

WisDOT

Safety-related Program Funding

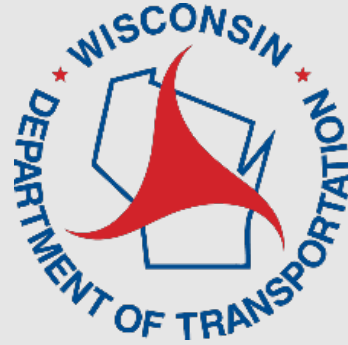
Opportunities Webinar

July 27, 2023

Agenda

- Opening comments
 - Paul Hammer, Deputy Secretary
- Highway Safety Improvement Program
 - Mike Finkenbinder, Highway Safety Improvement Program Manager (Interim)
- National Highway Traffic Safety Administration Grants
 - Mike Schwendau, Bureau of Transportation Safety and Technical Services Section Chief
- WisDOT Federal Discretionary Grant Efforts
 - Jessica Wagner, Federal Program Officer
- Conclusion
 - Ethan Severson, Strategic Initiatives Officer





Highway Safety Improvement Program

Mike Finkenbinder

Highway Safety Improvement Program Manager

(interim)

Presentation Overview

- Basics of the Highway Safety Improvement Program (HSIP)
 - Overview, Funding, Program Cycle/Deadlines, Typical Projects, Initiatives
- HSIP Process
 - Application requirements, analysis, programming



HSIP Basics: Overview

- Projects that reduce the number and severity of crashes on all public roads.
- Focus is on infrastructure improvements identified and selected through a data-driven approach.
 - The Bipartisan Infrastructure Law has introduced eligibility for non-infrastructure items such as education and enforcement.
- Projects that can be implemented quickly to address a significant safety need should be given first consideration.
- Includes High Risk Rural Roads subprogram, which funds projects on county rural major and minor collector roads.



HSIP Basics: Funding

- HSIP is a federal reimbursement program and not a federal grant program
- 90% federal HSIP funds available for most projects
- 10% match required
 - State pays match for STH projects
 - Locals pay match for non-STH projects (local streets and highways)

90:10



HSIP Basics: Program Cycle & Deadlines

- Four-year program of projects
 - Projects with longer, more complicated delivery schedules (at least 4 years) will be considered for approval in years 5 and 6, but will be given lower priority than project that can be delivered quickly.
- Program projects on an annual cycle with two application periods per year (February 15th and August 15th)
- Current program is State Fiscal Year 2024 - 2027



HSIP Basics: Typical Eligible Spot Projects

- Spot

- Intersection safety improvements (installing/modifying traffic signals, roundabouts, etc)
- Straightening isolated curves or hills
- Improving sight distance
- Installing signs, pavement markings, and delineators

*Data-Driven
Crash-Based
Analysis*

- Corridor

- Corridor signal upgrades
- Road diets and two-way left turn lane (TWLTL) conversions
- Pavement marking and rumble strips above current standards
- Chevrons



HSIP Basics: Local Safety Initiatives

- Local Initiatives:
 - High Risk Rural Roads
 - Additional screening possibilities
- Other:
 - Vulnerable Road User Assessment – BIL requirement
 - Potential to lead to systemic type safety projects through HSIP



HSIP Basics: High Risk Rural Roads Subprogram

- Focus is on:
 - Local rural minor and major collector corridors
 - Run off the road crashes
 - Fatal and serious injury crashes
 - Low cost treatments that can be implemented quickly
- Program development starts with an annual review of statewide crash data to identify potential corridors for funding
- Crash data on the top corridor candidates is reviewed to verify program safety improvements are appropriate countermeasures to help mitigate existing/potential safety issues
- Once the final list of corridor candidates is identified, a site visit to each corridor is conducted to create a corridor safety evaluation which can be used as a basis for the HSIP funding application



HSIP Process: Application Requirements

- Completed HSIP Project Application Form (DT1501)
 - Form is available on the HSIP website (Safety – HSIP) and Region staff
- General sketch of project proposal
- Collision diagrams
- Crash history (most recent 5 years) and appropriate crash analysis
 - A summary of crash reports is sufficient, but individual reports should be available upon request
- Site photos
- Itemized cost estimate
- Project Evaluation Factor (PEF) worksheets
 - Completed by WisDOT region staff



HSIP Process: Project Analysis

- WisDOT region staff calculates a project evaluation factor (PEF) for each HSIP project submittal
- PEF is used to evaluate and compare proposed projects
- PEF estimates crash reduction potential of proposed improvements and compares them to project costs over a ten year period
- PEF calculation includes:
 - Estimated costs of proposed project
 - Crash history in the project location
 - Identification of crashes and/or severity that the proposed project intends to address
 - Estimated crash reduction potential of proposed improvements based on established research and studies



HSIP Process: Programming

- Each project is programmed with a funding cap based on the amount applied for and the 90/10 funding split
 - Local projects – overages charged to locals
- Projects are capped to encourage proper project scoping, accurate estimates, and help manage financial impacts to the program.
- Funding cap increases with adequate justification are allowed
- A project scope change requires resubmittal of the application



HSIP Process: Programming

- Projects over \$1,900,000 trigger a co-pay requirement
 - First \$1,900,000 is covered with normal HSIP funds (90% fed / 10% applicant)
 - Second \$1,900,000 is covered by the applicant (100% applicant)
 - Balance of project is shared equally between HSIP & Non-HSIP funding
- The co-pay requirement prevents a single, large project from using too much of the HSIP balance in any given year.



Additional Information

- WisDOT Programs for Local Government
 - [Wisconsin Department of Transportation Highway Safety Improvement Program \(HSIP\) \(wisconsindot.gov\)](http://wisconsindot.gov)
 - HSIP application materials available for download at this site
- WisDOT HSIP Staff
 - WisDOT Regional HSIP Coordinators and Safety Engineers
 - General program information
 - Questions about specific potential projects and applications
 - Statewide HSIP Coordinator (Interim)
 - General program information
 - Mike Finkenbinder
 - (608) 266-1620
 - michael.finkenbinder@dot.wi.gov



Regional HSIP Coordinators

NW Region

Tim Smrstick
715.836.2834
timothy.smrstick@dot.wi.gov

NC Region

Cole Dineen
715.421.8083
cole.dineen@dot.wi.gov

NE Region

Kelsey Lorenz
920.492.0142
Kelsey.Lorenz@dot.wi.gov

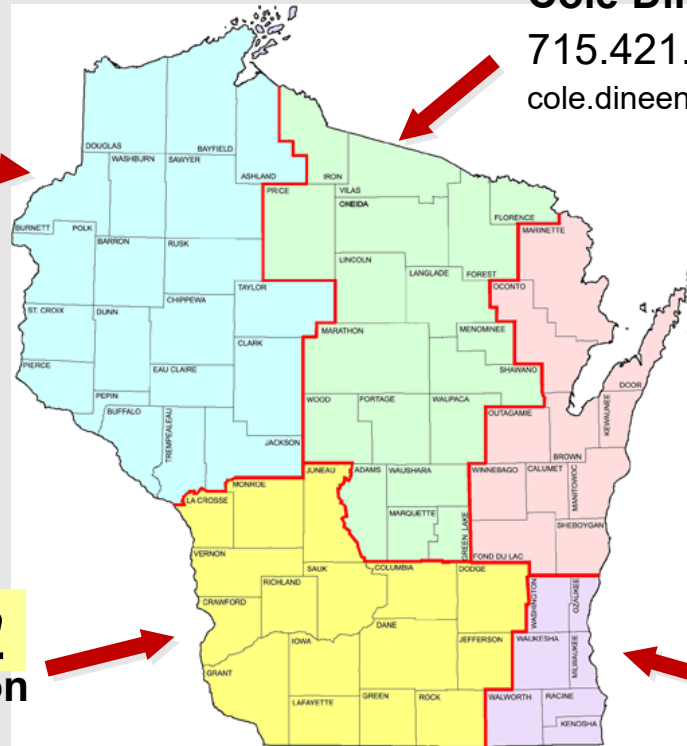
SE Region

Jacob Varnes
262.548.8789
jacob.varnes@dot.wi.gov

Roslin Burns
262.521.5383
roslin.burns@dot.wi.gov

SW Region

Linda Richardson
608.789.7869
linda.richardson@dot.wi.gov



Regional Safety Engineers

NW Region

Jennifer Leech

715.836.2853

Jennifer.leech@dot.wi.gov

NC Region

Tony Kemnitz

715.421.9612

tony.kemnitz@dot.wi.gov

NE Region

Mason Simmons

920.492.5980

mason.simmons@dot.wi.gov

SW Region

Brad Byom (La Crosse)

608.789.5707

Brad.byom@dot.wi.gov

Christopher Wells (Madison)

608.246.3275

Christopher.wells@dot.wi.gov

SE Region

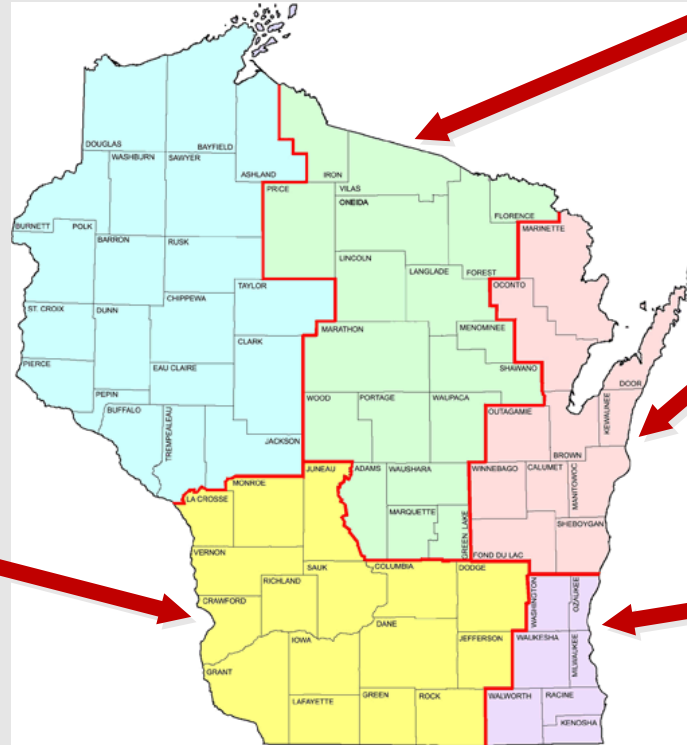
Dan Dedrick

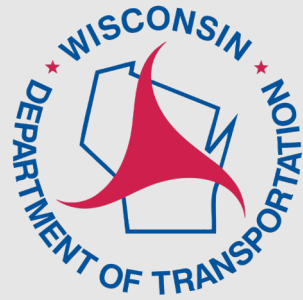
262.548.5958

dan.dedrick@dot.wi.gov

Luis Galimberti

Luis.Galimberti@dot.wi.gov





NHTSA Grants

Michael Schwendau
BOTS Program and Policy Chief



NHTSA Grants Overview

- NHTSA's Office of Regional Operations and Program Delivery (ROPD) administers over \$500 million in grant programs annually to the 50 States, the District of Columbia, Puerto Rico, the U.S. Territories and the Bureau of Indian Affairs.
- There are three Program Areas funds Under Section 402, 405 and Section 1906.
 - **402 Funds are formula funds from the Highway Trust Fund**
 - **405 Funds are incentive funds applied for annually**
 - **1906 Funds are incentive funds applied for, specifically for addressing Racial Profiling.**



NHTSA Grants

General Information

- Bureau of Transportation Safety (BOTS) is responsible for the management of the NHTSA 402 and 405 Safety Improvement Program.
- NHTSA grants are for behavioral norming to address:
 - Occupant protection
 - State traffic safety information systems
 - Impaired driving
 - Speeding
 - Motorcyclist safety
 - Non-motorized safety (Bicycle and Pedestrian)



NHTSA Targeting

- BOTS created Community Map and uses WisTransPortal crash data to identify communities of interest from municipal to state level.
 - Each behavior area has specific targeting elements to rank them into the master targeting list.
 - BOTS grants are ranked by focusing on the TOP 30 counties, underserved and overrepresented populations. Then continue through the rankings to address safety concerns.
 - These are influenced through Public Participation and Engagement. Utilizing 10 elements Justice40 to identify needs.



NTHTSA Grant Cycle

- BOTS creates/or updates the Triennial Highway Safety Plan based on the targeting analysis. Submitted to NHTSA on July 1.
 - The 3HSP is the overall strategies and countermeasures Wisconsin will employ in the safety programming.
- BOTS creates the Annual Grant Application. Submitted to NHTSA on August 1st.
 - This is the data driven countermeasure plan of activities to deliver programs to the communities in Wisconsin.



Grant Application

- Must use Wis-E-Grants IGX to apply and manage the grant.
- NHTSA Grants are a reimbursement program with a 80/20.
- Communities that are targets have priority in project selection.
- Other communities and agencies may apply.
 - BOTS amends the Annual Grant Application monthly to take on new projects during a fiscal year.
- Grant applications must address a highway safety need associated to the Strategic Highway Safety Plan and/or the Triennial Highway Safety Plan.



Grant Activity, Monitoring, Annual Report

- Grantees must report activity monthly and demonstrate progress towards their goals and objectives.
 - All claims must have supporting documentation for all expenses.
 - All claims must have activities to show effort and progress to the project goals.
 - All claims and expenses must be completed by the end of the grant year.
- Monitoring is determined based on a Grantee Risk Analysis.
- An annual report must be completed at the end of the fiscal year that demonstrates progress or completion of goals.
 - If a grantee doesn't meet their goals and objects, they must write a justification.

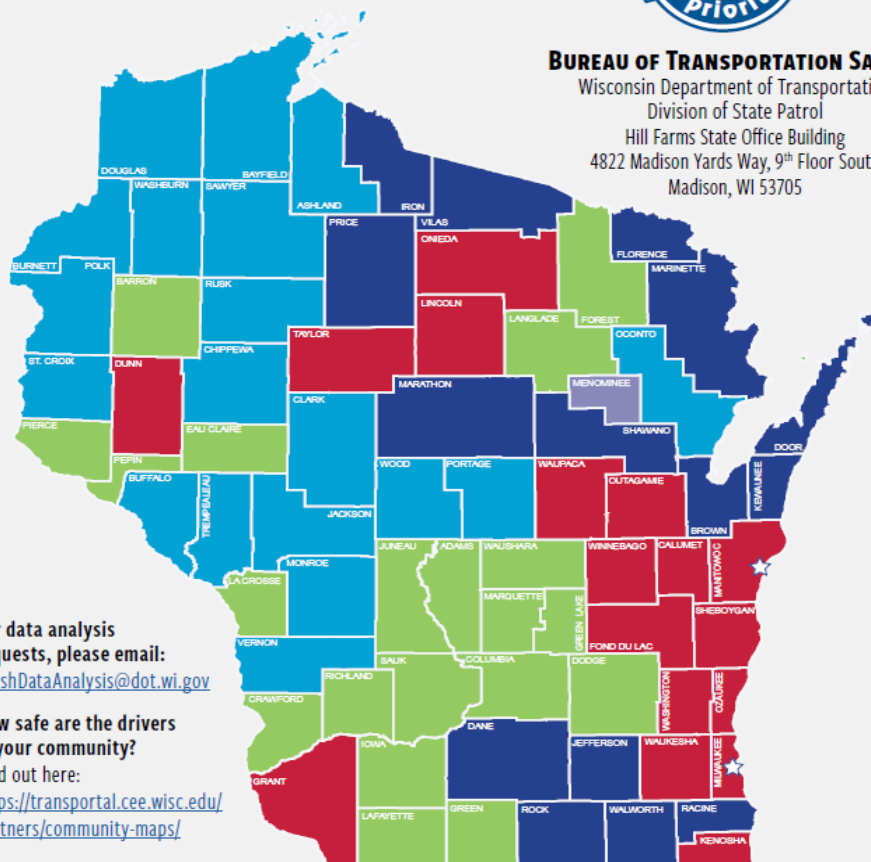


NHTSA Grant Coordinators Contact Information



BUREAU OF TRANSPORTATION SAFETY

Wisconsin Department of Transportation
 Division of State Patrol
 Hill Farms State Office Building
 4822 Madison Yards Way, 9th Floor South
 Madison, WI 53705



For data analysis requests, please email: CrashDataAnalysis@dot.wi.gov

How safe are the drivers in your community?
 Find out here: <https://transportal.cee.wisc.edu/partners/community-maps/>

SUPERVISOR

Valerie K. Payne
 4822 Madison Yards Way
 Madison, WI 53705
 (608) 709-0065
valeriek.payne@dot.wi.gov

LAW ENFORCEMENT LIAISONS

Randy Wiessinger
 (608) 516-6767
rpw@wiessinger.com

Trace Frost
 (920) 382-2424
trace@tracefrost.com

Rick Olig
 (920) 979-0459
rick@oligconsulting.net

Daniel Kontos
 (715) 498-6762
IncidentResponseLLC@gmail.com

REGIONAL PROGRAM MANAGERS GRANT PROGRAMS

Mike Panosh
 Northern Region
 3651 Dewey Street
 Manitowoc, WI 54220
 (920) 360-2858 (mobile)
michael.panosh@dot.wi.gov

Dave Gress
 Southern Region
 4822 Madison Yards Way
 Madison, WI 53705
 (608) 572-6143 (mobile)
davida.gress@dot.wi.gov

Impaired Driving Programs
[Tina Bondurant](#)

Occupant Protection Programs
[Tim Dies](#)

Vulnerable Road Users
[David Dahms](#)

Media and Predictive Analytics
[Mike Schwendau](#)

ccs rev.07/2023



Questions?

Michael Schwendau
Wisconsin Department of Transportation
BOTS Program and Policy Chief
michael.schwendau@dot.wi.gov





WisDOT Federal Discretionary Grant Efforts

Jessica L. Wagner
Federal Program Officer

WisDOT: Safety-related Program Funding Opportunities Webinar

July 27, 2023

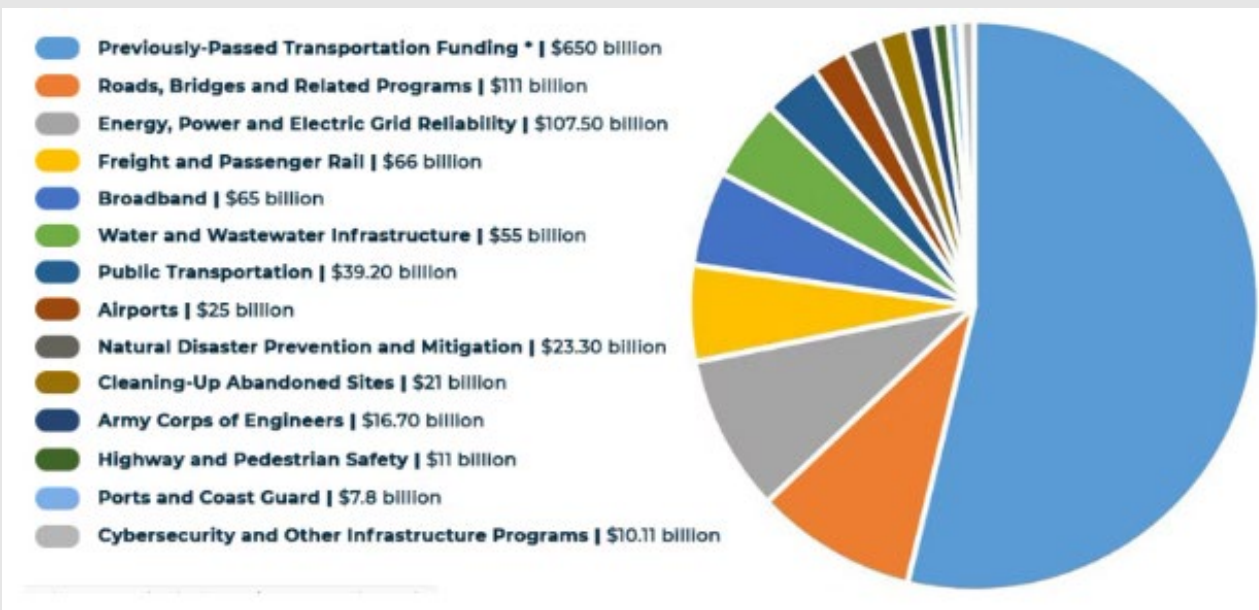
What is BIL?

Bipartisan Infrastructure Law (BIL), aka Infrastructure Investment and Jobs Act (IIJA)

What is BIL?

Why is it important?

- Infusion of federal discretionary dollars available
- The five-year, \$1.2 trillion bill makes historic investments in the nation's infrastructure.
- Over \$30 billion in discretionary grants will be funded in FFY22. But grants are competitive, so no amount is guaranteed to Wisconsin.



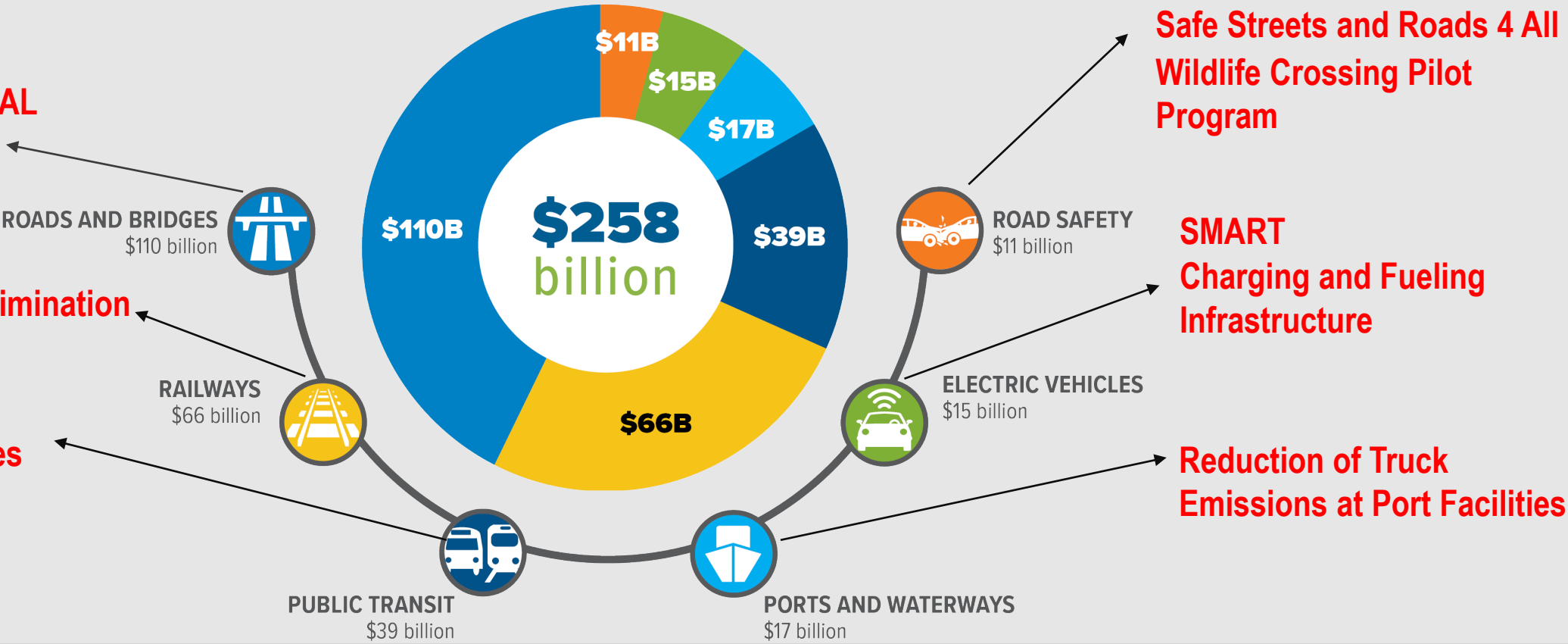
New Money Available

IIJA creates \$150 billion worth of new discretionary grant programs across **105 discretionary grant opportunities (Now \$258 billion total).**

**RAISE
INFRA / MEGA / RURAL
BIP**

**CRISI
Railroad Crossing Elimination**

**Low No Emission
Bus and Bus Facilities**



**Safe Streets and Roads 4 All
Wildlife Crossing Pilot
Program**

**SMART
Charging and Fueling
Infrastructure**

**Reduction of Truck
Emissions at Port Facilities**

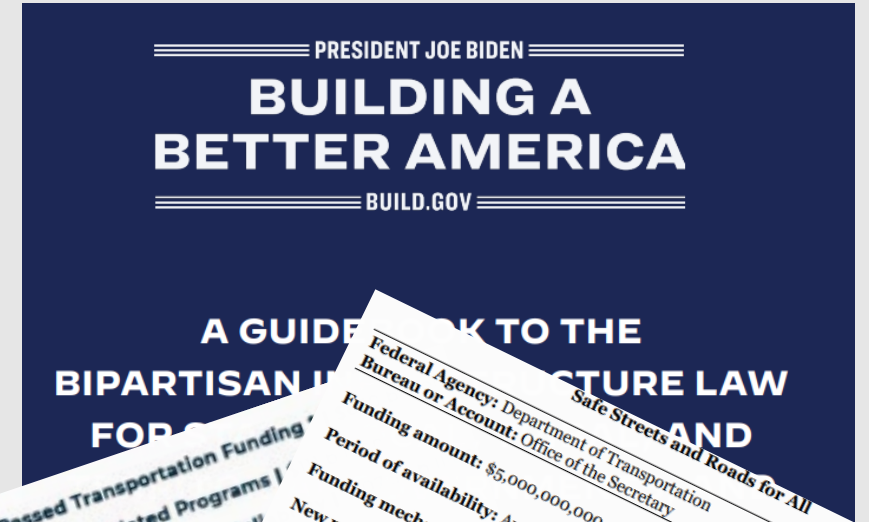


Resources Available

What is in the BIL Guidebook?

- 13 chapters – 450+ pages
- Contains competitive and formula programs
- High-level explanation of each grant program
- Grouped by issue area
- Focus on Justice40
- Transparency

*Good starting point to see what is out there



U.S. DOT Justice40 Initiative

What is in the Justice40 Initiative?

- Confront and address decades of underinvestment in disadvantaged communities.
- Bring resources to communities most impacted by climate change, pollution, and environmental hazards.
- Goal – at least **40% of the benefits** from U.S. DOT's grants, programs, and initiatives flow to disadvantaged communities.
 - U.S. DOT currently has 39 covered programs, across five modes, totaling \$204 billion in BIL authorizations.

Justice40 Fact Sheet

US DOT is in the process of implementing the Justice40 Initiative created by Executive Order 14008, Tackling the Climate Crisis at Home and Abroad. Justice40 is an all-of government approach that sets a goal of 40% of the benefits of certain federal investments flowing to disadvantaged communities. It is one of many initiatives US DOT is implementing to advance equity.

What Justice40 means for the US Department of Transportation (US DOT)

Through Justice40, US DOT will work to increase affordable transportation options that connect Americans to good-paying jobs, fight climate change, and improve access to resources and quality of life in communities in every state and territory in the country.

Prioritize Investments	Measure Impact and Improve Effectiveness	Strengthen Communities
<p>How is "disadvantaged" defined?</p> <p>US DOT used the 6 categories below to assess the overall level of disadvantage of communities.</p> <ul style="list-style-type: none">Transportation: communities that spend more, and take longer, to get where they need to goHealth: communities with adverse health outcomes, disabilities, and low access to health care servicesEnvironmental: communities experiencing disproportionately high levels of pollutants & toxinsEconomic: communities with high levels of poverty, and low access to jobs and educationResilience: communities vulnerable to hazards caused by climate changeEquity: communities with a shared history of discrimination or other forms of disadvantage	<p>How is US DOT incorporating Justice40?</p> <p>Throughout its programs and policies, US DOT is:</p> <ul style="list-style-type: none">• Developing a method to calculate benefits and burdens for its programs• Incorporating components of Justice40 into Notices of Funding Opportunities (NOFOs), guidance, and reporting requirements• Providing additional Technical Assistance and support to disadvantaged communities• Conducting program evaluation and improving equitable program design	<p>US DOT is implementing J40 across 39 Covered Programs</p> <p>The 7 areas of Federal investments covered by Justice40 are:</p> <ul style="list-style-type: none">Climate ChangeClean energy & energy efficiencyClean TransitAffordable & sustainable housingRemediation & reduction of legacy pollutionClean water & wastewater infrastructureTraining & workforce development <p>Where do I direct people who have questions about Justice40?</p> <p>Reach out to our Justice40 inbox- Justice40@dot.gov</p>

Across 5 Modes ~\$204 Billion in BIL authorizations



WisDOT's BIL Webpage – wisconsindot.gov/BIL

Bipartisan Infrastructure Law (BIL) funding

Updated: July 26, 2023

The Bipartisan Infrastructure Law (BIL) is a historic investment and WisDOT is working hard to maximize this opportunity for Wisconsin. BIL funding comes to the state in two primary ways.

First is formula funding. This is money that moves through various state-administered programs to pay for construction and received a significant increase through BIL.

The second way federal funding makes improvements in Wisconsin is through discretionary grants. The grant programs included were authorized by the Bipartisan Infrastructure Law (BIL), Inflation Reduction Act (IRA), or Annual Appropriation (AA). Individual communities and eligible organizations can apply for these highly competitive grants through U.S. DOT and other agencies. WisDOT is not the grant administrator for these opportunities but has resources to support local government leaders in their application process.

EXPLORE STATE PROGRAMS

Federally funded:

Federal formula funding received a significant increase through BIL. Links to these programs will further explain how to tap into new funding resources.

- Surface Transportation Program (STP)
 - Urban (STP-U)
 - Rural (STP-R)
 - **New!** Local (STP-L)
- Local Bridge Improvement Assistance Program
- Transportation Alternative Program (TAP)
- Congestion Mitigation and Air Quality (CMAQ)
- Carbon Reduction Program (CRP)
- Highway Safety Improvement Program (HSIP)

State funded:

- General Transportation Aids (GTA) - State funded, not BIL related funding
- Local Roads Improvement Program (LRIP)

Federally and State funded:

- Local Bridge Improvement Assistance Program

DISCOVER FEDERAL DISCRETIONARY GRANTS

The U.S. Department of Transportation and other agencies award federal discretionary grants to eligible applicants through a highly-competitive nationwide process based on qualifications and merit. Discover how to compete for these federal discretionary grants with the link above.

WisDOT offers many resources, including the opportunity to request a [Letter of Support](#) to supplement only U.S. DOT Federal Grant Applications.

Webinars: Find transportation grant opportunities through WisDOT and the Federal Government

- **June 22, 2023 WisDOT Federal Discretionary Effort** session for the [ITE Safety Council](#) covered the latest in federal grant resources and the role of consultants.
- **May 24, 2023 Statewide Local Program Symposium** covered a wide breadth of transportation topics. Presentations included information on Federal Discretionary Grants, the WisDOT Local Programs, the Highway Safety Improvement Program, the Transportation Economic Assistance program, and other important Local Program topics.

[Wisconsin's investments and discretionary awards](#)



WisDOT's BIL Webpage – wisconsindot.gov/BIL

Wisconsin's investments and discretionary awards

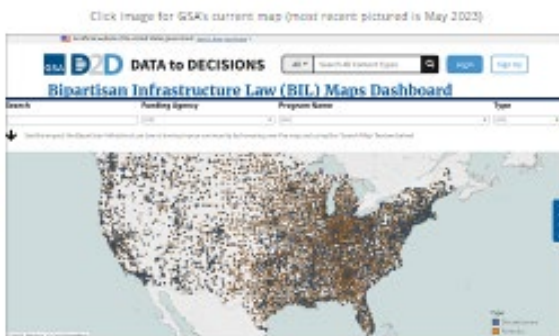
This map of WisDOT's Improvement Program provides basic information about current and planned transportation improvement projects in Wisconsin. It includes the construction ID, work type, route, project limits and cost range. The [Highway Projects and Studies](#) map offers more details on these projects.

Discretionary Funding Wisconsin Received

Communities all across Wisconsin will receive critical investments and will position the state for success. The [White House](#) shares this fact sheet on how the Bipartisan Infrastructure Law is delivering in Wisconsin.

Most recent federal discretionary grant awards (listed in award announcement date order)

- **Areas of Persistent Poverty (AoPP) FY23**
 - The City of Madison will receive \$258,480 for a plan for its proposed North-South "B" bus rapid transit line, which will provide high-quality service to areas of persistent poverty.
 - Milwaukee County Department of Transportation will receive \$400,000 to study the feasibility of a shared Bus-Bike Only Lane on 35th Street (a major arterial street) between W. Villet Street and W. National Avenue connecting the City of Milwaukee and Milwaukee County's North and South Sides.
- **Tribal Transportation Program Safety Fund (TTPSF) FY23.** Menominee Indian Tribe of Wisconsin will receive \$48,315 for Road Safety Audits at 11 Priority Locations.
- **RAISE FY23.** Wisconsin will receive nearly \$35 million to complete critical transportation infrastructure projects in southeastern Wisconsin.
 - WisDOT in Milwaukee County — \$15,000,000
 - City of Milwaukee — \$14,300,000
 - City Kenosha — \$5,500,000
- **Bus and Low and No Emission FY23.** The cities of Beloit and Madison will receive funding (\$653,184 and \$37,962,840) to replace older buses and address maintenance needs to improve service to customer while reducing emissions.
- **Railroad Crossing Elimination (RCE) Program FY22.** The City of Eau Claire will receive up to \$9,999,000 to support project development, final design, right-of-way acquisition, and construction activities to replace two at-grade crossings (vehicle and pedestrian) with grade-separated overpasses over Union Pacific's rail line. The project is Galloway Street Vehicular and Pedestrian Rail Crossing Eliminations and Construction of Galloway St. Rail Overpass. The new overpasses will connect to the Chippewa River Regional Pedestrian Bike/Pedestrian Trail.
- **National Scenic Byways FY22.** The Forest County Potawatomi Community Tribe in Wisconsin will receive \$302,893 funding to enhance the Tribe's biking and pedestrian trail by designing and constructing four culturally interpretive rest areas along a path which parallels the Nicolet-Wolf River Scenic Byway, adding cultural artwork to the biking/pedestrian underpass and installing wayfinding signage.
- **Bridge Investment Program FY22.** City of Madison will receive \$15.1 million for the John Nolen Drive Bridges to replace six bridges that serve 45,000 vehicles per day and an adjacent multi-use path along a major artery into downtown Madison.
- **Safe Streets and Roads for All (SS4A) FY22.** \$6 million in federal grants will be distributed to eight Wisconsin counties and municipalities to help develop comprehensive plans to reduce traffic fatalities and injuries.
 - The city of Milwaukee will receive \$4.4 million to fund a project that addresses safety concerns for pedestrians and cyclists at 26 intersections in the city.
 - Seven communities will receive a total of more than \$2.28 million in grants to build action plans to redesign roads, sidewalks, and crosswalks to make them safer for all road users. The Wisconsin cities include:
 - Milwaukee County — \$800,000
 - St. Croix County — \$500,000
 - City of Madison — \$267,680
 - Kenosha County — \$240,000
 - Brown County — \$200,000
 - City of Park Falls — \$144,000
 - Lac Courte Oreilles Band of Lake Superior Chippewa Indians — \$132,500



- WisDOT has received:
 - 4 awards totaling \$95.5M
 - Locals have received:
 - 44 awards totaling \$163.2M
 - Tribes have received:
 - 10 discretionary grants totaling \$14.05M
- *as of May 2023, per [GSA map](#), new award announcements listed on WisDOT's BIL webpage



WisDOT's BIL Discretionary Grant Webpage

Federal Discretionary Grant opportunities

Grant opportunities

- Bipartisan Infrastructure Law funding
- Local programs funding
- Transit assistance programs

The U.S. Department of Transportation and other agencies award federal discretionary grants to eligible applicants through a highly-competitive nationwide process based on qualifications and merit. Applications are submitted via grants.gov to the federal agency offering the grant. Applications undergo a rigorous peer review by a panel of subject matter experts. After multiple layers of review, a final funding decision is made based on the quality of the application and how well the proposed project will fulfill the program's mission.

WisDOT's Summary Guide to Federal Discretionary Grants

WisDOT compiled the following resource that summarizes federal discretionary grant opportunities. It is organized alphabetically by the federal agency that will be administering the grant opportunity, and includes deadlines (including those that will reopen), program description and eligibility requirements.

Summary Guide

Current Notice of Funding Opportunity (NOFO) Solicitations

WisDOT is monitoring these opportunities (as of July 26, 2023*) or view [U.S. DOT's current list](#):

Program, agency and link	Amount available	Applications due
Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP) - FHWA	\$88,000,000	September 6, 2023
Reconnecting Communities & Neighborhoods (RCN) - OST/FHWA	\$3,155,000,000	September 28, 2023
Multimodal Project Discretionary Grant (MPDG)	\$5.5 billion combined FY23 & FY24	August 21, 2023
Nationally Significant Multimodal Freight and Highway Projects (INFRA) - OST	\$3,100,000,000	
National Infrastructure Project Assistance Program (Mega) - OST	\$1,800,000,000	
Rural Surface Transportation Grant Program (RURAL) - OST	\$675,000,000	
Rural and Tribal Assistance Pilot Program - OST (opens Aug. 14)	\$3,400,000	Sept. 27, 2023
Clean School Bus - EPA	\$700,000,000	August 22, 2023
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grant Program - FHWA	\$848,000,000	August 18, 2023
Wildlife Crossing Pilot Program (WCPP) - FHWA	\$111,850,000	August 1, 2023

* These are listed in order of release. Information here will be updated as more program details are released by the U.S. DOT.

+ [How to apply for a Discretionary Grant](#)

+ [WisDOT Insights, At-A-Glance Calendar](#)

+ [Additional resources](#)

Request Letter of Support

To request a Letter of Support from WisDOT to supplement *only* a U.S. DOT Federal Grant application, complete this form. This is *not* eligible for WisDOT Local Programs applications. A draft copy of the application narrative and template of the letter of support ([see example](#)) are required. Requests should be submitted no later than 14 days prior to application submission.

[Request Letter of Support](#)

For more information, contact:

Jessica L. Wagner
WisDOT Federal Program Officer
(608) 267-6979, jessica.l.wagner@dot.wi.gov



WisDOT's Summary Guide



Federal Discretionary Grant Opportunities

How to use this Summary Guide

WisDOT developed this summary guide to provide summary information about the Bipartisan Infrastructure Law (BIL), Inflation Reduction Act (IRA), and Appropriations Act (AA) discretionary grant opportunities. Information will be updated as additional program details are released by USDOT. WisDOT's Summary Guide only lists discretionary grant opportunities that have funding that has been appropriated (either Highway Trust Fund or General Fund) for the remaining years of BIL Fiscal Year (FY) FY2023-FY2026.

Helpful points to keep in mind:

- **Discretionary Grant by Agency:** Grant opportunities are organized alphabetically by the federal agency that will be administering the grant opportunity.
- **Notice of Funding Opportunity (NOFO) Deadline:** The NOFO submission deadline listed shows the NOFO period for Fiscal Year (FY) 2022, if available. If a NOFO deadline has passed, it will reopen in the following year. Exact dates haven't been released by USDOT, but estimates are provided when available.
- **FY2023 Funds:** Only Fiscal Year (FY) 2023 funds that have been appropriated, have been included in this resource. Future funding appropriations for FY24, FY25, and FY26 will be included annually in their respective years. The FY2023 Funds listed for each grant opportunity is what is available nationally through the grant solicitation. [Grants.gov](https://www.grants.gov) provides information on estimated number of grants to be awarded and maximum grant award amounts.
- **Program Description:** A basic description about the program has been included for a quick understanding about the discretionary grant program.
- **Eligible Applicants:** The eligible applicant list is provided. Please review Infrastructure Investment and Jobs Act (IIJA), the grant opportunity's website, and/or the NOFO for detailed eligible applicant information.
- **Additional Links:** WisDOT's efforts to support grant applicants and additional links are provided when available.
- **MPDG:** The Multimodal Project Discretionary Grant common application (MPDG) provides Federal financial assistance to highway and bridge, intercity passenger rail, railway-highway grade and separation, wildlife crossing, public transportation, marine highway, and freight and multimodal projects, or groups of such projects, of national or regional significance, as well as to projects to improve and expand the surface transportation infrastructure in rural areas.
- **FHWA Reimbursement Grants:** The Federal-aid Highway program is a reimbursement program, meaning that costs are reimbursed as costs are incurred. Costs incurred prior to FHWA project authorization are not eligible expenses.
- **Justice40 (J40) Covered Programs:** There are seven areas of Federal investments covered by the [Justice40 Initiative](#).
*J40 - Denotes the [USDOT current 39 programs](#), across five modes, totaling \$204 billion in Bipartisan Infrastructure Law authorizations.



WisDOT's Summary Guide



Federal Discretionary Grant Opportunities

Discretionary Grant by Agency	NOFO Deadline	FY2023 Funds	Program Description	Eligible Applicants	Additional Links
Federal Highway Administration – FHWA					
Advanced Transportation Technologies & Innovative Mobility Deployment (ATTIMD) , also known as Advanced Transportation Technology & Innovation (ATTAIN Program) – FHWA	Closed on 11/18/22	\$60M	Projects to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment. ***Note: ATTAIN was previously named the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program under the FAST Act.	1. State or local government or political subdivision thereof; 2. transit agency; 3. [NEW] any MPO (vs. under the FAST Act, only MPOs that represented a population of more than 200,000); 4. Multi-jurisdictional group made up of the above eligible applicants, with a signed agreement to implement the initiative across jurisdictional boundaries; and 5. Consortium of research or academic institutions.	<ul style="list-style-type: none"> *Grants.gov: 693JJ322NF00010 *Fact Sheet *FAQs *BIL Launchpad *DOT Dashboard *FY22 Awards
Bridge Investment Program (BIP) – FHWA	Closed on 8/9/22 & 9/8/22; FY23 NOFO expected Summer 2023	\$2.5B	The BIL establishes the Bridge Investment Program (BIP) to provide grants, on a competitive basis, to improve bridge condition and the safety, efficiency, and reliability of the movement of people and freight over bridges.	1. State or a group of States; 2. MPO that serves an urbanized area (as designated by the Bureau of the Census) with a population over 200,000; 3. Unit of local government or a group of local governments; 4. Political subdivision of a State or local government; 5. Special purpose district or a public authority with a transportation function; 6. Federal land management agency; 7. Tribal government or a consortium of Tribal governments; **See NOFO for additional applicants.	<ul style="list-style-type: none"> *Grants.gov: 693JJ322NF00009 *Fact Sheet *FAQs *BIL Launchpad *DOT Dashboard <p>FY22 Awards:</p> <ul style="list-style-type: none"> *Planning *Large Bridge *Bridge
Charging and Fueling Infrastructure (CFI) Grants Program – FHWA *J40	Closed on 5/30/23	\$700M (FY22 & FY23)	Deploy publicly accessible electric vehicle charging and alternative fueling infrastructure in the places people live and work, plus along designated Alternative Fuel Corridors (AFCs). CFI investments will make modern and sustainable infrastructure accessible to all drivers of electric, hydrogen, propane, and natural gas vehicles. This program provides two funding categories of grants: (1) Community Charging and Fueling Grants (Community Program); and (2) Alternative Fuel Corridor Grants (Corridor Program).	1. States or political subdivision of States; 2. MPOs; 3. Unit of local governments; 4. Special purpose districts or public authorities with a transportation function, including port authorities; 5. Indian Tribes; 6. U.S. Territories; 7. Authorities, agencies, or instrumentalities or entities owned by one or more entities listed above; **See NOFO for additional applicants.	<ul style="list-style-type: none"> *Grants.gov: 693JJ323NF00004 *DOT Dashboard *Charging Forward: Toolkit *Rural Funding *NEVI Standards & Requirements *Temporary Buy America Waiver



WisDOT's BIL Discretionary Grant Webpage

Federal Discretionary Grant opportunities

Grant opportunities

- Bipartisan Infrastructure Law funding
- Local programs funding
- Transit assistance programs

The U.S. Department of Transportation and other agencies award federal discretionary grants to eligible applicants through a highly-competitive nationwide process based on qualifications and merit. Applications are submitted via grants.gov to the federal agency offering the grant. Applications undergo a rigorous peer review by a panel of subject matter experts. After multiple layers of review, a final funding decision is made based on the quality of the application and how well the proposed project will fulfill the program's mission.

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Multimodal Project Discretionary Grant (MPDG)	\$5.5 billion combined FY23 & FY24	August 21, 2023
Nationally Significant Multimodal Freight and Highway Projects (INFRA) - OST	\$3,100,000,000	
National Infrastructure Project Assistance Program (Mega) - OST	\$1,800,000,000	
Rural Surface Transportation Grant Program (RURAL) - OST	\$675,000,000	
Rural and Tribal Assistance Pilot Program - OST (opens Aug. 14)	\$3,400,000	Sept. 27, 2023
Clean School Bus - EPA	\$700,000,000	August 22, 2023
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Wildlife Crossing Pilot Program (WCPP) - FHWA	\$111,850,000	August 1, 2023

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[+ How to apply for a Discretionary Grant](#)

[+ WisDOT Insights, At-A-Glance Calendar](#)

[+ Additional resources](#)

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Jessica L. Wagner
 WisDOT Federal Program Officer
 (608) 267-6979, jessica.l.wagner@dot.wi.gov



How to Apply for a Discretionary Grant

+ How to apply for a Discretionary Grant

Steps in the grant application process

Review the Notice of Funding Opportunity (NOFO) above. Watch for:

- Eligible projects and recipients
- Grant award, including minimum and maximum amounts
- Special set-asides or allocations (e.g., for planning studies, projects in rural areas, etc.)
- Required local match
- Scoring criteria and emphasis areas
- The statutory deadline for obligating funds
- Grant application deadline
- When grant awards will be announced

Select a project or projects based on eligibility criteria and requirements as outlined in the NOFO.

Begin an application based on the program requirements. Solicit technical assistance from USDOT in developing an application as needed.

Create an account then upload application materials at [Grants.gov](https://www.grants.gov). Do this early to become familiar with the site and organize your application materials.

Submit all materials as required by the grant and note the deadlines. Tips:

- Respond to each scoring criterion or note when it is not applicable to your project
- Support statements with data or documentation whenever possible
- Conduct a Benefit-Cost Analysis (BCA) by following USDOT guidance
- Note local matches to show a strong local commitment to the project

Complete this [action form](#) via UW TOPS Lab/WisDOT.

Wait and debrief. USDOT reviews all applications and provides decision notification of projects selected for funding. Tips for projects not selected:

- Carefully review any feedback provided
- Sign up for a debrief meeting with USDOT
- Consider re-submitting the project during the next cycle but address any deficiencies in the previous application.

Examples and information on how to write grants:

- Wisconsin Economic Development Corporation's (WEDC) [Office of Rural Prosperity](#) provides [grant writing consultants](#) and [grant writing training](#) resources.
- USDOT's [Rural Opportunities to Use Transportation Economic Success \(ROUTES\) Toolkit](#) provides resources for applying for a discretionary grant as well as an explanation of the [grant process](#).

• Rural & Wisconsin Resources:

- WEDC's [Office of Rural Prosperity](#) – BIL Resources
- [USDOT's \(ROUTES\)](#) – Rural Opportunities to Use Transportation Economic Success Discretionary Grant Process
- Wisconsin Local Technical Assistance Program ([Transportation Information Center](#)) is available to help with data questions, grant review, and other technical questions Email: tic@interpro.wisc.edu



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Federal Discretionary Grant opportunities

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WisDOT's Insights & At-A-Glance Calendar

+ WisDOT insights, At-A-Glance Calendar

WisDOT offers these key items to consider when applying for a Federal Discretionary Grant.

Start early. Review and use [USDOT's FY2023 Discretionary Grant Preparation Checklist for Prospective Applicants](#). Use this to determine when to apply and for resources to prepare a successful application.

- If you are applying for a BIL discretionary grant that is not through USDOT, review all requirements for that agency's unique grant process. This will ensure that your specific project can meet all requirements and be able to use the federal grant funding (if awarded and made available).

Plan ahead. A good rule of thumb is to apply for a grant when a project is 1-2 years prior to project construction. If you are planning to apply for a grant to be used on a transportation infrastructure project, coordinate with a WisDOT region representative.

Use WisDOT's At-A-Glance calendar (below) to see the discretionary grant schedule, including last year's and current releases, as a planning resource for when to apply.

Anticipate. Grant agreement can take 6-12 months to be executed after grant award announcements have been made.

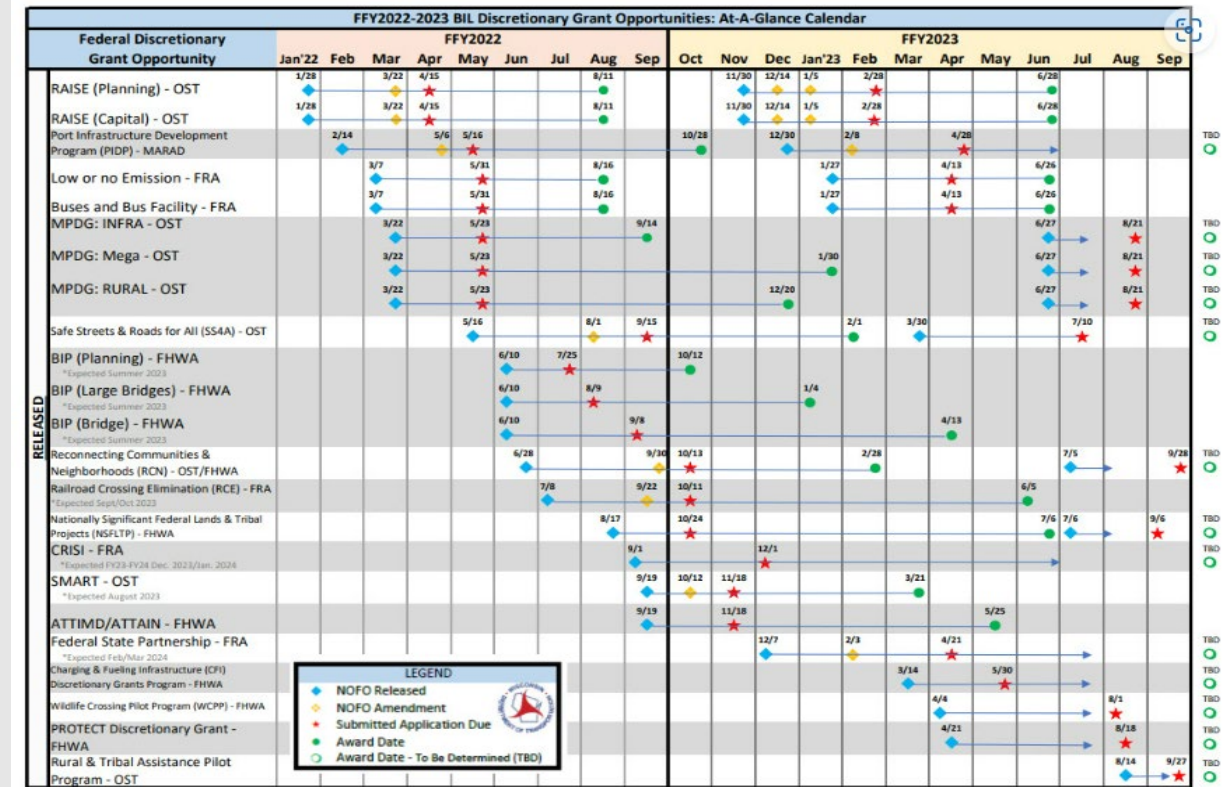
- Grant award funds aren't available to spend until the grant agreement has been executed.
- Grant funding can't be used to cover costs prior to the date of agreement execution.
- Federal funds have additional rules and requirements (watch for specifics on reporting, tracking and monitoring financial systems and grant activities) that differ from local and state requirements. See [Federal 2 CFR 200 Uniform Administrative Requirements, Cost Principles, and Audit Requirements](#) that govern all USDOT awards.

Be prepared for additional requirements. USDOT grants are generally made on a *reimbursement basis*. Typically, the grantee incurs the costs and seeks reimbursement from USDOT.

- USDOT funds in general can't be used as the non-Federal match for other programs.
- Ensure your project is included in the STIP/TIP.

Discretionary Grant At-A-Glance Calendar

[\(view document\)](#)



*Expected FFY23 NOFO dates provided by:

[USDOT Key Notice of Funding Opportunity](#)

[FRA calendar](#)

Updated: July 11, 2023



WisDOT's BIL Discretionary Grant Webpage

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Additional Resources

+ Additional resources

Federal resources:

- [U.S. DOT Navigator](#) is a vital tool to help communities understand ways to apply, plan and deliver projects.
- The [U.S. DOT Discretionary Grants Dashboard](#) has an overview of discretionary grant opportunities and a dashboard that identifies grant programs (within and beyond DOT) with rural and Tribal set-asides or match waivers available.
- [U.S. DOT's Rural Opportunities to Use Transportation Economic Success \(ROUTES\) Toolkit](#) provides resources for applying for a discretionary grant.
- U.S. DOT's [Justice40 \(J40\)](#) initiative addresses decades of underinvestment in disadvantaged communities. The [Equitable Transportation Community \(ETC\) Explorer](#) is a dynamic tool to explore the cumulative burden communities experience as a result of underinvestment in transportation. It can help communities identify projects to reverse and create lasting benefits.
 - Webinar: For a detailed explanation on how to use the DOT Justice40 ETC Explorer Tool, see the [June 2023 webinar](#) and use passcode: n@9R0@#t.
- Build America Center [BIL Launchpad tool](#) provides customized funding information, plan ahead calendar, match your project to successful awards.

FHWA resources:

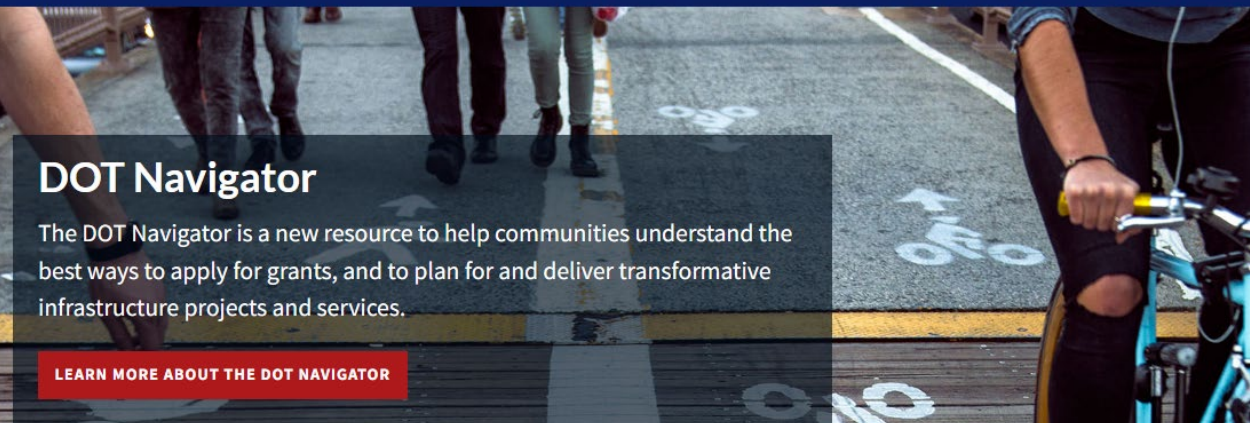
- [FHWA BIL Discretionary Grant Fact Sheets](#)
- [FHWA Competitive Grant Funding Matrix](#) which shows eligible applicants for each FHWA discretionary grant.

Wisconsin resources:

- Wisconsin Local Technical Assistance Program (Transportation Information Center) is available to help with data questions, grant review, and other technical questions (<https://interpro.wisc.edu/tic/> Email: tic@interpro.wisc.edu).
- Wisconsin Economic Development Corporation's (WEDC) [Office of Rural Prosperity](#) provides resources for grant submissions.



U.S. DOT Navigator



WHAT DO YOU WANT TO DO?



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



Learn About the Bipartisan Infrastructure Law

Information to help access BIL funding programs

[Home](#) \ [Grants](#)

[DOT Navigator Home](#)

[DOT Discretionary Grants Dashboard](#)

[Grant Application Resources](#) ▸

[Overview](#)

[Overview of DOT Funding and Financing](#)

[USDOT Discretionary Grant Process](#)

[Snapshot of BIL Discretionary Grant Applications](#)

[Understanding Match Requirements](#)

[How to Navigate Grants.gov to Submit Applications](#)

[Tools to Determine Disadvantaged Community Status](#)

[Maximizing Award Success: Navigating Grant Applications](#)

[Maximizing Award Success: An Intro to Evaluation Criteria](#)

[Checklist for a Strong](#)

Applying for USDOT Grants

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](#).

Snapshot of BIL Discretionary Grant Applications

See a [list of those who have applied](#) for grant programs managed by the USDOT Office of the Secretary.

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](#).



Spanish

- [Solicitud de subvenciones del USDOT](#)
- [Visión general de fondos del DOT y financiamiento](#)
- [Comprendiendo los requisitos no](#)



U.S. DOT Discretionary Grant Dashboard

[Home](#) | [Grants](#)

[DOT Navigator Home](#)

[DOT Discretionary Grants Dashboard](#)

[Grant Application Resources](#) ▶

[Technical Assistance Resources](#)

[Learn About the Bipartisan Infrastructure Law](#)

[Find Transportation Contacts Near You](#)

[ROUTES Home](#)

Related Links

- [FHWA Tribal Funding Opportunities](#)
- [EV Funding Opportunities](#)
- [National Roadway Safety Strategy](#)
- [J40 Initiative](#)
- [Rural Eligibility](#)


Contact Us

ROUTES Initiative
Office of the Under Secretary for

DOT Discretionary Grants Dashboard

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 [Download CSV](#)

Keywords

Eligible Activities **Eligible Applicants**

Agency/Office **Transportation Type**

Match Waiver **Rural Set-Aside** **Tribal Set-Aside** **Status**

[Apply](#)

Eligible Activities

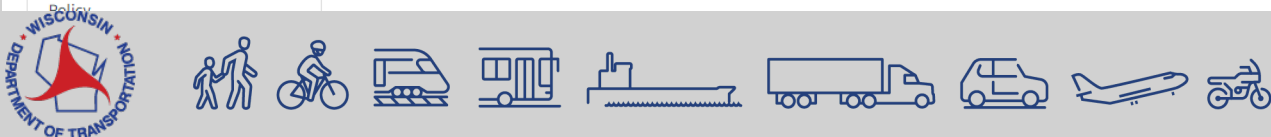
- Any -
- Any -
- All
- Planning
- Construction
- Equipment and Materials
- Operations and Maintenance
- Technology Demonstrations and Deployment
- Technical Assistance, Workforce Development, and Training
- Research and Development
- Climate and Sustainability
- Accessibility
- Security

Eligible Applicants

- Any -
- Any -
- State Governments
- Local Governments
- Federally Recognized Tribes and Affiliated Groups
- Planning and Project Organizations
- Transportation Providers and Operators
- Academic and Research Institutions
- Job Training Applicants
- Private-Sector Applicants
- Non-profit
- U.S. Territories

Agency/Office

- Office of the Secretary of Transportation (OST)
- Any -
- USDOT
- Federal Aviation Administration (FAA)
- Federal Highway Administration (FHWA)
- Federal Motor Carrier Safety Administration (FMCSA)
- Federal Railroad Administration (FRA)
- Federal Transit Administration (FTA)
- Maritime Administration (MARAD)
- Office of the Secretary of Transportation (OST)
- Pipeline and Hazardous Materials Safety Administration (PHMSA)
- Other Federal Agencies
- U.S. Department of Agriculture (USDA)
- U.S. Department of Commerce (DOC) Economic Development Administration (EDA)
- U.S. Department of Energy (DOE)
- U.S. Department of Homeland Security (DHS)
- U.S. Department of the Interior (DOI)
- U.S. Department of Labor (DOL)
- U.S. Department of Veterans Affairs (VA)
- U.S. Environmental Protection Agency (EPA)
- Appalachian Regional Commission (ARC)



U.S. DOT Discretionary Grant Dashboard

DOT Discretionary Grants Dashboard

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Eligible Activities

Eligible Applicants

- Any -

- Any -

Agency/Office

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- Any -

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Match Waiver

Rural Set-Aside

Tribal Set-Aside

Status

- Any -

- Any -

- Any -

- Any -

Keywords

safe

Apply

Reset

Displaying 1 - 10 of 41

Agency/Office	Program Name And Description	Transportation Type(s)
USDOT / Federal Highway	Advanced Transportation Technologies and Innovative	Bike/Perd

Eligible Activities

Eligible Applicants

Planning

- Any -

Agency/Office

Transportation Type

- Any -

- Any -

Match Waiver

Rural Set-Aside

Tribal Set-Aside

Status

- Any -

Yes

- Any -

- Any -

Keywords

safe

Apply

Reset

Displaying 1 - 5 of 5

Agency/Office	Program Name And Description	Transportation Type(s)
USDOT / Federal Aviation Administration (FAA)	Airport Improvement Program (AIP) The Airport Improvement Program (AIP) supports planning and capital projects for more than 2,200 public use and rural airports.	Air



U.S. DOT Discretionary Grant Dashboard

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

General Grant Program Information

Under the Bipartisan Infrastructure Law (BIL), the [Rebuilding American Infrastructure with Sustainability and Equity \(or RAISE\)](#) program provides funding for capital investments in surface transportation that will have a significant local or regional impact.

A Benefit-Cost Analysis (BCA) is required for this grant program. For more information about BCA's, see [What is a BCA?](#) and the [USDOT's Benefit-Cost Analysis Guidance for Discretionary Grants](#).

Opportunity Status:	Closed
Posted Date:	11/30/2022
Close Date:	02/28/2023
Eligible Applicants:	State Governments; Local Governments; Federally Recognized Tribes and Affiliated Groups; Transportation Providers and Operators; U.S. Territories
Eligible Activities:	Planning; Construction
Transportation Type:	Air; Bike/Ped; Bridge; Maritime; Railway; Roadway; Transit
Most Recent Annual Program Funding Amount:	\$2.3 Billion
Annual Award Amount:	Not Listed
Cost Sharing or Matching Requirement:	Yes
Match Waiver:	Yes
Rural Set-Aside:	Yes
Grant Opportunity ID:	DTOS59-23-RA-RAISE
Grant Opportunity Link:	RAISE Program Opportunity
Agency:	USDOT / Office of the Secretary of Transportation (OST)

Eligibility Information

Eligible applicants include:

- States and the District of Columbia;
- any territory or possession of the United States;
- a unit of local government;
- a public agency or publicly chartered authority established by 1 or more States;
- a special purpose district or public authority with a transportation function;
- a federally recognized Indian Tribe or a consortium of such Tribes;
- a transit agency; and
- a multi-State or multijurisdictional group of entities that are authorized to act on behalf of the member entities.

Eligible uses include:

- Capital projects including but not limited to:
 - highway, bridge, or other road projects eligible under the National Highway System Act of 1990;
 - public transportation projects eligible under chapter 552 of the Federal Transit Act;
 - passenger and freight rail transportation projects;
 - port infrastructure investments (including inland ports);
 - the surface transportation components of an airport (see FAQ # 10 for details);
 - intermodal projects;
 - a project to replace or rehabilitate a culvert or prevent sedimentation or erosion of a waterway to advance the goals of the RAAEA;
 - projects investing in surface transportation facilities that are subject to a Federal grant where maintenance responsibility is vested in the Federal Government;
 - any other surface transportation infrastructure project that advances the goals of the program).
- Planning projects which include planning, preparation, or completion of a study, benefit cost analysis (BCA), and other pre-construction studies.

Funding Information

The Department will review Merit Criteria for all applications, and will then review Project Readiness and Economic Analysis only for a subset of projects determined by the Merit Criteria ratings. Project Readiness consists of a Technical Capacity, Environmental Risk Assessment, and Financial Completeness Assessment. The Merit Criteria are: safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, innovation, and partnership and collaboration. The safety, environmental sustainability, mobility and community connectivity, and quality of life merit criteria have greater priority in the process to advance projects for further analysis.

For capital projects located in urban areas, the minimum award is \$5 million. Please note that the minimum total project cost for a project located in an urban area (and is not APP or HDC) must be \$6.25 million to meet match requirements. See question 16 for matching requirement calculation.

For capital projects located in rural areas, the minimum award is \$1 million. Planning projects do NOT have a minimum award size.

The FY2023 Appropriations Act allows for maximum grant awards of \$45 million. Please note, this maximum applies only to the additional \$800 million. The maximum grant award for the \$1.5 billion in BIL funding is \$25 million.

The Federal cost share may not exceed 80% for urban projects that are NOT either located in an Area of Persistent Poverty (APP) or a Historically Disadvantaged Community (HDC).

However, Federal cost share may exceed 80% for projects that are rural, or located in an Area of Persistent Poverty (APP), or located in a Historically Disadvantaged Community (HDC).

Please see <https://www.transportation.gov/RAISEgrants/raise-application-faqs> for more information.

Contact Information

Andrea Jacobson
RAISE Program Manager
RAISEgrants@dot.gov



Build America Center – BIL Launchpad

BIL LAUNCHPAD

Funding Opportunities Plan Ahead Successful Awards Community Forum Get Help [Login](#)

Apply for new Wildlife Crossings Pilot Program [click here](#).

BIL Launchpad

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.

BIL Launchpad Helps You



Navigate Funding Opportunities



Plan Ahead for Your Grant Application



Match Your Project to Successful Awards



Build Partnerships in the Community Forum



BIL Launchpad – SS4A FY23 NOFO

FY 2023 Safe Streets and Roads for All Funding Opportunity

Agency:
Office of the Secretary of Transportation (OST)

Category:
Safety

NOFO Number:
DOT-SS4A-FY23-01

Doc Number:
N/A

FHWA Involved:
N/A

Post Date:
2023-03-30

Close Date:
2023-07-10

The purpose of this notice is to solicit applications for Safe Streets and Roads for All (SS4A) grants. Funds for the fiscal year (FY) 2023 SS4A grant program are to be awarded on a competitive basis to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators.

Program

Safe Streets and Roads for All
<https://www.transportation.gov/grants/SS4A>

Financial

Funding
Program Funding: \$1,177,213,000
Award Size: \$100,000 to \$25,000,000

Match
Required: Yes
Range: ≥ 20%
Type:

Eligible Applicants

Eligible applicants for SS4A grants are: (1) a metropolitan planning organization (MPO); (2) a political subdivision of a State or territory; (3) a federally recognized Tribal government; and (4) a multijurisdictional group of entities described in any of the aforementioned three types of entities. A multijurisdictional group of entities described in (4) should identify a lead applicant as the primary point of contact. For the purposes of this NOFO, a political subdivision of a State under (2), above, is defined as a unit of government under the authority of State law. This includes cities, towns, counties, special districts, and similar units of local government. A transit district, authority, or public benefit corporation is eligible if it was created under State law, including transit authorities operated by political subdivisions of a State. States are not eligible applicants, but DOT encourages applicants to coordinate with State entities, as appropriate. Eligible MPOs, transit agencies, and multijurisdictional groups of entities with a regional scope are encouraged to support subdivisions of a State such as cities, towns, and counties with smaller populations within their region. The Department strongly encourages applications that involve multijurisdictional partnerships for Planning and Demonstration Grants and for applicants who have never received Federal funding and can apply with entities experienced in executing DOT grants.

Eligible Projects

Broadly, eligible activity costs must comply with the cost principles set forth in 2 CFR, Subpart E (i.e., 2 CFR § 200.403 and § 200.405). DOT reserves the right to make cost eligibility determinations on a case-by-case basis. Eligible activities for grant funding include the following three elements:
A. Developing a comprehensive safety action plan or Action Plan (i.e., the activities in Table 1, as well as the supplemental planning and demonstration activities described in Section A.2);
B. Conducting planning, design, and development activities for projects and strategies identified in an Action Plan; and
C. Carrying out projects and strategies identified in an Action Plan.
For Implementation Grants, activities must include element (C) "carrying out projects and strategies identified in an Action Plan," and may include element (B) "conducting planning, design, and development activities for projects and strategies identified in an Action Plan" and/or element (A) "supplemental planning or demonstration activities." Projects and strategies identified in element (C) must be either infrastructure, behavioral, or operational activities identified in the Action Plan, and must be directly related to addressing the safety problem(s) identified in the application and Action Plan. Applicants may "bundle" different projects, strategies, supplemental planning, and/or demonstration activities into one Implementation Grant application, even if they address different safety problems or are located in different areas. Examples of eligible Implementation Grant activities are listed on the SS4A website located at <https://www.transportation.gov/grants/SS4A>. The following activities are not eligible for element (C) "projects and strategies" nor demonstration activity funding:
• Projects and strategies whose primary purpose is not roadway safety.
• Projects and strategies exclusively focused on non-roadway modes of transportation, including air, rail, marine, and pipeline. Roadway intersections with other modes of transportation (e.g., at-grade highway rail crossings, etc.) are eligible activities.
• Capital projects to construct new roadways used for motor vehicles. New roadway facilities exclusively for non-motorists (e.g., a shared use path) is an eligible activity if the primary purpose is safety related.
• Infrastructure projects primarily intended to expand capacity to improve Levels of Service for motorists on an existing roadway, such as the creation of additional lanes.
• Maintenance activities for an existing roadway primarily to maintain a state of good repair. However, roadway modifications on an existing roadway

We have compiled a comprehensive database of all transportation related Notice of Funding Opportunities (NOFOs) under the Bipartisan Infrastructure Law (BIL) competitive and discretionary programs. Using the navigation below, you can search NOFOs by date, agency, category, and keyword(s). Key documents are available with links to full NOFO documents.

Notice of Funding Opportunities

Post Date Range
All Date Range

Start Date mm/dd/yyyy to End Date mm/dd/yyyy

Category
All

Federal Agency
All

Eligible Applicants

Search keywords
safe

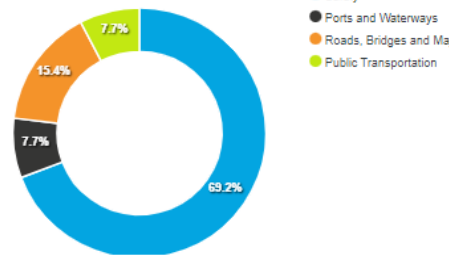
Special Filter Options:

Pedestrian and Bicycle Projects

Planning Projects

Search

NOFO By Category



FY 2023 Safe Streets and Roads for All Funding Opportunity

Close at: 2023-07-10

Safety - Office of the Secretary of Transportation (OST)

\$ 1,177,213,000

Match Required: Yes



Contact Info

SS4A grant program staff
SS4A@dot.gov
Paul Teicher
(202) 366-4114

Links and Files

- [Program Link](#)
- [Grants NOFO Link](#)
- [Webinar](#)
- [Other PDF link](#)

Successful Applications

- [Rightsizing Louisville for Safe Streets](#)
- [Salisbury Vision Zero Rapid Safety Improvements](#)

Build America Center – BIL Launchpad

Search Successful Awards

Public agencies can improve their grant applications by learning from previous applications and successful awards. The BIL Launchpad collects successful project applications since 2021 and allows quick project matching by key project features using machine learning and natural language processing techniques. The process is simple. Just enter keywords or sentences from your project and the BIL Launchpad database will identify similar projects that were awarded funding. The smart search allows you to enter more complete project descriptions and features for AI-based search results. Selected project narratives and supporting documents are available for you to dive into the details of those successful awards. This database helps public agencies determine some "best-fit" funding programs and learn from successful applications.



Keyword Search Smart Search

Including Application Documents

Example search entries: ?

Select States

Wisconsin

Keywords

safety

Search

Project Name	Project Description	State	Applicants	Program Name	Funding Opportunity
Roadway Departure Reduction Safety Improvement Project Phase II CTH C Roadway Departure Reduction Safety Improvement Project Phase II CTH C_WI	Roadway Departure Reduction & Safety Improvement Project -- Phase II: CTH C: Roadway Departure Reduction & Safety Improvement Project -- Phase II: CTH C	Wisconsin	Forest County Potawatomi Community	Tribal Transportation Program Safety Fund	FY 2021 Tribal Transportation Program Safety Fund (TTPSF)



WisDOT's Letter of Support Request Form

Federal Discretionary Grant opportunities

Grant opportunities

- Bipartisan Infrastructure Law funding
- Local programs funding
- Transit assistance programs

The U.S. Department of Transportation and other agencies **award federal discretionary grants to eligible applicants through a highly-competitive nationwide process based on qualifications and merit.** Applications are submitted via grants.gov to the federal agency offering the grant. Applications undergo a rigorous peer review by a panel of subject matter experts. After multiple layers of review, a final funding decision is made based on the quality of the application and how well the proposed project will fulfill the program's mission.

WisDOT's Summary Guide to Federal Discretionary Grants

WisDOT compiled the following resource that summarizes federal discretionary grant opportunities. It is organized alphabetically by the federal agency that will be administering the grant opportunity, and includes deadlines (including those that will reopen), program description and eligibility requirements.

[Summary Guide](#)

Current Notice of Funding Opportunity (NOFO) Solicitations

WisDOT is monitoring these opportunities (as of July 26, 2023*) or view [U.S. DOT's current list](#):

Program, agency and link	Amount available	Applications due
Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP) - FHWA	\$88,000,000	September 6, 2023
Reconnecting Communities & Neighborhoods (RCN) - OST/FHWA	\$3,155,000,000	September 28, 2023
Multimodal Project Discretionary Grant (MPDG)	\$5.5 billion combined FY23 & FY24	August 21, 2023
Nationally Significant Multimodal Freight and Highway Projects (INFRA) - OST	\$3,100,000,000	
National Infrastructure Project Assistance Program (Mega) - OST	\$1,800,000,000	
Rural Surface Transportation Grant Program (RURAL) - OST	\$675,000,000	
Rural and Tribal Assistance Pilot Program - OST (opens Aug. 14)	\$3,400,000	Sept. 27, 2023
Clean School Bus - EPA	\$700,000,000	August 22, 2023
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grant Program - FHWA	\$848,000,000	August 18, 2023
Wildlife Crossing Pilot Program (WCPP) - FHWA	\$111,850,000	August 1, 2023

* These are listed in order of release. Information here will be updated as more program details are released by the U.S. DOT.

[+ How to apply for a Discretionary Grant](#)

[+ WisDOT Insights, At-A-Glance Calendar](#)

[+ Additional resources](#)

Request Letter of Support

To request a Letter of Support from WisDOT to supplement *only* a U.S. DOT Federal Grant application, complete this form. This is *not* eligible for WisDOT Local Programs applications. A draft copy of the application narrative and template of the letter of support ([📄 see example](#)) are required. Requests should be submitted no later than 14 days prior to application submission.

[Request Letter of Support](#)

For more information, contact:

Jessica L. Wagner
WisDOT Federal Program Officer
(608) 267-6979, jessica.l.wagner@dot.wi.gov



WisDOT's Letter of Support Request Form

BIL Letter of Support

✓ Introduction

Letter of Support

Review

Submit

Delete



Application Information

Organization Requesting Support *

Contact Name *

Contact Email for Questions *

Phone *

Project Background

Project Name *



In which WisDOT region is the project located?

Who is the point of contact that you are working with at WisDOT?

What grant program is the request for? *

Are any WisDOT funds committed to this project? *

- Yes
 No

Application Details

Email where the support letter should be sent *

When is the letter needed? *

To submit a request for a Letter of Support, please attach a draft copy (max. size 10mb):

Application Narrative *

Choose File No file chosen

Template Letter of Support *

Choose File No file chosen



Current Open NOFOs

Program, agency and link	Amount available	Application Due
Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP) – FHWA	\$88,000,000	Sept. 6, 2023
Reconnecting Communities & Neighborhoods (RCN) – OST/FHWA	\$3,155,000,000	Sept. 28, 2023
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*Safety focus		



Questions?

Jessica L. Wagner

Wisconsin Department of Transportation

Federal Program Officer

(608) 267-6979

JessicaL.Wagner@dot.wi.gov



Other WisDOT Funding Cycle Deadlines

- Enhance Mobility of Seniors and Individuals with Disabilities Program
 - 12:00 PM, Friday, August 25, 2023
- Congestion Mitigation and Air Quality (CMAQ) Program
 - 5:00 PM, Friday, September 1, 2023
- Surface Transportation Program (STP)-Urban, Rural, Local
 - 5:00 PM, Friday, October 27, 2023
- Local Bridge Improvement Assistance Program
 - 5:00 PM, Friday, October 27, 2023
- Transportation Alternatives Program (TAP)
 - 5:00 PM, Friday, October 27, 2023



Thank you!!

Ethan Severson
safetyfirst@dot.wi.gov

