



**U.S. Department
of Transportation**



December 2023 Navigator Webinar

December 5, 2023

Getting to know our audience

Poll Question 1

Please indicate which type of organization you represent

- State government agency (or entity)
- Local government agency (or entity)
- Indian Tribe
- U.S. Territory
- Regional planning agency
- Transit agency
- Academic institution
- For-profit organization
- Non-profit organization
- Other

Getting to know our audience

Poll Question 2

Please indicate your organization's experience with USDOT discretionary funding

- My organization has never applied for a DOT discretionary grant
- My organization has applied for one or more DOT discretionary grants but has not been funded
- My organization has applied and been selected for one or more DOT discretionary grants
- Not sure

Getting to know our audience

Poll Question 3

Please indicate if your organization is located in an urban or rural area

- Urban area
- Rural area



Today's Agenda

- Spotlight on Safety
- DOT Navigator Key Resources and Funding Opportunities
- Rural Grant Applicant Toolkit
 - Presentation
 - Q&A
- DOT Benefit-Cost Analysis Spreadsheet Template
 - Presentation
 - Q&A

Today's Speakers



Michael Close,
Transportation
Policy Analyst,
USDOT



Scott Goldstein,
Deputy Assistant
Secretary for Policy,
USDOT



Jordan Riesenber,
Economist, USDOT



Darren Timothy,
Chief Economist,
USDOT



Mariia Zimmerman
Strategic Advisor
for Technical
Assistance and
Community
Solutions, USDOT



Two Years of Transformative Investments Across America

Since November 2021, the Bipartisan Infrastructure Law has enabled over \$400 billion invested in over 40,000 projects in more than 4,500 urban, rural and Tribal communities!



**ANNOUNCED BIPARTISAN
INFRASTRUCTURE LAW FUNDING
AS OF OCTOBER 31, 2023**

[View Interactive Map ↗](#)

Spotlight on Safety



U.S. Department
of Transportation

USDOT's Commitment to Safety



U.S. Department
of Transportation



U.S. Department of Transportation

ABOUT DOT ▾

PRIORITIES ▾

CONNECT ▾



National Roadway Safety Strategy

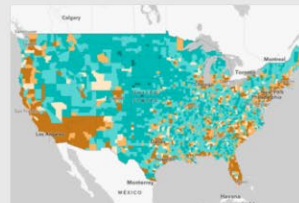
The United States Department of Transportation National Roadway Safety Strategy (NRSS) outlines the Department's comprehensive approach to significantly reducing serious injuries and deaths on our Nation's highways, roads, and streets. This is the first step in working toward an ambitious long-term goal of reaching zero roadway fatalities.

[FIND OUT HOW U.S. DOT IS IMPLEMENTING THE NRSS](#)

LEARN ABOUT THE NATIONAL ROADWAY SAFETY STRATEGY



Read the latest on the
National Roadway Safety
Strategy



The Roadway Safety
Problem



What Is the Safe System
Approach?

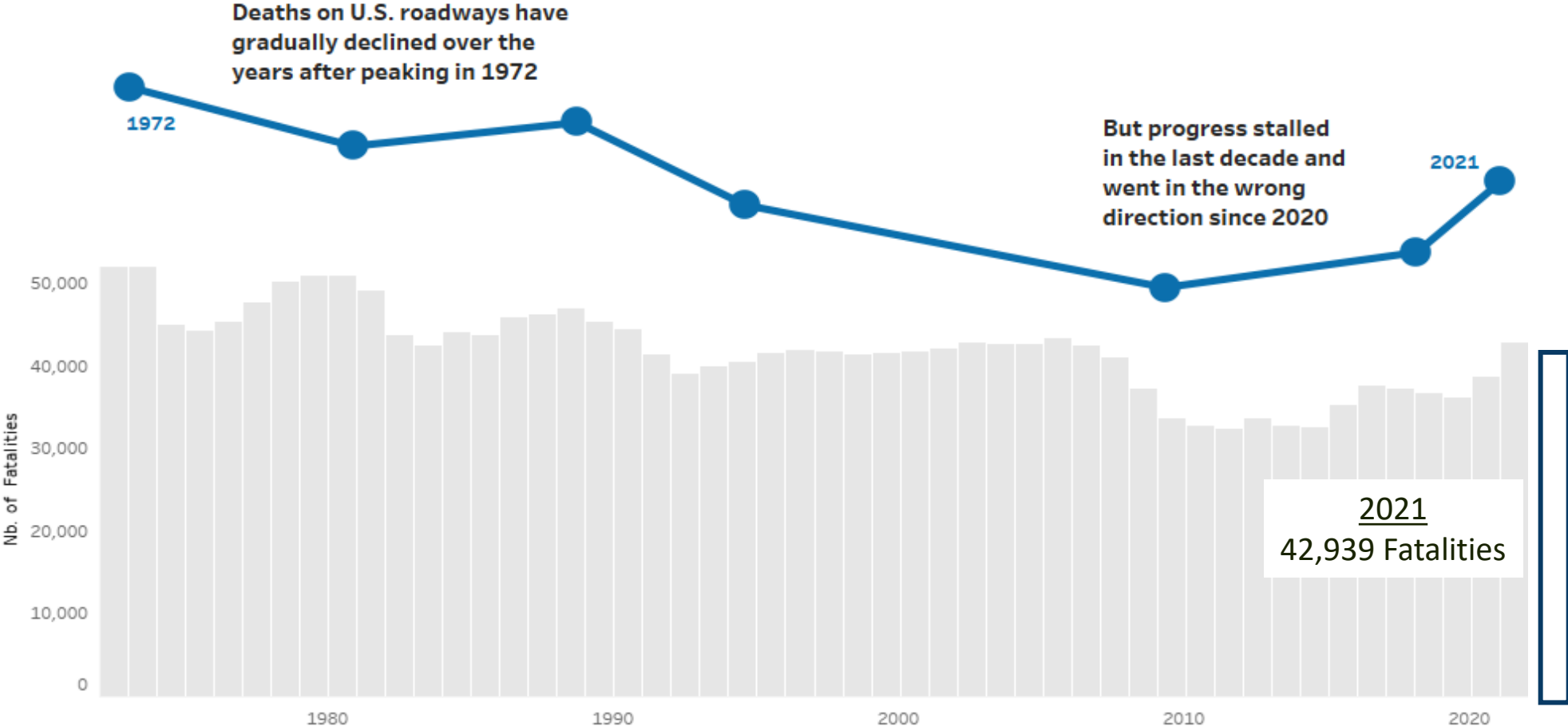
COMMIT TO ZERO FATALITIES



Join Our Allies in Action

The Roadway Safety Crisis

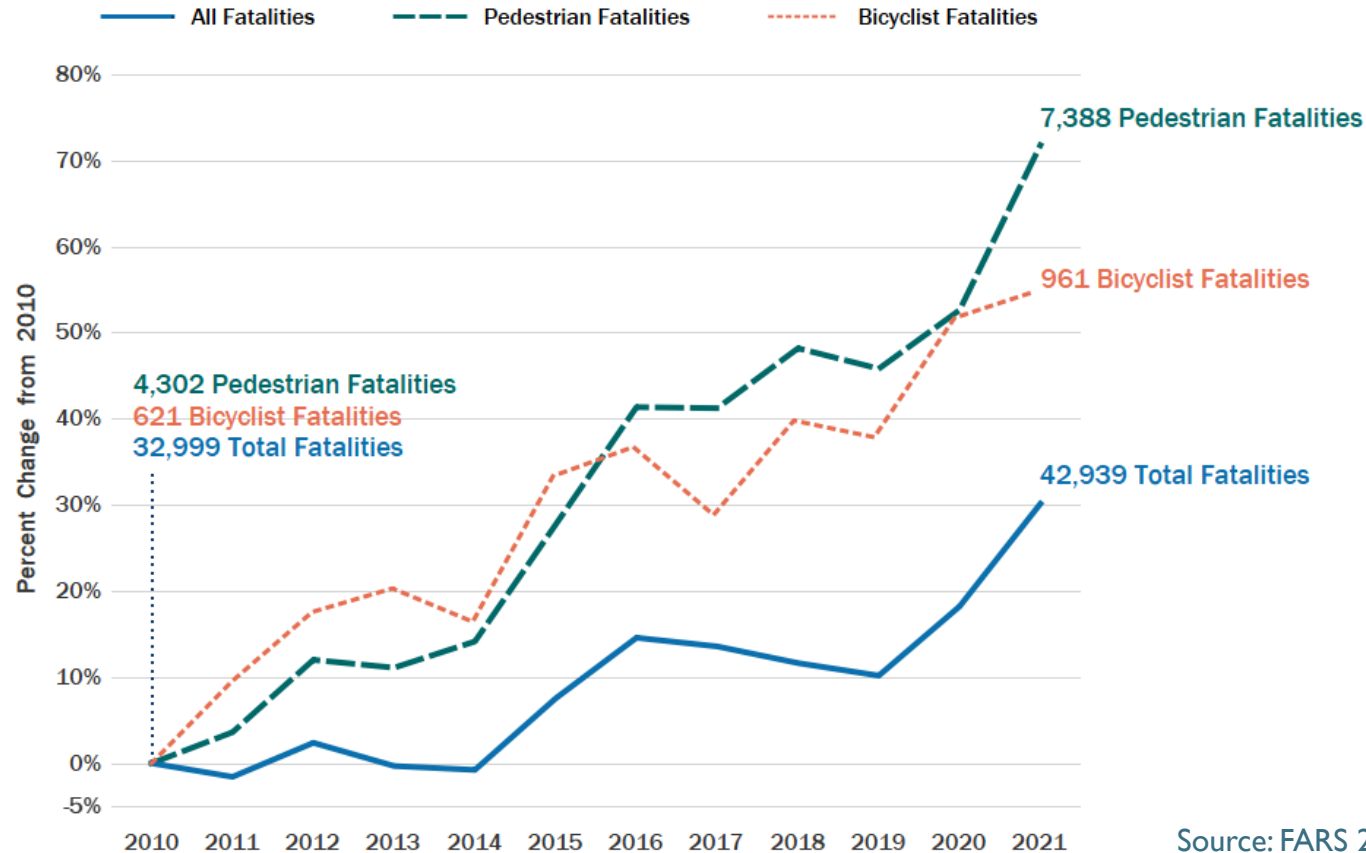
U.S. Roadway Deaths over Time: Moving in the Wrong Direction





We have a National Roadway Safety Problem

Fatalities among **all users** have been increasing.
Fatalities among **pedestrians** and **bicyclists** have been **increasing even faster.**



Source: FARS 2010-2020 Final File; 2021 Annual Report File

Safe Streets and Roads for All (SS4A) Grant Program

- \$5 billion discretionary grant program, with ~\$1 billion/year over 5 years
 - Purpose: prevent deaths and serious injuries on our roadways
 - Focus on comprehensive safety action planning, and implementing those plans
 - Inclusive of all types of roadway safety interventions across the Safe System Approach
- For FY2022 SS4A grants: **511 rural, urban and tribal communities** were selected
- To date for FY2023 SS4A grants: \$82 million announced to another **235 regional, local, and Tribal communities** for planning and demonstration projects to improve safety and help prevent deaths and serious injuries on the nation's roadways.
 - Develop safety action plans
 - Inform improvements along corridors with safety issues
 - Use “quick-build” strategies to test out safety features such as separated bicycle lanes or curb extensions at intersections
 - And much more.

<https://www.transportation.gov/grants/SS4A>

SS4A Award Recipients

Technical Assistance and Support

- Many lower capacity and first-time funding recipients who have varying levels of familiarity with Federal grant requirements.
- In July, FHWA awarded a new contract to establish a "National SS4A Clearinghouse."
- The National SS4A Clearinghouse will provide grant recipients with training and technical assistance on grant agreement execution activities (planning activities and implementation projects).
- The Department is building a framework for a community of practice through which grant recipients will interface and learn from one another.



Photo Credit: Institute of Transportation Engineers



SS4A FY 2024

Expected release date for the FY 2024 Notice of Funding Opportunity: February 2024.

What can you do to promote SS4A opportunities in your community?

- Over half the nation's population is covered by SS4A planning activities, this is an opportunity for local groups to inform safety planning and which projects and strategies are incorporated into an Action Plan.
- Spread the word about the opportunity to test out changes that improve safety through demonstration activities and focused planning such as road safety audits.
- Lift up awards in your community to inspire others to pursue SS4A funding.



Commit to Action on Roadway Safety!

<https://www.transportation.gov/nrss/commit-to-action> -



“When it comes to roadway deaths, we have a crisis that’s urgent, unacceptable—and preventable... We cannot and must not accept that these fatalities are somehow an inevitable part of life in America.”

- *Secretary of Transportation*
Pete Buttigieg

Allies in Action



USDOT has launched a Call to Action campaign, inviting stakeholders to share how they are embracing the National Roadway Safety Strategy (NRSS) vision of eliminating roadway fatalities. The Call to Action encourages stakeholders to redouble their efforts and share how they are:

- Taking steps to actively reduce the number of deaths and serious injuries on America’s roads and streets
- Expanding adoption of a [Safe System Approach](#) and a Zero Fatalities vision
- Transforming how we as a nation think about road safety

Is your organization committed to zero fatalities? [Join us.](#)

JOIN US AND COMMIT TO ACTION

DOT Navigator Key Resources



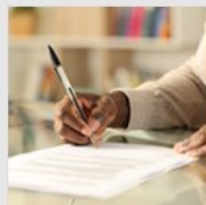
U.S. Department
of Transportation



Decoding the Grant Process

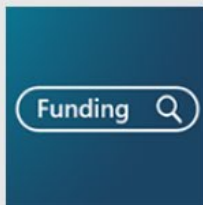
DOT Navigator: Focus on Helping to Develop Strong Discretionary Grant Applications

What Do You Want to Do?



PREPARE A SUCCESSFUL GRANT APPLICATION

Get planning tips, checklists, and information on applying for federal grants



FIND FUNDING OPPORTUNITIES

Search grant opportunities to meet your community's transportation needs



GET TECHNICAL ASSISTANCE RESOURCES

Find resources to get funding and build capacity to do transportation projects



LEARN ABOUT FUNDING AND MATCH

Learn about USDOT grant funding, including match requirements and flexibilities



ACCESS DATA AND MAPPING TOOLS

Access data and mapping tools to help write a strong grant application



LEARN ABOUT THE BIPARTISAN INFRASTRUCTURE LAW

Get information to help access BIL funding programs

Spanish

- [Solicitud de subvenciones del USDOT](#)
- [Visión general de fondos del DOT y financiamiento](#)
- [Comprendiendo los requisitos no federales de pareo](#)
- [Herramientas federales para identificar comunidades desfavorecidas](#)
- [Financiamiento federal para transporte: Lista de cotejo de preparación de subvenciones "grants" discrecionales para posibles solicitantes durante el año fiscal 2023](#)
- [Lista de cotejo para solicitudes de subvención que alcancen una fuerza laboral de transporte sólida y un plan laboral](#)
- [Uso de Fondos del DOT para la Participación Pública](#)
- [¿Es el financiamiento federal el adecuado para mi organización?](#)

Sign Up to Get Our Bi-Weekly Email Bulletins to Stay in the Know about new technical assistance resources, trainings and funding opportunities across a range of transportation topics!



These Resources Can Help in Writing Effective Grants

<https://www.transportation.gov/grants/dot-navigator/grant-application-resources>

Grant Preparation Checklist

The [Fiscal Year 2023 Discretionary Grant Preparation Checklist for Prospective Applicants](#) is intended to help local governments prepare for the year ahead and chart a strategic pathway to take advantage of historic infrastructure investments of over \$32 billion available in new fiscal year 2023 Budget Authority.

Workforce and Labor Plan Checklist

The [Grant Application Checklist for a Strong Transportation Workforce and Labor Plan](#) outlines the key components of a strong job quality and workforce plan and includes a checklist of considerations for each component.

Climate Change Application Checklist

The [Checklist for a Strong Climate Change Mitigation, Adaptation and Resilience Grant Application](#) notes core components of a strong application for grants associated with climate change, including reducing transportation greenhouse gas emissions and addressing climate resilience and adaptation.

USDOT Tip

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

USDOT Grant Funding and Match Requirements

The following resources provide general information on U.S. Department of Transportation grant funding—including match requirements and flexibilities.

Overview of DOT Funding and Financing

What money is available? Learn about potential options—including discretionary grants, formula grants, loan financing, and public-private partnerships—in the [Overview of DOT Funding and Financing](#).



Is Federal Funding the Right Fit for My Organization?

[Is Federal Funding the Right Fit for My Organization?](#) provides an overview of general grant requirements, from applying through reporting and oversight.



Understanding Non-Federal Match Requirements

Are local funds required for projects that receive DOT funding? Find out in [Understanding Non-Federal Match Requirements](#).



Justice40 Match Flexibility

The Justice40 Initiative aims to ensure that 40 percent of the benefits of certain Federal investments flow to disadvantaged communities. As part of the Justice40 whole-of-government initiative, some USDOT grant programs offer non-Federal match flexibility. View a list of [Justice40-covered programs with non-Federal match flexibility](#).



Use of DOT Funds for Public Involvement

Can you include public involvement activities in your grant application budget? Find out in this list of frequently asked questions about the [Use of DOT Funds for Public Involvement](#).



Use Data to Tell a Compelling Story



Disclaimer: This curated list of federal data and mapping tools is maintained on the DOT Navigator website as a secondary source and does not supersede primary materials issued by each USDOT Operating Administration. USDOT does not promote one resource over another. Accordingly, please work directly with the USDOT Operating Administration managing the BIL discretionary grant program for specific guidance.

December 2023 USDOT Navigator Webinar



General Dataset and Mapping Tools

[General Dataset and Mapping Tools](#) provides an interactive way to explore and analyze population characteristics of a geographic area to help identify the need for a project, including to identify populations that may be covered by Title VI and Civil Rights federal requirements.



Climate Change, Air Quality, and Sustainability Analysis Tools

[Climate Change, Air Quality, and Sustainability Analysis Tools](#) provides resources for measuring transportation greenhouse gas emissions and air quality impacts, and incorporating climate adaptation and resilience features as they relate to a proposed project.



Equity and Justice40 Analysis Tools

[Equity and Justice40 Analysis Tools](#) provides resources to identify a disadvantaged community that may face transportation burdens or be impacted by climate change, pollution, environmental hazards, and other social or economic impacts to analyze how a potential project may reduce those identified inequities. These tools can also be useful for analysis needed to address Title VI and Civil Right compliance.



Safety Analysis Tools

[Safety Analysis Tools](#) provides resources to help analyze and convey safety benefits and risks, demonstrate safety needs in a community, and communicate the overall impact of a proposed project.



Specialized Data Resources

[Specialized Data Resources](#) provides information often needed to prepare a benefit-cost analysis and examine recommended monetized values, and other resources specific to intelligent transportation systems.



Transportation Analysis Tools

[Transportation Analysis Tools](#) provides resources to better understand, plan for, and convey trends around efficiencies—including connectivity, access, and frequency—across a transportation system.



U.S. Department
of Transportation



DOT Navigator Home

Grant Application Resources >

Technical Assistance Resources

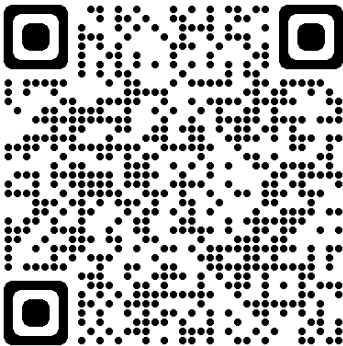
Learn About the Bipartisan
Infrastructure Law

Find Transportation Contacts
Near You

ROUTES Home

Related Links


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



DOT Discretionary Grants Dashboard

The DOT Discretionary Grants Dashboard provides communities with an overview of discretionary grant opportunities that can help meet their transportation infrastructure needs. Designed with all communities in mind, the Dashboard identifies grant programs with rural and Tribal set-asides or match waivers available. The Dashboard also includes Federal grant programs outside of DOT that may be of particular interest to rural communities. An updated Rural Grant Applicant Toolkit will soon be published to help rural communities harness the Dashboard. The Dashboard is updated weekly.

[The DOT Navigator](#) is a resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services.

 [Download CSV](#)

Keywords

Eligible Activities

- Any -

Eligible Applicants

- Any -

Agency/Office

- Any -

Transportation Type

- Any -

Match Waiver

- Any -

Rural Set-Aside

- Any -

Tribal Set-Aside

- Any -

Status

- Any -

Apply

Key Notices of Funding Opportunity

9/25/2023	Fueling Aviation's Sustainable Transition through Sustainable Aviation Fuels (FAST-SAF) and Technology (FAST-Tech) Programs	Federal Aviation Administration	12/4/2023
9/25/2023	Consolidated Rail Infrastructure & Safety Improvements Grant Program	Federal Railroad Administration	
11/30/2023	All Stations Accessibility Program	Federal Transit Administration	1/30/2024
11/30/2023	Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Office of the Secretary	2/28/2024
December 2023	State Electronic Data Collection	National Highway Traffic Safety Administration	
December/January	Port Infrastructure Development Program	Maritime Administration	
January 2024	High Priority - Enforcement Training Support	Federal Motor Carrier Safety Administration	
January 2024	Low Carbon Transportation Materials Grants - State Request for Applications	Federal Highway Administration	
January 2024	Bus and Bus Facilities	Federal Transit Administration	
January 2024	Lo and No Emissions Vehicle (Bus) Grants	Federal Transit Administration	
February 2024	Safe Streets for All	Office of the Secretary	
March 2024	Electric or Low-Emitting Ferry Pilot Program	Federal Transit Administration	
March 2024	Ferry Service for Rural Communities	Federal Transit Administration	

<https://www.transportation.gov/grants/dashboard>

<https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>

Rural Grant Applicant Toolkit



U.S. Department
of Transportation

USDOT's ROUTES Initiative

The Rural Opportunities to Use Transportation for Economic Success (ROUTES) Initiative aims to address disparities in rural transportation infrastructure and improve safety and economic competitiveness nationwide.

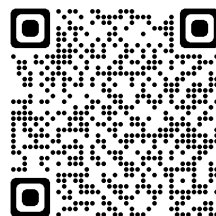


The ROUTES Initiative is established to...

Engage Rural Communities through a series of events to better understand the needs and priorities of rural communities and collect essential data from stakeholders representing different communities, groups, workers, and industries to identify solutions.

Harmonize DOT Programs to implement rural policy by establishing the ROUTES Council to lead and coordinate Departmental activities to implement BIL and better align new and existing funding, financing, and technical assistance programs with the needs of rural and Tribal communities.

Utilize a Whole-of-Government Approach by partnering with other rural-focused Federal agencies such as DOE, DOI, and USDA to expand DOT's presence in rural America, better promote DOT's resources to their customers, and capitalize on synergies between Federal funding programs.



<https://www.transportation.gov/rural>



R.O.U.T.E.S.
RURAL OPPORTUNITIES TO USE TRANSPORTATION FOR
ECONOMIC SUCCESS

U.S. DEPARTMENT OF TRANSPORTATION



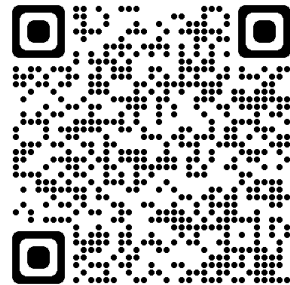
Rural Grant Applicant Toolkit

for Competitive Federal Transportation Funding

Overview of the Toolkit

- Developed to help rural applicants understand the discretionary grant process and apply for opportunities
- Identifies funding opportunities across modes and project lifecycle of interest to rural communities
- Designed for all levels of grant applicant experience

**Visit the
Toolkit! →**

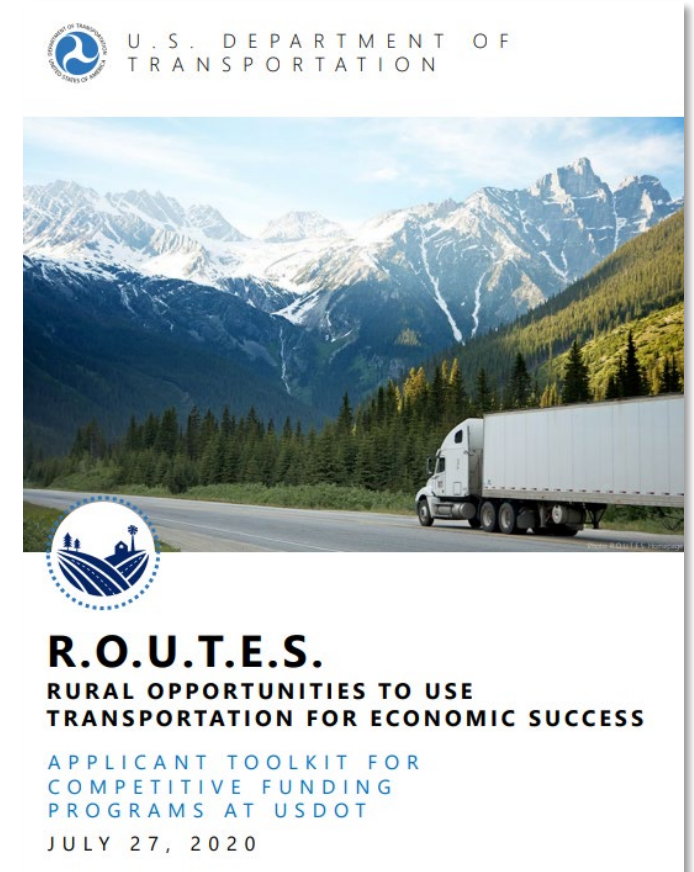


Rural Grant Applicant Toolkit

for Competitive Federal Transportation Funding

Revising the original Toolkit

- Original Toolkit developed in 2020.
- Revision needed for rural communities to harness funding provided by the Bipartisan Infrastructure Law.
- Major enhancements in this revision include:
 - *Update* for Bipartisan Infrastructure Law programs.
 - *Expansion* to non-DOT federal transportation grants.
 - *Upgrade* grants directory to a live, searchable database: DOT Discretionary Grants Dashboard.



Rural Grant Applicant Toolkit

for Competitive Federal Transportation Funding

Contents of the Toolkit

- The Critical Role of Rural Communities in the U.S. Transportation System
- Federal Funding and Financing
- Who Is Eligible to Apply for Discretionary Grants?
- The Grant Application Process
- Maximizing Award Success
- USDOT and Non-USDOT Discretionary Grants



Rural Grant Applicant Toolkit

for Competitive Federal Transportation Funding

The Critical Role of Rural Communities

This section discusses the critical linkages that rural communities provide, the importance of investing in transportation, and the role that USDOT plays in supporting rural communities through grant funding.

- Most of America's roads are in rural areas
 - 68% of road miles are rural; over 6 million miles in total
- Disproportionate safety risks
 - 19% of Americans live in rural areas, but 47% of motor vehicle fatalities occur on rural roads
- Critical to movement of goods and services
 - Two-thirds of rail freight originates in rural areas
- Limited transportation options
 - Only 36% of rural residents have the choice between airlines, rail and bus

Table of Contents

- **The Critical Role of Rural Communities in the U.S. Transportation System**
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- Non-USDOT Discretionary Grants



Rural Grant Applicant Toolkit

for Competitive Federal Transportation Funding

Federal Funding and Financing

This section explains what a federal grant is and how it differs from other common types of government funding and financing, including cooperative agreements, loans, contracts, and non-discretionary opportunities such as formula grants.

- What is a grant?
 - What are the advantages of grant funding?
 - What makes a grant “discretionary” or “non-discretionary”?
 - How Federal grants are announced
- How are grants different from other types of funding?
 - Grants vs. Cooperative Agreements
 - Grants vs. Loans
 - Grants vs. Contracts

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Rural Grant Applicant Toolkit

for Competitive Federal Transportation Funding

Who is Eligible to Apply for Discretionary Grants?

This section provides an overview of the applicant categories that are eligible for federal discretionary grant opportunities, including:

- State Governments
- Local Governments
- US Territories
- Federally Recognized Tribes
- Planning and Project Organizations
- Transportation Providers and Operators
- Academic and Research Institutions
- Job Training Organizations
- Non-Profit Organizations
- Private-Sector Organizations

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Rural Grant Applicant Toolkit

for Competitive Federal Transportation Funding

The Grant Application Process

This section describes the grant application process for USDOT and other federal agencies and provides an applicant roadmap.

- In-depth description of key stages in the grant lifecycle
 - Pre-Award
 - Award
 - Post-Award
- Graphical roadmap of key stages in the USDOT discretionary grant funding process
- Resources from other Federal agencies that provide rural transportation grants

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- Non-USDOT Discretionary Grants



Rural Grant Applicant Toolkit

for Competitive Federal Transportation Funding

Maximizing Award Success

This section provides a broad overview of how to put together an effective grant application.

- Understanding NOFOs and finding key information
- Tips for writing an application
- Understanding USDOT evaluation criteria, such as:
 - Project planning and scope
 - Project performance and execution
 - Funding indicators
 - Project impact
- Understanding USDOT considerations, such as:
 - State and Local Coordination
 - Environmental Reviews and Approvals
 - Civil Rights and Non-Discrimination

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- Non-USDOT Discretionary Grants



Rural Grant Applicant Toolkit

for Competitive Federal Transportation Funding

USDOT and Non-USDOT Agency and Discretionary Grant Programs

This section provides information about each of the discretionary grant programs that USDOT and non-USDOT agencies offer that are relevant to rural transportation projects

- Description of federal agencies that offer grant programs:
- Description of key grants, including:
 - An overview of the grant program
 - Eligible projects
 - Eligible applicants
 - Total grant funding, award size, and cost sharing
 - Links to additional resources
 - Keywords

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- The Critical Role of Rural Communities in the U.S. Transportation System
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- Maximizing Award Success
- **USDOT Discretionary Grants**
- **Non-USDOT Discretionary Grants**



DOT Discretionary Grants Dashboard

An Online Resource to Find Grant Programs

- Searchable by
 - Activity
 - Applicant
 - Agency/Office
 - Transportation Type
 - Match Waiver
 - Set-aside for rural or Tribal applicants
 - Status (i.e., currently open)
- Updated weekly

 [Download CSV](#)

Eligible Activities:

Eligible Applicants:

Agency/Office:

Transportation Type:

Match Waiver:

Rural Set-Aside:

Tribal Set-Aside:

Status:

Keywords:

[Apply](#)

Displaying 1 - 10 of 97

Agency/Office ↕	Program Name And Description ▼	Transportation Type(s)
USDOT / Federal Highway Administration (FHWA)	Accelerated Innovation Deployment Demonstration Program The Accelerated Innovation Deployment (AID) Demonstration program supports the implementation of proven operational and material innovations in surface transportation.	Roadway

<https://www.transportation.gov/grants/dashboard>



DOT Discretionary Grants Dashboard

Each grant page contains:

- Brief summary
- Current status
- Eligible applicants, activities, and transportation types
- Most recent annual program amount and individual award amount
- Match waiver and applicant match requirement
- Links to Grants.gov page and additional information
- Eligibility, Funding, and Contact Information

Strengthening Mobility and Revolutionizing Transportation (SMART) Grants

General Grant Program Information

The [Strengthening Mobility and Revolutionizing Transportation \(SMART\) Grant program](#) provides funding to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety, among the other [US DOT Innovation Principles](#). The program seeks to fund purpose-driven innovation and focuses on building data and technology capacity and experience for state, local, and Tribal governments. The SMART grants program will award \$100 million in grants annually from FY 2022-2026.

Opportunity Status:	Archived
Posted Date:	09/19/2022
Close Date:	11/18/2022
Eligible Applicants:	State Governments; Local Governments; Federally Recognized Tribes and Affiliated Groups; Planning and Project Organizations
Eligible Activities:	Planning; Construction; Equipment and Materials; Operations and Maintenance; Technology Demonstrations and Deployment; Technical Assistance, Workforce Development, and Training/Education
Transportation Type:	Air; Maritime; Railway; Roadway; Transit
Most Recent Annual Program Funding Amount:	\$100 Million
Annual Award Amount:	Not Listed
Cost Sharing or Matching Requirement:	No
Match Waiver:	No
Grant Opportunity ID:	DOT-SMART-FY22-01
Grant Opportunity Link:	SMART Program Opportunity
Agency:	USDOT / Office of the Secretary of Transportation (OST)

Eligibility Information

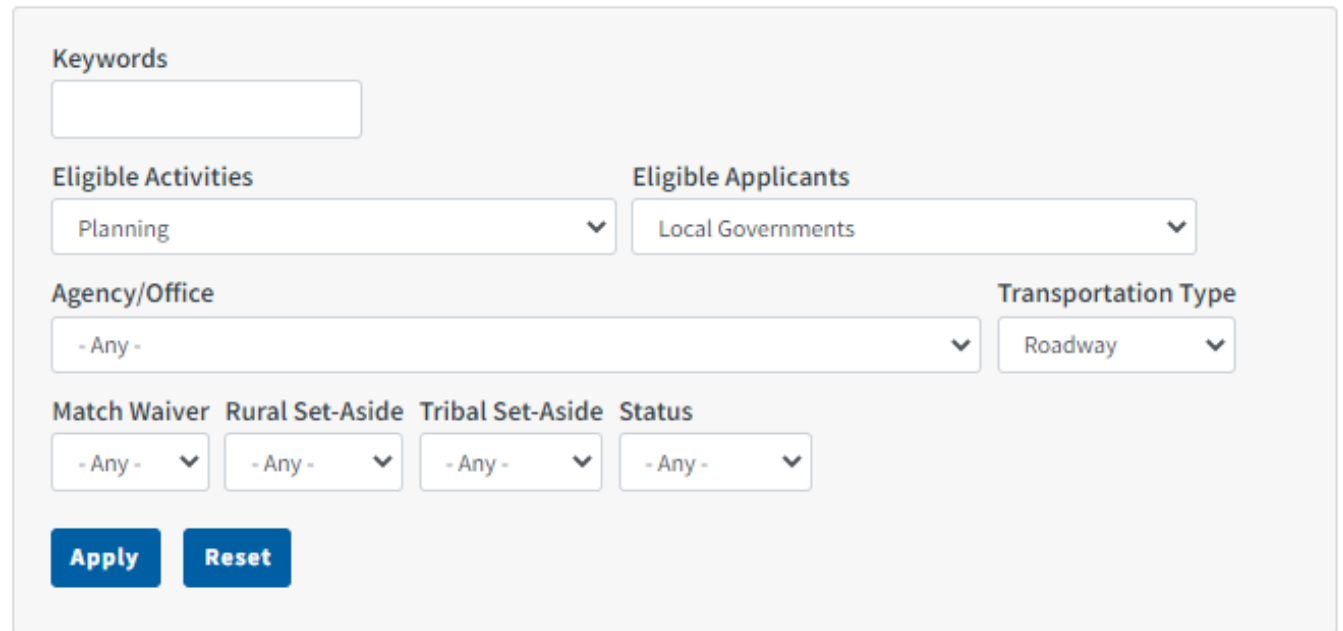
Eligible applicants include:



DOT Discretionary Grants Dashboard: *Example*

City government looking for roadway funding opportunities for planning

- Eligible applicant: "Local Government"
- Transportation Type: "Roadway"
- Eligible Activities: "Planning"



The screenshot shows a search filter interface for DOT Discretionary Grants. It includes a 'Keywords' text input field. Below it are two rows of dropdown menus: 'Eligible Activities' (set to 'Planning') and 'Eligible Applicants' (set to 'Local Governments'). The next row contains 'Agency/Office' (set to '- Any -') and 'Transportation Type' (set to 'Roadway'). At the bottom, there are four dropdown menus for 'Match Waiver', 'Rural Set-Aside', 'Tribal Set-Aside', and 'Status', all set to '- Any -'. Two blue buttons, 'Apply' and 'Reset', are located at the bottom left of the filter section.



DOT Discretionary Grants Dashboard: *Example*

City government looking for roadway funding opportunities for planning

Displaying 1 - 10 of 26

Agency/Office ↕	Program Name And Description ▼	Transportation Type(s)
USDOT / Federal Highway Administration (FHWA)	Accelerated Innovation Deployment Demonstration Program The Accelerated Innovation Deployment (AID) Demonstration program supports the implementation of proven operational and material innovations in surface transportation.	Roadway
USDOT / Federal Highway Administration (FHWA)	Bridge Investment Program The Bridge Investment Program (BIP) funds planning and construction projects that replace or protect aging and at-risk bridges.	Bike/Ped Bridge Roadway
Other Federal Agencies / U.S. Department of Homeland Security (DHS)	Building Resilient Infrastructure and Communities Program The Building Resilient Infrastructure and Communities (BRIC) Program supports proactive capability and capacity building (C&CB) projects which protect community lifelines from hazards and disasters.	Air Maritime Railway Roadway Transit
USDOT / Federal Highway Administration (FHWA)	Charging and Fueling Infrastructure Grant Program The Charging and Fueling Infrastructure Grant Program funds the strategic deployment of publicly-accessible electric vehicle charging infrastructure and other alternative fueling infrastructure.	Roadway

Charging and Fueling Infrastructure Grant Program

General Grant Program Information

The [Charging and Fueling Infrastructure Grant Program](#) provides funding to strategically deploy publicly accessible electric vehicle charging infrastructure and other alternative fueling infrastructure. This grant program has two tracks:

1. **Corridor Charging:** To deploy electric vehicle charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors.
2. **Community Charging:** To install electric vehicle charging and alternative fuel in locations on public roads, schools, parks, and in publicly accessible parking facilities.

Community Charging grants will prioritize rural areas as well as low- and moderate-income neighborhoods with low ratios of private parking, or high ratios of multiunit dwellings.

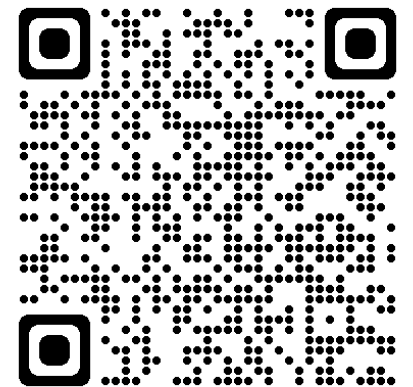
Opportunity Status:	Closed
Posted Date:	03/14/2023
Close Date:	06/13/2023
Eligible Applicants:	State Governments; Local Governments; Federally Recognized Tribes and Affiliated Groups; Planning and Project Organizations; Transportation Providers and Operators; U.S. Territories
Eligible Activities:	Planning; Equipment and Materials; Technology Demonstrations and Deployment; Climate and Sustainability; Accessibility
Transportation Type:	Roadway
Most Recent Annual Program Funding Amount:	\$700,000,000
Cost Sharing or Matching Requirement:	Yes
Match Waiver:	No
Rural Set-Aside:	No
Tribal Set-Aside:	No
Grant Opportunity ID:	693JJ323NF00004
Grant Opportunity Link:	Grants.gov Opportunity Synopsis
Links to Additional Information:	Charging and Fueling Infrastructure Discretionary Grant Program
Agency:	USDOT / Federal Highway Administration (FHWA)





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DOT Benefit-Cost Analysis Spreadsheet Template

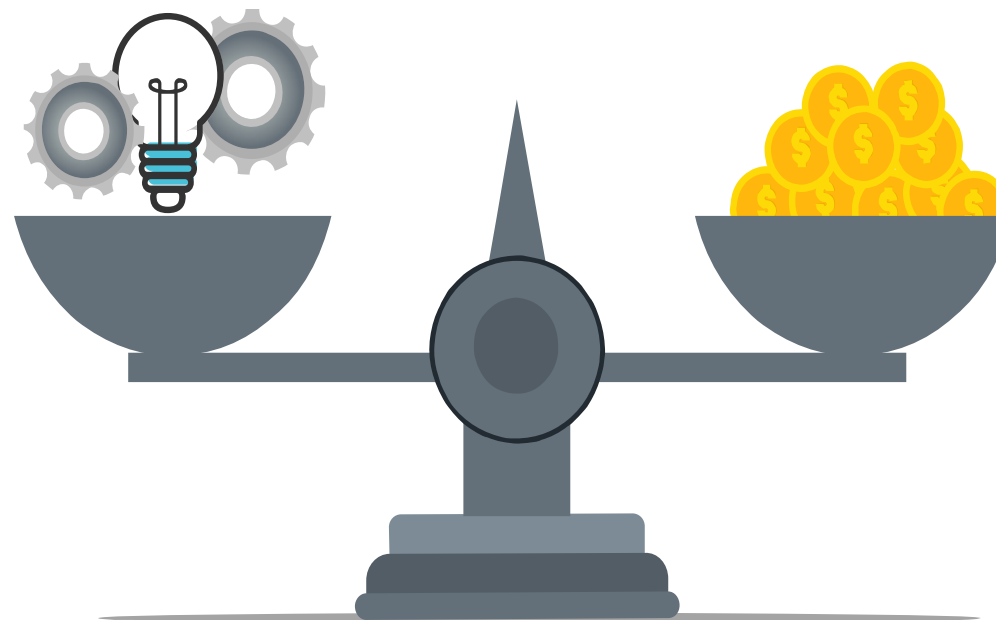


U.S. Department
of Transportation



What is BCA?

- Benefit-cost analysis (BCA) is a systematic process for identifying, quantifying, and comparing expected economic benefits and costs of alternative policies or actions.
- Uses at DOT:
 - Regulatory impact analysis
 - **Infrastructure project evaluation**
 - Policy analysis

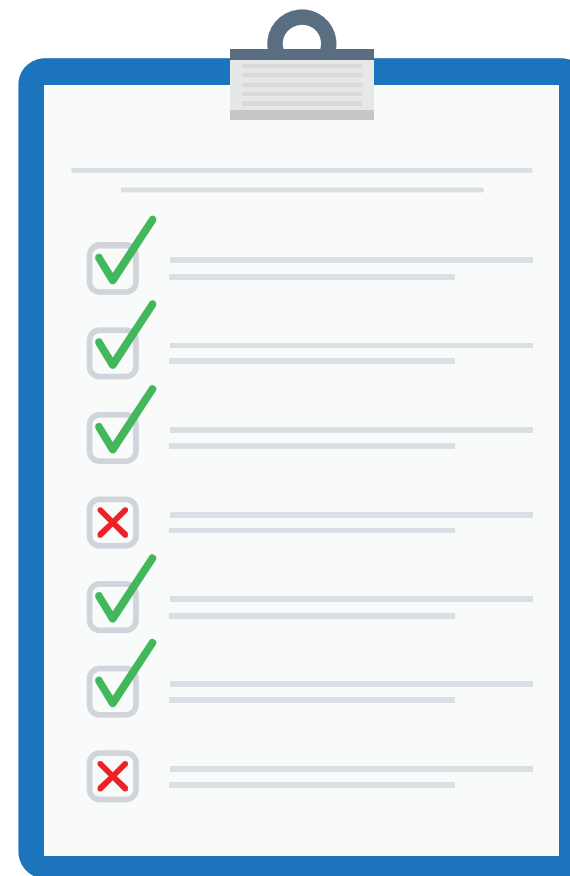


<https://www.transportation.gov/grants/dot-navigator/what-is-a-benefit-cost-analysis> -



Why do we do BCA?

- Provides a useful benchmark from which to evaluate and compare potential transportation investments, policies, and decisions.
- Adds a degree of rigor to the project and policy evaluation process.
- Required by executive orders, OMB guidance, and by statute for certain programs and Department activities.

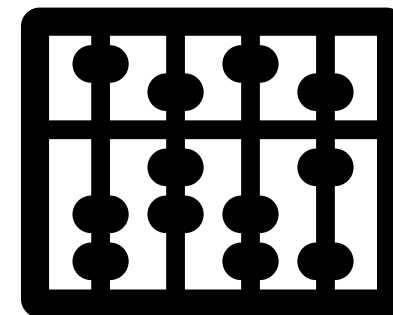


BCA Requirements for DOT Discretionary Grant Programs

Program	BCA/Cost Effectiveness Requirement
OST-Lead	
RAISE	(Consider the extent to which the project is cost effective)
Megaprojects	(Must determine that the project will be cost-effective)
INFRA: Large Projects	(Must determine that the project is cost effective)
INFRA: Small Projects	(Consider project's cost effectiveness)
Rural Surface Transportation Grant Program	(Must determine that the project will be cost-effective)
Reconnecting Communities Pilot Program	(Evaluate applications on the basis of the results of a BCA)
FHWA-Lead	
Bridge Investment Program: Large Projects	(Must determine that the project is cost effective)
Bridge Investment Program: Small Projects	(Consider whether and the extent to which benefits are more likely than not to outweigh costs)
PROTECT – Resilience Improvements	(Prioritize project for selection if the benefits exceed the costs of the activity)
PROTECT – Community Resilience and Evacuation Routes	(Prioritize activities that are cost-effective)
MARAD-Lead	
PIDP: Large Projects	(Must determine that the project is cost effective)
FRA-Lead	
CRISI	(Select projects that will maximize the net benefits of the funds appropriated for the program, considering the BCA, including anticipated private and public benefits relative to the costs)
FSP-National	(Take into account the BCA, including anticipated public and private benefits relative to costs)

Common Types of Benefits for Transportation Projects

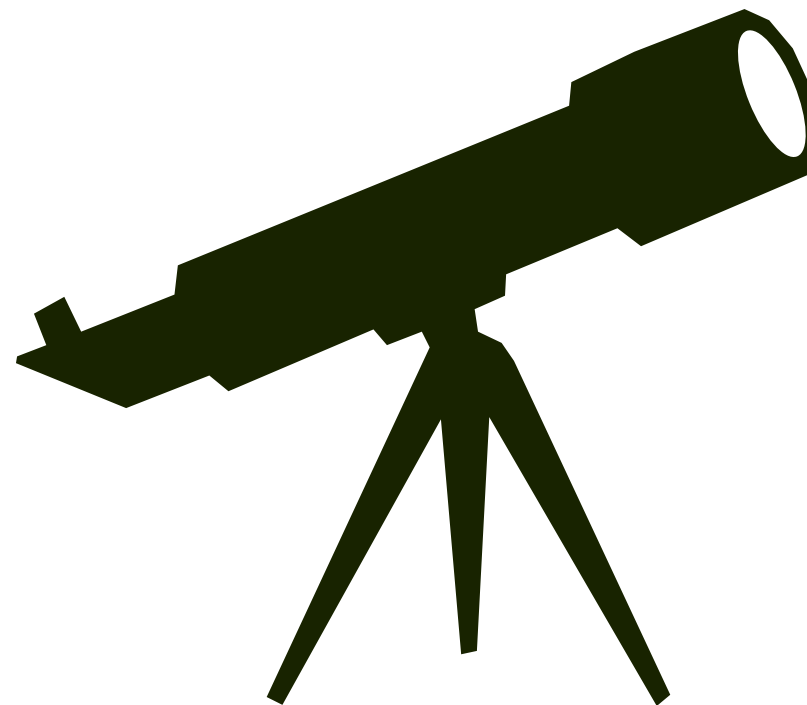
- **Common benefit categories estimated in BCAs for transportation projects include:**
 - Reductions in fatalities, injuries, and property damage
 - Reductions in travel time
 - Reductions in pollution (air, water, noise, GHGs)
 - Reductions in operating or maintenance costs
 - Improvements in journey quality and comfort
 - Health benefits from active transportation use
- **Applicants may also include other benefit categories or approaches in their BCAs**
- **Any estimated benefits should be clearly tied to the project scope and expected outcomes**





BCA Resources for Applicants

- **Key sources of information to develop a BCA may include:**
 - Planning and engineering documents
 - Traffic counts and travel survey data
 - Industry technical references and analytical tools
 - Various Federal, State, and local datasets
 - DOT BCA Guidance
 - Other relevant sources



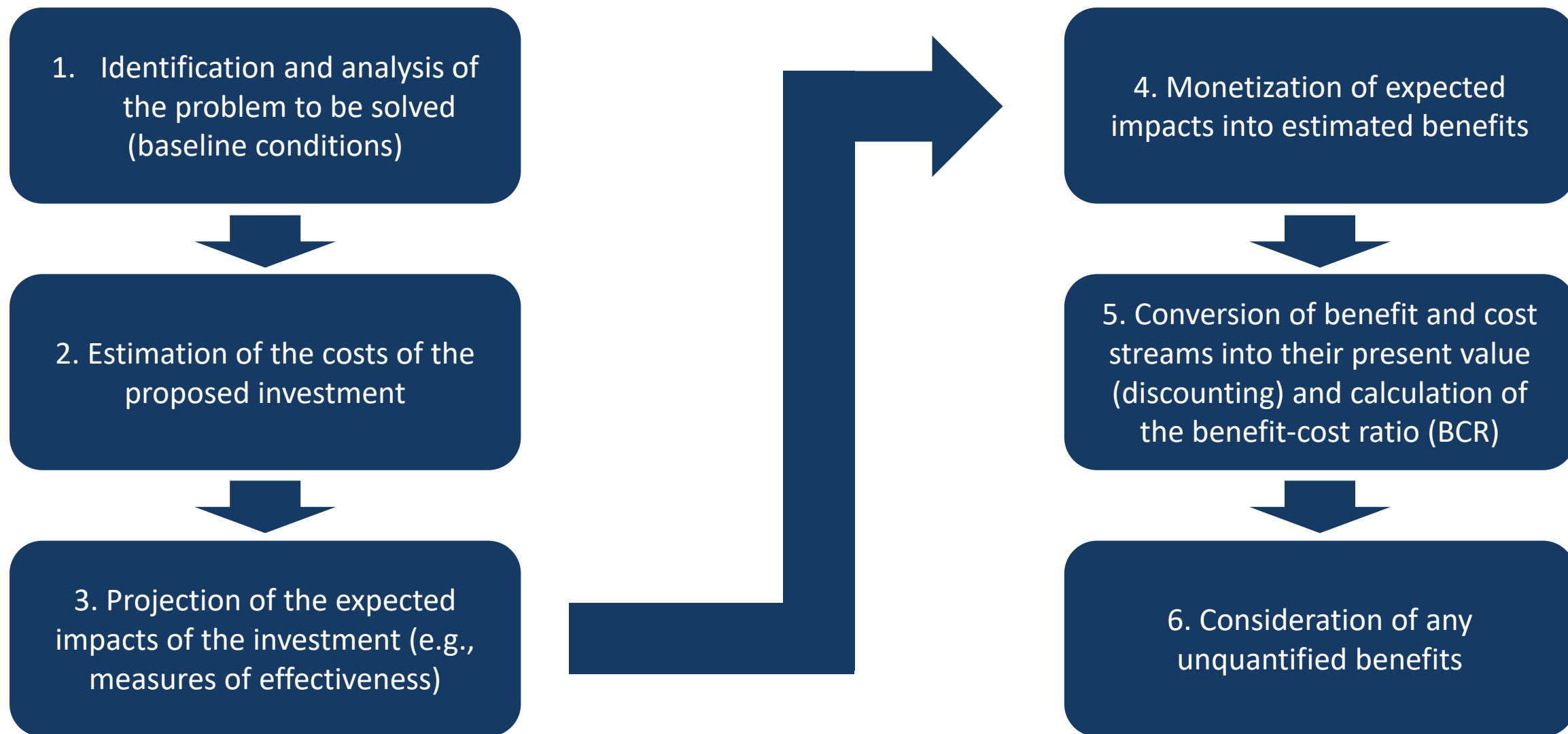
BCA Resources and Support Provided by DOT to Applicants

- [DOT BCA Guidance for Discretionary Grant Programs](#)
 - Overview of BCA (“how to get started”)
 - BCA methodologies
 - Recommended input values
 - Sample calculations
- **Technical Assistance**
 - Interactive BCA Webinars (program-specific and general)
 - Debriefs with prior applicants
 - Responses to questions via grant program inboxes
- **DOT Datasets**
 - [Fatality Analysis Reporting System](#)
 - [Crash Modification Factors Clearinghouse](#)
 - [Rail Crossing Inventory and Accident Database](#)
 - [National Bridge Inventory](#)
 - [Highway Performance Monitoring System](#)



*Scan to view the DOT BCA
2023 Guidance*

Developing a BCA



A BCA Should Be Transparent & Reproducible

- **A BCA should provide enough information for a reviewer to follow the logic and reproduce the results:**
 - Spreadsheet or database file(s) showing the calculations
 - Technical memo describing the analysis and documenting sources of information used (assumptions and inputs)

BCA Spreadsheets - Sources

- **Develop your own (from scratch)**
- **Existing spreadsheet tools and templates are available from many sources :**
 - State DOTs (e.g., Cal-B/C)
 - Some consulting firms have made tools or spreadsheets publicly available
 - Many BCAs from submittals to previous rounds of DOT grant programs are posted online by their project sponsors and can be found through web searches
- **DOT BCA spreadsheet templates and tools *(new!)***
 - Being offered as a resource to applicants to help them get started on their BCA
 - Allow applicants to focus their efforts on other steps of the analysis

DOT BCA Tools and Templates

- **DOT BCA Spreadsheet Template**

- Developed by DOT as an optional template to aid applicants in structuring their BCA and performing certain calculations common to all analyses.
- Designed as an open-ended template to handle any project type

Released TODAY!

- Available at <https://www.transportation.gov/mission/office-secretary/office-policy/transportation-policy/benefit-cost-analysis-spreadsheet-template>

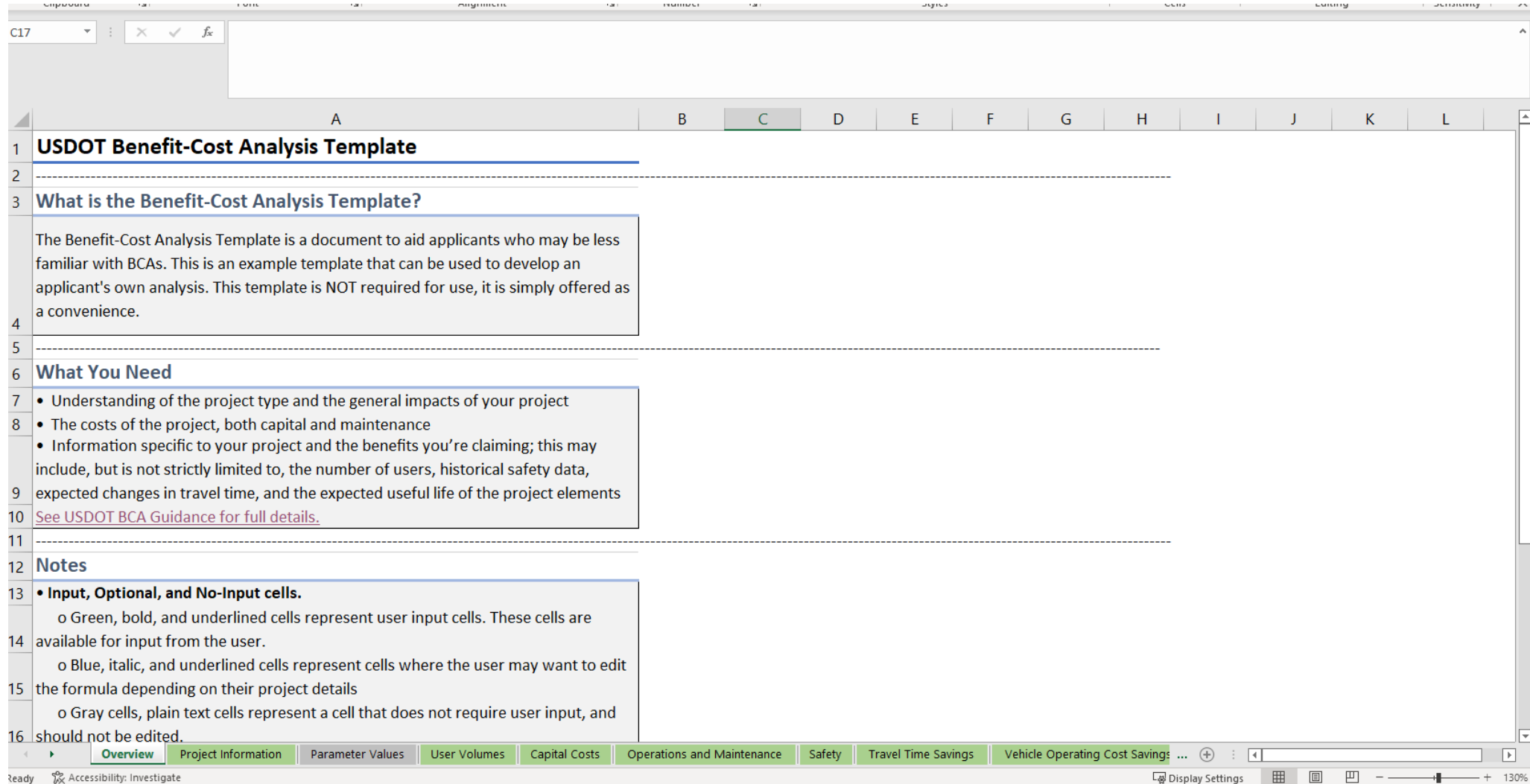
- **Bridge Investment Program Benefit-Cost Analysis Tool**

- Supports estimates of the benefits of bridge preservation or replacement investments using National Bridge Inventory data
- Also provides a default methodology consistent with DOT BCA guidance
- Applicable to roadway bridge projects for any DOT program where BCA is required
- Released in conjunction with the FY23 Large BIP NOFO in Fall 2023
- Available at <https://www.fhwa.dot.gov/bridge/bip/bca/>

DOT BCA Spreadsheet Template Overview

- **Contains the basic framework to organize a BCA and is designed to be open-ended enough to be customized to almost any transportation project type**
- **Includes monetization and parameter values in Appendix A of the DOT's BCA Guidance**
- **Automatically performs certain calculations common to all BCAs, such as discounting, net present value, and the benefit-cost ratio**
 - Partially automates other calculations, such as emissions monetization, residual value calculation, and conversion of year-of-expenditure project costs to constant dollars
 - These calculations, however, still require other inputs and may need to be altered by applicants for more complex projects
- **Contains dedicated workspace within template for custom calculations by the applicant**

DOT BCA Spreadsheet Template

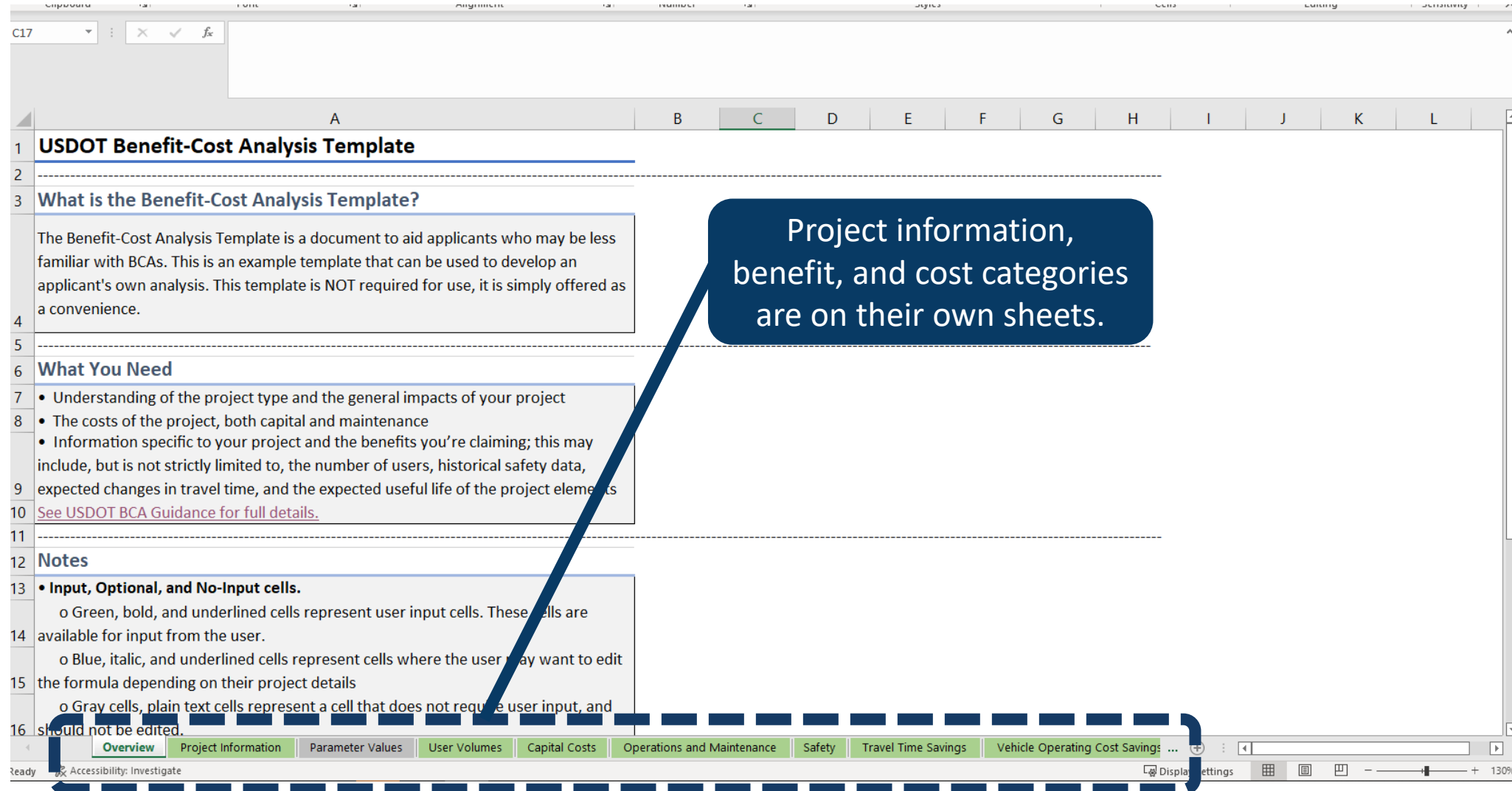


The screenshot displays the 'USDOT Benefit-Cost Analysis Template' spreadsheet. The interface includes a formula bar at the top showing 'C17' and a grid of columns (A-L) and rows (1-16). The spreadsheet content is organized into sections separated by dashed lines:

- Row 1:** **USDOT Benefit-Cost Analysis Template**
- Row 3:** **What is the Benefit-Cost Analysis Template?**
Row 4: The Benefit-Cost Analysis Template is a document to aid applicants who may be less familiar with BCAs. This is an example template that can be used to develop an applicant's own analysis. This template is NOT required for use, it is simply offered as a convenience.
- Row 6:** **What You Need**
Row 7: • Understanding of the project type and the general impacts of your project
Row 8: • The costs of the project, both capital and maintenance
Row 9: • Information specific to your project and the benefits you're claiming; this may include, but is not strictly limited to, the number of users, historical safety data, expected changes in travel time, and the expected useful life of the project elements
Row 10: [See USDOT BCA Guidance for full details.](#)
- Row 12:** **Notes**
Row 13: • **Input, Optional, and No-Input cells.**
 - Row 14:** o Green, bold, and underlined cells represent user input cells. These cells are available for input from the user.
 - Row 15:** o Blue, italic, and underlined cells represent cells where the user may want to edit the formula depending on their project details
 - Row 16:** o Gray cells, plain text cells represent a cell that does not require user input, and should not be edited.

The bottom of the spreadsheet features a tabbed interface with the following tabs: Overview (selected), Project Information, Parameter Values, User Volumes, Capital Costs, Operations and Maintenance, Safety, Travel Time Savings, Vehicle Operating Cost Savings, and a plus sign for additional tabs. The status bar at the bottom indicates 'Ready', 'Accessibility: Investigate', and 'Display Settings' with a zoom level of 130%.

DOT BCA Spreadsheet Template



The screenshot shows the 'Overview' tab of the 'USDOT Benefit-Cost Analysis Template' spreadsheet. The spreadsheet is divided into sections: 'What is the Benefit-Cost Analysis Template?', 'What You Need', and 'Notes'. A callout box with a blue background and white text points to the 'Project Information' tab in the bottom navigation bar. The callout text reads: 'Project information, benefit, and cost categories are on their own sheets.' The 'Project Information' tab is highlighted in green in the navigation bar. The 'Notes' section contains a list of input, optional, and no-input cells, with a dashed arrow pointing from the callout box to the 'Project Information' tab.

USDOT Benefit-Cost Analysis Template

What is the Benefit-Cost Analysis Template?

The Benefit-Cost Analysis Template is a document to aid applicants who may be less familiar with BCAs. This is an example template that can be used to develop an applicant's own analysis. This template is NOT required for use, it is simply offered as a convenience.

What You Need

- Understanding of the project type and the general impacts of your project
- The costs of the project, both capital and maintenance
- Information specific to your project and the benefits you're claiming; this may include, but is not strictly limited to, the number of users, historical safety data, expected changes in travel time, and the expected useful life of the project elements

[See USDOT BCA Guidance for full details.](#)

Notes

- **Input, Optional, and No-Input cells.**
 - o Green, bold, and underlined cells represent user input cells. These cells are available for input from the user.
 - o Blue, italic, and underlined cells represent cells where the user may want to edit the formula depending on their project details
 - o Gray cells, plain text cells represent a cell that does not require user input, and should not be edited.

Ready Accessibility: Investigate Display Settings 130%

DOT BCA Spreadsheet Template

	A	B
1	Project Information	
2	Applicants should fill out this sheet first, before moving on to the remainder of	
3	-	
4	Table 1. Project Information	
5	Variable	Value
6	Model Base Year	2022
7	First Year of Project Development/Construction	<u>2023</u>
8	Length of Construction/Project Development Period (in Years)	<u>2</u>
9	Opening Year	2025
10	Operational Period Length	<u>20</u>
11	Final Analysis Year	2044

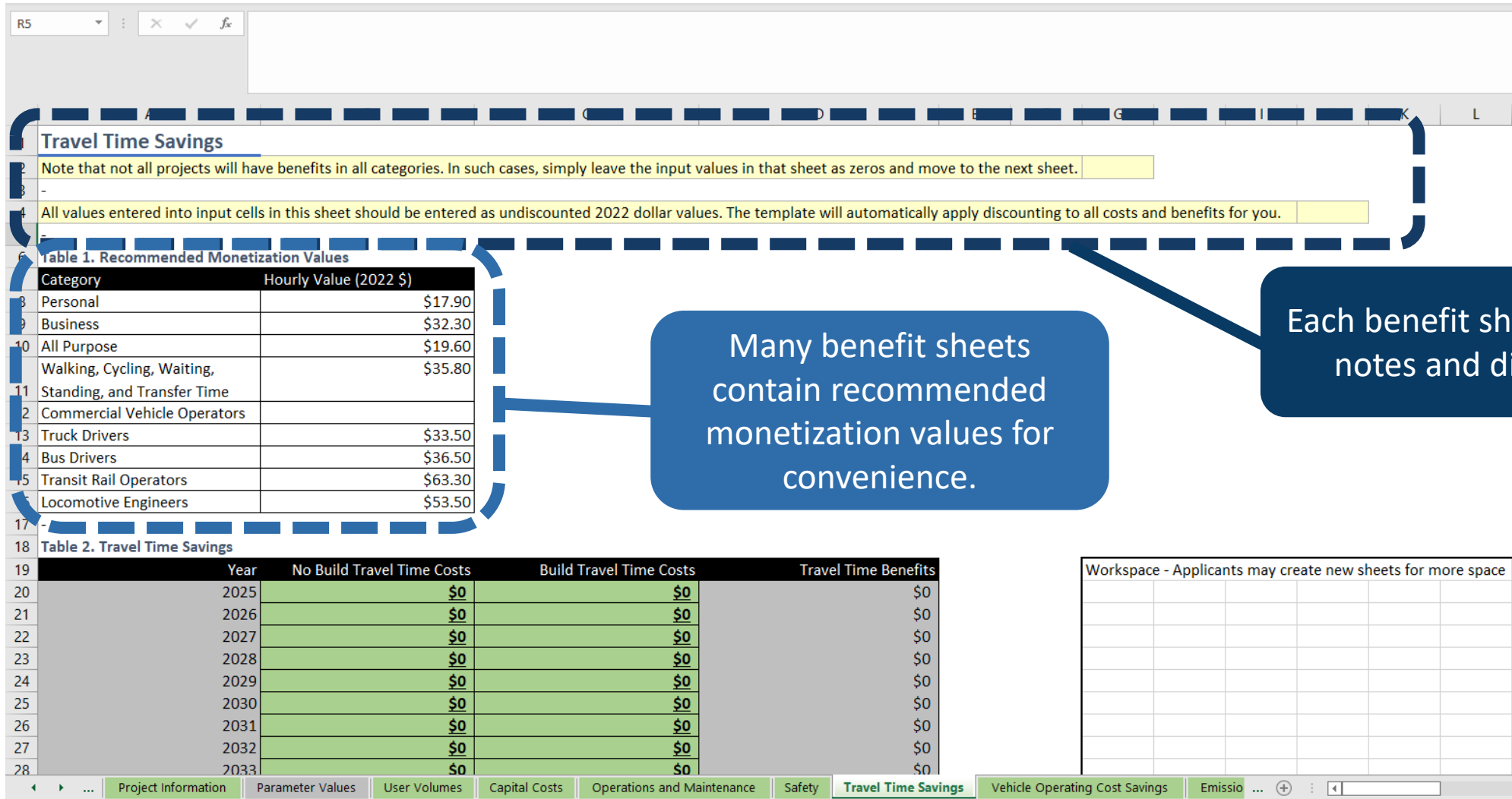
DOT BCA Spreadsheet Template

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8	Length of Construction/Project Development Period (in Years)	<u>2</u>
9	Opening Year	2025
10	Operational Period Length	20
11	Final Analysis Year	2044

Cells for applicants to input information are in green, bold, and underlined.

Cells that should not need to be edited are in grey with no special formatting.

DOT BCA Spreadsheet Template



Travel Time Savings

Note that not all projects will have benefits in all categories. In such cases, simply leave the input values in that sheet as zeros and move to the next sheet.

All values entered into input cells in this sheet should be entered as undiscounted 2022 dollar values. The template will automatically apply discounting to all costs and benefits for you.

Table 1. Recommended Monetization Values

Category	Hourly Value (2022 \$)
Personal	\$17.90
Business	\$32.30
All Purpose	\$19.60
Walking, Cycling, Waiting, Standing, and Transfer Time	\$35.80
Commercial Vehicle Operators	
Truck Drivers	\$33.50
Bus Drivers	\$36.50
Transit Rail Operators	\$63.30
Locomotive Engineers	\$53.50

Table 2. Travel Time Savings

Year	No Build Travel Time Costs	Build Travel Time Costs	Travel Time Benefits
2025	\$0	\$0	\$0
2026	\$0	\$0	\$0
2027	\$0	\$0	\$0
2028	\$0	\$0	\$0
2029	\$0	\$0	\$0
2030	\$0	\$0	\$0
2031	\$0	\$0	\$0
2032	\$0	\$0	\$0
2033	\$0	\$0	\$0

Workspace - Applicants may create new sheets for more space

Project Information | Parameter Values | User Volumes | Capital Costs | Operations and Maintenance | Safety | **Travel Time Savings** | Vehicle Operating Cost Savings | Emissio ...

DOT BCA Spreadsheet Template

R5

1 **Travel Time Savings**

2 Note that not all projects will have benefits in all categories. In such cases, simply leave the input values in that sheet as zeros and move to the next sheet.

3 -

4 All values entered into input cells in this sheet should be entered as undiscounted 2022 dollar values. The template will automatically apply discounting to all costs and benefits for you.

5 -

6 **Table 1. Recommended Monetization Values**

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Bus Drivers	\$36.50
Transit Rail Operators	\$63.30
Locomotive Engineers	\$52.00

17 -

18 **Table 2. Travel Time Savings**

Year	No Build Travel Time Costs	Build Travel Time Costs	Travel Time Benefits
2025	\$0	\$0	\$0
2026	\$0	\$0	\$0
2027	\$0	\$0	\$0
2028	\$0	\$0	\$0
2029	\$0	\$0	\$0
2030	\$0	\$0	\$0
2031	\$0	\$0	\$0
2032	\$0	\$0	\$0
2033	\$0	\$0	\$0

Project Information | Parameter Values | User Volumes | Capital Costs | Operations and Maintenance | Safety | **Travel Time Savings** | Vehicle Operating Cost Savings | Emissio ...

Many benefit sheets contain dedicated workspace for applicant calculations, though applicants can create new sheets for more space.

Undiscounted benefits (in 2022 \$) can be entered here.

Workspace - Applicants may create new sheets for more space



DOT BCA Spreadsheet Template

The screenshot displays the 'Benefit Cost Analysis Results' table in a spreadsheet. The table has two columns: 'Category' and 'Value'. The rows are as follows:

Category	Value
Total Discounted Benefits	\$0
Total Discounted Costs	\$0
Net Present Value	\$0
Benefit Cost Ratio	Enter Costs in 'Capital Cost' sheet

A dashed blue box highlights the table, and a blue callout bubble points to it with the text: "Once undiscounted costs and benefits are entered into the various sheets, the template will automatically apply discounting and provide the summary net present value and benefit-cost ratio."

At the bottom of the spreadsheet, the sheet tabs are visible: 'Amenity Benefits', 'Health Benefits', 'Residual Value', 'Other Benefit 1', 'Other Benefit 2', 'Other Benefit 3', 'Other Benefit 4', 'Summary', and 'Final Results'. A dashed blue box highlights the 'Other Benefit' tabs, and a blue callout bubble points to them with the text: "The template contains sheets for additional benefit categories, for cases where applicants are estimating benefits beyond those already covered in the template."

DOT BCA Spreadsheet Template

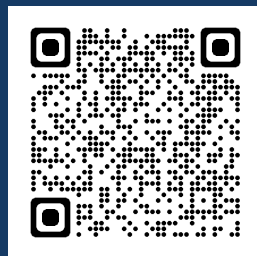
- **The template performs some calculations automatically, but applicants will still need to provide information on**
 - Project costs
 - Project service life
 - Existing and future baseline conditions (i.e., the “no-build” scenario)
 - Effects of the proposed project (i.e., measures of effectiveness) under the build scenario
- **DOT plans to develop enhanced versions of the template in the future geared for specific project types**
 - Suggestions?

Recap and Future Items of Interest

- **There should be at least two BCA-related files included in an application:**
 - An unlocked spreadsheet or database file(s) showing the calculations
 - A technical memo describing the analysis and documenting sources of information used (assumptions and inputs)
- **To learn more details about conducting BCA, as well as using the new BCA template, join our upcoming BCA webinar for RAISE.**
 - Expected in January 2024, check RAISE website for details:
<https://www.transportation.gov/RAISEgrants/outreach>
 - Other DOT grant programs may have BCA-specific webinars as well
- **For BCA-related questions, including those relating to the new BCA Spreadsheet Template, please contact DOT via the program email inbox for the program you are applying to.**

Questions? Email us at USDOTassist@dot.gov

[Sign up](#) to receive email updates with the latest information on the Thriving Communities Program, upcoming DOT Navigator webinars, and other DOT grant technical assistance resources.



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