

Welcome, we will begin the workshop at 11:00 AM. Recording will start at 11 AM.

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Morning Portion of Federal Infrastructure Plan Workshop

Agenda

Time	Topic
11:00 AM – 11:30 AM	Welcome and Opening Remarks
11:30 AM – 11:45 AM	IIJA Overview
11:45 AM – 12:00 PM	Sen. Smith via Teams
12:00 PM – 12:30 PM	Lunch and Sen. Klobuchar Video Message

Overall Funding Levels Infrastructure Investment and Jobs Act (IIJA) – Highway Funding

- Highway Reauthorization Funding:
 - Mn five-year highway apportionment is \$4.5 billion
 - Core Highway programs were retained (NHPP, STPBG, HSIP, CMAQ)
 - 90% of highway funding provided to states via formula programs
 - Another \$300 million over five years in formula bridge money
 - New programs: Carbon reduction, Resiliency, Electric Vehicle and Charging and Fueling Infrastructure, equity, broadband

Overall Funding Levels (Cont. 2)

Infrastructure Investment and Jobs Act (IIJA) – Highway Funding

- Mass Transit Funding - \$820 million for Minnesota
- Airports - \$298 million for Minnesota
- \$73 billion nationally for clean energy and grid enhancements
- EV Charging program - \$68 million for Minnesota
- Rail Funding - \$66 billion
- \$65 billion for Broadband improvements
- \$55 billion nationally for clean and drinking water investments
- \$17.3 billion nationally for port and waterway investments
- \$11.3 billion nationally for highway and commercial vehicle safety programs

Overall Funding Levels (Cont. 3)

Infrastructure Investment and Jobs Act (IIJA) – Highway Funding

- US DOT Discretionary Funding – Total five-year funding:
 - New: Bridge Investment Program (in addition to bridge formula program) \$12.5 billion
 - Existing: INFRA \$14 billion
 - Existing: Local and Regional Project Assistance Program (old RAISE/BUILD/TIGER) \$15 billion
 - New: National Infrastructure Project Assistance (megaprojects) \$5 billion
 - New: Safe Streets and Roads for All (vision zero) \$5 billion
 - New: Charging and Fueling Infrastructure \$2.5 billion
 - New: Rural Surface Transportation Grants \$2 billion

Funding for Roads and Bridges Estimates for Minnesota

Federal Highway Formula Funding Levels (millions)

Federal Formula Program		2021	2022		2023	2024	2025	2026	
		Actual (FAST Act)	IIJA Estimate	Increase over FAST Act	IIJA Estimate	IIJA Estimate	IIJA Estimate	IIJA Estimate	Increase over FAST Act
National Highway Performance ^{F4}	NHPP	408	462	53	470	478	486	495	87
Surface Transportation Block Grant	STBG	194	225	30	229	233	237	241	47
Highway Safety Improvement ^{F4}	HSIP	51	63	12	64	66	67	68	18
Rail Highway Crossings	RHCP	7	7	(0)	7	7	7	7	(0)
Congestion Mitigation/Air Quality	CMAQ	30	31	1	32	32	33	34	3
National Highway Freight	NHFP	22	20	(2)	20	21	21	22	(0)
Metro Planning	PLAN	5	6	1	6	6	6	7	2
State Planning & Research ^{F5}	SPR	14	16	2	16	17	17	17	3
Carbon Reduction	CRP		18	18	19	19	20	20	20
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation	PROTECT		21	21	21	22	22	23	23
Sub Total^{F1}		730	868	138	884	900	916	933	203
Highway Infrastructure Program	HIP	23							
Bridge Replacement/Rehab	BFP		60	60	60	60	60	60	60
National EV Charging	NEVFP		14	14	14	14	14	14	14
Sub Total^{F2}		23	74		74	74	74	74	
Grand Total		753	942		958	974	990	1,007	

F1 - Subject to Annual Appropriation process as limitation in 2021 was 90% of Highway Formula Funding Level

F2 - Not limited by the Annual Appropriation process, 100%

F3 - All Estimated information based on tables provided by AASHTO

F4 - Includes Section 164 penalty (DWI or DUI repeat offender) adjustments

F5 - State Planning & Research for 2022-2026 will be 2% of the core programs.

Funding for Roads and Bridges (Cont. 2)

Estimated IJA Impacts to Federal Programs

Federal Highway Formula Funding Levels (millions)

Federal Formula Program		MnDOT	Local	2021 FAST Act	2022 IJA	2022-2026 5-Year Change	Investment Description
National Highway Performance ^{F4}	NHPP	99%	1%	408	462	17%	Performance based investments on the Interstate and National Highway System (NHS) for pavements, bridges, and reliability
Surface Transportation Block Grant:							
Federal-aid System	STBG	40%	60%	173	200	15%	Pavement, bridge, and other roadside infrastructure investments on non-NHS highways and local federal-aid roads (county roads and city streets)
Transportation Alternatives	STBG-TA		100%	16	18	19%	Small scale investment for bike and pedestrian facilities, Safe Routes to School, scenic byways, and historic preservation
Off-System Bridges	BROS		100%	6	7	18%	Bridge investments for non-federal-aid roads (township and local roads)
Highway Safety Improvement:							
Safety Program	HSIP	30%	70%	37	46	31%	Safety infrastructure investments on MnDOT highways, county roads, and city streets
Section 164 Penalty ^{F4}	SEC164	80%	20%	14	17	26%	Safety infrastructure and non-infrastructure investments on MnDOT highways, county roads, and city streets and Department of Public Safety enforcement efforts
Rail Highway Crossings	RHCP	10%	90%	7	7	(2%)	Safety investments at highway-railroad grade crossings
Congestion Mitigation/Air Quality	CMAQ		100%	30	31	6%	Investments to improve air quality
National Highway Freight	NHFP	30%	70%	22	20	(4%)	Freight investments selected through statewide solicitation
Metro Planning	PLAN		100%	5	6	28%	Required funding for Metropolitan Planning Organization (MPO) planning
State Planning & Research ^{F5}	SPR	100%		14	16	20%	Required funding for research and state planning/program management
Increase in Core Formula Programs						18%	

Federal Highway Formula Funding Levels (millions)

Federal Formula Program		MnDOT	Local	2021 FAST Act	2022 IJA	2022-2026 5-Year Change	Investment Description
Carbon Reduction	CRP	tbd	tbd	0	18	100%	NEW PROGRAM - Investments to reduce transportation emissions or development of carbon reduction strategies
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation	PROTECT	tbd	tbd	0	21	100%	NEW PROGRAM - Investments to make existing infrastructure more resilient or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters
Sub Total^{F1}				730	868	23%	
Bridge Replacement/Rehab	BFP	82%	18%	0	60	100%	NEW PROGRAM - Increased investments in bridge preservation, including 15% for off-system bridges
National EV Charging	NEVFP	tbd	tbd	0	14	100%	NEW PROGRAM - Investments to build a network of EV chargers to facilitate long-distance travel and provide charging options.
Sub Total^{F2}				0	74	100%	
Grand Total				730	942	34%	

F1 - Subject to Annual Appropriation process as limitation in 2021 was 90% of Highway Formula Funding Level

F2 - Not limited by the Annual Appropriation process, 100%

F3 - All Estimated information based on tables provided by AASHTO

F4 - Includes Section 164 penalty (DWI or DUI repeat offender) adjustments

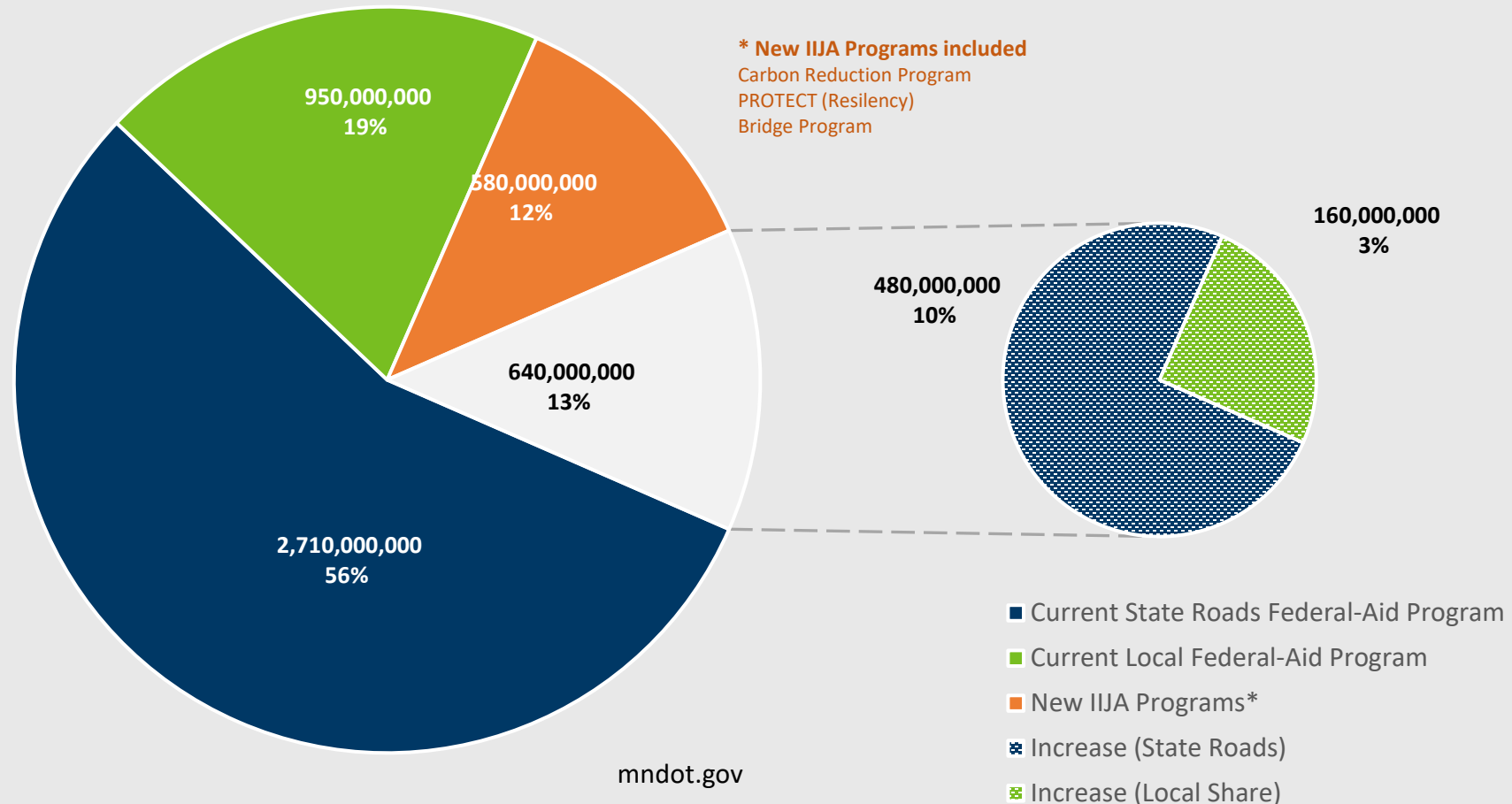
F5 - State Planning & Research for 2022-2026 will be 2% of the core programs.

Funding for Roads and Bridges (Cont. 3)

Comparison of FAST Act and IIJA (BIL)

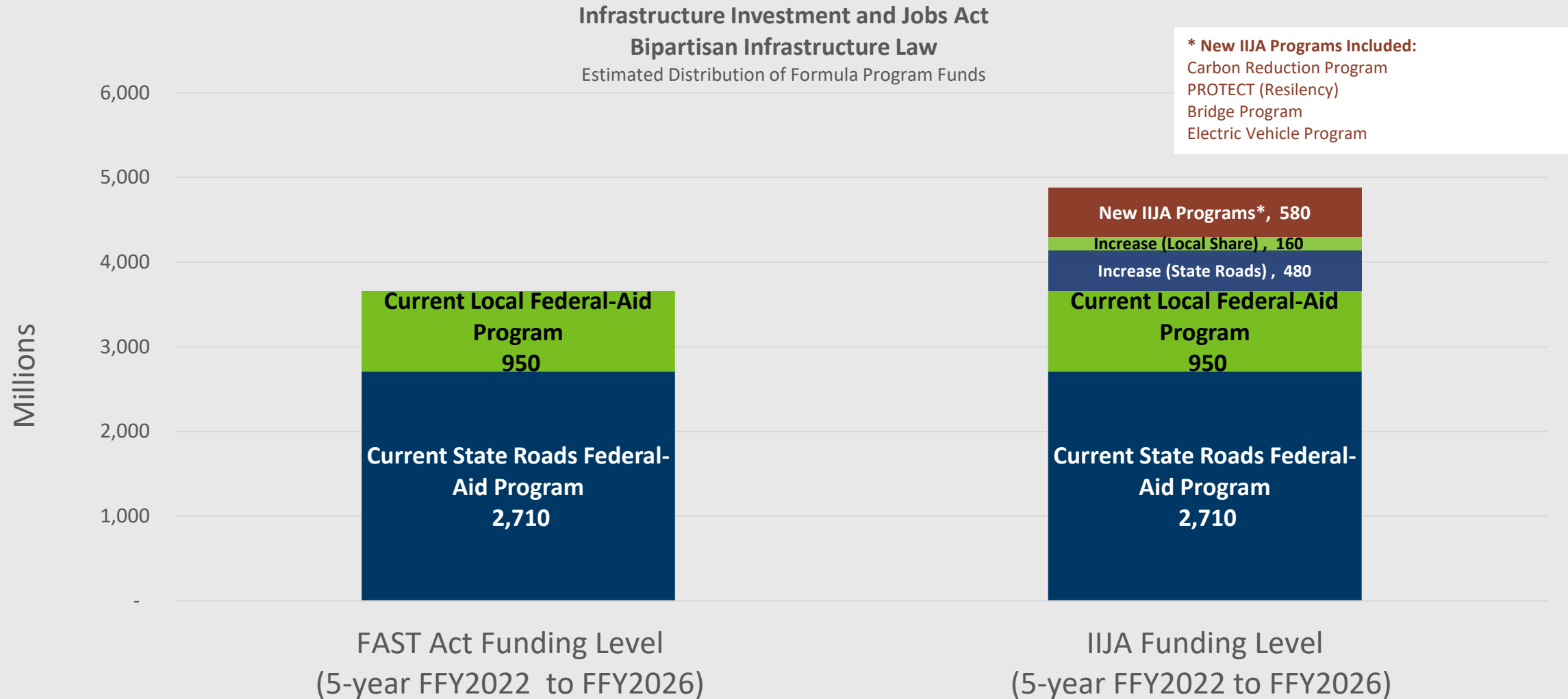
Five-year (FFY2022-FFY2026)
Estimated Total

Infrastructure Investment and Jobs Act
Bipartisan Infrastructure Law
Estimated Distribution of Formula Program Funds



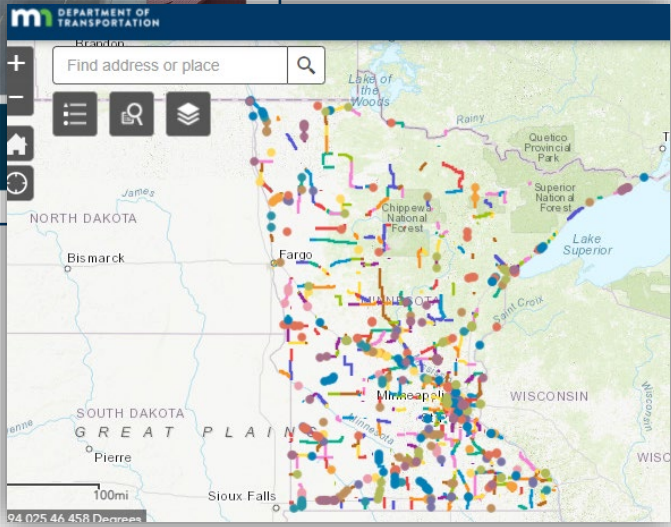
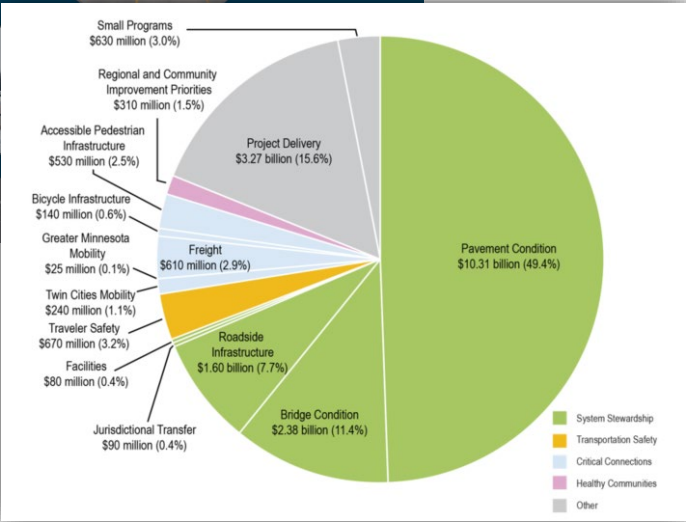
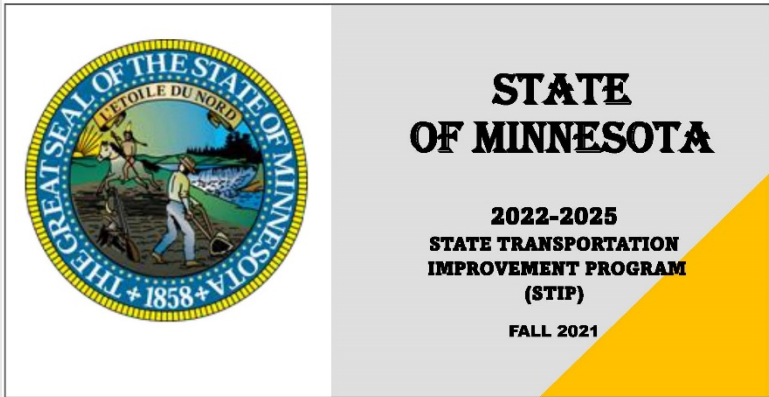
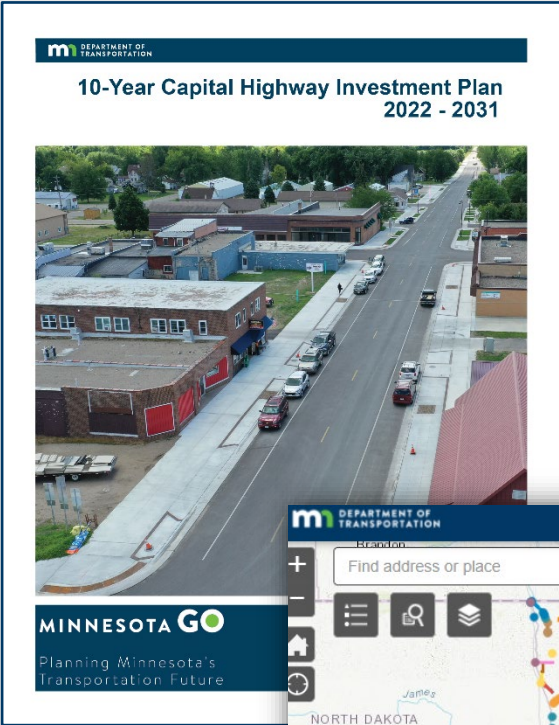
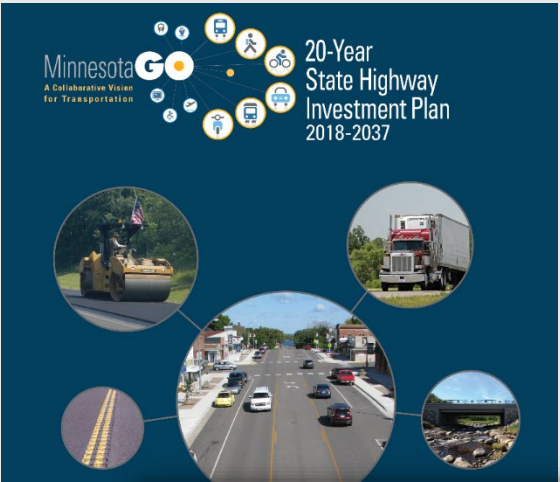
Funding for Roads and Bridges (Cont. 4)

Comparison of FAST Act and IIJA (BIL)



Funding for Roads and Bridges (Cont. 5)

20-year & 10-year plans and 4-year program



- Senator Tina Smith via Teams

- Senator Amy Klobuchar video message

Afternoon Portion of Federal Infrastructure Plan Workshop

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Agenda

Time	Topic
12:40 PM	MnDOT Presentations
2:00 PM	Break
2:15 PM	Small Group Session 1
2:40 PM	Break
2:50 PM	Small Groups Session 2
3:25 PM	Mentimeter Exercise
3:50 PM	Closing Remarks

Funding for Transit / Active Transportation

IJA provides \$820 million for Minnesota in formula transit funding:

- Public transit formula-supported funding grows by 31%.
- These resources can be used for programs such as bus grants (\$2.3 billion nationally) and capital and station improvements
- \$21.3 billion (nationally) in for Capital Investment Grants and for certain formula programs

Funding for Transit / Active Transportation (Cont. 2)

Impact of IIJA on Greater Minnesota Transit

Federal Formula Programs for Greater Minnesota Transit:

- Urbanized Area Formula Grants - Section 5307
- Rural Transit & Intercity Bus – Section 5311
- Bus and Bus Facilities – Section 5339
- Enhanced Mobility of Seniors & Individual with Disabilities – Section 5310

Funding for Transit / Active Transportation (Cont. 3)

Impact of IIJA on Greater Minnesota Transit

IIJA increases over the next 5 years

- 2022 – 30% increase (2021 as baseline)
- 2023 – 2% increase
- 2024 – 3% increase
- 2025 – 2% increase
- 2026 – 3% increase

Funding for Transit / Active Transportation (Cont. 4)

Impact of IJA on Greater Minnesota Transit

Federal funds will increase from 29.2% in 2021 to 33.5% of the overall Greater Minnesota Transit budget in 2022

	2021 (base year)	2022
5311	\$14.2M	\$18.4M
5339	\$4.3M	\$5.6M
5307	\$11.8M	\$15.4M
5310	\$4.3M	\$5.6M

Funding for Transit / Active Transportation (Cont. 5)

Impact of IJA on Greater Minnesota Transit

Discretionary (Competitive) Programs

- Federal Transit Administration (FTA) Low and No Emission Bus Programs (\$5.6B, expanded)
 - Competitive funding to state and local governmental authorities for the purchase or lease of zero-emission and low emission transit buses as well as acquisition, construction, and leasing of required supporting facilities
- FTA Buses and Bus Facilities Competitive Program (\$2B, expanded)
 - Provides competitive funding to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities

Funding for Transit / Active Transportation (Cont. 6)

Impact of IJA on Greater Minnesota Transit

Next Steps:

- Meet with Transit Advisory Committee (TAC)
 - November 17, 2021
 - February 2022
 - Quarterly thereafter
- Determine investment levels in transit categories
 - Operations
 - Vehicles
 - Facilities
 - Marketing
 - Technology
- Anticipate funding distribution in 2023

Rebuilding American Infrastructure with Sustainability and Equity(expanded)

- RAISE grants support surface transportation projects of local and/or regional significance

Reconnecting Communities Pilot Program (new)

- This new competitive program will provide dedicated funding to state, local, MPO, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure.

Rural Surface Transportation Grants (new)

- 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 growth and improve the quality of life.

State / Local Match Requirements

\$4.8 billion over five years in Federal highway formula funding for roads and bridges

- Represents a ~30 percent increase in the state's highway formula funding
~20% increase for existing core programs + four new programs (Carbon, PROTECT, Bridge, EVs)

New and expanded competitive grant programs for state, local, and tribal governments:

- Bridge Investment Program for nationally significant bridges (\$12.5B)
- RAISE and INFRA Grants (\$15B, \$14B)
- Safe Streets for All Program (\$6B)
- FTA grants (\$30B+)
- FAA grants (\$5B)
- Port/rail infrastructure

State / Local Match Requirements (Cont. 2)

Formula funds for road and bridges:

- ~\$237M/year of additional federal funds (+~35%). Based on historical precedent (70% state, 30% locals):
 - Additional \$166M/year to MnDOT for trunk highway system
 - Additional \$71M/year to local partners for local roads and bridges
- Match requirements (@ ~20%)
 - \$41M/year for MnDOT for trunk highway system
 - \$18M/year for local partners for local roads and bridges

Formula funds for transit, aeronautics, etc.

- Aero: \$60M/year of federal funds would require ~\$7M/year in state and local match (@10%)
- Greater MN transit: \$13M/year of federal funds would require ~\$7M/year in state and local match (@36% blended rate)

New and expanded discretionary programs could require \$100M/year or more for state and local match

State / Local Match Requirements (Cont. 3)

All amounts in table below reflect rough estimates in millions:

Program	Federal Funds/Year	State/Local Match
FHWA – MnDOT (@70%)	\$166M	\$41M (@20%)
FHWA – Locals (@30%)	\$71M	\$18M (@20%)
FAA	\$60M	\$7M (@10%)
FTA – MnDOT portion only	\$13M	\$7M (@36%)
<i>Discretionary programs*</i>	<i>\$450M (@2% of total)</i>	<i>\$112M (@20%)</i>
Grand Total	\$760M	\$185M

****Estimates of Minnesota's portion of the many new and expanded discretionary grant programs are for illustrative purposes only***

Sustainability / Resiliency Carbon Reduction

Purpose	Funds projects to reduce transportation emissions or develop carbon reduction strategies.
Funding	\$6.4 B (FY 22-26) in Contract Authority from the HTF, \$20M per year for Minnesota
Recipients	States
Distribution Formula	<ul style="list-style-type: none"> 65% suballocated (reserved for use in certain areas of the State, based on population)
Other key provisions	<ul style="list-style-type: none"> States must consult with MPOs to develop/update carbon reduction strategy within 2 years DOT must approve plan and certify that strategy meets the statutory requirements. Flexibility: can use for STBG if State demonstrates GHG reduction per capita or per \$

Eligible Projects: Traffic monitoring/management; truck stop electrification systems; public transportation; trails; advanced transportation and congestion management; ITS and V2I; energy efficient lighting and traffic control; carbon reduction strategy; congestion pricing, TDM, tolling, and VMT reduction; reduce environmental and community freight impacts; alternative fuel vehicles and charging/fueling; zero-emission construction equipment and facilities; diesel engine retrofits; projects that do not add new capacity

Sustainability / Resiliency (Cont. 2)

PROTECT Grants (Formula)

Purpose	Planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure;
Funding	\$7.3 B (FY 22-26) from HTF, \$23M per year for Minnesota
Recipients	States (including DC)
Distribution Formula	<ul style="list-style-type: none"> • Apportioned to States by formula
Key provisions	<ul style="list-style-type: none"> • -7% fed cost share if State has resiliency plan, -10% if resilience plan in state long-range plan • Highway, transit, and port projects are eligible • Planning grants (100% cost share): vulnerability assessment, scenario planning, capacity building, etc. • Resilience improvement grants (80% cost share): increase resilience of project/asset • Community resilience and evacuation route grants (80% cost share)

Better anticipate, prepare for, and adapt to changing conditions and withstand and respond to disruptions

Example Projects - increase marsh health adjacent to highways to promote flood storage; upgrade/install culverts for 100-year flood events; tide and flood gates to protect highways and tunnels; stormwater controls, including inventory inspections and upgrades to BMPs to protect surface transportation infrastructure.

Sustainability / Resiliency (Cont. 3)

PROTECT Grants (Discretionary)

Purpose	Planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure
Funding	\$1.4 B (FY 22-26) in Contract Authority from the HTF
Eligible Entities	<ul style="list-style-type: none"> States, MPOs, local governments, special purpose district or public authority with transportation function, Indian Tribes, Federal land management agencies Different eligibilities apply for at-risk coastal infrastructure grants
Eligible projects	<ul style="list-style-type: none"> Highway, transit, intercity passenger rail, and ports Resilience planning, includes resilience improvement plans, evacuation planning and preparation, and capacity-building Construction activities, including evacuation routes
Other key provisions	<ul style="list-style-type: none"> Higher Fed share if applicant has resilience improvement plan (or within area that does) in long-range plan ≤ 40% of grant for construction of new capacity

Sustainability / Resiliency (Cont. 4)

National EV Formula Program (Formula + Discretionary)

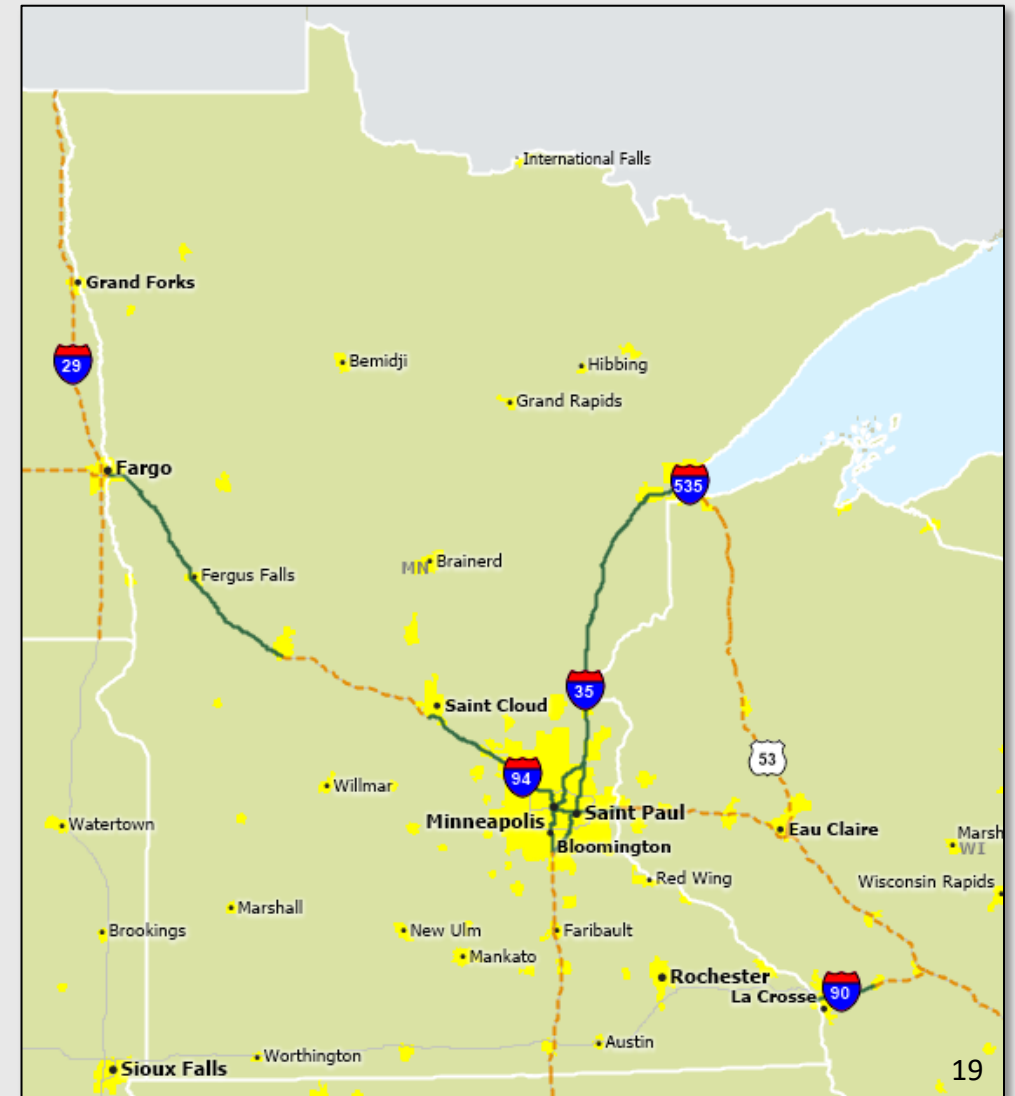
Purpose	Strategically deploy EV charging and establish network to facilitate data collection, access, and reliability
Funding	\$5B (FY 22-26) in advance appropriations from the GF, \$14M per year for Minnesota
Eligible Entities	States
Distribution formula	Same share as Federal-aid highway apportionments
Other key provisions	<ul style="list-style-type: none"> • Projects must be located along designated alt fuel corridors • 10% discretionary grants set aside for governments that need assistance deploying EVSE • Up to 5% for community education and outreach • State must submit plan describing use of funds or DOT may withhold/withdraw funds and redistribute • Requires DOT to designate national EV charging corridors to support freight and goods movement

Sustainability / Resiliency (Cont. 5)

National EV Formula Program (Formula + Discretionary)

Current Alternative Fuel Corridor designations:

- 35: Corridor Ready; Duluth to Bloomington
- 35: Corridor Pending; Bloomington to IA
- 94: Corridor Ready; Moorhead to Alexandria, Saint Cloud to WI
- 94: Corridor pending; Alexandria to Saint Cloud



Sustainability / Resiliency (Cont. 6)

Charging and Fueling Infrastructure (Discretionary)

Purpose	Deploy EV charging and hydrogen/propane/natural gas fueling along designated alternative fuel corridors and in communities
Funding	\$2.5B (FY 22-26) from HTF
Eligible Entities	States, MPOs, local governments, special purpose district or public authority with transportation function, Indian Tribes, Territory, group of entities (e.g., REV Midwest)
Eligible projects	<ul style="list-style-type: none"> • Acquire and install publicly accessible EV charging or alternative fueling infrastructure • Operating assistance (\leq 5 years after installation) • Acquire and install traffic control devices
Other key provisions	<ul style="list-style-type: none"> • Redesignate alternative fuel corridors and establish a process to regularly redesignate in future • 50% set-aside for “community grants” outside AFC, priority to LMI, underserved, and MFD

IIJA Safety Improvement Program

SAFETY

- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings Program
- Safe Streets and Roads for All
- Wildlife Crossings Pilot Program
- Other Safety-related Provisions

IIJA Safety Improvement Program (Cont. 2)

Topic	Changes
Eligible projects	<ul style="list-style-type: none">• Adds eligibility ($\leq 10\%$ of HSIP funds) for specified safety projects (including non-infrastructure safety projects related to education, research, enforcement, emergency services, and safe routes to school)• Modifies the HSIP definition of highway safety improvement project by adding or clarifying some project types. Some examples include:<ul style="list-style-type: none">o railway-highway crossing grade separation projects;o traffic control devices for pedestrians and bicyclists; ando roadway improvements that separate motor vehicles from bicycles or pedestrians
Vulnerable road users	<ul style="list-style-type: none">• Requires States to complete vulnerable road user (VRU) safety assessments, taking into consideration a Safe System approach• Adds new special rule for States with total annual VRU fatalities comprising $\geq 15\%$ of total annual crash fatalities in State

IJA Safety Improvement Program (Cont. 3)

Railway – Highway Crossing Program

Topic	Changes
Eligible projects	<ul style="list-style-type: none">• Adds eligibility ($\leq 10\%$ of HSIP funds) for specified safety projects (including non-infrastructure safety projects related to education, research, enforcement, emergency services, and safe routes to school)• Modifies the HSIP definition of highway safety improvement project by adding or clarifying some project types. Some examples include:<ul style="list-style-type: none">o railway-highway crossing grade separation projects;o traffic control devices for pedestrians and bicyclists; ando roadway improvements that separate motor vehicles from bicycles or pedestrians
Vulnerable road users	<ul style="list-style-type: none">• Requires States to complete vulnerable road user (VRU) safety assessments, taking into consideration a Safe System approach• Adds new special rule for States with total annual VRU fatalities comprising $\geq 15\%$ of total annual crash fatalities in State

IJA Safety Improvement Program (Cont. 4)

Highway Safety Improvement Program

YEAR	HSIP	SECTION 164	HSIP CHANGE	SECTION 164 CHANGE
FFY2021	36,900,000	13,800,000		
FFY2022	46,100,000	16,600,000	9,200,000	2,800,000
FFY2023	47,200,000	17,000,000	10,300,000	3,200,000
FFY2024	48,300,000	17,300,000	11,400,000	3,500,000
FFY2025	49,300,000	17,700,000	12,400,000	3,900,000
FFY2026	50,500,000	18,000,000	13,600,000	4,200,000

- Generally, \$9M - \$13M more per year than we had been assuming for FY22-FY26.
- Intention is that new funding will be split with the counties (currently 65% to counties based on fatal/serious injury crash data)

IJA Safety Improvement Program (Cont. 5)

Safe Streets and Roads for All

New Competitive Grant Program

Purpose	Support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives).
Funding	\$5.0B (FY 22-26) in advance appropriations from the GF
Eligible Entities	<ul style="list-style-type: none"> • MPO • Political subdivision of a State (e.g., local governments) • Tribal government
Eligible projects	<ul style="list-style-type: none"> • Comprehensive safety action plan (planning grant) • Planning, design, and development activities for infrastructure projects and other strategies identified in a comprehensive safety action plan
Other Key Provisions	<ul style="list-style-type: none"> • Sets aside not less than 40% of total funding each FY for planning grants. • Requires considering, among other factors, the likelihood of a project significantly reducing or eliminating fatalities and serious injuries involving various road users, including pedestrians, bicyclists, public transportation users, motorists, and commercial operators.

IJA Safety Improvement Program (Cont. 6) Wildlife Crossings Pilot Program (discretionary)

Purpose	Support projects that seek to reduce the number of wildlife-vehicle collisions, and in carrying out that purpose, improve habitat connectivity
Funding	\$350 M (FY 22-26) in Contract Authority from the HTF
Eligible Entities	<ul style="list-style-type: none"> State Highway Agency (or equivalent), MPO, Local government, Regional Transportation Authority, Special Purpose District or Public Authority, Indian Tribe, Federal Land Management Agency
Eligible projects	<ul style="list-style-type: none"> Projects to reduce wildlife – vehicle crashes
Other Key Provisions	<ul style="list-style-type: none"> Sets aside not less than 60% of grant funds for projects in rural areas Provision related to pilot program requires: <ul style="list-style-type: none"> study of methods to reduce wildlife-vehicle collisions; workforce development and technical training courses with; standardized methodology for collecting and reporting spatially accurate wildlife collision and carcass data for the NHS; and guidance on evaluating highways for potential mitigation measures to reduce wildlife-vehicle collisions and increase habitat connectivity.

IIJA Safety Improvement Program (Cont. 7)

Other Safety-Related Provisions

Program/Topic	Provisions in the New Law
Increasing Safe and Accessible Transportation Options	<ul style="list-style-type: none">• Defines Complete Streets standards and policies• Requires each State and MPO to carry out transportation planning activities related to complete streets or multimodal travel using:<ul style="list-style-type: none">• State: at least 2.5% of its State Planning and Research (SPR) funds• MPO: at least 2.5% of its Metropolitan Planning (PL) funds
Manual on Uniform Traffic Control Devices (MUTCD)	<ul style="list-style-type: none">• Adds to MUTCD purposes inclusion and mobility for all users• Requires MUTCD update within 18 months, every 4 years thereafter• Requires first update to provide for protection of vulnerable road users to the greatest extent possible, among other specified elements

IIJA Discretionary Grants

- US DOT Discretionary Funding – Total five-year funding:
 - New: Bridge Investment Program (in addition to bridge formula program) \$12.5 billion
 - Existing: INFRA \$14 billion
 - Existing: Local and Regional Project Assistance Program (old RAISE/BUILD/TIGER) \$15 billion
 - New: National Infrastructure Project Assistance (megaprojects) \$5 billion
 - New: Safe Streets and Roads for All (vision zero) \$5 billion
 - New: Charging and Fueling Infrastructure \$2.5 billion
 - New: Rural Surface Transportation Grants \$2 billion

IIJA Discretionary Grants (Cont. 2)

- (New) National Infrastructure Project Assistance Program (“Mega-projects”)
 - For projects on NHS or National Highway Freight Network (NHFN).
 - 50% of grant funding for projects more than \$100 M but less than \$500 M, and 50% for projects costing \$500 M or more
- (New) Bridge investment program: to improve bridges and culvert
 - At least 50% of funding reserved for certain large projects
 - Different process for funding projects \leq \$100 M cost
 - Sets aside \$40M per FY for Tribal transportation bridges

IIJA Discretionary Grants (Cont. 3)

- (New) Safe Streets and Roads for All: Supports TZD in Minnesota
 - Comprehensive safety action plan (planning grant)
 - Planning, design, and development activities for infrastructure projects identified in a comprehensive safety action
- (New) Charging and Fueling Infrastructure: Define alternative fuel corridors and establish a process to regularly redesignate them
 - Set-aside (50%) to install EV charging and alternative fueling infrastructure
- (New) Rural Surface Transportation Grants:
 - ≤10% for grants to small projects (<\$25M); 25% for designated routes of the ADHS; and 15% for projects in States with higher-than-average rural roadway lane departure fatalities

Project Delivery – Environmental Process Requirements

Program/Topic	Provisions in the New Law
Environmental process requirements (§11301)	<ul style="list-style-type: none"> • Limits environmental impact statement (EIS) documents to ≤200 pages, to maximum extent practicable • Establishes new environmental process requirements for major projects (as defined in this section*), including: <ul style="list-style-type: none"> ○ Develop schedule for average completion of process in ≤2 years, to the maximum extent practicable ○ Make authorization decisions ≤90 days of record of decision (ROD) issuance ○ Cooperating agency must submit a report for failing to meet a deadline that has been extended
Reporting (§§11312, 11319)	<ul style="list-style-type: none"> • Requires DOT to establish a program to report annually on CEs, environmental assessments (EAs), and EISs (§11312) • Requires the Secretary to submit an annual report on projects that are >5 years behind schedule or with projects costs ≥\$1 billion over the original cost estimate (§11319)

* “Major project” is defined differently in § 11301 than the term is used in 23 U.S.C. 106(h).

Project Delivery – Environmental Process Requirements (Cont. 2)

Program/Topic	Provisions in the New Law
State assumption of NEPA/CE responsibility (§§11313, 11314)	<ul style="list-style-type: none"> • Updates requirements for State assumption of NEPA/CE responsibility, extending term of memoranda of understanding for States that have participated for ≥10 years
Evaluation of Projects within Operational Right of Way (§11309)	<ul style="list-style-type: none"> • Establishes deadlines for action by Federal agencies carrying out their responsibilities over preventative maintenance, preservation or highway safety projects in the operational right of way <ul style="list-style-type: none"> ○ Required to provide at least a preliminary evaluation of applications within 45 days
Section 4(f) Reviews (§11316)	<ul style="list-style-type: none"> • Accelerates project delivery by including a deadline for interagency consultation for section 4(f) evaluations
Categorical Exclusions (§11317)	<ul style="list-style-type: none"> • Increases dollar amounts for what projects can qualify as a CatEx under (c)(23)

* “Major project” is defined differently in § 11301 than the term is used in 23 U.S.C. 106(h).

Local Agency Opportunities

- \$4.8 billion over five years in Federal highway formula funding for roads and bridges
 - Represents a ~30 percent increase in the state's highway formula funding
 - ~20% increase for existing core programs(STBG, TA, BROS, HSIP, CMAQ, NHPP)
 - + four new programs (Carbon, PROTECT, Bridge, EVs)
- New and expanded competitive grant programs for state, local, and tribal governments:
 - Bridge Investment Program for nationally significant bridges (\$12.5B)
 - RAISE and INFRA Grants (\$15B, \$14B)
 - Safe Streets for All Program (\$6B)

Local Agency Opportunities (Cont. 2)

Nationwide Competitive Grant Programs	
Safe Streets for All	\$6 Billion
Rebuilding American Infrastructure with Sustainability	\$15 Billion
Infrastructure for Rebuilding America	\$14 Billion
MEGA Projects	\$15 Billion
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation	\$8.7 Billion
Federal Highway Administration competitive grants for nationally significant bridges and other bridges	\$12.5 Billion
Charging and Fueling infrastructure discretionary grants	\$2.5 Billion
Reconnecting communities Pilot Program	\$1 Billion
FHWA Nationally Significant Federal Lands and Tribal Projects	\$1.5 Billion

Local Agency Opportunities (Cont. 3)

- Adequate delivery staff at local agency?
- Timely MnDOT reviews/approvals?
- Local Agency match requirements?
- 100% eligibility?
- Buy America and material availability?
- Contractor labor shortages?
- Add funding to existing federal projects?
- Fund Swaps?

Aviation/Airports Funding

- \$25 Billion over 5 years
 - Anticipating \$298M invested in Minnesota in that timeframe
- Law seeks to modernize infrastructure, increase equity in transportation, help fight climate change, strengthen the supply chain, and create jobs
- FAA funding will address the physical condition of the FAA's air traffic control facilities and improve safety and efficiency at our airports
- [FAA Bipartisan Infrastructure Bill](#)

Aviation/Airports Funding (Cont. 2)

- Three funding “buckets”
 - \$5B for Air Traffic Facilities
 - Reduce project backlog and replace ATC facilities
 - \$15B for Airport Infrastructure
 - Up to \$2.39 billion/year for Primary Airports
 - Allocations based on existing traffic and cargo
 - Up to \$500M/yr for non-primary (General Aviation) airports
 - \$20 million/year for FAA Contract Tower projects (construct, replace, refurbish)
- \$5B for Airport Terminals
 - Grant program for airport terminals and airport-owned traffic control towers

➤ \$66B over 5 yrs. for intercity passenger rail, including:

S.22101 Grants to Amtrak (\$3.2B/yr. avg. outside of NE corridor)

- National network grants for long distance services including the Empire Builder

S.22103 Consolidated Rail Infrastructure and Safety Improvements Grants--CRISI (\$1B/yr.)

- Discretionary grants to improve safety, reliability of the freight and passenger rail system

S.22105 Restoration and Enhancement Grants (\$50M/yr.)

- Operating assistance for new intercity passenger rail service start-up or service expansions
- Support for up to 6 yrs. with diminishing federal share starting at 90% federal

S.22106 Federal - State Partnership Grants for Intercity Passenger Rail (\$7.2B/yr.)

- Capital projects to reduce state of good repair backlog, improve performance, or expand or establish rail service

➤ **Other Freight and Passenger Rail Eligible Multimodal Programs**— RAISE (\$1.5B/yr.), INFRA (\$600M/yr.), National Infrastructure Project Assistance Program (\$1B/yr.), National Highway Freight Program (formula to MN \$23M/yr.), Ports/Waterways (\$3.5B/yr.)

➤ Rail Grade Crossing Safety Improvement

***S.11108* Grade Crossing Improvement Program (\$6.5M/yr. for MN)**

- Installation/replacement of gate arm/signal systems, other site improvements
- No increase in formula FHWA program (Section 130)
- Increase in Federal share for projects from 90% to 100%
- Increased flexibility and focus on closures and pedestrian safety

***NEW: S.22305* Railroad Crossing Elimination Program (\$600M/yr. nationally)**

- Discretionary grants for grade separations and/or closures
- Available to states, local government, Tribes, ports
- 20% allocated to rural areas or on Tribal lands

Working Definition:

A multimodal transportation planning approach that recognizes that transportation needs are based on the complex geographic, demographic, economic, and social characteristics of communities



Objectives of Multimodal Corridor Planning

- To address quality of life, access to destinations, environmental factors including GHG, and transportation system performance through:
 - Effective communication with partners, stakeholders, Tribal Governments, advocacy groups, and the public
 - A comprehensive, cooperative, and continuous planning process
 - Identifying opportunities to employ cooperative, multimodal, and systematic improvements
 - Prioritizing projects and strategies to meet future corridor opportunities
 - Optimizing system operations and supporting safe and reliable systems

Objectives of Multimodal Corridor Planning (Cont. 2)

- Supporting asset management and emphasizing the importance of maintenance and operational improvements
- Preserving the character of local communities, creating opportunities for neighborhood enhancement, and improving multimodal accessibility
- Considering climate change adaption and resiliency of the transportation system
- Identifying opportunities to achieve a balanced set of transportation, environmental and community access improvements

Small Groups

- Mic control has been turned on for all attendees.
- Virtual attendees will be automatically moved into small groups for Session 1 which will start at 2:15 P.M.
- From 2:40 PM to 2:50 PM, we will automatically move people into small groups for Session 2. Please use the ten minutes in between groups to take a break. Session 2 will start at 2:50 PM.

Small Groups:

- Highway and Bridge Funding
- Planning
- Transit and Active Transportation
- Equity
- Sustainability
- Safety
- Grant Opportunities
- Project Delivery
- Local Government Funding

Mentimeter Exercise

- Mentimeter exercise: 3:20 PM – 3:40 PM
- Please go to www.menti.com and enter code: 4400 1208

Closing Remarks

- Margaret Donahoe, Minnesota Transportation Alliance, 2022 State-Level Advocacy

Thank you again!

Erik Rudeen, Serge Phillips, Josh Root, and Margaret Donahoe

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