



National Park Service Bipartisan Infrastructure Law Transportation Grants Strategic Plan



Clockwise from left: An electric bus demonstrated at Zion National Park during project planning; US-41/Tamiami Trail at Everglades National Park; Road reconstruction at Yellowstone National Park. All three parks received funding for these projects through the Nationally Significant Federal Lands and Tribal Projects Program, one of the transportation grant programs provided for in the [Bipartisan Infrastructure Law](#). (Source: NPS)





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1 BACKGROUND, PURPOSE, GOALS & OBJECTIVES

1.1 BACKGROUND & PURPOSE

The “Infrastructure and Investment Jobs Act (IIJA), also referred to as the Bipartisan Infrastructure Law (BIL), authorizes \$550 billion for surface transportation programs for Fiscal Years 2022 – 2026. BIL provides comprehensive transportation legislation by building on many of the programs from the 2015 Fixing America’s Surface Transportation Act, or FAST Act, as well as the Biden Administration’s focus areas in climate change, resiliency, and resource protection, connecting diverse communities, and reinvesting in infrastructure to build back better. These focus areas are reflected in the NPS transportation priorities noted in the NPS State of Transportation [brochure](#):

- Protect the Climate & Advance Resource Protection
- Enhance Visitor Experience & Connect Diverse Communities
- Reinvest in the System & Make Legacy Investments

With funding from BIL, the NPS is working to develop resilient, innovative, and equitable transportation systems, while also decreasing transportation emissions related to visitation and operations. The NPS will invest these funds to repair and upgrade transportation trails, transit systems, roads, bridges, and other critical transportation infrastructure. BIL increases NPS Federal Lands Transportation Program (FLTP) funding by over 20 percent to \$1.7 billion over five years, to address NPS transportation needs across the nation.

Strong connectivity between parks and surrounding communities improves modal choice, visitor enjoyment and safety. BIL provides a monumental opportunity to work with our community partners to provide equitable, climate-friendly, and high-quality transportation options to visitors. BIL creates new discretionary (competitive) grant programs for which the NPS can directly compete. Additionally, BIL provides a number of discretionary grant programs and new formula programs for which NPS partners are eligible applicants, making it imperative for the NPS to develop and strengthen partnerships with states and other eligible agencies to mutually champion significant projects in and around NPS sites which align well with the Administration’s focus areas.

The NPS Park Planning Facilities & Lands (PPFL) Directorate provides support, resources, and technical assistance to regions and parks to take advantage of new opportunities available in BIL, including those the NPS is directly eligible for, as well as those that require a partner match. Success will rely on engagement from the planning, partnerships, and transportation communities across the NPS, as well as support from leadership at all levels.

The NPS worked with partners to leverage over \$400 million from similar past discretionary programs under the FAST Act. Past successes include completion of the “missing link” of the Foothills Parkway, rehabilitation of the Arlington Memorial Bridge, electrification of Zion National Park’s transit fleet, and construction of bridges along the Tamiami Trail (U.S. 41) to restore natural water flow to the Everglades.



The purpose of this plan is to guide how the NPS approaches grant funding opportunities in BIL over the next five years, articulating a strategy for identifying high priority projects for discretionary grant programs, working with partners to leverage funding opportunities for NPS transportation priorities, and building internal and external capacity to advance the NPS’s transportation goals. It describes how the NPS will prioritize the highest-value programs and projects using a proactive, comprehensive strategy. This strategy will focus on advancing NPS transportation priorities, along with Department of the Interior (DOI) and Department of Transportation (DOT) goals, as outlined in Appendix C: Crosswalk of NPS, DOI and DOT Priorities.

1.2 GOALS & OBJECTIVES

Goals and objectives form the organizational backbone of this strategic plan. They were collaboratively developed with the BIL Transportation Grants Workgroup (see Appendix A: BIL Transportation Grants Workgroup) through a series of meetings and feedback forms. The support and resources outlined in the goals and objectives will facilitate regions and parks in effectively working with partners to leverage BIL funding opportunities for NPS transportation priorities.

1.2.1 Goal: Proactively identify and review projects to build out a 5-year flexible program of candidate projects for BIL transportation grant programs

Objective: Work with regions and Washington Support Office (WASO) programs to identify and prioritize candidate projects that are in alignment with NPS, DOI & DOT priorities for BIL transportation grant programs

Objective: Employ existing NPS processes to update the flexible program of candidate projects for BIL transportation grant programs

1.2.2 Goal: Strategically deliver targeted support for BIL transportation grant proposal and application development for success

Objective: Provide integrated transportation planning support to develop needs before pursuing BIL transportation grant opportunities

Objective: Coordinate grant application development for nationally competitive BIL transportation grant programs in collaboration with regions and parks

Objective: Support regions and parks by developing a toolbox of available resources

1.2.3 Goal: Develop communications tools to share BIL transportation grant program information, lessons learned, and track successes

Objective: Support NPS employees by providing BIL transportation grant program information and lessons learned

Objective: Promote BIL transportation grant opportunities and successes in public forums

Objective: Identify needs and track progress



2 STRATEGY & TARGET OUTCOMES

2.1 STRATEGY OVERVIEW

The NPS is pursuing an overarching strategy designed to maximize benefits to the NPS by deploying and focusing staff time, support, and technical assistance on the highest-value, prioritized programs and projects. Successful execution of this strategy will build internal and external capacity to advance the NPS's transportation priorities. Based on projects submitted from regions (see section 3 for details), PPFL, with input from the BIL Transportation Grants Workgroup, developed a flexible BIL Transportation Grants Program of Candidate Projects, matching prioritized projects to the grant programs using a comprehensive approach based on:

- NPS transportation priorities (see Appendix C: Crosswalk of NPS, DOI and DOT Priorities)
- Project competitiveness according to program statutory eligibility and merit criteria
- Project readiness
- Geographic balance
- Opportunity to defray costs to core programs, including FLTP and others

The strategy in this document, as well as the program of candidate projects for BIL transportation grant programs, will be **revised as the NPS learns more** about the new grant programs, NPS transportation needs evolve, and the NPS engages with partners to identify opportunities for collaboration

The program of candidate projects establishes an initial plan for which projects are under consideration for submission to grant programs across the five years of BIL. Both the strategy in this document as well as the program of candidate projects for BIL transportation grant programs will be revised as the NPS learns more about the new grant programs, NPS transportation needs evolve, and the NPS engages with partners to identify opportunities for collaboration.

To guide and encourage success, the NPS developed two targets. First, the NPS aims to submit at least 30 applications for nationally competitive grant programs, including those for which the NPS is directly eligible and those requiring a partner. Second, through these 30 applications, as well as others submitted by regions or parks for state-administered programs, the NPS aims to receive at least \$500 million in awarded funds.

2.1.1 NPS Decision Making

- **PPFL:** For nationally competitive grant programs for which the NPS is directly eligible (see Table 1), PPFL will make final determinations as to which projects are submitted but will only put forward projects that the applicable region and park support. This is to ensure that only the highest priority and most competitive projects are submitted to these highly selective, national grant programs, and so that NPS projects do not inadvertently and unnecessarily compete against each other. PPFL, regions, and parks will work together to identify the required matching



funds for each application. PPFL concurrence will be required for NPS support to partner applications for nationally competitive programs that NPS is directly eligible, including NPS letters of support, matching funds, and technical assistance to develop applications. The key to obtaining support is early and consistent communication among PPFL, regions, and parks.

- **Regions:** NPS regions, in collaboration with parks, will be responsible for deciding which projects to submit for state-administered programs. Regions will coordinate all programs with “Regions” listed in the “NPS Coordination Lead” column in Table 1. Regions will need to communicate to PPFL about these projects so the status of each application can be tracked servicewide. More information is provided on project tracking in section 5.3.2.

The NPS aims to receive at least **\$500M over the life of BIL** for successful NPS and partnership grant applications

2.1.2 BIL Transportation Grant Opportunities

Table 1 provides an overview of the BIL transportation grant programs applicable to the NPS. The NPS will focus primarily on those listed as medium or higher under “Chance of Success.” This table also indicates which NPS office is responsible for decision making and providing parks with technical assistance on grant application development. For further detail on the technical assistance process and responsibilities, see section 4.2.1.

The NPS will submit at least **30 applications** over the life of BIL for nationally competitive programs, directly and with partners



Table 1: BIL Transportation Grant Programs Applicable to the NPS

Program Types	Program	Available Annually (up to)	Chance of Success	NPS Coord. Lead	Target Project Types
NPS Direct Eligible Programs	Nationally Significant Federal Lands and Tribal Projects (NSFLTP)	\$177.5M for FLMAs (only \$65M FY22)	Very High	PPFL	One guaranteed project per year in park with >3M visitors; projects with compliance complete and total cost >\$12.5M
	Bridge Investment Program	\$2.5B	Med	PPFL	Bridge projects in poor/fair condition over \$15M on National Bridge Inventory; planning, design, compliance, or construction costs eligible
	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program (PROTECT) – <i>joint with state</i>	\$280M	Med	PPFL	Resilience improvements, vulnerability assessments, transportation and emergency response strategies, protection of surface transportation assets, includes planning
	Wildlife Crossing Pilot Program	\$70M	Med	PPFL	Projects that reduce the number of wildlife-vehicle collisions and improve habitat connectivity
	Pollinator Friendly Practices on Roadsides and Highway Rights-of-Way Program	\$2M	High	PPFL	Projects <\$150,000 that benefit pollinators on roadsides and highway rights-of-way
	Infrastructure For Rebuilding America (INFRA) - <i>joint with state</i>	\$1.6B	Low	PPFL	National Highway System projects >\$20M that advance climate change, environmental justice, and equity
	Transportation Alternatives (TA)	\$1.44B	Med	Regions	Small-scale transportation planning, design, or construction projects with a focus on trails
Partner Eligible Programs	Federal Lands Access Program (FLAP)	\$300M	High	Regions	Projects >\$100,000 that improve access to federal lands
	Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	\$2.275B	Med	Regions with PPFL	Road, trail, rail, port projects >\$1M - \$25M
	Rural Surface Transportation Grant Program	\$400M	Low	Regions with PPFL	Rural projects <\$25M
	Discretionary Grant Program for Charging and Fueling Infrastructure	\$500M	Low	Regions	EV charging and alternative fuel infrastructure projects <\$15M
	Safe Streets and Roads for All (SS4A) Program	\$1B	Low	Regions	Initiatives to prevent roadway deaths and serious injuries



Program Types	Program	Available Annually (up to)	Chance of Success	NPS Coord. Lead	Target Project Types
Partner Formula Programs	National Electric Vehicle Infrastructure Formula Program (NEVI)	\$1B	Med	Regions with PPFL	Work with states to inform alternative fuel corridors and coordinate on funding for installation of charging stations on federal lands
NPS Direct-Benefit Formula Program	Construction of Ferry Boats and Ferry Terminal Facilities Formula Program (FBP)	\$182M	High	Regions /Parks with PPFL	Construction of ferry boats and ferry terminal facilities

2.2 APPROACH FOR NPS DIRECT ELIGIBLE PROGRAMS

PPFL will lead the coordination and development of applications for the priority programs for which the NPS is directly eligible to apply. For these nationally competitive grant programs, PPFL will make final determinations as to which projects are submitted in each round. This will entail close coordination between PPFL, regions, parks, and technical assistance providers. Support from partners is also critical to the success of these applications, and the NPS will engage with these partners to gather letters of support, and in some cases matching funds. Two programs, PROTECT and INFRA, require that any NPS application be jointly submitted with a state, and thus will require extensive coordination with those states before and throughout the application development process.

2.3 APPROACH FOR PARTNER ELIGIBLE PROGRAMS

The NPS will continue to foster partnerships with state departments of transportation, metropolitan planning organizations (MPOs), regional planning organizations (RPOs), local communities, and other eligible applicants for BIL programs listed under “Partner Eligible Programs” in Table 1. The NPS can encourage partners to apply for these programs to support mutually beneficial projects. PPFL may provide support in the form of integrated transportation planning support and/or technical assistance to develop applications, NPS letters of support, and potentially matching funds.

2.4 APPROACH FOR PARTNER FORMULA PROGRAMS

While formula programs do not require applications, the NPS will need to coordinate closely with states at various stages to ensure that parks and visitors benefit from this new funding source in BIL. The NPS has developed an initial strategy for this engagement, summarized in the National Electric Vehicle Infrastructure Formula Program (NEVI) section 7.8 in Appendix B: Priority Program Strategies.



3 GOAL: PROACTIVELY IDENTIFY AND REVIEW CANDIDATE PROJECTS TO BUILD OUT A 5-YEAR FLEXIBLE PROGRAM OF CANDIDATE PROJECTS FOR BIL TRANSPORTATION GRANT PROGRAMS

3.1 OBJECTIVE: WORK WITH REGIONS AND WASO PROGRAMS TO IDENTIFY AND PRIORITIZE CANDIDATE PROJECTS THAT ARE IN ALIGNMENT WITH NPS, DOI & DOT PRIORITIES FOR BIL TRANSPORTATION GRANT PROGRAMS

3.1.1 Outreach to Parks and Regions

On March 15, 2022, the Associate Director of PPFL, and the Associate Director of Partnerships and Civic Engagement sent a memo to the Regional Directors, Deputy Regional Directors, and Associate Directors to request the identification of projects that could potentially be good candidates for BIL transportation discretionary grants.

The types of projects requested in the call included projects that address climate and severe weather resiliency, those that connect to underserved gateway communities, transit fleet replacement and electric vehicle charging infrastructure, wildlife crossing projects, and traditional NPS bridge and roadway projects. The NPS regions submitted over 360 projects for PPFL consideration.

3.1.2 Project Screening

The WASO Transportation Branch reviewed the project submissions from the regions and cross-referenced these with other data points including the FLTP NPS Multiyear Program (FLTP Multiyear), threatened and endangered species, transit vehicle recapitalization needs in the National Transit Inventory, Road Inventory Program (RIP), Bridge Inspection Program (BIP), National Bridge Inventory, National Highway System, and PMIS statements. Review of these project lists and management systems provided additional information to refine the flexible program of candidate projects.

The projects were screened using the following criteria to identify priority projects for consideration:

- Alignment with NPS and DOT priorities (see Appendix C: Crosswalk of NPS, DOI and DOT Priorities)
- Project timing and compliance (if required)
- Budget size is appropriate for grant program

These criteria informed the flexible program of candidate projects along with additional review of projects through the lens of DOT priorities such as promoting safe, affordable, accessible, and multimodal access while reducing transportation-related disparities and tackling the climate crisis.

3.2 OBJECTIVE: EMPLOY EXISTING NPS PROCESSES TO UPDATE THE FLEXIBLE PROGRAM OF CANDIDATE PROJECTS FOR BIL TRANSPORTATION GRANT PROGRAMS

The primary vehicle for updating the flexible BIL Transportation Grants Program of Candidate Projects will be through the existing Servicewide Comprehensive Call (SCC) process and documentation in the Project Management Information System (PMIS). The SCC guidance, Transportation Grants, will continue



to be used for BIL transportation grants. It will also be important to evolve the SCC guidance and program of candidate projects to reflect lessons learned during each grant round.

In addition to the candidate projects submitted from the regions, the following resources can also be reviewed for identification of potential projects:

- FLTP Multiyear
- Unfunded transportation projects
- Great American Outdoors Act (GAOA) / Line-item Construction (LIC) funded projects
- Category III unconstrained project list
- FHWA structures (bridge) recommendations

3.2.1 Engagement with Regions and Parks

Through summer 2022, PPFL engaged further with the regional transportation program coordinators to refine the BIL Transportation Grants Program of Candidate Projects. There will be ongoing engagement with the regional transportation coordinators on nationally competitive grant applications and communication about those managed at the state level. Additionally, regions and parks will have opportunities to add, update, or remove projects on the program of candidate projects through the annual SCC process and on an ad-hoc basis based on project readiness, changes in project schedule, or shifting NPS priorities.

3.2.2 Bureau Investment Review Board

The BIRB will be informed throughout the life of BIL for relevant approvals, feedback and strategic direction. The strategic plan and the preliminary project list were presented to the BIRB in July 2022 as the first of a series of regular status updates. Investment concepts for individual capital projects that are identified on the BIL Transportation Grants Program of Candidate Projects will require BIRB approval, in alignment with BIRB guidance.

3.2.3 Partner Agencies

Regions and parks will continue to foster relationships with partners at the grassroots level and look for opportunities for partner supported and submitted applications, adding them to the program of candidate projects as appropriate. Regions and parks are encouraged to participate in integrated transportation planning activities with partner agencies—such as the state, MPO, or RPO—to have comprehensive dialogue on regional transportation challenges. This multiagency coordination could lead to the development of projects to submit to BIL transportation grant programs that could improve access to NPS units.

4 GOAL: STRATEGICALLY DELIVER TARGETED SUPPORT FOR BIL TRANSPORTATION GRANT PROPOSAL AND APPLICATION DEVELOPMENT FOR SUCCESS

PPFL, in partnership with the regions, is evaluating the need to increase capacity to implement the BIL Transportation Grants Strategic Plan. Additional capacity would support regions and parks in coordinating grant proposals by ensuring projects will meet BIL transportation grant program



requirements. Investment in this internal capacity will have long-term benefit to the NPS and demonstrate the NPS’s commitment to collaboration with local and state partners.

4.1 OBJECTIVE: PROVIDE INTEGRATED TRANSPORTATION PLANNING SUPPORT TO DEVELOP NEEDS BEFORE PURSUING BIL TRANSPORTATION GRANT OPPORTUNITIES

There are a number of funding opportunities in BIL that the NPS is not directly eligible for but can support partners in developing mutually beneficial projects or projects that advance the NPS mission and transportation priorities. To assist regions and parks in working with partners, integrated transportation planning support may be needed. In collaboration with PPFL’s Transportation Planning Program, projects submitted from regions will be reviewed for alignment with the NPS National Transportation Strategy (NTS) goals to develop a list of projects for integrated transportation planning support consideration. The Transportation Planning Program has quarterly meetings with the regional transportation coordinators and planning portfolio managers to understand transportation planning needs and the status of ongoing projects. During the fourth quarter FY22 meeting, the list was reviewed with regions to determine if integrated planning support is needed at the unit or regional level through the Transportation Planning Program. This support check-in will continue at each quarterly meeting to ensure regions and parks have the resources needed to move projects forward so that they can be ready for potential grant applications.

4.2 OBJECTIVE: COORDINATE GRANT APPLICATION DEVELOPMENT FOR NATIONALLY COMPETITIVE BIL TRANSPORTATION GRANT PROGRAMS IN COLLABORATION WITH REGIONS AND PARKS

4.2.1 Grant Application Technical Assistance Process

Technical assistance is available from PPFL to support developing and assembling grant application packages ensuring readiness for the priority grant programs. Technical assistance details for grant applications are included in Table 2. Priority will be given to projects that have been selected for submittal for nationally competitive programs for which the NPS is directly eligible. PPFL, at the discretion of the Associate Director, may also provide technical assistance for a limited number of high priority applications to state-administered programs such as FLAP or TA. Regions are responsible for providing parks with technical assistance for developing grant application packages or the programs indicated with “Regions” under the NPS Coordination Lead column in Table 1.



Table 2: Nationally Competitive Discretionary Grant Application Process & Roles

	PPFL	Region	Park	Technical Assistance Provider
Develop application template/outline based on NOFO				
Populate template and provide other relevant information, including images				
Finalize project budget, including match (if required)				
Develop Benefit Cost Analysis (BCA)				
Develop/refine project location maps				
Format and copy-edit narrative				
Develop letter of support template				
Outreach to partners to secure letters of support				
Package all application materials, including appendices and budget forms				
Review final application package				
Submit application via Grants.gov (for NPS eligible programs)				

4.2.2 Fund Transfer Support

After a successful application and funding is awarded, if NPS is the delivery agent, monies are transferred to the NPS. PPFL will coordinate with WASO Budget and the region to set up PMIS and accounts. WASO Budget will issue a Funding Advice when grant funding is available. PMIS statements will need to correctly follow the SCC guidance for Transportation Grants, including separate components for matching funds, if applicable.

4.3 OBJECTIVE: SUPPORT REGIONS AND PARKS BY DEVELOPING A TOOLBOX OF RESOURCES

The BIL Transportation Grants Workgroup will develop a toolbox of available resources to support regions and parks in pursuing BIL transportation grant opportunities. This toolbox could include but is not limited to:

- Tools to assist parks in identifying potential funding programs, meeting eligibility criteria, providing samples of funded applications for different funding programs
- Contact lists of key partners at state DOTs and MPOs/RPOs
- Templates for applications and letters of support
- Consistent communication tools
- Planning strategies to understand our partners’ needs and priorities
- Resources to identify parks that meet key criteria such as:



- Coastal Parks located in States that have been impacted by federally declared disasters over the past six years for programs like Coastal Storm Risk Management, Hurricane, and Storm Damage Reduction Projects
- Parks located in communities designed Historically Disadvantaged/Significant Poverty – important to many of the funding program evaluation criteria

5 GOAL: DEVELOP COMMUNICATIONS TOOLS TO SHARE BIL TRANSPORTATION GRANT PROGRAM INFORMATION, LESSONS LEARNED, AND TRACK SUCCESSES

5.1 OBJECTIVE: SUPPORT NPS EMPLOYEES BY PROVIDING BIL TRANSPORTATION GRANT PROGRAM INFORMATION AND LESSONS LEARNED

5.1.1 BIL Transportation HUB SharePoint

The internal NPS BIL Transportation HUB SharePoint site serves as the primary source for information. It includes the following resources:

- Most up to date BIL Transportation Grants Strategic Plan
- Most up to date BIL Transportation Grants Program of Candidate Projects
- Current Notices of Funding Opportunity (NOFOs) for grants
- BIL Transportation Program Matrix: PPFL contacts, overview of the various new and existing programs available to the NPS. Staff can scan the programs for project eligibility, links to fact sheets and NOFOs, and past projects for which the NPS has been successful under these programs.
- BIL Transportation Overview Slides: Provides a deeper dive into the programs and explains the differences between authorized, discretionary/competitive, and formula programs.
- Relevant AD Memos
- Toolbox of BIL Transportation Resources (see section 4.3)
- Additional helpful tools, webinars, and links

5.1.2 Webinars & Presentations

PPFL leadership and staff provide presentations and webinars to deliver information on BIL transportation grant opportunities. The audience includes but is not limited to regional transportation coordinators, regional planning portfolio managers, superintendents, facility managers, park planners, and partners. Potential topics for webinars could include:

- Learn about and prepare for upcoming opportunities and access BIL transportation funding
- Partnerships, integrated planning, and BIL transportation grants that benefit the NPS, but for which a partner must apply
- Specific BIL transportation grant programs
- Peer-to-peer networking and lessons learned



PPFL and Partnerships and Civic Engagement hosted two webinars in April and May 2022 to introduce grant programs in the BIL and how integrated planning, collaboration, and partnering is key for success when it comes to access to and within national parks.

5.2 OBJECTIVE: PROMOTE BIL TRANSPORTATION GRANT OPPORTUNITIES AND SUCCESSES IN PUBLIC FORUMS

5.2.1 NPS External Website

The external [NPS Transportation](#) webpage was updated in June 2022 including a new subpage on the [Bipartisan Infrastructure Law](#). This BIL transportation webpage provides a summary of BIL transportation opportunities and a location where the NPS can highlight grant successes. As the NPS and partners receive grant awards, this page will be updated. Key BIL transportation program and strategy information and summary graphics could be considered for display.

5.2.2 Coordinated Messaging

WASO Communications maintains a SharePoint site with communications guidance related to BIL. This site includes style guidance, talking points, media guidance, and more.

As regional and park communications teams prepare press releases to announce successful BIL transportation grant awards, it will be important to ensure coordinated messaging. These teams can refer to the new external [Bipartisan Infrastructure Law](#) page on the NPS Transportation website and use the following “tags” on external BIL transportation announcements: Bipartisan Infrastructure Law, BIL, BIL Grant, transportation grant, infrastructure bill, and infrastructure law.

5.3 OBJECTIVE: IDENTIFY NEED AND TRACK PROGRESS

5.3.1 Identify Need

PPFL will adapt the program of candidate projects for use with NPS and DOI leadership, U.S. DOT, and communications through agency and Department channels to identify need. PPFL will provide NPS and DOI leadership with a refined high-level overview identifying which project applications are planned for submission in the following years of BIL, including maps, alignment with administration priorities, and key project profiles. Infographic summaries of the number of applications planned for submission, total funding requested, and funding awarded will be updated throughout the life of BIL to visualize and communicate success for a leadership audience.

The materials developed for NPS and DOI leadership will be adapted as a full, unconstrained list of potential grant projects. The full list or a summary of potential projects could be shared with Federal Highway Administration (FHWA) leadership to demonstrate NPS needs across all programs. The list of project needs will be adapted into maps indicating project locations and summaries of total project costs by state and potential BIL transportation grant program.

5.3.2 Track Progress

PPFL is working to develop a tracking mechanism for the BIL transportation grant applications to capture the status of all applications to the various programs. This will enable understanding of which projects have applications in development, pending, awarded, funding obligated, and construction completed.



Project information will be pulled from existing NPS systems of record, such as PMIS, though PMIS is not set up to track these types of information related to grant application status. Parks and regions are responsible for providing inputs to the BIL tracking mechanism that PPFL develops, particularly for the state-administered and partner programs for which coordination will be led by regions.

Additionally, with this BIL transportation grants tracking system, PPFL will be able to summarize the total amount of funding at each of grant stage, the locations of the projects, and create graphics and visualizations. This tracking information can then be displayed for NPS staff on the BIL Transportation HUB SharePoint and distributed through other communications. The system maintained by PPFL will enable efficient responses to requests from NPS and DOI leadership regarding the BIL transportation grant applications.



6 APPENDIX A: BIL TRANSPORTATION GRANTS WORKGROUP

The BIL Transportation Grants Workgroup provides technical expertise to further develop support and communication strategies and oversee identification, prioritization, and utilization of resources for technical support for project and grant development. The workgroup lead and members engage with national partners, including DOT, and provide regular updates to the AD, Park Planning, Facilities, and Lands, and other leadership and stakeholder groups within the NPS. The workgroup coordinates across WASO programs, as well as regions and parks to provide advice and support on BIL transportation grant programs. The workgroup also tracks candidate projects and grant applications across programs. The workgroup consists of staff across various NPS offices, including the Park Facility Management Division, Park Planning Special Studies, Conservation and Outdoor Recreation, Denver Service Center, Biological Resources Division, and representatives from the regional and park levels. The U.S. DOT Volpe Center provides technical support with workgroup coordination.



7 APPENDIX B: PRIORITY PROGRAM STRATEGIES

7.1 NATIONALLY SIGNIFICANT FEDERAL LANDS AND TRIBAL PROJECTS (NSFLTP)

The Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program, provides up to \$887.5 million for federal land management agencies (FLMAs) including the NPS over the life of BIL for the construction, reconstruction, and rehabilitation of nationally significant projects within, adjacent to, or accessing Federal and tribal lands. The NPS is directly eligible for this key program, which provides an opportunity to address significant challenges across the nation for transportation facilities that serve Federal and tribal lands. The [NSFLTP Fact Sheet](#) provides more information on the program.

As a top-priority discretionary BIL transportation grant funding program, a five-year program of candidate projects will be developed for NSFLTP that includes one to three project applications per year. Annually, the program of candidate projects will be adjusted based on national priority, readiness, and annual appropriation of NSFLTP. The following strategies will be considered:

- The total requested amount of all applications in each round should add up to roughly the amount of funding available to FLMAs for that round (e.g., for FY22, \$62.6M is available to FLMA applicants).
- Submit a project application from a park with visitation above 3 million per year (guaranteed award). Depending on the other NPS transportation priorities for that round, this application could request up to 90% of the project budget without breaking it into project components. If the NPS decides to submit more than one application for projects at parks with over 3 million annual visitors, identify the priority project in the transmittal cover letter and include a match over the minimum match amount.
- Submit one or two additional project applications at parks with visitation below 3 million per year, as long as they are NPS transportation priorities, and the guaranteed award project does not equal the maximum available funding.

Next Steps:

- Collect additional project information to revise current preliminary project list to ensure projects:
 - Are large and complex and beyond the capacity of FLTP
 - Have compliance completed by time of award
 - Is a single, continuous transportation project
 - Have a plan for the 10% or greater match
 - Coordinate with the FLTP Multiyear
 - Consider for funding in another program
- Meet with regions and parks annually to:
 - Discuss application process
 - Identify application team and roles and responsibilities
 - Set application schedule



7.2 BRIDGE INVESTMENT PROGRAM (BIP)

The Bridge Investment Program (BIP) provides \$12.5 billion in funding over the life of BIL for grants, on a competitive basis, to improve bridge condition and the safety, efficiency, and reliability of the movement of people and freight over bridges. The NPS is directly eligible for this program and potential projects include bridge replacement, rehabilitation or preservations along with replacement or rehabilitation of culverts to improve flood controls and improve habitat for aquatic species. Eligible projects must include a structure on that National Bridge Inventory that is in poor condition or fair condition within three years of poor condition. The [BIP Fact Sheet](#) provides more information on the program.

As a top-priority discretionary BIL transportation grant funding program, the following strategies will be considered:

- Meet with the FHWA point of contact to answer key grant criteria to shape our future submittals
- Set up a BIP advisory team
 - a. Review grant objectives, collate questions before and after NOFO guidance
 - b. Review current bridge inventory that would rank high in grant submittals
 - c. Identify bundling, geographic diversity opportunities
 - d. Identify successful grant applications and distribute to regions
 - e. Manage best practices, performance, strategy adjustments, develop success stories report
- Focus FY 23 + submittals on primarily poor NBI structures currently funded or not.
 - a. Maximize use of current Bridge Inspection Program, FLTP Multiyear, priority of improvement POI data and programing strategies which focus on worst first poor condition structures and bridge condition A, B, C needing 3R work within the next 3 years.
 - b. Have the regions scan all of the poor NBI structures in their area. Have each region highlight their top 5 % poor structures (in a FLTP Multiyear or not) for submittal. Focus on poor structures in the outer years that could benefit from advancing earlier in a fiscal year.
 - c. Regions can propose bundling of poor bridges in a park unit for the large category area. If awarded a BIP grant for a project on the FLTP Multiyear, matching funds will be needed but the remainder of the project budget could be redeployed to fair condition structures.
 - d. Focusing on poor structures in the outer year of our program should give us the geographic diversity and congressional variety. Projects are already in a development delivery chute so most of the grant submittal info should be available.



7.3 PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION PROGRAM (PROTECT)

PROTECT is a new discretionary grant program, with up to \$1.4 billion available over the life of BIL. While a NOFO is yet to be released, the NPS will seek to identify projects likely to compete well given the language in the BIL. No fact sheet is available for this program as of September 2022. In addition to the criteria outlined in legislation, ideal submissions should:

- Prioritize projects that increase the resiliency of transportation infrastructure
- Have park level support
- Have partner support, specifically state since NPS must apply jointly with state
- Have gateway community/economic generator component
- Be data driven supported by previous studies

To gather more information about potential submissions and support needed, NPS will meet with regional transportation coordinators and planning portfolio managers during the quarterly meeting the Transportation Planning Program facilitates.

7.4 WILDLIFE CROSSING PILOT PROGRAM

This is a new discretionary grant program with up to \$350 million available over the five years of BIL. The NPS will seek to identify projects likely to compete well given the language in the BIL, though U.S. DOT has yet to release a NOFO with further details. No fact sheet is available for this program as of September 2022. In addition to the primary and secondary selection criteria outlined in legislation, ideal submissions should:

- prioritize threatened and endangered species identified as park resources
- have realistic delivery timeframes
- have park level support
- have partner support
- be data driven using habitat maps, species movement patterns, established wildlife corridors, T&E species “take” information, carcass data, and crash report data

Typical overpass and underpass wildlife crossing projects may range in cost from \$2M to \$10M. However, there are many lower cost strategies that reduce the number of wildlife-vehicle collisions, while improving habitat connectivity for terrestrial and aquatic species as identified in the [2008 Wildlife-Vehicle Collision Reduction Study: Report To Congress](#), and NPS will seek to identify both lower and higher cost projects since it is not known which types of applications will be the most competitive.

Current Targets:

- Submit 0-2 (greater than \$2M) NPS only applications annually
- Submit 0-2 (\$500K-\$2M) NPS only applications annually
- Support 1-5 partner submissions annually (as a joint applicant, or w/letter of support)
- \$15M total in awarded grants from FY22-26 Wildlife Crossing Pilot Program.
- \$15M total in awarded grants from FY22-26 on projects the NPS has supported.

In most cases, NPS submissions will be located within park boundaries where NPS owns the associated road/bridge asset. However, because threatened and endangered species identified as park resources sometimes venture outside park boundaries, it may make sense to provide letters of support for partner applications, or in some cases, jointly submit an application with a partner. Joint projects applications,



where NPS does not own the road/bridge asset, and the project location is outside the park boundaries (where NPS does not own adjacent land) should be of national significance and high profile. These should be very special cases with significant partner support.

WHO SUBMITS APPLICATION?	NPS Owned Adjacent Land	Non-NPS Owned Adjacent Land
NPS Owned Road / Bridge Asset	NPS Submission	N/A?
Non-NPS Owned Road / Bridge Asset	Joint Application	Partner Submission with NPS Letter of Support

To gather more information about potential submissions, NPS has developed a template for collecting additional project information for region transportation coordinators to share with park staff. There is also a plan to develop a letter of support template for partner submissions, a one-pager on NPS approach to the program that can be shared with external partners, and additional content for the BIL Transportation HUB website.

7.5 TRANSPORTATION ALTERNATIVES (TA)

Transportation Alternatives (TA) is part of the Surface Transportation Block Grant (STBG) with up to \$7.2 billion in funding available over the life of BIL. The program supports planning, design, and construction of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity. The [TA Fact Sheet](#) provides more information about the program.

Each State receives a share of the national total TA funding that they manage through a competitive process that the NPS is eligible to apply. Since this program is managed at a state level, the regions will coordinate the applications with support from the WASO Alternative Transportation Program, as needed. WASO can provide additional support by promoting the program to regions and parks and providing resources and tools for application development.

7.6 FEDERAL LANDS ACCESS PROGRAM (FLAP)

The Federal Lands Access Program (FLAP) provides up to \$1.5 billion in funding over the life of BIL for projects that provide access to, are adjacent to, or are located within Federal Lands. Priority shall be given to projects accessing high-use Federal recreation sites or Federal economic generators, as identified by the Secretaries of the appropriate Federal land management agencies. State DOTs, Tribes, and/or local governments may apply. Project applications require coordination and approval by the Federal or tribal property owner(s). Any Federal property owner who possesses Federal economic generators or high use Federal recreation sites accessible by state and/or county public roads are encouraged to work with their state and/or local government officials to coordinate the submission of applications. The [FLAP Fact Sheet](#) provides more information about the program.



Eighty percent of funds go to the states that contain at least 1.5% of the national total of public lands, and the remaining 20% to the other states. Funds are distributed based on the formula percentages below following an 80-20 split:

- 30% based on the State share of total recreational visitation in all States.
- 5% based on the State share of total Federal land area in all States.
- 55% based on the State share of total Federal public road miles in all States.
- 10% based on the State share of total number of Federal public bridges in all States.

The Programming Decision Committee is responsible for the FLAP programming decisions in each state and is comprised of representatives from FHWA, the State Department of Transportation, and an appropriate political subdivision of the State. Given that this program is managed differently in each state, regions will continue to work with parks to coordinate partner applications to this program. PPFL could provide support to regions by reviewing the FLTP Multiyear to locate projects that go to the park boundary. Then, the region could ask a park if there is a need to improve the road corridor leading to the park. If the answer is yes, the park, with assistance from the region, should coordinate with the owner of the road corridor outside the park to submit an application, and the project inside the park boundary could be used as matching funds for the project outside the boundary. A review of statewide transportation improvement plans could also be performed to identify strong FLAP candidate projects.

7.7 REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE)

The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, may provide up to \$2.275 billion per year (\$1.5 billion in funding was made available for 2022) as outlined in BIL and subject to appropriations. This program provides an opportunity for the NPS to work with partners to invest in road, rail, transit and port projects that promise to have a significant local or regional impact. The [RAISE Program Webpage](#) provides more information.

This program was previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants. RAISE projects are evaluated on statutory criteria of safety, environmental sustainability, quality of life, economic competitiveness and opportunity, state of good repair, partnership, and innovation. Under BIL, 2022 RAISE applications will also be evaluated on the criteria of mobility and community connectivity. Additionally, the program is focusing on projects located in Areas of Persistent Poverty or Historically Disadvantaged Communities. The Department of Transportation has developed a tool that will allow applicants to determine if their project location is considered as a Historically Disadvantaged Community. The tool is available [here](#).

To gather more information about potential submissions and support needed, NPS will meet with regional transportation coordinators and planning portfolio managers during the quarterly meeting the Transportation Planning Program facilitates. These conversations will focus on projects that connect parks to Areas of Persistent Poverty or Historically Disadvantaged Communities. Further support to regions and parks will be provided through integrated transportation planning and the alternative transportation program.



7.8 NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE FORMULA PROGRAM (NEVI)

The National Electric Vehicle Infrastructure Formula Program (“NEVI Formula”) provides \$5 billion in funding over the life of BIL to States to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. The [NEVI Fact Sheet](#) and the [NEVI Program Guidance](#) provides more information.

The NPS has adopted a phased approach to engaging with states on the NEVI program, summarized below.

Phase 1: Initial Outreach to State DOTs

Priority states have been identified for outreach, based on a past geospatial EVSE gap analysis as well as an ongoing EVSE gap analysis that the NPS is conducting with other Department of Interior agencies, the U.S. Forest Service, and the U.S. Army Corps of Engineers. Through this effort, the NPS identified the following states for outreach regarding NEVI: Arizona, Colorado, Maine, Montana, Nebraska, New Mexico, North Dakota, South Dakota, Tennessee, Wisconsin, and Wyoming. PPFL is coordinating this initial outreach with participation from regional office staff. The purpose of this initial outreach to states is to communicate that the NPS is interested in being a stakeholder in the NEVI process and to understand each state’s approach to designating Alternative Fuel Corridors (AFC) corridors and developing NEVI EV Infrastructure Deployment Plans.

Phase 2: Targeted Outreach for Priority Parks

In this phase of outreach, a set of parks will be identified for engagement with the NEVI program based on the findings of EVSE geospatial gap analyses and the NPS 5-Year EV Work Plan. For these parks, the nature of the necessary NEVI outreach will differ based on their proximity to AFCs:

- Parks adjacent to designated AFCs: These parks are along corridors where states can currently use NEVI funds to install EVSE. In these areas, the NPS will work with states to consider whether parks or nearby locations are appropriate for inclusion in the state’s Electric Vehicle Infrastructure Deployment Plan. The 2022 deadline for states to submit their Electric Vehicle Infrastructure Deployment Plans was August 1, 2022. The NEVI program guidance also suggests that there will be future rounds of state Electric Vehicle Infrastructure Deployment Plans, although it does not identify any specific deadlines. In many cases, installation of EVSE at NPS sites may not be necessary along designated corridors if the corridors already have substantial EVSE installations that meet visitors’ and travelers’ needs.
- Parks that are not adjacent to designated AFCs: The NEVI program requires states to fully build out EVSE along designated AFCs prior to spending NEVI formula funds elsewhere. States can designate additional AFCs on an annual basis. The most recent deadline for 2022 AFC nominations was on May 13, 2022. Looking ahead to the next round of AFC nominations in 2023, the NPS will work with states to consider future AFC designations that could provide access to priority parks that are not already adjacent to AFCs.
- Develop strategy for fulfilling the required 20 percent cost-share match for identified EVSE installation locations where NPS has a vested interest (these cost-share funds must be non-federal).



With the recently released information about the new AFCs designated in 2022, the NPS will conduct a geospatial analysis to identify priority parks based on their proximity to AFCs to inform phase 2 of the outreach approach described above.



8 APPENDIX C: CROSSWALK OF NPS, DOI AND DOT PRIORITIES

Table 3: Crosswalk of NPS, DOI, and DOT Priorities

DOI & DOT Priorities		NPS Transportation Priorities		
		Protect the Climate and Advance Resource Protection	Enhance Visitor Experience and Connect Diverse Communities	Reinvest in the System and Make Legacy Investments
DOI Priorities	Identifying steps to accelerate responsible development of renewable energy on public lands and waters.	✓		
	Strengthening the government-to-government relationship with sovereign Tribal Nations.	✓	✓	✓
	Making investments to support the Administration’s goal of creating millions of family-supporting and union jobs.		✓	✓
	Working to conserve at least 30% each of our lands and waters by the year 2030.	✓		
	Centering equity and environmental justice.		✓	
DOT Strategic Goals 2022-2026	Make our transportation system safer for all people. Advance a future without transportation-related serious injuries and fatalities.		✓	✓
	Grow an inclusive and sustainable economy. Invest in our transportation system to provide American workers and businesses reliable and efficient access to resources, markets, and good-paying jobs.		✓	
	Reduce inequities across our transportation systems and the communities they affect. Support and engage people and communities to promote safe, affordable, accessible, and multimodal access to opportunities and services while reducing transportation-related disparities, adverse community impacts, and health effects.		✓	
	Tackle the climate crisis by ensuring that transportation plays a central role in the solution. Substantially reduce greenhouse gas emissions and transportation-related pollution and build more resilient and sustainable transportation systems to benefit and protect communities.	✓		
	Design for the future. Invest in purpose-driven research and innovation to meet the challenges of the present and modernize a transportation system of the future that serves everyone today and in the decades to come.	✓	✓	
	Strengthen our world-class organization. Advance the Department’s mission by establishing policies, processes, and an inclusive and innovative culture to effectively serve communities and responsibly steward the public’s resources.	✓	✓	✓