from 2016-2020
- Fatality rate average from 2016-2020
- Percent of population in underserved communities

Safety considerations narrative (300 words max)

Budget costs are an additional consideration

DEFINITION OF UNDERSERVED COMMUNITY IN THE NOFO

Underserved Community	<p>An underserved community as defined for this NOFO is consistent with the Office of Management and Budget's Interim Guidance for the Justice40 Initiative and the Historically Disadvantaged Community designation, which includes:</p> <ul style="list-style-type: none">• U.S. Census tracts identified in this table: https://datahub.transportation.gov/stories/s/tsyd-k6ij;• Any Tribal land; or• Any territory or possession of the United States.
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IMPLEMENTATION GRANTS

Grants offered to implement projects and strategies or conduct supplemental planning activities after a qualifying comprehensive safety Action Plan has been completed

IMPLEMENTATION GRANT ESSENTIALS



- An applicant must already have an established Action Plan in place to qualify for an Implementation Grant.
- Eligible activities:
 - Implement projects and strategies, focusing on Infrastructure, Behavior or Operations
 - Conduct planning and design
 - Conduct supplemental action planning activities *in support of an existing comprehensive safety action plan*
- Must fund the execution of projects and strategies identified in an Action Plan
- Applicants for Implementation Grants must attach a completed Self-Certification Eligibility Worksheet.

SELECTION CRITERIA



- Safety Impact
- Equity, Engagement, Collaboration
- Effective Practices and Strategies
- Climate and Economy

ADDITIONAL CONSIDERATIONS

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- Project readiness
- Funds to underserved communities

RESOURCES



[SS4A Resources Page](#)

[SS4A Notice of Funding Opportunity](#)

[SS4A Frequently Asked Questions](#)

[Self-Certification Eligibility Worksheet](#)

[USDOT: Transportation Disadvantaged Census Tracts \(arcgis.com\)](#)

[Action Plan Grant Information Sheet](#)

[Implementation Grant Information Sheet](#)

[Vision Zero: Pivoting to the Safe System Approach](#)

[Complete Streets](#)



Q & A