

American Recovery and Reinvestment Act: Funding for Minnesota Transportation

\$ in millions

Mode / Funding Category	Summary	Anticipated Amount	Funding Details	Program Administration	Timeline
Airports					
Grants-In-Aid	For airport construction projects	\$20.75	<ul style="list-style-type: none"> ▪ \$1.1 B total available ▪ Discretionary grants ▪ Priority given to projects that can be completed within 2 years ▪ No match required by FAA 	<ul style="list-style-type: none"> ▪ Project selection by FAA ▪ State input provided on projects receiving awards ▪ MnDOT administers the grants to local airports 	<ul style="list-style-type: none"> ▪ 50% of the funds were awarded within 120 days (6/17/09) ▪ 100% of the funds must be awarded within 1 year (2/17/10) ▪ Funds will be available until 9/30/10
Facilities and Equipment Capital Projects	For FAA owned facilities and equipment	\$8.42+	<ul style="list-style-type: none"> ▪ \$200 M total available ▪ Discretionary grants ▪ Priority given to projects that can be completed within 2 years 	<ul style="list-style-type: none"> ▪ Project selection by FAA ▪ Funding does not flow through MnDOT 	<ul style="list-style-type: none"> ▪ FAA established a process for project selection within 60 days of enactment ▪ Funds will be available until 9/30/10
Various possible modes					
National Competitive Discretionary Grant Program (TIGER Grants) ¹	Competitive grants for highways, bridges, or transit capital	Unknown	<ul style="list-style-type: none"> ▪ \$20 M to \$300 M available per project, with \$1.5 B total available ▪ No more than 20% of the funds may be awarded within one state ▪ 5 applications submitted by MnDOT and approx. 30 by other MN entities 	<ul style="list-style-type: none"> ▪ Grant criteria developed by US DOT ▪ US DOT must ensure equitable geographic distribution of funds, including addressing the needs of both urban and non-urban areas 	<ul style="list-style-type: none"> ▪ Grant applications due by 9/15/09 ▪ Grant selection by 2/3/10 ▪ Funds will be available through 9/30/11
Highways					
Trunk Highways	For construction or maintenance of trunk highways and bridges and various freight projects	\$351.60	<ul style="list-style-type: none"> ▪ Formula allocation to states ▪ Approx. 70% of highway funds to TH system (split determined by MnDOT and will vary by region) ▪ Approx. 50% for Twin Cities metro and 50% for greater MN ▪ \$6.25 M for freight projects 	<ul style="list-style-type: none"> ▪ Project selection by MnDOT based on district priorities and topic experts in select MnDOT offices ▪ Project selection priorities include readiness, statewide geographic balance, work type balance, not funded in FY 2009 ▪ Portion of funds must be allocated based on various population categories 	<ul style="list-style-type: none"> ▪ 50% of funds were authorized by FHWA by 7/1/09 (120 days of apportionment to MN) ▪ 100% of funds must be authorized by FHWA by 3/3/10 (1 year of apportionment to MN) ▪ Any redistributed funds must be obligated by 9/30/10

Notes:

1. These grants are available to multiple entities.

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Local Highways	For construction of highways and bridges on the federal aid system	\$150.70	<ul style="list-style-type: none"> Formula allocation to states Approx. 30% of highway funds for local highways on the federal aid system (split determined by MnDOT and will vary by region) Approx. 50% for Twin Cities metro and 50% for greater MN 	<ul style="list-style-type: none"> Greater MN project selection by MnDOT based on MPO, ATP, and district prioritization Greater MN project selection priorities include readiness (contract by June), statewide geographic balance, work type balance, not funded in FY 2009 Greater MN priority for (1) local bridges, (2) accelerating projects in STIP to 2009 Twin Cities local project selection by Met Council, TAB Metro project selection priorities include readiness, projects in STIP, and geographic equity. One project per political subdivision. 	<ul style="list-style-type: none"> 100% of funds must be authorized by FHWA by 3/3/10 (1 year of apportionment to MN)
<i>Current highways subtotal</i>		<u>\$502.30</u>			
Rail					
High speed and intercity passenger rail	Competitive grants for high-speed and intercity passenger rail	Unknown	<ul style="list-style-type: none"> \$8 B total available No state or local match required 2 MN project applications submitted for round 1 funding Additional applications will be submitted for round 2 funding in spring 2010 	<ul style="list-style-type: none"> Grant criteria to be developed by FRA Four tracks for applying for funds; tracks are dependent on project status Two rounds of applying for funds - summer/fall 2009 and spring 2010 Project selection by FRA 	<ul style="list-style-type: none"> US DOT provided interim grant procedures guidance by 6/17/09 Funds will be available until 9/30/12

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Transit					
Greater MN - nonurbanized areas	For transit capital (e.g. transit vehicles, transit facilities, and intelligent transportation systems)	\$19.03	<ul style="list-style-type: none"> Formula allocation to states No state or local match required 15% of funds (\$2.85 M) is for intercity bus 	<ul style="list-style-type: none"> State discretion over project selection Must be included in STIP Administered by MnDOT Grants to local transit providers 	<ul style="list-style-type: none"> 50% of funds were obligated within 180 days of apportionment 100% of funds must be obligated within 1 year of apportionment Any unobligated funds will be redistributed to other states Funds will be available until 9/30/12
Greater MN - urbanized areas	For transit capital in certain cities in greater MN	\$6.03	<ul style="list-style-type: none"> Formula allocation to states No state or local match required 	<ul style="list-style-type: none"> Funds allocated to six transit systems (St. Cloud, Duluth, Fargo/Moorhead, La Crosse/La Crescent, Grand Forks/East Grand Forks, and Rochester) Local discretion over projects 	<ul style="list-style-type: none"> 50% of funds were obligated within 180 days of apportionment 100% of funds must be obligated within 1 year of apportionment Any unobligated funds will be redistributed to other states Funds will be available until 9/30/12
Capital Investment Grants	For New Starts or Small Starts projects already under or almost ready for construction	Unknown	<ul style="list-style-type: none"> \$750 M total available Limited details as to when the funding will be made available 	<ul style="list-style-type: none"> Discretionary grants 	<ul style="list-style-type: none"> Projects must be able to be obligated within 150 days Funds will be available until 9/30/10
Twin Cities metro	For transit capital	\$67.18	<ul style="list-style-type: none"> No state or local match required Approx. \$18 M of funds will be used to offset an operating shortfall 	<ul style="list-style-type: none"> Administered by Met Council Met Council project priorities include providing funding for preventative maintenance costs and capital projects that improve operating efficiencies and minimizing operating tails 	<ul style="list-style-type: none"> 50% of funds were authorized by FTA within 180 days of apportionment to MN 100% of funds must be authorized by FTA within 1 year
Twin Cities metro	For improvements to fixed guideway systems	\$1.85	<ul style="list-style-type: none"> No state or local match required 	<ul style="list-style-type: none"> Administered by Met Council Similar priorities to the transit capital priorities listed above 	<ul style="list-style-type: none"> 50% of funds were authorized by FTA within 180 days of apportionment to MN 100% of funds must be authorized by FTA within 1 year Any unobligated funds will be redistributed to other states Funds will be available until 9/30/10
Twin Cities metro ¹	Energy efficiency grants through the EPA and Dept. of Energy	Unknown	<ul style="list-style-type: none"> Competitive grants Match required for some grants 	<ul style="list-style-type: none"> Met Council may apply for grants and use the funds for transit vehicles 	<ul style="list-style-type: none"> Timelines differ based on the program
<i>Current transit subtotal</i>		\$94.09			

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