

NORTH CAROLINA Department of Transportation

Transportation Grant Opportunities and Resources

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February 28, 2023

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

Federal Grants Website



Community Questions

» What is a grant?

The Grants Learning Center is your gateway to the federal grants world. Bookmark this page and participate in our growing communities on Blog.Grants.gov and Twitter (@grantsdotgov).

Articles and resources that equip current and prospective members of the federal grant community with

S Community Blog

Grant Topics Grants 101 Basics about the lifecycle & management Grant Polic 1 Laws & regulation federal awards









Grant Status Crow

the grant	information, answers, and tools to make your job easier. Read the latest in our "What is a Grant?" Blog Series		 What is of apply for a grant? What is the DATA Act? What is the OMB Uniform Guidance? What is Workspace? Can I have a grant to repair my home? Where can I find grant events & 	Gran
icies itions for	RSS Publisher	:	trainings?	Proc
iblity le to ts?	Improvements to EBiz account management 12/14/2022.5-01 PM Beginning January 21, 2023, the registration and authentication process for the EBiz POC (Electronic Business Point of Contact) will change, improving the user experience. The enhancement will improve account security with multi-factor authentication and eliminate the need for some EBiz POCs to have two accounts.		Twitter: @Grantsdotgov Your source to find & apply for US federal #gransil: Connecting the grant community [Follows & RTs ≠ Endorsements] Grants ♀ ♥	✓ ELIGIBIL ✓ All Elig
ns nd encies making	What to Expect During the Grants.gov Cloud Migration and Extended Downtime for September 2022 8/8/2022 7:19 PM Grants gov is being migrated to the cloud. To ensure a smooth and successful transition, an extended completely seamless to applicants, we have compiled the following 0.8A to address the primary guestion and concerns of applicants regarding the migration. Why is Continue reading What to Expect During to Grants.gov Cloud Migration and Extended Downtime for September 2022	s e	 @g · Feb 15 The February newsletter is on its way to subscriber inboxes today, highlighting updates to our registration information, and more: buff.lv/3YxmN8v * Want to 	CATEGO C All Cal Agri Als Arts Bus
tems ^{Io} lage	How to Add a New Organization Profile on Grants.gov [Updated] s/3/2022 10:36 PM Applicant Users who are adding a new organization profile to their Grants gov account must first ensure that they have a UEI (SAM) and that their organization is fully registered with the System for Award Management (SAM).		Subscribe? Register here: buff.ly/2LymBzo	Con Con AGENCY: All Age One One

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OPPORTUNITY STATUS:	Opportunity Number	Opportunity Title	Agency	Opportunity Status	Posted Date ↓	Close Date
 Forecasted (429) Posted (2.378) 		Developing Best Practices and Training for Driver Education	DOT- NHTSA	Posted	02/20/2023	04/05/2023
Closed (5,456)		2023 Program to End Modern Slavery (PEMS) Notice of Funding Opportunity	DOS-GTIP	Posted	02/18/2023	04/21/2023
Archived (63,265)		U.S. Embassy Juba PDS Annual Program	DOS-SSD	Posted	02/17/2023	04/14/2023
FUNDING INSTRUMENT TYPE:	DOS-PDS-APS-FY23	U.S. Embassy Addis Ababa PDS Request for Statement of Interest	DOS-ETH	Posted	02/17/2023	03/21/2023
All Funding Instruments	PD-18-7564	Communications, Circuits, and Sensing-Systems	NSF	Posted	02/17/2023	
Cooperative Agreement (1,080) Grant (1,856)	PD-23-221Y	Growing Research Access for Nationally Transformative Equity and Diversity	NSF	Posted	02/17/2023	
Other (179) Procurement Contract (44)	HHS-2023-IHS-SDPI-0002	Special Diabetes Program for Indians Nashville Area Technical Assistance and Support Program	HHS-IHS	Posted	02/17/2023	04/03/2023
ELIGIBILITY:		OVC FY 2023 Emergency and Transitional Pet Shelter and Housing Assistance Grant Program	USDOJ- OJP-OVC	Posted	02/17/2023	04/10/2023
All Eligibilities	HHS-2024-ACF-IOAS-OTIP-TV-0048	B Domestic Victims of Human Trafficking Services and Outreach (DVHT-SO) Program	HHS-ACF- OTIP	Posted	02/17/2023	05/18/2023
City or township governments (1,178) County governments (1,204) For profit organizations other than small	SFOP0009358	DRL Strengthening Independent Civil Society in Cuba to Advance Labor Rights and Empowering Cuban Entrepreneurs		Posted	02/17/2023	03/21/2023
Dusinesses (982)		OJJDP FY 2023 Internet Crimes Against Children Task Force Program Support	USDOJ- OJP- OJJDP	Posted	02/17/2023	04/10/2023
CATEGORY:	DE-FOA-0002975	Clean Energy Technology Deployment on Tribal Lands -		Posted	02/17/2023	05/16/2023
All Categories		2023				
Agriculture (64) Arts (see 'Cultural Affairs' in CFDA) (24)		, , , , , , , , , , , , , , , , , , , ,	HHS-HRSA		02/17/2023	
Business and Commerce (30)			HHS-HRSA		02/17/2023	
	•	Centers of Excellence on Substance Use Disorders	HHS-HRSA		02/17/2023	
AGENCY:			HHS-HRSA		02/17/2023	
 ✓ All Agencies ☑ All Agency for International Development 		Administration of the Dwight David Eisenhower Transportation Fellowship Program (DDETFP) Local Competition at Designated Institutions of Higher Education	DOT-FHWA	Posted	02/17/2023	03/24/202
[USAID] (245)				Forecasted	02/17/2023	

ncdot.gov FHWA Competitive Grants

Opening Date	Grant Program	Funding (FY22-FY26)	Closing date	Purpose	Federal Share
11/30/2022	Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	\$8.275billion	2/28/202 3	Fund transportation infrastructure projects with significant local or regional impact	Up to 80 percent, with flexibility for higher shares based on various project specifications
Spring 2023	<u>Nationally Significant Multimodal</u> <u>Freight and Highway Projects (INFRA)</u>	\$7.25billion		Advance multimodal freight and highway projects of national or regional significance that improve the safety, efficiency, and reliability of the system	Up to 80 percent, with flexibility based on various project specifications
Spring 2023	National Infrastructure Project Assistance Program (MEGA)	\$5billion		Support multijurisdictional or regional projects of significance that may also cut across multiple modes of transportation	Up to 80 percent, with flexibility based on various project specifications
Spring 2023	Rural Surface Transportation Grant Program	\$2billion		Improve and expand surface transportation infrastructure in rural areas	80 percent, with flexibility for higher shares based on various project 3 specifications

FHWA Competitive Grants

Opening Date	Grant Program	Funding (FY22-FY26)	Closing date	Purpose	Federal Share
Summer 2023	<u>Bridge Investment Program</u>	\$1billion	9/8/2022	Fund the planning and improvement of bridge condition, safety, efficiency, and reliability	Flexible and in some instances higher than 80 percent based on project specifications.
Late Spring 2023	Reconnecting Communities Pilot Program	\$1billion		Restore community connectivity by removing highways that create barriers	Up to 80 percent
Winter/S pring 2023	Promoting Resilient Operations for Transformative, Efficient, and Cost- saving Transportation (PROTECT) Discretionary Grants	\$1.4billion		Support resilience improvements	up to 80 percent, with flexibility for higher shares based on various project specifications
10/06/20 22	National Culvert Removal, Replacement, and Restoration Grants	\$1billion	2/6/2023	Improve or restore passage for anadromous fish	Up to 80 percent

Tribal Competitive Funding

Grant Program	Funding (FY22-FY- 26)	Federal Share	Purpose
Tribal High Priority Projects Program	\$45million	Up to 100%	Funding for those whose annual allocation of funding received under the TTP is insufficient to complete the highest priority project.
Tribal Transportation Facility Bridge Program	\$200million	100%	Replace, rehabilitate, preserve, protect, and construct new bridges.
Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program	\$275million		Address significant challenges across the nation for transportation facilities that serve Federal and tribal lands

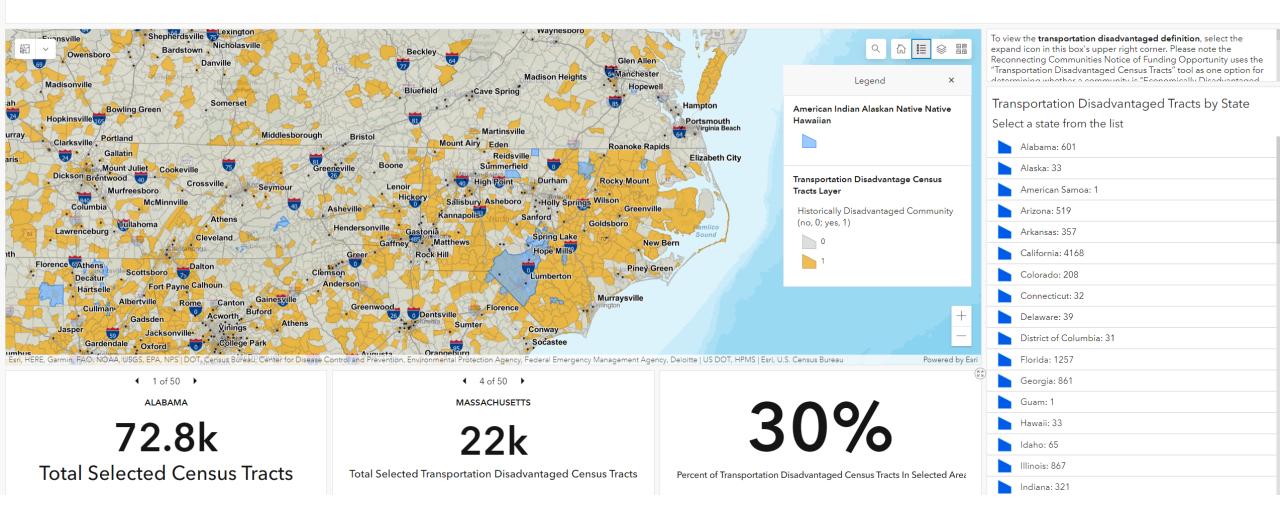
Justice40 Transportation Disadvantage Dashboard

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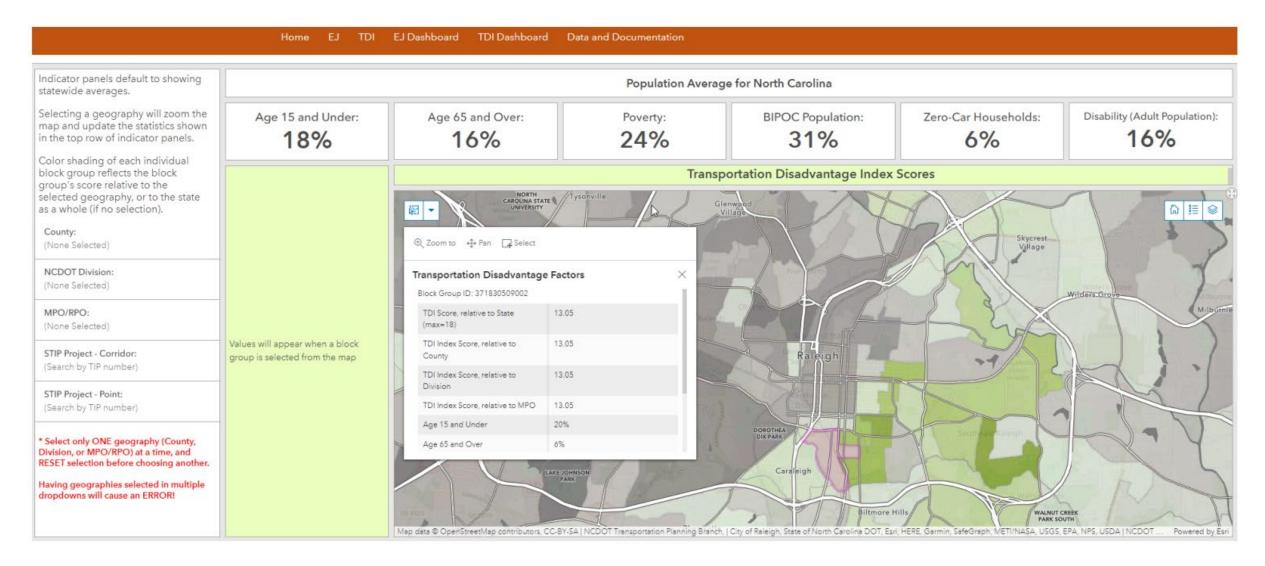
Transportation Disadvantaged Census Tracts (Historically Disadvantaged Communities)

User Instructions: On the list to the right, select your state of interest. Use the +/- icons or mouse wheel to zoom into the map. Click and drag the map area to pan. Use the select tool on the left interest. Census tracts within your area of interest. Use the +/- icons or mouse wheel to zoom into the map. Click and drag the map area to pan. Use the select tool on the left interest. Census tracts within your area of interest. Census tracts with four or more Transportation Disadvantage indicators will be visible in orange. Single-click on a Census tract to view the tract number and Transportation Disadvantage categories. The = icon is the legend for the visible map layers. Use the home button 🞓 to return to the continental US extent.



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NCDOT Equity & Transportation Disadvantage Dashboard

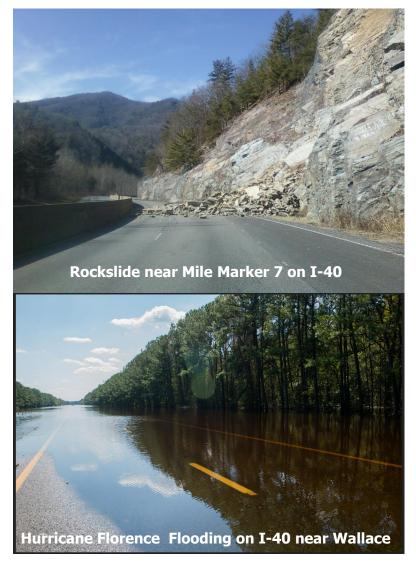


Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program

Program Purpose

Help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk costal infrastructure.

https://www.fhwa.dot.gov/bipartisan-infrastructurelaw/promote.cfm

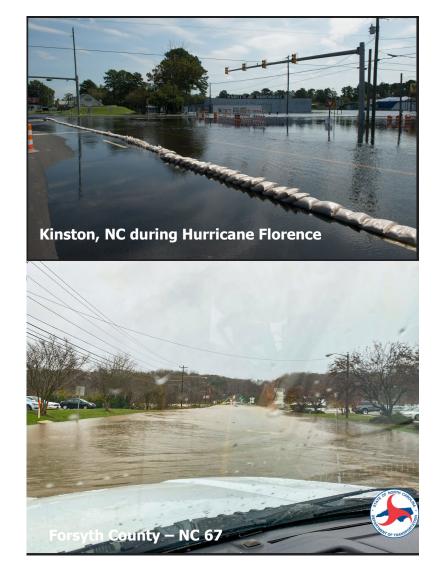


Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov. 15, 2021)



Allocation

- Resilience Planning
 - \$25M/year for FY22-FY23
 - \$30m/year for FY24-FY26
- Resilience Improvements
 - \$175M/year for FY22-FY23
 - \$210m/year for FY24-FY26
- Community Resilience and Evacuation Routes
 - \$25M/year for FY22-FY23
 - \$30m/year for FY24-FY26
- At-Risk Coastal Infrastructure
 - \$25M/year for FY22-FY23
 - \$30m/year for FY24-FY26



Distribution of Grants and Limitations

Multiyear Distribution of Funds: Subject to the availability of funds and at the request of an eligible entity, the Secretary may distribute funds for a selected grant on a multiyear basis.

Rural Set-Aside: not less than 25% of the amounts made available to carry out for each fiscal year

Tribal Set-Aside: not less than 2% of the amounts made available to carry out for each fiscal year

Reallocation: for any fiscal year, if the amount under the Rural or Tribal set-aside will not be fully utilized, the funds may be reallocated to provide grants to other eligible entities

Limitation on Construction of New Capacity: an eligible entity that receives a Resilience Improvement, Community Resilience and Evacuation Route, or At-Risk Coastal Infrastructure Grant may use not more than 40% of the amount of the grant for the construction of new capacity

Limit on Certain Activities: not more than 25% of the total amount provided for each fiscal year, may be used for a facility or service for intercity rail passenger transportation

Federal / Non-Federal Share

- Planning grant federal share is 100%
- Indian tribe federal share is up to 100%
- Maximum 80% Federal share; 20% non-Federal
- Non-Federal share may be reduced by:
 - 7% if the entity is a State or metropolitan planning organization (MPO), or the entity is located within a State or in an area served by a MPO, that has developed a Resilience Improvement Plan and prioritized the project on that Resilience Improvement Plan
 - 3% if the entity is a State or MPO, or the entity is located in a State or area served by an MPO, that has a Resilience Improvement Plan developed and it is incorporated into the metropolitan transportation plan or the statewide long-range transportation plan



Resilience Improvement Plans

 MPO Area Project Example: For a project within an MPO area utilizing PROTECT Formula funds, a non-Federal share reduction of 7% could be applied if the project is prioritized in the State Resilience Improvement Plan. An additional 3% reduction would be available if the MPO incorporated the State's Resilience Improvement Plan into its metropolitan transportation plan under 23 U.S.C. 134.



Resilience Improvement Plans (Shall include)

- Resilience Improvement Plans are voluntary State DOT (or MPO) plans
- Address immediate and long-range planning activities and investments related to resilience
- Demonstrate a systemic approach to resilience
- Be consistent with and complementary of the State mitigation plans
- Include risk-based assessment of vulnerabilities to current and future weather events and natural disasters.
- Include a description of how the plan will improve the ability of the State or MPO to respond promptly to the impacts of weather events and natural disasters and to be prepared for changing conditions
- Describe the codes, standards, and regulatory framework
- Consider the benefits of combining hard surface transportation assets, and natural infrastructure, through coordinated efforts by the Federal Government and the States;
- Assess the resilience of other community assets, including buildings and housing, emergency management assets, and energy, water, and communication infrastructure;
- Comprehensive, multi-modal approach to resilience planning, and are encouraged to partner with MPOs and local agencies, including counties and cities to ensure that the needs of all users are addressed.

Resilience Improvement Plans (may include)

- Designate evacuation routes and strategies, including multimodal facilities, designated with consideration for individuals without access to personal vehicles;
- Plan for response to anticipated emergencies, including plans for the mobility of emergency response personnel and equipment and access to emergency services including for vulnerable or disadvantaged populations;
- Describe resilience improvement policies, including strategies, land-use and zoning changes, investments in natural infrastructure, or performance measures that will inform the transportation investment decisions of the State or MPO with the goal of including resilience;
- Include an investment plan that: (i) includes a list of priority projects; and (ii) describes how PROTECT Formula Program funds apportioned to the State would be invested and matched, which shall not be subject to fiscal restraint requirements; and
- Use science and data and indicate the source of data and methodologies.

Eligible Activities

- Planning Grants to include resilience planning, predesign, design, or the development of data tools to simulate transportation disruption scenarios, including vulnerability assessments; technical capacity building to facilitate the ability of the eligible entity to assess the vulnerabilities of its surface transportation assets and community response strategies under current conditions and a range of potential future conditions; or evacuation planning and preparation. In the case of States and MPOs, this includes grants for developing Resilience Improvement Plans
- Resilience Improvement Grants to improve the ability of an existing surface transportation asset to withstand one or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, wildfires, extreme weather events, and other natural disasters
- At-Risk Coastal Infrastructure Grants to strengthen, stabilize, harden, elevate, relocate or otherwise enhance the
 resilience of highway and non-rail infrastructure, including: bridges, roads, pedestrian walkways, and bicycle lanes, and
 associated infrastructure, such as culverts and tide gates to protect highways that are subject to, or face increased longterm future risks of, a weather event, a natural disaster, or changing conditions, including coastal flooding, coastal
 erosion, wave action, storm surge, or sea level rise, in order to improve transportation and public safety and to reduce
 costs by avoiding larger future maintenance or rebuilding costs

- Community Resilience and Evacuation Route Grants that strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events, including:
 - resilience improvements, if they will improve evacuation routes,
 - projects that ensure the ability of the evacuation route to provide safe passage during an evacuation and reduce the risk of damage to evacuation routes as a result of future emergency events,
 - the acquisition of evacuation route or traffic incident management equipment or signage, or
 - projects that will ensure access or service to critical destinations, including hospitals and other medical or emergency services facilities, major employers, critical manufacturing centers, ports and intermodal facilities, utilities, and Federal facilities.
- Upon notification to the Secretary that existing evacuation routes are not sufficient to adequately facilitate evacuations, including the transportation of emergency responders and recovery resources, eligible activities include:
 - expanding evacuation route capacity, including installation of:
 - communications and intelligent transportation system equipment and infrastructure,
 - · counterflow measures, or
 - shoulders; and
 - construction of new or redundant evacuation routes

Contact Us

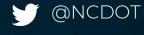
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NCDOT – Making Transportation Resilient

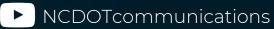


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