



NCC Transportation Advisory Committee Meeting
Granite State Room
at North Country Resource Center
629 Main St B, Lancaster, NH 03584
Tuesday, January 24, 2023
10:00AM-12:00PM

AGENDA

1. Call to Meeting
2. Approve Meeting Minutes: November 1, 2022**
3. Discussion
 - a. On-Call Engineering Services
 - b. Federal Grant Opportunities
 - c. CDC Covid Disparity Grant
4. Regional Transportation Plan - Draft **
5. Updates
 - a. Ten-Year Plan Process
 - b. Other NCC Projects
 - c. Scenic Byways
 - d. Updates from Communities
6. Other Business
7. Meeting Scheduling
8. Adjourn

****Indicates vote of the TAC is required**

An in-person quorum (7) is needed in order to conduct any votes, so please plan to attend if you are willing and able. If this is not possible, please use the information on the following page to attend virtually. While attending in-person, please wear a face covering for the duration of the meeting and keep a safe distance between yourself and others. Thank you.

Join Zoom Meeting

<https://us02web.zoom.us/j/84737677959>

Meeting ID: 847 3767 7959

One tap mobile

+13092053325,,84737677959# US
+13126266799,,84737677959# US (Chicago)

Dial by your location

+1 309 205 3325 US
+1 312 626 6799 US (Chicago)
+1 646 558 8656 US (New York)
+1 646 931 3860 US
+1 301 715 8592 US (Washington DC)
+1 346 248 7799 US (Houston)
+1 360 209 5623 US
+1 386 347 5053 US
+1 564 217 2000 US
+1 669 444 9171 US
+1 669 900 9128 US (San Jose)
+1 719 359 4580 US
+1 253 215 8782 US (Tacoma)

Meeting ID: 847 3767 7959

Find your local number: <https://us02web.zoom.us/j/84737677959>



NCC Transportation Advisory Committee Meeting
Granite State Room
at North Country Resource Center
629 Main St B, Lancaster, NH 03584
Tuesday, November 1st, 2022
1:00PM-3:00PM

MINUTES

1. Call to Meeting

The meeting was called to order at 1:03PM.

2. Welcome and Introductions

Carl Martland, Sugar Hill
Ray Gorman, Colebrook
Robert Larson, Whitefield
Doug Damko, Littleton
Harry Juergens, Stratford
Stanley judge, Shelburne
Robin Irving, Lancaster (Arrived at 1:15PM)
Brigitte Codling, Haverhill (Virtual)
David Campbell, Jackson (Virtual)

Nick Altonaga (North Country Council)
Jordan Pike, HEB Engineers
Bill Watson, NHDOT (Virtual)
Kim Rummo, NHDOT (Virtual)
Chris Turgeon, NHDOT District 2 (Virtual)

3. Approve Meeting Minutes: September 16, 2022 **

Carl Motioned to approve the meeting minutes from September 16th, 2022.
Harry Seconded.
Motion Carried.

4. Ten Year Plan:

- a. Proposal Summaries
- b. Engineering Support (HEB)

c. Preliminary Submittal to NHDOT**

Nick presented the information from the last meeting and an overview of the TYP proposals and rankings. He provided an update on the Monroe application and why it was not reconsidered (time and budgetary constraints).

Jordan Pike from HEB Engineers was on hand to present the information on the Ten Year Plan proposals and engineering documents that have been prepared. He went through the projects, 1-4 ranked.

Shelburne – US 2 flooding concerns. 2+ hour detour time if this route is out of commission. This presents emergency vehicle concerns. Began with FEMA flood elevation mapping. 746ft elevation. Covers almost 1,000 feet through the roadway section. Fully raising it above the BFE is unfeasible due to 8ft raise. We looked at how much we could raise the profile of the roadway without impacting the Reflection Pond.

The presented document had a Profile Adjustment of 2ft to improve the roadway. The document provided is a draft version but very close to what the final design will be.

Prices are significantly higher than municipal contracts due to Davis-Bacon wage requirements and other federal requirements. Estimated at \$1.2 million in 2023. Project was projected out with 2.8% inflation. Anticipated \$1.6 million in Construction phase. Engineering and ROW phases were projected out by separate years

- Current estimate: \$1.4 million
- Future Estimate: \$1.9 million

Carl: what will be done with what appears to be an overlook.

Jordan replied that the pull-off area will be maintained for access and stopping.

Harry: Have you thought on a detour route or traffic management for the project?

Jordan: Considering it to be alternating single lane signal control. This coupled with phased construction should minimize any slowdown or need for a detour.

Paul: Is this viewed as a permanent solution to the issue?

Jordan: It is complicated due to the 2 water bodies (Reflection Pond and Shadow Pool) directly adjacent to the roadway. It is downriver from the Dam which had overflowed at the last flooding event as well. The current plan for 2-3ft raise could have significant improvement.

Harry: So the benefit is the amount times wit will not be overtopped/impassable?

Jordan: Yes.

Rob: The Inflation Rate is 2.5%?

Jordan: Yes, we used the NHDOT Database and tried for unit pricing. Feel confident about the numbers even with inflation.

Stan: 1995, 2011, 2017 rain events appeared to be the same or very similar impact on the roadway. The foundation of the Shadow Pond is intact, and aesthetics look good. It is in a tight spot and the current designs look like good work. The relicensing of the dam is mid-year 2024. The official application has been submitted by Brookfield to the Federal government. Town has specifically reached out to Brookfield regarding the roadway flooding concerns but have not had any follow-up.

Have heard nothing from Brookfield regarding the flooding concerns until recently (Last night). Reached out to the town to set up a Zoom call with Brookfield and Feds to discuss. This primarily is about updating the Recreation Plan but have mentioned the high water concerns. Through the conversation, it was decided that between 11/10 and 11/18 a water engineer should be out to look at the situation.

Jordan: Do you know how much the road regularly overtops? We have not been able to get this information from NHDOT.

Stan: Expect 2-3ft regularly. The source of the water is the north slopes of the Presidentials and the River.

Jordan: Gorham Project. No Exact plan at this time but are designing for 5ft sidewalk along the segment. Southern extent to the Rail underpass. This includes approximately 1.5 miles of sidewalk improvement. Restriping of NH16 will help accommodate ATVs, Bikes, and be friendlier to pedestrians. This is a major route and connector and needs a definite multimodal improvement.

HEB looked at previous estimates last summer (\$2.7 million). We think this estimate is a bit high. The project appears very feasible with only minor site and foundation work. Big area we looked at for site work was the Empty Shaw's development. Expect significant cost savings by removing the Right Turn Lane and signal at that ingress/egress point. This driveway is in a less than ideal location due to sight distances and limited area to accommodate the lanes. Anticipate hundreds of thousands if not millions saved if this area is not kept in its current pattern.

The Bike lane component of the project would be very easy to tackle due to wide shoulders and area to restripe.

Paul: The town looked at this 20 years ago. Increased foot and bike traffic is constant and has been increasing over the years, even in wintertime.

Jordan: NHDOT strategic plan includes mention of the increase in pedestrian fatalities as a need that needs to be addressed.

Jordan: Updated the Committee on the Randolph project. This is a solution to the large climbing lanes into Randolph. There is a decent amount of housing and development on Randolph Hill Road off the main route. Turning lanes mean slow and stopped traffic. This coupled with high passing speeds has led to constant close calls and a very dangerous situation.

The "easy" solution was to end the turning lane sooner but it was determined that this was not appropriate to the type of roadway with the current speed and volume. NHDOT saw a capital improvement project through the TYP as best route.

Speed and Truck traffic was the focus of NHDOT. HEB saw a longer turning lane as the design solution due to roadway speed and volume. This would maintain the operation of the roadway while not placing drivers accessing the ingress/egress of Randolph Hill road in danger.

The Cost for Engineering, Construction and ROW were estimated at \$3 million, with \$4.1 million projected out. The expense is due to the length of the turning lane treatment.

Harry: Do you see any speed reduction?

Jordan: No, this treatment was planned mainly to work with the traffic and speed. Extensive traffic engineering is expected due to road widening to accommodate a turning lane as well as mill and overlay work on the length of roadway.

We anticipate possible cost savings through NOT conducting a full Mill and overlay of the section (curb to curb).

Harry: Could you get away with just milling and overlaying the north side of the roadway where the bulk of the work is?

Jordan: Possibly, it might be feasible. Right now it has been scoped with a full mill and overlay.

Paul: You did a good job looking at a tough problem. That area has much higher speeds (60-70mph) than stated. Surprised I have not seen more accidents. It is important to ensure that traffic does not back up, especially in winter conditions. It is a difficult and dangerous situation.

Jordan: It appears to be a drag race when people are trying to pass people going up the hill.

Carl: Is this the most major interstate route in New Hampshire?

Paul: Really becoming a major non-interstate level route from Maine through New Hampshire, Vermont, and New York. Quebec officials have been interested in upgrading the roadway due to raise in truck traffic along the whole route.

Carl: I see \$4 million as big for a small town project, but in the grand scheme it is peanuts for a highway project.

Jordan: It acts as a Rural Expressway despite its much lower technical classification.

Jordan provided details on the Conway Project: The original proposal included a study of both a roundabout AND traffic signal as options. A roundabout was determined to be the best course of action after conversations with Conway.

It was tough to fit the roundabout into the area. Wanted to fit an access into the overlook but could not accommodate it. We think the design can work, plus it is seen as necessary with current and anticipated increase in pedestrian traffic.

A new crossing is needed with seasonal variation.

It is important for people to access Intervale Cross Road for both traffic and pedestrians.

Rob: Is pedestrian safety the situation we are trying to address?

Jordan: Pedestrian safety, and also managing the traffic volume due to the major route status. It includes traffic calming with speed reduction.

David: I ride that regularly and traffic is dangerous. Intervale ingress and egress is dangerous. A roundabout could slow traffic and provide a safer solution. Have the accesses to the overlook changed with this design?

Jordan: We tried to incorporate the overlook access but might not change the traveler habits.

Robin: Santa's Village has an underground tunnel. Was this considered?

Jordan: The size and area considerations for ADA were too great for an underground tunnel unless much bigger ROW acquisitions were done. These are also conceptual drawings.

Nick: it is possible for these concepts to change over time as the process moves forward.

Paul: I have concerns regarding this area. I am always trying to get through that tangle that is Conway, and am not a fan of roundabouts. Speed is a major concern. See that you have done the best you can do but I do not see how this treatment alleviates things.

Jordan: FHWA's focus is on roundabouts. But in the 1960s and 1970s rotaries were seen as dangerous and higher speed. Roundabouts are the next generation and have greater design considerations and MAJOR safety improvements and traffic accident reduction history. Roundabouts also have a major bang for your buck, and yield compliance from vehicles is much higher. Freight has also been taken into account with the Truck apron included with a smaller footprint.

Chris: Adding to the discussion: Adding turn lanes just adds new complexity and creates more blind spots in the intersection. Traffic signals and turning lanes sends the concern out to someone else in the intersection. Roundabouts level the playing field for all road users.

Paul: It is not uncommon to see bumper to bumper traffic in the summer near the project area.

Jordan: We see this overall as a solution that works best for the situation.

Carl: During my time in Boston, I saw roundabouts and rotaries all over. They are a decently safe alternative. See any roundabout installation as a good future solution.

Jordan: An added bonus is good fuel economy for vehicles.

Bill: Addition to the conversation: I am a roundabout proponent in personal life. Concord has 7 roundabouts in one concentrated area plus more elsewhere. Concord has come around to them and are a great benefit to the community.

This is also a reminder that this work is to provide a conceptual level of design and estimates will be discussed again as the process moves forward. Don't get caught up in the weeds today.

Jordan: Estimates \$2.25 million (2023), and \$3 million (projected cost). Roundabouts tend to be pricey.

\$11.7 million in total projects in 2034 dollars. These are draft level and will be changed before submittal.

Nick: Bill, what is the procedure at this point? Do we need to vote to submit the projects to NHDOT?

Bill: The TAC should plan to have projects that fill the allocation (\$7 million) plus 1 to 2 other projects.

Nick: Thank you for the clarification on that point. I want to note that Monroe had submitted some additional information that was included with your packets. It was not deemed appropriate to come back to the TAC for review or to be forwarded to the Engineer for preliminary engineering work.

Robin: Monroe application doesn't really appear to add much to their previous proposal. Suggest we submit the projects as ranked.

Robin Motioned to have North Country Council submit the top four ranked projects with preliminary engineering support for consideration in the Ten-year Planning process.

Carl Seconded.

Motion Carried.

5. Updates

a. NCC Projects

Nick provided updates on ongoing NCC work:

- Traffic Count Season is winding down but still some work ongoing.
- Will be working with Sugar Hill on town center engineering and traffic calming support.
- RSMS Data collection and forecasting is ongoing in Berlin. Expect this to be the first fully completed RSMS project in the North Country (Data collection, forecasting, reporting, presentation).
- Regional Coordinating Councils for Community Transportation are very active due to the infusion of funds from the CDC. New members have gotten involved and new pilot programs have been set up with new funds.

b. Regional Transportation Plan

Nick reported that the RTP has not been worked on due to the field work increase and time constraints due to comprehensive update needed. Will restart work on the RTP once the TYP submittal is completed next week.

c. Scenic Byways

Carl provided an update on the NCSBC.

- Read the Byway Award given to the Nansen Ski Jump, due to the new activities there that will get people on site to experience events and see the historical marker.

- By the Byway Award given to Shelburne Trails Club for improvements to the Bill Hastings Memorial Forest
- New Attraction Award given to the SPNHF for the improved pull off area off of Route 302 between Bethlehem and Twin Mountain. This is a new trail area accessible to old Railroad bed. They constructed stone steps down to the river to the Howe Memorial Trail.

These are \$1,000 awards to the group. Will have public notices out and encourage all communities to look at improving their facilities along scenic routes. Stratford Gorge is a possible next project for improvement.

d. Updates from Communities

Sugar Hill: Leaves are down!

Colebrook: Main Street Project is out to bid with work anticipated for late next summer.

Whitefield: RFP out for Union St (rte. 3 into Town with drainage and water and wastewater and beautification). Anticipated to be \$10-12 million.

Littleton: Sewer is majority projects right now, plus paving activities. Have a TAP sidewalk project in the queue.

Lancaster:

- Water Asset Management Report about full system replacement (water and sewer) in the next ten years (\$55 million total for town). Getting town on board with working towards funding to support improvements.
- USDA Sustainable Energy Grant Award is raising eyebrows.
- Trails: Partnered with Northern Forest Center.
 - River Walk along Israel River proposed
 - Public Information meetings with great support for trails
 - Want to extend into the Town Forest but is wetland.

Northumberland: Riverwalk – Security fencing is up near industrial plant so work is happening. Possible change of scope for river walk but will be SRTS oriented. Groveton will be holding a meeting about a TAP Info session.

Stratford: Moved Log Drive Historical Marker onto Main Street to be near the old ball fields and River access.

Carl: How as this done? Who paid for it?

Harry: Identified the new location and worked with State Officials and identified the new location and they assisted in relocation.

Rob: Is there a statewide index of historical markers?

Carl: Book on the byways was written by Mike Bruno, the new Chair of the NCSBC. Lists are also available from NH data sources.

A note that there will be a total solar eclipse in April 2024, we may see an impact with visitors and tourists.

Robin: Campaign for an event by other agencies has been put forward.

Gorham: Dock Landing completed on Androscoggin River. Starting in Spring to renovate the other trailheads.

Shelburne:

- Quiet besides the environmental efforts.
- SPNHF taking up a project the town doesn't have the capacity for (Town Forest improvements)
- Energy Committee is active on infrastructure and solar efforts
- Only 2 Selectmen right now
- If Route 2 project comes through it would be a great improvement for scenic views.
- Dam Relicensing process had some missed opportunities to show the importance of it through marketing.

Haverhill: Budget and Strategic planning is ongoing

Jackson:

- Facilities Committee is launching a survey for local services.
- Stacey (NCCO gave presentation on North Country Rising Plan
- Looking forward to public input
- Evaluation of solar and future needs for the town.

6. Nominations

Nick will check the TAC bylaws and come back with what they need for Officers. Plan to have nominations and a vote at next meeting.

7. Other Business

There was no other business.

8. Meeting Scheduling

a. Dates & Locations

Nick inquired as to the best meeting times and places.

Members thought that Franconia or Littleton would work.

Possibly also have it at Gorham Town Hall or Colebrook locations as well. Meetings used to travel around the region.

9. Adjourn

Rob Motioned to Adjourn the Meeting.

Ray Seconded.

Motion Carried.

Meeting adjourned at 2:42PM.

***Indicates vote of the TAC is required*

An in-person quorum (7) is needed in order to conduct any votes, so please plan to attend if you are willing and able. If this is not possible, please use the information on the following page to attend virtually. While attending in-person, please wear a face covering for the duration of the meeting and keep a safe distance between yourself and others. Thank you.

Join Zoom Meeting

<https://us02web.zoom.us/j/84737677959>

Meeting ID: 847 3767 7959

One tap mobile

+13092053325,,84737677959# US

+13126266799,,84737677959# US (Chicago)

Dial by your location

+1 309 205 3325 US

+1 312 626 6799 US (Chicago)

+1 646 558 8656 US (New York)

+1 646 931 3860 US

+1 301 715 8592 US (Washington DC)

+1 346 248 7799 US (Houston)

+1 360 209 5623 US

+1 386 347 5053 US

+1 564 217 2000 US

+1 669 444 9171 US

+1 669 900 9128 US (San Jose)

+1 719 359 4580 US

+1 253 215 8782 US (Tacoma)

Meeting ID: 847 3767 7959

Find your local number: <https://us02web.zoom.us/u/kbz7C4GtZ0>



NCC On-Call Engineering Support

North Country Council has secured the engineering firm HEB to provide on-call engineering support to our regional communities until the end of June 2023. This support is meant to assist with the scoping of projects, development of possible treatments, and the drafting of pre liminary cost estimates to solve known transportation issues and concerns.

Many of our communities have well-known transportation infrastructure and network deficiencies that they do not have the time, funding, and staffing to manage on their own. This support will help towns better understand the problems at hand and also provide data and designs to apply for infrastructure grant opportunities, include with Ten-year Plan proposals, and include with strategic plans and documents.

Please fill out this request form to get on the list for our on-call engineers to assist with your project. Support will be on a first-come first-serve basis.

Contact Information

Municipality:

Full Name:

Email:

Phone Number:

Title/Position:

Date:

Project Information

Project Name:

Where is this project located? *(Road names, nearby facilities/landmarks, including approximate measure of project area)*



Purpose, Need, and Scope

Please provide the Purpose Statement for this project. *ex: "The purpose of this project is to support increased non-motorized activity by addressing safety issues resulting from unsafe vehicle speeds and inadequate protections for pedestrians on Main Street between 1st and 2nd Street."*

Please provide the Need Statement for this project. *ex: "The section of Main St between 1st Street and 2nd Street is unsafe for pedestrians. This section is in the center of the city's commercial district concentrated with jobs and small businesses. In the past 5 years there have been 15 crashes in this section of Main St: two resulted in serious injuries to pedestrians and one resulted in a pedestrian fatality. Continued local economic development depends on increased walkability and safety for pedestrians."*

Please outline the project scope. *ex: "study pedestrian crossings on Main Street at 1st and 2nd street intersections and at mid-block, including pedestrian refuge medians, other streetscaping, and traffic calming infrastructure."*

Please provide any additional information about this project. (Local knowledge/insight, relevant studies/data, infrastructure needs, etc.)

Submission

Please return this form to North Country Council at 161 Main Street, Littleton, NH 03561 or via email to Transportation Planner Nick Altonaga at naltonaga@nccouncil.org.

Please attach any relevant documents, maps, cost estimates, and data along with this form:

U.S. Department of Transportation
Federal Highway Administration
 1200 New Jersey Avenue, SE
 Washington, DC 20590
 202-366-4000

BIPARTISAN INFRASTRUCTURE LAW



Home

Overview

Funding

Assistance / Local Support

Fact Sheets

Guidance

COMPETITIVE GRANT PROGRAMS

Competitive Grant Funding Matrix

The United States Department of Transportation (USDOT) and FHWA have a variety of competitive grant programs used to fund various types of transportation projects and activities. The matrix illustrates these programs broadly, organized by applicant type. Potential applicants should refer to the applicable column in the matrix. The matrix lists grant programs (rows), which can be matched with the potential applicant (columns) the program can fund. Potential applicants should review program specific guidance to make informed decisions about each program.

The FHWA will continue to add additional programs/information to this page over the weeks, months, and years to come.

Grant Program	Program Description	State Highway agency	Metropolitan Planning Organization (MPO)	Local Government or agency	Federally-recognized Indian Tribe	Federal Lands Management Agency (FLMA)	Puerto Rico	Territories	Other*	Additional Information
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Provides grants for surface transportation infrastructure projects that will have a significant local or regional impact (aka Local and Regional Project Assistance).	Yes	Yes	Yes	Yes		Yes	Yes	Yes	
Nationally Significant Multimodal Freight and Highway Projects (INFRA)	Provides grants for multimodal freight and highway projects of national or regional significance.	Yes	Yes (with a population over 200,000)	Yes	Yes	Yes	Yes		Yes	
National Infrastructure Project Assistance Program (MEGA)	Provides grants to surface transportation infrastructure that are too large or complex for traditional funding programs that will have a significant national or regional impact.	Yes	Yes	Yes	Yes		Yes	Yes	Yes	

Grant Program	Program Description	State Highway agency	Metropolitan Planning Organization (MPO)	Local Government or agency	Federally-recognized Indian Tribe	Federal Lands Management Agency (FLMA)	Puerto Rico	Territories	Other*	Additional Information
Rural Surface Transportation Grant Program	Provides grants for projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.	Yes		Yes	Yes		Yes		Yes (Regional transportation planning organizations)	
Safe Streets and Roads for All	Provides grants to support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives).		Yes	Yes	Yes				Yes	FY 2022 NOFO
Bridge Investment Program	Provides grants for projects to improve the condition of bridges and culverts and the safety, efficiency, and reliability of the movement of people and freight over bridges.	Yes	Yes (population greater than 200,000)	Yes	Yes	Yes	Yes		Yes	FY 2022 NOFO 2022 BIP Planning Grant Awards
Reconnecting Communities Pilot Program — Planning Grants	Provides grants for feasibility studies and other planning activities for projects to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.	Yes	Yes	Yes	Yes		Yes		Yes (non-profit organization)	FY 2022 NOFO
Reconnecting Communities Pilot Program — Capital Construction Grants	Provides grants for projects to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.	Yes (The applicant must be the owner of the system. Others may partner with the owner.)	Yes (The applicant must be the owner of the system. Others may partner with the owner.)	Yes (The applicant must be the owner of the system. Others may partner with the owner.)	Yes (The applicant must be the owner of the system. Others may partner with the owner.)		Yes (The applicant must be the owner of the system. Others may partner with the owner.)		Yes (The applicant must be the owner of the system. Others may partner with the owner.)	FY 2022 NOFO
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Discretionary Grants	Provides grants for activities that enable communities to address vulnerabilities to current and future weather events, natural disasters, and changing conditions, including sea level rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities.	Yes	Yes	Yes	Yes	Yes (when applying jointly with a State)	Yes	Yes (for at-risk coastal infrastructure grants only)	Yes	

Grant Program	Program Description	State Highway agency	Metropolitan Planning Organization (MPO)	Local Government or agency	Federally-recognized Indian Tribe	Federal Lands Management Agency (FLMA)	Puerto Rico	Territories	Other*	Additional Information
Tribal High Priority Projects Program	Provides grants to Indian Tribes or a governmental subdivision of an Indian Tribe whose annual allocation of funding received under the Tribal Transportation Program is insufficient to complete the highest priority project of the Tribe, or to any Tribe that has an emergency or disaster occur on a Tribal transportation facility that renders the facility impassible or unusable.				Yes					
National Electric Vehicle Infrastructure (NEVI) Set-aside Discretionary Grant	10 percent set-aside each fiscal year to provide grants to provide additional assistance to strategically deploy EV charging infrastructure.	Yes		Yes			Yes			
Charging and Fueling Infrastructure Grants Program (Community Charging)	Provides grants for projects to develop electric vehicle charging and hydrogen, propane, and natural gas fueling infrastructure access along alternative fuel corridors throughout the country, including 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.	Yes	Yes	Yes	Yes		Yes	Yes	Yes	
Charging and Fueling Infrastructure Grants Program (Corridor Charging)	Deploys publicly accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure along designated Alternative Fuel Corridors.	Yes	Yes	Yes	Yes		Yes	Yes	Yes	
Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program	Provides grants to Tribes and Federal land management agencies to complete projects that will provide substantial benefits to their communities or parklands.	Yes (if sponsored by an FLMA or Tribe)	Yes (if sponsored by an FLMA or Tribe)	Yes (if sponsored by an FLMA or Tribe)	Yes	Yes	Yes (if sponsored by an FLMA or Tribe)		Yes (if sponsored by an FLMA or Tribe)	FY 2022 NOFO
Congestion Relief Program	Provides grants to advance innovative, integrated, and multimodal solutions to reduce congestion and the related economic and environmental costs in the most congested metropolitan areas with an urbanized area population of at least 1 million.	Yes	Yes	Yes (city or municipality)			Yes			

Grant Program	Program Description	State Highway agency	Metropolitan Planning Organization (MPO)	Local Government or agency	Federally-recognized Indian Tribe	Federal Lands Management Agency (FLMA)	Puerto Rico	Territories	Other*	Additional Information
Wildlife Crossings Safety Pilot Program	Provides grants to support projects that seek to reduce the number of wildlife-vehicle collisions, and in carrying out that purpose, improve habitat connectivity for terrestrial and aquatic species.	Yes	Yes	Yes	Yes	Yes	Yes		Yes	
National Culvert Removal, Replacement, and Restoration Grants	Provides grants to fund projects for the replacement, removal, and repair of culvert or weirs that would meaningfully improve or restore fish passage for anadromous fish.	Yes		Yes	Yes					FY 2022 NOFO
Advanced Transportation Technologies and Innovative Mobility Deployment (also known as Advanced Transportation Technology and Innovation (ATTAIN) Program)	Provides grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.	Yes	Yes	Yes			Yes		Yes	FY 2022 NOFO
Highway Use Tax Evasion Program (HUTE)	Grants which aim to identify, reduce, and/or eliminate evasion of fuel taxes at the Federal and State level	Yes							Yes (Internal Revenue Service)	
Accelerated Innovation Deployment (AID) Demonstration Program	Provides grants to support the pilot/demonstration of innovations on projects, in areas such as planning, financing, operations, pavements, structures, materials, environment, and construction.	Yes	Yes (population over 200,000 - must apply through the State DOT as a subrecipient)	Yes (must apply through the State DOT as a subrecipient)	Yes	Yes	Yes		Yes (must apply through the State DOT as a subrecipient)	
Tribal Transportation Program Safety Fund	Prevent and reduce transportation-related injuries and fatalities on Tribal Lands.				Yes					FY2022-2026 NOFO
Strategic Innovation for Revenue Collection	Provides funds to test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to help maintain the long-term solvency of the Highway Trust Fund.	Yes	Yes	Yes					Yes	
Prioritization Process Pilot Program	Supports data-driven approaches to planning that can be evaluated for public benefit.	Yes	Yes (serving an urban area with a population over 200,000)							

* "Other" may include: multi-jurisdictional groups of eligible applicants, regional transportation authority, special purpose district or public authority with a transportation function, transit agency, multistate corridor organizations, partnership between Amtrak and one or more other eligible entities, nonprofit organization, or public toll authority.



CLEAN ENERGY INFRASTRUCTURE

Bipartisan Infrastructure Law Programs

Clean Energy Infrastructure

[Clean Energy Infrastructure](#) » Bipartisan Infrastructure Law Programs

More Information

Learn more about the Bipartisan Infrastructure Law and the Department of Energy

For the next five years, the Bipartisan Infrastructure Law will stand up 60 new DOE programs, including 16 demonstration and 32 deployment programs, and expands funding for 12 existing Research, Development, Demonstration, and Deployment (RDD&D) programs.

DOE looks forward to being a partner for states, communities, and industry as we move the U.S. economy towards a clean energy, lower carbon emissions future by strengthening the nation's outdated energy infrastructure.

[Learn more about DOE funding priorities for clean energy infrastructure.](#)

DOE Bipartisan Infrastructure Law Program & Funding Opportunity Announcements

BIL PROVISION NAME	TYPE OF ANNOUNCEMENT	STATUS	ANNOUNCEMENT DATE	RESPONSE DUE DATE
Grid Resilience State/Tribal Formula Grant Program	Administrative and Legal Requirements Document	Open	1/5/2023	3/23/2023
Extended Product System Rebates	Implementation Guidance	n/a	12/28/2022	n/a
Energy Efficient Transformer Rebates	Implementation Guidance	n/a	12/28/2022	n/a
Industrial Demonstrations Program	Notice of Intent	n/a	12/22/2022	n/a
Building Codes Implementation for Efficiency and Resilience	Funding Opportunity Announcement	Open	12/19/2022	Concept Paper Submission Deadline: 1/31/2023; Full Application Submission Deadline: 3/27/2023
Career Skills Training Program	Request for Information	Open	12/15/2022	1/26/2023
Energy Auditor Training Program	Request for Information	Open	12/15/2022	1/26/2023
State-Based Home Energy Efficiency Contractor Training Program	Request for Information	Open	12/15/2022	1/26/2023
Energy Efficiency Conservation Block Grant Program	Request for Information	Open	12/14/2022	1/13/2023
Advanced Clean Energy Manufacturing and Recycling Grant Program	Notice of Intent	n/a	12/14/2022	n/a
Carbon Utilization Procurement	Notice of Intent	n/a	12/13/2022	n/a
Regional Direct Air Capture Hubs	Funding Opportunity Announcement	Open	12/13/2022	3/13/2023
Industrial Assessment Centers	Notice of Intent	n/a	12/6/2022	n/a
Building Training Assessment Centers	Notice of Intent	n/a	12/6/2022	n/a
Grants for Energy Improvements at Public School Facilities	Funding Opportunity Announcement	Open	11/29/2022	4/21/2023
Energy Efficiency Conservation Block Grant Program	Notice of Intent	n/a	11/22/2022	n/a
Civil Nuclear Credit Program	Selections	n/a	11/21/2022	n/a
Transmission Facilitation Program	Request for Proposals	Open	11/18/2022	2/1/2023
Grid Resilience and Innovation Partnership Programs - Grid	Funding Opportunity Announcement	Open	11/18/2022	1/13/2023

BIL PROVISION NAME	TYPE OF ANNOUNCEMENT	STATUS	ANNOUNCEMENT DATE	RESPONSE DUE DATE
Innovation Program - 40103(b)				
Grid Resilience and Innovation Partnership Programs - Grid Resilience Utility and Industry Competitive Grants - 40101(c)	Funding Opportunity Announcement	Closed	11/18/2022	12/16/2022
Grid Resilience and Innovation Partnership Programs - Smart Grid Grants - 40107	Funding Opportunity Announcement	Closed	11/18/2022	12/16/2022
Electric Drive Vehicle Battery Recycling and Second-Life Applications Program	Selections	n/a	11/16/2022	n/a
Energy Efficiency Revolving Loan Fund Capitalization Grant Program	Funding Application	Open	11/15/2022	4/21/2023
Energy Storage Demonstration and Pilot Grants; and Long-Duration Energy Storage Demonstration Initiative and Joint Program	Funding Opportunity	Open	11/14/2022	Letter of Intent Deadline: 12/15/2022, Full Application Submission Deadline: 3/3/2023
Energy Efficiency Materials Pilot Program for Nonprofits	Request for Information	Closed	11/10/2022	12/22/2022
Grants for Energy Improvements at Public School Facilities	Notice of Intent	N/A	10/26/2022	N/A
Rural And Municipal Utility Advances Cybersecurity Grant And Technical Assistance Program	Request for Information	Closed	10/20/2022	12/19/2022
Battery Material Processing Grants; and Battery Manufacturing and Recycling Grants	Selections	N/A	10/19/2022	N/A
Front-End Engineering Design (FEED) Studies for Production of Critical Minerals and Materials (CMM) from Coal-Based Resources	Notice of Intent	N/A	10/12/2022	N/A
Energy Improvement in Rural or Remote Areas	Request for Information	Closed	10/11/2022	12/5/2022
Civil Nuclear Credit Program	Draft Application Guidance	Closed	9/30/2022	11/4/2022
Carbon Capture Technology Program, Front-End Engineering	Funding Opportunity Announcement	Closed	9/22/2022	11/28/2022

BIL PROVISION NAME	TYPE OF ANNOUNCEMENT	STATUS	ANNOUNCEMENT DATE	RESPONSE DUE DATE
Design for Carbon Dioxide Transport				
Carbon Capture Demonstration Projects Program	Funding Opportunity Announcement	Closed	9/22/2022	12/5/2022
Carbon Storage Validation and Testing	Funding Opportunity Announcement	Closed	9/21/2022	11/28/2022
Regional Clean Hydrogen Hubs	Funding Opportunity Announcement	Open	9/22/2022	Concept Papers Deadline: 11/7/2022, Full Applications Deadline: 4/7/2023
Rare Earth Element Demonstration Facility	Funding Opportunity Announcement	Closed	9/19/2022	11/21/2022
State Energy Program	Administrative and Legal Requirements	Closed	8/26/2022	12/5/2023
Pumped Storage Hydropower Wind and Solar Integration and System Reliability Initiative; Hydropower Research, Development, and Demonstration	Notice of Intent	N/A	8/19/2022	N/A
Advanced Clean Energy Manufacturing and Recycling Grant Program	Request for information	Closed	8/4/2022	Full Application Submission Deadline: 9/16/2022
Solar and Wind Grid Services and Reliability Demonstration	Funding Opportunity Announcement	Closed	8/2/2022	Concept Paper Deadline: 9/1/2022, Full Application Submission Deadline: 11/10/2022
Advancing Equity Through Workforce Partnerships	Funding Opportunity Announcement	Closed	7/27/2022	Letter of Intent Deadline: 9/13/2022, Concept Paper Submission Deadline: 9/20/2022, and Full Application Submission Deadline: 12/6/2022
Building Codes Implementation for Efficiency and Resilience	Notice of Intent	N/A	7/21/2022	N/A
Preventing Outages and Enhancing the Resilience of the Electric Grid / Hazard Hardening (State and Tribal Grid Resilience Grants-FY22 Funding)*	Administrative and Legal Requirements	Open	7/6/2022	3/31/2023

BIL PROVISION NAME	TYPE OF ANNOUNCEMENT	STATUS	ANNOUNCEMENT DATE	RESPONSE DUE DATE
FY22 Photovoltaics Research and Development	Funding Opportunity Announcement	Closed	7/14/2022	Letter of Intent Deadline: 8/3/2022, Concept Paper Submission Deadline: 8/12/2022, and Full Application Submission Deadline: 10/17/2022
Carbon Capture Demonstrations Program	Notice of Intent	N/A	7/13/2022	N/A
Grid Resilience and Innovation Partnership Programs: Preventing Outages and Enhancing the Resilience of the Electric Grid / Hazard Hardening (State and Tribal Grid Resilience Grants-FY22 Funding); Program Upgrading Our Electric Grid and Ensuring Reliability and Resiliency; Smart Grid Investment Matching Grant Program	Request for Information Draft Funding Opportunity Announcement	Closed	8/30/2022	10/14/2022
Battery and Critical Mineral Recycling - Battery Recycling RD&D, Retailers as Collection Points, and State and Local Programs	Request for Information	Closed	8/29/2022	10/14/2022
Maintaining and Enhancing Hydroelectricity Incentives; Hydroelectric Efficiency Improvement Incentives	Request For Information	Closed	6/30/2022	9/6/2022
Clean Energy Demonstration Program on Current and Former Mine Land	Request For Information	Closed	6/29/2022	8/15/2022
Weatherization Assistance Program	Administrative and Legal Requirements	Closed	3/30/2022	7/1/2022
Battery Material Processing Grants; and Battery Manufacturing and Recycling Grants	Funding Opportunity Announcement	Closed	5/2/2022	Letter of Intent Deadline: 5/27/2022 and Full Application Submission Deadline 7/1/2022
Civil Nuclear Credit Program	Civil Nuclear Credit Program Guidance-Request for Certification Applications and Sealed Bid Submissions	Closed	4/19/2022	9/6/2022

BIL PROVISION NAME	TYPE OF ANNOUNCEMENT	STATUS	ANNOUNCEMENT DATE	RESPONSE DUE DATE
Electric Drive Vehicle Battery Recycling and Second-Life Applications Program	Funding Opportunity Announcement	Closed	5/2/2022	Concept Paper Submission Deadline: 5/31/2022 and Full Application Submission Deadline 7/19/2022
Regional Clean Hydrogen Hubs	Notice of Intent	N/A	6/6/2022	N/A
Direct Air Capture Hubs	Notice of Intent	N/A	5/19/2022	N/A
Carbon Storage Validation and Testing	Notice of Intent	N/A	4/29/2022	N/A
Battery Material Processing Grants; and Battery Manufacturing and Recycling Grants	Notice of Intent	N/A	2/10/2022	N/A
Electric Drive Vehicle Battery Recycling and Second-Life Applications Program	Notice of Intent	N/A	2/10/2022	N/A
Preventing Outages and Enhancing the Resilience of the Electric Grid / Hazard Hardening; Program Upgrading Our Electric Grid and Ensuring Reliability and Resiliency; and Transmission Facilitation Program	Notice of Intent	N/A	1/19/2022	N/A
Energy Storage Demonstration and Pilot Grants; and Long-Duration Energy Storage Demonstration Initiative and Joint Program	Request for Information	Closed	5/12/2022	6/16/2022
Transmission Facilitation Program	Request for Information and Notice of Intent	Closed	5/10/2022	6/13/2022
Preventing Outages and Enhancing the Resilience of the Electric Grid / Hazard Hardening	Request for Information	Closed	4/27/2022	6/2/2022
Rebate Program for Extended Product Systems; and Rebate Program for Energy Efficient Transformers	Notice of Availability and Solicitation of Public Comment on the Draft Implementation Guidance Pertaining to the Extended Product System Rebate Program and Energy Efficient Transformer Rebate Program	Closed	4/20/2022	5/27/2022
Enhanced Geothermal Systems (EGS) Pilot	Request for Information	Closed	4/19/2022	5/13/2022

BIL PROVISION NAME	TYPE OF ANNOUNCEMENT	STATUS	ANNOUNCEMENT DATE	RESPONSE DUE DATE
Demonstrations				
Cost-effective Codes Implementation for Efficiency and Resilience	Request for Information	Closed	4/12/2022	5/20/2022
Grants for Energy Efficiency Improvements and Renewable Improvements at Public School Facilities	Request for Information	Closed	4/4/2022	5/18/2022
Energy Efficiency Revolving Loan Fund Capitalization Grant Program	Request for Information	Closed	3/31/2022	5/6/2022
State Energy Program	Administrative and Legal Requirements	Closed	3/29/2022	5/3/2022
Clean Hydrogen Electrolysis Program	Request for Information	Closed	2/15/2022	3/29/2022
Regional Clean Hydrogen Hubs	Request for Information	Closed	2/15/2022	3/21/2022
Rare Earth Elements Demonstration Facility	Request for Information	Closed	2/14/2022	3/31/2022
Civil Nuclear Credit Program	Request for Information	Closed	2/10/2022	3/17/2022
Carbon Storage Validation and Testing; Regional Direct Air Capture Hubs; Carbon Capture Large-Scale Pilot Projects; Carbon Capture Demonstration Projects Program; Carbon Utilization Program; Precommercial Direct Air Capture Technologies Prize Competitions; Commercial Direct Air Capture Technologies Prize Competitions; Carbon Capture Technology Program, Front-End Engineering and Design	Request for Information	Closed	12/6/2021	2/1/2022
Carbon Capture Technology Program, Front-End Engineering Design for Carbon Dioxide (CO ₂) Transport	Notice of Intent	Closed	7/13/2022	N/a

1000 Independence Ave. SW

Washington DC 20585

202-586-5000

 Sign Up for Email Updates



ABOUT ENERGY.GOV

ENERGY.GOV RESOURCES

FEDERAL GOVERNMENT

[Web Policies](#) • [Privacy](#) • [No Fear Act](#) • [Whistleblower Protection](#) •
[Notice of EEO Findings of Discrimination](#) • [Information Quality](#) •
[Open Gov](#) • [Accessibility](#) • [Vulnerability Disclosure Program](#)

 An official website of the United States government [Here's how you know](#) 

United States Department of Transportation

Search

[Home](#) / [Grant Programs](#)

[Grant Programs](#) >

[Program Pages](#) >

[Applicants](#) >


[Grantee Tools](#) >

[Contact Your Regional Office](#)

[FAQ](#) >

Grant Programs

[The Bipartisan Infrastructure Law](#), as enacted in the Infrastructure Investment and Jobs Act, was signed into law by President Biden in November 2021 and is the largest federal investment in public transportation in the nation's history. The legislation reauthorizes surface transportation programs for FY 2022-2026 and provides advance appropriations for certain programs. The Bipartisan Infrastructure Law authorizes up to \$108 billion to support federal public transportation programs, including \$91 billion in guaranteed funding.

Keywords	Grant Type
<input type="text"/>	<input type="text" value="- Any -"/> 
<input type="button" value="Apply"/>	<input type="button" value="Reset"/>

Title	Description	Grant Type
Accelerating Innovative Mobility	Accelerating Innovative Mobility (AIM) will highlight FTA's commitment to support and advance innovation in the transit industry.	Competitive
Advanced Driver Assistance Systems (ADAS) for Transit Buses Demonstration and Automated Transit Bus Maintenance and Yard Operations Demonstration Program	Part of FTA's Bus Automation Research program, the Advanced Driver Assistance Systems (ADAS) for Transit Buses Demonstration and Automated Transit Bus Maintenance and Yard Operations Demonstration program provides funding to help improve transit bus safety and efficiency, including in bus yards.	Competitive
All Stations Accessibility Program	The All Stations Accessibility Program provides competitive funding to assist in the financing of 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; or (2) for 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.	Competitive

Title	Description	Grant Type
American Rescue Plan Act of 2021	The American Rescue Plan Act of 2021 (ARP), which President Biden signed on March 11, 2021, includes \$30.5 billion in federal funding to support the nation's public transportation systems as they continue to respond to the COVID-19 pandemic and support the President's call to vaccinate the U.S. population.	Competitive
Areas of Persistent Poverty Program	This program provides competitive funding for planning studies or financial plans to improve transit services in areas experiencing long-term economic distress.	Competitive
Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program (formerly TIGER)	US DOT's Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program funds investments in transportation infrastructure, including transit.	Competitive
Bus Exportable Power Systems	FTA's Bus Exportable Power Systems (BEPS) program enables public transportation agencies, communities, and states to access resilient and flexible power options through hybrid electric bus fleet vehicles during major power disruptions. This program builds on BEPS technologies developed under FTA's previous research grants that provided the ability to address a need for generating power immediately after natural disasters by transforming hybrid electric and fuel cell buses into mobile power generators.	Competitive
Capital Investment Grants - 5309	Provides funding through a multi-year competitive process for transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years to be eligible for funding.	Competitive
Community Project Funding/Congressionally Directed Spending	Community Project Funding (CPF) is Congressionally directed spending. All projects were specifically allocated funding in the FY22 Consolidated Appropriations Act and are for the projects listed in the Joint Explanatory Statement (JES).	Competitive
Competitive Grants for Rail Vehicle Replacement Program	Provides competitive awards to states and local governmental authorities to assist in funding capital projects to replace rail rolling stock.	Competitive
Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310	Formula funding to states for the purpose of assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities.	Formula
Enhancing Mobility Innovation	FTA's Enhancing Mobility Innovation program advances a vision of mobility for all – safe, reliable, equitable, and accessible services that support complete trips for all travelers. The program promotes technology projects that center the passenger experience and encourage people to get on board, such as integrated fare payment systems and user-friendly software for demand-response public transportation.	Competitive
Expedited Project Delivery Pilot Program - Section 3005(b)	The EPD Pilot Program, authorized by Section 3005(b) of the Fixing America's Surface Transportation Act (FAST Act), is aimed at expediting delivery of new fixed guideway capital projects, small starts projects, or core capacity improvement projects. These projects must utilize public-private partnerships, be operated and maintained by employees of an existing public transportation provider, and have a Federal share not exceeding 25 percent of the project cost. FTA will notify applicants in writing within 120 days after the receipt of a complete application whether the application has been...	Competitive
Flexible Funding Programs - Congestion Mitigation and Air Quality Program - 23 USC 149	CMAQ provides funding to areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter. States that have no nonattainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending. Funds may be used for any transit capital expenditures otherwise eligible for FTA funding as long as they have an air quality benefit.	Formula

Title	Description	Grant Type
Flexible Funding Programs - National Highway Performance Program - 23 USC 119	Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal funds in highway construction are directed to support progress toward the achievement of performance targets established in a State’s asset management plan for the NHS.	Formula
Flexible Funding Programs - Surface Transportation Block Grant Program - 23 USC 133	Provides funding that may be used by states and localities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.	Formula
Formula Grants for Rural Areas - 5311	Provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.	Formula
FTA Ferry Programs	Provides funding to the Passenger Ferry Grant Program, Electric or Low-Emitting Ferry Pilot Program, and Ferry Service for Rural Communities Program.	Competitive
Grants for Buses and Bus Facilities Formula Program - 5339(a)	Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program.	Formula
Grants for Buses and Bus Facilities Program	Provides funding through a competitive allocation process to states and transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. The competitive allocation provides funding for major improvements to bus transit systems that would not be achievable through formula allocations.	Competitive

1 2 3 > »

U.S. DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

1200 NEW JERSEY AVENUE, SE

WASHINGTON, DC 20590

202-366-4043

Subscribe To Email Updates



About

- About FTA
- Contact Us
- Funding
- Regulations and Programs

Resources

- Grant Programs
- National Transit Database
- Newsroom

Policies, Rights, Legal

- About DOT
- Budget and Performance
- Civil Rights
- FOIA
- Information Quality
- No FEAR Act
- Office of Inspector General
- Privacy Policy
- USA.gov

 An official website of the United States government [Here's how you know](#) 

United States Department of Transportation

Search

[Home](#) / [Grant Programs](#)

[Grant Programs](#) >

[Program Pages](#) >

[Applicants](#) >


[Grantee Tools](#) >

[Contact Your Regional Office](#)

[FAQ](#) >

Grant Programs

[The Bipartisan Infrastructure Law](#), as enacted in the Infrastructure Investment and Jobs Act, was signed into law by President Biden in November 2021 and is the largest federal investment in public transportation in the nation's history. The legislation reauthorizes surface transportation programs for FY 2022-2026 and provides advance appropriations for certain programs. The Bipartisan Infrastructure Law authorizes up to \$108 billion to support federal public transportation programs, including \$91 billion in guaranteed funding.

Keywords	Grant Type
<input type="text"/>	<input type="text" value="- Any -"/> 
<input type="button" value="Apply"/>	<input type="button" value="Reset"/>

Title	Description	Grant Type
Helping Obtain Prosperity for Everyone Program	In keeping with the U.S. Department of Transportation's focus on addressing the deteriorating conditions and disproportionately high fatality rates on our rural transportation infrastructure, FTA's Helping Obtain Prosperity for Everyone (HOPE) Program supports projects that will address the transportation challenges faced by areas of persistent poverty.	Competitive
Human Resources & Training - 5314(b)	Provides for grants or contracts for human resource and workforce development programs as they apply to public transportation activities.	Formula
Innovative Coordinated Access and Mobility Grants	This program provides competitive funding to support innovative capital projects for the transportation disadvantaged that will improve the coordination of transportation services and non-emergency medical transportation services.	Competitive
Integrated Mobility Innovation	FTA's Integrated Mobility Innovation (IMI) Program funds projects that demonstrate innovative and effective practices, partnerships and technologies to enhance public transportation effectiveness, increase efficiency, expand quality, promote safety and improve the traveler experience.	Competitive

Title	Description	Grant Type
Low and No-Emission Component Assessment Program (LoNo-CAP)	On September 29, 2016, FTA announced the opportunity for eligible institutions of higher education to apply for funding to conduct testing, evaluation, and analysis of low or no emission (LoNo) components intended for use in LoNo transit buses used to provide public transportation. The deadline for applications is November 28, 2016.	Competitive
Low or No Emission Vehicle Program - 5339(c)	Provides funding through a competitive process to states and transit agencies to purchase or lease low or no emission transit buses and related equipment, or to lease, construct, or rehabilitate facilities to support low or no emission transit buses. The program provides funding to support the wider deployment of advanced propulsion technologies within the nation's transit fleet.	Competitive
Metropolitan & Statewide Planning and NonMetropolitan Transportation Planning - 5303, 5304, 5305	Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states. Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities.	Formula
Mobility on Demand (MOD) Sandbox Demonstration Program - 5312	Funds projects that promote innovative business models to deliver high quality, seamless and equitable mobility options for all travelers.	Competitive
Mobility, Access & Transportation Insecurity: Creating Links to Opportunity Research and Demonstration Program	Funds a research and demonstration effort to improve people's access to affordable transportation, especially in areas that currently lack efficient and convenient transit options and measure the effect of reducing transportation insecurity through improved mobility access on people and their communities.	Competitive
Passenger Ferry Grant Program - Section 5307	Provides competitive funding to public ferry systems in urbanized areas.	Competitive
Pilot Program for Transit-Oriented Development Planning - Section 20005(b)	Provides funding to local communities to integrate land use and transportation planning with a transit capital investment that will seek funding through the Capital Investment Grant (CIG) Program.	Competitive
Positive Train Control Grants Program	Authorized by the Fixing America's Surface Transportation (FAST) Act (Section 3028), the fiscal year 2017 Commuter Rail Positive Train Control Grant Program offers funding to states, local governments and transit agencies that operate commuter rail systems to install positive train control systems required under 49 U.S.C. 20157 (Implementation of positive train control systems).	Competitive
Public Transportation COVID-19 Research Demonstration Grant Program	This program will fund grants through public transit agencies to develop, deploy, and demonstrate innovative solutions that address COVID-19 related concerns to increase operating efficiencies and improve mobility.	Competitive
Public Transportation Emergency Relief Program - 5324	Helps states and public transportation systems pay for protecting, repairing, and/or replacing equipment and facilities that may suffer or have suffered serious damage as a result of an emergency, including natural disasters such as floods, hurricanes, and tornadoes. It provides authorization for Section 5307 and 5311 funds to be used for disaster relief in response to a declared disaster.	
Public Transportation Innovation - 5312	Provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers.	Competitive
Public Transportation on Indian Reservations Program; Tribal Transit Competitive Program	The Tribal Transit Program is a set-aside from the Formula Grants for Rural Areas program consisting of a \$30 million formula program and a \$5 million discretionary grant program subject to the availability of appropriations. A 10-percent local match is required under the discretionary program, however, there is no local match required under the formula program.	Competitive

Title	Description	Grant Type
Real-Time Transit Infrastructure and Rolling Stock Condition Assessment Research and Demonstration Program	FTA's Public Transportation Innovation Program (49 U.S.C. § 5312), authorizes FTA to fund research, development, demonstrations, and deployment projects to improve public transportation. The Real-Time Transit Infrastructure and Rolling Stock Condition Assessment Demonstration Program is a competitive demonstration opportunity under FTA's research emphasis area of infrastructure. This priority area supports the U.S. Department of Transportation's Infrastructure strategic goal, as well as the strategic objective of life cycle and preventive maintenance for asset management planning and...	Competitive
Redesign of Transit Bus Operator Compartment to Improve Safety, Operational Efficiency, and Passenger Accessibility (Bus Operator Compartment) Program	This program supports research projects to develop transit bus operator compartment designs that improve bus operator and public safety as well as bus operator access to vehicle instruments and controls without hindering the accessibility of passengers.	Competitive
Route Planning Restoration Program	The Route Planning Restoration Program provides funds under the American Rescue Plan Act of 2021 for public transportation planning associated with the restoration of transit service reduced due to the COVID-19 pandemic.	Competitive
Rural Transportation Assistance Program - 5311(b)(3)	Provides funding to states for developing training, technical assistance, research, and related support services in rural areas. The program also includes a national program that provides information and materials for use by local operators and state administering agencies and supports research and technical assistance projects of national interest.	Formula

« < 1 2 3 > »

U.S. DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

1200 NEW JERSEY AVENUE, SE

WASHINGTON, DC 20590

202-366-4043

Subscribe To Email Updates



About

- About FTA
- Contact Us
- Funding
- Regulations and Programs

Resources

- Grant Programs
- National Transit Database
- Newsroom

Policies, Rights, Legal

- About DOT
- Budget and Performance
- Civil Rights
- FOIA
- Information Quality
- No FEAR Act
- Office of Inspector General
- Privacy Policy
- USA.gov
- Web Policies and Notices
- Web Standards

 An official website of the United States government [Here's how you know](#) 

United States Department of Transportation

Search

[Home](#) / [Grant Programs](#)

[Grant Programs](#) >

[Program Pages](#) >

[Applicants](#) >


[Grantee Tools](#) >

[Contact Your Regional Office](#)

[FAQ](#) >

Grant Programs

[The Bipartisan Infrastructure Law](#), as enacted in the Infrastructure Investment and Jobs Act, was signed into law by President Biden in November 2021 and is the largest federal investment in public transportation in the nation's history. The legislation reauthorizes surface transportation programs for FY 2022-2026 and provides advance appropriations for certain programs. The Bipartisan Infrastructure Law authorizes up to \$108 billion to support federal public transportation programs, including \$91 billion in guaranteed funding.

Keywords	Grant Type
<input type="text"/>	<input type="text" value="- Any -"/> 
<input type="button" value="Apply"/>	<input type="button" value="Reset"/>

Title	Description	Grant Type
Safety Research and Demonstration Program	The Safety Research and Demonstration (SRD) Program is part of a larger safety research effort at the U.S. Department of Transportation that provides technical and financial support for transit agencies to pursue innovative approaches to eliminate or mitigate safety hazards. The SRD program focuses on demonstration of technologies and safer designs.	Competitive
Standards Development Program	The Transit Standards Development Program provides competitive funding to perform an assessment and develop voluntary standards and standards-related best practices, guidance, and tools in safety, and other areas to address transit industry needs.	Competitive
State of Good Repair Grants - 5337	Provides capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management plans.	Formula
Technical Assistance & Standards Development - 5314(a)	Provides funding for technical assistance programs and activities that improve the management and delivery of public transportation and development of the transit industry workforce.	Formula
Transit Cooperative Research Program - 5312(i)	Research program that develops near-term, practical solutions such as best practices, transit security guidelines, testing prototypes, and new planning and management tools.	Competitive

Title	Description	Grant Type
Transit Worker and Rider Safety Best Practices Research Project	Provides funding to support a research project to help the transit industry mitigate transit worker and rider assaults.	Competitive
Tribal Transit Formula Grants - 5311(c)(1)(B)	Provides funding to federally recognized Indian tribes to provide public transportation services on and around Indian reservations or tribal land in rural areas. Funding is provided as a set-aside within of the Formula Grants to Rural Areas program and allocated both by statutory formula and through a competitive discretionary program.	Formula
Urbanized Area Formula Grants - 5307	Provides funding to public transit systems in Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.	Formula
Zero Emission Research Opportunity (ZERO)	On November 22, 2016, FTA announced the opportunity for nonprofit organizations to apply for funding to conduct research, demonstrations, testing, and evaluation of zero emission and related technology for public transportation applications.	Competitive

« < 1 2 3

U.S. DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

1200 NEW JERSEY AVENUE, SE

WASHINGTON, DC 20590

202-366-4043

Subscribe To Email Updates



About

- About FTA
- Contact Us
- Funding
- Regulations and Programs

Resources

- Grant Programs
- National Transit Database
- Newsroom

Policies, Rights, Legal

- About DOT
- Budget and Performance
- Civil Rights
- FOIA
- Information Quality
- No FEAR Act
- Office of Inspector General
- Privacy Policy
- USA.gov
- Web Policies and Notices
- Web Standards

[RAISE Grants](#)

[About RAISE](#)

[Awarded Projects](#) 

[RAISE 2023](#) 

[Grant Implementation](#) 

Related Links

- [RAISE NOFO](#)
- [How to Apply for RAISE Grants](#)

Related Documents

- [Past Application List \(TIGER/BUILD/RAISE\)](#)

Contact Us

Office of Infrastructure Finance and Innovation

Office of the Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590
United States

Email:

RAISEgrants@dot.gov

Phone: [202-366-0301](tel:202-366-0301) 

Business Hours:

8:00am-5:00pm ET, M-F

If you are deaf, hard of hearing, or have a speech disability, please dial 7-1-1 to access telecommunications relay services.

RAISE Discretionary Grants

Biden-Harris Administration Announces \$1.5 Billion Available through the 2023 RAISE Grant Program

Thursday, December 15, 2022

Popular RAISE Discretionary Grant Program helps communities build transportation projects that have significant local or regional impact and improve safety and equity.

WASHINGTON -- The U.S. Department of Transportation has published a Notice of Funding Opportunity (NOFO) for \$1.5 billion in grant funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program for 2023. The popular program helps communities around the country carry out projects with significant local or regional impact.

RAISE discretionary grants help project sponsors at the State and local levels, including municipalities, Tribal governments, counties, and others complete critical freight and passenger transportation infrastructure projects. The eligibility requirements of RAISE allow project sponsors to obtain funding for projects that are harder to support through other U.S. DOT grant programs.

Recent examples of funded projects include a critical bridge replacement in Tucson, new berth construction at Port Tampa Bay, a new pontoon bridge in Lafourche Parish, Louisiana, and a new snowmelt system in Berlin, New Hampshire. A full list of 2022 awarded projects can be found at the bottom of this page.

“The historic investments the Biden-Harris Administration is announcing today will help communities across the country modernize their transportation,” said **U.S. Transportation Secretary Pete Buttigieg**. “After decades of underinvestment in America’s infrastructure, we are supporting projects that help people and goods get where they need to go more safely, efficiently, and affordably.”

In 2022, RAISE funded 166 projects in all 50 states, the District of Columbia, Puerto Rico, the Northern Mariana Islands, and the U.S. Virgin Islands.

RAISE projects are rigorously reviewed and evaluated on statutory criteria of safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity including tourism, state of good repair, partnership and collaboration, and innovation.

This year’s NOFO builds on the success of the RAISE program as authorized in the Bipartisan Infrastructure Law by refining the rating rubric and continuing to give priority to safety, environmental sustainability, mobility and community connectivity, and quality of life.

Additionally, projects designated “Reconnecting Extra” during the new FY [2022 Reconnecting Communities Program](#) (RCP) competition and submitted for consideration under the FY 2023 RAISE NOFO will have a greater opportunity to be advanced during the FY 2023 RAISE evaluation process, as described in the NOFO.

Half of the funding will go to projects in rural areas, and half of the funding will go to projects in urban areas. At least \$15 million in funding is guaranteed to go towards projects located in Areas of Persistent Poverty or Historically Disadvantaged Communities, and projects located in these areas will be eligible for up to 100 percent federal cost share, as directed by Congress in the Bipartisan Infrastructure Law.

As was the case last year, the Department is encouraging applicants to consider how their projects can address climate change, ensure racial equity, and remove barriers to opportunity. The Department also intends to use the RAISE program to support wealth creation and the creation of good-paying jobs with the free and fair choice to join a union, the incorporation of strong labor standards, and training and placement programs, especially registered apprenticeships.

The NOFO is available [here](#). The deadline for applications is 11:59 PM EST on February 28, 2023 and selections will be announced no later than June 28, 2023.

Email Updates

To sign up for updates, please enter your contact information below.

★Email Address

Related Links

- [RAISE 2022 Awards](#)
- [RAISE 2021 Capital Awards](#)
- [RAISE 2021 Planning Awards](#)
- [BUILD 2020 Awards](#)
- [BUILD 2019 Awards](#)
- [BUILD 2018 Awards](#)
- [TIGER 2017 Awards](#)
- [TIGER 2016 Awards](#)
- [TIGER 2015 Awards](#)
- [TIGER 2014 Awards](#)
- [TIGER 2013 Awards](#)
- [TIGER 2012 Awards](#)
- [TIGER 2011 Awards](#)
- [TIGER 2010 Capital Projects](#)
- [TIGER 2010 Planning Projects](#)
- [TIGER I Awards](#)

Last updated: Thursday, December 15, 2022

U.S. DEPARTMENT OF TRANSPORTATION

1200 New Jersey Avenue, SE

Washington, DC 20590

855-368-4200



WANT TO KNOW MORE?

Receive email updates about the latest in Safety, Innovation, and Infrastructure.

[SUBSCRIBE NOW](#)