

# USDOT Open Discretionary Grant Opportunities

May 2024

## TxDOT Letter of Support

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

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

- CRISI: May 17
- ATIIP: May 31
- Low Carbon Materials: May 31
- Port Security Grant: June 14

**Contact: Robin Ayers for more information**  
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## Safe Streets and Roads for All (SS4A)

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

**Amount available:** \$1.26 billion

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

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

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

### Funding available for:

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

## Low-Carbon Transportation Materials Program

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

**Amount Available:** \$2 billion

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

**Applications Due:** June 10, 2024

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

### Funding Available for:

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

## Strategic Innovation for Revenue Collection (SIRC) Program

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

**Amount Available:** \$45 million

**Application Due:** May 27, 2024

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

### Funding Available for:

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

## Active Transportation Infrastructure Investment Program (ATIIP)

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

**Amount Available:** \$44.5 million

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

**Applications Due:** June 17, 2024

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

**Funding Available for:**

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

## Port Security Grant Program

<https://www.fema.gov/grants/preparedness/port-security/fy-24-nofo>

**Amount Available:** \$90 million

- All public sector and non-governmental, nonprofit PSGP award recipients must provide a non-federal entity contribution supporting 25% of the total of all project costs as submitted in the application and approved in the award. Private, for-profit PSGP award recipients must provide a non-federal entity contribution supporting 50% of the total of all project costs as submitted in the application and approved in the award.

**Application Due:** 06/24/2024

**Eligible Applicants:** Port authorities, facility operators, and state, territorial, and local government agencies. A facility operator owns, leases, or operates any structure or facility of any kind located in, on, under, or adjacent to any waters subject to the jurisdiction of the United States. Examples of facility operators include, but are not limited to, terminal operators, ferry systems, bar/harbor pilots, and merchant's exchanges.

**Funding Available for:**

- Planning; operational activities; equipment and capital projects; training and awareness campaigns; maintenance and sustainment; construction and renovation costs; and organization costs

## Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program

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

**Amount Available:** \$2.5 billion

**Applications Due:** May 28, 2024

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

**Funding Available for:**

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

