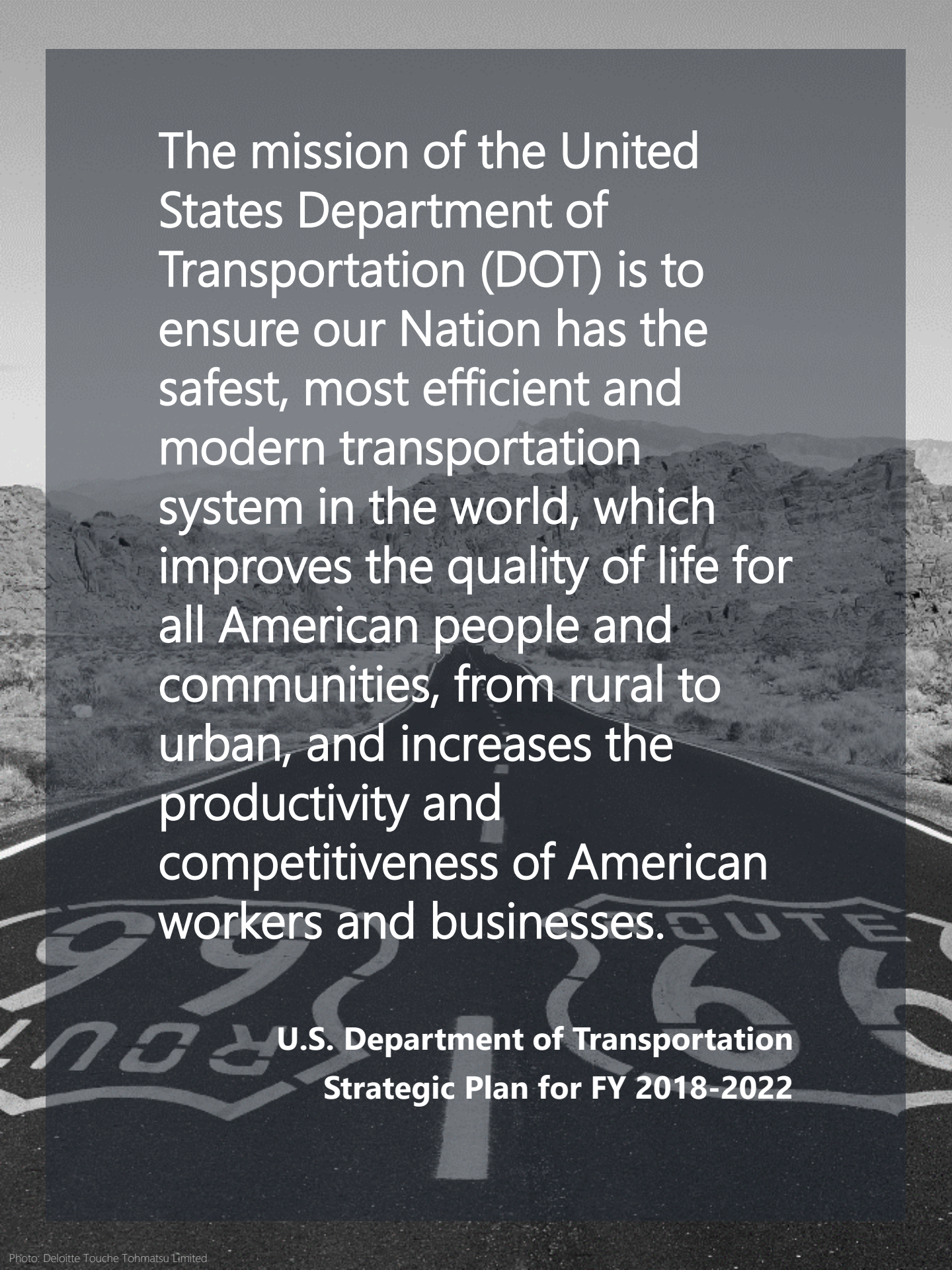U.S. DEPARTMENT OF TRANSPORTATION

R.O.U.T.E.S.

RURAL OPPORTUNITIES TO USE TRANSPORTATION FOR ECONOMIC SUCCESS

APPLICANT TOOLKIT FOR COMPETITIVE FUNDING PROGRAMS AT USDOT

JULY 27, 2020

The mission of the United States Department of Transportation (DOT) is to ensure our Nation has the safest, most efficient and modern transportation system in the world, which improves the quality of life for all American people and communities, from rural to urban, and increases the productivity and competitiveness of American workers and businesses.

U.S. Department of Transportation Strategic Plan for FY 2018-2022

EXECUTIVE SUMMARY

The United States Department of Transportation (USDOT) has developed this **Applicant Toolkit** to provide guidance as part of the Rural Opportunities to Use Transportation for Economic Success (R.O.U.T.E.S.) Initiative to support potential applicants in identifying and navigating USDOT discretionary grant funding opportunities for rural transportation projects. In support of the initiative's goals, this toolkit provides user-friendly information and resources to support rural applicants' understanding of USDOT discretionary grant programs and the funding process.

The Applicant Toolkit is designed for all levels of grant applicant experience, aiming to enhance access to USDOT resources for rural transportation projects. Specifically, this toolkit illustrates key applicant activities when participating in the USDOT discretionary grants process, catalogues USDOT discretionary grant programs by applicant type and eligible project activities in a USDOT Discretionary Grant Funding Matrix, and provides resources for applicants to maximize the potential for award success. For more information on the resources included in this toolkit and the R.O.U.T.E.S. initiative, please visit www.transportation.gov/rural or send us an email at rural@dot.gov.

KEY COMPONENTS

OVERVIEW OF FUNDING AND FINANCING AT USDOT
Outlines the USDOT investment options available to support transportation projects

USDOT DISCRETIONARY GRANTS PROCESS
Illustrates applicant and USDOT activities during each stage of the discretionary grant funding lifecycle

USDOT DISCRETIONARY GRANT FUNDING MATRIX AND RESOURCE DESCRIPTIONS
Organizes USDOT discretionary grant programs in a matrix by applicant type and desired project activities and provides a summary of each program included

PROJECT SPOTLIGHTS
Highlights examples of rural transportation projects

NAVIGATING GRANT PROGRAM APPLICATIONS
Guides applicants through considerations when compiling an application, for example, navigating program Notices of Funding Opportunity (NOFOs), understanding evaluation criteria, and communicating impact

USDOT APPLICANT CONSIDERATIONS
Provides an overview of and resources to calculate a benefit-cost analysis (BCA), plan for environmental reviews, engage with State Departments of Transportation, utilize USDOT technical assistance, and consider accessibility

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USDOT OVERVIEW

The United States Department of Transportation (USDOT) has operated as a Federal Cabinet department since 1967, merging the Federal government's transportation oversight functions (e.g., Federal Aviation Agency, Bureau of Public Roads, etc.) and the subsequent transfer of functions to the Department of Homeland Security (e.g., the Transportation Security Administration and U.S. Coast Guard). The diversity of USDOT's jurisdiction—aviation, rail, roads, trucks, buses, maritime, pipeline and hazardous materials, and more—promotes subject matter expertise within the operating administrations. For this reason, among others, USDOT operates as a functionally and geographically diverse organization.

USDOT has traditionally played a critical role in maintaining and improving the transportation network across the country through Federal funding. In part, USDOT receives Congressional appropriations in support of stated national priorities and programs, for which the Secretary of Transportation delegates authority to the modal administrators to carry out the mission of USDOT. These appropriations are used to carry out various funding and financing programs within the respective operating administrations, in addition to covering personnel, administrative, and other costs.

Transportation funding may come from a variety of sources and channels, including grants, loans, formula funds, and public-private partnerships. However, despite these opportunities, rural projects may not receive full access to some forms of Federal funding. Rural roads, for example, are predominantly in a different functional class, which would render them ineligible for Federal assistance. Also, local governments with limited resources may not be able to meet certain funding match requirements or have the same level of familiarity with or access to USDOT funding as their urban counterparts.

THE CRITICAL ROLE OF RURAL COMMUNITIES IN THE U.S. TRANSPORTATION SYSTEM

Rural communities are a core component of the American economy, carrying passengers and freight from bedrock American industries such as agriculture, mining, forestry, and manufacturing. Over 69% of America's road miles are located in rural areas,[1] totaling 3.1 million miles.[2] Yet rural America faces significant challenges regarding the quality and maintenance of its transportation infrastructure. In addition, demand for regionally-focused and connected public transit solutions is rising, as 1.6 million rural households do not have access to a car[3] and 38% of rural residents live in areas without public transit.[4]

Investments in transportation can facilitate public safety, efficiency of the transportation network as a whole, and movement of goods and services. In alignment with the Department's safety mission, road safety is a top concern for communities across the country. Rural roadways have a disproportionately high number of fatalities relative to roadways in more populated areas. While 19% of Americans live in rural areas, 46% of traffic fatalities occurred on rural roads in 2018.[5] Infrastructure rehabilitation, driver education programs, and other safety initiatives may produce changes to these statistics and improve the safety of rural roadways.

In addition to safety, rural transportation infrastructure is important for the movement of goods and connectivity to commercial markets. Today's economy has led to an increased demand to move large volumes of products across the country and support the increased size and weight of the modern vehicles and equipment. Infrastructure investments may assist suppliers in meeting this demand and maximize the efficiency and effectiveness of the existing transportation network. Furthermore, strong transportation infrastructure can enhance quality of life, particularly in rural areas, by improving connectivity, mobility, and access to services like education and healthcare.

FIGURE 1

CONSIDER: BRIDGES IN RURAL AREAS

The USDOT's national map of closed or posted bridges in rural areas, 2018

81% of closed bridges and 90% of posted bridges with weight limits are in rural areas.
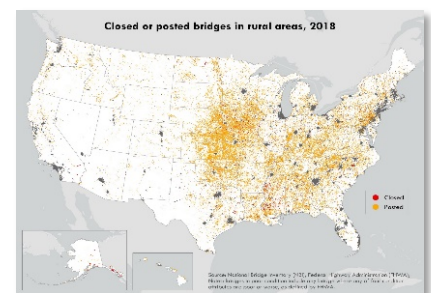
Source: R.O.U.T.E.S. Rural Transportation Statistics,
https://www.transportation.gov/rural/rural-transportation-statistics

USDOT'S ROLE IN RURAL TRANSPORTATION

The mission of the United States Department of Transportation is to ensure our Nation has the safest, most efficient and modern transportation system in the world, which improves the quality of life for all American people and communities, from rural to urban, and increases the productivity and competitiveness of American workers and businesses.

In support of its overall mission and strategic goals, the Department administers a large portfolio of funding and financial assistance programs to maintain and improve the Nation's transportation network. Each year, the Department awards billions of dollars in discretionary grants to fund safety improvements and innovative transportation solutions across the country. USDOT is committed to improving infrastructure and addressing other challenges to improve safety outcomes in rural communities, increase quality of life for rural residents, and fuel American economic competitiveness.

With this goal in mind, the Secretary of Transportation launched the Rural Opportunities to Use Transportation for Economic Success (R.O.U.T.E.S.) initiative in October 2019. This initiative aims to help the Department enhance discretionary grant funding opportunity processes, with a focus on supporting the transportation needs of rural applicants and communities.

More information on the R.O.U.T.E.S. initiative can be found at www.transportation.gov/rural.

USDOT STRATEGIC GOALS

More information can be found in the U.S. Department of Transportation Strategic Plan for FY 2018-2022

SAFETY | Reduce Transportation-Related Fatalities and Serious Injuries Across the Transportation System

INFRASTRUCTURE | Invest in Infrastructure to Ensure Safety, Mobility and Accessibility and to Stimulate Economic Growth, Productivity and Competitiveness for American Workers and Businesses

INNOVATION | Lead in the Development and Deployment of Innovative Practices and Technologies that Improve the Safety and Performance of the Nation's Transportation System

ACCOUNTABILITY | Serve the Nation with Reduced Regulatory Burden and Greater Efficiency, Effectiveness and Accountability

R.O.U.T.E.S.

RURAL OPPORTUNITIES TO USE TRANSPORTATION FOR ECONOMIC SUCCESS

WHAT WILL R.O.U.T.E.S. DO?

R.O.U.T.E.S. will accomplish its goals through three areas of activity:

1 Collecting input from stakeholders through listening sessions and requests for information (RFIs) on the benefits rural transportation projects can provide to promote safety and economic benefits, as well as the type and degree of financial and technical assistance these rural projects would require

2 Providing user-friendly information to rural communities to assist them in understanding the funding opportunities available and applying for USDOT discretionary grants

3 Coordinating rural data and analysis within USDOT to drive improved results in meeting national transportation infrastructure goals

The effort is led by a multimodal council to facilitate coordination across operating administrations.

WHAT IS R.O.U.T.E.S.?

The Rural Opportunities to Use Transportation for Economic Success (R.O.U.T.E.S.) Initiative will address disparities in rural transportation infrastructure in order by tangibly improving safety and economic competitiveness in all parts of the country.

WHY IS R.O.U.T.E.S. NEEDED?

Rural transportation networks are integral to domestic travel, export of agriculture, mining, and energy commodities, and quality of life for Americans across the country. Rural networks face several challenges related to infrastructure safety, condition, and usage.[6]

- 19% of the American population lives in rural areas, but 46% of highway fatalities occur on rural roads

- 39% of highway-rail grade crossing fatalities occur in rural areas

- Nearly half of truck vehicle-miles-traveled (VMT) occur on rural roads and two-thirds of rail freight originates in rural areas

- 44% of rural vehicle miles are generated by urban residents traveling to destinations outside their home metro areas

- 81% of poor-condition bridges are in rural areas

USDOT has been working to address these rural infrastructure challenges through enhanced credit services such as the Transportation Infrastructure Finance and Innovation Act's Rural Project Initiative. Building on this momentum, USDOT is reviewing its discretionary grant programs to understand the components of the grant funding process that may affect rural areas or projects. Increasing awareness and knowledge of USDOT discretionary grant programs for applicants in rural areas may encourage new rural project applications that address existing infrastructure challenges.

USDOT STRUCTURE

USDOT employs almost 55,000 people across the country in its Office of the Secretary of Transportation (OST), Office of Inspector General (OIG)*, and nine operating administrations (OAs). With OST serving as an advisor and overseer of Department policies, each OA is governed by its own management, organizational structure, and focus on a specific aspect of transportation.

OFFICE OF THE SECRETARY OF TRANSPORTATION

The Secretary of Transportation leads the Department and serves as the principal adviser to the President in matters relating to Federal transportation programs.

OPERATING ADMINISTRATIONS

Federal Aviation Administration (FAA)
Aviation and Commercial Space

Federal Highway Administration (FHWA)
Highways and Highway Bridges

Federal Motor Carrier Safety Administration (FMCSA)
Trucking and Motorcoaches

Federal Railroad Administration (FRA)
Railroads

Federal Transit Administration (FTA)
Public Transit

Maritime Administration (MARAD)
Maritime and Waterways

National Highway Transportation Safety Administration (NHTSA)
Automobiles

Pipeline and Hazardous Materials Safety Administration (PHMSA)
Pipelines and Hazardous Materials

Saint Lawrence Seaway Development Corporation (SLS)*
Saint Lawrence Seaway

*SLS and OIG do not currently oversee a discretionary grant funding program.

More information on OST and the operating administrations that oversee discretionary grant funding programs can be found in the "USDOT Mode and Resource Descriptions" section of this toolkit (page 34).

OVERVIEW OF FUNDING AND FINANCING AT USDOT

Federal investment can be drawn from several sources. Congress appropriates funding to USDOT and authorizes transportation programs based on national priorities. USDOT and its operating administrations provide funding for these programs to invest in transportation infrastructure, safety, and innovation across the country. This toolkit focuses on USDOT's discretionary grant funding programs. However, a variety of potential funding and financing options should be considered to support transportation needs.

Discretionary Grant Funding Programs

USDOT administers competitive discretionary grant programs through its operating administrations (OAs) and OST. Each program office solicits applications and selects projects based on program eligibility, evaluation criteria, and Departmental or program priorities. **This toolkit focuses on discretionary grant programs**, providing an overview of the competitive grant funding process, consolidating program information and resources across the Department, and introducing the USDOT discretionary funding matrix.

Formula Grant Funding Programs

Formula grant programs allocate funding to recipients based on formulas set by Congress. USDOT distributes these funds to States, Federally-recognized tribal recipients, and transit agencies. The funds may be further allocated to localities at State, tribal, or agency discretion. Formula-based grant programs include the Formula Funds for Rural Areas (Section 5311) and Buses and Bus Facilities formula grants (Section 5339). Contact your State DOT for more information about available formula grant funding programs.

Loan Financing Programs

Loan financing and credit assistance programs leverage Federal funds to attract private and other non-Federal co-investment for transportation projects. This can take the form of secured (direct) loans, loan guarantees, and lines of credit. The Build America Bureau manages USDOT's financing programs. The FHWA Center for Innovative Finance Support also houses helpful resources related to USDOT's financing options. More information can be found in the "USDOT Financing Resources" section (page 69).

Public-Private Partnerships (P3s)

P3s involve collaboration between one or more government agencies and private sector companies to leverage public and private resources to develop and execute a project. This model allows for greater private participation in project delivery and can bring creativity, efficiency, and innovative solutions to address complex transportation issues. For more information and resources on P3s, explore the Build America Bureau and FHWA Center for Innovative Finance Support P3 webpages.

Understanding Funding and Financing Options

Consider the following when discussing whether discretionary grant funding or loan financing are viable options for your project

Discretionary Grant Funding Programs

Discretionary grant programs award funding to support projects addressing specific program purposes. Discretionary grants are often distributed through a competitive selection process targeted to interested and eligible applicants, including State and local governments, transit providers, universities, research institutions, law enforcement agencies, non-profit organizations, and others.

Advantages of grant funding:

- Grant agreements are generally non-repayable once awarded, and project sponsors thus avoid incurring debt or interest expenses if completed successfully

- In some cases, grants may be a lower-risk means of obtaining needed investment compared to loan financing, without potentially impacting credit ratings and assets

Loan Financing Programs

Loan financing refers to capital provided to an organization with the expectation of repayment. Borrowers are held liable to repay the capital amount with a certain percentage of interest.

Advantages of loan financing:

- Dependent on the agreement, some loans may offer more investment opportunities and allow more flexibility to obtain investment at any time, as there are a limited number of grant awards available

- Loans do not have an investment ceiling, in some cases allowing borrowers to obtain as much as credit as repayment abilities allow

- Loans may provide increased opportunities to undertake larger and longer-term capital investment over time than would otherwise be possible for certain projects
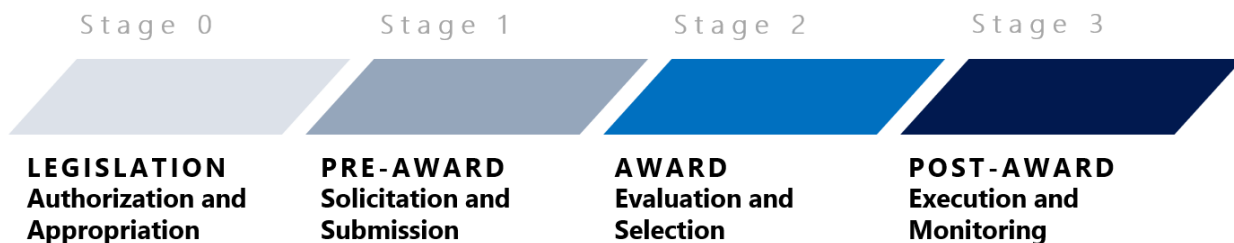
Additional Investment Resources: Formula Grant Funding for Rural Projects

Formula Grants for Rural Areas (Section 5311) provides capital, planning, and operating assistance to States and Federally-recognized Tribes to support public transportation in rural areas. Residents in these areas often rely on public transit to reach their destinations. FTA Section 5311 funds are provided to States based on a formula set by law accounting for land area, total population, revenue vehicle miles, and portion of low-income individuals in rural areas. Per the FTA Circular 9040.1G, this program defines 'rural' as an area encompassing a population of less than 50,000 people that has not been designated in the most recent decennial census as an "urbanized area."

This program also provides funding for State and national training and technical assistance through the Rural Transportation Assistance Program (RTAP). More information about national RTAP resources can be found at https://www.nationalrtap.org/Home.

USDOT DISCRETIONARY GRANT PROCESS

Stage 0	Stage 1	Stage 2	Stage 3
LEGISLATION Authorization and Appropriation	**PRE-AWARD** Solicitation and Submission	**AWARD** Evaluation and Selection	**POST-AWARD** Execution and Monitoring

The discretionary grant funding process begins with Congressional legislation and concludes with the closeout of the awarded project. The grant lifecycle is broken down into four phases: (0) Legislation, (1) Pre-Award, (2) Award, and (3) Post-Award. At a high-level, the phases include:

0   **Legislation:** Program authorization and funding appropriation by Congress

1   **Pre-Award:** Funding opportunity announcement, applicant solicitation, and application submission

2   **Award:** Application evaluation, award decisions, and grant recipient notifications

3   **Post-Award:** Project execution, monitoring, and closeout

Disclaimer: This Applicant Toolkit includes USDOT competitive discretionary grant programs that may fund capital infrastructure projects and/or non-infrastructure safety projects. Capital infrastructure projects may include equipment purchases and facility construction, repair, replacement, rehabilitation, and/or expansion. Non-infrastructure safety projects may include public safety campaigns, workforce training, roadway demonstrations, and/or technical assistance.
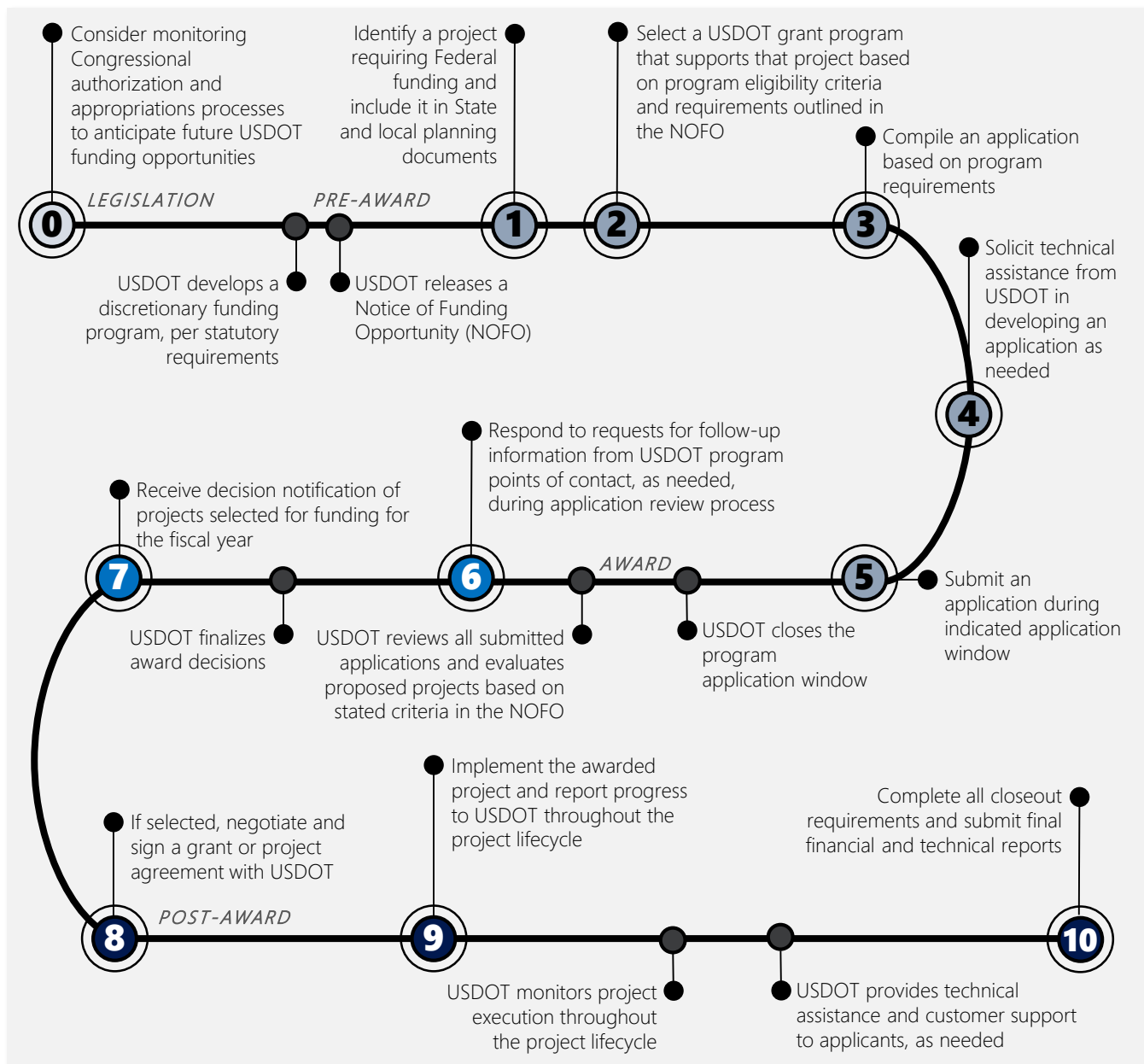

Photo: Pueblo of Acoma Tribe, New Mexico, FHWA

Applicant Roadmap

Use the numbered steps below to navigate general applicant activities during the USDOT discretionary grant funding process. USDOT activities are also included for reference. Note that specific steps may differ by program.

APPLICANT ROADMAP KEY

Legislation   Pre-Award   Award   Post-Award   ① Applicant Activities   ● USDOT Activities

0 — LEGISLATION
- Consider monitoring Congressional authorization and appropriations processes to anticipate future USDOT funding opportunities
- USDOT develops a discretionary funding program, per statutory requirements

PRE-AWARD
- USDOT releases a Notice of Funding Opportunity (NOFO)

1
- Identify a project requiring Federal funding and include it in State and local planning documents

2
- Select a USDOT grant program that supports that project based on program eligibility criteria and requirements outlined in the NOFO

3
- Compile an application based on program requirements

4
- Solicit technical assistance from USDOT in developing an application as needed

5
- Submit an application during indicated application window
- USDOT closes the program application window

6
- Respond to requests for follow-up information from USDOT program points of contact, as needed, during application review process
- USDOT reviews all submitted applications and evaluates proposed projects based on stated criteria in the NOFO

7
- Receive decision notification of projects selected for funding for the fiscal year
- USDOT finalizes award decisions

8 — POST-AWARD
- If selected, negotiate and sign a grant or project agreement with USDOT

9
- Implement the awarded project and report progress to USDOT throughout the project lifecycle
- USDOT monitors project execution throughout the project lifecycle

10
- Complete all closeout requirements and submit final financial and technical reports
- USDOT provides technical assistance and customer support to applicants, as needed

AWARD

Note: This roadmap is not to scale.

Grants Process Tips and Resources

The following tips and resources can provide further assistance to applicants throughout the grants process.

Stage 0	Stage 1	Stage 2	Stage 3

LEGISLATION
Authorization and Appropriation

- Monitor program authorization and appropriations legislation and anticipate funding opportunities in the coming fiscal year by referring to materials from the House Appropriations Subcommittee on Transportation, and Housing and Urban Development, and Related Agencies (https://appropriations.house.gov/) and the Senate Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies (https://www.appropriations.senate.gov/)

PRE-AWARD
Solicitation and Submission

- Use the "**USDOT Discretionary Funding Matrix**" in this toolkit to explore possible funding programs (page 17)
- Refer to the "**Maximizing Award Success**" section of this toolkit for information on compiling an application, planning for environmental reviews, and other application components (page 73)
- Leverage the **Federal Grant Applicant Resources** page (https://www.grants.gov/web/grants/applicants.html) for additional information on account registration, eligibility, training, and FAQs
- Explore **Federal Grant Pre-Award guidance** (https://www.grants.gov/web/grants/learn-grants/grants-101/pre-award-phase.html)
- Contact the **USDOT Program Point of Contact** for information on program-specific assistance

AWARD
Evaluation and Selection

- Refer to the "**USDOT Applicant Considerations**" section of this toolkit for tips on how to craft your application for the USDOT evaluation and review (page 80)
- Monitor funding announcements on the **USDOT grants website** (https://www.transportation.gov/grants)
- Read **press releases** about selected awards on the USDOT webpage (https://www.transportation.gov/Press-Releases) to learn about other projects

POST-AWARD
Execution and Monitoring

- Consider the **reporting requirements** for an award. General information about a program's reporting requirements can be found in the respective program NOFO. USDOT NOFOs can be found on the Federal Grants website (www.grants.gov) and the program's website (hyperlinked in the "USDOT Mode and Resource Descriptions" section of this toolkit, page 34)
- Comply with relevant local, State, and Federal **regulations**
- Contact the **USDOT Program Point of Contact** for additional guidance throughout the post-award phase

For more information on the grant funding process and supporting resources, please visit the Grants.gov **Grants 101** page and review the **Grant Lifecycle Timeline**.

(For print viewers: https://www.grants.gov/web/grants/learn-grants/grants-101/grant-lifecycle.html)

USDOT DISCRETIONARY GRANT FUNDING MATRIX

USDOT has a variety of competitive discretionary grant programs used to fund various types of transportation projects and activities. The matrices shown on the following pages illustrate these programs broadly, organized by applicant type and project activities. After considering the summary information in this toolkit, potential applicants should review program-specific guidance to make informed decisions about each program. More information can be found at www.transportation.gov/rural.

How to use the USDOT Discretionary Grant Funding Matrix

1 Identify the type of applicant interested in grant funding and refer to the applicable matrix. Each matrix lists grant programs (rows), which can be matched with the type of activities (columns) the project hopes to fund. Applicants are grouped into six categories:

- **State governments, agencies, and authorities (page 18):** State Departments of Transportation, other State agencies, and interstate compacts

- **Tribal governments (page 22):** Federally-recognized tribes

- **Local governments and agencies (page 24):** Communities, counties, municipalities, local law enforcement, public transportation authorities, and metropolitan planning organizations

- **Transportation providers and operators (page 28):** Airports, rail carriers, port authorities, transit providers, and private sector transportation companies

- **Non-profit organizations (page 30):** Private and public non-profit organizations

- **Academic and research institutions (page 32):** Accredited institutions of higher education

2 Review the list of programs applicable to that applicant type and project activity. To obtain more information on each program, either click on the program name to be taken to the relevant website (for online viewers) or find the corresponding program in the "USDOT Mode and Resource Descriptions" section of this toolkit (page 34). This section contains additional information about each program, including specific criteria or language related to rural applicants or projects.

3 Reach out to the USDOT program point of contact with questions about the application process or eligibility. USDOT program points of contact should be available on the program websites linked in the matrix or the Grants.gov opportunity.

4 Review program application requirements and proceed with the application process. Consider the "Maximizing Award Success" section of this toolkit (page 73) for additional guidance related to compiling an application.

5 Monitor updates on Grants.gov after submission and respond to any clarifying questions from the USDOT program point of contact.

USDOT Discretionary Grant Funding Matrix

	PLANNING (Includes project design, site assessments, environmental reviews, and/or analysis)	CONSTRUCTION (Includes asset and facility development, repair, replacement, rehabilitation, and/or expansion)	EQUIPMENT AND MATERIALS (Includes acquisition, purchase, and/or leasing of vehicles and machinery)
OST — Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants (page 35)	✓	✓	✓
OST — Infrastructure for Rebuilding America (INFRA) Grants (page 35)		✓	
FHWA — Accelerated Innovation Deployment (AID) Demonstrations (page 42)	✓	✓	✓
FHWA — Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) (page 42)			
FHWA — Nationally Significant Federal Lands and Tribal Projects (page 42)		✓	
FMCSA — Commercial Driver's License Program Implementation (CDLPI) Financial Assistance Program (page 46)			
FMCSA — Commercial Motor Vehicle Operator Training Program (page 46)			
FMCSA — High Priority Program – Commercial Motor Vehicles (HP-CMV) (page 46)	✓		
FMCSA — High Priority Program – Innovative Technology Deployment (HP-ITD) (page 47)			
FRA — Consolidated Rail Infrastructure and Safety Improvements (CRISI) (page 49)	✓	✓	✓
FRA — Federal-State Partnership for State of Good Repair (page 49)		✓	✓
FRA — Railroad Trespassing Enforcement Grant (page 49)			
FRA — Restoration and Enhancement Grants (page 50)			
FTA — Buses and Bus Facilities Competitive Grant Program (page 53)	✓	✓	✓

OPERATIONS AND MAINTENANCE (Includes program management expenses, system management and performance, and compliance)	TECHNOLOGY DEMONSTRATIONS AND DEPLOYMENT (Includes installations and system integration)	TECHNICAL ASSISTANCE, WORKFORCE DEVELOPMENT, AND TRAINING (Includes skills development, public awareness campaigns, and information sharing)	RESEARCH AND DEVELOPMENT (Includes prototyping, testing, and modeling)
		✓	
	✓		
	✓		
✓		✓	
		✓	
✓		✓	
✓	✓		
		✓	✓
		✓	
✓			
		✓	

USDOT Discretionary Grant Funding Matrix

		PLANNING (Includes project design, site assessments, environmental reviews, and/or analysis)	CONSTRUCTION (Includes asset and facility development, repair, replacement, rehabilitation, and/or expansion)	EQUIPMENT AND MATERIALS (Includes acquisition, purchase, and/or leasing of vehicles and machinery)
FTA	Capital Investment Grants (CIG) (page 53)	✓	✓	✓
	Innovative Coordinated Access and Mobility Pilot Program (ICAM) – Mobility for All (page 54)	✓	✓	✓
	Low or No Emission Grant Program (page 54)	✓	✓	✓
	Passenger Ferry Grant Program (page 54)	✓	✓	✓
MARAD	America's Marine Highway Grants (page 58)		✓	✓
	Port Infrastructure Development Program (page 58)		✓	✓
NHTSA	911 Grant Program (page 62)			
	State Notification to Consumers of Motor Vehicle Recall Status (page 62)			
PHMSA	Hazardous Materials Emergency Preparedness Grants (HMEP) (page 65)	✓		✓
	One-Call Notification Systems Grants (page 66)			
	State Damage Prevention Program Grants (SDPP) (page 66)			✓

OPERATIONS AND MAINTENANCE ⚙ (Includes program management expenses, system management and performance, and compliance)	TECHNOLOGY DEMONSTRATIONS AND DEPLOYMENT 📶 (Includes installations and system integration)	TECHNICAL ASSISTANCE, WORKFORCE DEVELOPMENT, AND TRAINING 👥 (Includes skills development, public awareness campaigns, and information sharing)	RESEARCH AND DEVELOPMENT ⚗ (Includes prototyping, testing, and modeling)
		✓	
		✓	
		✓	
✓	✓	✓	
✓			
		✓	
✓		✓	
✓		✓	

USDOT Discretionary Grant Funding Matrix

		PLANNING (Includes project design, site assessments, environmental reviews, and/or analysis)	CONSTRUCTION (Includes asset and facility development, repair, replacement, rehabilitation, and/or expansion)	EQUIPMENT AND MATERIALS (Includes acquisition, purchase, and/or leasing of vehicles and machinery)
OST	Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants (page 35)	✓	✓	✓
OST	Infrastructure for Rebuilding America (INFRA) Grants (page 35)		✓	
FHWA	Accelerated Innovation Deployment (AID) Demonstrations (page 42)	✓	✓	✓
FHWA	Nationally Significant Federal Lands and Tribal Projects (page 42)		✓	
FHWA	Tribal Transportation Program Safety Fund (TTPSF) (page 43)	✓	✓	
FMCSA	Commercial Motor Vehicle Operator Training Program (page 46)			
FMCSA	High Priority Program – Commercial Motor Vehicles (HP-CMV) (page 46)	✓		
FTA	Buses and Bus Facilities Competitive Grant Program (page 53)	✓	✓	✓
FTA	Low or No Emission Grant Program (page 54)	✓	✓	✓
FTA	Public Transportation on Indian Reservations (Tribal Transit) (page 55)	✓	✓	✓
MARAD	America's Marine Highway Grants (page 58)		✓	✓
MARAD	Port Infrastructure Development Program (page 58)		✓	✓
NHTSA	911 Grant Program (page 62)			
PHMSA	Technical Assistance Grants (TAG) (page 67)			

Tribal Governments

OPERATIONS AND MAINTENANCE (Includes program management expenses, system management and performance, and compliance)	TECHNOLOGY DEMONSTRATIONS AND DEPLOYMENT (Includes installations and system integration)	TECHNICAL ASSISTANCE, WORKFORCE DEVELOPMENT, AND TRAINING (Includes skills development, public awareness campaigns, and information sharing)	RESEARCH AND DEVELOPMENT (Includes prototyping, testing, and modeling)
		✓	
	✓		
		✓	
✓		✓	
		✓	
		✓	
✓		✓	
✓	✓	✓	
		✓	

USDOT Discretionary Grant Funding Matrix

		PLANNING (Includes project design, site assessments, environmental reviews, and/or analysis)	CONSTRUCTION (Includes asset and facility development, repair, replacement, rehabilitation, and/or expansion)	EQUIPMENT AND MATERIALS (Includes acquisition, purchase, and/or leasing of vehicles and machinery)
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FTA	Buses and Bus Facilities Competitive Grant Program (page 53)	✓	✓	✓
FTA	Capital Investment Grants (CIG) (page 53)	✓	✓	✓
FTA	Innovative Coordinated Access and Mobility Pilot Program (ICAM) – Mobility for All (page 54)	✓	✓	✓
FTA	Low or No Emission Grant Program (page 54)	✓	✓	✓
FTA	Passenger Ferry Grant Program (page 54)	✓	✓	✓

OPERATIONS AND MAINTENANCE (Includes program management expenses, system management and performance, and compliance)	TECHNOLOGY DEMONSTRATIONS AND DEPLOYMENT (Includes installations and system integration)	TECHNICAL ASSISTANCE WORKFORCE DEVELOPMENT, AND TRAINING (Includes skills development, public awareness campaigns, and information sharing)	RESEARCH AND DEVELOPMENT (Includes prototyping, testing, and modeling)
		✓	
	✓		
✓		✓	
		✓	
✓		✓	
		✓	✓
		✓	
		✓	
		✓	
		✓	
		✓	

USDOT Discretionary Grant Funding Matrix

	PLANNING (Includes project design, site assessments, environmental reviews, and/or analysis)	CONSTRUCTION (Includes asset and facility development, repair, replacement, rehabilitation, and/or expansion)	EQUIPMENT AND MATERIALS (Includes acquisition, purchase, and/or leasing of vehicles and machinery)
MARAD — America's Marine Highway Grants (page 58)		✓	✓
MARAD — Port Infrastructure Development Program (page 58)		✓	✓
PHMSA — Technical Assistance Grants (TAG) (page 67)			

Photo: Oregon Highway for LIFE Innovations, FHWA

OPERATIONS AND MAINTENANCE (Includes program management expenses, system management and performance, and compliance)	TECHNOLOGY DEMONSTRATIONS AND DEPLOYMENT (Includes installations and system integration)	TECHNICAL ASSISTANCE WORKFORCE DEVELOPMENT, AND TRAINING (Includes skills development, public awareness campaigns, and information sharing)	RESEARCH AND DEVELOPMENT (Includes prototyping, testing, and modeling)
		✓	

Photo: Oregon Highway for LIFE Innovations, FHWA

USDOT Discretionary Grant Funding Matrix

	PLANNING (Includes project design, site assessments, environmental reviews, and/or analysis)	CONSTRUCTION (Includes asset and facility development, repair, replacement, rehabilitation, and/or expansion)	EQUIPMENT AND MATERIALS (Includes acquisition, purchase, and/or leasing of vehicles and machinery)
OST			
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants (page 35)	✓	✓	✓
Infrastructure for Rebuilding America (INFRA) Grants (page 35)		✓	
FAA			
Airport Improvement Program (AIP) (page 38)	✓	✓	
Airport Improvement Program (AIP) Supplemental Grant Funding (page 38)	✓	✓	
FRA			
Consolidated Rail Infrastructure and Safety Improvements (CRISI) (page 49)	✓	✓	✓
Federal-State Partnership for State of Good Repair (page 49)		✓	✓
Restoration and Enhancement Grants (page 50)			
FTA			
Buses and Bus Facilities Competitive Grant Program (page 53)	✓	✓	✓
Capital Investment Grants (CIG) (page 53)	✓	✓	✓
Innovative Coordinated Access and Mobility Pilot Program (ICAM) – Mobility for All (page 54)	✓	✓	✓
Low or No Emission Grant Program (page 54)	✓	✓	✓
Passenger Ferry Grant Program (page 54)	✓	✓	✓
MARAD			
America's Marine Highway Grants (page 58)		✓	✓
Assistance to Small Shipyards Grant Program (page 58)		✓	
Port Infrastructure Development Program (page 58)		✓	✓

Transportation Providers and Operators

OPERATIONS AND MAINTENANCE (Includes program management expenses, system management and performance, and compliance)	TECHNOLOGY DEMONSTRATIONS AND DEPLOYMENT (Includes installations and system integration)	TECHNICAL ASSISTANCE WORKFORCE DEVELOPMENT, AND TRAINING (Includes skills development, public awareness campaigns, and information sharing)	RESEARCH AND DEVELOPMENT (Includes prototyping, testing, and modeling)
		✓	
		✓	✓
✓			
		✓	
		✓	
		✓	
		✓	
		✓	

USDOT Discretionary Grant Funding Matrix

		PLANNING (Includes project design, site assessments, environmental reviews, and/or analysis)	CONSTRUCTION (Includes asset and facility development, repair, replacement, rehabilitation, and/or expansion)	EQUIPMENT AND MATERIALS (Includes acquisition, purchase, and/or leasing of vehicles and machinery)
FMCSA	High Priority Program – Commercial Motor Vehicles (HP-CMV) (page 46)	✓		
FRA	Consolidated Rail Infrastructure and Safety Improvements (CRISI) (page 49)	✓	✓	✓
FTA	Buses and Bus Facilities Competitive Grant Program (page 53)	✓	✓	✓
FTA	Innovative Coordinated Access and Mobility Pilot Program (ICAM) – Mobility for All (page 54)	✓	✓	✓
FTA	Low or No Emission Grant Program (page 54)	✓	✓	✓
PHMSA	Assistance for Local Emergency Response Training (ALERT) (page 65)			✓
PHMSA	Community Safety Grants (page 65)			✓
PHMSA	Hazardous Materials Instructor Training Grants (HMIT) (page 66)			✓
PHMSA	Supplemental Public Sector Training Grants (SPST) (page 67)			✓
PHMSA	Technical Assistance Grants (page 67)			

Photo: Sand Creek Road, Black Hills National Forest, Wyoming, FHWA

Non-Profit Organizations

OPERATIONS AND MAINTENANCE (Includes program management expenses, system management and performance, and compliance)	TECHNOLOGY DEMONSTRATIONS AND DEPLOYMENT (Includes installations and system integration)	TECHNICAL ASSISTANCE WORKFORCE DEVELOPMENT, AND TRAINING (Includes skills development, public awareness campaigns, and information sharing)	RESEARCH AND DEVELOPMENT (Includes prototyping, testing, and modeling)
✓		✓	
		✓	✓
		✓	
		✓	
		✓	
		✓	
		✓	
		✓	
		✓	
		✓	

Photo: Sand Creek Road, Black Hills National Forest, Wyoming, FHWA

USDOT Discretionary Grant Funding Matrix

	PLANNING (Includes project design, site assessments, environmental reviews, and/or analysis)	**CONSTRUCTION** (Includes asset and facility development, repair, replacement, rehabilitation, and/or expansion)	**EQUIPMENT AND MATERIALS** (Includes acquisition, purchase, and/or leasing of vehicles and machinery)
FMCSA — Commercial Motor Vehicle Operator Training Program (page 46)			
FRA — Consolidated Rail Infrastructure and Safety Improvements (CRISI) (page 49)	✓	✓	✓
PHMSA — Competitive Academic Agreement Program (CAAP) (page 65)			

Photo: Oregon Demonstration Project, Burnt River, Bridge, FHWA

Academic and Research Institutions

	OPERATIONS AND MAINTENANCE (Includes program management expenses, system management and performance, and compliance)	TECHNOLOGY DEMONSTRATIONS AND DEPLOYMENT (Includes installations and system integration)	TECHNICAL ASSISTANCE WORKFORCE DEVELOPMENT, AND TRAINING (Includes skills development, public awareness campaigns, and information sharing)	RESEARCH AND DEVELOPMENT (Includes prototyping, testing, and modeling)
			✓	
			✓	✓
				✓

Photo: I-5 Bridge, Skagit River, Mount Vernon, Washington, FHWA

USDOT MODE AND RESOURCE DESCRIPTIONS

Photo: USDOT Facebook Page
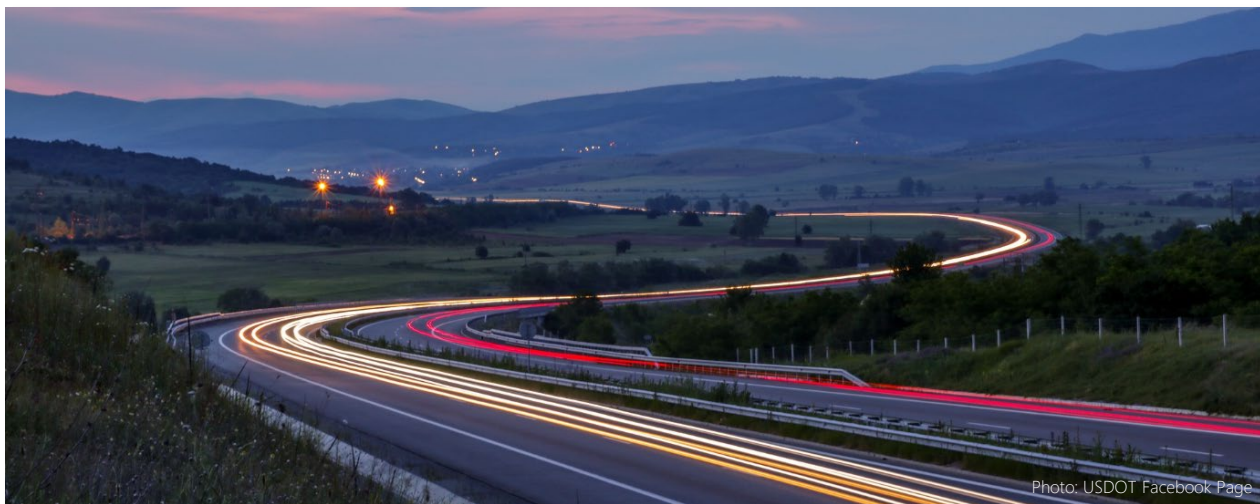
Office of the Secretary of Transportation

USDOT's mission is to ensure our Nation has the safest, most efficient and modern transportation system in the world, which improves the quality of life for all American people and communities, from rural to urban, and increases the productivity and competitiveness of American workers and businesses. USDOT's priorities are to keep the traveling public safe and secure, increase their mobility, and have our transportation system contribute to the Nation's economic growth.

More information can be found at www.transportation.gov/office-of-secretary.

Note for electronic viewers: Programs websites are hyperlinked to the program title.

PLANNING   CONSTRUCTION   EQUIPMENT AND MATERIALS   OPERATIONS AND MAINTENANCE   TECHNOLOGY DEMONSTRATIONS AND DEPLOYMENT   TECHNICAL ASSISTANCE, WORKFORCE DEVELOPMENT, AND TRAINING   RESEARCH AND DEVELOPMENT

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants

RAISE grants (formerly known as BUILD and TIGER) are for investments in surface transportation infrastructure and will be awarded on a competitive basis to projects that will have a significant local or regional impact. RAISE funding can support roads, bridges, transit, rail, ports, or intermodal transportation.

This program typically funds planning and capital projects. According to the NOFO in FY21, award sizes ranged from $5 million to $25 million, with a 20% match requirement for projects located in urban areas. 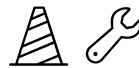The FY21 NOFO stated that up to 50% of funds could be dedicated to projects located in rural areas. There was a $1 million award minimum for rural projects in the FY21 NOFO to promote geographic diversity among recipients and balance between rural and urban communities.

Infrastructure for Rebuilding America (INFRA) Grants

The INFRA grant program provides dedicated, discretionary funding for projects that address critical issues facing our Nation's freight transportation and highway networks. INFRA grants will support the Administration's commitment to fixing our Nation's crumbling infrastructure by creating opportunities for all levels of government and the private sector to fund infrastructure, using innovative approaches to improve the necessary processes for building significant projects, and increasing accountability for the projects that are built.

As stated in the FY19 NOFO, projects eligible for INFRA grants are highway freight projects carried out on the National Highway Freight Network, highway or bridge projects carried out on the National Highway Systems, railway-highway grade crossing or grade separation projects, and intermodal freight projects. Per the FY19 NOFO, the minimum possible award amount for that year was $5 million for small projects and $25 million for large projects. The FY19 NOFO also highlighted that 10% of total available funds were reserved for small projects and 25% of total available funds were set aside for rural projects. According to the FY19 NOFO, USDOT considers the level at which funds are available and any other fiscal constraints to promote geographic diversity and balance the needs of rural and urban areas.

Photo: OST R.O.U.T.E.S. Council, USDOT Facebook Page

Additional OST Resources

For more support with OST grant programs, refer to the following resources and links.

USDOT Strategic Plan

USDOT aims to achieve its mission through four strategic goals: Safety, Infrastructure, Innovation, and Accountability. Additional information on the U.S. Department of Transportation Strategic Plan for FY 2018-2022 can be found here: https://www.transportation.gov/dot-strategic-plan

Build America Bureau

Additional information about Build America Bureau in the Office of the Secretary of Transportation can be found here: https://www.transportation.gov/content/build-america-bureau

"This USDOT effort will help rural communities access federal transportation grant programs. It will provide user-friendly information to these communities to assist in applying for discretionary grants."

- U.S. Transportation Secretary Elaine L. Chao

Photo: Sand Creek Road, Black Hills National Forest, Wyoming, FHWA

Photo: BUILD Grant Announcement, USDOT

Photo: FAA Twitter Page

Federal Aviation Administration

FAA's mission is to provide the safest, most efficient aerospace system in the world. The agency strives to reach the next level of safety, efficiency, environmental responsibility, and global leadership. FAA's values are centered on safety, excellence, integrity, people, and innovation.

More information can be found at www.faa.gov/.

Note for electronic viewers: Programs websites are hyperlinked to the program title.

PLANNING   CONSTRUCTION   EQUIPMENT AND MATERIALS   OPERATIONS AND MAINTENANCE   TECHNOLOGY DEMONSTRATIONS AND DEPLOYMENT   TECHNICAL ASSISTANCE, WORKFORCE DEVELOPMENT, AND TRAINING   RESEARCH AND DEVELOPMENT

Airport Improvement Program (AIP)

This program provides grants to public agencies—and, in some cases, to private airport owners and operators—for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS). Eligible projects include those improvements related to enhancing airport safety, capacity, security, and environmental concerns.

This program typically funds planning and capital projects. The FAA Office of Airports has integrated a rural emphasis into AIP funding decisions, identifying rural airports as 'nonprimary' airports not located in a Metropolitan or Micropolitan Statistical Area as defined by the U.S. Census Bureau. The Airport Improvement Program Handbook contains additional guidance and resources for completing an AIP application and can be found on the program website (hyperlinked in the program title for electronic viewers).

Airport Improvement Program (AIP) Supplemental Grant Funding

The FAA Reauthorization Act of 2018 authorized five years of Supplemental Discretionary Funding. Supplemental funding is subject to annual appropriations from Congress. Per the Secretary's Announcement, Congress appropriated $500 million in FY19. As outlined in the Secretary's Announcement, this program provides grants to public agencies—and, in some cases, to private airport owners and operators—for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS). Eligible projects include those improvements related to enhancing airport safety, capacity, security, and environmental concerns. As stated in the FY19 Secretary's Announcement, more than 50% of this funding must go to small hub and non hub airports and airports eligible for non-primary entitlements. These types of airports are more likely to be located in rural areas than urban areas.

Additional FAA Resources

For more information on FAA programs, refer to the following resources and links.

Passenger Facility Charge (PFC) Program

The Passenger Facility Charge (PFC) Program allows the collection of PFC fees up to $4.50 for every eligible passenger at commercial airports controlled by public agencies. PFCs are capped at $4.50 per flight segment with a maximum of two PFCs charged on a one-way trip or four PFCs on a round trip, for a maximum of $18 total. Airports use these fees to fund FAA-approved capital projects that enhance safety, security, or capacity; reduce noise; or increase air carrier competition.

Additional information can be found here: https://www.faa.gov/airports/pfc/

FAA Regional Offices

The FAA operates offices and centers across the U.S. and around the world. Headquartered in Washington, D.C., our nine regional, shared offices and the William J. Hughes Technical Center and Mike Monroney Aeronautical Center (Oklahoma City and Atlantic City) are strategically located around the globe. In addition, FAA operates in every major and regional airport in the U.S. Additional information can be found here:
https://www.faa.gov/jobs/who_we_are/offices_locations/

FAA Office of Airports: Regional Offices and Airport District Offices (ADOs)

The FAA Office of Airports (ARP) is located in nine regional offices and twenty-two Airport District Offices (ADOs). In addition to administering the AIP program, the Airports organization provides leadership to airport owners and operators (as well as other key stakeholders) to ensure that U.S. airports are as safe and efficient as possible. ARP's goal is to optimize the safety, security, capacity, efficiency, economic and environmental sustainability, and fiscal responsibility of airports, with due consideration of State and local government priorities as well as the rights of private land owners and commercial stakeholders. Contact information for an office in your area can be found here:
https://www.faa.gov/airports/news_information/contact_info/

FIGURE 2
FAA REGIONAL OFFICES
The FAA's national map of offices and locations

Source: USDOT Federal Aviation Administration

FIGURE 3

FAA OFFICE OF AIRPORTS
The FAA's map of Regional Offices and Airport District Offices
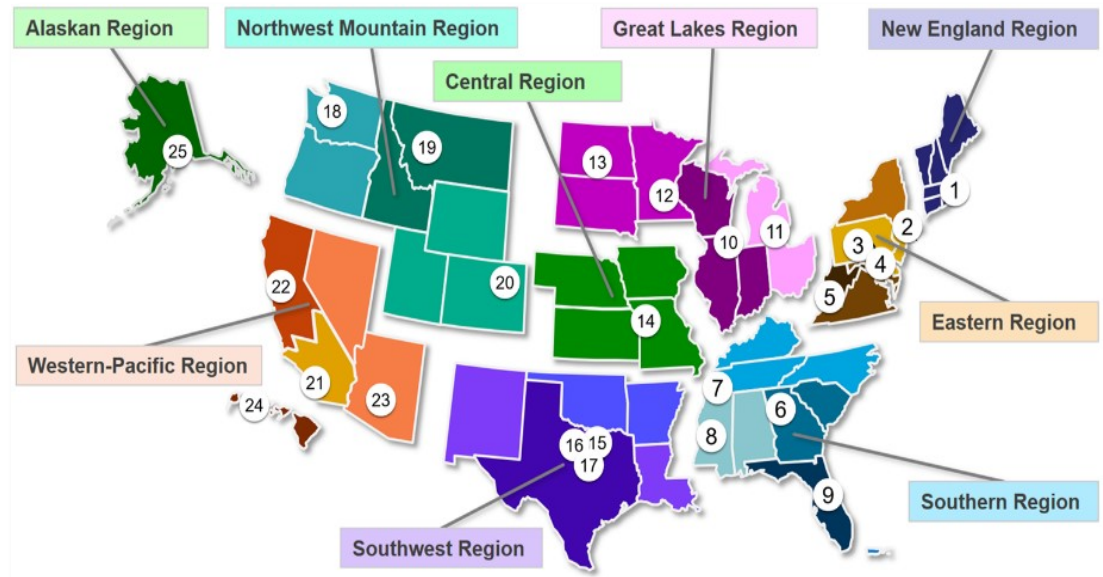
Source: USDOT Federal Aviation Administration

Photo: FAA Facebook Page

"The Department's investment in transportation and airport infrastructure projects funded by AIP grants advances safety, improves travel, generates jobs and economic benefits for local communities, and cements the U.S. as a global leader in transportation."

- Steve Dickson, FAA Administrator

Photo: FHWA Homepage

Federal Highway Administration

FHWA's mission is to enable and empower the strengthening of a world-class highway system that promotes safety, mobility, and economic growth, while enhancing the quality of life of all Americans. Through financial and technical assistance to State, tribal, and local governments and other entities, FHWA is responsible for the Nation's roads and highways continuing to be among the safest and most technologically sound in the world.

More information can be found at www.fhwa.dot.gov/.

Note for electronic viewers: Programs websites are hyperlinked to the program title.

PLANNING   CONSTRUCTION   EQUIPMENT AND MATERIALS   OPERATIONS AND MAINTENANCE   TECHNOLOGY DEMONSTRATIONS AND DEPLOYMENT   TECHNICAL ASSISTANCE, WORKFORCE DEVELOPMENT, AND TRAINING   RESEARCH AND DEVELOPMENT

Accelerated Innovation Deployment (AID) Demonstrations

The AID Demonstration program provides incentive funding for eligible entities to accelerate the implementation of proven innovation in highway transportation. Eligible activities may involve any phase of a highway transportation project between project planning and project delivery, including planning, financing, operation, structures, materials, pavements, environment, and construction. The FHWA will provide AID Demonstration grants to eligible State DOTs, Federal Land Management Agencies, and tribal governments. These entities are the most likely to fulfill the deployment goals of the AID Demonstration program, since they are actively engaged in the deployment of new technologies. Metropolitan planning organizations and local governments may apply through the State DOT as a subrecipient.

In the FY19 NOFO, approximately $10 million of Technology and Innovation Deployment Program (TIDP) funding was available for AID Demonstrations. The AID Demonstration award is based on the cost of the innovation in a project (rather than the total project cost). As stated in the FY19 NOFO, while the award amount may be up to the full cost of the innovation in the project (to a maximum of $1 million), AID Demonstration funds require a minimum 20% match to cover project costs outside of the cost of the innovation itself. The NOFO states that awards are limited per fiscal year of up to two per State DOT applicant, with up to one award for a State DOT, and up to one award for a subrecipient applying through the State DOT. Awards are also limited to one award per applicant for Federal Land Management Agencies and tribal governments, subject to the number of eligible applications and the availability of funds.

Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD)

The Advanced Transportation and Congestion Management Technologies Deployment Program aims to develop model deployment sites for the large-scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. In the FY19 NOFO, the maximum possible award was $12 million, and projects required a 50% funding match.

Nationally Significant Federal Lands and Tribal Projects

This program provides funding for the construction, reconstruction, and rehabilitation of nationally-significant projects within, adjacent to, or accessing Federal and tribal lands. This Program provides an opportunity to address significant challenges across the Nation for transportation facilities that serve Federal and tribal lands.

The NSFLTP program provides discretionary funding for projects that have an estimated construction cost

of at least $25 million, as stated in the FY18 NOFO. Construction projects with an estimated cost equal to and exceeding $50 million received priority consideration in the selection process, per FY18 NOFO guidance. In the FY18 NOFO, a 10% funding match was required.

Tribal Transportation Program Safety Fund (TTPSF)

This program is targeted to address the higher rates of fatal injuries associated with transportation for the Native American and Alaska Native populations of our country. This program typically funds planning and capital projects. Per the FY19 NOFO, applicants were not required to provide matching funds, meaning the Federal share of the total project costs under this program could be 100%.

Additional FHWA Resources

For more support with FHWA grant programs, refer to the following resources and links.

Local Technical Assistance Program (LTAP)

FHWA has long supported local and rural road agencies across the country by providing training, technical assistance, and technology transfer services to help them manage and maintain their roadway systems. LTAP, a network of 51 centers across the U.S. and Puerto Rico funded by FHWA's Office of Innovative Program Delivery, serves as a primary mechanism for this support. Additional information on LTAP can be found here: https://www.fhwa.dot.gov/clas/ltap/

Tribal Technical Assistance Program (TTAP)

Funded out of FHWA's Office of Innovative Program Delivery, TTAP is a one-stop transportation resource for tribal communities across the country. The program provides comprehensive transportation training and technical assistance to tribal communities, building skills and expertise to improve the safety and performance of tribal roads. Additional information on TTAP can be found here: https://ttap-center.org/

National Highway Institute (NHI)

As FHWA's training and education arm, NHI has a long and rich history of innovation and expertise in delivering transportation training. Improving the conditions and safety of our Nation's roads, highways, and bridges means continuously building on the skills of highway professionals and enhancing job performance in the transportation industry across the country. NHI's course catalog includes hundreds of instructor-led in-person and virtual trainings in more than 18 transportation industry-related program areas. More information and resources on NHI can be found here: https://www.nhi.fhwa.dot.gov/home.aspx

"Nearly 70% of all U.S. roads are in rural areas, linking small towns to large cities, moving goods to market, and connecting families to economic opportunity. Keeping rural roads – and the communities they serve – safe is critical to strengthening the U.S. economy."

- Nicole R. Nason, FHWA Administrator

FHWA Field Offices

The FHWA maintains an interactive map that can provide more information on each State's highway division office, hours of operation, and contact information. The interactive map can be found here: https://www.fhwa.dot.gov/about/field.cfm.

The Key Field Personnel Directory can be found here: https://fhwaapps.fhwa.dot.gov/foisp/keyfield.jsp

FHWA FIELD OFFICES
The FHWA's interactive online map of Field Offices

The links below provide the hours of operation, addresses, and telephone numbers of the component office locations. The following division offices have their own web sites (click on the map above or the links below)
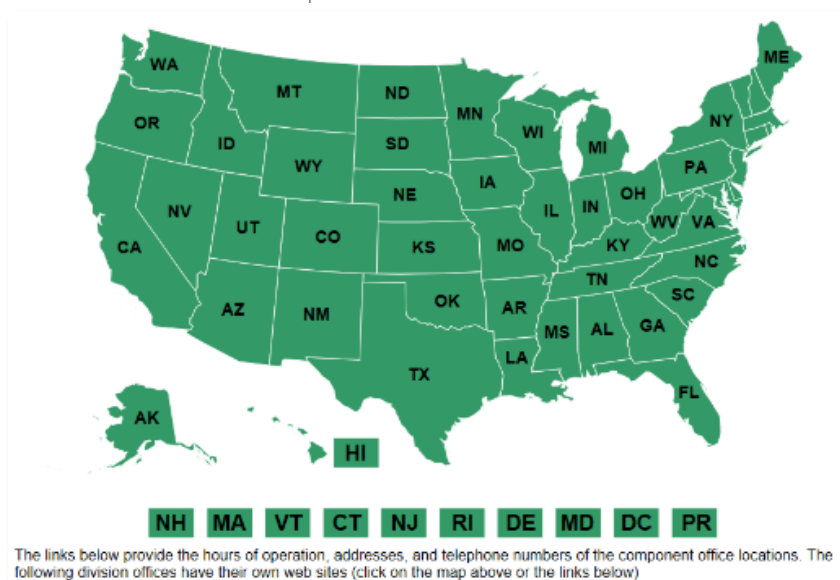
Source: USDOT Federal Highway Administration

FLH DIVISION OFFICES
The FHWA's map of the Office of Federal Lands Highway (FLH) Division Offices

Source: USDOT Federal Highway Administration

The Office of Federal Lands Highway (FLH)

The FLH was established to promote effective, efficient, and reliable administration for a coordinated program of roads and bridges to and within Federal and tribal lands; to protect and enhance our Nation's natural resources; and to provide needed transportation access for Native Americans. The FLH's primary purpose is to provide financial resources and transportation engineering assistance for public roads that service the transportation needs of Federal and tribal lands. The FLH provides these services in all 50 States, the District of Columbia, Puerto Rico, and U.S. Territories through its Headquarters, Eastern, Central, and Western Federal Lands Highway Division offices. Contact information can be found here: https://flh.fhwa.dot.gov/about/contact/

Photo: FMCSA Facebook Page

Federal Motor Carrier Safety Administration

FMCSA's mission is to reduce crashes, injuries, and fatalities involving large trucks and buses. FMCSA partners with industry, safety advocates, and State and local governments to keep the Nation's roadways safe and improve CMV safety through regulation, education, enforcement, research, and technology.

More information can be found at www.fmsca.dot.gov/.

Note for electronic viewers: Programs websites are hyperlinked to the program title.

PLANNING   CONSTRUCTION   EQUIPMENT AND MATERIALS   OPERATIONS AND MAINTENANCE   TECHNOLOGY DEMONSTRATIONS AND DEPLOYMENT   TECHNICAL ASSISTANCE, WORKFORCE DEVELOPMENT, AND TRAINING   RESEARCH AND DEVELOPMENT

Commercial Driver's License Program Implementation (CDLPI) Financial Assistance Program

This program provides funding to States, non-profits, and other entities capable of executing national projects, to aid States in their compliance efforts and to improve the national Commercial Driver's License (CDL) program. The goal of the national CDL program is to reduce the number and severity of commercial motor vehicle crashes in the U.S. by ensuring that only qualified drivers receive and retain a CDL.

This program typically funds technical assistance to State Driver's Licensing Agencies, information technology, and other projects that help States improve their compliance with national CDL program requirements. In the FY19 NOFO, there was no minimum or maximum award size. The FY19 NOFO stated that, dependent on the project type, applicants were required to provide a funding match between 0% - 10%.

Commercial Motor Vehicle Operator Training Program

This program aims to expand the number of CDL holders possessing enhanced operator safety training to help reduce the severity and number of crashes on U.S. roads involving commercial motor vehicles; and to assist current or former members of the United States Armed Forces (including National Guard members and Reservists) and their spouses to receive training to transition to the commercial vehicle industry.

This program typically funds tuition assistance for qualified military personnel and their family members and accredited and high-quality commercial driver training institutions. Individuals are not eligible for this grant; eligible recipients include State, local, and tribal governments, post-secondary educational institutions, and non-profit organizations. In the FY19 NOFO, there was no stated minimum or maximum award size and applicants were required to provide a 15% funding match.

High Priority Program – Commercial Motor Vehicles (HP-CMV)

This program provides financial assistance to States and others to enhance commercial vehicle safety and implement innovative national-level projects that will have a positive impact on CMV safety. The safety of rural roads is a particular area of concern due to the disproportionate share of highway fatalities occurring on rural roads, and rural road safety was recognized as a priority project area under this grant program in FY19.

In the FY19 NOFO, the maximum potential award amount was $2 million. The NOFO stated that, depending on project type, a 0% - 15% funding match was required. Projects that addressed CMV safety on rural roads were required to provide a 15% funding match per FY19 NOFO guidance.

High Priority Program – Innovative Technology Deployment (HP-ITD)

This program provides financial assistance to advance the technological capability and promote the deployment and maintenance of intelligent transportation system applications for CMV operations, including vehicle, commercial driver, and carrier-specific information systems and networks. The program's goals are to support and maintain commercial motor vehicle information systems and networks; link Federal motor carrier safety information systems with State CMV systems; improve the safety and productivity of CMV drivers; and reduce costs associated with CMV operations and Federal and State CMV regulatory requirements.

In the FY19 NOFO, the maximum potential award amount was $2 million. Per FY19 NOFO guidance, no funding match was required for Commercial Vehicle Information Exchange Window (CVIEW) projects not previously funded by FMCSA; however, all other projects were required to provide a 15% funding match.

Additional FMCSA Resources

For more support with FMCSA grant programs, refer to the following resources and links.

Grants and Financial Assistance
FMCSA supports applicants by providing information and resources on open grant opportunities and programs. Resources include Frequently Asked Questions, Resources for State and Local Partners, an FMCSA Grantee Manual, online grants training modules, and a Financial Management and Processing Manual for Grant Programs. Webinars, training manuals, and additional guidance support grant recipients through pre-award, post-award, and close-out activities. Links to these resources and additional information can be found here:
https://www.fmcsa.dot.gov/mission/grants

Field Offices and Service Centers
FMCSA's Office of Field Operations delivers program services to its partners and customers. This organization consists of service centers, State-level motor carrier division offices, and local field offices in the largest States. To find a local FMCSA office, use the "FMCSA Near Me" web tool:
https://www.fmcsa.dot.gov/mission/field-offices/fmcsa-near-me.

Additional information on field office and service center locations, addresses, and contact information can be found here:
https://www.fmcsa.dot.gov/mission/field-offices

"America's trucking and commercial bus industry play a critical role our nation's economy—especially for our country's rural communities. In keeping with this new initiative, FMCSA provides critical safety funding to states, local governments, and educational institutions to improve roadway safety and train more Americans to find jobs in the motor carrier industry."

**- Jim Mullen
FMCSA Deputy Administrator**

Photo: Deloitte Touche Tohmatsu Limited

Federal Railroad Administration

FRA's mission is to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future. The operating administration's guiding principles are integrity, safety, engagement, innovation, transparency, accountability, and excellence.

More information can be found at https://railroads.dot.gov/.

Note for electronic viewers: Programs websites are hyperlinked to the program title.

📄 PLANNING   🚧 CONSTRUCTION   🔧 EQUIPMENT AND MATERIALS   ⚙️ OPERATIONS AND MAINTENANCE   📶 TECHNOLOGY DEMONSTRATIONS AND DEPLOYMENT   👥 TECHNICAL ASSISTANCE, WORKFORCE DEVELOPMENT, AND TRAINING   ⚗️ RESEARCH AND DEVELOPMENT

Consolidated Rail Infrastructure and Safety Improvements (CRISI)

This program provides funding for projects that address rail congestion challenges, improve highway-rail grade crossings, upgrade short-line railroad infrastructure, relocate rail lines, improve intercity passenger rail capital assets, and deploy railroad safety technology. Both freight and passenger rail infrastructure projects are eligible. The CRISI grant program also directs investment to rural America, reserving at least 25% of available funds for projects in rural communities according to FY19 NOFO guidance. This enables FRA to improve rural America's rail infrastructure.

The FY19 NOFO for this program defines a 'rural project' as a project located outside of a U.S. Census-defined urbanized area. To confirm and identify a proposed project's rural location, applicants must include geospatial data for the project, as well as a map of the project's location. The FY19 NOFO states that FRA will consider a project under this program to be in a rural area if all or the majority of the project, determined by the information provided, is located in a rural area. As applicable per the FY19 NOFO, applicants must explain how the project benefits communities in rural areas in the detailed project description section of the application. Applicants were required to provide a 20% funding match, per FY19 NOFO guidance.

Federal-State Partnership for State of Good Repair

This program funds capital projects within the U.S. to repair, replace, or rehabilitate qualified railroad assets to reduce the state of good repair backlog and improve intercity passenger rail performance. Program grants are intended to benefit publicly- or Amtrak-owned or controlled passenger rail infrastructure, equipment, and facilities in rural and urban American communities. According to the FY19 NOFO, applicants were required to provide a 20% funding match for this program.

Railroad Trespassing Enforcement Grant

The Railroad Trespassing Enforcement Grant program provides grants to cover regular and overtime wages for law enforcement personnel and to assist communities at risk for rail trespassing related incidents and fatalities. The objective of this program is to reduce railroad trespassing along the rail right-of ways, thereby reducing trespassing safety-related incidents.

The FY19 NOFO states that applicants were not required to provide matching funds, meaning the Federal share of the total project costs under this program could be 100%.

Restoration and Enhancement Grants ⚙

The program funds operating assistance for initiating, restoring, or enhancing intercity passenger rail transportation. In FY19, there was no potential award minimum or maximum amount and applicants can apply for up to three years of operating funding assistance on a sliding matching scale. The FY19 NOFO stated that applicants were required to provide a 20% funding match in the first year, 40% in the second year, and 60% in the third year.

Additional FRA Resources

For more support with FRA grant programs, refer to the following resources and links.

FRA Grant and Loan Overview
This FRA webpage contains an overview of grant and loan opportunities:
https://railroads.dot.gov/grants-loans/grants-loans

FRA Competitive Discretionary Grant Programs Resources
This FRA grants webpage contains the latest updates on open discretionary grant program competitions: https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/competitive-discretionary-grant-programs

Photo: FRA Homepage

Photo: Deloitte Touche Tohmatsu Limited

"We cannot underestimate the contributions that rural communities make to the nation's transportation network. Two-thirds of all rail freight originates in rural areas, contributing to domestic production, commodity exports, and quality of life. This new initiative will help meet unmet transportation infrastructure, funding, and safety needs to support continued economic growth and safety improvements."

- Ronald L. Batory, FRA Administrator

Photo: FTA Facebook Page

Federal Transit Administration

FTA's mission is to make transit safer through policy development, hazard investigation, data collection, risk analysis, effective oversight programs, and information sharing. FTA invests more than $13 billion annually to support and expand public transportation services. That investment has helped modernize public transportation and extended service into small cities and rural communities that previously lacked transit options.

More information can be found at www.transit.dot.gov/.

Note for electronic viewers: Programs websites are hyperlinked to the program title.

📄 PLANNING   🛆 CONSTRUCTION   🔧 EQUIPMENT AND MATERIALS   ⚙️ OPERATIONS AND MAINTENANCE   📶 TECHNOLOGY DEMONSTRATIONS AND DEPLOYMENT   👥 TECHNICAL ASSISTANCE, WORKFORCE DEVELOPMENT, AND TRAINING   🧪 RESEARCH AND DEVELOPMENT

Buses and Bus Facilities Competitive Grant Program

The Buses and Bus Facilities Competitive Grant Program provides funding to States and local government authorities to replace, rehabilitate, or purchase buses and related equipment and to rehabilitate, purchase, construct, or lease bus-related facilities. Funding is provided through competitive grants. $510 million is available in FY20.

The FY19 NOFO stated that no single grant recipient may be awarded more than 10% of total available funding, and no less than 10% of total available funding must be used for projects in rural areas. Applicants were required to provide 20% of the net project cost per FY19 NOFO guidance, with a higher share permitted for projects to comply with the Americans with Disabilities Act or the Clean Air Act. Transportation Development Credits or 'toll credits,' accrued when capital investments are made in federally-approved tolled facilities, could be used to fulfill the matching requirement per FY19 NOFO guidance. The FY19 NOFO stated that all proposals for rural projects must be submitted by the State, either individually or as part of a statewide application, except in the case of projects on tribal lands..

Capital Investment Grants (CIG)

This program funds large transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Unlike many other USDOT discretionary grant programs, project sponsors seeking CIG funding must complete a series of steps over several years to be eligible for funding, outlined in FTA's CIG program interim policy guidance found on the program's website (hyperlinked in the program title for electronic viewers). The various types of eligible CIG projects, including New Starts, Small Starts, and Core Capacity. FTA reported over $1 billion in funding in FY19, per the CIG program annual funding report to Congress. As outlined in FTA's CIG program policy guidance, New Starts projects are fixed-guideway projects requesting $100 million or more of CIG funding or with a capital cost of $300 million or more. Small Starts projects are fixed-guideway projects or corridor-based Bus Rapid Transit projects requesting less than $100 million and with a capital cost of less than $300 million. Core Capacity projects are projects in a fixed guideway corridor that is at capacity today or will be in five years, where the project will increase the capacity of the corridor by at least 10%.

New Starts and Core Capacity projects must complete the Project Development and Engineering phases before receiving a construction grant agreement. Small Starts projects must complete the Project Development phase before receiving a construction grant agreement. FTA evaluates projects at various points in the process according to rigorous statutory criteria evaluating project justification and local financial commitment. While planning, engineering and design, and construction costs are eligible expenses under CIG, grants are not awarded until the construction phase. Thus, planning, engineering, and design

work must be funded with other Federal, State, or local sources initially and reimbursed later if a CIG grant is ultimately awarded.

Innovative Coordinated Access and Mobility Pilot Program (ICAM) - Mobility for All

This Innovative Coordinated Access and Mobility Pilot Program provides funding to States , local government authorities, or non-profit organizations to improve access to public transportation by building partnerships among health, transportation and other service providers. This program provides competitive funding to support innovative projects for the transportation disadvantaged that will improve the coordination of transportation services and non-emergency medical transportation services. $3.5 million is available in FY20. The FY18 NOFO stated that applicants must provide 20% of the net project cost, with a higher share permitted for projects to comply with the Americans with Disability Act or the Clean Air Act.

Low or No Emission Grant Program

The Low or No Emission Grant Program provides 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. $130 million is available in FY20.

According to the FY19 NOFO, applicants must provide 20% of the net project cost, with a higher share permitted for projects to comply with the Americans with Disabilities Act or the Clean Air Act. Transportation Development Credits or 'toll credits,' accrued when capital investments are made in federally-approved tolled facilities, could be used to fulfill the matching requirement per FY19 NOFO guidance. The FY19 NOFO stated that all proposals for rural projects must be submitted by the State, either individually or as part of a statewide application, except in the case of projects on tribal lands.

Passenger Ferry Grant Program

The Passenger Ferry Grant Program provides competitive funding for projects that support passenger ferry systems in urbanized areas, including vessels and facilities. Services to rural areas are eligible if the origin or destination is an urbanized area. $30 million is available in FY20.

According to the FY19 NOFO, applicants must provide 20% of the net project cost, with a higher share permitted for projects to comply with the Americans with Disabilities Act or Clean Air Act. Transportation Development Credits or 'toll credits,' accrued when capital investments are made in federally-approved tolled facilities, could be used to fulfill the matching requirement per FY19 NOFO guidance.

Public Transportation on Indian Reservations (Tribal Transit)

The Tribal Transit Program provides funding for Federally-recognized tribes or Alaska Native villages, groups, or communities located in rural areas with a population of 50,000 or less for public transportation planning, operations, and capital expenses. Per the NOFO, $5 million was available in FY19. Per the FY19 NOFO, applicants could request a maximum of $25,000 for planning projects and only applicants that received $20,000 or less in formula funding could apply for operating expenses. The FY19 NOFO stated that eligible applicants must provide 10% of the net project cost, unless financial hardship was demonstrated in the application.

Additional FTA Resources

For more support with FTA grant programs, refer to the following resources and links.

FTA Funding Resources

The FTA provides several resources to assist applicants through the grants process, including an overview of current grant programs and past award data. Grant recipient tools, including sample FTA agreements and webinars on how to use the FTA's Transit Award Management System (TrAMS), are highlighted to support new applicants. Additional information can be found here: https://www.transit.dot.gov/funding/grants/grant-programs

FTA Technical Assistance Centers

The FTA funds several centers that can provide direct technical assistance to local areas interested in initiating or improving public transportation services, as well as the delivery of training, templates, workshops, and reports. More information on the below technical assistance centers can be found here: https://www.transit.dot.gov/ccam/resources/technical-assistance-supporting-communities

- The **National Rural Transit Assistance Program (RTAP)** provides a wide range of professional services and products to address the training and technical assistance needs of rural and tribal transit programs across the Nation and supports State RTAP programs. National RTAP provides comprehensive free technical assistance program and resources including training materials, webinars, newsletters and technical briefs, peer resources, research, and innovative technology initiatives. Available webinars include Grant Writing for Small and Rural Systems.

- The **National Center for Applied Transit Technology (N-CATT)** delivers expert, focused technical assistance to transit agencies and organizations in rural areas and small cities to use or develop transit technologies and innovations that make services more cost-effective and efficient. N-CATT's work support FTA's mission and focus on innovation by developing and supporting transit programs and services in rural and small-city America.

- The **National Aging and Disability Transportation Center (NADTC)** promotes the availability and accessibility of transportation options that serve the needs of people with disabilities, seniors, and caregivers with a focus on the Enhanced Mobility of Seniors and Individuals with Disabilities program, and other transit investment. The NADTC provides technical assistance, information, and referrals, develops field training, implements interactive communication and outreach strategies, and supports communities in assessing their needs and developing innovative transportation solutions.

- The **National Center for Mobility Management** works to help communities adopt transportation strategies and mobility options that empower people to live independently, and advance health, economic vitality, and self-sufficiency. NCMM provides capacity-building technical assistance and training, catalogs and disseminates best practice information on innovative mobility management programs around the country, and works to improve and enhance the coordination of Federal resources for human service transportation, especially for people with disabilities, older adults, and people with lower incomes.

FTA Regional Offices

The ten FTA regional offices engage with local transit officials and the State Departments of Transportation to develop and manage grants. Additional information can be found here: https://www.transit.dot.gov/about/regional-offices/regional-offices

FIGURE 7

FTA REGIONAL OFFICES

The FTA's map of their 10 Regional Offices
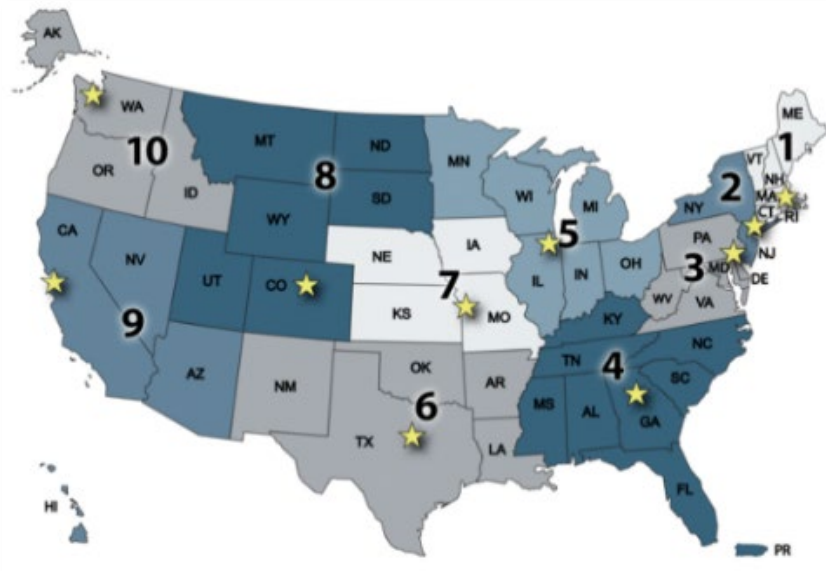
Source: USDOT Federal Transit Administration

Photo: FTA Facebook Page

"**The Federal Transit Administration seeks to advance safe and reliable mobility options for all America's communities through financial and technical assistance.**"

– **K. Jane Williams, FTA Acting Administrator**

Photo: MARAD Homepage

Maritime Administration

MARAD's mission is to foster and promote the U.S. Merchant Marine and the American maritime industry to strengthen the maritime transportation system — including landside infrastructure, the shipbuilding and repair industry, and labor — to meet the Nation's economic and national security needs. The agency promotes the use of waterborne transportation and ensures that its infrastructure integrates seamlessly with other methods of transportation.

More information can be found at www.maritime.dot.gov/.

Note for electronic viewers: Programs websites are hyperlinked to the program title.

PLANNING   CONSTRUCTION   EQUIPMENT AND MATERIALS   OPERATIONS AND MAINTENANCE   TECHNOLOGY DEMONSTRATIONS AND DEPLOYMENT   TECHNICAL ASSISTANCE, WORKFORCE DEVELOPMENT, AND TRAINING   RESEARCH AND DEVELOPMENT

America's Marine Highway Grants

This program's goal is to expand the use of America's navigable waters for the transportation of freight. MARAD works closely with public and private organizations to: (1) develop and expand marine highway service options and facilitate their further integration into the current U.S. surface transportation system, especially where water-based transport is the most efficient, effective, and sustainable option; and (2) highlight the benefits, increase public awareness and promote waterways as a viable alternative to "landside" shipping and transportation options.

This program provides special consideration to projects that enhance the economic competitiveness of rural areas. Per the FY19 NOFO, applicants were required to provide a 20% funding match.

Assistance to Small Shipyards Grant Program

This program is designed to support projects at small shipyards that involve capital improvements or training for workers in shipbuilding, ship repair, and associated industries. These types of projects drive efficiency, competitive operations, and quality ship construction, repair, and reconfiguration across the industry.

The FY19 NOFO stated that average grant amounts were estimated at $1 million, where no more than 25% of the funds available were awarded to shipyard facilities in one geographic location that has more than 600 production employees. Per FY19 NOFO guidance, applicants were required to provide a 25% funding match.

Port Infrastructure Development Grant Program

This program supports a broad range of improvements within, or around, Great Lakes, inland river ports, and coastal seaports to improve safety, reliability, or efficiency. Funding can be used for infrastructure improvements at all Great Lakes, inland riverports, and coastal seaports.

The minimum possible award amount will be reduced to $1 million for FY20, according to the NOFO, and are required to provide a 20% funding match.

Additional MARAD Resources

For more support with MARAD grant programs, refer to the following resources and links.

Grants Resources

MARAD maintains a grants and finances webpage for its programs that includes tutorials to assist applicants with Federal grant reporting requirements. Additional information can be found here:
https://www.maritime.dot.gov/grants-finances

Port Planning and Investment Toolkit

In partnership with the American Association of Port Authorities (AAPA), MARAD brought together experts from around the port industry to develop an easy-to-read, easy-to-understand, and easy-to-execute Port Planning and Investment Toolkit to help ports execute capital improvement projects necessary to meet increasing demand. The Port Planning and Investment Toolkit focuses on planning, financing, and project development and is intended to help ports navigate this process in the most efficient manner possible. The toolkit can help ports evaluate port conditions, define problems, plan thoroughly, navigate the preplanning process, engage private partners, present actionable needs to administrators, access available funding, and complete the project.

The Port Planning and Investment Toolkit includes modules that include an Introduction and Users Guide, General Projects Module, Intelligent Transportation Systems (ITS) Module, ITS Overview and ePrimer, Resource Catalogue, and a Port Concession Evaluation Model. Additional information and downloadable links for toolkit and module materials can be found here: https://www.aapa-ports.org/empowering/content.aspx?ItemNumber=21263. More information on Intelligent Transportation Systems resources and modules can be found here:
https://www.pcb.its.dot.gov/default.aspx

"The Maritime Administration is committed to investing in the jobs and economic welfare of America's rural communities. Grant programs that help support improvements at our ports and small shipyards can keep these sources of jobs growing and, in particular, America's Marine Highway Grants provide special consideration to rural communities seeking to make better use of our Nation's inland waterways."

- Rear Admiral Mark H. "Buz" Buzby, MARAD Administrator
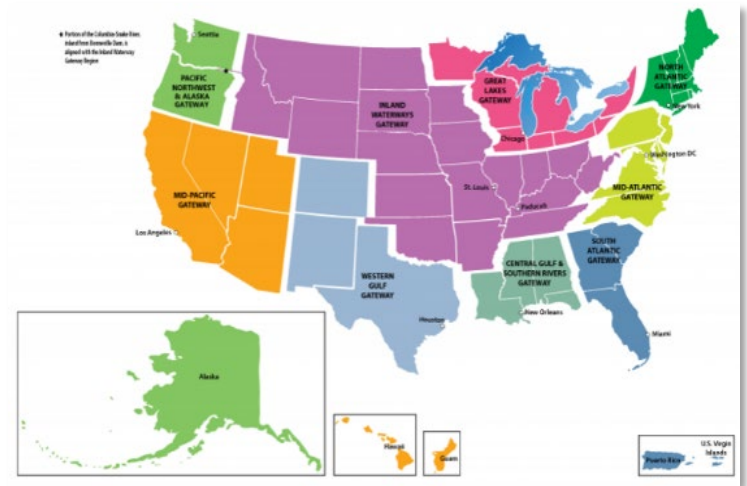

Photo: USDOT Facebook Page

Gateway Offices

MARAD provides critical marine transportation outreach activities at our major U.S. gateway ports, driven by 10 of the largest ports on the West, East, and Gulf Coasts, the Great Lakes and the inland river system. Gateway Offices are MARAD's day-to-day presence throughout the Marine Transportation System and are critical to the viability and effectiveness of the Maritime Administration and its future programs. At their core, they identify transportation bottlenecks and ways to improve freight movement; act as liaisons for MARAD to help ensure that measurable progress is made on specific projects, as well as to bring Agency and Departmental expertise to the table; and work with stakeholders to promote collaboration among Federal, State, local and private partners on challenges facing the Marine Transportation System (MTS) in their areas of responsibility, focusing particularly on planning and environmental issues. Additional information can be found here: https://www.maritime.dot.gov/about-us/gateway-offices/gateway-offices

FIGURE 8

MARAD GATEWAY OFFICES
The Maritime Administration Gateway Offices map

Source: USDOT Maritime Administration

Photo: Port of Brownsville, Texas; MARAD Facebook Page

Photo: NHTSA Facebook Page

National Highway Traffic Safety Administration

NHTSA's mission is to save lives, prevent injuries, and reduce economic costs due to road traffic crashes, through education, research, safety standards, and enforcement. Through enforcing vehicle performance standards and partnerships with State and local governments, NHTSA reduces deaths, injuries and economic losses from motor vehicle crashes.

More information can be found at www.nhsta.gov/.

Note for electronic viewers: Programs websites are hyperlinked to the program title.

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911 Grant Program ⚙ 📶 👥

This program provides funding to support State and local efforts to deliver optimal 911 services. It is a joint program with the National Telecommunications and Information Administration (NTIA) within the Department of Commerce. The funding may be used for the implementation and operation of Next Generation 911 services, migration to an IP-enabled emergency network, and adoption and operation of Next Generation 911 services and applications.

The FY19 NOFO stated that there was a maximum possible award of $250,000 for eligible tribal organizations and a minimum of $500,000 for States. Applicants were required to provide a 40% funding match per FY19 NOFO guidance.

State Notification to Consumers of Motor Vehicle Recall Status ⚙

The purpose of this grant is to support the implementation of a statewide process for informing consumers of open motor vehicle recalls at the time of motor vehicle registration and evaluate its effect on recall completion.

In FY17, a similar program provided one award of $222,300 to the State of Maryland. Per the FY17 NOFO, applicants were not required to provide a funding match; however, preference was given to those that demonstrated cost sharing approaches in their application.

Photo: NHTSA Facebook Page

"Rural areas experience a disproportional number of traffic fatalities. An estimated 19% of Americans live in rural areas, but in 2018, 45% of highway fatalities occurred on rural roads. The R.O.U.T.E.S. program will help improve rural infrastructure, move people and goods more efficiency across the country, and most importantly, save lives."

**- James Owens,
NHTSA Deputy Administrator**

Additional NHTSA Resources

Refer to the following resources and links for support with NHTSA formula grant programs to State Offices of highway safety, the Bureau of Indian Affairs, and other eligible recipients.

Highway Safety Grant Programs

NHTSA maintains a webpage that orients visitors to the breadth of their programs and resources to support grant applicants. This includes a Resources Guide, Management Review Information, Grants Management Solutions Suite (GMSS) Administration System, and Safety Program Assessment tools. Additional information can be found here: https://www.nhtsa.gov/highway-safety-grants-program

- The **Resources Guide** provides information to assist State and Federal professionals to manage grant programs, including certification and assurances, equipment, planning, monitoring, and administration costs. Additional information can be found here: https://www.nhtsa.gov/highway-safety-grants-program/resources-guide

Section 402 State and Community Grant Program and Section 405 National Priority Safety Program

Each year, NHTSA distributes over $500 million in formula grant funds to 57 entities including States, the District of Columbia, Territories, Puerto Rico, and the Bureau of Indian Affairs to implement data-driven highway safety programs to address the individual needs of each jurisdiction, including rural regions of the country. Following careful analysis of their highway safety and other data, highway safety offices in these jurisdictions identify communities who can benefit from the funding available under these programs which can be used to address occupant protection, impaired driving, speed and other issues relevant to rural communities.

Section 402 and Section 405 funding is awarded only to State offices of highway safety responsible for planning and implementing the programs, based on formulas as authorized by Congress. These offices are responsible for making awards to sub-recipients, the amounts of which vary by State. Additional information on grant determinations under the National Priority Safety Programs (23. U.S.C 405) can be found here: https://www.nhtsa.gov/highway-safety-grants-program/fy-2019-grant-funding-table

Photo: NHTSA Facebook Page

Photo: PHMSA Homepage

Pipeline and Hazardous Materials Safety Administration

PHMSA's mission is to protect people and the environment by advancing the safe transportation of energy and other hazardous materials that are essential to our daily lives. To do this, the agency establishes national policy, sets and enforces standards, educates, and conducts research to prevent incidents. PHMSA also prepares the public and first responders to reduce consequences if an incident does occur.

More information can be found at www.phmsa.dot.gov/.

Note for electronic viewers: Programs websites are hyperlinked to the program title.

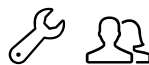PLANNING   CONSTRUCTION   EQUIPMENT AND MATERIALS   OPERATIONS AND MAINTENANCE   TECHNOLOGY DEMONSTRATIONS AND DEPLOYMENT   TECHNICAL ASSISTANCE, WORKFORCE DEVELOPMENT, AND TRAINING   RESEARCH AND DEVELOPMENT

Assistance for Local Emergency Response Training (ALERT)

This program promotes hazardous material response training for volunteer and remote emergency responders. Response activities include the transportation of crude oil, ethanol, and other flammable liquids by rail consistent with National Fire Protection Association standards. Funding is competitively awarded to non-profit organizations capable of delivering an established curriculum to emergency responders.

This program typically funds training projects. The FY19 NOFO stated that applicants were not required to provide a funding match. Applicants were required to include a plan for training emergency responders in rural areas in their project application, per FY19 NOFO guidance. PHMSA is authorized through annual appropriations to use money recovered from prior year grant awards to fund the ALERT grant. PHMSA recovers funds from other grant awards biennially. ALERT grants will not be awarded in FY20.

Community Safety Grants
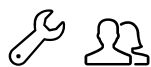
This program enhances community preparedness to respond to accidents and incidents involving hazardous materials, and supports the training of State and local enforcement personnel responsible for enforcing the safe transportation of hazardous materials. Funding is competitively awarded to non-profit organizations. The FY19 NOFO stated that the possible award size ranged from $250,000 to $1 million per project. It also stated that applicants were not required to provide a funding match in FY19. Applicants were required to include a plan for training emergency responders in rural areas in their project application, per FY19 NOFO guidance.

Competitive Academic Agreement Program (CAAP)

This program provides funding for academic research and provides tomorrow's pipeline safety workforce with an early opportunity to contribute safety solutions. CAAP drives innovation by funding projects that can deliver cutting-edge research and/or technology for the safety of the Nation's 2.8-million-mile pipeline transportation network. Applicants are required to provide at least a 20% funding match.

In its eight years, CAAP has funded more than $11.2 million dollars to student researchers at the university level. The cooperative agreements are competitively selected, and projects are prioritized based in part on their potential to deliver preliminary pipeline safety findings that can be further investigated through PHMSA's core research program, commercialization potential, and student involvement.

Hazardous Materials Emergency Preparedness Grants (HMEP)

This program was established in 1990 by the Hazardous Materials Transportation Uniform Safety Act. It is

designed to allow grant recipients the flexibility to implement training and planning programs that address differing needs for each location based on demographics, emergency response capabilities, commodity flow studies, and hazard analysis. This program typically funds training and planning projects. The FY19 NOFO stated that applicants were required to provide a 20% funding match. Funds used for any other Federal grant or cooperative agreement cannot be used for HMEP matching purposes, per FY19 NOFO guidance.

Hazardous Materials Instructor Training Grants (HMIT)

This program facilitates the training of hazmat instructors who then conduct training in Hazardous Materials Regulations for hazmat employees. It is competitively awarded to non-profit organizations that satisfy both of the following eligibility requirements: 1) expertise in conducting hazmat employee training programs and 2) capable of reaching a target population of hazmat employees and including them in the training program.

The FY19 NOFO stated that the possible award size ranged from $250,000 to $1 million per project. Additionally, it stated that applicants were not required to provide a funding match in FY19. Applicants were required to include a plan for training hazmat employees in rural areas in their project application, per FY19 NOFO guidance.

One-Call Notification Systems Grants

This program provides funding to State agencies in promoting damage prevention, including changes with their State underground damage prevention laws, related compliance activities, training, and public education. Funding through this program is reserved for States that have an existing certification or agreement with PHMSA to conduct pipeline safety inspections.

The FY19 NOFO stated that the maximum possible award amount was $60,000, and applicants were not required to provide a funding match. To qualify for funding under this program per FY19 NOFO guidance, a State could not provide any exemptions from the on-call notification system requirements to municipalities, State agencies, or contractors.

State Damage Prevention Program Grants (SDPP)

This program aims to establish comprehensive State programs designed to prevent damage to underground pipelines in States that do not have such programs and improve existing damage prevention programs. The FY19 NOFO stated that the total funding for the program was $1.5 million and the maximum possible award amount was $100,000. Applicants were not required to provide a funding match, per FY19 NOFO guidance.

Supplemental Public Sector Training Grants (SPST)
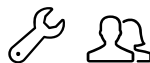
This program facilitates the training of instructors who then conduct training in hazmat response for individuals with a statutory responsibility to respond to hazmat accidents and incidents. Funding is competitively awarded to national non-profit fire service organizations. The FY19 NOFO stated that the possible award amount ranged from $467,000 to $938,000, and applicants were not required to provide a funding match.

Technical Assistance Grants (TAG)

This program provides funding to communities (cities, towns, villages, counties, parishes, townships, and similar governmental subdivisions, or consortiums of such subdivisions) and groups of individuals (not including for-profit entities) for technical assistance and analyses of local pipeline safety issues. Technical assistance is defined as engineering or other scientific analysis of pipeline safety issues. The funding can also be used to help promote public participation in official proceedings. However, the funding may not be used for lobbying, in direct support of litigation, or for activities associated with regulatory compliance or typical operations and maintenance of pipeline facilities. Local projects can range from public awareness activities to technology solutions, such as the conversion of paper maps into electronic format.

The FY19 NOFO stated that the total funding for the program was $1.5 million and the maximum possible award amount was $100,000. Applicants were not required to provide a funding match, per FY19 NOFO guidance.

Photo: PHMSA Twitter Page

"**PHMSA is proud to offer a range of grant programs and other resources to help enhance the capabilities of emergency responders and other key safety partners that work to prevent, prepare for, and mitigate the unique challenges involved with hazmat transportation on a daily basis.**"

– **Howard "Skip" Elliott, PHMSA Administrator**

Additional PHMSA Resources

For more support with PHMSA grant programs, refer to the following resources and links.

Field Offices

PHMSA offices are located in five regions across the country, headquartered in Washington, D.C. The Training Center is centrally-located in Oklahoma City. Additional information can be found here: https://www.phmsa.dot.gov/about-phmsa/offices

Pipeline Technical Resources

PHMSA's Office of Pipeline Safety provides technical information on selected pipeline safety topics to assist operators in pipeline safety regulation compliance. Pipeline grant applicants and/or recipients may also find these resources helpful in writing grant applications and implementing pipeline projects. Additional information can be found here: https://www.phmsa.dot.gov/technical-resources/pipeline/pipeline-technical-resources-overview

Grants Resources

PHMSA maintains a grants webpage to orient users to available grant funding opportunities. Additional information on available hazardous materials and pipeline grants can be found here: https://www.phmsa.dot.gov/about-phmsa/working-phmsa/grants. Current and past State Damage Prevention Program Grants (SDPP) projects can be found here: https://primis.phmsa.dot.gov/sdp/

Current and past Technical Assistance Grants (TAG) projects can be found here: https://www.phmsa.dot.gov/technical-resources/pipeline/pipeline-technical-resources-overview

FIGURE 9
PHMSA FIELD OFFICES
Map of PHMSA offices by region and States served

Source: USDOT Pipeline and Hazardous Materials Safety Administration
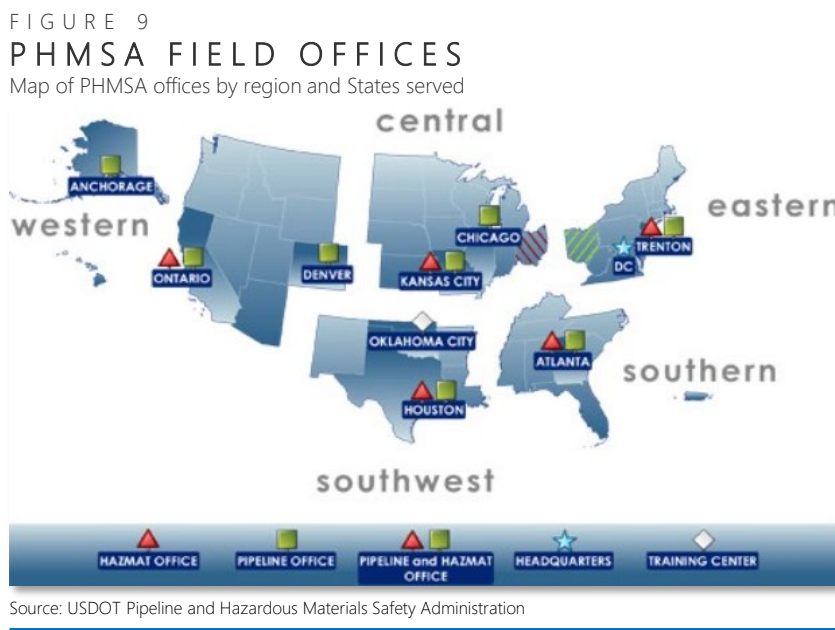
USDOT FINANCING RESOURCES

In addition to discretionary grant funding programs outlined in this toolkit, the Department administers credit and loan programs to support transportation projects. The Build America Bureau within the Office of the Secretary of Transportation is the primary overseer of these financing programs. The Center for Innovative Finance Support within the Federal Highway Administration also provides financing programs, guidance, and resources for applicable transportation projects.

Photo: R.O.U.T.E.S. Homepage

About the Build America Bureau

The Build America Bureau (Bureau) is responsible for driving transportation infrastructure development projects in the U.S. The Bureau streamlines access to USDOT credit and grant programs, provides technical assistance, and encourages innovative practices in project planning, financing, delivery, and monitoring. The Bureau draws upon resources and expertise from across the Department and strives to promote a culture of innovation and customer service. More information on the Bureau can be found at https://www.transportation.gov/content/build-america-bureau.

The Bureau's major programs include the Transportation Infrastructure Finance and Innovation Act (TIFIA) Rural Project Initiative and Railroad Rehabilitation and Improvement Financing (RRIF) Express.

TIFIA Rural Project Initiative

This initiative, in partnership with the FHWA, aims to help improve transportation infrastructure in America's rural communities by increasing the accessibility of financing options. Applicants in qualified rural areas with eligible surface transportation projects between $10 million and $100 million can experience benefits and savings. Eligible entities include State and local governments, transit agencies, private entities, Special Authorities such as government-sponsored corporations, transportation improvement districts, and State infrastructure banks. The TIFIA Rural Project Initiative:

- Finances up to 49% of eligible project costs
- Maintains a fixed rate equal to one half of the U.S. Treasury Rate at time of closing
- Covers borrower fees for projects under $75 million
- Offers fixed interest rate loans for up to 35 years, or longer

RRIF Express

This program, in partnership with the FRA, provides direct loans and loan guarantees up to $35 billion to finance the development of railroad infrastructure. Up to $7 billion is reserved for projects benefiting freight railroads other than Class I carriers. Eligible borrowers include railroads, State and local governments, government-sponsored authorities and corporations, joint ventures that include at least one railroad, and limited-option freight shippers that intend to construct a new rail connection. The RRIF Express program for Class II and Class III railroads:

- Covers the first $100,000 in advisor fees
- Covers the cost of the loan up to 10% of the loan amount to offset the Credit Risk Premium

About the Center for Innovative Finance Support

The Federal Highway Administration's (FHWA) Center for Innovative Finance Support (formerly Innovative Program Delivery) provides tools, expertise, and financing to help the transportation community explore and implement innovative strategies for costly and complex infrastructure projects. The Center's mission is to expand public sector capacity to design and implement alternative financial strategies to deliver transportation infrastructure.

These strategies are grouped into three program areas: public-private partnerships, project finance, and revenue. The Center conducts research, provides training, distributes information, and provides technical assistance in support of these program areas. It also serves as FHWA's connection to the Build America Bureau and works to coordinate FHWA technical assistance for transportation projects receiving Bureau support. The Center also provides guidance to applicants on how to leverage Transportation Development Credits and other Federal-aid matching strategies.

More information on the Center can be found at https://www.fhwa.dot.gov/ipd/.

PROJECT SPOTLIGHTS

The following examples highlight how USDOT discretionary grants are being used to improve transportation infrastructure and expand access for rural communities across the country.

CRISI: Rail Improvement Projects

FRA's Consolidated Rail Infrastructure and Safety Improvements (CRISI) program funds many rail infrastructure rehabilitation and restoration projects in rural areas each year. During the FY18 funding cycle, over one-third of total funds — more than $118 million — were awarded to rural projects. These investments in passenger and freight rail increase the safety of grade crossings, benefit surrounding communities by increasing access, and improve service reliability and timeliness.

Upgrade to U.S. DOT Crossing 727808C1

The Mobile County Commission was awarded up to $175,925 in FY18 to upgrade a Mobile County, Alabama, public grade crossing at Fiber Road and Norfolk Southern Railway, replacing passive warning devices with lights, bells, and gates. The crossing is located near a manufacturing expansion expected to increase vehicle and truck traffic.

Central Georgia Rail Corridor Competitiveness Project

The City of Dublin, Georgia, was awarded up to $4 million to complete a series of track, bridge, tie and surfacing improvements, allowing the 171-mile Georgia Central Railway corridor to accommodate 286,000-pound railcars and increase speeds from 10 mph to 25 mph for one-third of the main line.

The Graham Creek Bridge Replacement Project

The City of Madison Port Authority was awarded up to $4.2 million to replace a structurally deficient, 130-year-old railroad bridge at Graham Creek, roughly 17 miles north of Madison, Indiana.

Developing and Implementing a Mobile Device Emergency Responder Access Application for the Louisville and Indiana Railroad Company

The Louisville and Indiana Railroad Company was awarded up to $335,361 to develop a geographic information system mobile application for the Louisville and Indiana Railroad Company with software, linking railroad dispatch and first responders, aiding communication and response during railroad incidents. The railroad is working in collaboration with the American Short Line and Regional Railroad Association and the Short Line Safety Institute.

INFRA: Infrastructure Improvement Projects

OST's Infrastructure for Rebuilding America (INFRA) program supports the Department's goal of enhancing our Nation's infrastructure by creating opportunities for all levels of government and the private sector to fund infrastructure investments. The program aims to encourage innovation, improve processes to build significant projects, and increase accountability for the projects that are built. In FY19, over $855 million in grant funding was proposed through the INFRA discretionary grant program.

I-17 Flexible Demand Project

The Arizona Department of Transportation was awarded $90 million to add capacity on a rural, mountainous stretch of I-17 north of Phoenix. The project supports economic vitality and generates regional economic, mobility, and safety benefits through travel time savings, accident reductions, and operating and emissions costs savings. The project may also contribute to safety, environmental sustainability, and congestion relief through the reduction delays due to the added lanes.

I-70 Rocheport Bridge and Mineola Climbing Lanes Project

The Missouri Department of Transportation was awarded $81.2 million to complete two critical upgrades along I-70. The project includes replacing the Rocheport Bridge over the Missouri River, which is nearing the end of its service life, and constructing approximately 1.2 miles of east- and west-bound truck climbing lanes to improve traffic flow. The project will maintain and improve a vital freight corridor carrying interstate traffic of more than 12.5 million vehicles per year, including 3.6 million trucks. Replacing the aging facility will avoid hours of possible future detours for freight vehicles and passengers traveling across Missouri.

Tuscaloosa Revitalization of Access Network Systems

The City of Tuscaloosa, Alabama was awarded $6.87 million to replace the University Boulevard, US82 Overpass Bridge with a new, longer, and wider structure. Upgrading transportation facilities and modes aims to increase community access to jobs, health care, and local retail developments. This project will improve the movement of goods and people, furthering economic vitality throughout the region. Additionally, the project will lead to more efficient traffic flow on one of Tuscaloosa's busiest roadways and allow larger freight vehicles to utilize the University Bridge route. This project will also reduce emissions from automobiles and trucks, decrease the number of crashes and improve safety, and employ innovation through an advanced Intelligent Transportation System (ITS) during and after construction.

MAXIMIZING AWARD SUCCESS

The following tips, resources, and considerations aim to support applicants through the USDOT discretionary grant program funding lifecycle and provide additional guidance on completing an application.

Navigating Grant Program Applications

This section guides new applicants through considerations when compiling an application, including navigating program NOFOs, writing a compelling story, communicating impact, and managing financial risk, among others.

An Introduction to Evaluation Criteria

This section aims to increase applicants' understanding of common evaluation criteria to give insight into what programs may be looking for when allocating funds.

USDOT Applicant Considerations

This section provides an overview and resources related to calculating a benefit-cost analysis (BCAs), planning for environmental reviews, engaging with State Departments of Transportation, utilizing USDOT technical assistance, and considering accessibility.

Navigating Grant Program Applications

UNDERSTANDING PROGRAM NOFOs

NOFO structure is standardized. Contact the program point of contact about specific requirements. The sections of a NOFO are:

- *Section A. Program Description*

- *Section B. Federal Award Information:* Includes total funding amount, anticipated number and size of awards, and period of performance.

- *Section C. Eligibility Information:* Includes eligible applicants and any cost-sharing requirements.

- *Section D. Application and Submission Information:* Includes application format requirements, submission deadlines, and any funding restrictions.

- *Section E. Application Review Information:* Includes evaluation criteria, selection process, and anticipated award announcement date.

- *Section F. Federal Award Administration Information:* Includes award notice and reporting requirements.

- *Section G. Federal Awarding Agency Contacts*

- *Section H. Other Information*

For an overview of common applicant types and funding activities, refer to the "USDOT Discretionary Funding Matrix" on page 17. Refer to page 76 for an introduction to evaluation criteria.

SUBMITTING THE APPLICATION

Many programs use Grants.gov to submit and receive applications. Make sure you (or the associated applicant entity) has an active Data Universal Number System (DUNS) number in the System for Award Management (SAM) of Grants.gov. A DUNS number is a unique nine-digit identifier for businesses that helps a program verify the business status of an applicant (as applicable). Make sure each attachment is populated, submitted, and consistent throughout the application. Explore available Grants.gov trainings for additional applicant guidance.

WRITING A COMPELLING STORY

Some programs may require an applicant to articulate the expected outcomes or impact the project would have on the community. This could also include examples of community support or desire for the project. Consider showing alignment to stated priorities of the program, agency, and/or Department.

COMPLYING WITH REGULATIONS

Compliance with local, State, and Federal regulations throughout the application process and after award is required and critically important to project award and implementation. For example, certain programs require environmental reviews, special permits, and other standards in accordance with Federal policies. Carefully review requirements and clearly articulate compliance in this regard.

USDOT TIP:

The key to an "attractive" application is crafting an effective, compelling, and comprehensive story that demonstrates funding need, commitment, and impact.

DEMONSTRATING COMMITMENT AND ACCOUNTABILITY

Some programs may require an applicant to demonstrate that it can collect, house, analyze, and return any needed data on the project throughout its lifecycle. Consider setting the project up for success by clearly outlining processes and procedures for tracking and monitoring project activities throughout the lifecycle. This may include performance measures, financial plans, or staffing models.

PREPARING FOR POTENTIAL SOLICITATIONS

Depending on the program, applicants may have to solicit a Request for Proposal for partners and providers as a step in the application process. Consider program-specific criteria in determining the most cost-effective bidder. Contact your designated program point of contact for more information on solicitations.

DEMONSTRATING STEWARDSHIP OF FEDERAL FUNDS

Demonstrating the capacity to effectively manage awarded funds may bolster an applicant's appearance as a strong candidate for Federal investment.

- Engage with subject matter experts to provide any technical or nuanced inputs and information (i.e., financial, engineering, etc.) to the application
- Attend any financial management trainings provided for new potential applicants
- Connect with State and local resources as needed to assist with financial planning, permitting, and other approvals
- Identify and reach out to a program's point of contact with specific questions as they come up

COMMUNICATING IMPACT

Some programs may require an applicant to articulate the potential impact of the proposed project. Consider quantifying statements as much as possible or providing data points specific to the community.
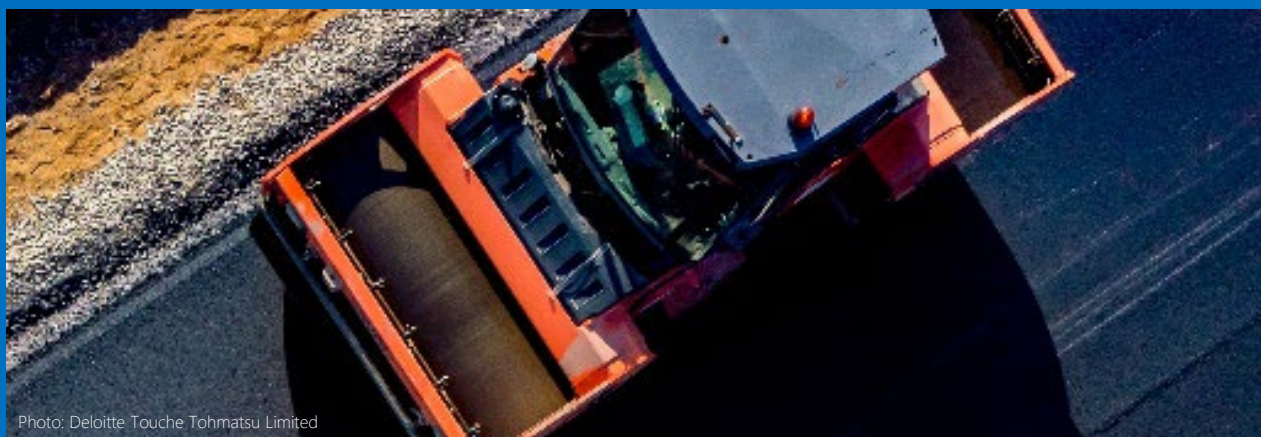

Photo: Deloitte Touche Tohmatsu Limited

An Introduction to Evaluation Criteria

Evaluation criteria give insight into what a program is looking for when making a decision to award funds. Clear and specific evaluation criteria help applicants understand if their project would be a good fit for a particular grant program and assist program managers in making informed decisions about high-value projects based on that funding cycle's criteria. This section outlines common evaluation criteria used by USDOT discretionary grant programs, but each program is unique and program-specific evaluation criteria should be reviewed prior to application. For the exact evaluation criteria used by a particular program in their application review process, refer to the program's current Notice of Funding Opportunity (NOFO) or visit their webpage.

Project Planning and Scope

Project Need
Some programs assess the gaps that can be addressed through Federal funding of a project by reviewing applicants' detailed needs assessments, including quantitative figures and qualitative narrative.

Project Readiness and Feasibility
 Some programs may use a variety of indicators to assess project readiness and ability to begin and complete construction, if applicable. Applicants can demonstrate project readiness and feasibility through readiness to proceed into construction (if applicable), capacity to carry out the proposed project (e.g., legal, financial, and technical capacity), consistency with USDOT planning guidance and regulations, project activity work plan, schedule, and process, project implementation strategy, and signed and submitted certifications and permits (including environmental approvals). Other indicators may

include the clear articulation of a project's goals and objectives for the funding, or the extent to which the applicant's project plan clearly establishes resources, milestones, and estimated project costs that align with the project goals and objectives.

Staffing
Some programs may assess the degree to which an application includes a project management structure that would successfully oversee the execution of the proposed project. This could include organizational capacity as well as the expertise or qualifications of key personnel.

Past Performance
Some programs take into consideration an applicant's experience and previous record of project delivery and/or grant management. Applicants who can demonstrate experience and past performance in project and/or grant

management may have a higher likelihood of demonstrating that they can be effective stewards of Federal funds.

Training

Depending on the program and project type, the inclusion and components of training plans may be considered in the application evaluation process. This could include demonstration of existing capacity to train State and local personnel, train personnel in rural areas, establish curricula to support safety standards, provide comprehensive needs assessments, or articulate prior training experience.

Technical Merit

Depending on the program and project type, an applicant's technical merit may be assessed. Factors could include alignment with program requirements and objectives, likelihood of project implementation success, scalability, or commitment to evaluate the effectiveness of proposed activities.

UNDERSTANDING PROGRAM EVALUATION CRITERIA

Some programs evaluate applications in part based on the demonstrated value and impact of the investment, in alignment with program or Agency priorities. To learn more about the specific evaluation criteria of a particular program, refer to the associated Notice of Funding Opportunity (NOFO), Application Review Information section. Contact the program POC for more details.

Project Performance and Execution

Performance Goals and Measures

Some programs evaluate the comprehensiveness and completeness of the information provided in the application, for example, the listing of clear project goals, objectives, and outputs. Other indicators may include measurable project outcomes, time horizons for calculating measures, bases for comparison, or before and after customer satisfaction determinations, as applicable.

Monitoring and Oversight

Some programs may require general oversight or participation in regular project tracking and monitoring activities. Application evaluators may look for an application to include a detailed project evaluation and monitoring plan and/or strategy to determine if the applicant is able to follow through with the planned activities.

Project Risks and Mitigation Strategies

Some programs may evaluate the identification of anticipated risks and potential mitigation strategies. Applicants may choose to include a risk assessment in their application and highlight mitigation planning in their proposed project activities.

Funding Indicators

Funding Need

Some programs may consider a project's funding need in the evaluation process, weighing the availability of funding with an applicant's ability to fund the project in a timely manner using other funding sources.

Cost and Funding Availability

Programs may consider the total project budget, cost estimates directly supporting the requested funding amount, ability to provide matching funds to meet the proposed Federal share, life-cycle costs and state of good repair, strength of the project budget, demonstration of financial investment from both non-Federal and private sources, or local financial commitment.

Benefit-Cost Analysis (BCA)

Some programs may use BCAs to assess potential investments. Factors included in a BCA can include measures of safety, the effect of system and service performance, trip time, reliability, competitiveness, infrastructure resilience, efficiencies for improved integration with other modes, or the ability to meet existing or anticipated demand. For more information on BCAs, please refer to the "USDOT Applicant Considerations" section of this toolkit (page 80).

Project Impact

Alignment to National Priorities

Some programs may assess a proposed project's alignment to national priorities and the Department's strategic goals. This may include demonstrating how a project uses innovative approaches to improve safety, supports economic vitality, leverages Federal funding to attract non-Federal investment, plans to maintain future assets, maintains accountability for project performance and outcomes, or indicates strong project readiness.

Safety

Safety is the top concern of the Department. Some programs may value projects that encourage safety policies and/or address safety concerns. This could include the extent to which a project's scope identifies safety concerns that it plans to address or the community that would be impacted.

Economic Vitality and Sustainability

Some programs may assess a proposed project's impact on enhancing economic vitality in the designated project area. This could include a description of how the project could support economic vitality at the national and regional level or bridge gaps in service (particularly in rural areas).

Rural Community and/or Tribal Government Focus

Some programs clearly specify evaluation criteria related to rural communities and/or tribal nations. This could include highlighting a project's impact on these communities, for example, enhancing the state of good repair, driving economic competitiveness, improving quality of life, supporting broadband deployment or other innovations, expanding 911 access, or training and engaging with emergency responders in rural areas.

Project Benefits and Impact

Some programs may assess an application based on the benefits associated with or attributed to the proposed project, which could include serving a variety of communities (e.g., urban, suburban, and rural environments) or transportation markets (e.g., freight, personal mobility, and public transportation). This could also include factors such as enhancing public safety, encouraging investments in other near-term transportation projects, enhancing service coverage, fostering economic development (particularly in rural communities and for disadvantaged populations), showing consideration for the environment, or demonstrating cost effectiveness.

Partnership and Coordination

Some programs may assess partnerships and coordination discussed or proposed in a project application. This could include jointly submitting an application with multiple entities, proposing multiple sources for the non-Federal cost share to demonstrate broad participation by affected stakeholders, highlighting public-private partnership, coordinating with local and regional entities, including written statements of intent from potential customers, or demonstration of outreach and inputs captured from communities and industry groups.

Innovation and Technology

Some programs may evaluate an application on its ability to promote technology and innovation. This could include demonstrating technology readiness, illustrating project pilots, accelerating the implementation and delivery of new technologies, or using innovative approaches to improve safety and expedite project delivery. Some programs may also assess how a project includes or enables innovation through the accelerated deployment of innovative technology or expanded access to broadband.

ILLUSTRATING COMMITMENT AND IMPACT

Applicants may increase the viability of an application by demonstrating commitment and impact using a specific program's designated evaluation criteria.

When writing an application, consider the data points and metrics that could be consolidated to create a well-rounded picture of commitment to the proposed project and impact of potential awarded funds.

USDOT Applicant Considerations

BENEFIT-COST ANALYSIS (BCA)

Quantify factors that could affect a project's impact in the benefit-cost analysis to provide a clear and full picture of the project to the application reviewers.

A benefit-cost analysis (BCA) is a systematic process for identifying, quantifying, and comparing expected benefits and costs of an investment. BCA may be used to evaluate whether a project provides significant economic benefits to users, relative to the resources required to implement that project. In other words, the goal of BCA is to help determine whether the proposed project cost is justified given its expected benefits. As applicable to the program and project type, USDOT recommends applicants' use the BCA methodology and components outlined in the guidance document hyperlinked the end of this section.

The **benefits** measure the economic value of positive outcomes that are reasonably expected to result from a project and may be experienced by the applicant, users of the transportation system, or the public at-large. Those benefits reasonably expected to result from the implementation of the project should be quantified and included in the BCA. For projects implemented in phases, the benefits over each

phase or time period should be thoroughly described in the supporting documentation for the BCA. Additionally, even though some transportation improvements could be justified by describing their merit in relation to a more costly alternative that would accomplish roughly the same goal, these avoided costs should not be included in a BCA.

BENEFITS COULD INCLUDE:

- Value of travel time savings
- Vehicle operating cost savings
- Safety and emissions reduction benefits
- Benefits to existing and new users of the project
- Diversion of traffic across modes of transportation
- Work zone impacts
- Infrastructure resilience
- Noise pollution
- Emergency service route improvement
- Superior quality of life
- Increased property values

The **costs** should reflect the full cost of a resource or activity necessary to achieve the benefits described. Project costs typically consist of capital resources (land, labor, and materials), accounting for the market value of these resources. Applicants should include each cost regardless of who bears the burden of specific

cost item (including costs paid for by Federal, State, local, and private partners). Cost data should include each aspect of the project regardless of the portion of the total cost of the project being Federally-funded. The BCA should be tied to the expected life of assets constructed or improved by the project.

COSTS COULD INCLUDE:

- Capital expenditures: Cost of land, labor, materials, and equipment rentals used in project construction
- Other capital costs: project planning and design, environmental reviews, land acquisition, utility relocation, or transaction costs
- Operating and maintenance costs
- Residual value
- Remaining service life

It is important to note that total operating and maintenance costs may generally be lower for projects involving new construction, as newer infrastructure requires less frequent and less costly maintenance to keep it in service than would an aging, deteriorating asset. Projects that will reconstruct or rehabilitate existing infrastructure may be more likely to have higher operating and maintenance costs, compared to projects involving new construction.

ENVIRONMENTAL REVIEWS AND APPROVALS

Proactively identify and plan for the appropriate Federal, State, and local permits, approvals, and environmental reviews to show preparedness and readiness to implement the proposed project.

Applicants should consider how to articulate project readiness in an application, particularly as it relates to the National Environmental Policy Act (NEPA) and other environmental requirements. The goal of a NEPA review is to identify the environmental impacts of a project and any measures that might avoid, minimize, or mitigate those impacts, and make this information available to decisionmakers and the public before final funding decisions are made.

Prior to the submission of applications, USDOT staff or State delegates will work with applicants to determine the appropriate level of NEPA review for the project and to identify any other environmental reviews, permits, or approvals that may be required for the project. The applicant should also provide any environmental studies or

documentation that describes in detail known project impacts and possible mitigation for these impacts. Applicants, USDOT, and all other potentially involved Federal and State resources and/or regulatory agencies and Tribes will then collaborate to develop an environmental review and permitting schedule that identifies target dates for all required environmental actions. All required approvals and permits must be obtained prior to the initiation of project construction activities. The resources at the end of this section include additional guidance on meeting USDOT's environmental requirements.

Applicants should demonstrate, through their project schedule, application narrative, and supporting documents, that they can reasonably expect to obtain any necessary environmental approvals and permits without delaying the anticipated start of construction of a new infrastructure project. The applicant is also responsible for creating and providing a budget for the completion of all required reviews and permits. If applicable, the budget should demonstrate how costs to complete the required environmental approvals factor into the overall cost to complete the project.

Resources

Right-of-way acquisition should be coordinated with USDOT and may vary by mode. Information regarding the FTA's property acquisition requirements can be found here: https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/property-acquisition-and-relocations

Resources

An Environmental Review Toolkit published by FHWA can be found here: https://www.environment.fhwa.dot.gov/legislation/implementation.aspx

Additional information on project readiness for USDOT discretionary programs can be found here: https://www.transportation.gov/BUILDgrants/additional-guidance

A USDOT presentation on NEPA from a National Association of Development Organizations conference can be found here: http://ruraltransportation.org/usdot-shares-nepa-and-permitting-presentation-at-nado-conference/

STATE DOT ENGAGEMENT

Maintain open lines of communication and engagement with State Department of Transportation counterparts to foster trust and buy-in on locally-focused projects.

Applicants should coordinate with the relevant planning authority to make sure the project is included in the appropriate plan if this is required before Federal funding can be obligated. This could include coordination with the appropriate State Department of Transportation, Metropolitan Planning Organization, public transportation authority, transit agency, or other State or local planning entity.

Relationships with State entities, in particular, can be critically important to application submission, success, and post-award project completion. For

example, some USDOT discretionary grant programs require applications to be submitted by the appropriate State Department of Transportation, rather than local or other State agencies. Applicant eligibility and submission information can be found on the program website and/or Notice of Funding Opportunity.

Resources

The State Department of Transportation website for each U.S. State can be found here: https://www.fhwa.dot.gov/about/webstate.cfm

Additional information on State and local planning and coordination can be found here: https://www.transportation.gov/BUILDgrants/additional-guidance

TECHNICAL ASSISTANCE

Utilize existing technical assistance provided by the Department or specific programs to maximize the chance of application success and increase awareness of important evaluation criteria in a given year.

The Department provides varying levels of technical assistance during the application process, by operating administration and specific program. Program-specific technical assistance resources can be found on the program websites

in the USDOT Modes and Resources section of this document (page 34).

ACCESSIBILITY

Consider compliance with the Civil Rights Act and the Rehabilitation Act regarding anti-discrimination and accessibility requirements to minimize delays in project completion.

Title VI of the Civil Rights Act protects people from discrimination based on race, color, and national origin in programs and activities receiving federal financial assistance. Similarly, Section 504 of the Rehabilitation Act prohibits discrimination against people with disabilities in programs that receive federal financial assistance. After receiving a federal award, the applicant and/or recipient contractually agrees to provide equal access to the programs or activities being funded.

Resources

Additional information on the Civil Rights Act can be found here: https://www.transportation.gov/civil-rights/civil-rights-library/civil-rights-act-1964

Additional information on the Rehabilitation Act can be found here: https://www.transportation.gov/civil-rights/civil-rights-library/rehabilitation-act-1973

Photo: Arizona Demonstration Project Reconstruction of SR 179, FHWA

GLOSSARY OF ACRONYMS

ACRONYM	MEANING
BCA	Benefit-cost analysis
DOT	Department of Transportation
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
MARAD	Maritime Administration
NEPA	National Environmental Policy Act
NOFO	Notice of Funding Opportunity
NHTSA	National Highway Transportation Safety Administration
OA	Operating Administration
OIG	Office of the Inspector General
OST	Office of the Secretary of Transportation
PHMSA	Pipelines and Hazardous Materials Administration
R.O.U.T.E.S.	Rural Opportunities to Use Transportation for Economic Success
SLS	Saint Lawrence Seaway Development Corporation
TIFIA	Transportation Infrastructure Finance and Innovation Act
USDOT	United States Department of Transportation

Photo: FMCSA Facebook Page

ENDNOTES

1 R.O.U.T.E.S. Rural Transportation Statistics, https://www.transportation.gov/rural/rural-transportation-statistics

2 Bureau of Transportation Statistics, https://www.bts.gov/content/estimated-us-roadway-lane-miles-functional-system

3 Bureau of Transportation Statistics, https://datahub.transportation.gov/stories/s/gr9y-9gjq

4 R.O.U.T.E.S. Rural Transportation Statistics, https://www.transportation.gov/rural/rural-transportation-statistics

5 Ibid.

6 NHTSA Press Release, https://www.nhtsa.gov/press-releases/us-dot-and-maryland-mva-collaborate-improve-recall-remedy-rates

Photo: Foothills Parkway Bridge number 2 Great Smoky Mountains National Park Tennessee, FHWA

Contact Us

For more information, please visit www.transportation.gov/rural

or send us an email at rural@dot.gov

U.S. DEPARTMENT OF TRANSPORTATION