

USDOT Open Discretionary Grant Opportunities

April 2024



TxDOT Letter of Support

If you would like a Letter of Support for a grant application please fill out the form located here:

<https://www.txdot.gov/about/legislative-resources/federal-grants.html> (Towards the bottom of the web-page.)

- Bus/Bus Facility; Low-No Emission Bus: April 11
- Congestion Relief : April 12
- PIDP: April 15
- MEGA/INFRA/Rural: April 24
- SS4A: May 1 (Implementation, Planning Deadline #2)
- CRISI: May 17
- ATIIP: May 31
- Low Carbon Materials: May 31

Contact: Robin Ayers for more information
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Port Infrastructure Development Program (PIDP)

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

Amount Available: \$450 million (no more than \$165 million per applicant). 80/20 match required.

Applications Due: April 30, 2024

Eligible Applicants: States, public agencies, a special purpose district with a transportation function, an Indian Tribe, a multistate or multijurisdictional group of entities described above, or a lead entity described above jointly with a private entity or group of private entities (including the owners or operators of a facility, or collection of facilities, at a port).

Funding Available for:

- Eligible projects that are located within or outside the boundary of the port and directly relate to port operations or to an intermodal connection to the port. Examples include (not limited to): loading and unloading of goods, movement of goods, resilience, emissions mitigation, electrification, idling reduction, EV charging, and more.

Buses and Bus Facilities/Low or No Emission Program (joint NOFO)

<https://www.transit.dot.gov/lowno>

Amount Available:

- \$1.1 billion for Low/No
- \$390 million for Bus/Bus Facilities

Application Due: April 25, 2024

Eligible Applicants: Designated recipients of FTA grants (states, local governments, tribes)

Funding Available For:

- Low/No: purchase or lease zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities
- Bus/Bus Facilities: buses and bus facilities capital projects, including replacing, rehabilitating, purchasing, or leasing buses and related equipment, and rehabilitating, purchasing construction, or leasing bus-related facilities

Safe Streets and Roads for All (SS4A)

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

Amount available: \$1.26 billion

Application Due: The FY 2024 NOFO has multiple deadlines, depending on the grant type:

- May 16, 2024, 5 p.m. (EDT): Sole deadline for Implementation Grants. Deadline #2 for Planning and Demonstration Grants.
- August 29, 2024, 5 p.m. (EDT): Deadline #3 for Planning and Demonstration Grants.

Eligible applicants: MPOs, units of local government (cities, towns, etc), tribal governments, or groups of entities above

Funding available for:

- Planning and Demonstration grants which include developing an Action Plan, supplemental safety planning to enhance the Action Plan, or demonstration activities. Can include all three activities in one application, or only one.
- Implementation grants that fund projects and strategies identified in the Action Plan. It can also include supplemental planning and demonstration activities described in the Planning and Demonstration grants. Must have completed Action Plan that confirms to USDOT priorities in order to apply for Implementation grants.

Active Transportation Infrastructure Investment Program (ATIIP)

<https://grants.gov/search-results-detail/353043>

Amount Available: \$44.5 million

- Awards must be at least \$100,000 and not more than \$15 million
- 20% match requirement, but projects in disadvantaged communities are eligible for 100% federal share

Applications Due: June 17, 2024

Eligible Applicants: MPOs, states, tribes, multicounty special district, multistate group of governments

Funding Available for:

- Projects to improve the safety, efficiency, and reliability of active transportation networks and communities; improve connectivity between active transportation modes and public transportation; enhance the resiliency of on- and off-road active transportation infrastructure and help protect the environment; and improve quality of life in disadvantaged communities through the delivery of connected active transportation networks and expanded mobility opportunities.
 - Planning and Design Grants
 - Construction Grants

Multimodal Project Discretionary Grant Program (MPDG)

<https://www.transportation.gov/grants/mpdg-program>

Application Due: May 6, 2024

MPDG supports three grant programs (Mega, INFRA, and Rural) that involve surface transportation projects to strengthen supply chains, spur economic development, and improve safety and daily life.

National Infrastructure Project Assistance (Mega)

Amount Available: \$1.7 billion

Eligible applicants: States, MPOs, units of local government, special purpose districts, port authorities

Funding Available for:

- Large, complex projects difficult to fund by other means with economic, mobility, or safety benefits
- Highway or bridge project on the National Multimodal Freight Network, National Highway Freight Network, or National Highway System
- Rail Projects and Public transportation project eligible under Chapter 53 title 49

Infrastructure for Rebuilding America (INFRA)

Amount Available: \$2.7 billion

Eligible applicants: States, MPOs, units of local government, special purpose districts, port authorities, federal land management agency (with a state), tribal governments, multistate corridor organization, or group of aforementioned entities

Funding Available for:

- Multimodal freight and highway projects of national or regional significance to improve safety, accessibility, efficiency, and reliability of movement of people and freight
- A highway, highway freight, or bridge project on the National Highway Freight Network, National Multimodal Freight Network, or National Highway System
- Freight surface transportation infrastructure project to facilitate access into or out of the freight rail, water, or intermodal facility

Rural Surface Transportation Grant (Rural)

Amount Available: \$780 million

Eligible applicants: State, regional transportation planning organization, unit of local government, tribal governments, group of aforementioned entities

Funding Available for:

- Projects to improve and expand surface transportation infrastructure in rural areas
- Highway, bridge, or tunnel project eligible under the National Highway Performance Program, Surface Transportation Block Grant, or Tribal Transportation Program
- Highway freight project eligible under the National Highway Freight Program
- Highway safety improvement project
- Project on publicly-owned highway or bridge to increase rural economy
- Project for an integrated mobility management system, transportation demand management system, or on-demand mobility service

Strategic Innovation for Revenue Collection (SIRC) Program

<https://grants.gov/search-results-detail/353222>

Amount Available: \$45 Million

Eligible Applicants: A State or a group of States; a local government or a group of local governments; or metropolitan planning organization (MPO) or a group of MPOs.

Funding Available for:

- To test the design, acceptance, equity, and implementation of user-based alternative revenue mechanisms, including among—
 - differing income groups; and
 - rural and urban drivers, as applicable.
- To provide recommendations regarding adoption and implementation of user-based alternative revenue mechanisms.
- To quantify and minimize the administrative costs of any potential user-based alternative revenue mechanisms.
- To test a variety of solutions, including the use of independent and private third-party vendors, for the collection of data and fees from user-based alternative revenue mechanisms, including the reliability and security of those solutions and vendors.
- To test solutions to ensure the privacy and security of data collected for the purpose of implementing a user-based alternative revenue mechanism.
- To conduct public education and outreach to increase public awareness regarding the need for user-based alternative revenue mechanisms for surface transportation programs.
- To evaluate the ease of compliance and enforcement of a variety of implementation approaches for different users of the surface transportation system.
- To ensure, to the greatest extent practicable, the use of innovation.
- To consider, to the greatest extent practicable, the potential for revenue collection along a network of alternative fueling stations.
- To evaluate the impacts of the imposition of a user-based alternative revenue mechanism on—
 - transportation revenues;
 - personal mobility, driving patterns, congestion, and transportation costs; and
 - freight movement and costs.
- To evaluate options for the integration of a user-based alternative revenue mechanism with—
 - nationwide transportation revenue collections and regulations;
 - toll revenue collection platforms;
 - transportation network company fees; and
 - any other relevant transportation revenue mechanisms

Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program

<https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/consolidated-rail-infrastructure-and-safety-2>

Amount Available: \$2.5 billion

Applications Due: May 28, 2024

Eligible Applicants: State; group of States; interstate compact; public agency or publicly chartered authority established by one or more States; Political subdivision of a State; Amtrak or another rail carrier that provides intercity rail passenger transportation; Class II railroad or Class III railroad or a holding company of a Class II or Class III railroad, or an association representing a Class II or III railroad; federally recognized Indian Tribe; any rail carrier or rail equipment manufacturer in partnership with at least one of the entities described above; Transportation Research Board together with any entity with which it contracts in the development of rail-related research, including cooperative research programs; University transportation center engaged in rail-related research; or non-profit labor organization representing a class or craft of employees of rail carriers or rail carrier contractors.

Funding Available for:

- Deployment of railroad safety technology;
- Capital projects, as defined in section 49 U.S.C. § 24401(2) for intercity passenger rail service, except that a project under this NOFO is not required to be in a state rail plan;
- Capital projects that:
 - address congestion challenges affecting rail service,
 - reduce congestion and facilitate ridership growth along heavily traveled rail corridors, and/or
 - improve short-line or regional railroad infrastructure;
- Highway-rail grade crossing improvement projects;
- Rail line relocation and improvement projects;
- Regional rail and corridor service development plans and environmental analyses;
- Any project necessary to enhance multimodal connections or facilitate service integration between rail service and other modes;
- The development and implementation of a safety program or institute;
- The development and implementation of measures to prevent trespassing;
- Any research that the Secretary considers necessary to advance any particular aspect of rail related capital, operations, or safety improvements;
- Workforce development and training activities, coordinated to the extent practicable with the existing local training programs supported by the Department of Transportation, the Department of Labor, and the Department of Education;
- Research, development, and testing to advance and facilitate innovative rail projects;
- Preparation of emergency plans for communities where hazardous materials are transported by rail;
- Rehabilitating, remanufacturing, procuring or overhauling locomotives for emissions reduction; and
- Deployment of Magnetic Levitation Transportation Projects

Congestion Relief Grant Program

[Link for more information](#)

Amount Available \$150 million

- \$150,000,000 (Minimum grant award is \$10,000,000; there is no maximum award amount.)

Application Deadline: April 22, 2024.

Eligible Applicants: States; MPO, city, or municipality to carry out a project in an urbanized area with a population of more than 1,000,000.

Funding Available for:

- Deployment and operation of an integrated congestion management system.
- Deployment and operation of a system that implements or enforces high occupancy vehicle toll lanes, cordon pricing, parking pricing, or congestion pricing;
- Deployment and operation of mobility services, including establishing account-based financial systems, commuter buses, commuter vans, express operations, paratransit, and on-demand micro-transit; and
- Incentive programs that encourage travelers to carpool, use nonhighway travel modes during peak period, or travel during nonpeak periods.
- Other types of projects than those listed under 23 USC 129(d)(4) that achieve one of more of the Congestion Relief Program goals may be considered for a grant.
- An integrated collection of projects consisting of multiple projects addressing the same transportation problem that collectively meet the eligibility criteria may be considered.
- Under certain conditions Congestion Relief Program funds may be used to purchase equipment.
- Grant funds may only be used for incentive programs that encourage travelers to carpool, use nonhighway travel modes during peak period, or travel during nonpeak periods.

Low-Carbon Transportation Materials Program

<https://www.fhwa.dot.gov/lowcarbon/rfa.pdf>

Amount Available: \$2 billion

- \$1.2 billion of that is available for states
- Anticipated award of \$22 million per state DOT submitting “responsive” application

Applications Due: June 10, 2024

Eligible Applicants: State DOTs, MPOs, local governments, tribes, federal land management agencies

Funding Available for:

- Reimburse or provide incentives to eligible recipients for the use, in projects, of construction materials and products that have substantially lower levels of embodied greenhouse gas emissions associated with all relevant stages of production, use, and disposal as compared to estimated industry averages of similar materials or products as determined by the Administrator of the U.S. Environmental Protection Agency (EPA).