

2023 Local Agency Program (LAP) Discretionary Grant Symposium

October 30, 2023

Presented by
Federal Highway Administration Georgia Division and the Georgia Department of Transportation

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Meet the FHWA Georgia Division Discretionary Grant Team

	Shain Eversley Grants Coordinator		Danielle King Program Management Analyst
	Neosha Lawhorn Realty Officer and Local Programs Coordinator		Jared Lombard Community Planner

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Agenda



GDOT LAP Program
Updates



New Funding
Opportunities Under
BIL



ARC Grants Dashboard
Presentation



FHWA Discretionary
Grant Program
Overview



Safe Roads and Streets
for All (SS4A)



Discretionary Award
Process and Best
Practices

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Definition of Common Terms

- **Discretionary Award** - means an award in which the Federal awarding agency, in keeping with specific statutory authority that enables the agency to exercise judgment (“discretion”), selects the recipient and/or the amount of Federal funding awarded through a competitive process or based on merit of proposals. A discretionary award may be selected on a non-competitive basis, as appropriate.
- **Grant Agreement** - means a legal instrument of financial assistance between a Federal awarding agency or pass-through entity and a non-Federal entity that, consistent with 31 U.S.C. 6302, 6304:
- **Obligation of Funds** – The authorization of federal funding upon completion of required activities to warrant approval in FMIS (State/ Non-State Pass Through) or DELPHI (Direct Recipients).
- **Grant Execution** – The full execution of the grant agreement via signature by all required parties.

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Definition of Common Terms

- **FMIS** – Federal Funds Management Information System (FMIS) is the accounting system used to obligate and reimburse FHWA funds awarded to or passed-through State DOTs.
- **DELPHI** –USDOT accounting system used to obligate and reimburse funds to Non-State DOT entities.
- **Direct Recipient/ Non-State DOT Recipient** – Non-federal entity that is not a State DOT that receives a federal grant award.
- **GDOT Project Manager** – GDOT primary point of contact to facilitate project delivery and provide oversight for GDOT pass-through projects.
- **FHWA Point of Contact (POC)** – Primary point of contact for grant agreement implementation, amendments, and reporting.
- **FHWA Discretionary Grant Team Member** – FHWA Division primary contact for grant agreement coordination and execution before passing responsibility to the FHWA POC for implementation after agreement execution.

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Local Administered Project – LAP Program

Malik Al-Kush - LAP Coordinator
Office of Program Control - OPC

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GDOT
Georgia Department
of Transportation

The GDOT Program

Locally Sponsored Projects



Discretionary Grants



Congressionally Directed Spending

Major Encroachment Permits

Regulations for Driveway and Encroachment Control



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GDOT
Georgia Department
of Transportation

LAP Certification

Key Ingredients To Success:

- ✓ Full-time Responsible Charge **and** Alternate Full-time Responsible Charge
- ✓ Procurement Plan or Procurement Adoption Letter
- ✓ Title VI Plan or Agreement
- ✓ 5 Training Certificates - ROW, PDP, LAP, Title VI, and Procurement
- ✓ All training must be complete prior to submitting LAP Certification documentation for LAPCC review

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Local Administered Projects and Program Site - LAPPS

LAPPS web application streamlines the LAP application review and approval timeline:

- SME Review Periods – 5 days
- LAP Application Approval – 30 days from LPA Submission
- Soft Testing in Process
- Coordinating with GDOT IT for Full Launch in Early 2024
- User Guide Under Development

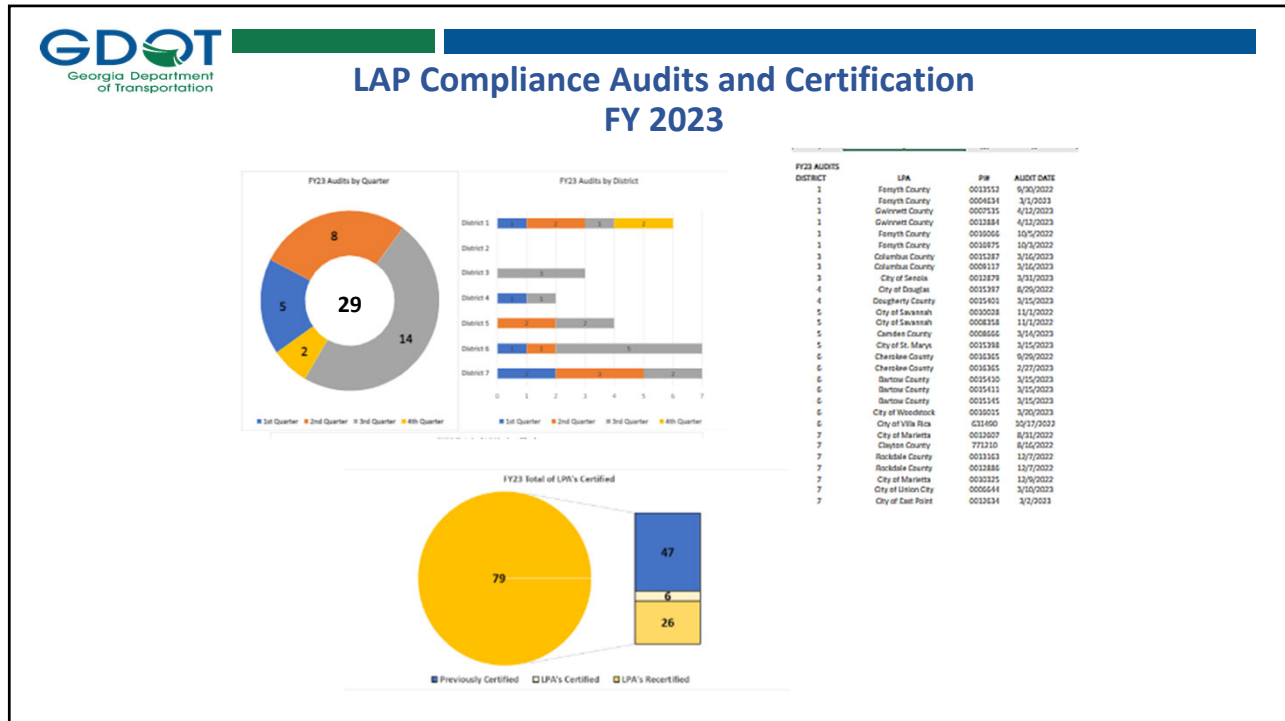
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LAP and PDP Training Attendance FY 2023

TRAINING COURSES	FY 2023 COURSES		FY 2023 ATTENDEE(S)
LAP TRAINING	5	↔	LAP CONSULTANTS = 115 GDOT = 32 LOCAL PUBLIC AGENCY PERSONNEL = 181
PDP TRAINING	5	↔	PDP CONSULTANTS = 328 GDOT = 72 LOCAL PUBLIC AGENCY PERSONNEL = 174
ROW TRAINING	4	↔	ROW CONSULTANTS = 51 GDOT = 6 LOCAL PUBLIC AGENCY PERSONNEL = 150
TITLE VI TRAINING	4	↔	TITLE VI CONSULTANTS = 39 GDOT = 4 LOCAL PUBLIC AGENCY PERSONNEL = 169
PROCUREMENT TRAINING	3	↔	PROCUREMENT CONSULTANTS = 6 GDOT = 9 LOCAL PUBLIC AGENCY PERSONNEL = 122
TOTAL:	21		LOCAL PUBLIC AGENCY PERSONNEL = 122
		TOTALS:	CONSULTANTS 539
			GDOT 123
			LPA's 796

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LAP Webpage

<http://www.dot.ga.gov/PS/Local/LAP>

Local Administered Project (LAP) Manual

Local Administered Project (LAP)

The Local Administered Project Certification covers uniform practices for authorizing qualified Local Public Agencies (LPA) to manage core activities for federal and funded projects. Georgia DOT assumes the responsibility of the Secretary of Transportation for all federal and projects. GDOT stewardship includes the responsibility to assure local projects meet or exceed all applicable federal and state law, standards and requirements.

Application & Program Info

LAP Manual

The manual outlines practices for authorizing qualified Local Public Agencies to manage activities for federal and funded projects.

[View Manual](#)

District Planning & Programming Liaison

District	Phone
District 1	(770) 664-6545
District 2	(478) 553-3407
District 3	(706) 666-7566
District 4	(229) 391-5504
District 5	(912) 538-4857
District 6	(678) 721-6312
District 7	(770) 216-3896

Find your GDOT District

Application +

General (LAP Forms/Processes) +

Design +

Construction +

Additional References +

FAQs +

Programs

Federal Discretionary Grant Administration

Guidance on how local government entities can request discretionary grants for administration from the Georgia Department of Transportation.

View Message

Transportation Alternatives Program (TAP)

We improve the quality of life for citizens in communities across the state by providing local government the means to pursue projects that might not otherwise be feasible.

View Message

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FHWA Discretionary Grants Administration Webpage

Requests from Local Governments

With the implementation of the new federal **Bipartisan Infrastructure Law (BIL)**, there are discretionary grants that can be administered by the local governments directly or local municipalities can petition the State Department of Transportation to administer the grant(s).

The Department is implementing a request process for local governments to request the grants be administered by the Georgia Department of Transportation (GDOT) as normal federal-aid process projects, following the [Plan Development Process](#).

If a Local Government is interested in making such a request, the request should be sent to the Commissioner of the Georgia Department of Transportation outlining why the grant should be administered by GDOT instead of directly by the local award recipient. Additionally, the Request to Administer a **Local Federal Discretionary Grant Checklist** should be filled out and submitted with the request to provide the Department with additional information to consider in making final decisions on requests.

Please note that oversight funding will be necessary for the Department to administer the grant. Additionally, [Locally Administered Projects \(LAP\) certification](#) is strongly encouraged.

Memo from GDOT Chief Engineer

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FHWA Discretionary Grants Webpage



Interoffice Memo

DATE: May 22, 2023
FROM: *Mag Pette, P.E., Chief Engineer*
TO: GDOT Divisions/Offices/Districts
SUBJECT: REVISED Federal Discretionary Grant Assistance Requests from Local Governments

With the implementation of the new federal **Bipartisan Infrastructure Law (BIL)**, local governments can apply for and directly receive federal discretionary grant awards from a federal transportation agency. Because this is unfamiliar territory, local municipalities are seeking support/assistance from the Department to navigate various aspects of the grant process. Therefore, the Department is implementing a process to assess if and to what extent assistance will be provided to federal discretionary grant award recipients.

In most cases, local governments seeking assistance will receive support from the Department in the form of project oversight. Therefore, local governments should be prepared to coordinate with federal agency grant sponsors to execute grant agreements, submit payment reimbursements and adhere to reporting requirements for the federal grant awards they receive. These responsibilities will not be performed by the Department when serving in an oversight capacity.

On rare occasion, the Department may deem it beneficial for the project and all parties involved to administer the local government's discretionary grant award. If this decision is made, the process will proceed as a normal federal-aid project and follow the Plan Development Process located [here](#).

If a local government is interested submitting a request for the Department's assistance with a discretionary grant award, the request should be sent to the Commissioner of the Georgia Department of Transportation outlining why assistance is needed and the specific role or tasks they are seeking GDOT to perform. Additionally, the Request for GDOT's assistance with a Local Federal Discretionary Grant Award Checklist (attached and will be added to R.O.A.D.S) should be filled out and submitted with the request to provide the Department with additional information to consider in making final decisions on requests.

Please note that oversight funding will be necessary for the Department to perform an oversight role even if the Department declines to administer the grant award.

Additionally, [Locally Administered Projects \(LAP\) certification](#) is strongly encouraged (<https://www.gdot.ga.gov/GDOT/Pages/LAP.asp>)

For questions sent by the local governments about the process, please have them contact Malik Al-Khatib, Local Administered Projects Coordinator, in the Office of Program Control at malik.ah@dot.ga.gov or 404-631-1830.

Attachment:
Request to Administer a Local Federal Discretionary Grant Checklist



FEDERAL DISCRETIONARY GRANTS TO LOCAL GOVERNMENTS REQUEST FOR ASSISTANCE CHECKLIST

Date: _____
Date of Grant Award: _____
Local Government Sponsor Name: _____
Existing P.I. (if applicable): _____
Project Description (include all proposed improvements): _____

Getting Started

- Send request letter on official Local Government letterhead to the GDOT Commissioner from the local public official (city/courtesy manager, mayor, etc.)
- Provide a copy of the grant application for the grant award
- Is the Local Government/Sponsor LAP certified?
- Has the Local Government acquired a consultant to perform the engineering on this project?
 - Was the firm hired via the "Brooks Act" Title 23 CFR?
 - What is the name of the firm?
 - Is the firm prequalified by GDOT?

Scope

- The Plan Development Process must be followed if the GDOT administers the grant. Does the Local Government understand this?
- An environmental document approved by FHWA will be required.
 - Ecology, Air & Noise, Archaeology, History studies and a NEPA document are required
- Right of Way Acquisition must follow the federal Uniform Act.
- Has any engineering, environmental and/or right-of-way activities been accomplished yet?

Budget

- What is the total dollar amount of the grant award?
- Federal grants usually require a 20% local match. Is that match identified?
- What phases will the federal grant be used in? (PE, ROW, UTL, CST)

FEDERAL DISCRETIONARY GRANTS TO LOCAL GOVERNMENTS ADMINISTRATIVE REQUEST CHECKLIST

Color Version Here

Page 2 of 2


- Are other funding sources identified above the grant? If yes, provide each funding source identified in each phase.
- Is the Local Government prepared to provide oversight funding to GDOT?
 - NOTE: Oversight will range from \$25K to \$100K depending on the complexity of the project.

Schedule

- Are there specific milestone deadlines for this project detailed in the grant award? (i.e. ROW complete within 12 months)
- For the grant application, what is the scheduled deadline for completion of this project?
- Are there financial penalties involved if the project delivery schedule is not met?

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LAP Program Staff

	GDOT OPC Administrator (Interim)	Derrick Brown	dbrown@dot.ga.gov
	GDOT LAP Program Coordinator	Malik Al-Kush	malkush@dot.ga.gov
	Jacobs/GDOT LAP Team Manager	Ja'Nece Gibson	jgibson@dot.ga.gov
	Training Enrollment	Vivian Reid	vreid@dot.ga.gov

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Questions




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U.S. Department
of Transportation
**Federal Highway
Administration**

New Funding Opportunities Under Bipartisan Infrastructure Law (BIL) /Infrastructure Investments and Jobs Act (IIJA)

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U.S. Department
of Transportation
**Federal Highway
Administration**

DISCLAIMER

Except for any statutes or regulations cited, the contents of this presentation do not have the force and effect of law and are not meant to bind the public in any way. This presentation is intended only to provide information regarding existing requirements under the law or agency policies.


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BIL Highway Provisions

- **Funds highway programs for five years (FY 22-26)**
- **\$350.8 B (FY 22-26) for highway programs**
 - \$303.5 B in Contract Authority (CA) from the Highway Trust Fund (HTF)
 - \$47.3 B in advance appropriations from the General Fund (GF)
- **More than a dozen new highway programs, including**
 - **Formula:** resilience, carbon reduction, bridges and electric vehicle (EV) charging infrastructure
 - **Discretionary:** bridges, EV charging infrastructure, rural projects, resilience, wildlife crossings, and reconnecting communities
- Focus on safety, bridges, climate change, resilience, and project delivery
- **More opportunities for local governments and other non-traditional entities** to access new funding
- \$90 B transfer (GF->HTF) to keep the HTF Highway Account solvent for years

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Includes \$567.1 B (All DOT Modes) Over FY 22-26

Program	Contract Authority (CA) (\$ B, FY 22-26)	Advance appropriations (\$ B, FY 22-26)
Federal Aviation Administration	---	25.0
Federal Highway Administration	303.5	47.3
Federal Motor Carrier Safety Administration	4.5	0.7
Federal Railroad Administration / Amtrak	---	66.0
Federal Transit Administration	69.9	21.3
Maritime Administration	---	2.3
National Highway Traffic Safety Administration	5.1	1.6
Office of the Secretary	---	19.0
Pipeline & Hazardous Materials Safety Admin.	---	1.0
Total	383.0	184.1

Note: Table does not include amounts that BIL authorizes subject to [future] appropriation

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Funding Available to a Range of Recipients

Program Examples	State	MPO	Local	Tribe	PA*	Territory	FLMA*
Apportioned programs (formula)	✓						
Bridge Program (formula)	✓			✓			
National Electric Vehicle Formula Program	✓		✓				
Safe Streets and Roads for All program		✓	✓	✓			
PROTECT Grants (discretionary)	✓	✓	✓	✓	✓		✓
Charging and Fueling Infrastructure Program	✓	✓	✓	✓	✓	✓	
Congestion Relief Program	✓	✓	✓				
Bridge Investment Program (discretionary)	✓	✓	✓	✓	✓		✓
Reconnecting Communities Pilot Program	✓	✓	✓	✓			
Rural Surface Transportation Grants	✓		✓	✓			
INFRA	✓	✓	✓	✓	✓		✓
Nat'l Infra. Project Assistance	✓	✓	✓	✓	✓		
Local and Regional Project Assistance	✓	✓	✓	✓	✓	✓	

Note: This table does not include all BIL programs or eligible entities, and there are additional nuances not represented in this table. Additional programmatic information is provided in later slides. FHWA will administer most, but not all, programs listed.

* "PA" means a special purpose district or public authority with a transportation function; FLMA means Federal Land Management Agency

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Infrastructure Investment and Jobs Act (IIJA)

How ARC is helping our region navigate the law and identify funding opportunities

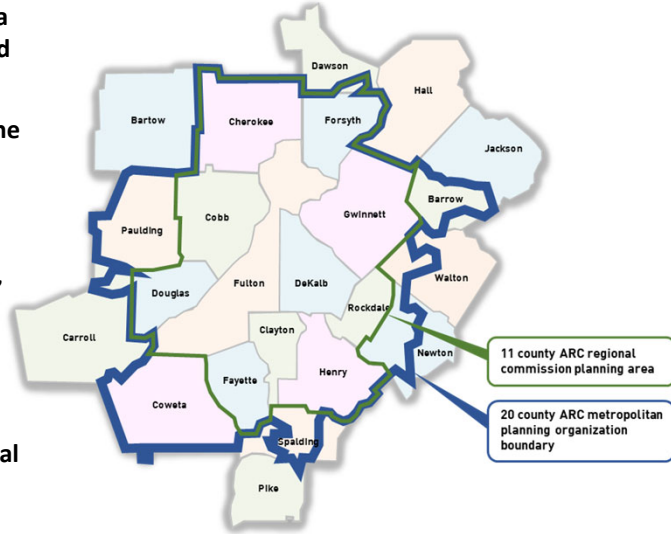


David Haynes
 Transportation Planning Department
ARC
 Atlanta Regional Commission

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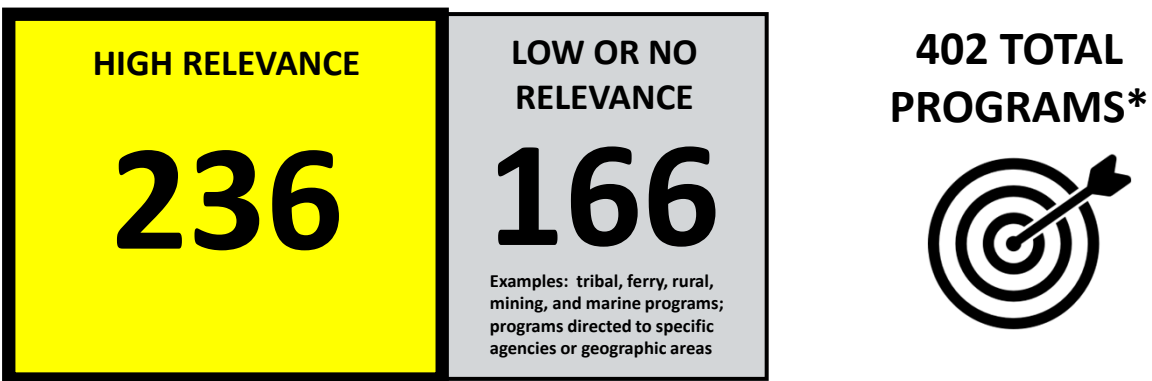
Role of the Metropolitan Planning Organization (MPO)

- ARC serves as the federally required MPO for a 20-county region (defined by Census urbanized area) of over 5 million people
- For urban areas greater than 50,000 people, the MPO develops 1) a 20+ year Metropolitan Transportation Plan (RTP) and 2) a four-year Transportation Improvement Program (TIP)
- MTP must be multimodal, fiscally constrained, and meet air quality conformity requirements
- Current MTP includes about \$168 billion of projects and programs through 2050
- Our “clients” are all the state, regional and local agencies which build, operate and maintain transportation infrastructure and services



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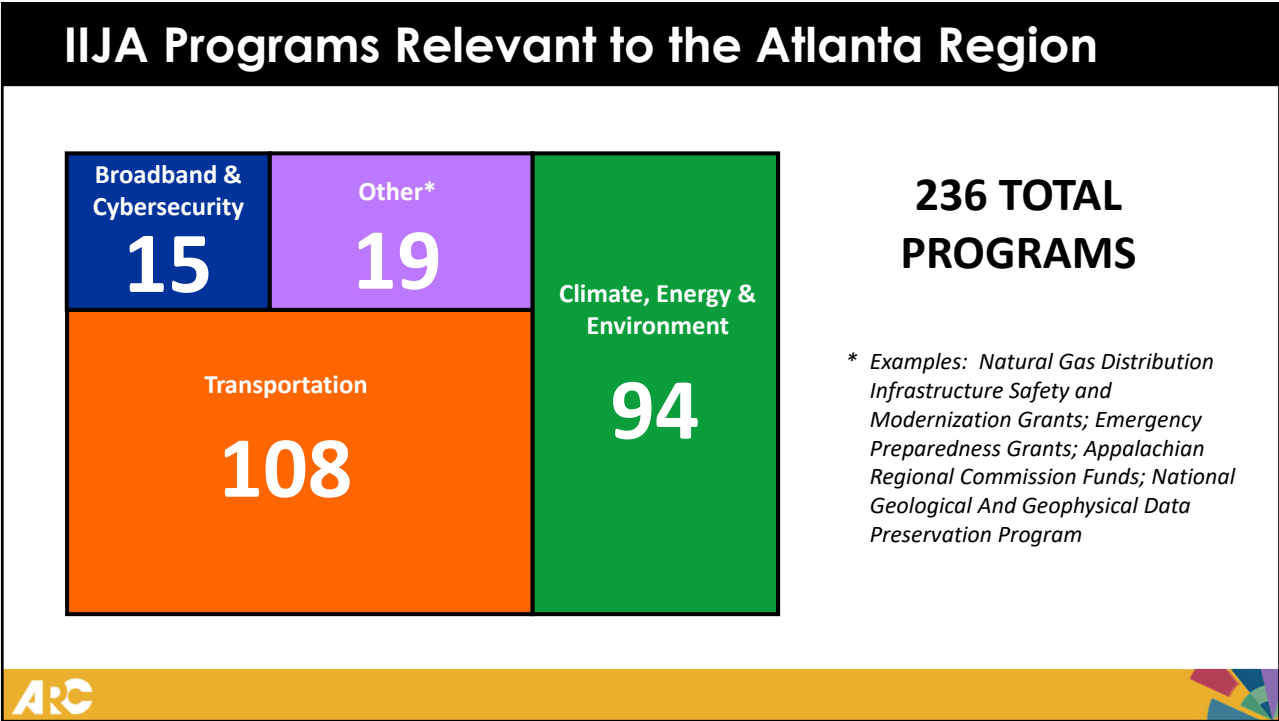
Relevance of IJA Programs to the Atlanta Region



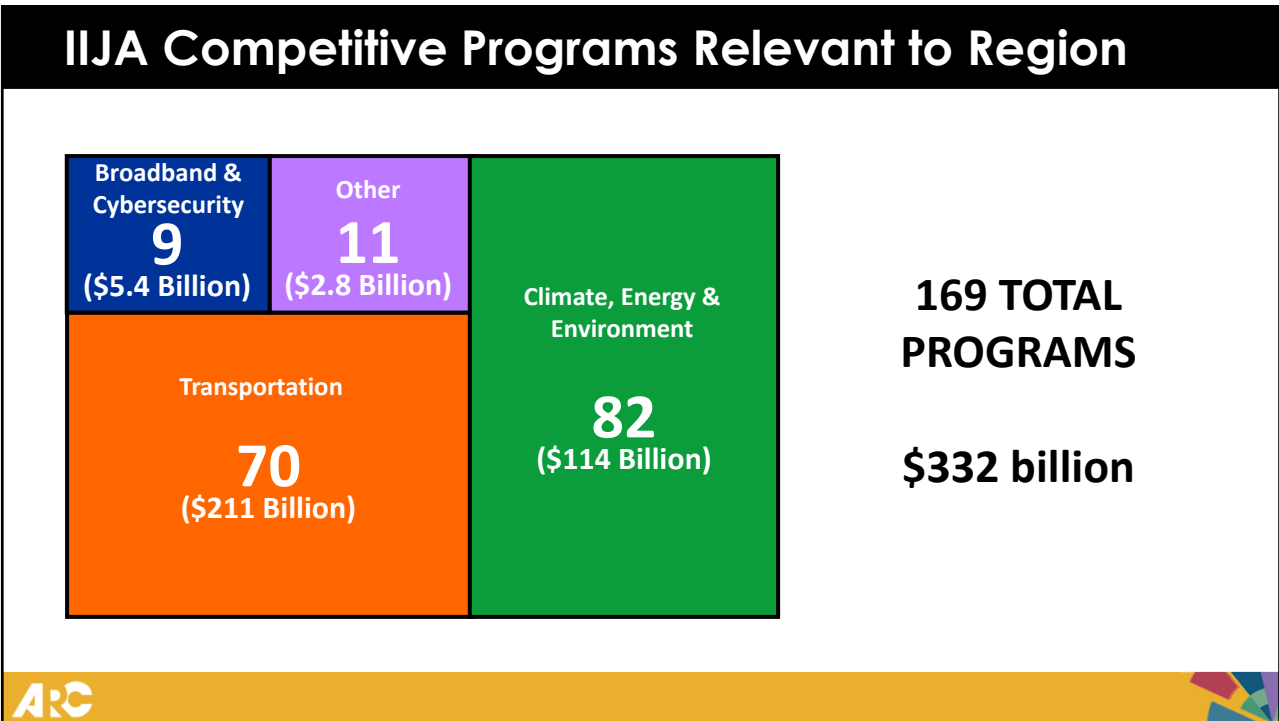
* The number of distinct programs is subject to change as funding opportunities are announced. Each program’s relevance to the region may also change as guidance and details on administration priorities become available.



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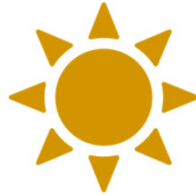
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Key Administration Objectives

EQUITY



CLIMATE CHANGE



WORKFORCE DEVELOPMENT



ARC constantly reinforces to our local governments that a project submitted for virtually any discretionary program is going to have to “check all the boxes” to be competitive



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ARC IJA Resource Website & Database


PROGRAM	DESCRIPTION	CATEGORY	AGENCY / BUREAU	FUNDING	ELIGIBLE RECIPIENTS
Airport Infrastructure Grants	The funds are allocated to the 3 counties: Fowlkes Allocation, New Primary Allocation, Contract Towers	Transportation	Department of Transportation Airport and RIA Facilities	\$1,000,000,000	States/Territories, Counties, Cities, Towns, Private Sector Businesses, Other Entities
Consolidated Rail Infrastructure and Safety Improvement Grants	To fund projects that improve the safety, efficiency and reliability of interstate passenger and freight rail.	Transportation	Department of Transportation Research and Freight Rail	\$10,000,000,000	States/Territories, Counties, Cities, Towns, Private Sector Businesses, Other Entities
FTA 5337 Program - Rail Vehicle Replacement Grants	Capital projects for the replacement of rail rolling stock. Not more than three new competitive awards to a single project may be announced per fiscal year. FTA may select projects for multiple awards.	Transportation	Department of Transportation Public Transportation	\$1,000,000,000	States/Territories, Counties, Cities, Towns, Private Sector Businesses, Other Entities
Transportation Infrastructure Finance and Innovation Act	The Transportation Infrastructure Finance and Innovation Act Program provides Federal debt assistance to eligible surface transportation projects.	Transportation	Department of Transportation Banks, Bonds and Major Projects	\$1,200,000,000	Cities, Counties, Private Sector Businesses, States/Territories, Towns, Agencies
Charging & Fueling Infrastructure Grants (Commuter Charging)	Deploy electric vehicle (EV) charging and hydrogen dispensing infrastructure along designated alternative fuel corridors and in communities.	Transportation	Department of Transportation Electric Vehicles, Buses and Ferries	\$1,200,000,000	States/Territories, Counties, Cities, Towns, Private Sector Businesses, Other Entities

<https://atlantaregional.org/ija>

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Infrastructure Investment and Jobs Act (IIJA)

Navigating the Law and Identifying Funding Opportunities



David Haynes
Atlanta Regional Commission
dhaynes@atlantaregional.org
470.378.1571

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How To Learn About And Apply For Discretionary Grants.

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<https://www.transportation.gov/dot-navigator>

U.S. Department of Transportation
Federal Highway Administration

U.S. Department of Transportation ABOUT DOT PRIORITIES CONNECT

DOT Navigator

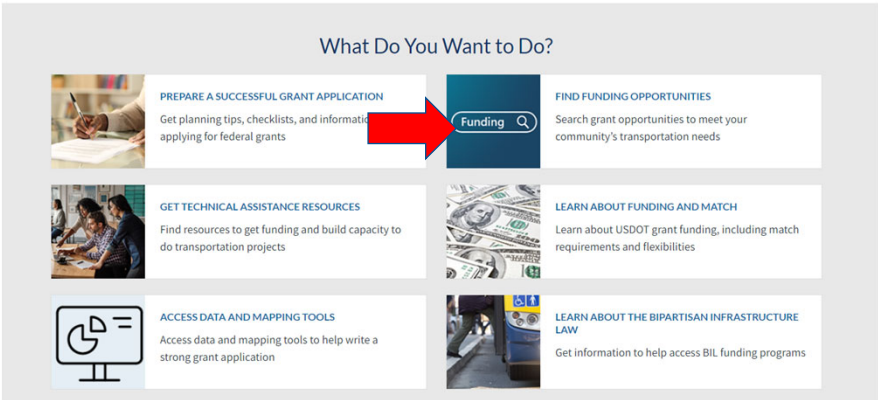
The DOT Navigator is a resource to help communities understand how to apply for grants, and plan for and deliver transformative infrastructure projects and services.

[LEARN MORE ABOUT THE DOT NAVIGATOR](#)

Spotlight on Technical Assistance Resources

Check out the featured technical assistance resources below and view a [searchable list of technical assistance resources](#).

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U.S. Department of Transportation
Federal Highway Administration

What Do You Want to Do?

- PREPARE A SUCCESSFUL GRANT APPLICATION**
Get planning tips, checklists, and information for applying for federal grants
- GET TECHNICAL ASSISTANCE RESOURCES**
Find resources to get funding and build capacity to do transportation projects
- ACCESS DATA AND MAPPING TOOLS**
Access data and mapping tools to help write a strong grant application
- FIND FUNDING OPPORTUNITIES**
Search grant opportunities to meet your community's transportation needs
- LEARN ABOUT FUNDING AND MATCH**
Learn about USDOT grant funding, including match requirements and flexibilities
- LEARN ABOUT THE BIPARTISAN INFRASTRUCTURE LAW**
Get information to help access BIL funding programs

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U.S. Department of Transportation

Home | Grants

DOT Navigator Home

Find Grant Opportunities >

- Overview
- Calendar of Funding Opportunities
- DOT Discretionary Grants Dashboard**
- BIL Launchpad

Search Technical Assistance Resources

Grant Application Resources >

Data & Mapping Tools >

Funding and Match Requirements >

Webinars

Bipartisan Infrastructure Law Fundine

Find Federal Grant Opportunities

The following resources can help connect communities with federal transportation funding opportunities and resources:

Key Notices of Funding Opportunity
 Key Notices of Funding Opportunity provides a calendar of anticipated opening and closing dates for Notices of Funding Opportunity (NOFOs) for key programs within the Bipartisan Infrastructure Law (BIL) and the Inflation Reduction Act (IRA).

DOT Discretionary Grants Dashboard
 The DOT Discretionary Grants Dashboard provides a searchable database of federal grant opportunities at USDOT and other agencies that can aid communities in meeting their transportation infrastructure needs. Filter grant program results by eligible activities and applicants, transportation type, and programs with rural and Tribal set-asides or available match waivers. Results can be downloaded as an editable Excel file.

BIL Launchpad
 The BIL Launchpad provides customized information on available funding, interactive technical support, data on successful awards, and essential resources to help users navigate transportation grant programs and expedite applications.

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U.S. Department of Transportation

Technical Assistance Resources

Webinars

Bipartisan Infrastructure Law Funding

Find Transportation Contacts Near You

ROUTES Home

Related Links

- FHWA Tribal Funding Opportunities
- EV Funding Opportunities
- National Roadway Safety Strategy
- J40 Initiative
- Rural Eligibility

Contact Us

ROUTES Initiative
 Office of the Under Secretary for Policy
 1200 Massachusetts Ave. SE

also includes Federal grant programs outside of DOT that may be of particular interest to rural communities. An updated Rural Grant Applicant Toolkit will soon be published to help rural communities harness the Dashboard. The Dashboard is updated weekly.

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

Download CSV

Eligible Activities: - Any -

Eligible Applicants: - Any -

Agency/Office: - Any -

Transportation Type: - Any -

Match Waiver: - Any -

Rural Set-Aside: - Any -

Tribal Set-Aside: - Any -

Status: - Any -


Keywords: [input field]

Apply

Displaying 1 - 10 of 97

Bridge

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Eligible Activities

- Any -

Eligible Applicants

- Any -

Agency/Office

- Any -

Match Waiver **Rural Set-Aside** **Tribal Set-Aside**

- Any - - Any - - Any -


Keywords

Apply

Eligible Applicants dropdown menu:

- Any -
- State Governments
- Local Governments**
- Federally Recognized Tribes and Affiliated Groups
- Planning and Project Organizations
- Transportation Providers and Operators
- Academic and Research Institutions
- Job Training Applicants
- Private-Sector Applicants
- Non-profit
- U.S. Territories

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Displaying 1 - 10 of 12

Agency/Office	Program Name And Description	Transportation Type(s)
USDOT / Federal Highway Administration (FHWA)	Bridge Investment Program The Bridge Investment Program (BIP) funds planning and construction projects that replace or protect aging and at-risk bridges.	Bike/Ped Bridge Roadway
Other Federal Agencies / U.S. Department of Labor (DOL)	Building Pathways to Infrastructure Jobs H-1B Skills Training Grant The DOL Building Pathways to Infrastructure Jobs Grant Program represents a down payment for the future skilled workforce needs that are being developed through the BIL investments by investing in the development and expansion of the workforce partnerships that will be needed to build equitable pathways to good infrastructure jobs.	Air Bike/Ped Bridge Maritime Pipeline Railway Roadway Transit
Other Federal Agencies / U.S. Department of Labor (DOL)	Critical Sector Job Quality Grants The purpose of this demonstration program is to support transformative efforts to improve job quality and availability of good jobs, particularly for the benefit of historically marginalized populations and communities that have experienced barriers to employment in good jobs.	Air Bike/Ped Bridge Maritime

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U.S. Department of Transportation

ABOUT DOT ▾ PRIORITIES ▾ CONNECT ▾ 🔍

U.S. Department of Transportation Federal Highway Administration

DOT Navigator Home

Find Grant Opportunities ▸

- Overview
- Calendar of Funding Opportunities
- DOT Discretionary Grants Dashboard
- BIL Launchpad

Search Technical Assistance Resources

Grant Application Resources ▸

Data & Mapping Tools ▸

Funding and Match Requirements ▸

Webinars

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- DOT Discretionary Grants Dashboard**
 The DOT Discretionary Grants Dashboard provides a searchable database of federal grant opportunities at USDOT and other agencies that can aid communities in meeting their transportation infrastructure needs. Filter grant program results by eligible activities and applicants, transportation type, and programs with rural and Tribal set-asides or available match waivers. Results can be downloaded as an editable Excel file.
- BIL Launchpad**
 The BIL Launchpad provides customized information on available funding, interactive technical support, data on successful awards, and essential resources to help users navigate transportation grant programs and expedite applications.
- Grants.gov**
 Grants.gov provides a centralized location for grant seekers to find and apply for federal funding opportunities. On the site, users can search for grant opportunities, find information about grants, and access resources on applying for federal funding.

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U.S. Department of Transportation

ABOUT DOT ▾ PRIORITIES ▾ CONNECT ▾ 🔍

Home | Grants

U.S. Department of Transportation Federal Highway Administration

DOT Navigator Home

Find Grant Opportunities ▸

Search Technical Assistance Resources

Grant Application Resources ▸

Data & Mapping Tools ▸

Funding and Match Requirements ▸

- Overview
- Overview of DOT Funding and Financing
- Is Federal Funding the Right Fit for My Organization?
- Understanding Match Requirements**
- Justice40 Match Flexibility
- Public Involvement & Use of DOT Funds

Webinars

USDOT Grant Funding and Match Requirements

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

- Overview of DOT Funding and Financing**
 What money is available? Learn about potential options—including discretionary grants, formula grants, loan financing, and public-private partnerships—in the [Overview of DOT Funding and Financing](#).
- Is Federal Funding the Right Fit for My Organization?**
 Is Federal Funding the Right Fit for My Organization? provides an overview of general grant requirements, from applying through reporting and oversight.
- Understanding Non-Federal Match Requirements**
 Are local funds required for projects that receive DOT funding? Find out in [Understanding Non-Federal Match Requirements](#).

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The screenshot shows the DOT website page for "Understanding Non-Federal Match Requirements". The header includes the DOT logo and navigation links. A sidebar on the left lists various resources, with "Understanding Match Requirements" highlighted. The main content area features a title, a sub-heading "Are local funds required for projects that receive DOT funding?", and an introductory paragraph. A photograph of hands fitting puzzle pieces is included. A text box explains that match requirements vary by program and refers to the NOFO. Below, it discusses "braided" funding and provides an example of CDBG funds. A red arrow points to the "Understanding Match Requirements" link in the sidebar.

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The screenshot shows the DOT website page for "Grant Application Resources". The header is consistent with the previous page. The sidebar on the left lists resources, with "Grant Application Resources" highlighted. A red arrow points to this link. The main content area includes an introductory paragraph, a section for "USDOT Discretionary Grant Process" with an image of people at a computer, a section for "Maximizing Award Success" with sub-sections for "Navigating Grant Program Applications" and "Evaluation Criteria", and a section for "Grant Preparation Checklist" with a link to a Spanish version. The Spanish section lists links for "Solicitud de subvenciones del USDOT", "Visión general de fondos del DOT y financiamiento", "Comprendiendo los requisitos no federales de cargo", and "Herramientas federales para identificar".

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The screenshot shows the U.S. Department of Transportation website. The header includes the DOT logo and navigation links for 'ABOUT DOT', 'PRIORITIES', and 'CONNECT'. A sidebar on the left lists various resources, with 'Eligible Applicants from Previous Rounds of Funding' highlighted. The main content area is titled 'Eligible Applicants from Previous Rounds of BIL Grant Funding' and includes a link to a list of applicants for the 2022 rounds of RAISE, INFRA, Mega, Rural, RCP, SS4A, and SMART. A red arrow points to this link. Below the link, there is a section for 'RAISE' (Rebuilding American Infrastructure with Sustainability and Equity) and a section for 'MPDG Combined Notice of Funding'.

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The screenshot shows the U.S. Department of Transportation website. The header is identical to the previous page. The sidebar on the left lists resources, with 'Find Grant Opportunities' highlighted. A red arrow points to this link. The main content area is titled 'Find Federal Grant Opportunities' and lists several resources: 'Key Notices of Funding Opportunity', 'DOT Discretionary Grants Dashboard', 'BIL Launchpad', and 'Grants.gov'. Each resource is accompanied by a brief description and an icon.

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U.S. Department of Transportation

ABOUT DOT ▾ PRIORITIES ▾ CONNECT ▾

Find Grant Opportunities >

Search Technical Assistance Resources

Grant Application Resources >

- Overview
- DOT Discretionary Grant Process
- Navigating Grant Program Applications
- Evaluation Criteria
- Grant Preparation Checklist**
- Workforce and Labor Plan Checklist
- Climate Change Application Checklist
- How to Submit Applications on Grants.gov
- What is a Benefit-Cost Analysis?
- Eligible Applicants from Previous Rounds of Funding

Data & Mapping Tools >

The following resources can help connect communities with federal transportation funding opportunities and resources:

Key Notices of Funding Opportunity
[Key Notices of Funding Opportunity](#) provides a calendar of anticipated opening and closing dates for Notices of Funding Opportunity (NOFOs) for key programs within the Bipartisan Infrastructure Law (BIL) and the Inflation Reduction Act (IRA).

DOT Discretionary Grants Dashboard
 The [DOT Discretionary Grants Dashboard](#) provides a searchable database of federal grant opportunities at USDOT and other agencies that can aid communities in meeting their transportation infrastructure needs. Filter grant program results by eligible activities and applicants, transportation type, and programs with rural and Tribal set-asides or available match waivers. Results can be downloaded as an editable Excel file.

BIL Launchpad
 The [BIL Launchpad](#) provides customized information on available funding, interactive technical support, data on successful awards, and essential resources to help users navigate transportation grant programs and expedite applications.

Grants.gov
[Grants.gov](#) provides a centralized location for grant seekers to find and apply for federal funding opportunities. On the site, users can search for grant opportunities, find information about grants, and access resources on applying for federal funding.

Last updated: Friday, September 29, 2023

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U.S. Department of Transportation

ABOUT DOT ▾ PRIORITIES ▾ CONNECT ▾

DOT Navigator Home

DOT Discretionary Grants Dashboard

Grant Application Resources >

- Overview
- Overview of DOT Funding and Financing
- DOT Discretionary Grant Process
- Understanding Match Requirements
- How to Submit Applications on Grants.gov
- Eligible Applicants from Previous Rounds of Funding
- Tools to Determine Disadvantaged Community Status
- Navigating Grant Program Applications
- Evaluation Criteria
- Grant Preparation Checklist**

Federal Transportation Funding: Fiscal Year 2023 Discretionary Grant Preparation Checklist for Prospective Applicants

Over \$32 billion is available to the U.S. Department of Transportation (DOT) in new fiscal year 2023 Budget Authority to provide competitive grant funding to local governments, metropolitan planning organizations, transit agencies, Tribal governments, U.S. Territories, and state departments of transportation.

Some grant programs created in the [Bipartisan Infrastructure Law \(BIL\)](#) are also available to non-profit organizations, academic institutions, and private businesses that are doing work to advance community infrastructure projects, improve safety and economic development, or help to transition to a clean energy and more climate resilient future.

The checklist on this page (also [available as a PDE](#)) was created by DOT to help local governments prepare for the year ahead and chart a strategic pathway to take advantage of these historic infrastructure investments to build good projects well.

Except for any statutes and regulations cited, the contents of this document do not have the force and effect of law and are not meant to bind prospective applicants or the public in any way. This document is intended only to

DOT Discretionary Grant Preparation Checklist, at a Glance

1. [Coordinate Between Agencies and Stakeholders](#)
2. [Get Familiar with the DOT Calendar of Funding Opportunities](#)
3. [Budget for and Secure Your Non-Federal Match](#)
4. [Ensure Your Project is on the TIP/STIP](#)
5. [Get Ready to Apply for and Administer Federal Funding](#)
6. [Know Your Justice40 Designated Census Tracts](#)
7. [Prepare Your Capital Project's Benefit-Cost Analysis](#)
8. [Budget for Meaningful Public Involvement](#)
9. [Build a Strong Workforce Development and Labor Plan](#)
10. [Understand NEPA and Other Federal Requirements as You Consider Whether to Seek Funding](#)

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LIVE DEMO

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A collage of five images illustrating various transportation modes and safety concerns. The top left shows a hand on a car's steering wheel. The top right shows two children with backpacks walking on a sidewalk. The bottom left shows a person in a wheelchair boarding a bus. The bottom right shows a motorcycle on a road next to a car. The entire collage is set against a dark blue background with a white geometric graphic.



Safety Streets and Roads for All (SS4A)

Greg Morris, Safety, ITS, & Traffic Management Engineer
Federal Highway Administration Georgia Division
Discretionary Grant Symposium
October 30, 2023

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Disclaimer

Except for any statutes or regulations cited, the contents of this presentation do not have the force and effect of law and are not meant to bind the public in any way. This presentation is intended only to provide information regarding existing requirements under the law or agency policies.

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Overview

- National Roadway Safety Strategy
- Safe System Approach
- SS4A Program
- FY 2022 Awards
- FY 2023 SS4A Program
- Resources and Reminders
- Questions



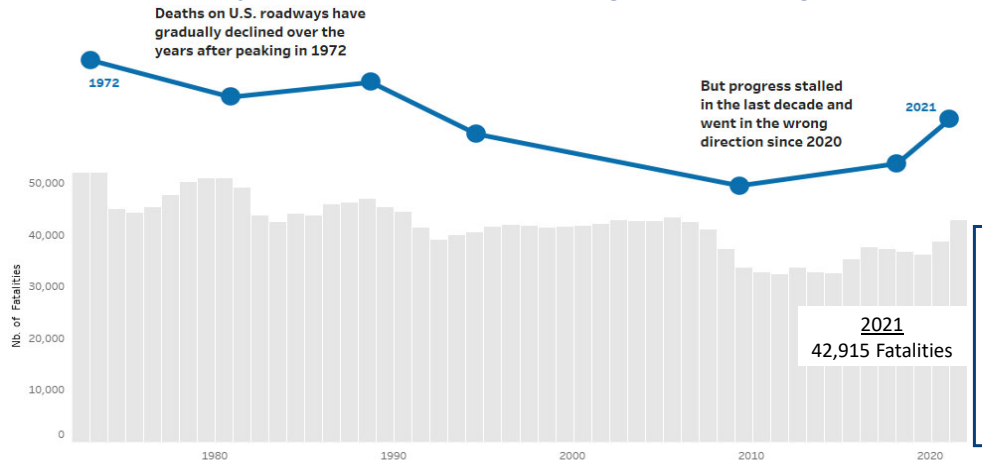
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The Roadway Safety Crisis

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



Source: U.S. Department of Transportation, 2023 Progress Report on the National Roadway Safety Strategy, February 2023; NHTSA Fatality Analysis Reporting System (FARS), 2021 Annual Report File.



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National Roadway Safety Strategy (NRSS)

U.S. DOT's comprehensive approach to significantly reducing serious injuries and deaths on our Nation's highways, roads, and streets.

- ❖ **Sets a vision and goal** for the safety of the Nation's roadways
- ❖ **Adopts the Safe System Approach** principles to guide our safety actions
- ❖ **Identifies new priority actions and notable changes to existing practices** and approaches that target our most significant and urgent problems, and are, therefore, expected to have the most substantial impact.
- ❖ www.transportation.gov/NRSS



Source: NHTSA



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Safe System Approach



Source: U.S. Department of Transportation, 2023 Progress Report on the National Roadway Safety Strategy, February 2023.



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Safe Streets and Roads for All

Key program that supports the National Roadway Safety Strategy



Source: Gorodenkoff - stock.adobe.com

Funding supports local initiatives to prevent death and serious injury on roads and streets, commonly referred to as "Vision Zero" or "Toward Zero Deaths" Initiatives.

\$1 billion in annual funding, FY22-26



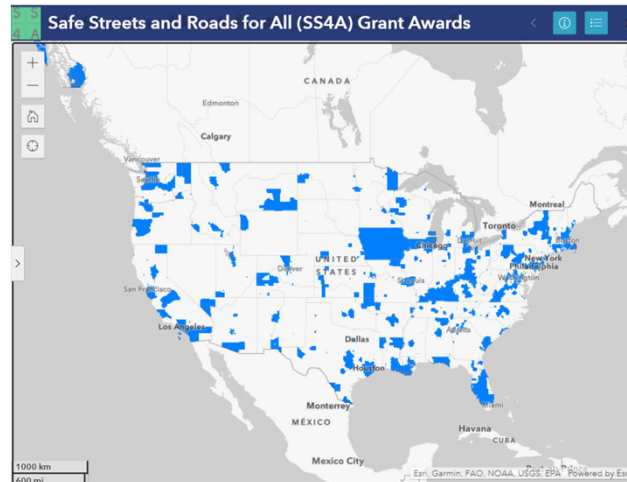
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Safe Streets and Roads for All

- 511 communities were selected for FY 2022 grants
 - 474 Action Plan Grants
 - 37 Implementation Grants
- More than \$800 million total
- Funds will improve roadway safety planning for over half the nation's population



Source: <http://www.transportation.gov/SS4A>



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Types of FY 2022 SS4A Grants

- Action Plan Grant
 - Developing a comprehensive safety action plan (Action Plan)
 - Conduct supplemental action planning activities in support of an existing comprehensive safety action plan
- Implementation Grant:
 - Carrying out projects and strategies identified in an Action Plan.
 - Supplemental planning activities: conducting planning, design, and development activities for projects and strategies identified in an Action Plan.



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Selection Criteria – Implementation Grants

- Safety Impact
- Equity, Engagement and Collaboration
- Effective Practices and Strategies
- Climate Change and Sustainability and Economic Competitiveness
- Additional Consideration: Project Readiness
- Additional Consideration: Funds to Underserved Communities



Atlanta, Georgia: \$30,000,000 Implementation

This project will **improve safety for all users with a focus on pedestrians, bicyclists, and other vulnerable users** on Central Avenue and Pryor Street in downtown Atlanta.

Project Highlights:

- Parallel one-way streets in downtown Atlanta
- Road diet – reducing motor vehicle lanes and adding bicycle lanes, buffer areas
- **Bicycle lanes, crosswalk improvements, other pedestrian accommodations, and signal coordination** strategies.
- Supports the **Vision Zero Plan**



SS4A FY23



Notice of Funding Opportunity closed on July 10, 2023.



Applications are currently being reviewed.



Additional resources about SS4A can be found at <https://www.transportation.gov/grants/SS4A>



SS4A Overview: Eligibility

Eligible Applicants

- Metropolitan planning organization (MPOs)
- Political subdivision of a State or territory
- Federally recognized Tribal government
- Multijurisdictional groups comprised of the above

Eligible Activities

- Develop a Comprehensive Safety Action Plan
 - Develop or complete an Action Plan
 - Conduct supplemental planning
 - Carry out demonstration activities
- Implement projects and strategies identified in an Action Plan, including planning, design, and development activities for projects and strategies identified in an Action Plan.



General Information

- Applications must be submitted via Valid Eval, an online submission proposal system used by USDOT.
- "Action Plan Grants" renamed "Planning and Demonstration Grants," and may include demonstration activities.
- Updated definition of underserved communities
 - Any Tribal land;
 - Any territory; or
 - USDOT Equitable Transportation Community Explorer or Climate and Economic Justice Screening Tool



Planning and Demonstration Grants include, but are not limited to

Action Plan

- Develop or complete a Comprehensive Safety Action Plan
- 8 components to an Action Plan

Supplemental Planning

- Topical safety plans
- Road safety audits
- Additional safety analysis and data collection
- Targeted equity assessments
- Follow-up stakeholder engagement

Demonstration Activities

- Feasibility studies using quick-build strategies
- Manual on Uniform Traffic Control Device (MUTCD) engineering studies
- Pilot programs for behavioral or operational activities
- Pilot programs for new technology



Implementation Grants

- Implementation Grants applications must fund projects and strategies identified in an Action Plan that address a roadway safety problem.
- Behavioral, operational, and infrastructure safety activities are all eligible.
- Applicants must have an qualifying Action Plan in place to apply for Implementation Grants.
- Implementation applications may also include supplemental planning and demonstration activities.



Source: FHWA



U.S. Department of Transportation

Application Aids

- A series of checklists, planning worksheets, and fillable forms is available on the SS4A website and the Valid Eval application form to help guide applicants through the eligibility and application process.

The collage features several documents from the U.S. Department of Transportation:

- Safe Streets and Roads for All Implementation Grant**: A checklist with four steps:
 - Learn about the SS4A Grant Program**: Review the Notice of Funding Opportunity (NOFO), check out 'How to Apply' webinars, and learn more about the Safe System Approach.
 - Decide who will apply**: Confirm eligibility, consider whether to apply individually or as a joint applicant, and consider other eligible applicants.
 - Start the process with SAM.gov**: New applicants must obtain a Unique Entity Identifier (UEI), and previously used UEI numbers must confirm UEL. Joint Applicants choose a single lead applicant with a single UEI.
 - Choose your planning approach**: Will you develop a new plan or complete an existing plan? Do you have a plan, but want to pursue supplemental planning activities, including advanced research and analysis? See the SS4A Decision Flow Chart for more guidance.
- Safe Streets and Roads for All Action Plan Components**: A checklist with four steps:
 - Commitment and Goal Setting**: Apply the NOFO. Applicants should follow the instructions in the NOFO to the SS4A website for more information.
 - Baseline Level of Crashes**: A high-ranking official (e.g., State Policy Board, etc.) to an organization must include a baseline level of crashes by Tribe, or region, includes of the crashes, as well as fatalities, people walking, transit performance, or needed (e.g., public health approaches, etc.). To the extent additional, without regard for location of higher risk.
 - Private Sector and Feedback**: Including the private sector and feedback, and incorporated into plans and processes are being processes to the extent.
 - Other**: See the SS4A website for more information. Page 1 of 7.



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Friendly Advice and Reminders

- The SS4A program will consider one application per applicant, and applicants may only apply for one type of grant.
- To apply for an Implementation Grant, applicants must have an existing Action Plan that meets NOFO requirements.
- Applicants are responsible for using the Self-Certification Eligibility Worksheet to determine that they meet the NOFO requirements to apply for an Implementation Grant.
- Multiple Planning and Demonstration Grant applications that cover the same geographic area will be flagged as potentially duplicative and potentially will not be selected.
- DOT encourages including supplemental planning and demonstration projects in all applications.



SS4A Website

www.transportation.gov/grants/SS4A



Questions?


Greg Morris
Safety, ITS, & Traffic Management Engineer
Federal Highway Administration – Georgia Division
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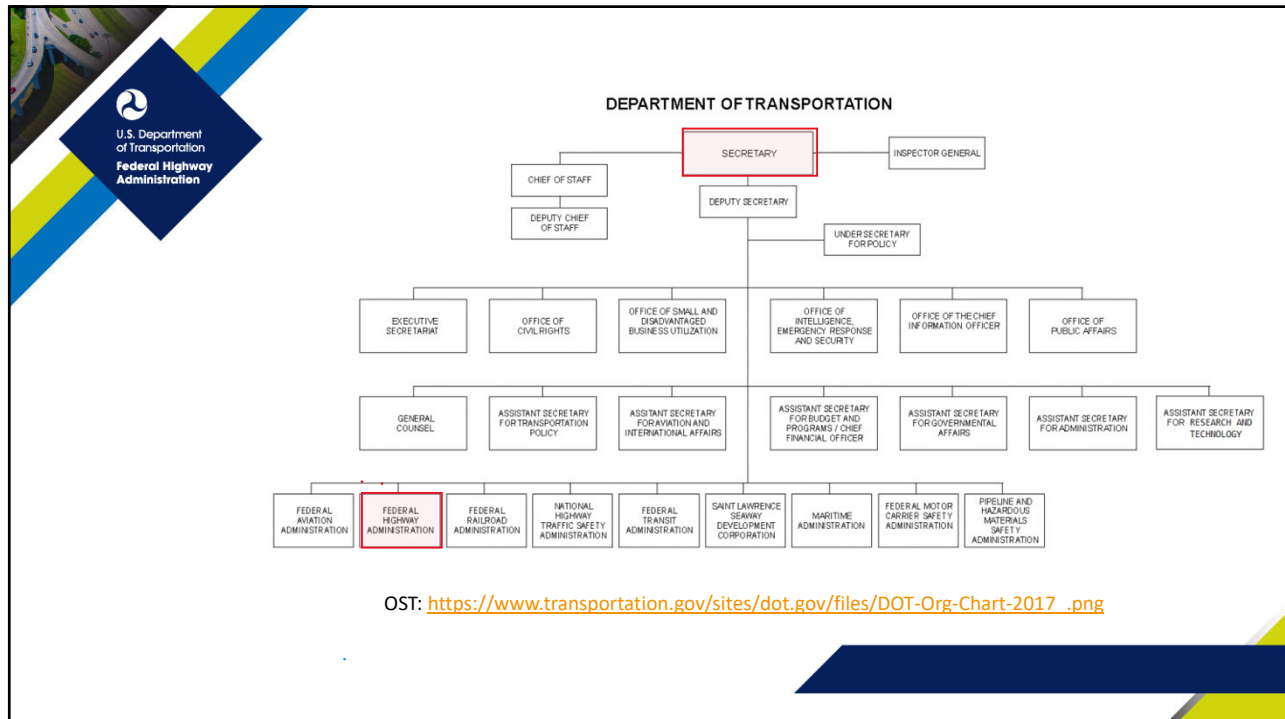
Discretionary Process and Best Practices



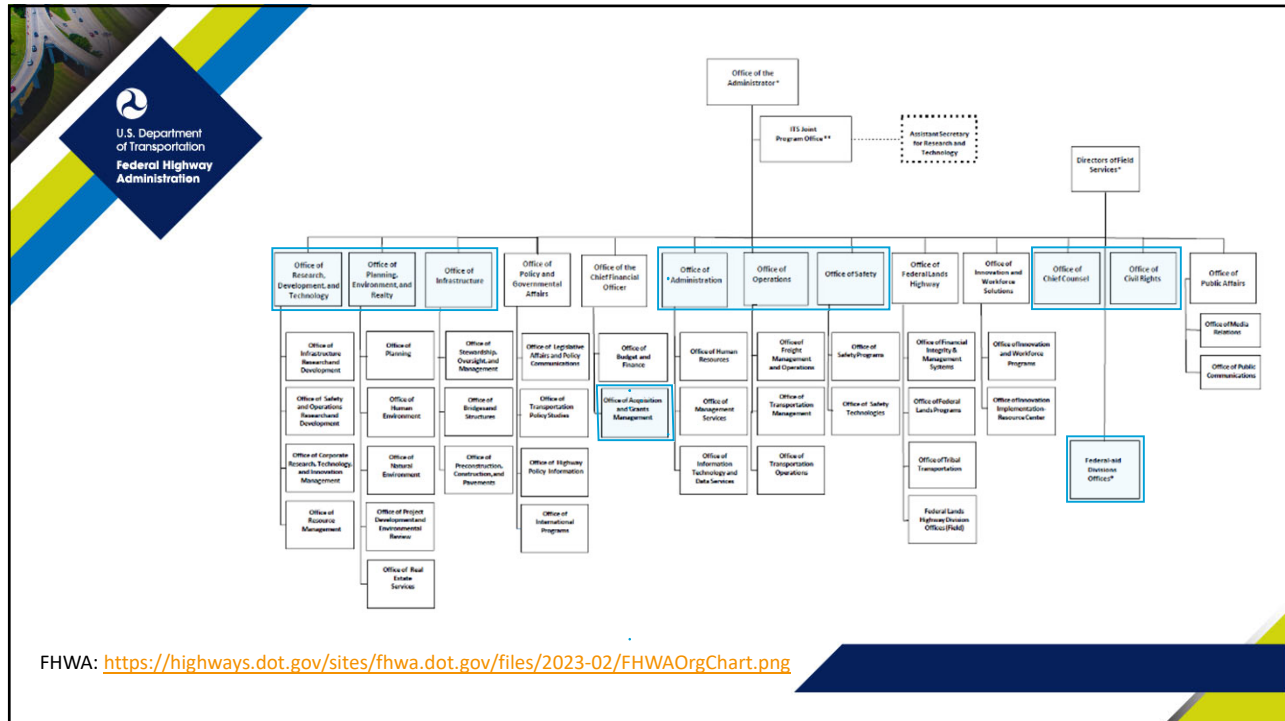
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Discretionary Funds and Responsibilities


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Federal Funding: Formula Funds vs. Discretionary Grant Funds

Formula Program Funds	Discretionary Grant Program Funds
 <p>Funds are awarded to all State DOTs via a formula calculation based on the State population and vehicle miles traveled (VMT).</p>	 <p>Funds are awarded to eligible applicants upon submission of a competitive grant application.</p>
 <p>Formula programs are administered by the Georgia Department of Transportation.</p>	 <p>Discretionary programs are administered by FHWA Georgia Division, in coordination with FHWA Headquarters and USDOT.</p>
 <p>Projects are assigned a GDOT Project Manager who is responsible for ensuring federal compliance and project delivery</p>	 <p>The Local Agency Responsible Charge is the project manager responsible for ensuring federal compliance and project delivery (Direct Recipient).</p>


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Discretionary Grant Administration Direct Recipient vs. Pass-Through

Direct Recipient	GDOT Pass-Through
<ul style="list-style-type: none"> Local agency Responsible Charge has the sole responsibility of coordinating project delivery, ensuring federal compliance, and submitting appropriate documentation for billing. Consultants may be hired to perform project delivery; however, they cannot be the Responsible Charge and must be procured in compliance with federal requirements. Applicable Federal, State, and Local program requirements apply. FHWA point of contact provides oversight of federal requirements but does not serve the role of Project Manager. 	<ul style="list-style-type: none"> Requires GDOT approval and an administration fee. A GDOT Project Manager is assigned to coordinate and ensure project delivery, federal compliance, and billing. Applicable Federal, State, and Local program requirements apply. (This may be more restrictive based on the State's Stewardship and Oversight agreement with FHWA). FHWA point of contact provides project oversight in accordance with the State Stewardship and Oversight agreement.


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Required Coordination

<p>GDOT Assistance (On State System)</p> <ul style="list-style-type: none"> GDOT will be involved in all projects occurring on the State system. All State policies and standards will be applicable to work done on the State system. Local program maintains full responsibility for all federal implementation and funding requirements. 	<p>GDOT Pass-through</p> <ul style="list-style-type: none"> Funding allocated to GDOT through FMIS. GDOT maintains responsibility for federal funds and project management.
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Direct Recipient Status Requires:

 Full responsibility for funding compliance and reimbursement (and repayment, if necessary).	 Compliance with State specifications for construction.
 Coordination with GDOT for project improvements on the State road system.	 Completion of NEPA certification in compliance with federal guidelines.
 Compliance with the Uniform Act for Right of Way acquisition.	 Coordination with appropriate transportation owners (i.e., Federal Railroad Administration, Federal Lands, and Local Utility Administrations).
 Compliance with Title VI and Civil Rights Act.	 Compliance with applicable federal, state, and local law and regulation and does not circumvent or speed up requirements of State law or regulation.

*This is not intended to be an exhaustive list of all requirements. Direct Recipients are subject to compliance with all applicable federal, state, and local laws and regulation.

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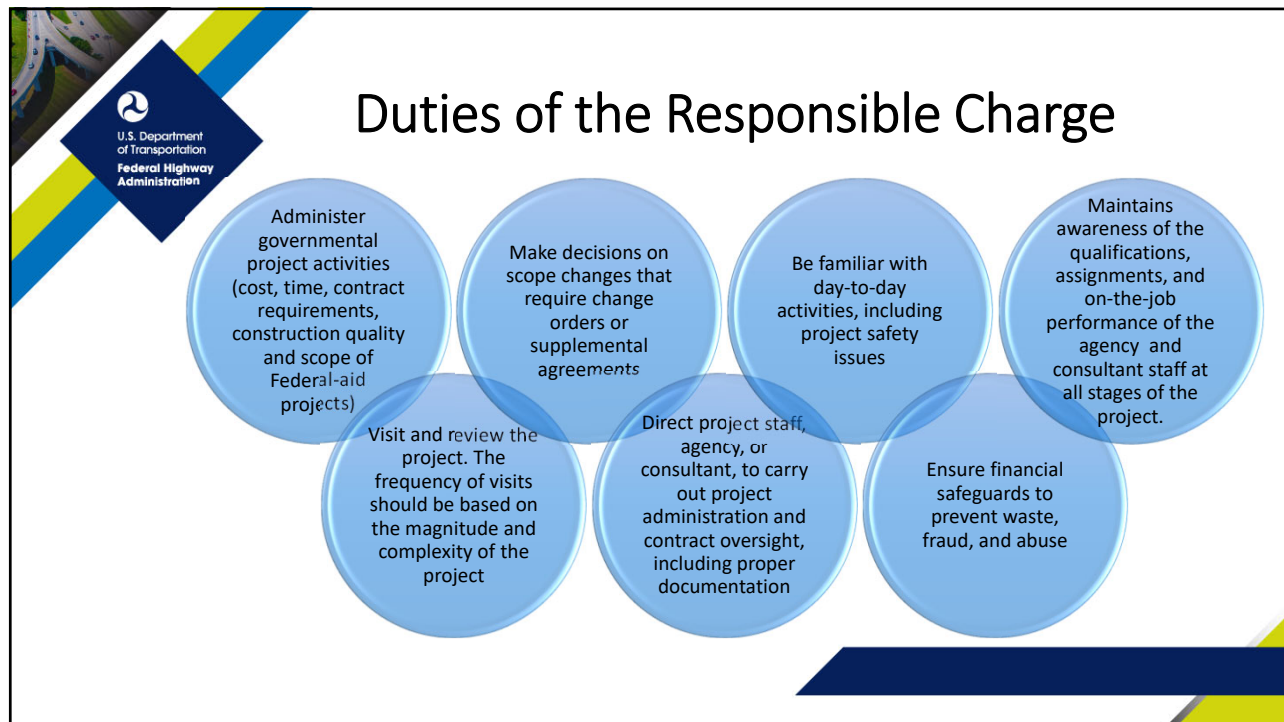


Person in Responsible Charge

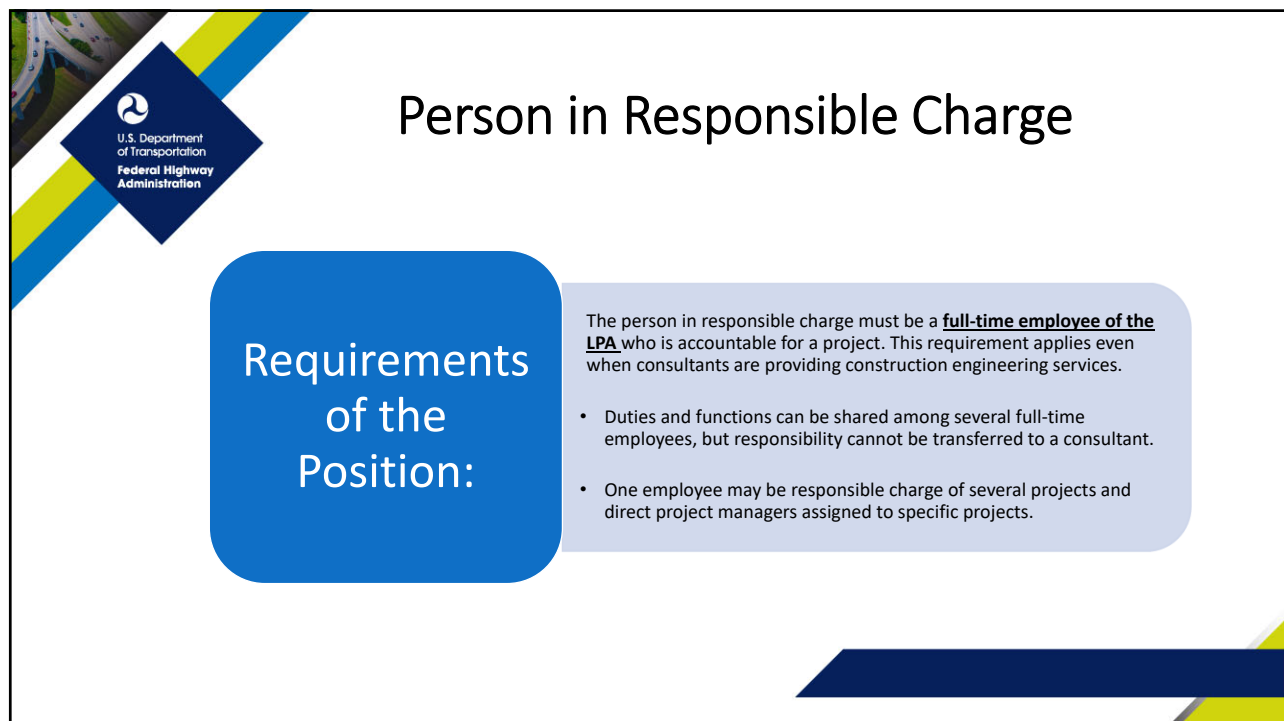
Requirements of the Position:

The person in responsible charge must be a **full-time employee of the LPA** who is accountable for a project. This requirement applies even when consultants are providing construction engineering services.


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Discretionary Award Best Practices



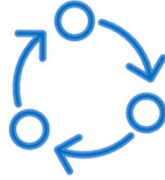
Coordinate Between Agencies and Stakeholders

- Ensure that finance, procurement, planning, and public works departments are working in alignment to submit grant applications, successfully execute grant agreements, and deliver projects.
- Establish early and continuous coordination between local government and community stakeholders and with regional and state or other third-party implementation partners to ensure that projects are set up for success.

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Discretionary Award Best Practices




Be Aware of Internal Processes, Requirements, and Timelines.

- Does the project require a STIP/TIP amendment?
- Does the BOC/City Council need to approve the grant agreement?
- Are budget approvals in place to support the grant award match requirements?
- Are there external partners to coordinate with (i.e.; GDOT, railroads, and local utility companies)?

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Discretionary Award Best Practices




Do Not Expend Funds Prior to Grant Agreement Execution.

- Ensure the grant award agreement is fully executed and funding is authorized prior to taking any project action that incur reimbursable costs.
- Expending local funding on project activities prior to an executed agreement precludes all expenditures prior to execution from being counted as non-federal share match.

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Discretionary Award Best Practices



Include All Applicable Requirements Within the Project Scope to Ensure Compliance.

- Identify all internal, State, and Federal requirements that apply to the project and include these as milestones within the project scope and timeline to ensure compliance.
- Compliance with applicable regulations for Non-State Entities.

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Discretionary Award Best Practices



Ensure Obligation/Authorization Of Federal Funds Prior To Incurring Costs For Federal Reimbursement.

- Funding Obligation/Authorization is required in addition to grant agreement execution.
- Ensure receipt of federal funding obligation/authorization in FMIS or DELPHI for each project phase, prior to incurring costs.


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Deadlines

- Discretionary Grant obligation and expenditure deadlines are defined for each program within the Transportation Act (BIL) language and cannot be extended without a change of law.
- Schedule deadlines cannot exceed obligation or expenditure deadlines. Costs incurred beyond the schedule deadline will be ineligible for reimbursement.


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Resources for Education

- Bipartisan Infrastructure Law (BIL) and Federal Requirements – Guidance for Local and Tribal Agencies (dot.gov)
[Bipartisan Infrastructure Law \(BIL\) and Federal Requirements - Guidance for Local & Tribal Agencies \(dot.gov\)](https://www.dot.gov/bipartisan-infrastructure-law-bil-and-federal-requirements-guidance-for-local-tribal-agencies)
- FHWA's Federal-aid Essentials for Local Public Agencies
<https://www.fhwa.dot.gov/federal-aidessentials/essentials.cfm>
- GDOTs LAP Certification Program
<https://www.dot.ga.gov/GDOT/Pages/LAP.aspx>
- Grants.gov Community Blog
<https://grantsgovprod.wordpress.com>
- National Highway Institute
<https://www.nhi.fhwa.dot.gov/>
- Delphi eInvoicing Training
[ESC: Delphi eInvoicing System - Grantee Training](https://www.fhwa.dot.gov/esc/delphi-einvoicing-system-grantee-training)

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Resources for Technical Assistance

- Rural and Tribal Assistance Pilot Program (will open again in FFY24)
 - The Rural and Tribal Assistance Pilot Program is a no-match grant program with the goal of funding early-stage development assistance for rural and tribal infrastructure projects.
<https://www.transportation.gov/grants/rcnprogram/reconnecting-communities-institute-rci>
- Thriving Communities (TCP) (Open Now due Nov. 15th)
 - TCP provides technical assistance, planning, and capacity building support to teams of community partners that may lack the staffing or technical expertise to scope, fund, and develop infrastructure projects that advance broader community goals.
<https://www.transportation.gov/grants/thriving-communities>

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Questions?

