

Subject Specific Grant Guide

Grants to Support Transportation Projects

This guide identifies funding opportunities released in the previous year. Please note that this guide may not capture all available funding opportunities. Additionally, some programs may have changed or may not be released due to shifting administrative priorities among funding agencies. The grants included here represent traditionally offered opportunities intended to serve as a reliable foundation for your funding research.

March 2026

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FEDERAL
GRANT PROFILE

Department: U.S. Department of Agriculture
Agency: Office of Rural Development

FY 2025 Community Facilities Direct Loan and Grant Program

Grant Overview

This program provides affordable funding to develop essential community facilities in rural areas. Projects supported through this program must demonstrate substantial community support, and facilities must serve the rural area where they are or will be located. Eligible applicants are public bodies, community-based non-profit corporations, and federally recognized tribes.

Program History

	Total Funding	Awards
2021	$450 million	274
2020	$871 million	256

Key Information and Tips

Total Funding: Unspecified
Award Range: Varies
Match: Not required
Application Due: Rolling

- Funds may be combined with commercial financing to finance one project if all eligibility and feasibility requirements are met

https://www.rd.usda.gov/programs-services/community-facilities-direct-loan-grant-program

Awardee Profile

Irving Tanning Community Center Inc.
Hartland, ME

AMOUNT: $238,000
YEAR: 2024

Funding will be used to make critical infrastructure repairs to the community center, including replacing the structure's 25-year-old roof and improving the heating system.

Department: U.S. Department of Agriculture
Agency: Office of Rural Development

FY 2025 Community Facilities Direct Loan and Grant Program

Detailed Summary

The purpose of this program is to provide affordable funding to develop essential community facilities in rural areas. Projects supported through this program must demonstrate substantial community support, and facilities must serve the rural area where they are or will be located. Rural areas must have no more than 20,000 residents according to the latest U.S. Census data, which can be found online at www.census.gov.

For the purposes of this program, an essential community facility is defined as a facility that provides an essential service to the local community for the orderly development of the community in a primarily rural area, and does not include private, commercial, or business undertakings. Examples of essential community facilities include:

- Health care facilities such as hospitals, medical clinics, dental clinics, nursing homes, or assisted living facilities
- Public facilities such as town halls, courthouses, airport hangars, or street improvements
- Community support services such as childcare centers, community centers, fairgrounds, or transitional housing
- Public safety services such as fire departments, police stations, prisons, police vehicles, fire trucks, public works vehicles, or equipment
- Educational services such as museums, libraries, or private schools
- Utility services such as telemedicine or distance learning equipment
- Local food systems such as community gardens, food pantries, community kitchens, food banks, food hubs, or greenhouses

Priority will be given to projects that:

- Serve communities with populations of 5,500 or fewer
- Serve low-income communities having a median household income below 80 percent of the state non-metropolitan median household income

Funds may be used to purchase, construct, and/or improve essential community facilities; purchase equipment; and pay for related project expenses. Funds may also be used to pay reasonable and necessary fees, when part of a facility, such as:

- Legal
- Architectural and/or engineering
- Fiscal advisory
- Environmental impact analyses
- Archaeological surveys
- Mitigation measures
- Planning
- Establishing or acquiring right

Applicant Eligibility

Eligible applicants are public bodies, community-based nonprofit corporations, and federally recognized tribes.

Facilities supported through this program must serve the rural area where they are or will be located. Rural areas include cities, villages, townships, and towns, including federally recognized tribal lands, with no more than 20,000 residents according to the latest U.S. Census data, which can be found online at www.census.gov.

Additionally, in order to be eligible, applicants must have the legal authority to borrow money, obtain security, and repay loans; and to construct, operate, and maintain the proposed facilities; and be unable to finance projects from their own resources and/or through commercial credit at reasonable rates and terms.

Funding

In FY 2025, an unspecified amount of funding is available to support grants and low-interest direct loans through this program. Awards may be provided as combinations of grants and loans. Grant assistance is provided on a graduated scale, with smaller communities with the lowest median household income being eligible for projects with a higher proportion of grant funds. Grant assistance is limited to the following percentages of eligible project costs:

- Maximum of 75 percent if:
  - The project is located in a rural community having a population of 5,000 or fewer; and
  - The median household income of the service area is below the higher of the poverty line or 60 percent of the state non-metropolitan median household income
- Maximum of 55 percent if:
  - The project is located in a rural community having a population of 12,000 or fewer; and
  - The median household income of the service area is below the higher of the poverty line or 70 percent of the state non-metropolitan median household income
- Maximum of 35 percent if:
  - The project is located in a rural community having a population of 20,000 or fewer; and
  - The median household income of the service area is below the higher of the poverty line or 80 percent of the state non-metropolitan median household income
- Maximum of 15 percent if:
  - The project is located in a rural community having a population of 20,000 or fewer; and
  - The median household income of the service area is below the higher of the poverty line or 90 percent of the state non-metropolitan median household income.

Loan repayment terms may not be longer than the useful life of the facility, state statutes, the applicant's authority, or a maximum of 40 years, whichever is less. There are no pre-payment penalties. Interest rates will be set by the funding agency and are determined by the median household income of the service area and population of the community. Applicants are encouraged to contact the funding agency for details and current rates. Once the loan is approved, the interest rate is fixed for the entire term of the loan.

Matching and Cost-Share

There are no stated matching requirements for this program.

Contact Information

Questions should be directed to the appropriate local office listed online at www.rd.usda.gov/about-rd/offices/state-offices. To initiate the application process, applicants must contact the appropriate local office.

https://www.rd.usda.gov/programs-services/community-facilities-direct-loan-grant-program

FEDERAL
GRANT PROFILE

Department: U.S. Department of Defense
Agency: Office of Local Defense Community Cooperation

FY 2025 Defense Community Infrastructure Program (DCIP)

Grant Overview

This program is designed to address deficiencies in community infrastructure, supportive of a military installation, in order to enhance military value, installation resilience, and military family quality of life or contribute to the training of cadets enrolled in an independent program at a covered educational institution. Eligible applicants are state and local governments owning infrastructure outside of, but supporting, a military installation.

Program History

	Total Funding	# of Awards
2024	$100 million	14
2023	$99.7 million	17
2022	$90 million	19

Key Information and Tips

Total Funding: $90 million
Award Range: $250,000 - $20 million
Match: 30 percent
Solicitation date: May 27, 2025
Proposal due: July 3, 2025

- Benefitting military installation must provide a letter of support for the project

https://oldcc.gov/defense-community-infrastructure-program-dcip

Awardee Profile

City of Copperas Cove, TX

AMOUNT: $10,308,887
YEAR: 2024

The City of Copperas Cove received funding for road improvements to enhance access, reduce congestion, and boost safety—laying groundwork for a future regional transportation hub that supports Fort Cavazos, improves military readiness, and benefits service members, families, and the broader community.

Department: U.S. Department of Defense
Agency: Office of Local Defense Community Cooperation

FY 2025 Defense Community Infrastructure Program (DCIP)

Detailed Summary

The purpose of this program is to assist states and local governments, and nonprofit member-owned utility services in addressing deficiencies in community infrastructure supportive of a military installation. For the purposes of this program, a military installation is defined as a base, camp, post, station, yard, center, homeport facility for any ship, or other activity under the jurisdiction of the Department of Defense, including any leased facility, which is located within any of the several States, the District of Columbia, the Commonwealth of Puerto Rico, American Samoa, the Virgin Islands, the Commonwealth of the Northern Mariana Islands, or Guam.

Eligible community infrastructure projects are any complete and useable transportation project; community support facility (e.g., school, hospital, police, fire, emergency response, or other community support facility); and utility infrastructure project (e.g., water, wastewater, telecommunications, electric, gas, or other utility infrastructure (with necessary cyber safeguards)) that:

- are on land located off of a military installation or on property under the jurisdiction of a Secretary of a military department that is subject to a real estate agreement allowing the project or facility to be located on military property (including a lease or easement)
- support a military installation
- are owned by a state, local government, or a not-for-profit, member-owned utility service
- are supported by the installation commander representing the installation benefitting from the proposed project
- are where ground-disturbing work has not yet commenced
- are construction-ready

To be eligible, projects that will contribute to the training of cadets enrolled in an independent Reserve Officer Training Corps program at a covered educational institution must meet the requirements listed above. The location of the proposed infrastructure project contributing to the training of such cadets does not necessarily have to be on the campus of the covered educational institution. Projects must be tied to a specific, eligible independent cadet program at a covered educational institution and support a military installation.

Community infrastructure projects will be prioritized in the following order:

- Projects that will enhance military value at a military installation
- Projects that will contribute to the training of cadets enrolled in an independent program at a covered educational institution
- Projects that will enhance military installation resilience
- Projects that will enhance military family quality of life at an installation.

Proposed stormwater management projects involving retrofitting a defense access road to reduce stormwater runoff and ponding or standing water that includes the combination of stormwater runoff and water levels resulting from extreme weather conditions shall be given priority over other proposed stormwater projects.

Eligible costs include only hard construction and renovation costs, such as the costs directly associated with project administration, inspection, construction, utilities, and contingency costs required to execute the project, as well as costs of capital equipment affixed to the real property with a depreciable life of not less than seven years. Soft costs, such as those required for planning, design, permitting, and meeting requirements of the National Environmental Policy Act must be funded by non-Federal project cost contribution funds. Construction contingency costs are limited to no more than 15 percent of the proposed project.

Project proposals must include a letter of support from the local installation commander representing the installation benefitting from the proposed project.

Applicant Eligibility

Eligible applicants are state or local governments. Not-for-profit, member-owned utilities may receive funding as a sub-recipient to a state or local government, and projects owned by such utilities must comply with Federal Interest rules described in the Office of Local Defense Community Cooperation's grant terms and conditions. The facility addressed in the application must not be located on a military installation, unless it is on property under the jurisdiction of a military department and is subject to a real estate agreement (e.g., a lease or an easement).

Funding

In FY 2025, approximately $90 million is available to support awards ranging from $250,000 to $20 million through this program. Environmental permits, authorizations, and approvals must be completed within 120 days of grant award. Projects should commence within 12 months upon receipt of a grant. Projects should be completed no later than five years following obligation of funds.

Matching and Cost-Share

State or local government recipients must agree to contribute not less than 30 percent of the total funding required for the community infrastructure project. State or local government matches are not required for proposed community infrastructure projects located in rural areas, defined as a city, town, or unincorporated area that has a population of not more than 100,000 inhabitants. In addition, State or local government funding contributions are not required for proposed community infrastructure projects that are determined to be advantageous for reasons related to national security.

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https://oldcc.gov/defense-community-infrastructure-program-dcip

FEDERAL
GRANT PROFILE

Department: U.S. Department of Homeland Security
Agency: Federal Emergency Management Agency (FEMA)

FY 2025 Transit Security Grant Program

Grant Overview

This program provides funds to public transit agencies to protect critical surface transportation infrastructure and the traveling public from acts of terrorism. Eligible applicants are passenger rail, intra-city bus, and ferry systems listed in the NOFO on pages 36-37. These agencies are determined based on ridership and their status as transit systems that serve historically eligible Urban Area Security Initiative (UASI) urban areas with updated and approved security plans.

Program History

	Total Funding
2024	$83.7 million
2023	$100 million

Key Information and Tips

Total Funding: $83.7 million
Award Range: $352,721– $46,900,219
Match: Not Required
Solicitation date: August 1, 2025
Proposal due: August 15, 2025

- Applicants receiving funds through this program must also participate in a Regional Transit Security Working Group (RTSWG) or develop a RTSWG if one does not already exist.

https://www.grants.gov/search-results-detail/360204

Awardee Profile

Chicago Transit Authority, Chicago, IL

AMOUNT: $19,268,840
YEAR: 2024

Chicago Transit Authority received a grant of nearly $20 million to protect critical surface transportation and the traveling public from acts of terrorism and to increase the resilience of transit infrastructure.

Department: U.S. Department of Homeland Security
Agency: Federal Emergency Management Agency (FEMA)

FY 2025 Transit Security Grant Program (TSGP)

Detailed Summary

The purpose of this program is to protect critical surface transportation infrastructure and the traveling public from acts of terrorism and increasing the resilience of the transportation infrastructure itself. To accomplish this, TSGP funds build and sustain core capabilities relevant to transit security and annual National Priority Areas (NPAs) and address and close gaps identified in transit agency vulnerability assessments and the agency's Public Transportation Risk Assessment Methodology. Funding under this program also supports continuous emergency-related planning, exercising and training processes and the use of this cycle to test plans, validate capabilities, identify gaps, inform investments, and continuously update plans to reflect organizational changes as well as findings from exercises and real-world events. Funds will be awarded to eligible public transportation agencies, which include intra-city bus, ferries, and passenger rail.

The FY 2025 NPAs for FEMA's preparedness grant programs are:

- Enhancing the protection of soft targets/crowded places:
    - This includes faith-based organizations and election sites;
- Supporting Homeland Security Task Forces and fusion centers
- Enhancing and integrating cybersecurity resiliency;
- Enhancing election cybersecurity: and
- Border Crisis Response and Enforcement Support
    - Example activities include:
        - Participation in the Department of Homeland Security/Immigration and Customs Enforcement 287(g) training program
        - Cooperation with Immigration and Customs Enforcement detainers
        - Other jurisdictional responsibilities to support the enforcement of United States Immigration Law

Projects that sufficiently address one or more of the NPAs will have their final review scores increased by a multiplier of 20%. There are several enduring needs identified by this program that include effective planning, training and awareness campaigns, equipment and capital projects, and exercises.

Investment Justification (IJ): As part of the FY 2025 TSGP application process, applicants must develop a formal IJ that addresses each initiative being proposed for funding, including a project's management and administration (M&A) costs. An agency may submit up to eight IJs. Agencies may also submit up to five additional IJs for projects related to law enforcement providers that are not part of the public transportation agency. Law enforcement providers may only submit projects that support a transit system's operational security capability and capacity. IJs must demonstrate how proposed projects address gaps and deficiencies (identified in a current vulnerability assessment) and must link to one or more core capabilities identified in the National Preparedness Goal.

Operational Packages (OPacks): Applicants that meet basic OPack eligibility requirements may elect to pursue OPack funding for Canine Teams, Mobile Explosives Detection Screening Teams, and Anti-Terrorism Teams, for new capabilities as well as to sustain existing OPacks. Applicants pursuing both new OPacks and sustainment funding for existing OPacks must indicate in their IJs which option is the higher priority for their agency. Additionally, applicants pursuing either new teams or sustainment of existing teams must include the number of OPack teams already in place (either funded by the agency or by TSGP). In addition, recipients must commit to minimum training standards for all Federally funded OPack positions.

Applicant Eligibility

Eligible applicants are governmental agencies with eligible rail, intra-city bus, and ferry systems listed on pages 36-37 of the NOFO. Eligible transit agencies are determined based on daily unlinked passenger trips (ridership) and transit systems that serve historically eligible Urban Area Security Initiative (UASI) areas. Each public transportation agency receiving funds through this program must also participate in a Regional Transit Security Working Group (RTSWG) or develop a RTSWG if one does not already exist. Certain ferry systems are eligible to apply for funding through this program; however, ferry systems that elect to participate will not be considered for funding through the Port Security Grant Program (PSGP). All eligible agencies must have an updated and approved security plan. Awardees must also ensure and maintain adoption and implementation of the National Incident Management System (NIMS).

An immigration term and condition may be material to the funding agency's decision to make this grant award, and the funding agency may take any remedy for noncompliance, including termination, if the state or territorial recipient or any local government subrecipient fails to comply with this term and condition. No final agency determination has been made as of the date of this publication.

Funding

In FY 2025, a total of $83.7 million is available to support 25 awards through this program. Awards are expected to range from $352,721 to $46,900,219. Awards will be announced no later than August 23, 2025, and awards will be made no later than September 30, 2025. The projected period of performance start date is September 1, 2025, and the end date is either August 31, 2028 or August 31, 2029. The period of performance for capital infrastructure projects is 48 months and 36 months for all other projects.

Matching and Cost Sharing

Matching funds are not required for this program.

Contact Information

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(800) 368-6498
fema-grants-news@fema.dhs.gov

https://www.fema.gov/grants/preparedness/transit-security

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Federal Highway Administration

FY 2023-2026 Bridge Investment Program Bridge Project Grants

Grant Overview

The purpose of this program is to provide financial assistance to replace, rehabilitate, preserve or protect one or more bridges on the National Bridge Inventory. Eligible applicants are states or groups of states, metropolitan planning organizations serving urbanized areas (Bureau of the Census designated) with a population over 200,000, local governments or groups of local governments, political subdivisions of states or local governments, special purpose districts or public authorities with transportation functions, federal land management agencies, tribal governments or consortium of tribal governments, and multistate or multijurisdictional groups of entities as described above.

Program History

In 2022, a total of $20 million was allocated to 24 entities for planning and $296 million to 9 entities for bridge projects.

Key Information

Total Funding: $9.62 billion
Award Range: $2.5 million - $100 million
Match: 20 percent
Solicitation date: December 20, 2023
Proposals due: March 19, 2024 (FY 2023/2024), November 1, 2024 (FY 2025), and November 1, 2025 (FY 2026)

https://www.fhwa.dot.gov/bridge/bip/index.cfm

Tips

- Applicants eligible under this NOFO can apply for funding any time up to the application deadline. Applications submitted after a specific FY application deadline will be considered for the next round of funding after the announcement of projects selected to receive a BIP award for the current round of funding are made.
- A separate NOFO was issued for Large Bridge Project grants (total eligible project costs exceeding $100 million; see Grants.gov listing 693JJ323NF00019).

Department: U.S. Department of Transportation
Agency: Federal Highway Administration

FY 2023-2026 Bridge Investment Program Bridge Project Grants

Detailed Summary

The purpose of this program is to provide financial assistance to replace, rehabilitate, preserve or protect one or more bridges on the National Bridge Inventory. The overall goals of the program are to:

- Improve the safety, efficiency, and reliability of the movement of people and freight over bridges;
- Improve the condition of bridges in the United States by:
    - Reducing the number of bridges in poor condition or in fair condition and at risk of falling into poor condition within the next 3 years
    - Reducing the total person miles traveled over bridges in poor condition, or in fair condition and at risk of falling into poor condition within the next 3 years
    - Reducing the number of bridges that do not meet current geometric design standards, or cannot meet the load and traffic requirements typical of the regional transportation network, and
    - Reducing the total person miles traveled over bridges that do not meet current geometric design standards, or cannot meet the load and traffic requirements typical of the regional transportation network
- Provide financial assistance that leverages and encourages non-Federal contributions from sponsors and stakeholders involved in the planning, design, and construction of eligible projects

Eligible bridge projects include replacing, rehabilitating, preserving, or protecting one or more bridges on the national bridge inventory under 23 U.S.C. 144(b) including bridge bundling and culverts.

Projects must be reasonably expected to begin construction no later than 18 months after the date on which BIP funds are obligated and preliminary engineering is complete for the project. Applications submitted under one funding opportunity may receive funding under a different funding category than identified in the application based on the Federal Highway Administration's review of the project schedule and total project cost.

Applicant Eligibility

Eligible applicants are states or groups of states, metropolitan planning organizations that serve an urbanized area (as designated by the Bureau of the Census) with a population over 200,000, local governments or groups of local governments, political subdivisions of states or local governments, special purpose districts or public authorities with transportation functions, federal land management agencies, tribal governments or consortium of tribal governments, and multistate or multijurisdictional groups of entities as described above.

Multiple states or a multijurisdictional group that submit a joint application should identify a lead applicant as the primary point of contact.

In selecting BIP grants, the Secretary shall consider geographic diversity among grant recipients, including the need for a balance between the needs of rural and urban communities. For purpose of this notice, in defining urban and rural communities, DOT will rely on the Census Bureau 2010 definition of Urbanized Area as an area that consists of densely settled territory that contains 50,000 or more people.

Funding

From FYs 2023-2026, a total of $9.6 billion is available in funding to support awards ranging from $2.5 million to $100 million.

BIP funds are available for obligation for a total of four years (the fiscal year in which they are awarded plus three additional years).

Matching and Cost Sharing

A 20 percent non-federal match is required. Unless otherwise authorized by statute, non-Federal match may not be counted as non-Federal share for both a BIP grant and another Federal program. For a project under BIP, the funding agency cannot consider previously incurred costs or previously expended or encumbered funds towards the matching requirement. Matching funds are subject to the same Federal requirements as BIP funds.

Contact Information

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https://www.fhwa.dot.gov/bridge/bip/index.cfm

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Federal Highway Administration

FY 2023-2026 Bridge Investment Program Planning Grants

Grant Overview

The purpose of this program is to provide financial assistance to replace, rehabilitate, preserve or protect one or more bridges on the National Bridge Inventory. Eligible applicants are states or groups of states, metropolitan planning organizations serving urbanized areas (Bureau of the Census designated) with a population over 200,000, local governments or groups of local governments, political subdivisions of states or local governments, special purpose districts or public authorities with transportation functions, federal land management agencies, tribal governments or consortium of tribal governments, and multistate or multijurisdictional groups of entities as described above.

Program History

In 2022, a total of $20 million was allocated to 24 entities for planning projects.

Key Information

Total Funding: $20 million
Award Range: None
Match: 20 percent
Solicitation date: December 20, 2023
Proposals due: February 19, 2024 (FY 2023/2024), October 1, 2024 (FY 2025) October 1, 2025 (FY 2026)

https://www.fhwa.dot.gov/bridge/bip/index.cfm

Tips

- Applicants eligible under this NOFO can apply for funding any time up to the application deadline. Applications submitted after a specific FY application deadline will be considered for the next round of funding after the announcement of projects selected to receive a BIP award for the current round of funding are made.

Department: U.S. Department of Transportation
Agency: Federal Highway Administration

FY 2023-2026 Bridge Investment Program Planning Grants

Detailed Summary

The purpose of this program is to provide financial assistance to replace, rehabilitate, preserve or protect one or more bridges on the National Bridge Inventory. The overall goals of the program are to:

- Improve the safety, efficiency, and reliability of the movement of people and freight over bridges;
- Improve the condition of bridges in the United States by:
    - Reducing the number of bridges in poor condition or in fair condition and at risk of falling into poor condition within the next 3 years
    - Reducing the total person miles traveled over bridges in poor condition, or in fair condition and at risk of falling into poor condition within the next 3 years
    - Reducing the number of bridges that do not meet current geometric design standards, or cannot meet the load and traffic requirements typical of the regional transportation network, and
    - Reducing the total person miles traveled over bridges that do not meet current geometric design standards, or cannot meet the load and traffic requirements typical of the regional transportation network
- Provide financial assistance that leverages and encourages non-Federal contributions from sponsors and stakeholders involved in the planning, design, and construction of eligible projects

Planning grants support planning, feasibility analyses, and revenue forecasting associated with the development of a project that would subsequently be eligible to apply for assistance under the Bridge Investment Program (BIP). Upon successful and timely completion of a Planning grant project, project sponsors may apply for a BIP Bridge Project or Large Bridge Project grant.

Applicant Eligibility

Eligible applicants are states or groups of states, metropolitan planning organizations that serve an urbanized area (as designated by the Bureau of the Census) with a population over 200,000, local governments or groups of local governments, political subdivisions of states or local governments, special purpose districts or public authorities with transportation functions, federal land management agencies, tribal governments or consortium of tribal governments, and multistate or multijurisdictional groups of entities as described above.

Multiple states or a multijurisdictional group that submit a joint application should identify a lead applicant as the primary point of contact.

In selecting BIP grants, the Secretary shall consider geographic diversity among grant recipients, including the need for a balance between the needs of rural and urban communities. For purpose of this notice, in defining

urban and rural communities, DOT will rely on the Census Bureau 2010 definition of Urbanized Area as an area that consists of densely settled territory that contains 50,000 or more people.

Funding

From FYs 2023-2026, a total of $20 million is available for planning grants.

BIP funds are available for obligation for a total of four years (the fiscal year in which they are awarded plus three additional years).

Matching and Cost Sharing

A 20 percent non-federal match is required. Unless otherwise authorized by statute, non-Federal match may not be counted as non-Federal share for both a BIP grant and another Federal program. For a project under BIP, the funding agency cannot consider previously incurred costs or previously expended or encumbered funds towards the matching requirement. Matching funds are subject to the same Federal requirements as BIP funds.

Contact Information

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https://www.fhwa.dot.gov/bridge/bip/index.cfm

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Build America Bureau

FY 2025-2026 Innovative Finance and Asset Concession (IFAC) Grant Program

Grant Overview

The purpose of this program to facilitate and evaluate public-private partnerships in which the private sector partner could assume a greater role in project planning, development, financing, construction, maintenance, and operation, including by assisting eligible entities in entering into Asset Concessions. Eligible applicants are public entities that own, control, or maintain Existing Assets, and have the legal authority to enter a contract to transfer ownership, maintenance, operations, revenues, or other benefits and responsibilities for those Assets.

Program History

	Total Funding	# of Awards
2024	$49.46 million	45

Key Information

Total Funding: $45.98 million
Award Range: Up to $2 million
Match: Varies
Solicitation Date: August 13, 2025
Due Date: October 1, 2025

https://www.transportation.gov/buildamerica/innovativefinancegrants

Awardee Profile

Merced County
Merced, CA

AMOUNT: $450,000
YEAR: 2024

This project will fund the Merced County Inland Port Enhancement project. The funds received will provide help to facilitate and evaluate public-private partnerships in which the private sector partner could assume a greater role in project planning, development, financing, construction, maintenance, and operation, including by assisting eligible entities in entering into Asset Concessions.

Department: U.S. Department of Transportation
Agency: Office of the Under Secretary for Policy

FY 2025-2026 Innovative Finance and Asset Concession (IFAC) Grant Program

Detailed Summary

The purpose of this program is to facilitate and evaluate public-private partnerships in which the private sector partner could assume a greater role in project planning, development, financing, construction, maintenance, and operation, including by assisting eligible entities in entering into Asset Concessions. A significant focus of the Innovative Finance and Asset Concession Grant Program (IFAC) is to identify Existing Assets that have the potential to provide additional public benefits through asset concessions. Under the Program, Eligible Entities can procure Advisors, hire employees into a public agency, or both, to administer Proposed Activities.

The Program has two types of grants – 1)Technical Assistance and 2)Expert Services, each with specific uses and conditions that support the overall IFACGP objective.

Technical Assistance Cooperative Agreements

Technical assistance awards can be used to build the organizational capacity of the Eligible Entity to develop, review, or enter into Asset Concessions to advance TIFIA-eligible Projects, including for:

- Asset Scan: To conduct assessments of multiple Existing Assets that are wholly owned by or under the jurisdiction of the applicant.
- Program of Existing Assets: To fund tasks related to advancing a Program of Existing Assets by conducting preconstruction tasks that consider innovative financing and delivery to achieve project goals, including:
    - Soliciting and negotiating Asset Concessions, including hiring staff in public agencies
    - Conducting a value-for-money analysis, or a comparable analysis, to evaluate the comparative benefits of Asset Concessions and public debt or other procurement methods
    - Evaluating options for the structure and use of Asset Concession Payments
    - Evaluating and publicly presenting the risks and benefits of all contract provisions for the purpose of transparency and accountability
    - Identifying best practices to protect the public interest and priorities
    - Identifying best practices for managing transportation demand and mobility along a corridor, including through provisions of the Asset Concession, to facilitate transportation demand management strategies along the corridor that is subject to the Asset Concession; and integrating and coordinating pricing, data, and fare collection with other regional operators that exist or may be developed.

Example eligible projects with Technical Assistance Cooperative Agreements include (but are not limited to):

- Procuring a consulting firm to conduct an Asset Scan of roadway and transit infrastructure owned by the applicant
- Hiring a public employee to manage real estate Assets controlled by an applicant on or near airport, seaport, and public infrastructure infrastructure

Expert Services Grant Cooperative Agreements

Expert Services Cooperative Agreements provide funding to Eligible Entities seeking to leverage public and private funding in connection with the development of a specific Existing Asset. Expert Services Cooperative Agreements can include the development of alternative approaches to project delivery or procurement. Expert Services Cooperative Agreements may only be used to procure Advisors for project-level assistance. Expert Service Grants may be used to advance the development of more than one Existing Asset as long as the Proposed Activities pertain to specific projects and are not programmatic in scope. Services conducted under an Expert Services Cooperative Agreements may include:

- Project planning, feasibility studies, revenue forecasting, economic assessments and cost-benefit analyses, public benefit studies, value-for-money analyses, business case development, lifecycle cost analyses, risk assessment, financing and funding options analyses, procurement alternatives analyses, statutory and regulatory framework analyses, meaningful public involvement and other pre-procurement and preconstruction activities
- Financial and legal planning (including the identification of statutory authorization, funding, and financing options)
- Early assessment of permitting, environmental review, and regulatory processes and costs
- Assistance with entering into an Asset Concession.

Example eligible projects with Expert Service Cooperative Agreements include (but are not limited to):

- Procuring the services of an outside finance expert to advise the recipient on value-for-money, financing options, contract negotiation, and underwriting of loans to construct highway express lanes
- Procuring a consultant to prepare analysis and reports required to secure permits for a transit-oriented joint development project located on public land adjacent to an existing light rail line

Proposed activities for both types of cooperative agreements must explore developing an Existing Asset into an Enhanced Asset with a TIFIA-eligible Project. Applicants are encouraged to refer to a list of TIFIA-eligible Projects and websites. Award recipients are not required to use TIFIA financing for construction or operation of infrastructure. Examples of TIFIA-eligible Projects that could improve an Existing Asset and convert it to an Enhanced Asset include:

- Highway construction projects, such as high-occupancy toll lanes, or highway improvement projects
- Roadway improvement projects
- Bridges and tunnels
- Intercity passenger bus or rail facilities and vehicles, including those owned by Amtrak
- Public freight rail projects
- Private freight rail projects that provide public benefit for highway users by way of direct highway-rail freight interchange
- Intermodal freight transfer facilities

- Projects providing access to, or improving the service of, the freight rail projects, and transfer facilities described above
- Surface transportation infrastructure modifications necessary to facilitate direct intermodal interchange, transfer, and access into and out of a port
- Acquiring, improving, and rehabilitating track, bridges, rail yards, buildings, and shops
- Preconstruction activities
- Positive train control
- Transit-oriented development projects that include public infrastructure
- Joint Development commercial and residential projects
- New rail or intermodal facilities
- Wildlife crossing projects
- Surface transportation projects at airports
- Airport terminal facilities and preconstruction activities
- Airport noise compatibility planning
- Conversion of ground equipment to low or no emission technology
- Inland ports
- A surface transportation project within the boundaries or functionally connected to an international border crossing that improves a facility owned by federal/state/local government and increases throughput efficiency
- A project for a marine highway corridor that is functionally connected to the National Highway Freight Network and is likely to reduce road mobile source emissions
- A public transportation project that is eligible for assistance under chapter 53 of title 49 or is a part of any of the project types described above

Applicant Eligibility

Eligible applicants are states; tribal governments; units of local government; agencies or instrumentalities of a state, tribal government, or unit of local government; or special purpose districts or public authorities.

To be eligible, the applicant must:

- Own, control, or maintain an Existing Asset
    - Applicants must identify at least two Existing Assets to evaluate for potential Asset Concession opportunities under a Technical Assistance cooperative agreement, or at least one Existing Asset to develop by leveraging public or private funds under an Expert Services cooperative agreement.
- Have the legal authority to enter into a contract to transfer ownership, maintenance, operations, revenues, or other benefits and responsibilities for an Existing Asset
- Have authority to enter into contracts to procure any professional services that would be funded under the Program, or to employ full or part-time staff to perform the activities described.

IFAC grant recipients awarded funding from the previous FY 2022-2024 NOFO may apply for funding for a different project under this FY 2025-2026 NOFO but may not apply for funding for the same project.

Funding

In FY 2025-2026, $45.98 million is available to support an estimated 30 to 40 awards of up to $2 million through this program. Awards will be made as cooperative agreements. No more than $4 million in funding under the Program will be awarded to Eligible Entities located within a single state during any 3-year period. The period of performance for this grant is up to 36 months. Each cooperative agreement will specify the period of performance.

Matching and Cost Sharing

Matching and cost sharing funds are required for cooperative agreement awards of more than $1 million. The maximum value of cooperative agreements is $2 million. Cooperative agreements of up to $1 million do not require a non-Federal match. Award amounts in excess of $1 million are offered at 50 percent Federal share, with a 50 percent required non-Federal match.

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https://www.transportation.gov/buildamerica/innovativefinancegrants

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Federal Highway Administration

FY 2023-2026 National Culvert Removal, Replacement, and Restoration Grant Program

Grant Overview

The purpose of this program is to improve or restore anadromous fish passage through the replacement, removal, repair, or improvement of culverts or weirs. Anadromous fish species are born in freshwater such as streams and rivers, spend most of their lives in the marine environment, and migrate back to freshwater to spawn. Eligible applicants include Tribes, states, and units of local government.

Program History

	Total Funding	# of Awards
2022	$195.87 million	169

Key Information

Total Funding: $784 million
Award Range: $200,000 - $50 million
Match: 20 percent
Application Dates:
FY 2023: June 25, 2024 – September 23, 2024
FY 2024: June 23, 2025 – August 25, 2025
FY 2025: June 22, 2026 – August 24, 2026
FY 2026: June 21, 2027 – August 23, 2027

With this solicitation, the funding agency intends to accept applications for the program on an annual basis as outlined above.

Click here for more information.

Awardee Profile

Port Valdez-Frontal Valdez Arm Watershed, AK

AMOUNT: $4,258,352
YEAR: 2022

The proposed project will replace an associated group of eight undersized culverts that are sited within four closely spaced anadromous streams within the boundary of the City of Valdez, AK. These undersized culverts with culverts that meet fish passage design criteria will provide 6.87 miles (11.06 km) of new unimpeded access for all life stages of anadromous and resident fishes.

Department: U.S. Department of Transportation
Agency: Federal Highway Administration

FY 2023-2026 National Culvert Removal, Replacement, and Restoration Grant Program

Detailed Summary

The purpose of this program is to improve or restore anadromous fish passage through the replacement, removal, repair, or improvement of culverts or weirs. The funding agency seeks applications from states and a diverse array of local units of government and Indian Tribes regardless of size, location, and experience administering Federal funding awards who are seeking projects to improve or restore fish passage for anadromous fish.

With respect to weirs, an eligible project may also include infrastructure to facilitate fish passage around or over the weir and weir improvements. A weir is a constructed barrier on a stream channel designed to provide hydraulic control without completely stopping flow or creating a large storage impoundment. A dam is not considered a weir for the purposes of this program. Eligible Projects should also have a transportation nexus (e.g., involve, relate to, or be situated in close proximity to a road/rail crossing, pipeline, highway, or other transportation infrastructure).

Eligible Projects must meaningfully improve or restore fish passage for anadromous fish; and involve the replacement, removal, or repair of culverts or weirs. Eligible project activities may include preliminary and detailed design studies and associated environmental studies; predevelopment/preconstruction; preliminary engineering; acquisition of rights-of-way; consultation and permitting activities; completion of environmental review under the National Environmental Policy Act (NEPA) process; the replacement, removal, or repair of culverts or weirs, or weir improvements; and the replacement of an eligible facility with a new facility that meaningfully restores fish passage, as well as performing data collection and monitoring prior to, during, and following construction activities funded by this program.

Applications may propose a project (or bundled multiple projects) that may include non-construction activities, construction activities, or both. Non-construction activities can include planning, feasibility analyses, revenue forecasting, environmental review, preliminary engineering and design studies, and other preconstruction activities. Construction activities can include replacement and preservation, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements directly related to improving system performance. Proposals may also include capacity-building and stakeholder engagement to support the project activities.

The grant program prioritizes projects that would improve fish passage for:

- Anadromous fish stocks listed as an endangered species or a threatened species under section 4 of the Endangered Species Act of 1973

- Anadromous fish stocks identified by the NMFS or the USFWS that could reasonably become listed as an endangered species or a threatened species under that section
- Anadromous fish stocks identified by the NMFS or the USFWS as prey for endangered species, threatened species, or protected species, including southern resident orcas (Orcinus orca)
- Anadromous fish stocks identified by the NMFS or the USFWS as climate resilient stocks. The program also prioritizes projects that would open up more than 200 meters of upstream (anadromous) habitat before the end of the natural habitat.

The funding agency seeks to fund projects that advance the Departmental priorities of safety, equity, climate and sustainability, and workforce development, job quality, and wealth creation as described in the DOT Strategic Plan; Research, Development and Technology Strategic Plan; and in executive orders.

Applicant Eligibility

Eligible applicants include Tribes, States, and units of local government. Multiple eligible applicants may submit a joint applicant. Such applications should identify a lead applicant as the primary point of contact and identify a primary recipient of the award. Joint applications should include a description of the roles and responsibilities of each applicant.

Although not required, applicants without experience with DOT funding requirements may consider jointly applying with another eligible applicant with an established financial relationship with DOT and knowledge of Federal grant administration requirements, which may minimize delays in establishing and implementing funding agreements.

Funding

In FY 2023 – FY 2026, approximately $784 million is available to support awards through this program. The funding agency anticipates an estimated $196 million in funding available annually for each fiscal year from FY 2023 – FY 2026. There is no minimum or maximum award size, however, the funding agency anticipates awards ranging from $200,000 - $50 million.

Matching and Cost-Share

Applicants are required to contribute a local matching share of no less than 20 percent of eligible activities of the total project costs.

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FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Federal Highway Administration

FY 2024-2026 Nationally Significant Federal Lands and Tribal Projects Program

Grant Overview

The purpose of this program is to provide federal financial assistance to projects of national significance for construction, reconstruction, or rehabilitation of transportation facilities within, adjacent to, or providing access to Federal or Tribal Lands. Eligible applicants are Federal Land Management Agencies and tribal governments. States, counties, and units of local government may also apply but only if sponsored by an eligible Federal Land Management Agency or federally recognized tribal government.

Program History

	Total Funding	# of Awards
2023	$88,290,000	5
2022	$130,548,129	7

Key Information and Tips

Total Funding: $165 million
Award Range: $12.5 million (minimum)
Match: 10 percent (if not a Tribal transportation facility project)
Solicitation date: July 17, 2024
Application due: October 16, 2024 (FY 2024), August 1, 2025 (FY 2025), August 1, 2026 (FY 2026)

- Federal Land Management Agencies and tribes may sponsor applications on behalf of a State, county, or local government.

https://highways.dot.gov/federal-lands/significant

Awardee Profile

National Park Service

West Virginia

AMOUNT: $22 million
YEAR: 2023

Reconstruct 0.7-mile segment of the Norris to Golden Gate roadway segment of the Grand Loop Road, installation of improvements to separate pedestrians from vehicular traffic, and upgrading vehicle pullouts and parking areas in Yellowstone National Park.

Department: U.S. Department of Transportation
Agency: Federal Highway Administration

FY 2024-2026 Nationally Significant Federal Lands and Tribal Projects Program

Detailed Summary

The purpose of this program is to provide federal financial assistance to projects of national significance for construction, reconstruction, or rehabilitation of transportation facilities within, adjacent to, or providing access to Federal or Tribal lands. Projects may be in either an urban or rural area.

The funding agency seeks projects that:

- Further its goals, which include safety and the state of good repair
- Improve the quality of life for a local community and/or the traveling public
- Improve physical or operational deficiencies of the facility
- Use new technologies and innovations
- Support economic vitality at the national and regional level

In addition, for projects off tribal transportation facilities, the funding agency seeks projects that:

- Ensure equitable investment in the needs of underserved communities
- Align with its mission and priorities, such as equity, climate and sustainability, and economic strength and global competitiveness
- Support the creation of good-paying jobs with the free and fair choice to join a union, and the incorporation of strong labor standards and workforce programs

Eligible projects must be on a located on one of the following locations:

- Federal lands transportation facility: public highways, roads, bridges, trails, or transit systems that are located on, adjacent to, or provide access to federal lands for which title and maintenance responsibility is vested in the federal government
- Federal lands access transportation facility: public highways, roads, bridges, trails, or transit systems that are located on, adjacent to, or provide access to federal lands for which title or maintenance responsibility is vested in a state, county, town, township, tribal, municipal, or local government
- Tribal transportation facility: public highways, roads, bridges, trails, or transit systems that are located on, or provide access to, tribal land

Projects must be single, continuous projects to be eligible. Projects must also demonstrate completion of all activities required under the National Environmental Policy Act of 1969 (NEPA) to be eligible to receive funding. Funds may only be used for the construction, reconstruction, or rehabilitation of transportation facilities.

Applicant Eligibility

Eligible applicants are those entities eligible to receive funds under the Federal Lands Access Program, the Federal Lands Transportation Program, the Tribal Transportation Program, and the Federal Lands Planning Program, except that a state, county, or unit of local government may only apply if sponsored by an eligible federal land management agency (FLMA) or federally recognized tribe. FLMAs and tribes will provide a list of applications they are sponsoring from their organization on behalf of state or local governments, and to promote effective communication and coordination, FLMAs and tribes should identify one individual within their organization who will serve as sponsorship coordinator. FLMAs and tribes may sponsor applications on behalf of a State, county, or local government.

Funding

For FY 2024 through FY 2026, up to $165 million will be distributed as awards through this program. The three application periods will have the following available funding subject to the availability of funds:

- FY 2024: $47.74 million
- FY 2025: $55 million
- FY 2026: $55 million

The number of awards will be determined ultimately by the number and quality of applications received and the availability of funding. Eligible projects must have an estimated total eligible cost, based on the results of preliminary engineering, of at least $12.5 million. There are, however, no minimum or maximum award amount sizes assuming that the project's estimated cost is at least $12.5 million.

The funds provided for this program shall remain available for a period of 3 fiscal years following the fiscal year for which the amounts are appropriated. FY 2024 funds must be obligated by September 30, 2027; FY 2025 funds must be obligated by September 30, 2028; and FY 2026 funds must be obligated by September 30, 2029.

Matching and Cost Share

Matching requirements will vary according to project type, as follows:

- Projects on a tribal transportation facility: matching funds are not required
- Projects on all other facilities: applicants must provide at least 10 percent of the total project costs

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https://highways.dot.gov/federal-lands/significant

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Office of the Secretary of Transportation

FY 2024-2026 Reconnecting Communities Pilot (RCP) Program

Grant Overview

The purpose of this program is to advance community-centered transportation connection projects, with a priority for projects that benefit disadvantaged communities, that improve access to daily needs such as jobs, education, healthcare, food, nature, and recreation, and foster equitable development and restoration, and to provide technical assistance to further these goals. Eligible Planning Grant applicants are states, units of local government, Tribal governments, Metropolitan Planning Organizations (MPO)s, and non-profit organizations. Eligible applicants for Capital Construction Grants are owner(s) of the eligible facility proposed in the project.

Program History

	Total Funding	# of Awards
2022	$185 million	45

Key Information and Tips

Total Funding: $607 million
Award Range: Planning Grants: Up to $2 million, Capital Construction Grants: $5 million - $100 million
Match: Planning Grants: 20 percent, Capital Construction Grants: 50 percent
Solicitation date: July 3, 2024
Proposal due: September 30, 2024

https://www.transportation.gov/reconnecting

Awardee Profile

City of Long Beach, CA

AMOUNT: $30 million
YEAR: 2022

The project reconfigures West Shoreline Drive to remove a roadway barrier and improve access and connectivity between Downtown Long Beach and public open space, create a new bicycle path and pedestrian amenities, and divert highway traffic from residential streets to major roads. The project's realignment and transformation of Shoreline Drive will convert the urban freeway corridor into a landscaped local roadway.

Department: U.S. Department of Transportation
Agency: Office of the Secretary of Transportation

FY 2024-2026 Reconnecting Communities Pilot (RCP) Program

Detailed Summary

The purpose of the RCP Program is to advance community-centered transportation connection projects, with a priority for projects that benefit disadvantaged communities, that improve access to daily needs such as jobs, education, healthcare, food, nature, and recreation, and foster equitable development and restoration, and to provide technical assistance to further these goals. The program will provide grant funding and technical assistance for planning and capital construction to address infrastructure barriers, restore community connectivity, and improve peoples' lives. The variety of transformative solutions to knit communities back together can include infrastructure removal, pedestrian walkways and overpasses, capping and lids, roadway redesigns, complete streets conversions, and main street revitalization.

The RCP Program provides funding for two types of grants. Planning Grants fund the study of removing, retrofitting, or mitigating an existing facility to restore community connectivity; conduct public engagement, and other transportation planning activities. Capital Construction Grants are to carry out a project to remove, retrofit, mitigate, or replace an existing eligible facility with a new facility that reconnects communities.

DOT will provide technical assistance for grantees and potential grantees under the RCP Program, including through Reconnecting Communities Institute (RCI). A RCI technical assistance opportunity is to participate in a Reconnecting Communities Community of Practice, which provides an interactive training opportunity to advance the planning and delivery of projects intended to reconnect communities. All applicants selected for funding through RCP will have an opportunity to participate in the RCI Community of Practice, along with any recommended or highly recommended applicants that are not selected.

The proposed project must address an "eligible facility," which is defined as a highway or other transportation facility that creates a barrier to community connectivity, including barriers to mobility, access, or economic development, due to high speeds, grade separations, or other design factors. Eligible facilities include limited access highways, viaducts, any other principal arterial facilities, and other facilities such as transit lines, and rail lines. This program provides funding for Planning Grants and Capital Construction Grants:

Eligible Planning Grant activities include:

- Public engagement activities, including community visioning or other place-based strategies for public input into project plans
- Planning studies to assess the feasibility of removing, retrofitting, or mitigating an existing eligible facility to reconnect communities including assessments of:
    - Current traffic patterns on the facility and the surrounding street network
    - Capacity of existing transportation networks to maintain mobility needs
    - Alternative roadway designs or other uses for the right-of-way
    - The project's impact on mobility of freight and people
    - The project's impact on safety

    - The estimated cost to restore community connectivity and to convert the facility to a different design or use, compared to any expected maintenance or reconstruction costs
    - The project's anticipated economic impact and development opportunities
    - The project's environmental, public health, and community impacts
- Other planning activities in advance of the project, such as:
    - Conceptual and preliminary engineering, or design and planning studies that support the environmental review for a construction project.
    - Associated needs such as locally-driven land use and zoning reform, transit-oriented development, housing supply, in particular affordable housing, managing gentrification and neighborhood change, proposed project impact mitigation, climate resilience and sustainability, green and open space, local history and culture, access and mobility barriers, jobs and workforce, or other necessary planning activities as put forth by the applicant that do not result in construction.

Eligible Capital Construction Grant activities include:

- Preliminary and detailed design activities and associated environmental studies
- Preconstruction
- Construction
- Permitting activities including the completion of the National Environmental Policy Act (NEPA) process
- Removal, retrofit, or mitigation of an eligible facility
- Replacement of an eligible facility with a new facility that restores community connectivity
- Meaningful public involvement throughout the project delivery process
- Delivering community benefits and the mitigation of impacts identified through the NEPA process or other planning and project development for the capital construction project.

A cornerstone of the RCP program is DOT's Equity Strategic Goal, which is to reduce inequities across our transportation systems and the communities they affect. The RCP Program seeks to redress the legacy of harm caused by transportation infrastructure, including barriers to opportunity, displacement, damage to the environment and public health, limited access, and other hardships. In pursuit of this goal, the program will support and engage economically disadvantaged communities to increase affordable, accessible, and multimodal access to daily needs such as jobs, education, healthcare, food, nature, and recreation, and foster equitable development and restoration.

Applicants may demonstrate the "economic disadvantage" of the project area using the Climate and Economic Justice Screening Tool (CEJST) to identify geographically defined disadvantaged communities. To identify communities that are located in an area of persistent poverty to further assess burdens or assess and demonstrate benefits of a project, applicants may use the CEJST and one or more of the following tools:

- EPA Environmental Justice Screening and Mapping tool (EJSCREEN) – socio-economic indicator for low income, block groups in the 80th percentile or above, compared to the State.
- Areas of Persistent Poverty table for the County or Census tract level.
- Census tract identified in the USDOT Equitable Transportation Community (ETC) Explorer
- FHWA Screening Tool for Equity Analysis of Projects

A project located in both areas that are Disadvantaged Communities and areas that are not Disadvantaged Communities will be designated as Disadvantaged Communities if the majority the project's costs will be spent

in the areas that qualify as Disadvantaged Communities. For RCP Community Planning grants, the location being planned, prepared, or designed will be used for the Disadvantaged Community designation. Projects that fall on the border of a Disadvantaged and Non-Disadvantaged Community will be considered Disadvantaged Communities.

In addition, the program will highlight these additional equity-related objectives: Housing Supply—by encouraging an increase in housing supply, particularly location-efficient affordable housing, locally-driven land use and zoning reform, rural main street revitalization, growth management, and transit-oriented development—and rural and Tribal communities—by seeking to award funding to rural and Tribal communities which face unique challenges related to mobility and economic development, including isolation, transportation cost burden, and traffic safety, consistent with DOT's Rural Opportunities to Use Transportation for Economic Success (ROUTES) initiative.

Applicant Eligibility

Eligible applicants for Planning Grants are states, units of local government, Tribal governments, Metropolitan Planning Organizations (MPO)s, and non-profit organizations.

Eligible applicants for Capital Construction Grants must be the owner(s) of the eligible facility proposed in the project for which adequate planning activities have been completed. Owners of an eligible facility may submit a joint application with states, units of local government, Tribal governments, Metropolitan Planning Organizations (MPO)s, and non-profit organizations.

Applicants without experience in DOT funding requirements may opt to jointly apply with a partner in the same State or region, that has an established financial relationship with DOT and has knowledge of Federal grant administration requirements, to minimize delays in establishing and implementing funding agreements.

Funding

The Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law (BIL) allocates up to $607 million over the period of this NOFO (FY 2024 – FY 2026). In addition to the FY 2024 funding, the Department intends to make award decisions for the FY 2025 and 2026 funding, subject to availability of funding. Award sizes depend on the type and year of grant applied for:

- Planning Grants: Up to $150 million may be awarded for eligible public engagement, feasibility studies, and other planning activities. BIL allocates $50 million annually for the Planning Grants in FY 2024, 2025, and 2026. The maximum RCP Program Planning Grant award is $2 million.
- Capital Construction Grants: Up to $457 million may be awarded for eligible construction activities necessary to carry out a project to remove, retrofit, or mitigate an existing eligible facility or replace an existing eligible facility with a new facility that reconnects communities. BIL allocated $150 million for the FY 2024 Capital Construction Grant, $152 million for the FY 2025 Capital Construction Grant, and $155 million for the FY 2026 Capital Construction Grant. Awards may range from $5 million to $100 million.

RCP Program grant funds are available until expended. DOT encourages all projects awarded with FY 2024 RCP Program grant funds to be obligated by September 30, 2027, all projects awarded with FY 2025 RCP Program grant funds to be obligated by September 30, 2028, and all projects awarded with FY 2026 RCP Program grant

funds to be obligated by September 30, 2029. If additional funding is provided for the RCP program during FY 2024, FY 2025, or FY 2026, applicants selected will be informed of the obligation and expenditure deadlines.

Matching and Cost Sharing

Matching funds may include non-Federal sources such as State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, philanthropic funds, or private funds. Grant recipients may also use in-kind or cash contributions toward local match requirements so long as those contributions meet the federal legal requirements. In-kind contributions may include compensation for community members' time, materials, pro bono work provided to the project by third parties, and donations from private sponsors.

The federal share for Planning Grants may not exceed 80 percent of the total cost of the project for which the grant is awarded. Recipients are required to contribute a local matching share of no less than 20 percent of eligible activity costs. The local matching share may consist partially or entirely of in-kind contributions, as well as contributions from the private sector and/or philanthropic organizations.

The federal share for Capital Construction Grants may not exceed 50 percent of the total cost of the project for which the grant is awarded. Federal assistance may be used to partially satisfy the match requirement so long as total Federal assistance (all Federal sources), does not exceed 80 percent of the total cost of the project. Recipients are required to contribute a local matching share of no less than 20 percent of eligible activity costs. The local matching share may consist partially or entirely of in-kind contributions as well as contributions from the private sector and/or philanthropic organizations.

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https://www.transportation.gov/reconnecting

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Federal Highway Administration

FY 2024-2026 Wildlife Crossings Pilot Program

Grant Overview

The purpose of this program is to improve safety, protect motorists and wildlife by reducing wildlife vehicle collisions (WVCs), and improve habitat connectivity for terrestrial and aquatic species. Eligible applicants are units of local governments, regional transportation authorities, special purpose district or public authority with a transportation function, Indian Tribes, State Departments of Transportation, metropolitan planning organizations, and Federal Land Management Agencies.

Program History

	Total Funding	# of Awards
2022/2023	$109,580,582	19

Key Information & Tips

Total Funding: $145 million (FY 2024/FY 2025), $80 million (FY 2026)
Award Range: Varies
Match: 20 percent
Solicitation date: June 6, 2024 (FY 2024/FY 2025), May 1, 2025 (FY 2026)
Proposal due: September 4, 2024 (FY 2024/2025), August 1, 2025 (FY 2026)

- The funding agency will award 60 percent or more of available funds for projects located in rural areas. The definition of "rural areas" refers to all areas of a State that are not urban areas. An urban area is an FHWA Adjusted Urban Area, a map of which can be found here. All locations not entirely designated as urban will be considered rural.

https://www.grants.gov/search-results-detail/354738

Awardee Profile

California Department of Transportation, CA

AMOUNT: $8 million
YEAR: 2022/2023

The California Department of Transportation received funding to reduce wildlife vehicle collisions and connect animal habitats between protected State Park lands on either side of US 101. Improvements include increasing the size of an existing culvert and installing 2.5 miles of fencing, allowing wildlife to safely cross the highway and move to the adjacent Los Padres National Forest.

Department: U.S. Department of Transportation
Agency: Federal Highway Administration

FY 2024-2026 Wildlife Crossings Pilot Program

Detailed Summary

The purpose of this program is to improve safety, protect motorists and wildlife by reducing wildlife vehicle collisions (WVCs), and improve habitat connectivity for terrestrial and aquatic species. Reduction of WVCs and improvement of terrestrial and aquatic habitat connectivity are the primary merit criteria that will be used in reviewing applications, and each of the primary merit criteria are of equal importance.

Grants are available for all project activities, including but not limited to research, planning, design, and construction. The agency seeks to award non-construction and construction projects under this program.

Examples of Non-Construction Projects include, but are not limited to the following:

- Research on safety innovations to reduce WVCs;
- Research and monitoring on the effectiveness of WVC mitigation;
- Development of mapping tools to document WVCs;
- Analysis of impacts of WVCs and best practices to reduce WVCs;
- Planning studies to identify terrestrial and aquatic wildlife migration corridors and roadway barriers to habitat that lead to WVCs;
- Tracking wildlife and mapping WVCs; or
- Outreach activities to educate the public on the hazards of WVCs.

Examples of Construction projects include, but are not limited to the following:

- Design and pre-construction of an underpass or overpass for wildlife passage;
- Environmental permitting and right-of-way acquisition to construct a wildlife crossing
- structure;
- Adaptation or replacement of a culvert or bridge structure to accommodate connectivity for terrestrial species that are experiencing WVCs;
- Construction of a wildlife overpass or underpass and fencing;
- Preservation or restoration of habitat necessary to secure the effectiveness of a crossing project; or
- Construction of multiple crossing structures in an area to connect habitat for terrestrial or aquatic species.

The funding agency will prioritize projects that demonstrate the extent to which the project will improve the overall safety of the traveling public, mitigate any significant safety risks that could result after the project completion, does not negatively impact the safety of the traveling public, and any relevant group applicable to the program, and align with the National Roadway Safety Strategy. FHWA will consider the benefits of reduced public burden and economic drain caused by WVCs, such as loss of income, medical costs, costs of replacing property damage, and decline in productivity and quality of life.

Additionally, the funding agency will prioritize projects for which reducing greenhouse gas (GHG) emissions and improving climate resilience are a primary project purpose. Applicants are encouraged to use the DOT Navigator Climate checklist in responding to this selection consideration.

The agency also prioritize projects that will create positive outcomes that will reduce, mitigate, or reverse how a community is experiencing disadvantage through increasing affordable transportation options, improving health or safety, reducing pollution, connecting Americans to good-paying jobs, fighting climate change, and/or improving access to nature, resources, transportation or mobility, and quality of life. Applicants are strongly encouraged to use the USDOT Equitable Transportation Community (ETC) Explorer (arcgis.com) to understand how their project area is experiencing disadvantage in any of five areas that transportation projects with a direct relationship

Applicant Eligibility

Eligible applicants include units of local governments, regional transportation authorities, special purpose district or public authority with a transportation function, Indian Tribes, State Departments of Transportation (State DOT), metropolitan planning organizations (MPO), and Federal Land Management Agencies (FLMA).

The funding agency encourages multiple Eligible Applicants to submit a joint application.

Eligible Applicants can apply for funding in concert with Eligible Partners, and if funding is received, may provide such funding to Eligible Partners of the project. Eligible Partners include the following entities or a group of the following entities:

- An MPO;
- A unit of local government;
- A regional transportation authority;
- A special purpose district or public authority with a transportation function;
- An Indian Tribe;
- An FLMA;
- A foundation, nongovernmental organization, or institution of higher education; or
- A Federal, Tribal, regional, or State government entity.

If the grant recipient is any Eligible Entity other than an Indian Tribe or an FLMA, then the State DOT of the State in which the project is located must administer the grant. Where the State DOT administers the grant on behalf of the Eligible Entity, the State DOT must serve as a pass-through entity.

If a grant recipient is a State DOT or if a State DOT will serve as a pass-through entity to the Eligible Entity or an Eligible Partner of the Eligible Entity, WCPP funds will be awarded upon the execution of a project agreement, which is a type of grant agreement for administration of funds to a State DOT in the Federal Highway Administration Fiscal Management Information System (FMIS).

If the grant recipient is an FLMA or Indian Tribe, funds will be administered with advanced payment upon the execution of a grant agreement with the FHWA or through existing agreements, and Federal Highway Administration's Office of Federal Lands Highway will administer the project.

If the grant recipient is not an FLMA or Indian Tribe, grant awards will be administered on a reimbursement basis.

Funding

In FY 2024-2026, the total amount of funding available is up to $227,269,418 across two application periods, combined FY 2024 and FY 2025 and subsequently FY 2026. Additionally, the agency will award 60 percent or more of available funds for projects located in rural areas.

There is no minimum or maximum award size; however, applicants are encouraged to submit comprehensive applications for large-scale projects with total project costs of $200,000 or greater.

The funding agency expects to obligate FY 2024/2025 funds before the application period for FY 2026 funds.

If a grant recipient will be a State DOT or if a State DOT will serve as a pass-through entity to a non-State DOT entity awarded a grant, the start of the period of performance will begin on the date that WCPP funds are authorized in FMIS and end on the project end date in FMIS.

If a grant recipient will be a Tribe or FLMA, the DOT Payment System will be "DELPHI iSupplier" and the start of the period of performance will begin on the effective date of the grant agreement as executed by FHWA and the recipient, which will obligate the WCPP, and end on the project end date of the period of performance that is listed in the grant agreement.

Matching and Cost Sharing

Applicants must provide at least 20 percent of the total project cost as a non-Federal match.

Contact Information

Agreement Officer
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Alternate Contact:
Agreement Officer/Team Leader
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https://www.grants.gov/search-results-detail/354738

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Federal Highway Administration

FY 2023-FY 2026 Bridge Investment Program (Part C): Large Bridge Projects

Grant Overview

The Bridge Investment Program (BIP) provides funding to improve the safety, efficiency, and reliability of the movement of people and freight over bridges. The Large Bridge Project (Part C) category provides funding for bridge replacement, rehabilitation, preservation, and protection projects with total eligible costs greater than $100 million. Eligible applicants are states or groups of states, metropolitan planning organizations that serve an urbanized area (as designated by the Bureau of the Census) with a population over 200,000, local governments or groups of local governments, political subdivisions of states or local governments, special purpose districts or public authorities with transportation functions, federal land management agencies, tribal governments or consortium of tribal governments, and multistate or multijurisdictional groups of entities as described above.

Program History

	Total Funding	# of Awards
2022	$2.1 billion	4

Key Information

Total Funding: $9.62 billion
Award Range: $50 million minimum
Match: 50 percent
Solicitation date: September 27, 2023
Proposal due: Rolling (November 27, 2023; August 1, 2024; August 1, 2025)

https://www.fhwa.dot.gov/bridge/bip/index.cfm

Awardee Profile

The Golden Gate Bridge, Highway and Transportation District in California

YEAR: 2023
AWARD AMOUNT: $400 million

The Golden Gate Bridge, Highway and Transportation District was awarded $400 million to replace, retrofit and install critical structural elements on the Golden Gate Bridge to increase resiliency against earthquakes. The improvements will ensure the structural integrity of a vital transportation link between San Francisco and Marin County.

Department: U.S. Department of Transportation
Agency: Federal Highway Administration

FY 2023-FY 2026 Bridge Investment Program (Part C): Large Bridge Projects

Detailed Summary

The Bridge Investment Program (BIP) provides funding to improve the safety, efficiency, and reliability of the movement of people and freight over bridges. The Large Bridge Project category provides funding for bridge replacement, rehabilitation, preservation and protection projects with total eligible costs greater than $100 million. The program seeks to improve the condition of bridges in the United States by:

- Reducing the number of bridges, and total person miles traveled over bridges, that are in poor condition or that are in fair condition and at risk of falling into poor condition within the next three years
- Reducing the number of bridges, and total person miles traveled over bridges, that do not meet current geometric design standards or cannot meet the load and traffic requirements typical of the regional transportation network

Eligible Large Bridge Projects include:

- Projects to replace, rehabilitate, preserve, or protect one or more bridges on the National Bridge Inventory
- Bridge bundling projects - this includes a bundle of projects, regardless of whether the bundles of projects meet the requirements of 23 U.S.C. § 144(j)(5), which removes the requirement of the bundled projects having similar Federal and local share matches
- Culvert projects - this includes projects to replace or rehabilitate culverts for the purpose of improving flood control and improved habitat connectivity for aquatic species. The culverts are required to be on the National Bridge Inventory

Eligible project costs include:

- Development phase activities, including planning, feasibility analyses, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities
- Construction, including replacement and preservation, reconstruction, rehabilitation, acquisition of real property, environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements directly related to improving system performance
- Expenses related to the protection, as described in Title 23, Section 133(b)(10) of the United States Code (U.S.C.), of a bridge, including seismic or scour protection
- Subsidy and administrative costs necessary to provide federal credit assistance under Title 23, Chapter 6 of the U.S.C.

Priority consideration will be given to projects for bridges in poor condition or in fair condition and at risk of falling into poor condition within the next three years that demonstrate that without an award the project sponsor(s) will be unable to complete the project, and that have one or more of the following characteristics:

- The geometric design standards used for the construction of the bridge met the applicable standards at that time but no longer meet the current geometric design standards
- The total future eligible project costs are no less than $1 billion
- The application demonstrates a need for an award of no less than $100 million
- The project readiness evaluation demonstrates that the project can distribute an award of no less than $100 million over a four-year period if a multiyear award is issued for the project
- The applicants are a federal land management agency (FLMA) that owns the bridge and a state, and the application provides evidence that upon completion of the project, the bridge will be divested
- The project is or will be ready to proceed to the next stage of project delivery within 12 months of a categorical exclusion (CE) determination, finding of no significant impact (FONSI), or record of decision (ROD)
- The project includes accommodation for transit such as the inclusion of bus rapid lanes on the bridge
- The project has national or regional economic significance
- The project considers workforce development, job quality, and wealth creation
- Without an award, construction of the project is unlikely to commence before September 30 of the awarded fiscal year, plus three years

Applicant Eligibility

Eligible applicants are states or groups of states, metropolitan planning organizations that serve an urbanized area (as designated by the Bureau of the Census) with a population over 200,000, local governments or groups of local governments, political subdivisions of states or local governments, special purpose districts or public authorities with transportation functions, federal land management agencies, tribal governments or consortium of tribal governments, and multistate or multijurisdictional groups of entities as described above.

Multiple States or a multijurisdictional group that submits a joint application should identify a lead applicant as the primary point of contact. Applicants may choose to apply to Planning, Bridge Projects, and/or Large Bridge Projects as appropriate based on eligible projects under each category.

During the period of FY 2023 through FY 2026, in each state from which an eligible project is submitted, the funding agency will award at least one large bridge project that is deemed justified through this component, or two bridge projects that are deemed justified through the Bridge Projects component. Priority will be given to applications from states that have not yet received awards for one large bridge project or two bridge project applications, until every state has received one large bridge project or two bridge project awards.

Funding

For the FY 2023-FY 2026 BIP, approximately $9.62 billion in funding is available to support awards through the Large Bridge Project Category – including: $320 million (FY 2023); $325 million (FY 2024); $337.5 million (FY 2025); and $350 million (FY 2026). Awards will be in an amount that is adequate to fully fund the project, in combination with other financial resources identified in the application, and no less than $50 million.

Projects are expected to begin construction no later than 18 months after the date on which funds are obligated for the project and preliminary engineering is complete for the project. Projects that receive an award of no less than $100 million are eligible for multiyear awards, in which the funding agency may award available funds to a project over the course of several years in accordance with an agreement and alignment

with its schedule. Priority will be given to large bridge projects with a demonstrated need for an award of at least $100 million, with a total eligible project cost of at least $200 million.

Funds are available for obligation for a total of four years, which includes the fiscal year in which they are provided plus three additional years. For FY 2023, funds are available for obligation through September 30, 2026.

No more than 5 percent of the total funding available for this program overall may be awarded to projects solely consisting of culvert replacement or rehabilitation.

Matching and Cost Sharing

Applicants must provide at least 50 percent of the total project costs. A stated program goal includes the provision of financial assistance that leverages and encourages nonfederal contributions from sponsors and stakeholders involved in the planning, design, and construction of projects.

In addition, for projects involving an off-system bridge, federal assistance other than an award through this program may be combined with an award, as long as the total federal assistance provided for such project does not exceed 90 percent of the total eligible project costs. Nonfederal sources of match may include state funds originating from programs funded by state revenue, local funds originating from state or local revenue-funded programs, private funds, or other funding sources of nonfederal origin.

Federal assistance other than an award under this program may be used toward the nonfederal share of the cost of a project for which an award is made, except the total federal assistance provided for the project may not exceed the federal share for the project.

Unless otherwise authorized by statute, nonfederal cost share may not be counted as nonfederal share for both this program and another federal program. Previously incurred costs or previously expended or encumbered funds will not be considered as match.

Contact Information

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https://www.fhwa.dot.gov/bridge/bip/index.cfm

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Federal Highway Administration

FY 2024/FY 2025 Charging and Fueling Infrastructure (CFI) Discretionary Grant Program Round 2

Grant Overview

The purpose of this program is to strategically deploy publicly accessible electric vehicle (EV) charging and alternative fueling infrastructure where people live and work in urban and rural areas alike and along designated Alternative Fuel Corridors. Awards will make modern and sustainable infrastructure accessible to all drivers of electric, hydrogen, propane, and natural gas vehicles. Eligible applicants are states and their political subdivisions; metropolitan planning organizations; local governments; special purpose districts/public authorities with a transportation function; Indian Tribes; U.S. Territories; authorities, agencies, or instrumentalities of, or an entity owned by, one or more entities previously mentioned as well as groups of aforementioned entities listed. State or local authorities owning publicly accessible transportation facilities are eligible for community grants.

Program History

	Award Amount	# of Awards
2022/2023	$622.6 million	47

Key Information

Total Funding: $1,321,200,000
Award Range: Varies
Match: 20 percent
Solicitation date: May 30, 2024
Proposal due: August 28, 2024

https://www.fhwa.dot.gov/environment/cfi/

Awardee Profile:

EV 4 All
Contra Costa County, CA

AMOUNT: $15,000,000
YEAR: 2023

The County's "EV 4 All" program will consist of installing Electric Vehicle Supplying Equipment at 15 equitably distributed county library sites located within 14 different cities, towns, and census-designated places. Five percent of the award will support vital outreach and education activities to expand EV awareness and adoption in the county.

Department: U.S. Department of Transportation
Agency: Federal Highway Administration

FY 2024/FY 2025 Charging and Fueling Infrastructure (CFI) Discretionary Grant Program Round 2

Detailed Summary

The purpose of this program is to strategically deploy publicly accessible electric vehicle (EV) charging and alternative fueling infrastructure in the places people live and work – urban and rural areas alike – in addition to along designated Alternative Fuel Corridors. CFI Program investments will make modern and sustainable infrastructure accessible to all drivers of electric, hydrogen, propane, and natural gas vehicles. This program aims to deploy infrastructure in downtown and local neighborhoods, particularly in underserved and disadvantaged communities. The goals of this program are to:

- Supplement, not supplant, necessary private sector investment
- Complement existing Federal programs
- Facilitate broad public access to a national charging and alternative fuel infrastructure network to accelerate adoption of zero emissions vehicles
- Implement Justice40 objectives, lower transportation costs, and increase economic opportunity;
- Advance job quality, workforce development, and workforce equity
- Reduce greenhouse gas and vehicle-related emissions.

Funding under this program will be available through two separate categories:

Community Funding: This category will support projects on any public road or in other publicly accessible locations that are expected to reduce greenhouse gas emissions and to expand or fill gaps in access to publicly accessible EV charging infrastructure, or hydrogen, propane, or natural gas fueling infrastructure. Eligible infrastructure is publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, or natural gas fueling infrastructure. Projects expanding access to charging and fueling infrastructure in rural areas, low- and-moderate income neighborhoods, and communities with a low ratio of private parking spaces to households or a high ratio of multiunit dwellings to single family homes shall be prioritized.

Infrastructure may be located on any public road or in other publicly accessible locations, such as parking facilities at public buildings, public schools, and public parks, or in publicly accessible parking facilities owned or managed by a private entity. If selected for an award, grant recipients may use funds to contract with a private entity that owns or manages parking facilities. Grant recipients may place charging and fueling infrastructure in parking garages, on-street parking locations, and other parking facilities that charge a parking fee and must ensure that all EV charging infrastructure funded with grant dollars includes any parking fee in their price structure and is compliant with federal regulations.

Eligible project costs under this category include:

- The acquisition and installation of eligible infrastructure including:
    - Any related construction or reconstruction and the acquisition of real property directly related to the project
    - Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities
    - Contracting with a private entity for the acquisition, construction, installation, maintenance, or operation of eligible infrastructure included in the project.
- Educational and community engagement activities to develop and implement education programs through partnerships with schools, community organizations, and vehicle dealerships to support the use of zero-emission vehicles and associated infrastructure

Projects expanding access to charging and fueling infrastructure in rural areas, low- and-moderate income neighborhoods, and communities with a low ratio of private parking spaces to households or a high ratio of multiunit dwellings to single family homes shall be prioritized.

This category seeks to layer in a "dig once," future-proofing approach when awarding funding. This "dig once" approach aims to maximize the overall societal and economic benefits of a project while minimizing the cost and disruption of construction by considering and installing for current needs and as many of the reasonably foreseeable future needs, as practicable. Examples may include, but are not limited to, communications and broadband conduit, duct banks, and adequate power distribution for multimodal vehicular charging.

Corridor Funding: This category will support the buildout of charging or alternative fueling infrastructure along designated AFCs. Projects will contract with a private entity for acquisition and installation of publicly accessible EV charging infrastructure, or hydrogen, propane, or natural gas fueling infrastructure that is directly related to the charging or fueling of a vehicle along designated AFCs. The funding agency seeks to award projects in both urban and rural areas along designated AFCs to create a balance of publicly accessible electric charging and alternative fuel infrastructure.

The EV charging infrastructure should be conveniently and safely located as close to the AFC as possible, and, in general, no greater than one mile from Interstate exits or highway intersections along designated corridors. Hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure is allowable no more than five miles from Interstate exits or highway intersections along the corridor. Eligible project costs include:

- Contracting with a private entity for acquisition and installation of eligible infrastructure
- Providing a private entity with operating assistance for the first 5 years of operations after the installation of eligible infrastructure while the facility transitions to independent system operations. Operating assistance shall be limited to costs allocable to operating and maintaining the eligible infrastructure and service, and may not exceed the amount of a contract to acquire and install eligible infrastructure.
- The acquisition and installation of traffic control devices located in the right-of-way to provide directional information to eligible infrastructure included in the project.
- Preliminary engineering, engineering, and design-related services directly relating to the construction of a highway project, including engineering, design, project development and management, construction project management and inspection.

Applicants for this category should ensure their applications, as they relate to EV infrastructure, align with their State's National Electric Vehicle Infrastructure Deployment Plan.

Program priorities include:

- Safety: The funding agency seeks projects that provide positive safety benefits for all uses and promote safety through design.
- Climate Change, Resilience and Sustainability: The program seeks to fund projects that reduce greenhouse gas emissions in the transportation sector, incorporate evidence-based climate resilience measures and features, reduce the lifecycle greenhouse gas emissions from the project materials, and avoid adverse environmental impacts to air or water quality, wetlands, and endangered species, address resilience to natural disasters with a focus on prevention, response and recovery and address the disproportionate negative environmental impacts of transportation on disadvantaged communities.
- Equity, Community Engagement and Justice40: The program seeks projects that will create proportional impacts to all populations in a project area, demonstrate that 40 percent of funds received under this program will benefit disadvantaged communities using the Climate and Economic Justice Screening Tool, demonstrate how meaningful public involvement inclusive of disadvantaged communities will occur throughout a project's life cycle, demonstrate that outcomes should target benefits towards disadvantaged communities, address how project benefits will increase affordable transportation options, improve safety, connect Americans to good-paying jobs, fight climate change, and improve access to resources and quality of life.
- Workforce Development, Job Quality, and Wealth Creation: The program will prioritize projects that support the creation of good-paying jobs with the free and fair choice to join a union, including through the use of project labor agreements, promote investments in high-quality workforce development programs with supportive services to help train, place, and retain people in good-paying jobs or registered apprenticeships with a focus on women, people of color, and others that are underrepresented in infrastructure jobs (people with disabilities, people with convictions, etc.), and adopt local and economic hiring preferences for the project workforce or include other changes to hiring policies and workplace cultures to promote the entry and retention of underrepresented populations. The program seeks projects that promote local inclusive economic development and entrepreneurship, including prioritizing the use of Disadvantaged Business Enterprises, Minority-owned Businesses, Women-owned Businesses, or firms.
- CFI Program Vision: The funding agency seeks projects that fulfill the CFI Program Vision by expanding the deployment of EV charging and alternative fuels through community-based infrastructure in the Community Program and Alternative Fueling Corridor Networks in the Corridor Program.

To maximize chances of obtaining an award, CFI FY 2022/2023 unawarded applicants may request that their previously submitted application be considered for award, and they may also submit a new application. To request reconsideration of a Round 1 application, lead applicants must notify FHWA by July 1, 2024.

Applicant Eligibility

Eligible applicants include states; political subdivisions of states; metropolitan planning organizations; local governments; special purpose districts or public authorities with a transportation function, including a port authority; Indian Tribes; U.S. territories; and an authority, agency, or instrumentality of, or an entity owned by,

one or more entities previously mentioned. Additionally, a state or local authority with ownership of publicly accessible transportation facilities is eligible for the community charging component.

If a group (two or more) of eligible entities above submits a joint application, the group must identify a lead applicant to serve as prime awardee in the event an award is made.

While applicants can choose to apply for only one program component, applicants may apply for funding under both components by submitting only one application.

An applicant may seek the same award amounts from multiple DOT discretionary opportunities or seek a combination of funding from multiple DOT opportunities.

Funding

In FY 2024/FY 2025, approximately $1.3 billion is available to support awards under this program. Of the $1.3 billion, approximately $800 million for new applications and $521 million of reserved funds for reconsideration of previously submitted applications that were not selected for funding but were rated either "Highly Recommended," or "Recommended" under the FY 2022/2023 Round 1 NOFO. Funding for each category is as follows:

- Community Funding: a total of $350 million in program funds appropriated for FY 2024 and 2025 is available to support awards between $500,000 and $15 million through this category. An unspecified amount of funds are available from the FY 2022/2023 Round 1 NOFO, with awards ranging from $500,000 to $15 million.
- Corridor Funding: a total of $350 million in program funds appropriated for FY 2024 and 2025 is available to support awards equal to or greater than $1 million. An unspecified amount of funds are available from the FY 2022/2023 Round 1 NOFO, with a minimum award amount is $1 million and no maximum award amount.

All awards of FY 2024 and FY 2025 program funding are available for obligation through September 30, 2027, and September 30, 2028, respectively. Fiscal Year 2025 funds cannot be obligated before October 1, 2024. Once funds are obligated, program funds are available until expended.

The funding agency may consider award sizes under the anticipated minimum award size thresholds mentioned above upon receiving the full pool of applications and assessing the needs of the program in relation to grant priorities and consideration.

Matching and Cost Sharing

Awardees must provide at least 20 percent of the total project cost as a matching share.

Contact Information

Program Staff
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https://www.fhwa.dot.gov/environment/cfi/

FEDERAL
GRANT PROFILE

Department: U.S. Department of Transportation
Agency: Federal Aviation Administration

FY 2026 Airport Improvement Program (AIP): Apportioned Funds

Grant Overview

The purpose of this program is to assist in the planning and development of public-use airports, including heliports and seaplane bases, that are included in the National Plan of Integrated Airport Systems (NPIAS). Projects may include improvements related to enhancing safety, capacity, security, and environmental concerns. Eligible sponsors are public-use airports, including heliports and seaplane bases, that are included in the National Plan of Integrated Airport Systems (NPIAS) and that are publicly owned; privately owned, but designated by the Federal Aviation Administration (FAA) as a reliever; or privately owned, with scheduled service and at least 2,500 annual enplanements.

Program History

	Total Funding	# of Awards
2025	$1.8 billion	276

Key Information and Tips

Total Funding: Unspecified
Award Range: Unspecified
Match: Varies by airport type
Solicitation Date: December 8, 2025
Application Due Date: May 1, 2026

- A mandatory LOI must be submitted by February 27, 2026, stating the planned funding for eligible FY 2026 projects and confirming which current capital improvement projects will proceed.

https://www.faa.gov/airports/aip

Award Profile

Concord-Padgett Regional Airport
City of Concord, NC

YEAR: 2025
AMOUNT: $2,599,935

Entitlement funds will support the rehabilitation of the apron and taxilane at the Concord-Padgett Regional Airport.

Department: U.S. Department of Transportation
Agency: Federal Aviation Administration

FY 2026 Airport Improvement Program (AIP): Apportioned Funds

Detailed Summary

The purpose of this program is to assist in the planning and development of public-use airports, including heliports and seaplane bases, that are included in the National Plan of Integrated Airport Systems (NPIAS). Projects may include improvements related to enhancing safety, capacity, security, and environmental concerns.

Examples of eligible projects include:

- Runway, taxiway, and apron construction/rehabilitation
- Airfield lighting, signage, and drainage
- Land acquisition
- Automated weather observation stations (AWOS)
- Navigational aids (NAVAIDs), such as runway end identifier lights (REILs) and precision approach path indicators (PAPIs)
- Planning studies
- Environmental studies
- Safety area improvements
- Airport layout plans (ALPs)
- Access roads only located on airport property
- Removing, lowering, moving, marking, and lighting hazards
- Glycol recovery or vacuum trucks for certain airports

Projects related to revenue-producing facilities may be eligible at non-primary airports if the airport has already satisfactorily addressed all airside needs and the improvement will increase revenue for the airport.

Funds generally may be used on most airfield capital improvements and rehabilitation projects. In addition, funds may be used for terminals, hangars, and non-aviation development in some situations. Certain professional services necessary for an eligible project, including planning, surveying, and design, are also eligible costs.

Eligibility

Eligible sponsors are public-use airports, including heliports and seaplane bases, that are included in the National Plan of Integrated Airport Systems (NPIAS) and that are publicly owned; privately owned, but designated by the Federal Aviation Administration (FAA) as a reliever; or privately owned, with scheduled service and at least 2,500 annual enplanements.

Funding

In FY 2026, an unspecified amount of funding is available to allocate FY26 entitlement funds, as well as entitlement funds not obligated from prior years that remain available.

Funds from previous fiscal years that are still available may not be immediately accessible to sponsors when the funding agency initiates the program for a new fiscal year. The funding agency can only issue grants when sufficient funds are appropriated.

Matching and Cost Sharing

Matching requirements will vary according to airport type, as follows:

- Large and medium primary hub airports:
  - 20 percent of eligible costs for noise program implementation
  - 25 percent of eligible costs for other projects
- Small primary, reliever, and general aviation airports: 5 percent to 10 percent of eligible costs, depending on statutory requirements

For additional information regarding this program's matching requirements, applicants should contact the appropriate Airports District Office (ADO) listed online at www.faa.gov/about.

Contact Information

Jesse Carriger
Director (Acting)
(202) 267-9194

https://www.faa.gov/airports/aip

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Federal Aviation Administration

FY 2025 Airport Terminal Program (ATP)

Grant Overview

The purpose of this program is to address the aging infrastructure of the nation's airports by upgrading, modernizing, and rebuilding airport terminals and airport-owned airport traffic control towers (ATCTs). Eligible applicants are public agencies, private entities, state agencies, Indian tribes or pueblos owning a public-use National Plan of Integrated Airport Systems (NPIAS) airport, and the Secretary of the Interior for Midway Island Airport, the Republic of the Marshall Islands, the Federated States of Micronesia, and the Republic of Palau.

Program History

	Total Funding	# of Awards
2024	$970 million	114
2023	$1 billion	99
2022	$968,625,660	85

Key Information

Total Funding: $1 billion
Award Range: Varies
Match: Varies
Solicitation date: July 5, 2024
Proposal due: July 31, 2024

https://www.faa.gov/bil/airport-terminals

Awardee Profile

Los Angeles International Airport (LAX)
Los Angeles, CA

AMOUNT: $31 million
YEAR: 2024

LAX received funding for two areas of the Auxiliary Curbs at ITF West and ITF East which includes a combination of new, extending, widening, and utility improvements of surrounding roadways.

Department: U.S. Department of Transportation
Agency: Federal Aviation Administration

FY 2025 Airport Terminal Program (ATP)

Detailed Summary

The purpose of this program is to address the aging infrastructure of the nation's airports by upgrading, modernizing, and rebuilding airport terminals and airport-owned airport traffic control towers (ATCTs). This includes bringing airport facilities into conformity with current standards; constructing, modifying, or expanding facilities as necessary to meet demonstrated aeronautical demand; enhancing environmental sustainability; encouraging actual and potential competition; and providing a balanced system of airports to meet the roles and functions necessary to support civil aeronautical demand. This program also supports the President's goals to mobilize American ingenuity to build modern infrastructure and an equitable, clean energy future.

All projects supported through this program must be:

- Airport terminal development, defined as development of an airport passenger terminal building, including terminal gates; access roads servicing exclusively airport traffic that leads directly to or from an airport passenger terminal building; and walkways that lead directly to or from an airport passenger terminal building
- On-airport rail access projects as set forth in Passenger Facility Charge (PFC) Update 75-21
- Airport-owned ATCT that includes relocating, reconstructing, repairing, or improving the ATCT
- Justified based on civil aeronautical demand

Favorable consideration will be given to eligible and justified terminal development, on-airport rail access projects, and ATCT projects that:

- Increase capacity and passenger access
- Replace aging infrastructure
- Achieve compliance with the American with Disabilities Act (ADA), including expanding accessibility for persons with disabilities
- Improve airport access for historically disadvantaged populations
- Improve energy efficiency, including upgrading environmental systems, upgrading plant facilities, and achieving Leadership in Energy and Environmental Design (LEED) accreditation standards
- Improve airfield safety through terminal relocation
- Encourage actual and potential competition

The funding agency will provide preference to projects that achieve a complete development objective, even if awards for the project must be phased, and prioritize projects that have received partial awards.

Applicants should describe whether and how project delivery and implementation create good-paying jobs with the free and fair choice to join a union to the greatest extent possible; the use of demonstrated strong labor standards, practices, and policies; the use of project labor agreements; the distribution of workplace rights notices; union neutrality agreements; wage and/or benefit standards; the use of local hire provisions;

registered apprenticeships; joint-labor management partnerships; or other similar standards or practices. Applicants should describe how planned methods of project delivery and implementation provide opportunities for all workers, including workers under-represented in construction jobs, to be trained and placed in good-paying jobs directly related to the project.

The funding agency encourages applicants to consider how the project will address the challenges faced by individuals in underserved communities and rural areas, as well as accessibility for persons with disabilities.

Applicant Eligibility

Eligible applicants are airport sponsors normally eligible for funding from the funding agency's Airport Improvement Program (AIP) including public agencies, private entities, state agencies, Indian tribes or pueblos owning a public-use NPIAS airport, and the Secretary of the Interior for Midway Island Airport, the Republic of the Marshall Islands, the Federated States of Micronesia, and the Republic of Palau.

Airports covered under the funding agency's State Block Grant Program or airports in a channeling act state should coordinate with their associated state agency on the process for who should submit an application.

Funding

In FY 2025, approximately $1 billion is available to support awards through this program. A total of $5 billion is available for this program overall, distributed as approximately $1 billion annually for five years, from FY 2022 to FY 2026. In general, the $5 billion in funding is subject to the following annual award allocation limitations:

- Large hub airports: up to 55 percent of the total funding available
- Medium hub airports: up to 15 percent of the total funding available
- Small hub airports: up to 20 percent of the total funding available
- Non-hub and non-primary airports: at least 10 percent of the total funding available

Award notification for successful applications is anticipated to be announced in early fiscal year 2025.

Matching and Cost Sharing

For large and medium hub airports, applicants must provide 20 percent of the total award amount. For the remainder of airports, including small hub, non-hub, and non-primary airports, applicants must provide 5 percent of the total award amount.

Contact Information

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FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Federal Aviation Administration (FAA)

FY 2025 Airport Zero Emission Vehicle (ZEV) and Infrastructure Pilot Program

Grant Overview

The purpose of this program is to improve airport air quality and facilitate the use of zero-emissions technologies at airports. This program allows public-use airports in the National Plan of Integrated Airport Systems (NPIAS) that are eligible to receive funding through the Airport Improvement Program (AIP), to purchase zero-emissions airport vehicles and the infrastructure required to operate them.

Program History

	Total Funding	# of Awards
2021	$21.9 million	8
2020	$9 million	5

Key Information

Total Funding: Unspecified
Match: Varies
Solicitation Date: March 27, 2024
Pre-Application Due: November 1, 2024

- Airport sponsors should discuss their proposed project with the FAA Office of Airports Regional Office (RO) or Airports District Office (ADO) prior to submitting a pre-application or a full application
- Full applications are expected to be due between early-May and late-June

https://www.faa.gov/airports/environmental/zero_emissions_vehicles

Awardee Profile:

Albuquerque Sunport International, Albuquerque NM

YEAR: FY 2021
AWARD AMOUNT: $2,563,280

Albuquerque Sunport International received funding to purchase three electric shuttle buses and one overhead charger

Department: U.S. Department of Transportation
Agency: Federal Aviation Administration (FAA)

FY 2025 Airport Zero Emission Vehicle (ZEV) and Infrastructure Pilot Program

Detailed Summary

The purpose of this program is to improve airport air quality and facilitate the use of zero-emissions technologies at airports. This program allows public-use airports in the National Plan of Integrated Airport Systems (NPIAS) that are eligible to receive funding through the Airport Improvement Program (AIP), to purchase zero-emissions airport vehicles and the infrastructure required to operate them.

Funding must be used for vehicles that are owned or leased by the airport sponsor and used on-airport for airport purposes with some limited off-airport use. All vehicles purchased or leased through the program must be airport-dedicated, meaning that they must be an integral part of the aeronautical, transportation, security, or maintenance services at the airport, or other essential airport need; used on a regular basis in normal operation of the airport; and stored and maintained within the airport boundary.

Eligible project types include:

- Zero-emission airport vehicles: airport-owned, on-road zero-emission vehicles (ZEV) that do not produce exhaust emissions of any criteria pollutant; vehicles are limited to those with all-electric or hydrogen-powered drive trains
- ZEV infrastructure: construction or modification of infrastructure to facilitate fuel delivery to funded ZEVs, including refueling stations, rechargers, on-site fuel storage tanks, and other equipment needed for station operation; airports must limit the capacity of refueling and recharging stations to the number of project vehicles and their fueling requirements

Applicant Eligibility

Eligible airport sponsors are public-use airports in the National Plan of Integrated Airport Systems (NPIAS) that are eligible to receive funding through the Airport Improvement Program (AIP).

Airports in EPA-designated maintenance areas will only be considered after all applications from non-attainment areas are considered for funding. Airports in attainment areas will only be considered after all applications in non-attainment areas and in maintenance areas have been considered.

In addition, priority will be given to projects with the greatest air quality benefits. Projects with the best cost effectiveness in each category will receive the highest priority in their respective categories.

Eligible costs may include fees associated with application preparation, project engineering costs, and project design costs

Funding

In FY 2025, an unspecified amount of funding is available to support awards through this program. Awards will be issued before the end of the federal fiscal year. Vehicles purchased through this program may not be sold or transferred during their useful life without prior notification and written approval by the funding agency.

Matching and Cost Sharing

The cost-sharing percentages of this program are equal to those of the Airport Improvement Program (AIP), which are as follows:

- Large and medium primary hub airports:
    - 20 percent of eligible costs for noise program implementation
    - 25 percent of eligible costs for other projects
- Small primary, reliever, and general aviation airports:
    - 5 percent to 10 percent of eligible costs, depending on statutory requirements

Contact Information

Airport sponsors should contact the appropriate FAA Office of Airports Regional Office (RO) or Airports District Office (ADO) listed online at *www.faa.gov/airports/news_information/contact_info/regional*.

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https://www.faa.gov/airports/environmental/zero_emissions_vehicles

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Federal Transit Administration

FY 2024 All Stations Accessibility Program

Grant Overview

This program aims to support public transportation rail station accessibility projects for legacy stations. Funding will support capital projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems, such as subway, commuter rail, and light rail, for persons with disabilities, including those who use wheelchairs, by increasing the number of existing stations or facilities, such as outdoor light-rail boarding and alighting areas, that are fully accessible. Eligible applicants are designated recipients that operate or allocate funds to inaccessible pre-American with Disabilities Act rail fixed guideway public transportation systems, States (including territories and Washington D.C.), and local governmental entities that operate or financially support legacy rail fixed guideway public transportation systems corresponding legacy stations or facilities.

Program History

	Total Funding	# of Awards
2022	$686 million	15

Key Information

Total Funding: $343 million
Award Range: Unspecified
Match: 20 percent
Solicitation Date: November 30, 2023
Due Date: January 30, 2024

https://www.transit.dot.gov/ASAP

Awardee Profile

City of Seattle, WA

AMOUNT: $15,000,000
YEAR: 2022

The City of Seattle received funding to make its Seattle Center Monorail Station fully ADA accessible, allowing safe and convenient travel. Modernization work at the station, which was built in the 1960s, included installing ramps and making path of travel improvements for individuals with mobility devices and other station upgrades.

Department: U.S. Department of Transportation
Agency: Federal Transit Administration

FY 2024 All Stations Accessibility Program

Detailed Summary

The purpose of this program is to support public transportation rail station accessibility projects for legacy stations. Funding will support capital projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems, such as subway, commuter rail, and light rail, for persons with disabilities, including those who use wheelchairs, by increasing the number of existing stations or facilities, such as outdoor light-rail boarding and alighting areas, that are fully accessible. For purposes of this program, "fully accessible'' is defined as all of the passenger-use publicly accessible areas in the station or facilities for passenger use that meet or exceed the standards for new construction under Title II of the Americans with Disabilities Act of 1990 (ADA).

For the purposes of this program, legacy stations are defined as public transportation stations that have been already constructed or where construction began prior to January 25, 1992, or commuter rail stations already constructed or where construction began prior to October 7, 1991, that were not identified as key stations and remain inaccessible to or usable by persons with disabilities, including wheelchair users.

Projects in the following categories will be supported:

- Capital projects to repair, improve, modify, retrofit, or relocate infrastructure of stations or facilities for passenger use, including load-bearing members that are an essential part of the structural frame
- Planning projects to develop or modify a plan for pursuing public transportation accessibility projects, assessments of accessibility, or assessments of planned modifications to stations or facilities for passenger use projects, or programs of projects in an eligible area

The funding agency seeks projects that create proportional impacts to all populations in a project area, remove transportation-related disparities to all populations in a project area, and increase equitable access to project benefits.

Program funding will support wealth creation and the creation of good-paying jobs with the free and fair choice to join a union and the incorporation of strong labor standards and training and placement programs, especially registered apprenticeships, in project planning stages.

Projects will be rated higher if they meet either of the following criteria:

- Propose to exceed the construction standards by providing multiple paths of travel for people with physical disabilities, including those who use wheelchairs, or technologies to improve accessibility for people with sensory or cognitive disabilities, as examples
- Demonstrate how the passenger stations or facilities proposed for investment were selected from a stakeholder engagement process with local disability community members and organizations,

including individuals with physical disabilities (including those who use wheelchairs), sensory disabilities, and intellectual or developmental disabilities

Priority consideration will be given to projects that meet one or both of the following criteria:

- Support workforce development, job quality, and wealth creation
- Support the Justice40 initiative

All projects must be consistent with local and regional long-range planning documents and local government priorities. Selected projects must be incorporated into the long-range plans and transportation improvement programs of states and metropolitan areas before they are eligible for funding.

Applicant Eligibility

Eligible applicants are:

- Designated recipients that operate or allocate funds to legacy rail fixed guideway public transportation systems
- States, including the District of Columbia and territories, and local governmental entities that operate or financially support legacy rail fixed guideway public transportation systems and corresponding legacy stations/facilities

For the purposes of this program, legacy stations are defined as public transportation stations that have been already constructed or where construction began prior to January 25, 1992, or commuter rail stations already constructed or where construction began prior to October 7, 1991, that were not identified as key stations and remain inaccessible to or usable by persons with disabilities, including wheelchair users.

No more than one supplemental form will be accepted per SF 424 Form submission. Applicants are encouraged to submit a single supplemental form that includes multiple activities to be evaluated as a consolidated application. Applicants that choose to submit separate applications for individual consideration must submit a separate SF 424 Form and supplemental form for each application.

Applicants that are applying for both a planning and construction project must submit a separate application for each project.

Funding

In FY2024, approximately $343 million is available to support awards through this program.

Funds will be available for obligation for three fiscal years following award announcement. Additional consideration will be given to projects that can obligate funds within 12 months of funding selection and be implemented in a reasonable time frame.

- Matching and Cost Sharing

Applicants must provide at least 20 percent of the total project cost via nonfederal cash and/or in-kind contributions.

Eligible types of matching contributions include:

- State or local government revenues and cash from non-government sources other than revenues from providing public transportation services
- Revenues derived from the sale of advertising and concessions
- Amounts received under a service agreement with a state or local social service agency or private social service organization
- Revenues generated from value capture financing mechanisms
- Funds from an undistributed cash surplus
- Replacement or depreciation cash fund or reserve
- New capital
- Transportation development credits and other in-kind contributions

Contact Information

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https://www.transit.dot.gov/ASAP

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Office of the Secretary for Transportation Policy

FY 2025 Better Utilizing Investments to Leverage Development (BUILD) Grant

Grant Overview

A revised Notice of Funding Opportunity has been reissued under the Trump Administration for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program, renaming to the Better Utilizing Investments to Leverage Development (BUILD) Grant program and implementing amendments to reflect the Administration's priorities. The program supports surface transportation projects that will have a significant local or regional impact. Eligible applicants are state, local, tribal, and U.S. territorial governments, including special districts and public authorities with a transportation function, transit agencies, port authorities, and multi-state or multijurisdictional groups of eligible entities.

Program History

	Total Funding	# of Awards
2024	$1.8 billion	148
2023	$1.5 billion	162

Key Information and Tips

Total Funding: $150 million (Round 2 Funding Only)
Award Range: $1 million - $25 million (rural)
$5 million - $25 million (urban)
Match: 20 percent (urban)
Solicitation date: November 1, 2024
Proposal due: January 30, 2025

- FY 2024 RAISE (Round 1) Projects of Merit awards
- Review revised NOFO definitions and merit criteria prior to submitting

https://www.transportation.gov/RAISEgrants

Awardee Profile

County of Pueblo
Pueblo, CO

AMOUNT: $8,863,514
YEAR: 2024

This project will fund the planning and construction of phase 3 of a multi-use trail from Pueblo West to the City of Pueblo, expand access to mobility hubs, and plan and design a corridor to Water Works Park.

Department: U.S. Department of Transportation
Agency: Office of the Secretary for Transportation Policy

FY 2025 Better Utilizing Investments to Leverage Development (BUILD) Grant

Detailed Summary

Previously known as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, the Better Utilizing Investments to Leverage Development (BUILD) program provides funding for surface transportation infrastructure that will have a significant local or regional impact and improve transportation infrastructure.

Eligible **capital projects** include but are not limited to:

- Highway, bridge, or other road projects eligible under title 23, United States Code
- Public transportation projects eligible under chapter 53 of title 49, United States Code
- Passenger and freight rail transportation projects
- Port infrastructure investments (including inland port infrastructure and land ports of entry)
- Surface transportation components of an airport project eligible for assistance under part B of subtitle VII of title 49, United States Code (see Airport Improvement Program Handbook Appendix P for details)
- Intermodal projects
- Projects to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species while advancing the goals of the BUILD program
- Projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government
- Other surface transportation infrastructure projects that the Secretary considers to be necessary to advance the goals of BUILD such as public road and non-motorized projects that are not otherwise eligible under title 23, United States Code

The following projects are also eligible: public road and non-motorized projects that are not otherwise eligible under title 23, United States Code; surface transportation components of transit-oriented development projects; and surface transportation components of mobility on-demand projects that expand access and reduce transportation cost burden. If an application includes right-of-way acquisition, the project will be considered a capital project.

Projects components that are presented together in a single application must ensure each component has independent utility and that there is a demonstrated relationship and connection between them.

Activities eligible for funding under BUILD **planning grants** are related to the planning, preparation, or design— for example environmental analysis, community engagement, feasibility studies, benefit-cost analysis, and other pre-construction activities—of eligible surface transportation capital projects. Eligible activities related to multidisciplinary projects or regional planning may include:

- Development of master plans, comprehensive plans, transportation corridor plans, and integrated economic development, land use, housing, and transportation plans
- Planning activities related to the development of a multimodal freight corridor, including those that seek to reduce conflicts with residential areas and with passenger and non-motorized traffic
- Development of port and regional port planning grants, including State-wide or multi-port planning within a single jurisdiction or region
- Risk assessments and planning to identify vulnerabilities and address the transportation system's ability to withstand probable occurrence or recurrence of an emergency or major disaster

Research, demonstration, or pilot projects are only eligible if they will result in long-term, permanent surface transportation infrastructure that has independent utility.

Definitions

Urban: A project is designated as urban if it is located within (or on the boundary of) a Census-designated urban area that had a population greater than 200,000 in the 2020 Census. See the interactive map.

Rural: A project is designated as rural if it is located outside a Census-designated urban area that had a population greater than 200,000 in the 2020 Census. See the interactive map.

Areas of Persistent Poverty (APP): A project is located in an Area of Persistent Poverty if:

1. the **County** in which the project is located consistently had greater than or equal to 20 percent of the population living in poverty during the 30-year period preceding November 15, 2021, as measured by the 1990 and 2000 decennial census and the most recent annual Small Area Income Poverty Estimates; **OR**
2. the **Census Tract** in which the project is located has a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census; **OR**
3. the project is located in any territory or possession of the United States.

See the interactive map to show Areas of Persistent Poverty.

Historically Disadvantaged Communities (HDC): A project is located in a Historically Disadvantaged Community if:

1. the **County** in which the project is located consistently had greater than or equal to 20 percent of the population living in poverty during the 30-year period preceding November 15, 2021, as measured by the 1990 and 2000 decennial census and the most recent annual Small Area Income Poverty Estimates; **OR**
2. the **Census Tract** in which the project is located has a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census; **OR**
3. the project is located in any territory or possession of the United States.

See the interactive map to show Historically Disadvantaged Communities.

Applicant Eligibility

Eligible applicants are States and the District of Columbia; any territory or possession of the United States; a unit of local government; a public agency or publicly chartered authority established by one or more States; a special purpose district or public authority with a transportation function, including a port authority; a Federally recognized Indian Tribe or a consortium of such Indian Tribes; a transit agency; and a multi-State or multijurisdictional group of entities that are separately eligible. Recipients of previous RAISE/BUILD/TIGER grants may apply for funding to support additional phases of a project previously awarded funding through this program.

Multiple states or jurisdictions may submit a joint application and should identify a lead applicant as the primary point of contact and identify the primary recipient of the award.

Funding

In FY 2025, a total of $150 million of infrastructure law funding is available to support awards through this round of the program. For capital awards, the minimum award amount is $5 million for projects located in urban areas and $1 million for projects located in rural areas. There is no minimum award amount for planning awards. The maximum award amount for both capital and planning grants is $25 million. Funds are available for obligation only through September 30, 2029. All funds must be expended (the grant obligation must be liquidated or actually paid out to the grantee) by September 30, 2034. Funds will be provided on a reimbursement basis.

Funding will be allocated as follows:

- Up to 50 percent of the total funding available, or up to $750 million, will be allocated to rural projects
- Up to 50 percent of the total funding available, or up to $750 million, will be allocated to urban projects, which, for the purposes of this program, are defined as census-designated urbanized areas that had a population greater than 200,000 in the 2020 Census
- At least 5 percent, or $75 million, will be allocated for planning awards.
- At least 1 percent, or $15 million, will be allocated to projects located in areas of persistent poverty or historically disadvantaged communities
- Up to 20 percent of the total funding available, or $300 million may be allocated to support the subsidy and administrative costs of projects receiving credit assistance under the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program, or the Railroad Rehabilitation and Improvement Financing (RRIF) Program.
- No more than 15 percent of the total BIL funding available, or $225 million, can be awarded to a single state.

Matching and Cost Sharing

Applicants with projects located in urban areas must provide at least 20 percent of the total project costs non-federal cash match. For projects located in rural areas, historically disadvantaged areas, and areas of persistent poverty are eligible to fund the project up to 100 percent with Federal funding. Projects located in an urban area, that are not designated APP and/or HDC, that have more than 80 percent federal funding will be ineligible.

Non-Federal sources include State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, or private funds. Applicants may also be allowed to use select federal funds as part of matching funds including tribal transportation program funds, TIFIA program funds, and Railroad Rehabilitation and Improvement Financing program funds. DOT considers an applicant's cost share during the evaluation and selection process only to confirm eligibility for urban projects that are not located in an APP or HDC.

Contact Information

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https://www.transportation.gov/RAISEgrants/raise-nofo

FEDERAL
GRANT PROFILE

Department: U.S. Department of Transportation
Agency: Federal Motor Carrier Safety Administration

FY 2025 Commercial Driver's License Program Implementation Grant (CDLPI)

Grant Overview

The program provides financial assistance to States and other eligible entities to carry out and improve the national commercial driver's license (CDL) program. Eligible applicants are state, county, city or township, and federally-recognized Indian/Native American Tribal governments; public/state-controlled institutions of higher education; 501(c)(3) nonprofits; private institutions of higher education; for-profit organizations; small businesses; Hispanic-serving institutions; Historically Black Colleges and Universities (HBCUs); Tribally Controlled Colleges and Universities (TCCUs); and Alaska Native and Native Hawaiian Serving Institutions.

Program History

	Total Funding	# of Awards
2024	$55.1 million	41
2023	$44.6 million	36

Key Information and Tips

Total Funding: $89.4 million
Award Range: Unspecified
Match: Not required
Solicitation Date: June 6, 2025
Proposal Due: July 7, 2025

- Funding for annually recurring State administrative costs receives a lower priority than funding associated with compliance issues or innovative CDL program improvements.

https://www.grants.gov/search-results-detail/359267

Awardee Profile

North Carolina Division of Motor Vehicles

AMOUNT: $525,350
YEAR: 2024

The North Carolina Division of Motor Vehicles was awarded funds to support efforts in improving state CDL processes, ensuring compliance with federal regulations, and enhancing overall highway safety.

Department: U.S. Department of Transportation
Agency: Federal Motor Carrier Safety Administration

FY 2025 Commercial Driver's License Program Implementation Grant (CDLPI)

Detailed Summary

The purpose of this program is to provide financial assistance to states and other eligible entities to carry out and improve the national CDL program. The national CDL program focuses on the concept that each driver has only one driving record and only one licensing document, commonly referred to as "One Driver — One License — One Record." The program is part of the funding agency's mission to reduce crashes, injuries, and fatalities involving large trucks and buses.

The national CDL program requires States to conduct knowledge and skills testing before issuing a Commercial Learner's Permit (CLP) and/or CDL; to maintain a complete and accurate driver history record for anyone who obtains a CLP and/or CDL; and to impose driver disqualifications, as required by the regulations.

The program will provide funding to states to achieve compliance with statutory requirements and FMCSA regulations concerning driver's license standards and programs. The program will also provide financial assistance to entities capable of executing national projects that aid states in their compliance efforts and that will improve the success and consistency of the national CDL Program.

Performance goals for successful projects may include, but are not limited to:

- Sustained Compliance with Current and New Rulemakings: Activities that address a State's sustained compliance with specific Federal CDL regulatory requirements found in 49 CFR parts 383 and/or 384 or 49 U.S.C. § 31311; and activities that support a State's implementation of Federal CDL regulatory requirements, such as Medical Certification, Drug and Alcohol Clearinghouse, and Entry-Level Driver Training requirements.
- Compliant Issuance of CDL/CLPs: Activities that support the issuance of CLPs and CDLs, upgrade/change endorsements, or a change state of record to only qualified drivers while identifying and instituting technology, policies, and procedures to prevent fraudulent activities in CDL and CLP issuance; and utilizing partnerships with other SDLAs and entities to improve issuance processes and compliance.
- Timely DHR Action(s): Activities to issue disqualifications, suspensions, and downgrades in a timely manner to CLP and CDL holders and post to their DHR, which will allow unsafe drivers to be removed from service.
- Data Quality, Accuracy, and Completeness: Activities that address a state's accuracy and completeness of DHRs, including all conviction and disqualification data, medical Page | 6 certifications, entry-level driver training verification, and knowledge and skills testing information. Activities that increase a state's timeliness in updating DHRs and sharing data across jurisdictions within the required timeframes are also included.
- Innovative Approaches to Improving CDL Issues: Activities that provide a novel technique or approach (program design, use of technology assets, etc.) to benefit national CDL safety and/or

improve SDLA's CDL safety data quality, which may include research projects and pilot testing new approaches to improving compliance.

- Human Trafficking Recognition, Prevention, and Reporting: Activities that deter and reduce CMV-based human trafficking related activities, and increase human trafficking awareness and training for SDLA, judiciary, and law enforcement staff and other industry stakeholders.
- Increased Testing Rates and Integrity: Activities that increase a state's capacity for testing and issuing CDLs, including using new technology to ensure that CDL knowledge and skills testing integrity is maintained.
- Cost Savings: Activities that reduce costs for SDLAs through the increased use of automated systems.
- Improved Fraud Prevention Methods: Activities that identify and implement technology and procedures to prevent fraud in CDL and CLP issuance.
- Reduction in Fraudulent CDL Activities: Activities that increase the effectiveness of fraud prevention related to driving, medical credentials, skills testing operations, and license issuance.
- Efficiency through Increased Training in Adjudication Process: Activities that expand the number of training events conducted with judiciary partners such as courts, judges, prosecutors, law enforcement, and SDLA liaisons.

The following types of awards will be provided through this program:

- Basic Grants: Projects must support the development, implementation, and/or the maintenance and operations of the State's CDL program. Its primary purpose is to assist States in achieving and sustaining compliance with the provisions of 49 CFR parts 383 and 384. Eligible categories include:
    - Applications for projects to achieve or maintain compliance with FMCSA's CDL rulemakings, which includes disqualification of prohibited drivers under the Electronic Exchange; Controlled Substances and Alcohol Testing: State Driver's Licensing Agency Non-Issuance/Downgrade of Commercial Driver's License; Medical Examiner's Certification Integration Final Rule, Lifetime Disqualification for Human Trafficking; and Entry Level Driver Training.
    - Applications that support a state's correction and mitigation of its CDL regulatory compliance findings. The project plan must address the specific finding(s), include the 49 CFR citation, and identify the data source to be used to determine when compliance has been attained to close the finding.
    - Applications that support a State in improving the accuracy, completeness, and timeliness of CDLIS-required data elements to maintain the highest possible quality of all CDL data, to include correcting broken and missing CDLIS pointers, submitting all convictions electronically as required by 49 CFR § 384.209 within 10 days, and correcting CDLIS transaction errors. Such applications must include the baseline data and data source to be used to measure improved compliance level/performance.
    - Applications that support an SDLA's partnership efforts that lead to enhancing SDLA compliance with 49 CFR parts 383 and 384. The project activities may include partnerships among SDLAs, law enforcement agencies, and judicial partners such as: prosecutors, judges and/or court clerks, within the same State to increase outreach and training on CDL disqualifications and/or masking and diversion; partnerships among SDLAs that deliver cross-functional workshops that include judicial stakeholders, law enforcement agencies, and

other interested stakeholders; and implementation of facial imaging partnerships across multiple jurisdictions to combat CDL/CLP fraud directly.

- Applications to support an SDLA's operation and maintenance (O&M) projects that sustain and maintain compliance with 49 CFR parts 383 and 384. The project activities may include refresher examiner training beyond the regulatory requirements; kiosk and tablet O&M and licensing agreements; skills testing site improvements; annual software licensing and IT maintenance agreements; improving scheduling of knowledge and skills testing systems, reproducing CDL Driver Manuals and CDL Examiner Manuals; and develop accurate and complete ACD code translations to the appropriate State codes. However, O&M projects will receive lowest funding priority.

For Basic awards, the funding agency will reimburse 100 percent of total project costs supporting the implementation of CDL-related regulations and/or activities that directly impact a State's compliance with the CDL program. In this award category, the funding agency will give priority to proposals for multi-jurisdictional partnerships or collaboration with other entities.

- High Priority/Emerging Issues Cooperative Agreements & Grants: Awards under this category will support projects directly connected to regulatory compliance that will improve SDLA compliance. Eligible categories include:
  - Applications that support reducing CDL skills testing delays and wait times.
  - Applications that support activities related to recognition, prevention, and reporting of human trafficking with a focus on CMV drivers who hold CDLs; must not duplicate the purpose of other Federal funding sources (i.e., FMCSA High Priority funding or Department of Justice programs).
  - Applications for projects to conduct a systematic review of a State's CDL program with recommended improvement actions to enable the State to support its Annual State Certification of Compliance as required by 49 CFR § 384.305. Such projects are intended to strengthen compliance with 49 CFR parts 383 and 384 by analyzing the State's performance in one or more of the following three major review areas: Operational, Data Reconciliation, and Legal Sufficiency by either internal State auditors or through a subaward or contract to an entity that has demonstrated its knowledge, skills and abilities to evaluate an SDLA's compliance with Federal regulations.
  - Applications that will benefit the national CDL Program by improving compliance through the use of proven tools or developing new tools that can be utilized by SDLAs and other partners.
  - Applications for enhancing court expertise. Such eligible projects will enhance the expertise of court officers in prosecuting, adjudicating, and transmitting CDL violations.
  - Applications that research and/or facilitate the detection and prevention of fraud in the CDL process.
  - Applications that support hosting meetings and conferences to address CDL compliance issues among the SDLAs and other stakeholders.
  - Applications that support activities that implement or maintain an employer notification service (ENS) with potential benefit to the national CDL Program.

For High Priority/Emerging Issues awards, the funding agency will reimburse 100 percent of the total project costs supporting project activities directly connected to improving SDLA's regulatory compliance.

Applicant Eligibility

Eligible applicants are state, county, city or township, and federally-recognized Indian/Native American Tribal governments; public/state-controlled institutions of higher education; 501(c)(3) nonprofits; private institutions of higher education; for-profit organizations; small businesses; Hispanic-serving institutions; Historically Black Colleges and Universities (HBCUs); Tribally Controlled Colleges and Universities (TCCUs); and Alaska Native and Native Hawaiian Serving Institutions.

To be eligible for a CDLPI Basic category grant, state driver licensing agencies (SDLAs) must meet the following requirements:

- Assume responsibility for adopting and administering state safety laws and regulations that are compatible with federal commercial driver's license (CDL) requirements of 49 CFR parts 383 and 384;
- Address outstanding findings discovered during Annual Program Reviews (APR) and Skills Testing Reviews (STR) in the self-assessment section of the application package; and
- Comply with, or be making good faith efforts to comply with, the requirements of 49 U.S.C. § 31311.

Applications received from other State agencies will be considered under Basic or High Priority/Emerging Issues projects. These agencies include the State courts, law enforcement and departments of transportation, and public, State, and private institutions of higher education.

Applications received from non-State organizations will be considered for High Priority/Emerging Issues funding. Non-State organizations eligible to apply include non-profit organizations with 501(c)(3) status, federally recognized Native American Tribal organizations, for-profit entities capable of executing national projects that aid SDLAs in their compliance efforts and improve the national CDL program, and local governmental agencies.

Applicants proposing multiple projects within a single application must provide separate and distinct project narratives, budget narratives, line-item budgets, and titles for each project proposed within the application package. No more than four projects may be included in an application.

Funding

In FY 2025, approximately $89.4 million will be available to support 55 awards through this program.

This funding opportunity is for new FMCSA awards only. Awards will be issued as a grant or cooperative agreement. The funding agency will determine the appropriate award type based on the proposed project and the degree of Federal involvement. Awarded funding is available for the fiscal year of award and the 4 succeeding years, but may be awarded for a shorter period. The start date should be no later than the last day of the current fiscal year, September 30, 2025.

Matching and Cost Sharing

There is no match requirement for this program.

Contact Information

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https://www.grants.gov/search-results-detail/359267

FEDERAL
GRANT PROFILE

Department: U.S. Department of Transportation
Agency: Federal Motor Carrier Safety Administration (FMCSA)

FY 2025 Commercial Motor Vehicle Operator Safety Training (CMVOST) Program

Grant Overview

This program supports training for the safe operation of commercial motor vehicles and to assist current and former members of the U.S. Armed Forces, including National Guard members and Reservists, in obtaining Commercial Drivers Licenses (CDLs). Eligible applicants are state, county, city or township, and Indian/Native American tribal governments; independent school districts; public/state-controlled institutions of higher education; 501(c)(3) nonprofits; small businesses; Hispanic serving institutions; historically black colleges and universities (HBCUs); tribally controlled colleges and universities (TCCUs); and Alaska Native and Native Hawaiian serving institutions.

Program History

	Total Funding	# of Awards
2024	$3.5 million	27

Key Information and Tips

Total Funding: $3.4 million
Award Range: $200,000
Match: Not required
Solicitation Date: May 21, 2025
Proposal Due: June 20, 2025

- All applicants must meet Entry Level Driver Training (ELDT) requirements and be listed on the Training Provider Registry upon application submission.

https://ai.fmcsa.dot.gov/Grants/CMVOST.aspx

Awardee Profile

Northwest Florida State College, Niceville, Florida

AMOUNT: $186,480
YEAR: 2024

Northwest Florida State College received funding to cover student expenses and testing fees for an eight-week CDL program. The grant will also be used to serve current and former members of the armed forces and their families by providing them with training and placement services to assist them in becoming employed in the transportation industry.

Department: U.S. Department of Transportation
Agency: Federal Motor Carrier Safety Administration (FMCSA)

FY 2025 Commercial Motor Vehicle Operator Training Program

Detailed Summary

The purpose of this program is to train individuals in the safe operation of commercial motor vehicles (CMV). This program will prioritize training for current and former members of the U.S. Armed Forces, including National Guard members and Reservists. The program provides financial assistance to organizations that provide CMV operator training.

The program will prioritize providing funding for tuition expenses and other reimbursable educational expenses for students under the definition of "Qualified Students." Qualified Students are current and former members of the U.S. Armed Forces, including National Guard members and Reserve members, and children and spouses of service members. All such family member students are eligible for training, with or without the service member. Service members will receive priority for funding.

Eligible costs include:

- The applicant's published tuition rate. The tuition may include such costs for DOT physicals, required DOT drug testing fees, and driver licensing fees, if they are standard published elements that are included in the published tuition rate.
- Indirect Costs (IDC) based upon the approved IDC rate from a cognizant agency.

To the extent permitted by law and to the extent applicable, priority will be given to grant applications in accordance with DOT Order – Ensuring Reliance upon Sound Economic Analysis in Department of Transportation Policies, Program, and Activities.

Applicant Eligibility

Eligible applicants are state governments, county governments, city or township governments, independent school districts, public/state-controlled institutions of higher education, Indian/Native American tribal governments, 501(c)(3) nonprofits, small businesses, Hispanic serving institutions, historically black colleges and universities (HBCUs), tribally controlled colleges and universities (TCCUs), and Alaska Native and Native Hawaiian serving institutions.

All applicants must also meet one of the two criteria listed below:

- Educational institutions accredited by an accreditation agency recognized by the U.S. Department of Education will be considered for funding.
- Non-accredited institutions that are approved by the Department of Labor as eligible training providers and who accept Workforce Innovation and Opportunity Act (WIOA) grants; and approved by the SAAs, and the Department of Veterans Affairs (VA) to accept VA benefits will also be considered for funding.

All applicants must also meet the requirements for Entry-Level Driver Training (ELDT) and be listed on the Training Provider Registry. Additionally, applicants must submit documentation to support that the entity meets the eligibility requirements.

Funding

In FY 2025, a total of $3.4 million is anticipated to be available to support approximately 25 awards up to $200,000 through this program.

Project periods will include the fiscal year in which awards are made, plus two additional fiscal years. Project periods will begin upon the award date.

Matching and Cost-Share

There is no required match for this program.

Contact Information

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https://ai.fmcsa.dot.gov/Grants/CMVOST.aspx

FEDERAL
GRANT PROFILE

Department: U.S. Department of Transportation
Agency: Federal Aviation Administration (FAA)

FY 2025 FAA Contract Tower Competitive Grant Program

Grant Overview

The purpose of this program is to make annual grants available to eligible airports for airport-owned airport traffic control tower (ATCT) projects that address the aging infrastructure of the nation's airports. Eligible applicants include public agencies, private entities, state agencies, Indian Tribe, or Pueblo owning a public-use National Plan of Integrated Airport Systems (NPIAS) airport, the Secretary of the Interior for Midway Island airport, the Republic of the Marshall Islands, the Federated States of Micronesia, and the Republic of Palau.

Program History

	Total Funding	# of Awards
2024	$20 million	22
2023	$20 million	33
2022	$20 million	20

Key Information

Total Funding: $20 million
Award Range: Unspecified
Match: No match is required
Solicitation date: August 19, 2024
Proposal due: September 18, 2024

https://www.faa.gov/bil/airport-infrastructure/fct

Awardee Profile

Valley International Airport, Harlingen, TX

AMOUNT: $2,000,000
YEAR: 2024

Funds were awarded to Valley International Airport for the construction for a new replacement Airport Traffic Control Tower to correct the line of sight, ensure ADA compliance, and address structural integrity issues. Funding for this phase focuses on the exterior vertical construction.

Department: U.S. Department of Transportation
Agency: Federal Aviation Administration (FAA)

FY 2025 FAA Contract Tower Competitive Grant Program

Detailed Summary

The purpose of this program is to

- sustain, construct, repair, improve, rehabilitate, modernize, replace, or relocate non-approach control towers
- acquire and install air traffic control, communications, and related equipment to be used in those towers
- construct a remote tower certified by the funding agency including acquisition and installation of air traffic control, communications, or related equipment.

To date, there are no certified remote tower systems. The funding agency is currently evaluating this technology to assess its suitability for use in the National Airspace System. In addition, these projects will also be assessed based on overall impact on the National Airspace System, including age of facility, operational constraints, nonstandard facilities, or new FCT entrant requirement. The funding agency also seeks to fund projects through this program that reduce greenhouse gas emissions and are designed with specific elements to address climate change impacts. Specifically:

- Greenhouse gas reduction
- Energy efficiency
- Fiscally responsible land use and transportation efficient design,
- Compatibility with the use of sustainable aviation fuels and technologies
- Climate resilience,
- Incorporating sustainable and less emissions-intensive pavement and construction materials as allowable
- Reducing pollution

Also, the FAA encourages applicants to consider how the project will address the challenges faced by individuals in underserved communities, communities with environmental justice areas, and rural areas, as well as accessibility for persons with disabilities.

Applicant Eligibility

Eligible applicants include a public agency, private entity, state agency, Indian Tribe, or Pueblo owning a public-use National Plan of Integrated Airport Systems (NPIAS) airport, the Secretary of the Interior for Midway Island airport, the Republic of the Marshall Islands, the Federated States of Micronesia, and the Republic of Palau.

Funding

In FY 2024, up to $20 million for an unspecified number of grants is available through this program. This is $100 million competitive grant program distributed as $20 million annually for five years from FY 2022-2026.

Matching and Cost Sharing

No match is required for this program.

Contact Information

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https://www.faa.gov/bil/airport-infrastructure/fct

FEDERAL
GRANT PROFILE

Department: U.S. Department of Transportation
Agency: Federal Transit Administration (FTA)

FY 2025 Federal Transit Capital Investment Grant (CIG) Program

Grant Overview

The purpose of this program is to support transit capital investments, including heavy rail, commuter rail, light rail, streetcars, bus rapid transit (BRT), and ferries. The program also supports corridor-based BRT investments that emulate the features of rail. Eligible applicants are state and local governments including transit agencies.

Program History

	Total Funding	# of Awards
2023	$389 million	9

Key Information

Total Funding: Unspecified
Award Range: Varies
Match: 20 percent
Solicitation date: January 16, 2025
Proposal due: Rolling

https://www.transit.dot.gov/CIG

Awardee Profile

Metropolitan Council,
St. Paul, MN

AMOUNT: $218 million
YEAR: 2023

The Metropolitan Council (Met Council) received funding to implement the METRO Purple Line Bus Rapid Transit (BRT) on a 15-mile corridor between St. Paul and White Bear Lake District. The project also includes seven new dedicated guideway bridges along the route and three park-and-ride facilities.

Department: U.S. Department of Transportation
Agency: Federal Transit Administration (FTA)

FY 2025 Federal Transit Capital Investment Grant (CIG) Program

Detailed Summary

The purpose of this program is to support transit capital investments, including heavy rail, commuter rail, light rail, streetcars, bus rapid transit (BRT), and ferries. The program also supports corridor-based BRT investments that emulate the features of rail. Funding will be provided for the following program components:

Component A: New Starts: The purpose of the New Starts component is to support the design and construction of new fixed guideways or extensions to fixed guideways, which are projects that operate on a separate right-of-way exclusively for public transportation or include a rail or catenary system. Projects will proceed through project development (PD), engineering, and construction phases, and will be evaluated at various points throughout the process. The funding agency encourages applicants to incorporate climate-resilience infrastructure elements in their project designs.

Among other considerations, the following will be taken into consideration during the application evaluation and prioritization process:

- Land use criteria
- Cost effectiveness, measured on a cost-per-trip basis
- Mobility improvements offered by projects
- Congestion relief offered by projects
- Environmental benefits offered by projects
- Economic development opportunities offered by projects
- Project justification warrants

Project costs may include:

- Acquisition of real property
- Initial acquisition of rolling stock for systems
- Acquisition of rights-of-way
- Relocation
- Interest and other financing costs of efficiently carrying out projects within a reasonable time

Component B: Small Starts: The purpose of the Small Starts component is to support the design and construction of new fixed guideways or extensions to fixed guideways, which are projects that operate on a separate right-of-way exclusively for public transportation, or that include a rail or catenary system. Awards will also support the design and construction of corridor-based bus rapid transit projects operating in mixed traffic that represent a substantial involvement in the corridor and emulate the features of rail.

Projects will proceed through project development (PD) and construction phases and will be evaluated at various points throughout the process. The funding agency encourages applicants to incorporate climate resilience infrastructure elements in their project designs.

Among other considerations, the following will be taken into consideration during the application evaluation and prioritization process:

- Land use criteria
- Cost effectiveness, measured on a cost-per-trip basis
- Mobility improvements offered by projects
- Congestion relief offered by projects
- Environmental benefits offered by projects
- Economic development opportunities offered by projects
- Project justification warrants

Project costs may include:

- Acquisition of real property
- Initial acquisition of rolling stock for systems
- Acquisition of rights-of-way
- Relocation

Component C: Core Capacity Improvements: The purpose of the Core Capacity Improvements component is to support the design and construction of corridor-based investments in existing fixed guideway systems that improve capacity by at least 10 percent in corridors that are at capacity today or will be in ten years. All projects must target established, proven, successful transit corridors; and must target a specific corridor rather than packaging multiple corridors together or targeting system-wide improvements.

Improvements along trunk lines with several branches are eligible. The funding agency encourages applicants to incorporate climate-resilience infrastructure elements in their project designs.

All applicants must verify that their proposed projects will increase capacity by at least 10 percent.

Among other considerations, the following will be taken into consideration during the application evaluation and prioritization process:

- The existing capacity needs of the relevant corridor
- Cost effectiveness, measured on a cost-per-trip basis
- Mobility improvements offered by projects
- Congestion relief offered by projects
- Environmental benefits offered by projects
- Economic development opportunities offered by projects

Project costs may include:

- Acquisition of real property
- Acquisition of rights-of-way
- Double tracking
- Signalization improvements

- Electrification
- Expanding system platforms
- Acquisition of rolling stock associated with corridor improvements that increase capacity
- Construction of infill stations
- Interest and other financing costs of efficiently carrying out projects within a reasonable time

Fixed guideway BRT projects must meet the following requirements:

- Over 50 percent of the route must operate in a separated right-of-way dedicated for transit use during peak periods. Other traffic can make turning movements through the separated right-of-way.
- The route must have defined stations that are accessible for people with disabilities, offer shelter from the weather, and provide information on schedules and routes.
- The route must provide faster passenger travel times through congested intersections by using active signal priority in separated guideways, and either queue-jump lanes or active signal priority in nonseparated guideways.
- The route must provide short headway, bidirectional service for at least a fourteen-hour span of service on weekdays and a ten-hour span of service on weekends. Short headway service on weekdays consists of either (a) fifteen-minute maximum headways throughout the day or (b) ten-minute maximum headways during peak periods and twenty-minute maximum headways at all other times. Short headway service on weekends consists of thirty-minute maximum headways for at least ten hours a day
- The service must have a separate and consistent brand identity to stations and vehicles.

Applicant Eligibility

Eligible applicants are state and local governments including transit agencies.

Funding

In FY 2025, an unspecified amount of funding is available to support awards through this program. To be eligible for funding, projects must have estimated total project costs of less than $400 million and seek up to $150 million in funds through this program. Projects seeking funding under Component C: Core Capacity Improvements do not have to meet these project cost requirements.

Projects will be divided into project development (PD), engineering, and construction phases. Applicants may wish to conduct early planning work and initiate environmental review processes under the National Environmental Policy Act (NEPA). After accomplishing PD activities, applicants may move on to the engineering phase. The engineering phase may last longer than three years. Projects will receive construction funding only if they are recommended in the Annual Report on Funding Recommendations.

Matching and Cost Sharing

Applicants must provide at least 20 percent of project costs. Applicants must show in the application that matching funding is available and committed to perform project development (PD) activities. Applicants must obtain commitments of at least 50 percent of matching funds within three years of a project's advancement into the engineering phase.

Generally, at least 50 percent of matching funds for the project must be committed before a project may receive construction funding.

Contact Information

Program Staff
(202) 366-4033

https://www.transit.dot.gov/CIG

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Federal Transit Administration (FTA)

FY 2025 Grants for Buses and Bus Facilities Competitive Program

Grant Overview

The purpose of the Grants for Buses and Bus Facilities Competitive Program is to enhance safety and renew our transit systems through the deployment of modern buses and associated equipment and facilities. Eligible applicants are designated recipients that allocate funds to fixed route bus operators, states, or local governmental authorities that operate fixed-route bus service, and Indian tribes.

Program History

	Total Funding	# of Awards
2024	$390 million	55
2023	$473.1 million	47

Key Information

Total Funding: $398,000,000
Match: Varies by project type
Solicitation date: May 14, 2025
Proposal due: July 14, 2025

- All capital procurements complying with FTA's Buy America requirements will receive priority.

https://www.transit.dot.gov/bus-program

Awardee Profile

Howard County, MD

AMOUNT: $960,000
YEAR: 2024

The Maryland Department of Transportation, on behalf of Howard County, will receive funding to buy new buses to provide better connections to regional transit services, including MTA's Local Link service with easier access to Baltimore.

Department: U.S. Department of Transportation
Agency: Federal Transit Administration (FTA)

FY 2025 Grants for Buses and Bus Facilities Competitive Program

Detailed Summary

The purpose of this program is to enhance safety and renew our transit systems through the deployment of modern buses and associated equipment and facilities. Eligible projects include purchasing, leasing, or rehabilitating buses regardless of propulsion type or emissions, and the purchasing, leasing, rehabilitating, or constructing bus-related facilities and equipment, regardless of propulsion type or emissions.

You may apply for both the Low or No Emission Grant Program and the Bus and Bus Facilities Program, or just one program. You are encouraged to submit applications under both programs when practicable. When submitting to both programs, the projects must be eligible in their entirety under both programs, which means:

- All buses must be low- or zero-emission, and all facilities and equipment must directly support low- or zero-emission buses.
- The full request or scalable amount must be no more than 10% of the funding available under the Bus Program.

Applicant Eligibility

Eligible recipients are designated recipients, states (including territories and Washington, D.C.), local government entities, and federally recognized Indian tribes. Except for Indian tribes, eligible recipients must allocate funds to or operate fixed-route bus service.

Eligible subrecipients are all otherwise eligible recipients and private nonprofit organizations engaged in public transportation. Eligible subrecipients are not required to allocate funds to or operate a fixed route bus service.

All new transit bus models must successfully complete FTA bus testing in accordance with FTA's Bus Testing regulation. All buses must be procured from certified transit vehicle manufacturers in accordance with the Disadvantaged Business Enterprise (DBE) regulations. Proposals may contain projects to be implemented by the recipient or its subrecipients. If a single project proposal involves multiple public transportation providers, such as when an agency acquires vehicles that will be operated by another agency, the proposal must include a statement detailing the role of each agency.

Funding

In FY 2025, approximately $398,000,000 is available to support awards through this program.

A minimum of 15% of the funds awarded will go to projects located in rural areas, and no single grant recipient will be awarded more than 10% of the amount made available. There is no minimum grant award amount.

Up to 0.5% of the award amount may be used for eligible workforce development activities. An additional 0.5% of the award amount may be used for costs associated with training at the National Transit Institute.

5% of the Federal request for zero-emission projects, or 5% of just the Federal request associated with the part of a project that is zero emission (zero-emission components) when the project contains both zero-emission and low- or standard propulsion types, must be used for workforce development.

- This is mandatory unless you certify in your application that less funding is needed to carry out your Zero-Emission Fleet Transition Plan. You must include an explanation of why less or no such funds are needed.

Projects may include incidental costs, such as administration expenses, if the project includes and results in an eligible capital asset being leased, purchased, or built.

Matching and Cost Sharing

In general, the maximum Federal share is 80%. There are two exceptions:

- The Federal share is 85% for transit buses that are compliant with the Clean Air Act or are accessible to people with disabilities.
- The Federal share is 90% for equipment and components of facilities related to low- or zero-emission buses or are to make the facility accessible to people with disabilities. Applicants must itemize the cost of specific, discrete, equipment or facility components that perform these functions to be eligible for this higher Federal share.

Eligible sources of matching funds include cash, revenues, and in-kind contributions.

Contact Information

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https://www.transit.dot.gov/bus-program

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Federal Motor Carrier Safety Administration

FY 2025 High Priority Program – Commercial Motor Vehicle (HP-CMV)

Grant Overview

A revised Notice of Funding Opportunity has been reissued under the Trump Administration for the High Priority Program – Commercial Motor Vehicle (HP-CMV). The objective of this program is to support, enrich, and evaluate Commercial Motor Vehicle (CMV) safety programs and to target unsafe driving in areas identified as high-risk crash corridors, promote the safe and secure movement of hazardous materials, improve safety of transportation of goods and passengers in foreign commerce, demonstrate new technologies to improve safety, support safety data improvement projects, increase public awareness and education, and otherwise improve CMV safety. Eligible applicants include state government agencies, local and Native American tribal governments, institutions of higher education, and 501(c)(3) non-profit organizations.

Program History

	Total Funding	# of Awards
2024	$54,126,352	58

Key Information and Tips

Total Funding: $46.6 million
Award Range: Up to $2,000,000
Match: Not required
Solicitation date: May 21, 2025
Proposal due: June 20, 2025

https://ai.fmcsa.dot.gov/Grants/HighPriority.aspx

Awardee Profile

City of Arlington, TX

AMOUNT: $330,612
YEAR: 2024

HP-CMV funding helps enhance CMV safety-related activities, including targeting unsafe driving in high-risk crash corridors, demonstrating new technologies to improve CMV safety, safety data improvement, and other projects that help improve CMV safety nationwide.

Department: U.S. Department of Transportation
Agency: Federal Motor Carrier Safety Administration

FY 2025 High Priority Program – Commercial Motor Vehicle (HP-CMV)

Detailed Summary

The objective of this program is to support, enrich, and evaluate Commercial Motor Vehicle (CMV) safety programs and to target unsafe driving of CMVs and non–CMVs in areas identified as high-risk crash corridors, promote the safe and secure movement of hazardous materials, improve safety of transportation of goods and passengers in foreign commerce, demonstrate new technologies to improve CMV safety, support participation in the Performance Registration Information Systems Management (PRISM) program, support safety data improvement projects, increase public awareness and education on CMV safety, and otherwise improve CMV safety.

Funding is available for the support of safety and compliance projects that improve safety and compliance with FMCSA's regulations at the State, local government, and national levels. Other objectives include increasing public awareness/education, development of new technologies, and reducing the number and rate of CMV crashes.

In general, successful projects may include, but are not limited to:

- CMV Crash Reduction: Activities implemented under the award address reductions in fatal and non-fatal crashes involving CMVs, especially in areas identified as high-risk crash locations.
- CMV Safety Improvement: Activities conducted under the HP-CMV award improve overall CMV and non-CMV safety.

Applicants are encouraged to propose innovative approaches (e.g., a novel technique, program design, use of technology assets), collaborate in the achievement of their goals, and share results with other stakeholders. Applicants are also required to propose program evaluation activities as part of their grant projects.

The funding agency seeks to fund projects that maximize impact on national safety priorities and serve to increase implementation and public awareness of critical safety initiatives. The following activities and programmatic areas will be prioritized:

- Traffic Enforcement (TE) in high-crash areas: Efforts under this priority should focus on unsafe driving by CMV drivers, as well as drivers of non-CMVs, operating unsafely in the immediate vicinity of CMVs and/or vulnerable road users.
- CMV safety on Rural Roads: Applicants are encouraged to propose safety activities in their application which address the unique challenges facing rural transportation networks.
- Passenger safety initiatives: Passenger carrier CMV safety and compliance continue to be a primary focus area for the funding agency. Special emphasis will be given to projects that address the

Immobilization of Unsafe Passenger Carrying CMVs. Funds for this activity include but are not limited to safety inspections targeting passenger-carrying CMVs; the immobilization and/or impoundment of passenger-carrying CMVs with an FMCSA out-of-service order and/or visible safety defect(s), and other activities relating to the immobilization and/or inspection of passenger-carrying commercial vehicles. Additionally, another special emphasis area for this program is for projects that address migrant worker transportation in rural areas. Where data indicates a need, the funding agency requests applicants also develop and implement a targeted enforcement plan that improves the safe transportation of migrant workers in rural areas during peak harvest seasons.

- Human Trafficking: Applicants are encouraged to specifically include enforcement activity objectives related to the recognition, prevention, and reporting of human trafficking, including the trafficking of human beings.
- Drug and Alcohol Clearinghouse (DACH) violations: Applicants are invited to outline projects under this priority to improve the detection of and enforcement against drivers operating in a prohibited status in DACH.
- Drug Interdiction Assistance Program (DIAP) Training: Applicants who intend to perform CMV counter-crime activities as a part of their normal agency operations should ensure that their staff are properly trained to execute these duties in a consistent and equitable manner through the completion of DIAP training.
- Increased State Investigations: Applicants are strongly urged to consider the use of HP-CMV grant funds to measurably increase the number of investigations (compliance reviews) they perform.

Funds are available for the demonstration, acquisition, and implementation of technologies to improve CMV safety enforcement. Applications must be supported by relevant data and metrics which justify the need for the requested technology and its connection to CMV safety enforcement. Coordination with Centers for Transportation Research and Education (CTREs) is encouraged, as are partnerships with other research institutions, which may assist in the identification, development, and deployment of technologies to improve safety efforts. Potential activities under this priority include, but are not limited to:

- Proposals that utilize technologies designed to promote safe driving behaviors (CMV and non-CMV in/around CMVs).
- The purchase of License Plate/USDOT number readers to augment enforcement efforts.
- Demonstrate and/or enhancement of crash analysis tools capable of identifying high-risk corridors and traffic areas for the purposes of enforcement planning and deploying other CMV-related crash countermeasures.
- The use of National Highway Traffic Safety Administration Certified Drug Recognition Experts at CMV weigh stations during high crash corridor safety initiatives.

Public Awareness and Education projects provide information on a variety of traffic safety issues to educate motor carrier companies, CMV drivers and the general public on the risks involving CMVs and non-CMVs operating around large trucks and buses. Proposed focus areas may include but are not limited to: human trafficking detection and prevention, passenger transportation safety, hazardous materials transportation safety, unsafe driving activity in the proximity of vulnerable road users (e.g., work zone safety), and share-the-road-safely initiatives.

Funds are available for States to attend FMCSA-approved training on the Skill Performance Evaluation (SPE) program.

Under the Tire Pressure Monitoring System (TPMS) priority, the funding agency seeks to advance research initiatives that explore sensing-enabled passive RFID tags in commercial motor vehicle tires. This technology should be capable of performing tire pressure monitoring functions while the CMV is both in motion and stationary. The overarching goals of this priority are to improve vehicle stability and reduce catastrophic tire failures by offering both in-cab driver notifications and enforcement capabilities aimed at quickly identifying non-compliant tire anomalies before they pose/continue to pose a danger to public roadway safety.

Applicant Eligibility

Eligible applicants include state government agencies including the District of Columbia, Commonwealth of Puerto Rico, Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the U.S. Virgin Islands; local governments (including county, city, township, and special district); federally recognized Native American tribal governments; institutions of higher education, and; non-profit organizations with a 501(c)(3) status with the Internal Revenue Service.

In general, State and non-State entities may apply for HP-CMV projects related to Enforcement & Compliance with Safety Regulations, Performance and Registration Information Systems Management (PRISM) and/or State Safety Data Quality (SSDQ). In addition, institutes of higher education may request funding under this program for research or other related efforts that support national (or a specific State's) CMV safety efforts.

Only State agencies (including those of the District of Columbia and the Territories) are eligible for funding related to the PRISM national priority.

Motor Carrier Safety Assistance Program (MCSAP) lead State agencies may request HP-CMV projects which augment initiatives funded by the MCSAP formula grant program. Such projects must clearly demonstrate that their objectives exceed initiatives approved in their State's Commercial Vehicle Safety Plan (CVSP).

The funding agency strongly encourages the participation of local law enforcement agencies, local governments, federally recognized Indian tribes, political jurisdictions, and other eligible entities in CMV safety projects either directly as applicants or in partnership with MCSAP lead agencies.

Funding

For FY 2025, an anticipated $46.6 million is expected to be available to fund 30 awards with a maximum award size of $2 million. Awards will be issued as grants or cooperative agreements. The funding agency will determine the appropriate award type based on the proposed project and the degree of federal involvement. The period of performance will be the federal fiscal year in which the award is made plus two additional fiscal years.

Matching and Cost Sharing

Matching funds are not required for fiscal year 2025 awards.

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https://ai.fmcsa.dot.gov/Grants/HighPriority.aspx

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Federal Transit Administration (FTA)

FY 2025 Low or No Emission Grant Program (Low-No Program)

Grant Overview

The Low or No Emission Grant Program provides funding for the purchase or lease of buses that use low- or no-emission propulsion technologies, including related equipment or facilities. Any zero-emission project or components of a zero-emission project must use 5 percent of Federal funds for workforce development, unless the applicant certifies less or no funding is needed for this purpose. Eligible applicants include designated recipients of FTA grants, states, local government entities, and federally recognized Indian tribes.

Program History

	Total Funding	# of Awards
2024	$1.1 billion	62
2023	$1.2 billion	83

Key Information

Total Funding: $1.1 billion
Match: Varies by project type
Solicitation date: May 14, 2025
Proposal due: June 30, 2025

More information can be found here.

Awardee Profile

Rock Region Metropolitan Transit Authority, AR

AMOUNT: $3,149,667
YEAR: 2024

The Rock Region Metropolitan Transit Authority will receive funding to buy low-emission (compressed natural gas) buses to replace older diesel buses and a simulator to train staff in the new technology. The project will help improve service, reliability and air quality in Little Rock and North Little Rock.

Department: U.S. Department of Transportation
Agency: Federal Transit Administration (FTA)

FY 2025 Low or No Emission Grant Program (Low-No Program)

Detailed Summary

The purpose of this program is to fund the purchase or lease of buses that use low- or no-emission propulsion technologies, including related equipment or facilities. Eligible activities include capital projects to purchase or lease zero-emission or low-emission transit buses; and acquire, construct, rehabilitate, and lease required supporting facilities such as recharging, refueling, and maintenance facilities.

Eligible projects include:

- purchasing or leasing low- or no-emission buses
- acquiring low- or no-emission buses with a leased power source
- constructing or leasing facilities and related equipment (including intelligent technology and software) for low- or no-emission buses
- constructing new public transportation facilities to accommodate low- or no-emission buses
- rehabilitating or improving existing public transportation facilities to accommodate low- or no-emission buses

Additionally, 0.5% of a request may be for workforce development training and an additional 0.5% may be for training at the National Transit Institute (NTI). Applicants proposing any project related to zero-emission vehicles must also spend 5% of their award on workforce development and training as outlined in their Zero-Emission Transition Plan, unless the applicant certifies that their financial need is less. Eligible workforce development activities include but are not limited to: retraining the existing workforce, registered apprenticeships, and other joint labor-management training programs. Activities should be outlined in the applicant's Zero-Emission Fleet Transition Plan.

Projects may include incidental costs, such as administration expenses, if the project includes and results in an eligible capital asset being leased, purchased, or built.

Applicant Eligibility

Eligible applicants include direct or designated recipients of FTA grants; States; local governmental authorities; and Indian Tribes. Except for projects proposed by Indian Tribes, proposals for funding eligible projects in rural (non-urbanized) areas must be submitted as part of a consolidated state proposal. States and other eligible applicants also may submit consolidated proposals for projects in urbanized areas (population of at least 50,000).

Funding

In FY 2025, approximately $1.1 billion is available to support grants under this program and there is no maximum award amount. A minimum of 25% of awarded funds will go to low-emission projects that are not zero emission. FTA may cap the amount a single recipient or State may receive as part of the selection process.

Matching and Cost Sharing

Matching requirements vary by project type as follows:

- The maximum federal share for projects that involve leasing or acquiring transit buses (including clean fuel or alternative fuel vehicles) for purposes of complying with or maintaining compliance with the Clean Air Act (CAA) or the Americans with Disabilities Act (ADA) of 1990 is 85 percent of the net project cost.
- The maximum federal share for the cost of acquiring, installing, or constructing vehicle-related equipment or facilities (including clean fuel or alternative fuel vehicle-related equipment or facilities) for purposes of complying with or maintaining compliance with the CAA or ADA is 90 percent of the net project cost of such equipment or facilities that are attributable to compliance with the CAA or ADA.
- The award recipient must itemize the cost of specific, discrete, vehicle-related equipment or facility components associated with compliance with the CAA or ADA to be eligible for the maximum 90 percent federal share for these costs.
- The federal share of the cost of other projects shall not exceed 80 percent.

Eligible sources of matching funds include cash, revenues, and in-kind contributions. Other Federal funds from non-U.S. Department of Transportation sources may only be used as match (Federal fund braiding) if the proposed project is eligible under the other Federal program and the other Federal program providing the matching funds expressly authorizes its funds to fulfill the match requirement of other Federal programs.

Contact Information

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FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Office of the Secretary of Transportation

FY 2025/2026 Multimodal Project Discretionary Grant (MPDG) - Nationally Significant Freight and Highway Projects (INFRA)

Grant Overview

INFRA (known statutorily as the Nationally Significant Multimodal Freight & Highway Projects) awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. Eligible applicants are states, metropolitan planning organizations (MPOs), local governments, special purpose districts and public authorities with transportation functions, Federal land management agencies, tribal governments, and multistate or multijurisdictional groups of public entities.

Program History

	Total Funding	# of Awards
2024	$4.9 billion	37

Key Information

Total Funding: $2.7 billion
Minimum Grant Award: $5 million (small), $25 million (large)
Match: 40 percent
Solicitation date: March 25, 2024
Proposal due: May 6, 2024

https://www.transportation.gov/grants/infra-grant-program

Awardee Profile

Arizona Department of Transportation, AZ

AMOUNT: $95 million
YEAR: 2024

Arizona Department of Transportation received funding to widen approximately 10 miles of I-10 in the Gila River Indian Community and Pinal County from two lanes to three lanes, with inside and outside shoulders.

Department: U.S. Department of Transportation
Agency: Office of the Secretary of Transportation

FY 2025/2026 Multimodal Project Discretionary Grant (MPDG) - Nationally Significant Freight and Highway Projects (INFRA)

Detailed Summary

The purpose of this program is to support surface infrastructure projects with significant national or regional impact or that will improve and expand surface transportation infrastructure in rural areas. Support will be provided for projects that are consistent with the funding agency's strategic goals to improve safety; economic strength and global competitiveness; equity; and climate and sustainability.

In particular, this program will support multimodal freight and highway projects of national or regional significance to improve the safety, accessibility, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. Eligible projects will improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate supply chain bottlenecks and improve critical freight movements.

Eligible projects include:

- Highway freight projects on the National Highway Freight Network (NHFN)
- Highway or bridge projects on the National Highway System
- Freight intermodal, freight rail, or freight projects within the boundaries of a public or private freight rail; water, including ports; or intermodal facilities that are necessary to facilitate direct intermodal interchange, transfer, or access into or out of facilities
- Highway-railway grade crossing or grade separation projects
- Wildlife crossing projects
- Surface transportation projects within the boundaries of, or functionally connected to, an international border crossing that improves a facility owned by the federal/state/local government and increases throughput efficiency
- Projects for marine highway corridors that are functionally connected to the NHFN and are likely to reduce road mobile source emissions
- Highway, bridge, or freight projects on the NHFN

Projects must fall under one of the following categories:

- Large projects: projects that:
    - Generate national or regional economic, mobility, and/or safety benefits
    - Demonstrate cost effectiveness
    - Contribute to the accomplishment of one more of the goals under Title 23, Section 150 of the U.S. Code

    - Are based on the results of preliminary engineering
    - Demonstrate that they cannot be easily and efficiently completed without other federal funding or financial assistance
    - Are reasonably expected to begin construction no later than 18 months after the date of obligation of funds
- Small projects: projects that:
    - Demonstrate cost effectiveness
    - Address mobility in the state or region
    - Address safety on freight corridors with significant hazards

Eligible uses of funds include:

- Development-phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering, design, and other preconstruction activities
- Construction, reconstruction, rehabilitation, or acquisition of property; environmental mitigation; construction contingencies; equipment acquisition; and operational improvements
- Subsidy and administrative costs necessary to receive credit assistance through the Transportation Infrastructure Finance and Innovation Act (TIFIA) program,

Applicant Eligibility

Eligible applicants for INFRA grants are: a state or group of states; a metropolitan planning organization that serves an Urbanized Area (as defined by the Bureau of the Census) with a population of more than 200,000 individuals; a unit of local government or group of local governments; a political subdivision of a State or local government; a special-purpose district or public authority with a transportation function, including a port authority; a Federal land management agency that applies jointly with a state or group of states; a tribal government or a consortium of tribal governments; a multistate corridor organization; or a multistate or multijurisdictional group of entities.

Definitions

Under the INFRA Program, DOT has defined **urban** as inside an Urbanized Area, as designated by the U.S. Census Bureau, with a population of 200,000 or more. Click here for a list of Urbanized Areas that are considered urban for the purposes of the INFRA grant program. The Department will consider a project to be in a **rural** area if the majority of the project (determined by geographic location(s) where the majority of the money is to be spent) is located in a rural area.

A project is located in an **Area of Persistent Poverty** if: (1) the County in which the project is located consistently had greater than or equal to 20 percent of the population living in poverty in all three of the following datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the 2021 Small Area Income Poverty Estimates; OR (2) the Census Tract in which the project is located has a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census; OR (3) the project is located in any territory or possession of the United States. USDOT has published a table to help applicants identify if a project meets the Area of Persistent Poverty definition for a County or Census Tract.

A project is located in a **Historically Disadvantaged Communities** if: (1) the project is located in certain qualifying census tracts, identified in this table; OR (2) the project is located on Tribal land; OR (3) the project is located in any territory or possession of the United States.

Common Application

As in the previous solicitation, the DOT has combined the applications for the National Infrastructure Project Assistance grant program (Mega), Nationally Significant Freight and Highway Projects (INFRA), and Rural Surface Transportation Grant program (Rural) into the MPDG common application. Applicants may choose to apply to one, two, or all three of these grant programs by submitting up to three applications per program. While they remain separate programs for the award, the programs share many common characteristics, including larger project size, multimodal eligibility, and many shared statutory project requirements. Because of these shared characteristics, many projects can be eligible and considered for multiple programs using a single application.

DOT will consider the extent to which the project addresses the following project outcome criteria: (**1) safety; (2) state of good repair; (3) economic impacts, freight movement, and job creation; (4) climate change, resiliency, and the environment; (5) equity, multimodal options, and quality of life; and (6) innovation areas: technology, project delivery, and financing.** Additional considerations include generation of regional economic, mobility, or safety benefits, cost-effectiveness, contribution to one or more national goals, preliminary engineering, and construction timeline.

Funding

In FY 2024 and FY 2025, approximately $2.7 billion is available to support awards of at least $5 million through INFRA.

To qualify as a **large project**, the minimum project size for large projects is the lesser of (1) $100 million; (2) 30 percent of a state's most recent Federal-aid apportionment if the project is located in one state; or (3) 50 percent of the larger participating State's most recent apportionment for projects located in more than one state. The minimum grant request must be at least $25 million for large projects.

Projects are classified as **small projects** if they do not meet the large project requirements outlined above. The minimum grant request must be at least $5 million for small projects.

Approximately, 15 percent of available funds are reserved for small projects, and 85 percent of funds are reserved for large projects. At least 25 percent of funds provided for INFRA large projects must be used for projects located in rural areas. At least 30 percent of funds provided for INFRA small projects must be used for projects located in rural areas.

Additionally, the Infrastructure Investment and Jobs Act specified that $150 million in available INFRA funding be set aside for INFRA **Leverage Pilot** program projects. The INFRA Leverage Pilot Program will fund projects with a Federal share of less than 50 percent. No less than 10 percent of the Leverage Pilot funds will be awarded to small INFRA projects and not less than 25 percent of the Leverage Pilot funds will be awarded to rural projects.

Matching and Cost Share

Applicants will be required to provide a cost-share of 40 percent. Other Federal assistance may satisfy the non-Federal share requirement for an INFRA grant, but total Federal assistance for a project receiving an INFRA grant may not exceed 80 percent of future eligible project costs. Non-Federal sources include state funds originating from programs funded by state revenue, local funds originating from state or local revenue-funded programs, private funds, or other funding sources of non-Federal origins.

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https://www.transportation.gov/grants/infra-grant-program

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Office of the Secretary of Transportation

FY 2025/2026 Multimodal Project Discretionary Grant (MPDG) Opportunity: Rural Surface Transportation Grant Program

Grant Overview

The purpose of this program is to support surface infrastructure projects with significant national or regional impact or that will improve and expand surface transportation infrastructure in rural areas. Eligible applicants are states, regional transportation planning organizations, local governments, tribal governments or consortia of tribal governments, and multijurisdictional groups of public entities.

Program History

	Total Funding	# of Awards
2022	$1.5 billion	26
2023-24	$645.3 million	18

Key Information

Total Funding: $780 million
Award Range: 90% of awards will be at least $25 million, 10% will be less than $25 million
Match: 20 percent of total project costs
Solicitation date: March 25, 2024
Proposal due: May 6, 2024

https://www.transportation.gov/grants/rural-surface-transportation-grant-program

Awardee Profile

New Mexico Department of Transportation

San Juan County, NM

AMOUNT: $59.8 million
YEAR: 2023/24

The project widens and rehabilitates 21 miles of the US 64 Corridor in Northwest New Mexico through local Navajo communities. Rehabilitation includes twelve-foot lanes in each direction, outside rumble strips, five- to eight-foot paved shoulders and improved bus pull outs.

Department: U.S. Department of Transportation
Agency: Office of the Secretary of Transportation

FY 2025/2026 Multimodal Project Discretionary Grant (MPDG) Opportunity: Rural Surface Transportation Grant Program

Detailed Summary

The purpose of this program is to support surface infrastructure projects with significant national or regional impact or that will improve and expand surface transportation infrastructure in rural areas. In particular, this program will provide support for highway, bridge, and tunnel projects that help improve freight, safety, and provide or in-crease access to agricultural, commercial, energy, or transportation facilities that support the economy of a rural area. Support will be provided for projects that are consistent with the funding agency's strategic goals to improve safety; economic strength and global competitiveness; equity; and climate and sustainability.

Eligible projects include:

- Highway, bridge, or tunnel projects that are eligible under the National Highway Performance Program, the Surface Transportation Block Grant Program, or the Tribal Transportation Program
- Highway freight projects that are eligible under the National Highway Freight Program
- Highway safety improvement projects, including projects to improve high-risk rural roads, as defined under the Highway Safety Improvement Program
- Projects on publicly owned highways or bridges that provide, or increase access to, agricultural, commercial, energy, or intermodal facilities that support the economy of rural areas
- Projects to develop, establish, or maintain integrated mobility management systems, transportation demand management systems, or on-demand mobility services

Eligible uses of funds include:

- Development-phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities
- Construction, reconstruction, rehabilitation, acquisition of real property, environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements

All projects must meet the following requirements:

- Generate regional economic, mobility, or safety benefits
- Demonstrate cost effectiveness
- Contribute to the accomplishment of one or more of the national goals under Title 23, Section 150 of the U.S Code (U.S.C.)
- Be based on the results of preliminary engineering

- Be reasonably expected to begin construction no later than 18 months after the date of obligation of funds

Projects must be located in rural areas. For the purposes of this program, rural areas are defined as areas outside of urbanized areas that have a population of over 200,000 individuals. The funding agency seeks to award rural projects that address deteriorating conditions and disproportionately high fatality rates and transportation costs in rural communities.

Applicant Eligibility

Eligible applicants are:

- States
- Regional transportation planning organizations
- Units of local government
- Tribal governments or consortia of tribal governments
- Multijurisdictional groups of eligible entities

Metropolitan planning organizations (MPOs) organized as units of local government or multijurisdictional groups of local governments, as well as ports or port authorities organized as units of local government, are eligible to apply. Multiple states or entities that submit a joint application must identify a lead applicant as the primary point of contact. For the purposes of this program, states include any of the 50 states, the District of Columbia, or Puerto Rico. Otherwise, eligible entities located in or serving U.S. territories are eligible.

Funding

In FY 2025 and 20206, approximately $780 million is available for awards through this program. The total funding available for this program will be allocated as follows:

- At least 90 percent will be allocated for awards of at least $25 million
- Up to 10 percent will be allocated for awards of less than $25 million
- A total of 15 percent will be allocated to projects in states that have rural roadway fatalities as a result of lane departures that are greater than the national average
- A total of 25 percent will be allocated to projects that further the completion of designated routes of the Appalachian Development Highway System under Title 40, Section 14501 of the U.S.C.

Projects are expected to begin construction no later than 18 months after the date of obligation of funds.

Matching and Cost Sharing

In general, applicants must provide at least 20 percent of total project costs.

Up to 100 percent of total project costs may be covered for projects that will further the completion of a designated segment of the Appalachian Development Highway System under Title 40, Section 14501 of the U.S. Code (U.S.C), or address a surface transportation infrastructure need identified for the Denali access system program under Section 309 of the Denali Commission Act of 1998.

Other federal assistance may be used to satisfy the matching requirement; however, the total federal assistance, including funds from the Transportation Infrastructure Finance and Innovation Act (TIFIA) and

Railroad Rehabilitation and Improvement Financing (RRIF) programs for a project is limited to 80 percent of the total project costs.

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https://www.transportation.gov/grants/rural-surface-transportation-grant-program

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Office of the Secretary of Transportation

FY 2025/2026 Multimodal Project Discretionary Grant (MPDG) – National Infrastructure Project Assistance (Mega)

Grant Overview

The Mega Program (known statutorily as the National Infrastructure Project Assistance program) will support large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits. Eligible applicants are states; metropolitan planning organizations; units of local government; political subdivisions of states; special purpose districts or public authority with a transportation function, including a port authority; tribal governments or a consortium of tribal governments; partnerships between Amtrak and one or more entities described above; or consortium of eligible applicants.

Program History

	Total Funding	# of Awards
2023	$1.8 billion	11

Key Information

Total Funding: $1.7 billion
Award Range: Unspecified
Match: 40 percent
Solicitation date: March 25, 2024
Proposal due: May 6, 2024

https://www.transportation.gov/grants/mega-grant-program

Awardee Profile

City of Long Beach, CA

AMOUNT: $283,375,812
YEAR: 2023

The City of Long Beach was awarded funding to significantly enhance container-on-rail service to and from the ports of Long Beach and Los Angeles, facilitating 20 percent of container throughput at the ports that moves exclusively by rail. It will also improve the connections between the ports and the BNSF and Union Pacific networks.

Department: U.S. Department of Transportation
Agency: Office of the Secretary of Transportation

FY 2025/FY2026 Multimodal Project Discretionary Grant (MPDG) – National Infrastructure Project Assistance (Mega)

Detailed Summary

The Mega Program will support large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits. Eligible projects include:

- a highway or bridge project on the National Multimodal Freight Network
- a highway or bridge project on the National Highway Freight Network
- a highway or bridge project on the National Highway System
- a freight intermodal (including public ports) or freight rail project that provides public benefit
- a railway-highway grade separation or elimination project
- an intercity passenger rail project
- a public transportation project that is eligible under assistance under Chapter 53 of title 49 U.S.C. and is a part of any of the project types described above

Mega grants may be used for development-phase activities and costs, including planning, feasibility analysis, revenue forecasting, alternatives analysis, data collection and analysis, environmental review and activities to support environmental review, preliminary engineering and design work, and other preconstruction activities, including the preparation of a data collection and post-construction analysis plan; and construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to that land), environmental mitigation (including projects to replace or rehabilitate culverts or reduce stormwater runoff for the purpose of improving habitat for aquatic species), construction contingencies, acquisition of equipment, protection, and operational improvements directly relating to the project.

Additional consideration will be given to projects that benefit an **Area of Persistent Poverty** or a **Historically Disadvantaged Community.**

Projects that receive a Highly Recommended rating, but are not awarded, are automatically designated **MPDG Extra Projects**, unless the Department determines that they are not reasonably likely to satisfy the Transportation Infrastructure Finance and Innovation Act (TIFIA) project type eligibilities. This designation provides the sponsors of these projects the opportunity to apply for TIFIA credit assistance for up to 49% of eligible project costs. Under current policy, TIFIA credit assistance is limited to 33% of eligible project costs unless the applicant provides strong rationale for requiring additional assistance.

For a Mega project to be selected, the Department must determine that the project meets all six requirements:

- #1: The project is likely to generate national or regional economic, mobility, or safety benefits.
- #2: The project is in significant need of Federal funding.
- #3: The project will be cost-effective.
- #4: With respect to related non-Federal financial commitments, one or more stable and dependable funding or financing sources are available to construct, maintain, and operate the project, and to cover cost increases.
- #5: The applicant has, or will have, sufficient legal, financial, and technical capacity to carry out the project.
- #6: The application includes a plan for the collection and analysis of data to identify the impacts of the project and accuracy of forecasts included in the application.

Applicant Eligibility

Eligible applicants for Mega grants are: a state or a group of states; a metropolitan planning organization; a unit of local government; a political subdivision of a State; a special purpose district or public authority with a transportation function, including a port authority; a tribal government or a consortium of tribal governments; a partnership between Amtrak and one or more entities described above; and a group of entities described above.

Definitions

DOT has defined **urban** as inside an Urbanized Area, as a designated by the U.S. Census Bureau, with a population of 200,000 or more. Click here for a list of Urbanized Areas that are considered urban for the purposes of the INFRA grant program. The Department will consider a project to be in a **rural** area if the majority of the project (determined by geographic location(s) where the majority of the money is to be spent) is located in a rural area.

A project is located in an **Area of Persistent Poverty** if: (1) the County in which the project is located consistently had greater than or equal to 20 percent of the population living in poverty during the last 30-year period, as measured by the 1990 and 2000 decennial census and the most recent (2021) annual Small Area Income and Poverty Estimates as estimated by the Bureau of the Census; OR (2) Census Tract with a poverty rate of at least 20 percent as measured by the 2014–2018 5-year data series available from the American Community Survey of the Bureau of the Census; OR (3) the project is located in any territory or possession of the United States. USDOT has published a table to help applicants identify if a project meets the Area of Persistent Poverty definition for a County or Census Tract.

A project is located in a **Historically Disadvantaged Communities** if it is in: (1) any census tract or tracts identified as disadvantaged in the Climate and Economic Justice Screening Tool; OR (2) is any Federally Recognized Tribe or Tribal entity, whether or not it has land.

Common Application

To help streamline the grant process for applicants, the DOT has combined the applications for the National Infrastructure Project Assistance grant program (Mega), Nationally Significant Freight and Highway Projects (INFRA), and Rural Surface Transportation Grant program (Rural) into the MPDG common application. Applicants may choose to apply to one, two, or all three of these grant programs by submitting only one

application. While they remain separate programs for the purposes of award, the programs share many common characteristics, including a larger project size, multimodal eligibility, and many shared statutory project requirements. Because of these shared characteristics, it is possible for many projects to be eligible and considered for multiple programs using a single application.

While the MPDG grant opportunity consists of three separate programs, DOT will evaluate common applications for the programs using common merit criteria and considerations to provide a more streamlined and efficient application process for project sponsors. The common set of criteria include (**1) safety; (2) state of good repair; (3) economic impacts, freight movement, and job creation; (4) climate change, resiliency, and the environment; (5) equity, multimodal options, and quality of life; and (6) innovation areas: technology, project delivery, and financing.** Additional considerations include cost effectiveness; demonstrated project readiness, which includes technical assessment, financial completeness, and environmental review and permitting risk; and geographic diversity among recipients, including a balance between the needs of urban and rural projects.

Funding

In FY 2025 and FY 2026, $1.7 billion is available for awards through Mega. The Department will award 50 percent of the funds to projects greater than $500 million in cost, and 50 percent of the funds to projects greater than $100 million but less than $500 million in cost.

Matching and Cost Share

Applicants will be required to provide a cost-share of 40 percent. Other Federal assistance may satisfy the non-federal share requirement for a Mega grant, but total Federal assistance for a project receiving a Mega grant may not exceed 80 percent of future total eligible project costs.

Contact Information

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https://www.transportation.gov/grants/mega-grant-program

FEDERAL
GRANT PROFILE

Department: U.S. Department of Transportation
Agency: Federal Transit Administration

FY 2024 Passenger Ferry Grant Program

Grant Overview

The Passenger Ferry Grant Program provides funding to improve the condition and quality of existing passenger ferry services, support the establishment of new passenger ferry services, and repair and modernize ferry boats, terminals, and related facilities and equipment. Eligible applicants are designated and direct recipients of Section 5307 funds and public entities engaged in providing public transportation passenger ferry service in urban areas that are eligible to be direct recipients of Section 5307 funds.

Program History

	Total Funding	# of Awards
2023	$220.2 million	13
2022	$36.5 million	8
2021	$45.2 million	11

Key Information

Total Funding: $51 million
Match: 20 percent
Solicitation date: April 17, 2024
Proposal due: June 17, 2024

https://www.grants.gov/search-results-detail/353586

Awardee Profile

Golden Gate Bridge, Highway & Transportation District

AMOUNT: $6,000,000
YEAR: 2023

The Golden Gate Bridge, Highway & Transportation District was awarded funding to replace the Sausalito Ferry Landing in Marin County, built to reduce traffic congestion across the Golden Gate Bridge. The new landing will replace an aging float and improve safety and service.

Department: U.S. Department of Transportation
Agency: Federal Transit Administration

FY 2024 Passenger Ferry Grant Program

Detailed Summary

The purpose of this program is to improve the condition and quality of existing passenger ferry services, support the establishment of new passenger ferry services, and repair and modernize ferry boats, terminals and related facilities and equipment. Eligible projects are capital projects for the purchase, construction, replacement, or rehabilitation of ferries, terminals, related infrastructure, and related equipment (including fare equipment and communication devices). Projects are required to support a passenger ferry service that serves an urbanized area and may include services that operate between an urbanized area and rural areas. Ferry systems that accommodate cars must also accommodate walk-on passengers to be eligible for funding.

Under the Passenger Ferry Program, recipients are permitted to use up to 0.5 percent of their grant award to pay for not more than 80 percent of the cost for workforce development activities eligible under Federal public transportation law (49 U.S.C 5314(b)) and an additional 0.5 percent for costs associated with training at the National Transit Institute. Applicants must identify the proposed use of funds for these activities in the project proposal and identify them separately in the project budget. Supportive services, such as childcare and transportation assistance for participants, are an eligible use of program funds under 49 U.S.C. 5314(b).

All projects must meet the following requirements:

- Address an unmet need for capital investment in passenger ferry vehicles, equipment, or facilities
- improve the state of good repair and/or safety of the overall ferry system, sustain or provide additional transportation options that foster community development and access to economic opportunities, and/or sustain or improve the quality of transit service to underserved communities
- provide benefits to walk-on passengers

Priority consideration will be given to projects that meet one or more of the following criteria:

- Create significant community benefits relating to the environment, including incorporating low- or no-emission technology or specific elements to address greenhouse gas emissions and climate change impacts
- Support workforce development, job quality, and wealth creation, as detailed on page 27493 of the NOFA file
- Support the Justice40 initiative

Applicant Eligibility

Eligible applicants are designated recipients as defined in FTA Circular "Urbanized Area Formula Program: Program Guidance and Application Instructions", direct recipients of FTA's Urbanized Area Formula Grants and public entities engaged in providing public transportation ferry service in urban areas that are eligible to be direct recipients.

Funding

In FY 2024, an estimated $51 million is available for the Passenger Ferry Program. Of that amount, $5 million is available only for low or zero-emission ferries or ferries using electric battery or fuel cell components and the infrastructure to support such ferries. funds will be awarded competitively to designated recipients or eligible direct recipients of Urbanized Area Formula funds to support capital projects to improve existing passenger ferry service, establish new ferry service, and repair and modernize ferry boats, terminals, and related facilities and equipment.

Matching and Cost Sharing

In general, applicants must provide at least 20 percent of the net project cost via nonfederal cash and/or in-kind contributions.

For projects that involve acquiring vehicles, applicants must provide at least 15 percent of the net project of acquiring vehicles, including clean-fuel or alternative fuel vehicles, for the purposes of complying with or maintaining compliance with the Clean Air Act (CAA) or the Americans with Disabilities Act (ADA) of 1990.

For projects that involve acquiring, installing, or constructing vehicle-related equipment or facilities, applicants must provide at least 10 percent of the net project cost of acquiring, installing, or constructing vehicle-related equipment or facilities, including clean fuel or alternative-fuel vehicle-related equipment or facilities, for the purposes of complying with or maintaining compliance with the ADA or CAA.

Additional consideration will be given to projects for which local funds have already been made available or reserved.

Eligible matching contributions include:

- Cash from non-governmental sources other than revenues from providing public transportation services
- Non-farebox revenues from the operation of public transportation services, such as the sale of advertising and concession revenues
- Monies received under a service agreement with a state or local social service agency or private social service organization
- Undistributed cash surpluses, replacement or depreciation cash funds, reserves available in cash, or new capital
- Amounts appropriated or otherwise made available to a department or agency of the government, other than the funding agency, that are eligible to be expended for public transportation
- In-kind contributions integral to the project
- Revenue bond proceeds for a capital project, with prior funding agency approval
- Transportation Development Credits (TDCs)

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https://www.grants.gov/search-results-detail/353586

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Federal Transit Administration

FY 2023 Pilot Program for Transit-Oriented Development Planning (TOD Pilot Program)

Grant Overview

The purpose of this program is to improve public transportation for U.S. communities by providing funding to local communities to integrate land use and transportation planning with a new fixed-guideway or core capacity transit capital investment. This program intends to support comprehensive planning that will improve economic development, ridership, multimodal connectivity and accessibility, transit access for pedestrian and bicycle traffic, and mixed-use development near transit stations. Eligible applicants are State or States, U.S. Territory, or local governmental authority, and Federal Transit Administration grant recipients.

Program History

	Total Funding	# of Awards
2022	$13.1 million	19
2021	$11 million	20

Key Information

Total Funding: $13.4 million
Award Range: Unspecified
Match: Varies
Solicitation date: August 8, 2023
Proposal due: October 10, 2023

The Notice of Funding Availability (NOFA) is available here.

Award Profile

City of Phoenix, AZ

AMOUNT: $1 million
YEAR: 2022

The City of Phoenix will receive funding to plan for TOD along the proposed South-Central Extension/Downtown Hub light rail line that is expected to open in 2024. The funding will support affordable housing, increase pedestrian and bicycle access to transit hubs, facilitate mixed-use development, and assess opportunities for investment in the local economy.

Department: U.S. Department of Transportation
Agency: Federal Transit Administration

FY 2023 Pilot Program for Transit-Oriented Development Planning (TOD Pilot Program)

Detailed Summary

The provides funding to communities to integrate land use and transportation planning in new fixed guideway and core capacity transit project corridors. The TOD Pilot Program intends to fund comprehensive planning that supports economic development, increased transit ridership and value capture multimodal connectivity, accessibility, increased transit access for pedestrian and bicycle traffic, and mixed-use and mixed-income development near transit stations; delivers 40 percent of the overall benefits of the planning work to Historically Disadvantaged Communities, consistent with the Justice40 Initiative; and supports the development of affordable housing, mitigates climate change, and addresses challenges facing environmental justice populations, and homelessness. The TOD Pilot Program also encourages the identification of infrastructure needs and engagement with the private sector. The Federal Transit Administration (FTA) encourages TOD in areas where communities are trying to preserve, protect, and increase the supply of affordable housing.

FTA is seeking comprehensive or site-specific planning projects that cover an entire transit capital project corridor. To ensure that any proposed planning work both reflects the needs and aspirations of the local community and results in concrete, specific deliverables and outcomes, transit project sponsors must partner with entities with land use planning authority in the transit project corridor to conduct the planning work.

Any comprehensive or site-specific planning work proposed for funding under the TOD Pilot Program must be associated with an eligible transit capital project. To be eligible, the proposed transit capital project must be a new fixed guideway project or a core capacity improvement project. A fixed guideway is a public transportation facility:

- Using and occupying a separate right-of-way for the exclusive use of public transportation;
- Using rail;
- Using a fixed catenary system;
- For a passenger ferry system; or
- For a bus rapid transit system.

A new fixed guideway capital project is defined to be:

- A new fixed guideway project that is a minimum operable segment or extension to an existing fixed guideway system; or
- A fixed guideway bus rapid transit project that is a minimum operable segment or an extension to an existing bus rapid transit system.

A fixed guideway bus rapid transit project is defined as a bus capital project:

- In which the majority of the project operates in a separated right-of way dedicated for public transportation use during peak periods;
- That represents a substantial investment in a single route in a defined corridor or subarea; and
- That includes features that emulate the services provided by rail fixed guideway public transportation systems, including:
    - Defined stations;
    - Traffic signal priority for public transportation vehicles;
    - Short headway bidirectional services for a substantial part of weekdays and weekend days; and
    - Any other features the Secretary may determine are necessary to produce high-quality public transportation services that emulate the services provided by rail fixed guideway public transportation systems.

A core capacity improvement project is defined to mean a substantial corridor-based capital investment in an existing fixed guideway system that increases the capacity of the corridor by not less than 10 percent. The term does not include project elements designed to maintain a state of good repair of the existing fixed guideway system.

Applicant Eligibility

Eligible applicants include State or States, U.S. Territory, or local governmental authority, and an FTA grant recipient (i.e., existing direct or designated recipients) as of the publication date of this grant opportunity. An applicant must be the project sponsor of an eligible transit capital project, or an entity with land use planning authority in the project corridor of an eligible transit capital project. Except in cases where an applicant is both the sponsor of an eligible transit project and has land use authority in at least a portion of the transit project corridor, the applicant must partner with the relevant transit project sponsor or at least one entity in the project corridor with land use planning authority. Documentation of this partnership must be included with the application.

Only one application per transit capital project corridor may be submitted to FTA. Multiple applications submitted for a single transit capital project corridor indicate that partnerships are not in place, and FTA may reject all of the applications. FTA will accept multiple applications for the same corridor if each application is a site-specific application, the applications are submitted by separate applicants with different land-use authorities, and a given application does not overlap with any other application that would cover the same site.

Funding

In FY 2023, a total of $13,460,978 is available to support awards through this program. Additional funds made available prior to project selection may be allocated to eligible projects. Award ranges are unspecified.

Match and Cost Share

In general, the maximum Federal funding share for proposals is 80 percent. Proposals that support planning activities that assist parts of an urbanized area or rural area with lower population density or lower average income levels compared to the applicable area or adjoining areas are eligible to receive a federal funding share of no less than 90 percent and applicants may request a share up to 100 percent. Proposals that address

three or more activities related to the development of affordable housing will receive a federal funding share of 100 percent.

Eligible forms of cash contributions include: cash from nonfederal sources other than revenues from providing public transportation services; revenues derived from the sale of advertising and concessions; amounts received under a service agreement with a state or local social service agency or private social service organization; revenues generated from value capture financing mechanisms; funds from an undistributed cash surplus; replacement or depreciation cash funds or reserve; and/or new funding.

Applicants demonstrating that matching contributions for the project are committed will receive higher ratings during the application evaluation process. Applicants that have identified, but not yet committed, matching contributions, or that provide a match in which in-kind contributions constitute the primary or sole source of matching funds, will receive lower ratings during the application evaluation process.

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https://www.transit.dot.gov/notices-funding/pilot-program-transit-oriented-development-planning-fy-2023-notice-funding

FEDERAL
GRANT PROFILE

Department: U.S. Department of Transportation
Agency: Maritime Administration

FY 2025 Port Infrastructure Development Program

Grant Overview

The purpose of this program is to improve the safety, efficiency, or reliability of the movement of goods through ports and intermodal connections to ports. Eligible applicants are states or political subdivisions of states or local governments, Indian tribes or consortia of tribes, public agencies or publicly chartered authorities established by one or more states, special-purpose districts with a transportation function, and multistate or multijurisdictional groups of entities.

Program History

Year	Total Funding	# of Awards
2024	$580 million	31
2023	$703 million	41

Key Information and Tips

Total Funding: $450,000,000
Match: 20 percent
Solicitation date: December 21, 2024
Proposal due: April 30, 2025

- The funding agency may give priority to strategic seaports in support of national security requirements.

https://www.maritime.dot.gov/PIDPgrants

Awardee Profile

Anchorage, AK

AMOUNT: $50 million
YEAR: 2024

Funding will be used for a new general purpose cargo terminal at the Don Young Port of Alaska.

Department: U.S. Department of Transportation
Agency: Maritime Administration

FY 2025 Port Infrastructure Development Program

Detailed Summary

The purpose of this program is to improve the safety, efficiency, or reliability of the movement of goods through ports and intermodal connections to ports. Projects must be located either within the boundary of a port, or outside the boundary of a port and directly related to port operations or to an intermodal connection to a port.

Grants may be made for capital projects that will be used to improve the safety, efficiency, or reliability of:

- The loading and unloading of goods at the port, such as for marine terminal equipment;
- the movement of goods into, out of, around, or within a port, such as for highway or rail infrastructure, intermodal facilities, freight intelligent transportation systems, and digital infrastructure systems;
- operational improvements, including projects to improve port resilience;
- environmental and emissions mitigation measures, including projects for—
    - port electrification or electrification master planning;
    - harbor craft or equipment replacements or retrofits;
    - development of port or terminal microgrids;
    - provision of idling reduction infrastructure;
    - purchase of cargo handling equipment and related infrastructure;
    - worker training to support electrification technology;
    - installation of port bunkering facilities from ocean-going vessels for fuels;
    - electric vehicle charging or hydrogen refueling infrastructure for drayage and medium or heavy-duty trucks and locomotives that service the port and related grid upgrades; or
    - other related port activities, including charging infrastructure, electric rubber-tired gantry cranes, and anti-idling technologies; or
- port and port-related infrastructure that supports seafood and seafood-related businesses, including the loading and unloading of commercially harvested fish and fish products, seafood processing, cold storage, and other related infrastructure.

Activities eligible for funding under PIDP planning grants include those related to development phase activities—such as planning, feasibility analysis, revenue forecasting, environmental review, permitting, preliminary engineering and design work, development of master plans, electrification master planning, and planning to address a port's ability to withstand probable occurrence or recurrence of an emergency or major disaster—of eligible PIDP capital projects that will not result in construction with FY 2025 PIDP funding. Under the FY 2025 PIDP, if an application includes right-of-way acquisition, the project will be considered a capital project.

Additionally, the program seeks to fund projects that advance priorities of safety, equity and Justice40, climate and sustainability, workforce development, job quality, and wealth creation. The funding agency encourages applicants to propose projects that, in addition to improving the safety, efficiency, or reliability of the movement of goods through ports and intermodal connection to ports, will reduce greenhouse gas emissions in the transportation sector, will create proportional impacts to all populations in a project area and increase equitable access to project benefits, and will support the creation of good-paying jobs with the free and fair choice to join a union and include the incorporation of strong labor standards and training and placement programs, especially registered apprenticeships.

Applicant Eligibility

Eligible applicants are states or political subdivisions of states or local governments, Indian tribes or consortia of tribes, public agencies or publicly chartered authorities established by one or more states, special-purpose districts with a transportation function, and multistate or multijurisdictional groups of entities. A lead entity described above may apply jointly with a private entity or a group of private entities. Such entities may include owners or operators of facilities or collections of facilities at a port.

Funding Details

In FY 2025, approximately $450,000,000 in funding is available to support an unspecified number of awards through this program. There is no minimum award size. Except as limited by the amount of available funding and statutory restrictions on funding identified in the Bipartisan Infrastructure Law (BIL) and 46 U.S.C. 54301, there is no maximum award size.

No more than 25 percent ($112,500,000) of the total amount of funding available can be awarded to a single state. At least 25 percent ($112,500,000) of available funds are reserved for small projects at small ports. No more than $11.25 million per award is available for Small Projects at Small Ports. For Planning Projects, no more than 10 percent ($45,000,000) of funding is reserved for Small Projects at Small Ports, and no more than 10 percent ($45,000,000) of funding is available to large ports.

A small port is defined as a coastal seaport, Great Lakes, or inland river port to and from which the average annual tonnage of cargo for the immediately preceding three calendar years from the time an application is submitted is less than 8,000,000 short tons, as determined by using U.S. Army Corps of Engineers data or data by an independent audit if the Secretary determines that it is acceptable to use such data instead of using U.S. Army Corps of Engineers data. A small project is one seeking less than or equal to $11.25 million in funding.

The funding agency expects grant recipients to expend funds within five years of obligation and will consider a project's likelihood to be ready for obligation of funds by September 30, 2029.

Cost Sharing and Matching

In general, applicants must provide at least 20 percent of the total project costs via nonfederal sources, which may include state funds originating from programs funded by state revenue, local funds originating from state or local revenue-funded programs, or private funds. The matching requirement may be decreased for projects in rural areas or small projects at small ports. A rural area is defined as an area located outside of a 2020 U.S. Census-designated urban area with a population of 50,000 or more persons.

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FEDERAL
GRANT PROFILE

Department: U.S. Department of Transportation
Agency: Federal Transit Administration

FY 2024 Rail Vehicle Replacement Program

Grant Overview

The purpose of this program is to support capital projects that replace rail rolling stock. Specifically, awards will help renew America's transit systems, advance racial equity, connect communities, and reduce greenhouse gas emissions. The focus of the program is to modernize the country's transit system, focusing on maintaining a state of good repair for fixed-guideway rail transit. Rail vehicles eligible for this program include commuter-rail, heavy-rail, and light-rail vehicles. Eligible applicants are states and local government authorities.

Program History

	Total Funding	Awards
2023	$703,093,337	6

Key Information and Tips

Total Funding: $196,906,663
Award Range: Unspecified
Match: 50%
Solicitation Date: October 10, 2023
Due Date: December 18, 2023

- Funded capital projects must be in an agency's Transit Asset Management Plan

Competitive Grants for Rail Vehicle Replacement Program | FTA (dot.gov)

Awardee Profile

Sacramento Regional Transit District, CA

AMOUNT: $45,096,936
YEAR: 2023

Sacramento Regional Transit District received funding to buy 16 new light rail vehicles to replace older vehicles that exceeded their useful life. This project will improve the agency's state-of-good repair needs and service reliability for the region's 1.7 million residents.

Department: U.S. Department of Transportation
Agency: Federal Transit Administration

FY 2024 Rail Vehicle Replacement Program

Detailed Summary

The purpose of this program is to modernize America's transit system, focusing on maintaining a State of Good Repair for fixed-guideway rail transit by supporting capital projects that replace rail rolling stock. Specifically, awards will help renew America's transit systems, advance racial equity, connect communities, and reduce greenhouse gas emissions. Rail vehicles eligible for this program include commuter-rail, heavy-rail, and light-rail vehicles.

For the purposes of this program, rail rolling stock is defined as revenue service, passenger carrying vehicles, or propulsion vehicles (locomotives) necessary for the provision of rail public transportation. Replacement is defined as the number of vehicles required to replace the number of vehicles to be removed from service that are substantially of the same type.

Applicants must demonstrate how their proposed projects are consistent with local and regional planning documents and identified priorities. Priority will be given to projects that address the following areas:

- Replacement of rolling stock past its useful life
- Safety
- Performance
- Enhanced access and mobility for people with disabilities
- Combating climate change
- Advancing racial equity

In addition to rolling stock replacement, a limited amount of funding may also be used for project-related workforce development activities, as well as project-related training from the National Transit Institute (NTI).

The funding agency seeks to fund projects to all populations in a project area that create proportional impacts, remove transportation related disparities, and increase equitable access to project benefits, consistent with Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government.

Applicant Eligibility

Eligible applicants are states and local government authorities. Applicants must demonstrate how their proposed projects are consistent with local and regional planning documents and identified priorities.

Funding

In FY 2024, approximately $196,906,663 is available to support awards through this program. Additionally, the funding agency may also commit up to $600,000,000 in FY 2025 and FY 2026 funding towards projects selected in FY 2024.

The funding agency may select projects to receive multi-year grant agreements. If a project is selected to receive a multi-year grant agreement, that agreement will establish the maximum amount of Federal financial assistance for the project that may be provided in not more than three consecutive fiscal years.

Up to 0.5 percent of the award request may be used to pay for project-related workforce development activities, as long as the federal share of these workforce development activities is not more than 80 percent. Up to 0.5 percent of the award request may be used to pay for project-related training from the National Transit Institute (NTI), as long as the federal share for such training from NTI is not more than 80 percent.

If a procurement project includes both expansion and replacement vehicles, only the cost of the replacement vehicles may be included in the total eligible project cost under this program.

Cost Sharing and Matching

Applicants must provide at least 50 percent of total project costs via cash and/or in-kind contributions. Eligible sources of match include cash from non-governmental sources other than revenues from providing transit services (such as fare revenues); non-farebox revenues from the operation of public transportation service, such as the sale of advertising and concession; monies received under a service agreement with a State or local social service agency or private social service organization, undistributed cash surpluses, replacement or depreciation cash funds, reserves available in cash, or new capital; in-kind contributions integral to the project; and Transportation Development Credits (formerly referred to as Toll Revenue Credits).

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Competitive Grants for Rail Vehicle Replacement Program | FTA (dot.gov)

FEDERAL
GRANT PROFILE

Department: U.S. Department of Transportation
Agency: Build America Bureau

FY 2025 Railroad Rehabilitation and Improvement Financing (RRIF) Program

Grant Overview

This program will provide loans and loan guarantees to finance the development of railroad infrastructure throughout the nation. The majority of funding is reserved for projects benefiting freight railroads other than Class I carriers. Eligible applicants include railroads, state and local governments, government sponsored authorities, interstate compacts consented to by Congress under Section 410(a) of the Amtrak Reform and Accountability Act of 1997, and joint ventures that include at least one of the above-listed eligible entities.

Program History

	Total Funding	# of Awards
2023	$181,700,000	2

Key Information and Tips

Total Funding: $35 billion
Award Range: Unspecified
Match: Not Required
Proposal due: Rolling

- All prospective program borrowers are highly encouraged to schedule an Initial Consultation with the Bureau before beginning to develop a letter of intent.
- Letters of interest (LOIs) must be emailed to BureauCredit@dot.gov.

https://www.transportation.gov/buildamerica/financing/rrif

Awardee Profile

Indiana Finance Authority for the Double Track Project, IN

AMOUNT: $27,500,000
YEAR: 2023

The project includes nearly 18 miles of double tracking and overhead power system installation, separating vehicular traffic along two miles of street-running rail line, upgrading five stations, eliminating 13 at-grade roadway/track crossings, and adding 1,475 parking spaces.

Department: U.S. Department of Transportation
Agency: Build America Bureau

FY 2025 Railroad Rehabilitation and Improvement Financing (RRIF) Program

Detailed Summary

The purpose of this program is to provide loans and loan guarantees to finance the development of railroad infrastructure throughout the nation. The majority of funding is reserved for projects benefiting freight railroads other than Class I carriers.

Eligible projects include:

- Acquisition, improvement, or rehabilitation of intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings, and shops, as well as other costs related to these activities, including pre-construction costs
- Installation of positive train control systems
- Development or establishment of new intermodal or railroad facilities
- Planning and design expenses for the purposes listed above
- Refinancing of outstanding debt incurred for the purposes listed above
- Financing transit-oriented development

Priority will be given to projects that meet the following conditions:

- Enhance public safety, including projects for the installation of a positive train control system
- Promote environmental sustainability of transportation through investments that focus on energy efficiency and environmental quality
- Promote economic development and enable U.S. companies to be more competitive in international markets
- Are endorsed by plans prepared under Section 135 of Title 23 or Chapter 227 of Title 49 of the U.S. Code by the state or states in which the project is located
- Improve railroad stations and passenger facilities, and increase transit-oriented development
- Preserve or enhance rail or intermodal service to small communities or rural areas, and enhance service and capacity in the national rail system
- Materially alleviate rail capacity problems that degrade the provision of service to shippers and would fulfill a need in the national transportation system

Direct loans and guaranteed loans provided through this program may only be used to refinance outstanding debt for certain types of eligible projects, including debt incurred to acquire, improve, or rehabilitate intermodal or rail equipment or facilities.

Applicant Eligibility

Eligible applicants include railroads, state and local governments, government sponsored authorities, interstate compacts consented to by Congress under Section 410(a) of the Amtrak Reform and Accountability Act of 1997, and joint ventures that include at least one of the above-listed eligible entities.

Limited-option freight shippers that own or operate a plant or other facility are eligible to apply for projects to construct a rail connection between a plant or facility and a railroad.

Funding

In FY 2025, an unspecified amount of funding is available to support awards through this program, however a total of $35 billion is available throughout this program's lifetime to support awards. At least $7 billion is reserved for projects benefiting freight railroads other than Class I carriers.

In addition to credit assistance, this program provides technical assistance to capital programs that consist of high-priority projects in the early stages of development.

The maximum maturity of all forms of credit assistance provided through this program is 35 years after a project's substantial completion or the useful life of the project, whichever is less. Repayment terms for loans may be for up to 35 years. Interest rates will be equal to the cost of borrowing from the government. Loan repayments must commence no later than five years after the date of substantial completion of the project.

Matching and Cost Sharing

There are no stated matching requirements for this program.

The funding agency may provide direct loans of up to 100 percent of the total project costs; however, the funding agency prefers applicants to provide equity for the project. This program does not have an appropriation of budget authority to cover the cost of credit assistance provided through this program; therefore, the cost to the government of providing financial assistance must be borne by the applicant or another nonfederal entity on behalf of the applicant through the payment of the credit risk premium (CRP). The funding agency will calculate the amount of the CRP that must be paid for each loan before it can be disbursed. Any collateral provided will be relevant to the calculation of the CRP.

Applicants must provide the following fees for this program:

- The advisors' fees upfront payment of at least $250,000, which is to be provided during the draft application review process upon request of the funding agency
- Any additional advisors' fees
- An annual service fee of approximately $13,000, indexed to inflation, for each credit instrument approved for each project
- Project monitoring fees in cases where the funding agency incurs costs in connection with monitoring the performance of a project, enforcement of credit agreement provisions, amendments to the credit agreement and related documents, and other performance-related activities

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https://www.transportation.gov/buildamerica/financing/rrif

FEDERAL
GRANT PROFILE

Department: U.S. Department of Transportation
Agency: Build America Bureau

FY 2024 Regional Infrastructure Accelerator Program (Reissued)

Grant Overview

This program assists entities in developing improved infrastructure priorities and financing strategies for the accelerated development of a project that is eligible for funding under the Transportation Infrastructure Finance and Innovation Act (TIFIA) Credit Program. Eligible applicants are states, multi-state or multi-jurisdictional groups, municipalities, counties, a special purpose district or public authority with a transportation function, a Tribal government or consortium of Tribal governments, metropolitan planning organizations (MPO), regional transportation planning organizations (RTPO), Regional Transportation Commissions, or a political subdivision of a State or local government, or combination of two or more of the foregoing.

Program History

Year	Total Funding	# of Awards
2023	$24 million	24
2022	$4.8 million	5

Key Information

Total Funding: $20 million
Award Range: $975,000 - $2 million
Match: Not required
Solicitation date: May 8, 2025
Proposal due: June 16, 2025

https://www.transportation.gov/buildamerica/technical-assistance/regional-infrastructure-accelerators-program

Awardee Profile

Pacific Northwest Economic Region, Washington

AMOUNT: $2 million
YEAR: 2023

The Pacific Northwest Economic Region received funding to establish a governance framework, convene key leaders, and identify and finance projects related to its mission of improving economic outcomes, reducing transportation-related CO2 emissions, and increasing environmental justice for historically underserved communities.

Department: U.S. Department of Transportation
Agency: Build America Bureau

FY 2024 Regional Infrastructure Accelerator Program (Reissued)

Detailed Summary

The purpose of this program is to assist public entities in developing improved infrastructure priorities and financing strategies for the accelerated development of projects that are eligible for funding under the Transportation Infrastructure Finance and Innovation Act Credit Program (TIFIA). For this program, the funding agency will consider regional designation as broadly defined in the following categories:

- State or multi-state: serving one state or a group of state entities with a common interest in transportation projects being delivered
- Urban or Metropolitan Planning Organization (MPO): serving local governments, a group of local jurisdictions with transportation functions within a metropolitan area, or MPOs sharing state boundaries
- Rural: serving a region of rural communities or multiple rural communities across state lines
- Other: serving multiple jurisdictions with shared priorities and interests, such as a river basin or a transportation corridor

The goal of this program is to establish regional infrastructure accelerators to assist entities in accelerating TIFIA-eligible projects through innovative financing strategies. This assistance can be in the form of any of the following, based on the needs of the project(s) that the applicant proposes to assist:

- Project planning
- Studies and analysis, including feasibility, market analysis, project costs, cost-benefit analysis, value for money, public benefit, economic assessments, and environmental reviews
- Revenue forecasting, funding and financing options analyses, application of best practices, innovative financing/procurement, and public-private partnerships, where appropriate
- Preliminary engineering and design work
- Statutory and regulatory framework analyses
- Assessment of opportunities for private financing, project bundling, and/or phasing
- Enhancement of rural project sponsors' capacity to use the TIFIA program and, to the extent applicable, the Railroad Rehabilitation & Improvement Financing (RRIF) program, Private Activity Bonds (PABs), and other innovative financing methods, helping to bundle projects across multiple smaller jurisdictions to create a project at a scale that is more appropriate for the funding agency's credit assistance, and pool the jurisdictions' resources to apply for TIFIA credit assistance and, to the extent applicable, RRIF credit assistance and PABs, as well as leveraging DOT's Rural Opportunities to Use Transportation for Economic Success (ROUTES) Initiatives' products and offerings
- Other direct, project-specific support, as appropriate

Greater consideration will be given to projects that demonstrate long-term self-sustainability. Additional consideration will also be given to projects that demonstrate a strong collaboration among a broad range of

stakeholders in the proposed geographic area of the RIA, including state, local, and private entities for the development, funding, financing, and delivery of transportation projects. An applicant that can demonstrate effective partnerships with the public sector, the private sector, and academic entities will receive a STRONG rating in this criterion. To the maximum extent permitted by law, the funding agency will prioritize projects that are in alignment with the principles outlined in DOT Order 2100.7, Ensuring Reliance upon Sound Economic Analysis in DOT's Policies, Programs and Activities.

Applicant Eligibility

Eligible applicants are states, multi-state or multi-jurisdictional groups, municipalities, counties, special purpose districts or public authority with a transportation function including a port authority or public transportation agency, tribal governments, metropolitan planning organizations, Tribal government or consortium of Tribal governments, MPOs, regional transportation planning organizations (RTPO), Regional Transportation Commissions, or political subdivisions of a State or local government, or combination of two or more of the foregoing.

Applications will be accepted from a partnership between one or more eligible entities and another U.S. party, such as private entities or consulting or engineering firms, as long as one of the eligible public entities is designated as the lead applicant.

The funding agency will consider applications from any RIA that was designated pursuant to a prior NOFO to the extent that funding is available, and only after giving primary consideration to applicants who have not previously received funding under this program.

Funding

In FY 2024, a total of $20 million is available to support between six and ten cooperative agreements in the range of $975,000 to $2 million through this program.

Funding in the form of a cooperative agreement will be provided for a period of two years, with an option for a third year for an RIA that meets or exceeds agreed-upon performance targets and subject to the availability of funding.

Matching and Cost Sharing

There are no stated matching or cost sharing requirements for this program.

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https://www.transportation.gov/buildamerica/technical-assistance/regional-infrastructure-accelerators-program

FEDERAL
GRANT PROFILE

Department: U.S. Department of Transportation
Agency: Build America Bureau

FY 2025 Rural and Tribal Assistance Pilot Program

Grant Overview

The purpose of this program is to help applicants develop transportation infrastructure projects in rural and tribal communities that will qualify for federal funding and financing programs for additional development phase activities or construction. Funding will support either the hiring of staff or the procurement of expert firms to provide financial, technical, and legal assistance with project-related planning and design phase activities. Eligible applicants are rural local governments or political subdivisions, states, federally recognized tribes, and the Department of Hawaiian Homelands.

Program History

	Total Funding	# of Awards
2023	$3.4 million	13

Key Information and Tips

Total Funding: $54.2 million
Award Range: $250,000 - $2.5 million
Match: Not required
Solicitation Date: August 7, 2025
Proposal due: October 8, 2025

- Grants are awarded on a first-come, first-served basis with the portal opening on September 8, 2025, at 2:00 p.m. ET.
- A second amended NOFO was issued August 7, 2025, to increase program funding and award range, eliminate the "multi-community" grant type, and align with Administration priorities and Executive Orders.

https://www.transportation.gov/buildamerica/RuralandTribalGrants

Awardee Profile

Contra Costa County, CA

AMOUNT: $320,000
YEAR: 2023

The County of Contra Costa in California received funding to support the design and estimation of Vasco Road Corridor Safety Improvements.

Department: U.S. Department of Transportation
Agency: Build America Bureau

FY 2025 Rural and Tribal Assistance Pilot Program

Detailed Summary

The purpose of this program is to help applicants develop transportation infrastructure projects in rural and tribal communities that will be reasonably expected to be eligible for federal funding and financing programs for additional development phase activities or construction. This program will award funding for planning and design phase activities for single projects only.

Funding will support either the hiring of staff or the procurement of expert firms to provide financial, technical, and legal assistance with project-related planning and design phase activities. Funding may be used to select advisors to assist with predevelopment phase activities, including but not limited to:

- Revenue forecasting
- Project planning
- Statutory and regulatory framework analysis
- Economic assessments and cost-benefit analyses
- Feasibility studies
- Drafting and negotiating of concession agreements
- Value for money analysis and procurement options
- Environmental review and permitting
- Drafting and negotiation of interagency agreements
- Evaluating opportunities for private financing and project bundling
- Preliminary engineering and design
- Procurement support
- Financial feasibility analysis; funding and financing options analysis
- Funding application assistance
- Evaluation of costs to sustain the project (such as operations and maintenance costs)
- Public engagement
- Property development and land use feasibility analysis
- Public Benefit Studies
- Cost estimation

Projects supported under this program are expected to be developed in a manner that will make them reasonably eligible for any one or more of the following Department of Transportation lending or grant programs: TIFIA Credit Program, RRIF Credit Program, INFRA Grant Program, Mega Grant Program, BUILD Grant Program, and National Culvert Removal, Replacement, and Restoration Grant Program.

DOT prioritizes projects that are in alignment with the principles outlined in DOT Order 2100.7, Ensuring Reliance Upon Sound Economic Analysis in DOT's Policies, Programs and Activities.

Applicant Eligibility

Eligible applicants are local governments and political subdivisions located outside of an urbanized area that has a population of more than 150,000, states and territories seeking to advance a project in a location outside of an urbanized area that has a population of more than 150,000 residents, federally recognized Indian tribes, and the Department of Hawaiian Home Lands.

The location of the project itself determines an applicant's eligibility for the program when applying as a rural applicant. The following mapping tools may be used to verify that the project's location is in an area that meets the funding agency's "rural" definition: Rural Funding Eligibility Tool and U.S. Census mapping tool TIGERweb.

Examples of local governments and political subdivisions include the following: county; borough; municipality; city; town; township; parish (under the state of Louisiana); local public authority, including any public housing agency under the United States Housing Act of 1937; special district; school district; council of governments, whether or not incorporated as a nonprofit corporation under State law; or any other agency or instrumentality of a multi-, regional, or intra-State or local government.

Funding

In FY 2025, a total of $54.2 million is available to support approximately 216 awards ranging from $250,000 to $2.5 million through this program. Grants are awarded on a first-come, first-served basis to eligible applications.

The funding agency has set aside $20 million of the total funding available for eligible tribal applicants. No more than twenty percent of total available funding may be awarded for projects in a single state. The funding agency may offer partial awards to applicants if fully funding their project would exceed the twenty percent state limit.

The anticipated selection notification date will be in December 2025. The award period is up to 36 months.

Matching and Cost Share

There is no requirement for cost sharing or providing a local, non-federal match to the grant funds for this program.

Contact Information

Program Staff
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https://www.transportation.gov/buildamerica/RuralandTribalGrants

FEDERAL
GRANT PROFILE

Department: U.S. Department of Transportation
Agency: Office of the Secretary of Transportation

FY 2025 Safe Streets and Roads for All (SS4A)

Grant Overview

The purpose of this program is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through the development of Action Plans and refinement and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, and commercial vehicle operators. Eligible applicants include metropolitan planning organizations, political subdivisions, federally recognized tribal governments, and a multijurisdictional group of entities described in any of the aforementioned three types of entities.

Program History

	Total Funding	# of Awards
2024	$1,241,490,821	710

Key Information and Tips

Total Funding: $982,260,494
Award Range: Varies
Match: 20 percent
Solicitation date: March 28, 2025
Proposal due: June 26, 2025

- The program may prioritize applications with a quantitative fatality rate of 17.5 fatalities per 100,000 people or greater.

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

Awardee Profile

Calhoun County Commission, AL

AMOUNT: $240,000
YEAR: 2024

The Calhoun County Commission received funding to develop a new comprehensive safety action plan.

Department: U.S. Department of Transportation
Agency: Office of the Secretary of Transportation

FY 2025 Safe Streets and Roads for All (SS4A)

Detailed Summary

The purpose of this program is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through the development of Action Plans and refinement and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, and commercial vehicle operators. Funding is available through the following categories:

1. Planning and Demonstration Grants: Planning and Demonstration Grants are used to develop, complete, or supplement an Action Plan, as well as carry out demonstration activities that inform an Action Plan. Planning and Demonstration Grants have three different types of eligible activities:

- Developing an Action Plan
- Conducting supplemental safety planning to enhance an Action Plan; and
- Carrying out demonstration activities to inform the development of, or an update to, an Action Plan

The three different types of activities under Planning and Demonstration Grants can either be bundled together into one application, or an applicant may choose to request funding for only one of the activities.

An Action Plan is the foundation of the SS4A grant program and supports the implementation of projects and strategies that will help achieve local data-driven transportation safety goals. The goal of an Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality, region, or on Tribal Lands.

Action Plans must include:

- Leadership commitment and goal setting that includes a goal timeline for eliminating roadway fatalities and serious injuries
- Planning structure through a committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring
- Safety analysis of the existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region
- Engagement and collaboration with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback
- Policy and process changes that assess the current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize transportation safety
- Strategy and project selections that identify a comprehensive set of projects and strategies, shaped by data, the best available evidence, and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan

- Progress and transparency methods that measure progress over time after an Action Plan is developed or updated, including outcome data

Supplemental Planning Activities must support or enhance an existing Action Plan; have a plan that is substantially similar and meets the eligibility requirements for having an existing plan; or be in the process of completing an Action Plan. Examples of supplemental planning include:

- Action plan updates
- Action plan consolidation
- Complementary safety plan development
- Road safety audits
- Follow-up data collection and safety analysis
- Progress reporting
- Stakeholder engagement and collaboration
- Roadway safety planning

Demonstration activities inform an Action Plan by testing proposed project and strategy approaches to determine their potential benefits and future scope; demonstration activities are temporary. Demonstration activities must measure potential benefits through data collection and evaluation and inform an Action Plan's list of selected projects and strategies and their future implementation. Eligible demonstration activities may include but are not limited to feasibility studies; MUTCD (Manual on Uniform Traffic Control Devices) engineering studies; pilot programs for behavioral or operational activities that include at least one element of the Safe System Approach; and pilot programs that demonstrate safety benefits of technologies not yet adopted in the community, including vehicle-to-infrastructure technology. Eligible technologies must be commercially available and at a prototype or advanced technological readiness level.

Demonstration activities and pilot programs must inform Action Plans through small-scale tests with finite trial periods intended to gauge potential project and strategy effectiveness that will lead to project and strategy selection at a systemic level. DOT generally expects demonstration activities to be initiated within 18 months of executing a grant agreement (e.g., quick-builds on the roadway; pilot project established) and the benefits of the demonstration activity to be evaluated during the period of performance for the grant agreement.

2. Implementation Grants: Implementation Grants are used to implement strategies or projects that are consistent with an existing Action Plan and may also bundle funding requests for supplemental planning and demonstration activities that inform the Action Plan. Implementation Grants may also fund supplemental planning and demonstration activities as well as planning, design, and development activities for projects and strategies identified in an Action Plan (e.g., project-level National Environmental Policy Act (NEPA) compliance, associated environmental review activities, permits and approvals, construction design, etc.). The funding agency encourages Implementation Grant applicants to include supplemental planning and demonstration activities in their application.

To apply for an Implementation Grant, the applicant must certify that they have an existing plan that is substantially similar to an Action Plan eligible under this program. If another jurisdiction (e.g., an MPO or county) has an existing plan in place that meets Action Plan eligibility requirements, an eligible applicant covered within the Action Plan's geographic boundaries could apply without its own plan as long as the existing plan is focused, at least in part, on the roadway network within the applicant's jurisdiction, the plans include the applicant's projects and strategies, and all other eligibility requirements are met.

If an applicant does not have an existing Action Plan or is not located in a jurisdiction which has an existing Action Plan, they should apply for a Planning and Demonstration Grant to develop one. They should **NOT** apply for an Implementation Grant.

To prioritize areas with the highest fatality rates, the Department may prioritize SS4A Planning and Demonstration Grant applications with a quantitative fatality rate of 17.5 fatalities per 100,000 people or greater.

Applicant Eligibility

Eligible applicants include metropolitan planning organizations, political subdivisions, federally recognized tribal governments, and a multijurisdictional group of entities described in any of the aforementioned three types of entities.

Applicants applying for an Implementation Grant must also meet at least one of the following requirements:

- Have ownership and/or maintenance responsibilities over a roadway network.
- Have safety responsibilities that affect roadways; or
- Have agreement from the agency that has ownership and/or maintenance responsibilities for the roadway within the applicant's jurisdiction.

Eligible applicants may submit one application only to the funding opportunity. If multiple applications are received from the same political subdivision of a State and/or applicant, the last application submitted will be reviewed.

Funding

In FY 2025, approximately $982,260,494 in funding is available to support awards through this program. Funding for each program category is as follows:

- Implementation Grants: an estimated $580 million in funding is available to support between 40 and 70 awards ranging from $2.5 million - $25 million.
- Planning and Demonstration Grants: an estimated $402,260,494 in funding is available to support between 400 and 700 awards ranging from $100,000 - $5 million.

No more than $150 million in funding will be available to projects within a single state. A minimum of 40 percent of the total funds made available must be awarded for developing an Action Plan, including supplemental planning to update an existing Action Plan, or demonstration activities to inform the development or update of an Action Plan.

The expected period of performance for Planning and Demonstration Grant agreements is between 12 months and five years, depending on the scope and extent of the grant activities. The period of performance for Planning and Demonstration Grant and Implementation Grant agreements may not exceed five years.

Matching and Cost Sharing

Recipients are required to contribute a local matching share of no less than 20 percent of total eligible project costs. Unless otherwise authorized by statute, all matching contributions must be from non-Federal sources.

Applicants that intend to combine SS4A funds with Federal- Aid funds provided under Title 23 U.S.C. could experience a significant delay in programming funding and executing a grant agreement.

When the required local match is less than $200,000, SS4A will apply a 100-percent Federal share and waive local match requirements for eligible applicants located in the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.

Contact Information

Program Staff
SS4A@dot.gov

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

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Office of the Under Secretary for Research and Technology

FY 2024 Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Stage 2: Implementation Grants

Grant Overview

This program will implement the plans and prototypes previously developed in Strengthening Mobility and Revolutionizing Transportation (SMART) Stage One that will advance smart city or community technologies and systems to improve transportation efficiency and safety. Eligible applicants include states, political subdivisions of a state, federally recognized Tribal governments, public transit agencies or authorities, public toll authorities, metropolitan planning organizations (MPOs), or a group of two or more eligible entities.

Program History

	Total Funding	# of Awards for Stage 1
2023	$54 million	34

Key Information and Tips

Total Funding: $50 million
Award Range: $2 million - $15 million
Match: Not Required
Solicitation Date: July 15, 2024
Due Date: August 14, 2024

- Applicants must have received a Stage 1 grant to apply to Stage 2
- Other SMART Stage One Recipients will be eligible for future Stage Two NOFOs in 2025 and 2026.

https://www.transportation.gov/grants/SMART

Awardee Profile

Shreveport Transit Management, Inc., City of Shreveport, LA

AMOUNT: $995,400
YEAR: 2023

Funds support development of curriculum and training for automated vehicles and electric vehicle transit operations in partnership with labor and workforce development partners, and engage community organizations, in anticipation of piloting autonomous, first-and-last-mile microtransit shuttle service.

Department: U.S. Department of Transportation
Agency: Office of the Under Secretary for Research and Technology

FY 2024 FY 2024 Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Stage 2: Implementation Grants

Detailed Summary

The purpose of this program is to implement the plans and prototypes previously developed in Strengthening Mobility and Revolutionizing Transportation (SMART) Stage One that will advance smart city or community technologies and systems to improve transportation efficiency and safety. The SMART Grants Program includes two stages: Stage 1 Planning and Prototyping Grants (Stage 1 grants) and Stage 2 Implementation Grants (Stage 2 grants). The program structure is based on a belief that planning, prototyping, and partnership are critical to advancing the state of the practice for data and technology projects in the public sector.

Stage Two implementation projects should result in an at-scale deployment of the Stage One concept, integrating it with the existing transportation system and refining the concept such that it could be replicated by others. Eligible projects must demonstrate at least one technology area and may demonstrate more than one technology area. The funding agency will assess each application on its merits, and there is no expectation that applications demonstrate more than one technology area.

- Coordinated Automation
- Connected Vehicles
- Intelligent, Sensor-Based Infrastructure
- Systems Integration
- Commerce Delivery and Logistics
- Leveraging Use of Innovative Aviation Technology
- Smart Grid
- Smart Technology Traffic Signals

Successful Stage Two projects will build sustainable partnerships across sectors and levels of government identified in Stage One as well as collaborate with industry, academia, nonprofits, and other traditional and non-traditional partners. Successful projects will also support the creation of good-paying jobs with the free and fair choice to join a union. They will be real word deployments based on the concepts, plans and prototypes that were developed in Stage One.

Projects funded by the SMART Grants Program use advanced data, technology, and applications to provide significant benefits to a local area, a State, a region, or the United States. These benefits align to the following categories:

- Safety and reliability: Improve the safety of systems for pedestrians, bicyclists, and the broader traveling public. Improve emergency response.
- Resiliency: Increase the reliability and resiliency of the transportation system, including cybersecurity and resiliency and adaptation to climate change effects.
- Equity and access: Connect or expand access for underserved or disadvantaged populations. Improve access to jobs, education, and essential services.
- Climate: Reduce congestion and/or air pollution, including greenhouse gas emissions. Improve energy efficiency.
- Partnerships: Contribute to economic competitiveness and incentivize private sector investments or partnerships, including technical and financial commitments on the proposed solution. Demonstrate committed leadership and capacity from the applicant, partners, and community.
- Integration: Improve integration of systems and promote connectivity of infrastructure, connected vehicles, pedestrians, bicyclists, and the broader traveling public.

The funding agency will prioritize SMART Grant funding applications that demonstrate the following characteristics:

- Fit, scale, and adoption: Right-size the proposed solution to population density and demographics, the physical attributes of the community and transportation system, and the transportation needs of the community. Confirm technologies are capable of being integrated with existing transportation systems, including transit. Leverage technologies in repeatable ways that can be scaled and adopted by communities.
- Data sharing, cybersecurity, and privacy: Promote public and private sharing of data and best practices and the use of open platforms, open data formats, technology-neutral requirements, and interoperability. Promote industry best practices regarding cybersecurity and technology standards. Safeguard individual privacy.
- Workforce development: Promote a skilled and inclusive workforce. Support the creation of good-paying jobs with the free and fair choice to join a union and the incorporation of strong labor standards and training and placement programs, especially registered apprenticeships, in project planning stages.
- Measurement and validation: Allow for the measurement and validation of the cost savings and performance improvements associated with the installation and use of smart city or community technologies and practices.

As the SMART Grants Program is a demonstration program, proposals seeking funding for systems and technologies that are already well-established and broadly adopted will be less competitive.

Applicant Eligibility

Eligible applicants include states; political subdivisions of a state such as cities, towns, counties, special districts, and similar units of local government, if created under state law; federally recognized Tribal governments; public transit agencies or authorities; public toll authorities; metropolitan planning organizations, or a group of two or more eligible entities.

Only recipients of SMART Stage One Planning and Prototyping Grants, or eligible entities designated by Stage One SMART recipients, may apply for this Stage Two Implementation Grants. Stage One recipients that began

their period of performance after October 1, 2023, are not eligible to respond to this solicitation, but are eligible for future Stage Two solicitations. Each original Stage One project may submit only one Stage Two application for each Stage Two solicitation.

Funding

In FY 2024, approximately $50 million in funding is available to support three to five awards ranging from $2 million to $15 million. The expected period of performance for Stage 2 SMART grant agreements is up to 36 months.

Of the total funding available, no more than 40 percent will be used to provide awards for eligible projects that primarily benefit large communities; no more than 30 percent will be used to provide awards for eligible projects that primarily benefit mid-sized communities; and no more than 30 percent will be used to provide awards for eligible projects that primarily benefit rural communities or regional partnerships.

Matching and Cost Sharing

Matching funds are not required for this program.

Contact Information

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https://www.transportation.gov/grants/SMART

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Build America Bureau

FY 2025 Transportation Infrastructure Finance and Innovation Act (TIFIA) Program

Grant Overview

The Transportation Infrastructure Finance and Innovation Act (TIFIA) Program provides low-interest and flexible credit assistance to support large-scale, surface transportation improvements related to highway, transit, railroad, intermodal freight, and port access projects of regional and national significance. Eligible applicants are public and private entities seeking to finance, design, construct, own or operate an eligible project, including local governments, state governments, consortia, or private sector.

Program History

	Total Funding	# of Awards
2023	$1.07 billion	9
2022	$4.58 billion	12

Key Information and Tips

Total Funding: Unspecified
Match: Varies by credit instrument
Proposal due: Rolling

https://www.transportation.gov/buildamerica/programs-services/tifia

Awardee Profile

City of Bellevue, WA

AMOUNT: $99.6 million
YEAR: 2023

The City of Bellevue, Washington is developing the BelRed Street Network project, to support the new BelRed neighborhood. The project will provide a catalyst for redevelopment of the neighborhood to be a connected, multi-modal, pedestrian-friendly, and transit-oriented neighborhood.

Department: U.S. Department of Transportation
Agency: Build America Bureau

FY 2025 Transportation Infrastructure Finance and Innovation Act (TIFIA) Program

Detailed Summary

The purpose of this program is to provide low-interest and flexible credit assistance to support large-scale, surface transportation improvements related to highway, transit, railroad, intermodal freight, and port access projects of regional and national significance. The program is designed to fill market gaps and leverage substantial private co-investment by providing supplemental and subordinate capital.

Funding is intended to provide credit assistance using more advantageous terms than those available in the financial market, and to provide financing where it might not otherwise be possible. Specifically, credit assistance will be provided in the form of direct and secured loans, loan guarantees, standby lines of credit, master credit agreements, as well as TIFIA 49 loans for transit and transit-oriented development (TOD) projects.

Projects may address the following categories of transit-oriented development:

- Highway facilities: eligible facilities include interstates, state highways, bridges, toll roads, international bridges or tunnels, and any other type of facility eligible for grant assistance under Title 23, the highways title of the U.S. Code (23 U.S.C.)
- Transit: eligible projects include the design and construction of stations, track, and other transit-related infrastructure; purchases of transit vehicles; and any other type of project that is eligible for grant assistance under Chapter 53 of Title 49 of the U.S. Code
- Rail: projects involving the design and construction of intercity passenger rail facilities or the procurement of intercity passenger rail vehicles
- Freight: projects involving public freight rail facilities, private facilities providing public benefit for highway users by way of direct freight interchange between highway and rail carriers, intermodal freight transfer facilities, projects that provide access to such facilities, and service improvements, including capital investments for intelligent transportation systems
- Port: projects located within the boundary of a port terminal, provided that the project is limited to only such surface transportation infrastructure modifications as are necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port
- Rural: eligible projects include surface transportation projects located outside of an urbanized area with a population greater than 150,000 individuals, or the capitalization of such projects within a state infrastructure bank (SIB)

Projects may include related transportation improvement projects grouped together in order to reach the minimum cost threshold for eligibility, so long as the individual components are eligible and the related projects are secured by a common pledge.

Supported projects must be located within walking distance of, and accessible to, a fixed guideway transit facility, passenger rail station, intercity bus station, and/or intermodal facility.

Eligible costs include:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, permitting, preliminary engineering and design work, and other pre-construction activities
- Construction, reconstruction, rehabilitation, replacement, and acquisition of real property, including land related to the project and improvements to land; environmental mitigation; construction contingencies; and acquisition of equipment
- Capitalized interest necessary to meet market requirements, reasonably required reserve funds, capital issuance expenses, and other carrying costs during construction
- Capitalizing a rural projects fund
- Acquisition of real property and pre-award costs

Applicant Eligibility

Eligible applicants are public and private entities seeking to finance, design, construct, own, or operate an eligible project, including state governments, local governments, transit agencies, special authorities, special districts, railroad companies, private firms, state infrastructure banks, and transportation improvement districts.

Public-private partnerships are also eligible to submit letters of interest (LOIs) for this program, provided that they meet eligibility requirements.

To be eligible, applicants must demonstrate relevant experience, strong qualifications, a sound project approach, and financial stability.

An expedited application process, known as TIFIA Lite, will be made available through this program to experienced borrowers with strong credit. By agreeing to use a loan template with standard terms and forgoing the typical negotiation process, borrowers can access the traditional benefits of TIFIA with a shorter review process. To be eligible for TIFIA Lite, projects must be small and shovel-ready with all permits and licensing completed and must have an investment-grade rating from a nationally recognized agency. Projects eligible for TIFIA Lite can be approved up to six months faster than an average TIFIA application.

Funding

In FY 2025, an unspecified amount of funding is available to support credit instruments through this program. The total amount of credit assistance may not exceed 33 percent of the total of reasonably anticipated eligible project costs.

Funding will be provided through the following types of credit instruments:

- Secured/direct loans: Loans will cover up to 49 percent of reasonably anticipated eligible project costs. Loan repayments may begin up to five years after substantial completion of the project. Applicants for direct loans must provide a strong rationale for requesting more than 33 percent of costs.

- Loan guarantees: Guarantees will cover up to 49 percent of reasonably anticipated eligible project costs. Loan repayments must begin no later than five years after substantial completion of the project. Requests for loan guarantees may be preferred over requests for the other credit instruments available.
- Standby Lines of credit: Credit will cover up to 33 percent of reasonably anticipated eligible project costs. Credit may be used to supplement project revenues, if needed, during the first ten years of project operations, and will be available for up to ten years after substantial completion of the project. Lines of credit may be combined with direct loans or loan guarantees for up to 49 percent of eligible project costs.
- Master credit agreements: Any master credit agreements awarded must satisfy the terms and conditions of the statutes of the relevant credit program.
- TIFIA 49: Loans for transit and transit-oriented development (TOD) projects will cover up to the maximum TIFIA level of 49 percent of total costs, whereas most other projects are eligible for TIFIA loans up to 33 percent.

Eligible project costs must be at least $50 million, with the following exceptions:

- Transit-oriented development (TOD) projects and local infrastructure projects: at least $10 million
- Intelligent transportation system (ITS) projects: at least $15 million
- Rural projects: at least $10 million, but not to exceed $100 million

Applicants experienced with debt financing seeking to apply to this program via an expedited process known as TIFIA Lite may receive up to a $100 million loan. The loan repayment sources must be a general obligation pledge, a dedicated tax revenue pledge, or government appropriations.

Funds will be provided on a reimbursement basis.

Award notification will be provided to applicants no later than 60 days following the notice regarding the completeness of the application.

In general, the maximum maturity of all credit instruments provided through this program is the lesser of 35 years after a project's substantial completion, or the useful life of the project. The repayment period may last up to 75 years for some projects.

The construction contracting process may begin no more than 90 days from the execution of the credit instrument.

For loan guarantees, prepayment features must be negotiated between the applicant and lender, and must meet the approval of the funding agency.

Generally, secured or direct loans may be prepaid in whole or in part, at any time, without penalty.

For lines of credit, full repayment is due no later than 25 years after the end of the ten-year period of credit availability.

The interest rate on a direct or secured loan will be equal to or greater than the yield on U.S. Treasury securities of comparable maturity on the date of execution of the credit agreement.

The interest rate for funds drawn on lines of credit will be equal to or greater than the yield on a 30-year U.S. Treasury security on the date of the execution of the credit line agreement.

Matching and Cost Sharing

Applicants must provide matching funds for this program. The required amount for the match will vary according to the requested type of credit instrument, as follows:

- Secured loans and direct loans: applicants must provide at least 51 percent of reasonably anticipated eligible project costs
- Standby lines of credit: applicants must provide at least 67 percent of reasonably anticipated eligible project costs
- Direct Loans: applicants must provide at least 51 percent of reasonably anticipated eligible project costs

Applicants will also be responsible for the following fees:

- Advisor Fees: approximately $13,000, indexed to inflation
- Annual loan servicing fee: $250,000 to be provided during the creditworthiness review, upon request of the funding agency
- Project monitoring fees: fee amount is not provided; fee will be charged in cases where the funding agency incurs costs in connection with monitoring the performance of a project, enforcement of credit agreement provisions, amendments to the credit agreement and related documents, and other performance-related activities

In the event that advisors' fees cumulatively exceed the $250,000 paid upfront, additional fees may be necessary to cover costs. A typical transaction generally ranges between $400,000 and $700,000.

Applicants with project costs reasonably anticipated to be less than $75 million may qualify for a waiver of advisors' fees.

Contact Information

Program Staff
(202) 366-2300
BuildAmerica@dot.gov

https://www.transportation.gov/buildamerica/programs-services/tifia

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Build America Bureau Credit Programs Office

FY 2025 Transportation Infrastructure Finance and Innovation Act (TIFIA) Rural Project Initiative

Grant Overview

This program improves transportation infrastructure in rural communities by providing loans for critical infrastructure projects. This program is intended to support transportation infrastructure that will improve the economy and the quality of life in rural areas. Eligible applicants are state and local governments, transit agencies, private entities, special authorities such as government-sponsored corporations, transportation improvement districts, and state infrastructure banks.

Program History

A program history is unavailable.

Key Information and Tips

Total Funding: Unspecified
Match: 51 percent
Proposal due: Rolling

- Applicants must email a request for an initial consultation with a project development lead prior to submitting a mandatory letter of interest.
- Projects must be located in rural communities that have a population of fewer than 150,000 and are located outside a census-defined urban area.

https://www.transportation.gov/buildamerica/financing/tifia/tifia-rural-project-initiative-rpi

Awardee Profile

Los Angeles International Airport (LAX)
Los Angeles, CA

AMOUNT: $26,712,175
YEAR: 2024

San Luis Obispo Regional Transit Authority's new 28,650-square-foot facility will be three times larger than the current one and will feature electric charging infrastructure for the new bus fleet as well as more space for administrative and operations staff.

Department: U.S. Department of Transportation
Agency: Build America Bureau Credit Programs Office

FY 2025 Transportation Infrastructure Finance and Innovation Act (TIFIA) Rural Project Initiative

Detailed Summary

The purpose of this program is to improve transportation infrastructure in rural communities by providing loans for critical infrastructure projects. This program is intended to support transportation infrastructure that will improve the economy and the quality of life in rural areas. Eligible projects include:

- Roads, bridges, and tunnels
- Transit systems, including infrastructure, bus and train stations, and buses and passenger rail vehicles and facilities
- Transit-oriented development (TOD)
- Intermodal connectors
- Pedestrian and bicycle infrastructure
- Freight transfer facilities
- Sea and inland waterway ports
- Airports

Projects must be located in rural communities that have a population of fewer than 150,000 and are located outside an urbanized area, as determined by the Bureau of the Census.

Applicant Eligibility

Eligible applicants are state and local governments, transit agencies, private entities, special authorities such as government-sponsored corporations, transportation improvement districts, and state infrastructure banks.

Funding

In FY 2025, an unspecified amount of funding is available to support fixed interest rate loans through this program. The project must have a total cost ranging from $10 million to $100 million. Loan interest rates will be equal to half of the U.S. Treasury rate of equivalent maturity of the loan at the time of loan closing.

Matching and Cost Share

Applicants must provide at least 51 percent of the total project cost. Up to 80 percent of total project costs may be funded with federal funds, which may include funding from other federal programs. Applicants may be responsible for borrower fees, which often amount to hundreds of thousands of dollars; however, the funding agency may waive these fees for projects that are under $75 million in cost depending on the availability of funding.

Except in certain circumstances, applicants will be responsible for costs incurred for services duly provided by the funding agency's legal and financial advisors or other third-party advisors involved with the evaluation of the letter of interest and application, as well as the negotiation of any credit agreement and related transactional documentation, as applicable.

Contact Information

Program Staff
(202) 366-2300
BuildAmerica@dot.gov

Letters of interest must be emailed to BureauCredit@dot.gov.

https://www.transportation.gov/buildamerica/financing/tifia/tifia-rural-project-initiative-rpi

FEDERAL
GRANT PROFILE

Department: U.S. Department of Transportation
Agency: Maritime Administration

FY 2025 United States Marine Highway Program (USMHP)

Grant Overview

The purpose of this program is to provide a coordinated and capable alternative to landside transportation; mitigate or relieve landside congestion; promote Marine Highway Transportation; or use vessels documented under 46 U.S.C. chapter 121; and develop, expand, or promote Marine Highway Transportation or shipper use of Marine Highway Transportation. Eligible applicants include states; metropolitan planning organizations; political subdivisions of a state or local government; port authorities; tribal governments; and private-sector operators of marine highway projects or private-sector owners of facilities, including Alaska Native corporations.

Program History

	Total Funding	# of Awards
2024	$4.9 million	5
2023	$12 million	8
2022	$39 million	12

Key Information

Total Funding: $14 million
Award Range: Unspecified
Match: 20 percent
Solicitation date: May 16, 2025
Proposal due: July 15, 2025

https://www.maritime.dot.gov/grants/marine-highways/marine-highway

Awardee Profile

Puerto Rico Integrated Transportation Authority
Vieques, Puerto Rico

AMOUNT: $711,491
YEAR: 2024

The Authority received funds to construct a new vehicle ramp at the Mosquito Terminal in Vieques to support the efficient and safe loading of cargo on a new barge under construction. The project addresses a growing demand for Marine Highway transportation services central to the waterborne transportation of consumer goods, construction materials and agricultural products.

Department: U.S. Department of Transportation
Agency: Maritime Administration

FY 2025 United States Marine Highway Program (USMHP)

Detailed Summary

The purpose of this program is to support Marine Highway Transportation projects or components of projects that provide a coordinated and capable alternative to landside transportation; mitigate or relieve landside congestion; promote Marine Highway Transportation; or use vessels documented under Title 46, Chapter 121 of the U.S. Code (U.S.C); as well as develop, expand, or promote marine highway transportation or shipper use of Marine Highway transportation. The goal of the USMHP is to fund eligible projects to relieve landside congestion and generate other public benefits by increasing the efficiency of the surface transportation system.

Eligible projects may be either capital projects, development phase, or Marine Highway Transportation Planning Activities. Development phase activities such as planning, feasibility analysis, revenue forecasting, preliminary engineering and design work, development of master plans, and other preconstruction work—may be eligible projects if they satisfy all other eligibility requirements and merit criteria. Similarly, projects involving Marine Highway Transportation Planning Activities may be eligible projects if they satisfy all other eligibility requirements and merit criteria. However, projects for development phase or Marine Highway Transportation Planning Activities that do not include any construction activities will be less competitive than those projects that will result in construction with FY 2025 USMHP funding.

Applicants are strongly encouraged to identify the project components that have independent utility in the application and separately detail costs and requested funding for those components. Applicants that identify one or more independent project components must clearly identify the applicant's priority for funding among the components.

Applicant Eligibility

Eligible applicants include states; political subdivisions of a State or a local government; a United States metropolitan planning organization; a United States port authority; a tribal government or a United States private sector operator of Marine Highway projects or private sector owners of facilities, including an Alaska Native Corporation, with an endorsement letter from the current Marine Highway Route Sponsor (if there are multiple route sponsors, the private sector applicant is only required to submit an endorsement letter from one of the route sponsors). Projects must serve a designated Marine Highway Transportation Route.

Eligible applicants are encouraged to develop coalitions, which might include vessel owners and operators; third-party logistics providers; trucking companies; shippers; railroads; port authorities; state, regional, and local transportation planners; impacted communities; or any combination of entities supporting the project.

Eligible applicants may submit no more than one application.

Funding

In FY 2025, up to $14 million is available to support 25 awards through this program. There is no minimum or maximum award amount for this program. Funds are expected to be obligated by September 30, 2028, and must be expended within five years following obligation.

Matching and Cost Sharing

In general, this program will provide Federal funds for up to 80 percent of the total project costs; however, the Federal share may be increased above 80 percent for applicants that are Tribal governments or applicants for projects that are located in a rural area. In addition, the funding agency will waive match requirements for local matching funds under $200,000 for applicants located in insular areas, which, for the purposes of this program, include American Samoa, Guam, the Northern Mariana Islands, and the U.S. Virgin Islands.

In general, applicants must provide at least 20 percent of the total project costs via cash and/or in-kind contributions, which may include state funds originating from programs funded by state revenue, local funds originating from state or local revenue-funded programs, and private funds. Applicants that provide more than the required match amount will receive a higher rating during the application evaluation process.

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https://www.maritime.dot.gov/grants/marine-highways/marine-highway

FEDERAL
GRANT PROFILE

Department: U.S. Department of Transportation
Agency: Federal Highway Administration (FHWA)

FY 2023 – 2024 Advanced Transportation Technologies and Innovation (ATTAIN) Program

Grant Overview

The BIL amended the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant program and renamed it the Advanced Transportation Technologies and Innovative Mobility Deployment Program (ATTIMD). In implementing BIL, FHWA will refer to this program as the Advanced Transportation Technologies and Innovation (ATTAIN) program. The purpose of this program is to provide funding to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment. Eligible applicants include state or local governments, transit agencies, metropolitan planning organizations (MPOs), or other political subdivisions of a State or local government (such as publicly owned toll or port authorities), or a multijurisdictional group or consortia of research institutions or academic institutions.

Program History

	Total Funding	# of Awards
2022	$52.7 million	8

Key Information

Total Funding: $120,000,000
Award Range: Up to $12,000,000
Match: 20%
Solicitation date: November 20, 2023
Proposal due: February 2, 2024

grants.gov/search-results-detail/351055

Awardee Profile

Mohave County, AZ

AMOUNT: $1,000,000
YEAR: 2022

Mohave County will receive funding to deploy 50 vehicle-to-infrastructure (V2I) traffic control sign systems throughout rural areas of the county targeted to high-speed highway segments and intersection approaches to improve safety. The project area includes opportunity zones and disadvantaged communities.

Department: U.S. Department of Transportation
Agency: Federal Highway Administration (FHWA)

FY 2023 – 2024 Advanced Transportation Technologies and Innovation (ATTAIN) Program

Detailed Summary

The purpose of this program, formerly known as Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Grant and also referred to as the Advanced Transportation Technologies and Innovative Mobility Deployment Program (ATTIMD), is to provide funding to eligible entities to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment. The funding agency intends for these model technology deployments to help demonstrate how emerging transportation technologies, data, and their applications can be effectively deployed and integrated with existing systems to provide access to essential services and other destinations. This also includes efforts to increase connectivity to employment, education, services, and other opportunities; support workforce development; or contribute to increased mobility, particularly for persons with visible and hidden disabilities and elderly individuals. Model deployments are expected to provide benefits in the form of:

- reduced traffic-related fatalities and injuries;
- reduced traffic congestion and improved travel time reliability;
- reduced transportation-related emissions;
- optimized multimodal system performance;
- improved access to transportation alternatives, including for underserved populations;
- improved integration of payment systems;
- public access to real-time integrated traffic, transit, and multimodal transportation information to make informed travel decisions;
- cost savings to transportation agencies, businesses, and the traveling public; or
- other benefits to transportation users and the general public.

Projects funded under this program will deploy advanced transportation and congestion management technologies, which could include:

- **Advanced traveler information systems:** Systems that provide real-time, predicted, and individualized information about travel choices based on data from sensors (traffic, weather), mobile sources (personal portable devices, connected vehicles), and other information systems (e.g., public transportation, shared-use mobility, traffic incident management, construction, parking, congestion pricing/tolls or other costs) to allow travelers, service providers, and shippers to make informed decisions regarding destinations, when to travel, routes, or modes. This information should be accessible to all users;
- **Advanced transportation management technologies:** Technologies that assist transportation system operators in managing and controlling the performance of their systems to provide optimal services

or respond to dynamic conditions, including interjurisdictional and intermodal coordination; technologies may include traffic signal equipment, advanced data collection and processing (from sensors, connected vehicles, and other mobile sources, other information systems), dynamic lane controls/configurations, transportation systems management and operations (TSMO), and cooperative transportation management algorithms including pricing strategies across jurisdictions/agencies/facilities/modes;

- **Advanced transportation technologies to improve emergency evacuation and response by Federal, State, and local authorities:** Technologies and systems that assist transportation system operators, emergency management agencies, and public safety agencies in the facilitation of evacuation (including contraflow and emergency shoulder use), post-incident re-entry, or other emergency response activities (including search and rescue activities and delivering life-saving or life-sustaining commodities) to respond to an incident that occurs with or without advance notice; technologies and systems may include closed-circuit television and other video surveillance, traffic counters, remote sensing and detection devices, mobile communication units, permanent or portable changeable message signs, ramp gates, third party traffic data, real-time traveler information systems, and highway advisory radio;
- **Infrastructure maintenance, monitoring, and condition assessment:** Technologies and systems that monitor the behavior or assess the condition of transportation infrastructure (e.g., asset management) to allow agencies to better manage their transportation assets through optimizing resource allocation, preventative maintenance processes, and responses to critical conditions;
- **Advanced public transportation systems:** Technologies that assist public transportation system operators or other shared mobility entities in managing and optimizing the provision of public transportation and mobility services; technologies may include remote fleet monitoring systems, coordinated communication systems, algorithms, and applications to enable better transit connections for users, advanced data collection and processing (from sensors, mobile/connected sources, other information systems) to provide dynamic, responsive transit services, and communication and data systems that enable shared mobility services;
- **Transportation system performance data collection, analysis, and dissemination systems:** Technologies and systems that actively monitor the performance of and interactions between transportation systems and permit agencies and other interested entities to conduct analyses and research and explore innovative, value-added products and services;
- **Advanced safety systems, including vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2I) communications, technologies associated with automated vehicles, and other collision avoidance technologies, including systems using cellular technology:** Deployment of technology based safety systems such as described at Safer Car, or at the Intelligent Transportation Systems (ITS) Program, or other applicable safety technologies;
- **Integration of intelligent transportation systems with the Smart Grid and other energy distribution and charging systems:** Technologies that link information from ITS and other transportation systems with information from the Smart Grid and other energy distribution and charging systems to provide users with better information related to opportunities for recharging electric vehicles, and to provide energy distribution agencies with better information related to potential transportation-user demand;
- **Integrated corridor management systems:** Integrated Corridor Management (ICM) is the coordination of individual transportation network partners (stakeholders) and the coordinated operation of their supportive facilities across all local, county, regional, and State agencies, such that

"the whole" creates a unified, interconnected, and multimodal response during severe, prolonged, or exceptional atypical events that shut down trunk freeways or require a holistic regional response. Through an ICM approach, transportation agencies manage the corridor as a multimodal system and make operational and safety decisions for the benefit of the corridor as a whole facility. The FHWA is interested in increasing the deployment of ICM;

- **Advanced parking reservation or variable pricing systems:** Technologies and systems designed to significantly reduce search time and cruising for parking for either personal vehicles or for trucks, including using pricing to manage and shift parking demand for personal vehicles to reflect the available supply of both parking and roadway capacity, and technologies and systems designed to guide truck or other drivers directly to available parking;
- **Electronic pricing, toll collection, and payment systems:** Technologies that permit users to electronically conduct financial transactions for mobility services across jurisdictions and agencies, such as unified fare collection, payment, and tolling systems across transportation modes;
- **Technology that enhances high occupancy vehicle toll lanes, cordon pricing, or congestion pricing:** High Occupancy Toll (HOT) lanes and cordon pricing are both types of congestion pricing. Congestion Pricing involves the imposition of fees or tolls that vary based on the level of demand for travel on a highway facility, geographic area, or parking facilities. The fees may vary according to a fixed schedule or in real-time based on actual travel conditions. While pricing generates revenue, this strategy has a primary focus of managing congestion, environmental impacts, and other external costs. FHWA is seeking innovative and accurate methods of informing, monitoring, and applying any, or all, of these tenets;
- **Integration of transportation service payment systems:** Technologies and processes for facilitating transactions and payment across multimodal and/or multiagency transportation organizations. Integration of payment systems across municipalities and regions can facilitate seamless travel across a variety of modes, improving mobility and convenience, and creating mutually beneficial relationships between modes that improve overall system performance and flexibility. Open, account-based architectures are being implemented that make it easier for these payment methods to be adapted to meet differing local needs, built around coordination and collaboration among various entities – from mobility service providers to payment processors to technology suppliers;
- **Advanced mobility access and on-demand transportation service technologies, such as dynamic ridesharing and other shared-use mobility applications and information systems to support human services for elderly and disabled individuals:** Technologies, applications, and information systems that leverage data and communications systems to allow public agencies and human service organizations to provide improved demand-responsive, coordinated, or seamless mobility services to at-risk users such as the elderly, disabled, or other individuals that require transportation assistance. Also of interest are dynamic ridesharing and other shared-use mobility applications being made available more broadly to the general public with a particular emphasis on highly innovative services (measured in improved user/system experience rather than technology for its own sake) or new approaches leading to step-change increases in system performance and/or service scale;
- **Retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C–V2X) technology:** Subject to the condition that the retrofitted technology operates only within the existing spectrum allocations for connected vehicle systems; or
- **Advanced transportation technologies:** Advanced transportation technologies, in accordance with the research areas described in section 6503 of Title 491.

The vision for the ATTAIN Program is the deployment of advanced technologies and related strategies to address issues and challenges in safety, mobility, sustainability, economic vitality, equity, and air quality that are confronted by transportation systems owners and operators. The funding agency is particularly interested in deployment programs and projects in the following areas:

- **State of Good Repair:** Projects that are (1) consistent with relevant plans to maintain transportation facilities or systems in a state of 14 good repair, including DOT-required asset management; and (2) address current and projected vulnerabilities that, if left unimproved, will threaten future transportation network efficiency, mobility of goods or accessibility and mobility of people, or economic growth. The funding agency will consider whether the project includes a plan to maintain the transportation infrastructure built with grant funds in a state of good repair. Projects that represent routine or deferred maintenance will be less competitive.
- **Integration of Intelligent Transportation Systems with the Smart Grid and other energy distribution and charging systems:** Technologies that link information from ITS and other transportation systems with information from Smart Grid and other energy distribution and charging systems to provide users with better information related to opportunities for recharging personal, commercial and/or transit electric vehicles and provide energy distribution agencies with better information related to potential transportation-user demand.
- **Advanced public transportation systems:** Technologies that assist public transportation system operators or other shared mobility entities in managing and optimizing the provision of public transportation and mobility services; technologies may include remote fleet monitoring systems, coordinated communication systems, algorithms, and applications to enable better transit connections for users, advanced data collection and processing (from sensors, mobile/connected sources, other information systems) to provide dynamic, responsive transit services, and communication and data systems that enable shared mobility services.
- **Efficiency of Freight Movement:** Technologies that improve supply chain efficiency or improve the efficiency of freight movement.
- **ROUTES Initiative:** Addressing the deteriorating conditions and disproportionately high fatality rates on our rural transportation infrastructure is of critical interest to the funding agency, as rural transportation networks face unique challenges in safety, infrastructure condition, and passenger and freight usage. The funding agency will consider how the project will address the challenges faced by rural areas.
- **Complete Trip Program:** Explores emerging technologies to enhance travel that includes opportunities for people with mobility challenges by providing travel opportunities that are seamlessly integrated into their daily lives.
- **Data Availability:** The funding agency encourages applications that include a commitment to make relevant data available to the funding agency and the public to further advance the objectives of this program.

The funding agency seeks to fund projects that reduce greenhouse gas (GHG) emissions and are designed with specific elements to address climate change impacts; projects that address environmental justice, particularly for communities (including rural communities) that may disproportionately experience consequences from climate change and other pollutants; and projects that proactively address equity and barriers to opportunity, including automobile dependence as a form of barrier, or redress prior inequities and barriers to opportunity.

Applicant Eligibility

Eligible Applicants are state or local governments, transit agencies, metropolitan planning organizations (MPOs), or other political subdivisions of a State or local government (such as publicly owned toll or port authorities), or a multijurisdictional group or consortia of research institutions or academic institutions.

Partnerships with the private sector or public agencies, including multimodal and multijurisdictional entities, research institutions, organizations representing transportation and technology leaders, or other transportation stakeholders, are required to include a partnership plan in the technical application. Typically, a consortium is a meaningful arrangement with all members involved in planning the overall direction of the group's activities and participating in most aspects of the group; the consortium is a long-term relationship intended to last the full life of the grant. Any application submitted by a sole research or academic institution that is not part of a consortium will not be considered for selection.

Funding

In FY 2023 and 2024, up to $120 million ($60 million for FY 2023 and $60 million for FY 2024) is available to support an estimated 20 awards of up to $12,000,000 per award through this program. At least 20 percent of the amounts made available under this opportunity is reserved for projects serving rural areas, defined as an area with a population of less than 50,000 residents according to the 2020 Census population estimates. The expected period of performance is between two and four years.

Matching and Cost Share

A minimum non-federal cost share of 20% is required. Grant recipients may not use more than 5% of funds awarded each fiscal year to carry out planning and reporting requirements.

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grants.gov/search-results-detail/351055

FEDERAL
GRANT PROFILE

Department: U.S. Environmental Protection Agency
Agency: Office of Transportation and Air Quality

FY 2024 Clean Ports Program: Zero-Emission Technology Deployment Competition

Grant Overview

The program will fund zero emission (ZE) port equipment and infrastructure to reduce mobile source emissions (criteria pollutants, air toxics, and/or greenhouse gases) at United States ports, delivering cleaner air for communities across the country. This includes funding the purchase of ZE equipment, technologies, and related infrastructure directly serving a port, as well as funding support expenses related to deployment. Eligible applicants are port authorities; state governments; local governments; tribal governments; air pollution agencies; and private entities that own, operate, or use the facilities, cargo-handling equipment, transportation equipment, or related technology of a port.

Program History

A program history is unavailable for this program.

Key Information

Total Funding: $2.79 billion
Award Range: $2 million - $500 million
Match: Not Required
Solicitation Date: February 28, 2024
Proposal due: May 28, 2024

https://www.epa.gov/ports-initiative/cleanports

Tips

- this program is seeking to prioritize projects that take place in or near communities overburdened by air pollution, including those in designated PM2.5 and Ozone nonattainment areas for the EPA's National Ambient Air Quality Standards, and with high concentrations of diesel particulate matter (PM).

Department: U.S. Environmental Protection Agency
Agency: Office of Transportation and Air Quality

FY 2024 Clean Ports Program: Zero-Emission Technology Deployment Competition

Detailed Summary

The purpose of this program is to fund zero emission (ZE) port equipment and infrastructure to reduce mobile source emissions (criteria pollutants, air toxics, and/or greenhouse gases) at United States ports, delivering cleaner air for communities across the country. This includes funding the purchase of ZE equipment, technologies, and related infrastructure directly serving a port, as well as funding support expenses related to deployment.

The overall goals of this program are to:

- Build a foundation for ports across the country to transition to fully ZE operations, positioning ports to serve as a catalyst for transformational change across the freight sector
- Reduce mobile source pollution in nearport communities, especially disadvantaged communities
- Help ensure that meaningful community engagement and emissions reduction planning are port industry standard practices.

Eligible project activities include:

ZE Mobile Equipment: Eligible project costs include the purchase and deployment of new eligible battery-electric or hydrogen fuel cell vehicles, vessels, powertrains, and other mobile equipment that directly serve a port, which fall in these general categories:

- Cargo handling equipment (e.g., terminal tractors, forklifts, top handlers, side picks, straddle carriers)
- Drayage trucks
- Locomotives and railcar movers
- Harbor craft and other vessels (e.g., commercial and Tribal fishing vessels, tugs, ferries, patrol boats, workboats, dredges, pilot boats, barges)

ZE Infrastructure Serving Mobile Equipment: Eligible project costs include the purchase and installation of new or expanded electric charging and/or hydrogen fueling infrastructure serving eligible ZE port equipment purchased as part of the applicant's grant award, as well as shore power infrastructure for marine vessels. Equipment not purchased as part of the grant award may also utilize the charging and fueling infrastructure.

ZE Technology Deployment Support Activities: Eligible project costs include ZE technology deployment project support activities directly related to the implementation of an eligible ZE technology project, including acquiring eligible ZE equipment and infrastructure, or deploying the technology into regular service. Eligible project costs related to support may include, but are not limited to, the following activities:

- Project-specific public engagement

- Safety planning and protocol development
- Operational planning and protocol development
- Workforce training
- Project performance monitoring
- Project management and administrative costs
- Collection and analysis of in-use operational data to optimize/refine ZE technology implementation
- Infrastructure testing and approval
- Permit applications

For the purposes of this program a water port is defined as places on land alongside navigable water (e.g., oceans, rivers, or lakes) with one or more facilities in close proximity for the loading and unloading of passengers or cargo from ships, ferries, and other commercial vessels while dry ports are defined as an intermodal truck-rail facility that is included in the 2024 Federal Highway Administration's (FHWA) Intermodal Connector Database based on meeting the criteria set in 23 CFR 470. A list of eligible dry port facilities and a list of port areas that handle greater than 8,000,000 short tons are available on the Clean Ports Program website.

Applicant Eligibility

Eligible applicants are port authorities; state governments; local governments; tribal governments; air pollution agencies; and private entities that own, operate, or use the facilities, cargo-handling equipment, transportation equipment, or related technology of a port.

Funding

In FY 2024, approximately $2.79 billion in funding is available to support between 32 and 90 awards of up to $500 million through this program. Funding for specific project sizes and types is as follows:

Tier A: Water Ports Only – An unspecified amount of funding is available to support 5-10 awards ranging from $150 million to $500 million.

Tier B: Water or Dry Ports – An unspecified amount of funding is available to support 25-70 awards ranging from $5 million to $149,999,999.

Tier C: Tribal Entities – An unspecified amount of funding is available to support 2-10 awards ranging from $2 million to $50 million.

The funding agency expects to award at least $250 million total to projects taking place at small water ports.

The estimated period of performance for awards resulting from this solicitation will be up to four years. The estimated project start date for awards is December 1, 2024.

Matching and Cost Sharing

Applicants are required to provide up to 20 percent of a project's total costs as a match. Specific matching requirements are as follows:

Tier A: Water Ports Only – 20 percent match required

Tier B: Water or Dry Ports – 10 percent match required

Tier C: Tribal Entities – no match required

Contact Information

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https://www.epa.gov/ports-initiative/cleanports

FEDERAL
GRANT PROFILE



Department: U.S. Environmental Protection Agency
Agency: Office of Transportation and Air Quality

FY 2024 Clean School Bus Rebates Program

Grant Overview

This program will subsidize the replacement of existing school buses with cleaner buses that result in better air quality on the bus, in bus loading areas, and throughout the communities in which they operate. Eligible applicants are public school districts, local and state governmental entities; public charter school districts; tribal entities including, Indian tribes, tribal organizations, and tribally controlled schools; nonprofit school transportation associations; and for-profit and nonprofit contractors, which generally include school bus dealers, original equipment manufacturers, school bus service providers, and electrification as a service providers.

Program History

	Total Funding	# of Awards
2023	$928,315,000	555
2022	$899,129,000	379

Key Information and Tips

Total Funding: $965 million
Award Range: Varies
Match: Not required
Solicitation date: September 26, 2024
Proposal due: January 9, 2025

- Applicants must follow Build America, Buy America requirements for the purchase of charging infrastructure products.

Click here for more information.

Awardee Profile

Charlotte-Mecklenburg Schools

Charlotte, NC

AMOUNT: $8,625,000
YEAR: 2023

Charlotte-Mecklenburg Schools received $8,625,000 to replace 25 buses with all electric models.

Department: U.S. Environmental Protection Agency
Agency: Office of Transportation and Air Quality

FY 2024 Clean School Bus Rebates Program

Detailed Summary

The purpose of this program is to subsidize the replacement of existing school buses with cleaner buses that result in better air quality on the bus, in bus loading areas, and throughout the communities in which they operate. This program will provide rebate payments that will subsidize the purchase of zero-emission (ZE) or clean school buses, eligible infrastructure, and other costs, including workforce training.

For the purposes of this program, a school bus is defined as a passenger motor vehicle designed to carry a driver and more than ten passengers that the Secretary of Transportation decides is likely to be used significantly to transport pre-primary, primary, and secondary school students to or from school or an event related to school. Existing school buses to be replaced must meet the following criteria:

- Be vehicle model year 2010 or older diesel-powered school buses that will be scrapped. If a fleet has no eligible 2010 or older diesel school buses and is requesting zero emission school bus replacements, the fleet can either:
    - Scrap 2010 or older non-diesel internal combustion engine buses; or
    - Scrap, sell, or donate 2011 or newer diesel or non-diesel internal combustion engine buses.
- Have a Gross Vehicle Weight Rating (GVWR) of 10,001 pounds or more
- Be operational at the time of application submission
- Have provided bus service to the public school district for at least three days per week on average during the 2023/2024 school year at the time of application, excluding emergency-related school closures

New replacement buses must meet the following criteria:

- Have a battery-electric, compressed natural gas (CNG), or propane drivetrain
- Be a new vehicle that is model year 2023 or newer
- Have a GVWR of 10,001 pounds or more
- Be certified to conform with all applicable Federal Motor Vehicle Safety Standards (FMVSS)
- Be maintained, operated, insured, registered, and charged/fueled according to manufacturer recommendations and state requirements
- Be equipped with an EPA certified engine if powered by propane or CNG
- Serve the school district for at least five years from the date of delivery, unless the award is to an eligible contractor and the contract with the school district ends before the end of the five-year period
- Upon request, be made available for inspection by the funding agency or its authorized representatives for five years from the date of delivery to verify the buses are serving their intended purpose

For applicants applying for ZE battery-electric buses, funding may also support EV-related infrastructure installation and equipment from the electrical meter to the charging port of the bus, including charging equipment, design and engineering costs, installation costs, related intelligent equipment and software, and battery energy storage systems (BESS) as well as renewable on-site power generation systems.

Funding may also support the following additional costs:

- Required electrician certification
- Infrastructure labor costs
- Workforce training for drivers, mechanics, electricians, and other essential personnel
- Consultation on bus deployments
- Delivery costs
- Bus warranties and service level agreement costs

Applicant Eligibility

Eligible applicants are public school districts, local and state governmental entities responsible for providing school bus service to one or more public school systems, or the purchase, lease, license, or contract for service of school buses; public charter school districts responsible for the purchase, lease, license, or contract for service of school buses for that charter school; tribal entities responsible for providing school bus service to one or more Bureau of Indian Affairs (BIA)-funded schools, or the purchase, lease, license, or contract for service of school buses, including, Indian tribes, tribal organizations, and tribally controlled schools; nonprofit school transportation associations; and or-profit and nonprofit contractors, which include school bus dealers, original equipment manufacturers, school bus service providers, and electrification as a service providers.

Eligible school districts may apply directly, even if the school district contracts out bus service to a private fleet. For eligible third parties applying on behalf of a school district, the third party will be considered the applicant and will receive funding on behalf of the school district.

School districts applying directly may only submit one application to replace up to 50 buses. School districts that contract with multiple private fleets may list more than one private fleet in the application. Other eligible applicants may submit multiple applications; however, each application must be for buses serving a different school district. Applicants on a previous waitlist for this program must reapply to be considered for funding.

Preference will be given to applicants that serve school districts that meet one or more of the following criteria:

- Are high-need school districts and low-income areas, including:
    - School districts listed in the Small Area Income and Poverty Estimates (SAIPE) School District Estimates for 2022 as having 20 percent or more students living in poverty, as listed online at *www.census.gov/data*
    - Title I-funded school districts and charter school districts not listed in the SAIPE dataset above
    - Title I-funded large public school districts with more than 35,000 students and/or 45 public schools that do not meet the 20 percent poverty threshold and self-certify their low-income status

    - School districts located in the U.S. territories of American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the U.S. Virgin Islands
- Rural school districts identified with the National Center for Education Statistics (NCES) locale code "43-Rural: Remote"
- BIA-funded school districts
- School districts that receive basic support payments under Title 20, Section 7703(b)(1) of the U.S. Code for children who reside on Indian land

Lists of prioritized school districts that meet one or more of the criteria above can be found here.

Funding

In FY 2024, approximately $965 million is available to support rebate awards through this program. The maximum rebate award amount will vary according to the type of school district served and the type of replacement bus proposed, as follows:

- For applicants serving prioritized school districts:
    - Zero-emission (ZE) Class 7+ replacement buses: awards of up to $325,000
    - ZE Class 3-6 replacement buses: awards of up to $245,000
    - Compressed natural gas (CNG) Class 7+ replacement buses: awards of up to $30,000
    - CNG Class 3-6 replacement buses: awards of up to $30,000
    - Propane Class 7+ replacement buses: awards of up to $35,000
    - Propane Class 3-6 replacement buses: awards of up to $30,000
- For applicants serving non-prioritized school districts:
    - ZE Class 7+ replacement buses: awards of up to $170,000
    - ZE Class 3-6 replacement buses: awards of up to $115,000
    - CNG Class 7+ replacement buses: awards of up to $30,000
    - CNG Class 3-6 replacement buses: awards of up to $20,000
    - Propane Class 7+ replacement buses: awards of up to $25,000
    - Propane Class 3-6 replacement buses: awards of up to $20,000

Each applicant may request rebate awards for up to 50 buses. In addition, applicants may request up to $20,000 per bus in additional funding to support Americans with Disabilities Act (ADA)-compliant replacement buses equipped with wheelchair lifts. Applicants that are, or are third-party entities applying on behalf of, school districts located in the states of Alaska and Hawaii or the U.S. territories of American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, Puerto Rico, or the U.S. Virgin Islands may also request up to $20,000 per bus in additional funding to cover increased shipping costs.

Award recipients must submit payment request forms with purchase orders demonstrating that replacement buses and eligible charging infrastructure have been ordered between June and November 2025, unless an extension has been granted by the funding agency. Award recipients must receive replacement buses; install eligible charging infrastructure; scrap, sell, or donate existing buses; and submit close-out forms by May 2027.

Matching and Cost Sharing

There are no stated matching requirements for this program.

Contact Information

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https://www.epa.gov/cleanschoolbus/clean-school-bus-program-rebates