



# Flex Your Grants

## Leveraging Federal Dollars for Clean Transportation Projects

September 2023



SHARED-USE  
MOBILITY CENTER

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# About This Report

This report was commissioned by 1000 Friends of Iowa, 1000 Friends of Wisconsin, Move Minnesota, Resilient Communities, and Transportation Riders United, and funded by the RE-AMP Network.

[www.reamp.org](http://www.reamp.org)

The report was authored by Shared-Use Mobility Center in collaboration with RE-AMP as part of the Shared Mobility 2030 Action Agenda. The **Shared Mobility 2030 Action Agenda** is a platform for cross-sector collaboration and accountability around seven priority Action Items necessary to make shared mobility more attractive than owning or driving a car by 2030.

RE-AMP is a member of the Shared Mobility 2030 Action Network, which brings together public, private, and non-profit organizations committed to advancing the Agenda.

This policy paper advances the priorities of the Network's Funding Working Group, which aims to find new and creative ways to expand and sustain shared mobility infrastructure and services.

<https://sharedmobility2030.org/>

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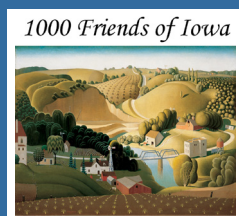
**Shared-Use Mobility Center** is working to replace car-centric transportation with people-focused shared mobility to fight climate change, promote equity, and strengthen community.  
[www.sharedusemobilitycenter.org](http://www.sharedusemobilitycenter.org)



**Move Minnesota** leads the movement for an equitable and sustainable transportation system that puts people first. We are passionate about connecting communities, ending the climate crisis, expanding access to jobs and resources, and improving daily life for Minnesotans of all ages, races, incomes, and abilities. We connect people to transit where the system works well, and fight hard to ensure it works for everyone.  
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**The RE-AMP Network** sets collective strategy and enables collaboration on climate solutions in the Midwest. Our goal is to equitably eliminate greenhouse gas emissions in the Midwest by 2050.  
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**1000 Friends of Iowa** is a statewide, membership based organization focused on engaging Iowans around responsible, equitable land use, transportation, and the intersection of climate change.  
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**Resilient Cities and Communities** is a peer-learning network of local leaders active with 50 Minnesota cities and 10 counties working to achieve their local climate goals together by implementing high impact actions. We're currently convening city teams guiding low carbon local redevelopment projects.  
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**1000 Friends of Wisconsin** was created in 1996 with a focus on promoting Wisconsin's Smart Growth Comprehensive Planning Law. We understand that climate change and land use are intrinsically linked. Our goal is to help people make the connection between sound land use and transportation decisions, which lead to a healthier, cleaner environment.  
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**Transportation Riders United** is Detroit's nonprofit transit advocate, with 20 years experience educating, mobilizing, and advocating for more and better public transportation and other affordable sustainable mobility options throughout the Detroit region.  
[www.DetroitTransit.org](http://www.DetroitTransit.org)

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# Introduction

2021 and 2022 were pivotal years for US transportation, infrastructure, and climate policy with the passage of the [Bipartisan Infrastructure Law \(BIL, also known as the Infrastructure Investment and Jobs Act\)](#) and the [Inflation Reduction Act \(IRA\)](#). Both laws are widely regarded as transformational, as they provide historic levels of investment in areas like clean transportation and energy systems. At the same time, these laws greatly expand funding for projects focused on building roads and bridges and could instead reinforce and even worsen the auto-centric transportation systems that have contributed to making the transportation sector the largest source of greenhouse gas emissions.

When seeking dollars for transportation projects, states and metropolitan planning organizations (MPOs) can leverage various new and existing competitive and formula grants for clean transportation projects. Both BIL and IRA increase the absolute number of dollars available for infrastructure projects and expand the list of eligible projects for funding to include clean transportation initiatives. MPOs and states can and should ensure that funding allocated through grant programs is directed to

support non-highway transportation projects in general and clean transportation projects in particular. Different grants can support projects that bolster public transit, shared mobility, and active transportation infrastructure and services. The funding provided through the BIL and IRA offers a historic opportunity to mitigate climate change, advance equity and accessibility, and curb environmental pollution if used correctly. On the other hand, many of these grants will reinforce the auto-centric transportation systems that have contributed to making the transportation sector the larger source of greenhouse emissions—unless deliberate and intentional efforts are made to shift existing funding practices away from the status quo toward sustainable programs and projects.<sup>1</sup>

For this paper, we explore how state, regional, and local governments can leverage new and existing federal funding sources to advance clean transportation projects. Throughout this paper, we explore specific grant programs administered by different federal agencies that provide funding for clean transportation projects, as well as highlighting grant-winning projects as examples.

<sup>1</sup> United States Environmental Protection Agency (EPA). *Sources of Greenhouse Gas Emissions*, April 28, 2023. <https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions>.

# Key Considerations

When jurisdictional bodies—such as state departments of transportation (DOTs), metropolitan planning organizations, other regional governments, transit agencies, and local governments—seek out grants, there are several factors to consider. The historic amount of funding authorized by Congress through the BIL and the IRA resulted in a large increase in the number of grant programs administered by federal agencies (e.g. FHWA, FTA, EPA). It also resulted in the creation of federal offices to support the new initiatives and programs issued by BIL and IRA (e.g., [Joint Office of Energy and Transportation](#)). The expansion of opportunities and the agencies involved also made it more complex for interested parties to gather and process information about the many grant opportunities. In other words, navigating the many grant opportunities can be time-consuming and overwhelming, especially for organizations with limited staff, time, or capabilities. This paper is a contribution towards the effort of summarizing and prioritizing key funding opportunities to support clean transportation projects.

Most federal transportation funding flows through formula grants to state DOTs and regional MPOs. The Bipartisan Infrastructure Law increased funding to these formula programs over five fiscal years and added greater flexibility for spending the funds.<sup>2</sup>

To make the most of this added flexibility to steer federal dollars away from roadway expansion projects toward clean transportation projects and existing road maintenance, local advocates can:

- Meet with city and county transportation staff and elected leaders to brainstorm and propose future local low-carbon transportation projects;
- Ensure that proposed local low-carbon transportation projects are included in state and/or regional plans to expand transit, bike and pedestrian infrastructure, and EV charging infrastructure; and
- Collaborate with DOT and MPO staff, as well as state legislators and the governor's office, to establish climate and equity goals in project scoring criteria for local transportation projects' federal funding allocation.

<sup>2</sup> Georgetown Climate Center. *Issue Brief: Flexible Federal Funding Opportunities for State and Local Clean Transportation Investments*, February 23, 2023. <https://www.georgetownclimate.org/blog/federal-transportation-funding-flexibility.html>.

Under the BIL, this flexibility is combined with new and expanded eligibility for various clean transportation project types. That means transportation agencies have a greater opportunity than ever before to decide how much federal funding for transportation will be directed toward low-carbon projects that also help to reduce pollution and make communities safer.

Allocating funding through multiple grant programs results in new notices of funding opportunity (NOFOs) listed frequently. Organizations interested in applying for these opportunities not only need to be attentive to the release and timelines of each grant but also develop competitive shovel-ready and ready-to-implement projects in anticipation of the NOFO. In addition to learning about the requirements and eligibility of a grant, interested parties should consider the fit of a project for a given grant opportunity. Some of the grants, from new or existing programs, are specific in nature; they are intended to fund a specific type of project, such as the [Low or No Emissions Grants](#), which fund low or no emission fuels buses and bus facilities. Other grants are broad, with significant focuses on areas like improving roads, tunnels, and bridges; often, these grants offer some type of eligibility for a clean transportation project, whether related to transit, microtransit, shared mobility, battery electric charging, or alternative fuels. Applicants should also consider that grants prioritize different components of transportation projects, whether it be related to capital, planning, or operational expenses.

New policies like the BIL and the IRA have introduced new funding opportunities and expanded the amount of funding, the type of eligible projects, and applicants for funding under many existing grant programs. When considering which grants to apply for, applicants should review how all funding sources express opportunities to fund clean transportation projects.

The Biden-Harris Administration has outlined strategic goals to guide the allocation of funding for transportation projects.

Some of those initiatives include:

- **[Justice40 Initiative](#):** Calls for a whole-of-government environmental justice approach for directing investment to disadvantaged communities.<sup>3</sup>
- **[USDOT Equity Action Plan](#):** Emphasizes focus areas of wealth creation, power of community, interventions, and expanding access when directing investments to disadvantaged communities.<sup>4</sup>
- **[USDOT Innovation Principles](#):** Outlines policy priorities of bolstering infrastructure and resilience, supporting workers, embracing technological innovation, fostering public-private partnerships, and “public sector experimentation”.<sup>5</sup>

Agencies and organizations applying for funding through the grants programs under BIL and IRA should consider aligning their proposals with the strategic goals that the Biden-Harris Administration is pursuing. On

<sup>3</sup> The White House. *Justice40: A Whole-of-Government Initiative*. <https://www.whitehouse.gov/environmentaljustice/justice40/>.

<sup>4</sup> US Department of Transportation (USDOT). *U.S. Department of Transportation Equity Action Plan*, January 24, 2023. <https://www.transportation.gov/priorities/equity/equity-action-plan>.

<sup>5</sup> USDOT. *US DOT Innovation Principles*, July 14, 2022. <https://www.transportation.gov/priorities/transformation/us-dot-innovation-principles>.

top of this, agencies should consider what types of clean transportation projects are eligible for funding under specific grants. A bikeshare project might be eligible for funding under one grant but not another. The same applies to microtransit or transit projects and all other clean transportation projects. Applicants should only devote their time to grants in which their project ideas are eligible for funding.

Interested parties should also consider which grants they are eligible for as more grants and dollars are available. NOFOs and grant resource guides on federal agency websites clearly express which parties can receive specific grants. Some grants are geared specifically for transit agencies or local governments, while others might be aimed at the state or regional level. Often, grants are available to a wide range of parties, allowing different agencies to partner with one another. While many funding opportunities exist and can fund clean

transportation projects, they are frequently targeted at different levels of government. Applicants should examine the information from federal agencies to determine which grants they are eligible for and which are best suited for their project ideas. Many of these grants can fund projects outside of traditional road projects. NOFOs and grant specifications frequently outline how grantees can flex their dollars to fund specific types of clean transportation projects.

Below are some examples of grants that state, regional, and local governments can leverage for clean transportation projects, along with examples of how those grants have funded actual clean transportation projects. Readers can look to these grants, along with others, and adapt their frameworks to their communities to bolster clean transportation projects.



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# Overview of Potential Funding Sources and Best Practice Project Examples

Many new and existing federal grants can be used for clean transportation projects. Below are some potential funding sources that states, MPOs, and other forms of regional and local government can consider applying for, depending on the type of project they want to pursue. Most grant descriptions are also accompanied with projects considered best practices funded by those respective grants.

## GRANT:

### **Carbon Reduction Program** *Federal Highway Administration*

Established under the BIL, the [Carbon Reduction Program](#) (CRP) is a FHWA-administered program to help reduce carbon dioxide (CO<sub>2</sub>) emissions from transportation sources. As part of this program, each state must develop and maintain a carbon reduction strategy focused on reducing transportation emissions in consultation with any metropolitan planning organizations (MPOs) operating within it. In conjunction with requiring that states develop these strategies, the CRP provides states with funding to support related projects. In total, the program allocates \$6.4 billion over five years (Fiscal Year 2022 through Fiscal Year 2026), which is apportioned to state governments to distribute to cities, counties, and transit agencies for a wide range of projects. 65% of this funding is sub-allocated to MPOs proportionate to their share of the state's population, while the remaining 35% of funding may be used in any area of the state.

Eligible projects include traffic management, construction of pedestrian facilities, development of alternative fuels, and other initiatives to reduce carbon emissions in transportation facilities. Though the FHWA administers the CRP, funding can be flexed to the FTA to deploy public transportation projects.<sup>6,7</sup>

## PROJECT EXAMPLE:

### **Community Climate Action Plan** *Cedar Rapids, Iowa*

Because the CRP is a new funding initiative, there are no current examples of how states have used the money. However, many cities and states have developed climate action plans, which may highlight potential uses of CRP funding. For example, Cedar Rapids, Iowa, released a [Community Climate Action Plan](#) in 2021 which, among other goals, seeks to reduce city carbon emissions by 45% by 2030 and be net-zero by 2050. The city laid out several action items that work towards achieving these goals, including “[e]nhanc[ing] transit and shared transportation options (micro-mobility and car-sharing) in under-resource[d] communities and high-priority transit locations,” and “enhanc[ing] the Complete Streets Policy to further community education and prioritize urban heat island mitigation and tree plantings in vulnerable neighborhoods”.<sup>8</sup> Cedar Rapids could conceivably leverage CRP funding to redesign streets, create mobility hubs, or otherwise support the development of safe and climate-friendly transportation networks to work towards these goals.

<sup>6</sup> Federal Highway Administration (FHWA). *Fact Sheets: Carbon Reduction Program (CRP)*, April 20, 2022. [https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp\\_fact\\_sheet.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm).

<sup>7</sup> FHWA. *Memorandum: INFORMATION: Carbon Reduction Program (CRP) Implementation Guidance*, April 21, 2022. <https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/crp/2022/crp-guidance.pdf>.

<sup>8</sup> City of Cedar Rapids. *Community Climate Action Plan*, September 2021. [https://cms8.revize.com/revize/cedarrapids/Sustainability/CommunityClimateActionPlan\\_FINAL\\_Approved-2021-09-28.pdf](https://cms8.revize.com/revize/cedarrapids/Sustainability/CommunityClimateActionPlan_FINAL_Approved-2021-09-28.pdf) (page 28).

GRANT:

## Congestion Mitigation and Air Quality Improvement Program (CMAQ)

*Federal Highway Administration*

The Federal Highway Administration's [Congestion Mitigation and Air Quality Improvement Program \(CMAQ\)](#) is a flexible formula funding program long available to states, metropolitan planning organizations, and local governments, first established under the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991.<sup>9</sup> CMAQ has been geared toward funding transportation projects that meet the requirements of the Clean Air Act, including “electric vehicles and charging stations, diesel engine replacements and retrofits, transit improvements, bicycle and pedestrian facilities, shared micromobility projects including shared scooter systems, and more”.<sup>10</sup> The BIL increases funding for CMAQ by about 10 percent and provides states with over \$13 billion in funds between Fiscal Years 2022 and 2026.<sup>11, 12</sup>

States can apportion up to 50% of their CMAQ funds toward supporting transportation projects under the Carbon Reduction Program, the Highway Safety Improvement Program, the National Highway Freight Program, the National Highway Performance Program, the PROTECT Formula Program, and the

Surface Transportation Block Grant Program. As such, large portions of dollars can fund highway, bridge, and road projects, reinforcing the prioritization of transportation systems harmful to the climate. On the other hand, the BIL added new eligible projects to fund under CMAQ, including shared micromobility projects like shared scooter and bikesharing systems.<sup>13</sup> While the flexible nature of CMAQ enables states, MPOs, and local governments to fund a wide range of transportation projects, funds can be used to bolster clean transportation projects.



(Source: Flickr User John December, Creative Commons License)

<sup>9</sup> California Air Resources Board (CARB). *Congestion Mitigation and Air Quality Improvement (CMAQ) Program*. <https://ww2.arb.ca.gov/resources/documents/congestion-mitigation-and-air-quality-improvement-cmaq-program>.

<sup>10</sup> FHWA. *Congestion Mitigation and Air Quality Improvement (CMAQ) Program*, May 30, 2023. [https://www.fhwa.dot.gov/environment/air\\_quality/cmaq/](https://www.fhwa.dot.gov/environment/air_quality/cmaq/).

<sup>11</sup> Chicago Metropolitan Agency for Planning (CMAP). *Infrastructure Investment and Jobs Act Update*, November 18, 2021. [https://www.cmap.illinois.gov/updates/all/-/asset\\_publisher/UIMfSLnFfMB6/content/infrastructure-investment-jobs-act](https://www.cmap.illinois.gov/updates/all/-/asset_publisher/UIMfSLnFfMB6/content/infrastructure-investment-jobs-act).

<sup>12</sup> FHWA. *Fact Sheets: Congestion Mitigation and Air Quality (CMAQ) Improvement Program*, February 8, 2022. <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/cmaq.cfm>.

<sup>13</sup> FHWA. *Fact Sheets: Congestion Mitigation and Air Quality (CMAQ) Improvement Program*.

PROJECT EXAMPLE:

## Bikeshare and E-Scooter Expansion Milwaukee, Wisconsin

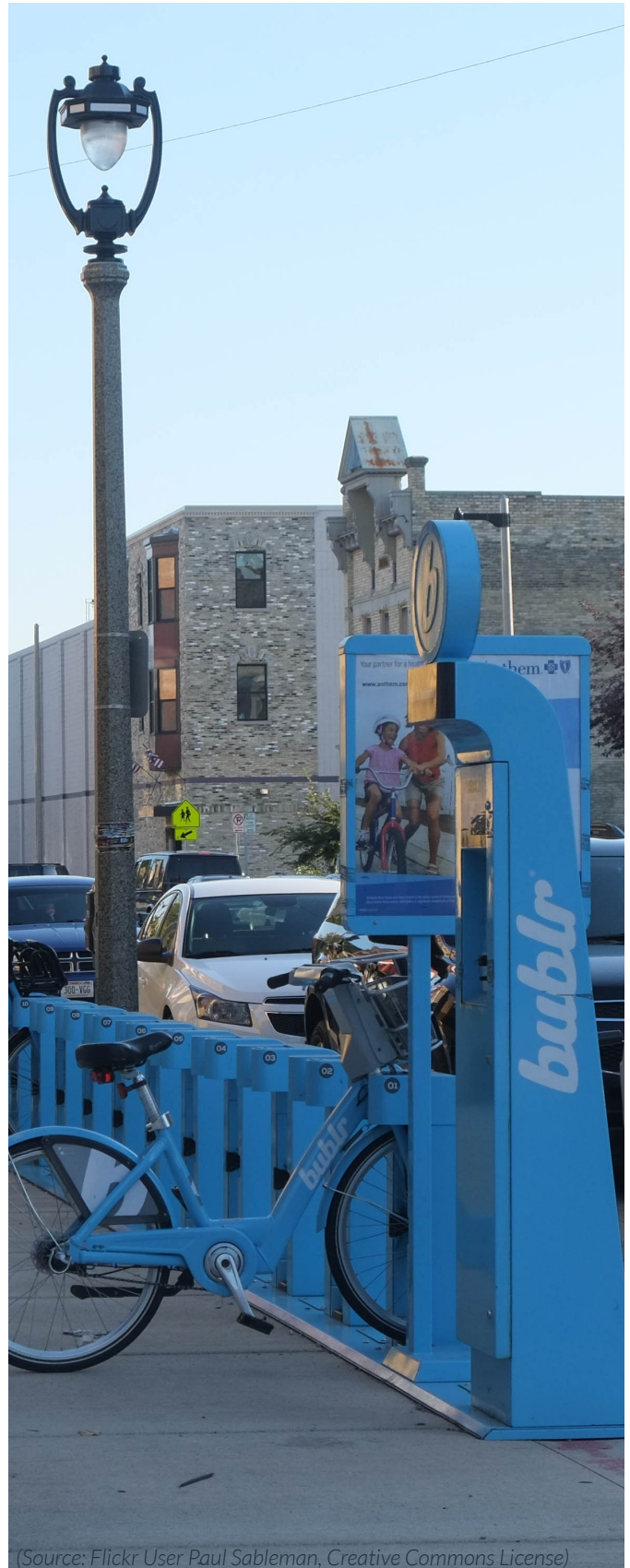
CMAQ has been used for capital expenses to launch bikeshare programs. The City of Milwaukee has used CMAQ grants, sourced through the Wisconsin Department of Transportation, from two separate funding cycles to fund the expansion of its BublR bikeshare system. In the 2016-2020 CMAQ funding cycle, the City received over \$1.5 million in CMAQ funds for bikeshare expansion.<sup>14</sup> The City received an additional \$1.2 million in the 2020-2024 funding cycle.<sup>15</sup> During the latter funding cycle, the City of Milwaukee used the CMAQ grant to support the purchase of electric-assist bicycles for the BublR fleet and the installation of new docking stations.<sup>16</sup> Alongside this, the City of Milwaukee selected vendors for an e-scooter program. The CMAQ cycle preceded the passage of the BIL. With bikeshare and scootershare being relatively novel modes of shared mobility, BIL explicitly states that CMAQ dollars can be used for shared micromobility projects in addition to bicycle infrastructure projects.<sup>17</sup>

<sup>14</sup> Wisconsin Department of Transportation (WisDOT). *State Fiscal Years 2016-2020 Congestion Mitigation & Air Quality Program (CMAQ) Program Awards*, June 16, 2016. <https://wisconsindot.gov/Documents/doing-bus/local-gov/astnce-pgms/aid/cmaq-proj-2016.pdf>.

<sup>15</sup> WisDOT. *2020-2024 Congestion Mitigation Air Quality (CMAQ) Awards*. <https://wisconsindot.gov/Documents/doing-bus/local-gov/astnce-pgms/aid/cmaq-proj-2020.pdf>.

<sup>16</sup> Shared-Use Mobility Center (SUMC). *City Expands Bikeshare Program and Pilots Dockless E-Scooters*, Milwaukee, WI, 2021, June 1, 2021. <https://learn.sharedusemobilitycenter.org/overview/city-expands-bikeshare-program-and-pilots-dockless-e-scooters-milwaukee-wi-2021>.

<sup>17</sup> FHWA. *Fact Sheets: Congestion Mitigation and Air Quality (CMAQ) Improvement Program*.



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## GRANT:

# Energy Efficiency and Conservation Block Grant Program

US Department of Energy

The [Energy Efficiency and Conservation Block Grant \(EECBG\) Program](#) is a US Department of Energy (DOE) grant program administered by the Office of Energy Efficiency and Renewable Energy (EERE). The program was initially funded just once through the American Recovery and Reinvestment Act in 2009.<sup>18</sup> However, the BIL has since directed \$550 million to the program in 2021. This funding goes towards both formula and competitive grants to fund various

projects related to energy efficiency and climate resilience and focuses on energy use at the state and local levels. Some eligible projects include infrastructure improvements, transportation electrification, facility retrofitting, and the development of new technologies that support energy conservation. For many of these project types, the DOE provides [resources and step-by-step blueprints](#) for communities to follow to make the best use of their EECBG funding.<sup>19</sup>

## PROJECT EXAMPLE:

### EV Charging Network

Saint Paul, Minnesota

While some of the most common uses of EECBG funds have involved retrofitting public buildings and facilities to be more energy efficient, several cities have used EECBG funding to support transportation projects, particularly transportation electrification projects. One such example is Saint Paul, which received \$286,000 in 2009 through the EECBG program to support an initiative with other public, private, and non-profit partners to install over 20 public electric vehicle (EV) charging stations throughout the city, including six solar-powered charging stations. This initiative came at a time when EVs and public EV charging were relatively novel, and the city viewed the installations as both a

significant investment in clean transportation infrastructure and a way to promote the visibility of EVs and encourage a transition away from fossil fuels. This investment helped pave the way for the Twin Cities' [EV Spot Network](#), a metro-wide network of publicly accessible EV charging stations, and Evie Carshare, a public, all-electric, free-floating carshare program.

Additionally, the City of Saint Paul used a portion of the EECBG grant, coupled with a grant from Xcel Energy and the city's regular fleet budget, to replace four existing gasoline cars in the city's fleet with two fully-electric vehicles and two hybrid EVs. The addition of these EVs not only saved the city thousands of dollars in fuel costs but also helped work toward Saint Paul's broader sustainability and CO<sub>2</sub> reduction goals.<sup>20</sup>

<sup>18</sup> Office of Energy Efficiency and Renewable Energy, US Department of Energy (DOE). *Energy Efficiency and Conservation Block Grant Program-State, Local and Tribal Allocation Formulas*, April 15, 2009. <https://www.federalregister.gov/documents/2009/04/15/E9-8609/energy-efficiency-and-conservation-block-grant-program-state-local-and-tribal-allocation-formulas>.

<sup>19</sup> Office of Energy Efficiency and Renewable Energy, DOE. *Energy Efficiency and Conservation Block Grant Program*, 2023. <https://www.energy.gov/scep/energy-efficiency-and-conservation-block-grant-program>.

<sup>20</sup> Clean Energy Resource Teams. *Saint Paul Gets Charged Up for Electric Vehicles with Solar-Powered EV Stations*. <https://www.cleanenergyresourceteams.org/saint-paul-gets-charged-electric-vehicles-solar-powered-ev-stations>.



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## GRANT:

### **Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310** *Federal Transit Administration*

Through the Fixing America's Surface Transportation (FAST) Act 3006, the [Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310 Program](#) provides formula funding to states to assist private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meet these needs. Section 5310 is an example of a funding source that preceded the implementation of BIL and IRA that communities can also leverage for clean transportation projects. Its purpose is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding mobility options.

Formula funds are granted to direct recipients; in rural and small urban areas, the state transportation department, and large urban areas, the designated recipient is chosen by the governor. Direct recipients then can decide how they will select sub-recipients. This decision process may be formula-based, competitive, or discretionary. Sub-recipients can include states or local government authorities, private non-profit organizations, or operators of public transportation. Funds are available to the states during the fiscal year of apportionment plus two additional years (a total of three years).<sup>21</sup>

<sup>21</sup> Federal Transit Administration. *Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310*. <https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310>.

PROJECT EXAMPLE:

## CTF Illinois Point-to-Point Transportation for Individuals with Disabilities & Ray Graham Association (RGA) Comprehensive Transportation Plan Charleston, Illinois

For Fiscal Year 2022-2023, the Charleston Transitional Facility (CTF) Illinois Point-to-Point Transportation for Individuals with Disabilities requested \$945,760 for a program that operates solely for individuals with disabilities. CTF Illinois is a non-profit that helps people with developmental and physical disabilities and mental health disorders. The funded program serves individuals who live in CTFs' homes and go to their day programs. It also offers transportation training to individuals who are interested in learning to use public transportation.<sup>22</sup> The Point-to-Point service is provided 24 hours a day, seven days per week. CTF Illinois currently operates in Cook County and Will County. This is an existing Section 5310 funded program, but new to their 2022-2023 application is a request for capital funding for vehicle equipment and Mobility Management funding to support a staff mobility manager.

Similar to the CTF Illinois Point-to-Point Transportation for Individuals with Disabilities, the Ray Graham Association (RGA) Comprehensive Transportation Plan is already an existing Section 5310-funded project. RGA provides services for people with disabilities, many of whom are seniors and



(Source: Flickr User Michael Kappel, Creative Commons License)

almost exclusively low-income. RGA supports people with disabilities to travel by coordinating services with Ride DuPage, Ride Will, Ride Kane, Pace Dial-a-Ride, fixed bus routes, Metra, and other municipal paratransit providers. Service is available 24 hours per day, seven days per week. RGA requested \$1,218,021 for additional assistance.<sup>23</sup>

<sup>22</sup> Regional Transportation Authority (RTA). *CTF Illinois Provides Transportation and Training to Empower People with Disabilities in the South Suburbs*, March 30, 2022. <https://www.rtachicago.org/blog/2022/03/30/ctf-illinois-provides-transportation-and-training-to-empower-people-with-disabilities-in-the-south-suburbs>.

<sup>23</sup> RTA. *Section 5310*. <https://www.rtachicago.org/region/section-5310>.

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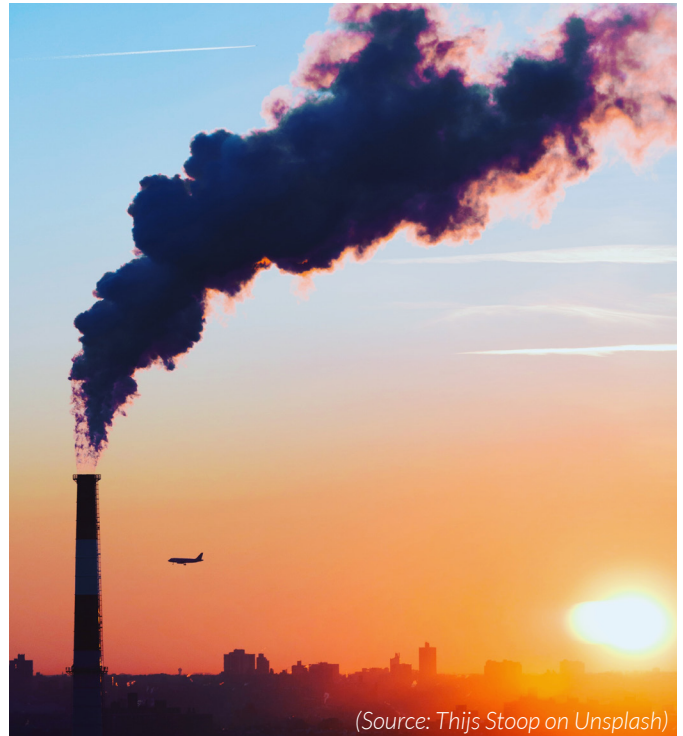
## Environmental Justice Small Grants Program (EJSG)

Environmental Protection Agency

The [Environmental Justice Small Grants \(EJSG\) Program](#) is an annual competitive grant program that the Environmental Protection Agency's (EPA) Office of Environmental Justice established in Fiscal Year 1994. Its purpose is to “support community-driven projects designed to engage, educate, and empower communities to better understand local environmental and public health issues and develop strategies for addressing those issues, building consensus in the community, and setting community priorities” in underserved communities.<sup>24</sup>

A wide range of projects are accepted for this grant program. However, they must address local environmental and public health concerns through collaborative partnerships. All proposed projects should include activities designed to engage, educate, and empower communities to understand the local environmental and public health issues and to identify ways to address these issues at the local level. To be eligible, all projects should also be associated with at least one qualified environmental statute, which includes:

- Clean Air Act, Section 103(b)(3),
- Clean Water Act, Section 104(b)(3),
- Federal Insecticide, Fungicide, and Rodenticide Act, Section 20(a),
- Marine Protection, Research, and Sanctuaries Act, Section 203,
- Safe Drinking Water Act, Section 1442(c)(3),
- Solid Waste Disposal Act, Section 8001(a), and
- Toxic Substances Control Act, Section 10(a)



(Source: Thijs Stoop on Unsplash)

Additionally, the EJSG Program contributes to President Biden's *Executive Order 13985: Advancing Racial Equity and Support for Underserved Communities Through the Federal Government* and *Executive Order 14008: Tackling the Climate Crisis at Home and Abroad*. For Fiscal Year 2021, additional funding of approximately \$4.5 million of American Rescue Plan Act (ARPA) funding was made available to fund EJSG that addresses health outcome disparities from pollution and the COVID-19 pandemic. In total, with both the ARPA and the original non-ARPA funds, \$7.3 million was made available. In 2021, the EPA set aside funding for small non-profit organizations for the first time.<sup>25</sup>

<sup>24</sup> EPA. *Environmental Justice Small Grants Program*, March 27, 2023. <https://www.epa.gov/environmentaljustice/environmental-justice-small-grants-program>.

<sup>25</sup> Office of Environmental Justice, EPA. *Environmental Justice Small Grants (EJSG) Program*, April 19, 2021. [https://www.epa.gov/system/files/documents/2021-12/ejsg\\_2021\\_rfa\\_amendment\\_4.21\\_0.pdf](https://www.epa.gov/system/files/documents/2021-12/ejsg_2021_rfa_amendment_4.21_0.pdf).



## PROJECT EXAMPLES:

### Midwest Bikeshare, Inc. & PedNet Coalition

Milwaukee, Wisconsin & Columbia, Missouri

For the most recent EJSG program funding cycle in 2021, Midwest Bikeshare, Inc., the nonprofit organization that runs BublR bikeshare operations in Milwaukee, West Allis, and Wauwatosa, Wisconsin, was awarded funding to develop a project to provide classes detailing information on the bikeshare system, safe urban cycling practices, best practices related to COVID-19, and the role of physical activity in reducing the negative health impacts of air pollution especially as they relate to the health effects of COVID-19. Short-term outputs were expected to involve: an improved understanding of the bikeshare system, increased confidence and safety cycling in the urban environment, a better understanding of current COVID-related best practices, and the role of physical activity in reducing the negative health and welfare impacts of air pollution. The intermediate expected outcomes were an increase in the number of people using the bikeshare system and the number of bikeshare trips in the targeted neighborhoods. Expected long-term outputs were an improved class curriculum for future years, deepened partnerships and relationships within the stakeholder network, and a reduction in air pollution in target.<sup>26</sup>

In the same year, Local Motion (previously known as PedNet Coalition) in Columbia, Missouri, developed the Air Quality & Transportation Equity project with their \$75,000 EJSG grant award.<sup>27</sup> This project addressed the environmental injustices caused by the auto-centric transportation system in Columbia, which has put low-

income communities and communities of color at higher risk of environmental and public health harm and excludes them from decision-making processes that can create healthy environments. The project focused on Columbia's five Vision Zero priority neighborhoods, and Local Motion partnered with resident leaders and community organizations that have equity and climate action missions to provide education (e.g., door knocking, newsletters, awareness campaigns), gather input, and assess needs (e.g., community meetings, audits of transportation infrastructure and resources, street issue mapping app), and empower residents to engage with decision-makers. Expected project outputs included: approximately 1,250 residents reached through door-to-door outreach and newsletters, community meetings with 125 total participants, 10 infrastructure and basic needs audits, and 250 empowered community members who are committed to engaging in decision-making. Longer-term outcomes expected included decreased emissions and air pollution and increased access to decision-making and community resources.<sup>28</sup>

<sup>26</sup> EPA. 2021 Environmental Justice Small Grants Program: Project Summaries by EPA Region. [https://www.epa.gov/system/files/documents/2021-12/2021-selected-ejsg-project-descriptions\\_0.pdf](https://www.epa.gov/system/files/documents/2021-12/2021-selected-ejsg-project-descriptions_0.pdf).

<sup>27</sup> Local Motion. *Our Rebrand Story*. <https://lomocomo.org/about/the-rebrand-story/>.

<sup>28</sup> Joe Ellett, Columbia Missourian. *Local Motion Receives Environmental Justice Grant from EPA*, December 16, 2021. [https://www.columbiamissourian.com/news/local/local-motion-receives-environmental-justice-grant-from-epa/article\\_561adc1c-5eb8-11ec-ba2e-0fa368cc3eb2.html](https://www.columbiamissourian.com/news/local/local-motion-receives-environmental-justice-grant-from-epa/article_561adc1c-5eb8-11ec-ba2e-0fa368cc3eb2.html).



(Source: David Martin on Unsplash)

## GRANT:

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

*Federal Highway Administration*

The [Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation \(PROTECT\) Program](#) is another funding source established through the Bipartisan Infrastructure Law. PROTECT focuses on supporting hazard mitigation, climate adaptation, and resiliency projects. Operated through the Federal Highway Administration, the PROTECT grant consists of formula and discretionary dollars. The formula grants direct about \$7.3 billion to state departments of transportation (DOTs) between Fiscal Years 2022 and 2026. The discretionary grants, which are competitive, award \$1.4 billion to state DOTs, along with MPOs, local governments, Indian tribes, territories, and other entities.

Eligible activities for the PROTECT grants fall within four categories: Planning, Resilience Improvements, Community Resilience and Evacuation Routes, and At-Risk Coastal Infrastructure. Under the At-Risk Coast Infrastructure category, grantees can use protect dollars to fund bridges and roads, but also pedestrian and bicycle infrastructure, given that the projects address natural hazard concerns.<sup>29</sup>

Eligible facilities for funding under PROTECT include facilities for public transportation and intercity rail passenger transportation facilities alongside port facilities, roads, and highways.<sup>30</sup> Overall, formula and discretionary dollars from PROTECT can be flexed for transit and clean transportation projects, given that they address the stated goals of hazard mitigation and climate adaptation.

<sup>29</sup> FHWA. *Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program*, 2023. <https://www.fhwa.dot.gov/environment/protect/>.

<sup>30</sup> FHWA. *Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grant Program: Program Overview and How to Apply*, May 2023. [https://www.fhwa.dot.gov/environment/protect/discretionary/protect\\_discretionary\\_how\\_to\\_apply.pdf](https://www.fhwa.dot.gov/environment/protect/discretionary/protect_discretionary_how_to_apply.pdf) (page 9).

GRANT:

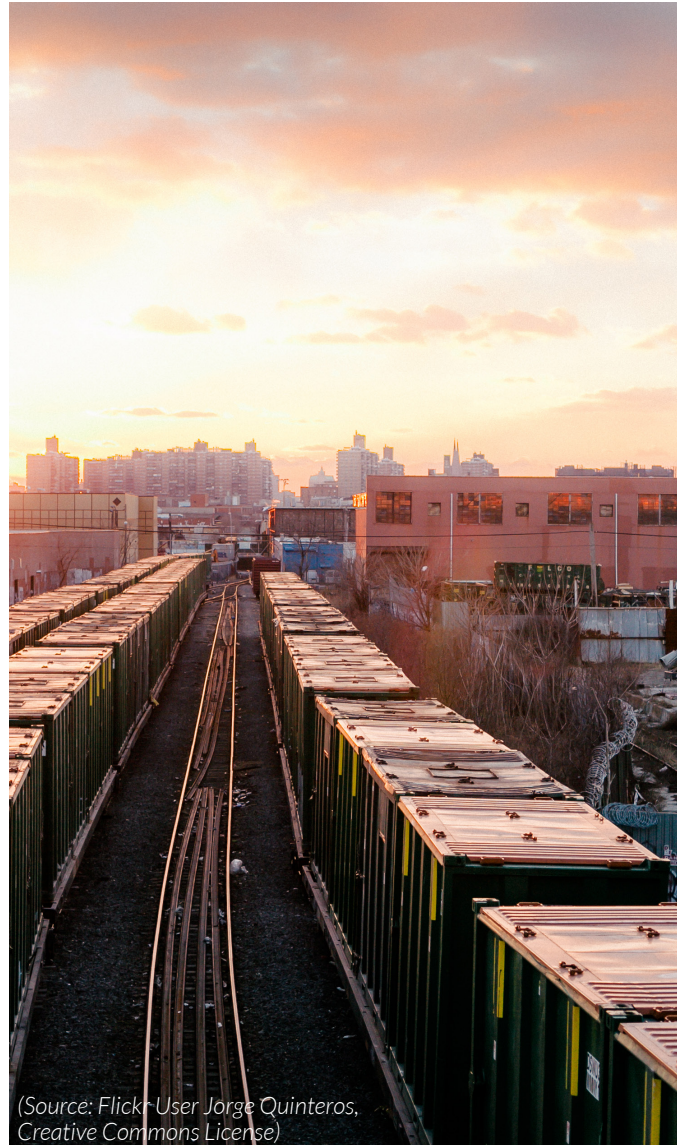
## Reconnecting Communities and Neighborhoods Grant Program

US Department of Transportation

The [Reconnecting Communities and Neighborhoods \(Reconnecting Communities\) Grant Program](#) was established in late 2021 by the BIL as the first-ever federal program dedicated to reconnecting communities burdened by previous infrastructure decisions. In particular, large-scale mid-20th-century infrastructure projects were often placed in or nearby minority and low-income communities, cutting residents off from social and economic opportunities. The Reconnecting Communities program responds to the burdens created by these projects and provides funding for studying and removing or mitigating existing barriers.<sup>31</sup>

The program offers \$1 billion in discretionary grants over five fiscal years (from Fiscal Year 2022 to Fiscal Year 2026) for projects that address roads, highways, rail lines, or other barriers to connectivity in communities historically negatively impacted by past transportation and infrastructure projects. The \$1 billion available can be applied towards Planning and Technical Assistance activities or Capital Construction projects. \$50 million total is available each fiscal year for Planning and Technical Assistance grants, which can be used to study the impacts of updating, removing, or retrofitting existing infrastructure, or for building organizational and community capacity to identify solutions to transportation barriers.

Between \$145 million and \$150 million are available each fiscal year for Capital Construction projects, which can be used to remove, retrofit, mitigate, or replace existing



(Source: Flickr User Jorge Quinteros, Creative Commons License)

transportation infrastructure if sufficient planning and research have been completed. In this program's first round of funding, USDOT awarded \$185 million in total to 6 capital construction projects and 39 planning projects.<sup>32</sup>

<sup>31</sup> USDOT. *Past, Present, and Future of Reconnecting Communities*. <https://storymaps.arcgis.com/stories/dc61e3bcecd44464b4bfef8299d9d6ce>.

<sup>32</sup> USDOT. *Reconnecting Communities and Neighborhoods Grant Program*, June 15, 2023. <https://www.transportation.gov/grants/rcnprogram>.



(Source: Flickr User sf-dvs, Creative Commons License)

#### PROJECT EXAMPLE:

### Pilot Project for Kalamazoo and Michigan Avenues Kalamazoo, Michigan

Through a Capital Construction grant from the Reconnecting Communities and Neighborhoods program, the City of Kalamazoo, Michigan, received over \$12 million to upgrade its downtown corridor with traffic calming measures and pedestrian, bicycle, and transit improvements. In the 1960s, the Michigan Department of Transportation designed two major streets (Kalamazoo Avenue and Michigan Avenue) going through Kalamazoo’s downtown as large one-way roads, creating a high-speed and high-traffic corridor. This corridor became a major barrier, dividing the city and physically separating the Northside neighborhood, a predominantly Black community, from the central business district. The construction of the roads followed historic redlining practices.

The project focused on getting drivers through downtown from outside the neighborhood at the expense of the Northside community and has severely limited economic opportunities for those residents. Using the funding from the Reconnecting Communities and Neighborhoods grant, the city will shift Michigan Avenue from a four- to five-lane one-way road with parking on both sides to a two-way street with dedicated turn lanes, bike lanes, and pedestrian infrastructure. Additionally, Kalamazoo Avenue will shift from a three-lane one-way street to a two-way street with pedestrian infrastructure and bus stops. The City of Kalamazoo conducted significant outreach to involve residents and community stakeholders in the planning process and will continue to do so until the completion of the project. Once completed, the redesigned roads will make the downtown business district and the surrounding neighborhoods more connected, safer, and more walkable.<sup>33</sup>

<sup>33</sup> USDOT. *Reconnecting Communities Pilot Program FY 2022: Award Fact Sheets*. <https://www.transportation.gov/sites/dot.gov/files/2023-02/RCP%20Fact%20Sheets%202022.pdf> (page 7).

## GRANT:

### Rural Surface Transportation Grant Program

US Department of Transportation

The [Rural Surface Transportation Grant Program](#), overseen by the Office of the Secretary of Transportation, is a new competitive grant created under the BIL.<sup>34</sup> The program offers a planned \$2 billion to grantees over five fiscal years (from Fiscal Year 2022 to Fiscal Year 2026).<sup>35</sup> Like many new and existing federal transportation sources, the Rural Surface Transportation Grant is heavily geared toward bolstering highway, bridge, and tunnel projects.

On the other hand, states, MPOs, and other eligible applicants can leverage the grant to fund projects that “develop, establish, or maintain an integrated mobility management system, a transportation demand management system, or on-demand mobility services.”<sup>36</sup> In the first grant cycle for Fiscal Year 2022, the US Department of Transportation awarded the North Carolina Department of Transportation to test and expand microtransit services in diverse communities across the state.<sup>37</sup>

## PROJECT EXAMPLE:

### Mobility for Everyone, Everywhere (MEE NC)

North Carolina

In Fiscal Year 2022, the first grant cycle for the Rural Surface Transportation Grant Program, the US Department of Transportation awarded the North Carolina Department of Transportation (NCDOT) \$10,400,000 to support a program called [Mobility for Everyone, Everywhere in North Carolina \(MEE NC\)](#). MEE NC aims to deploy and expand microtransit services in rural and low-income communities

across the state, in communities like Asheboro, Burlington, Castle Hayne, Henderson, Marion, Rockingham County, Rocky Mount, Salisbury, Sanford, Selma, and Wilson. Many of these microtransit programs serve communities in historically disadvantaged communities and areas of persistent poverty.<sup>38</sup>

NCDOT is one of the first states in the United States to support a comprehensive microtransit effort. States with similarly rural communities can consider this model when applying for grants in future work cycles. While the Rural Surface Transportation Grant Program can also fund projects supporting bridges, tunnels, roads, and highways, NCDOT used this grant to bolster microtransit. Microtransit, while a relatively novel mode of shared mobility, has already proven to be successful in communities like [Wilson, North Carolina](#), by tripling transit ridership and increasing coverage area compared to the city’s discontinued fixed-route bus system.<sup>39</sup> MEE NC allows other communities across the state to test how microtransit can serve their communities.

<sup>34</sup> USDOT. *Rural Surface Transportation Grant Program (RURAL)*, June 30, 2023. <https://www.transportation.gov/rural/grant-toolkit/rural-surface-transportation-grant-program-rural/>.

<sup>35</sup> USDOT. *Bipartisan Infrastructure Law Grant Programs*, April 18, 2023. <https://www.transportation.gov/bipartisan-infrastructure-law/bipartisan-infrastructure-law-grant-programs>.

<sup>36</sup> USDOT. *The Rural Surface Transportation Grant Program*, June 27, 2023. <https://www.transportation.gov/grants/rural-surface-transportation-grant-program>.

<sup>37</sup> USDOT. *2022 Rural Surface Transportation Grant Awards*, 2023. [https://www.transportation.gov/sites/dot.gov/files/2022-12/Fact%20Sheets%20Rural%202022\\_0.pdf](https://www.transportation.gov/sites/dot.gov/files/2022-12/Fact%20Sheets%20Rural%202022_0.pdf) (page 7).

<sup>38</sup> USDOT. *2022 Rural Surface Transportation Grant Program Awards*. [https://www.transportation.gov/sites/dot.gov/files/2022-12/Fact%20Sheets%20Rural%202022\\_0.pdf](https://www.transportation.gov/sites/dot.gov/files/2022-12/Fact%20Sheets%20Rural%202022_0.pdf) (page 7).

<sup>39</sup> SUMC. *Take a RIDE with Me: Highlighting the Adoption of Citywide Microtransit in Wilson, NC*, April 17, 2023. <https://learn.shareusemobilitycenter.org/casestudy/take-a-ride-with-me-highlighting-the-adoption-of-citywide-microtransit-in-wilson-nc/>.

## GRANT:

### Safe Streets and Roads for All (SS4A)

*US Department of Transportation*

The BIL also provides funding for the [Safe Streets and Roads for All \(SS4A\) Grant Program](#). Grants under SS4A are awarded on a competitive basis to projects that support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians, bicyclists, public transportation, personal conveyance, and micromobility users, motorists, and commercial vehicle operators.

SS4A is also an opportunity to raise the importance of equity within projects. The grant program acknowledges that communities have been historically underserved regarding roadway safety efforts. This is an opportunity to leverage funds to develop an equity framework and ensure that safety projects are community driven.<sup>40</sup>

SS4A extends \$5 billion to grantees in appropriated funds between Fiscal Years 2022 and 2026. This program funds two distinct types of grants: Planning and Demonstration Grants and Implementation Grants. Planning and Demonstration Grants are used to develop, complete, or supplement a comprehensive safety action plan, as well as carry out demonstration activities that inform an action plan.<sup>41</sup> For Fiscal Year 2023, Planning and

Demonstration Grants will have an expected minimum of \$100,000 and a maximum of \$10,000,000 for all applicants.

Implementation Grants are used to implement strategies or projects consistent with an existing action plan. They may also bundle funding requests for supplemental planning and demonstration activities that inform an action plan. Implementation Grants will have an expected minimum award of \$2,500,000 and maximum award of \$25,000,000.<sup>42</sup>

## PROJECT EXAMPLE:

### Vision Zero Transportation Safety Action Plan

*Douglas County, Kansas*

The City of Lawrence, Kansas, Douglas County Metropolitan Planning Organization and partners Baldwin City and the City of Eudora received \$160,000 in federal funding from the US Department of Transportation (USDOT) to complete a Vision Zero Safety Action Plan for Lawrence, Eudora and Baldwin City. This plan will establish a roadmap for how a community can eliminate traffic deaths and severe injuries on its streets through equitable and inclusive community engagement. The plan gives details on goals, emphasis areas, and action items. Additionally, this plan will adopt evidence-based technologies to promote safety and equity for those traveling in the Lawrence, Eudora, and Baldwin City area.<sup>43</sup>

<sup>40</sup> Vision Zero Network. *Four Things You May Not Know About Safe Streets & Roads for All Grants*, June 2, 2023. <https://visionzeronet.org/four-things-you-may-not-know-about-ss4a/>.

<sup>41</sup> USDOT. *Safe Streets and Roads for All (SS4A) Grant Program*, July 11, 2023. <https://www.transportation.gov/grants/SS4A>.

<sup>42</sup> Office of the Secretary of Transportation, USDOT. *USDOT FY23 Safe Streets and Roads for All Funding*, March 30, 2023. <https://www.transportation.gov/sites/dot.gov/files/2023-03/SS4A-NOFO-FY23.pdf>.

<sup>43</sup> City of Lawrence. *Vision Zero Transportation Safety Action Plan*. <https://lawrenceks.org/community-engagement/vision-zero/>.

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# Conclusion

Communities across the United States currently have an unprecedented opportunity to leverage dollars for clean transportation projects. Both the BIL and the IRA expanded opportunities available to states, MPOs, and other levels of government to support different types of clean transportation initiatives. That being said, states and MPOs should proactively seek these grants. Presidential administrations can change which projects are prioritized and awarded through these grants. While one current administration might prioritize issuing grants toward clean transportation projects, another might use the same laws to prioritize issuing grants toward projects focused on roads, bridges, and tunnels.

This report identified different grants states and MPOs can leverage for clean transportation projects, supporting initiatives like vehicle electrification, active transportation infrastructure, micromobility, and public transit. State transportation departments, MPOs, other levels of government, and advocacy groups should use this paper as a guide in considering what grants and projects to pursue while

both the BIL and IRA are in effect. While the BIL and IRA expanded resources available to mitigate the effects of climate change, the onus is on state, regional, and local governments to implement solutions best suited to their communities. New and existing federal grants might just be one-time or issued on a temporary basis, but their impacts have the potential to last decades, if not longer.

Moreover, transportation projects determine the future of communities. For that reason, states, MPOs, transit agencies, cities, tribal governments, and other forms of government carry new levels of influence in determining what the United States does in response to climate change and mobility. Advocates and decision-makers on the state, regional, and local levels must be proactive in procuring and flexing funding sources so that clean transportation projects become more widespread in the years to come. If not, the climate crisis will continue to worsen and negatively affect the quality of life in our communities.

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# Appendix



# Carbon Reduction Program

FHWA

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Provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources.

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## NEW FUNDING?

Yes. Established by the Bipartisan Infrastructure Law, appropriated funds over 5 years 2022-2026

## TYPE OF ELIGIBLE PROJECTS:

Traffic monitoring, management, and control facility or program, including advanced truck stop electrification programs; public transportation programs: transportation alternatives, including construction, planning and designing of bike and ped facilities; congestion management technologies; intelligent transportation systems capital improvements; energy-efficient alternatives for street lighting and traffic control devices; development of state carbon reduction strategies; congestion pricing projects; freight movement environmental and community impact reductions; alternative fuel vehicle acquisition; diesel engine retrofitting; CMAQ related traffic flow improvements; port facilities transportation emission reductions; etc

## ELIGIBLE APPLICANTS:

States, in consultation with MPOs

## TARGETED COMMUNITIES:

Requires states to develop carbon reduction strategies, and allows states to allocate funding for local projects to support those efforts.

## DOLLARS AVAILABLE:

About \$6.4 Billion over five years from FY 2022 to FY 2026; dollars by state for 5 year period: [https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp\\_5year\\_funding\\_by\\_state.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_5year_funding_by_state.cfm)

## DISCRETIONARY/COMPETITIVE/FORMULA/FLEX:

Formula

## MATCHING FUND REQUIRED?

Yes. Local match for eligible projects is 20% of total project costs

## LINK:

[https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp\\_fact\\_sheet.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm)

# Congestion Mitigation and Air Quality Improvement Program (CMAQ)

FHWA

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Funding source for state and local governments to fund transportation projects to help meet requirements of the Clean Air Act

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## NEW FUNDING?

No. Created in 1991 as part of the Intermodal Surface Transportation Efficiency Act. Funding through BIL increased by about 10%.

## TYPE OF ELIGIBLE PROJECTS:

Surface transportation projects that reduce tailpipe emissions. e.g., EV charging stations, diesel engine replacements, transit improvements, bicycle and pedestrian facilities, shared micromobility, etc.

## ELIGIBLE APPLICANTS:

State DOTs, local governments, transit agencies

## TARGETED COMMUNITIES:

Areas that do not meet particular National Ambient Air Quality Standards

## DOLLARS AVAILABLE:

\$2.587B (FY23)

## DISCRETIONARY/COMPETITIVE/ FORMULA/FLEX:

Formula/Flex

## MATCHING FUND REQUIRED?

Yes. Federal share: "90% for a project on the Interstate System (including a project to add high occupancy vehicle lanes or auxiliary lanes but excluding a project to add other lanes); and 80% for any other project."

## LINK:

<https://www.fhwa.dot.gov/bipartisan-infrastructure-law/cmaq.cfm>

# Energy Efficiency and Conservation Block Grant Program

DOE

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Helps states, local governments, and tribal governments implement strategies to reduce fossil fuel emissions, improve energy efficiency for buildings and transportation facilities, and work towards a cleaner, more efficient, and more equitable energy landscape.

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## NEW FUNDING?

No. Established under the American Recovery and Reinvestment Act of 2009, funded a second time through the Bipartisan Infrastructure Law

## TYPE OF ELIGIBLE PROJECTS:

Development and implementation of an energy efficiency and conservation strategy, performing energy efficiency retrofits, development of programs and technologies to conserve energy in transportation, including satellite work centers, infrastructure development (including bike lanes and pedestrian walkways), traffic signal synchronization, development of zoning guidelines that promote energy-efficient development.

## ELIGIBLE APPLICANTS:

States, local governments, or tribal governments

## TARGETED COMMUNITIES:

Government entities looking to retrofit facilities to reduce carbon emissions and increase energy efficiency

## DOLLARS AVAILABLE:

\$550M

## DISCRETIONARY/COMPETITIVE/ FORMULA/FLEX:

Formula/Competitive

Most funds are available through formula grants, but \$8.8 million is available through competitive grants

## MATCHING FUND REQUIRED?

No cost-matching requirement

## LINK:

<https://www.energy.gov/scep/energy-efficiency-and-conservation-block-grant-program>

# Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310 FTA

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Formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.

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## NEW FUNDING?

No. Fixing America's Surface Transportation (FAST) Act

## TYPE OF ELIGIBLE PROJECTS:

Traditional Section 5310 project examples include:

- buses and vans
- wheelchair lifts, ramps, and securement devices
- transit-related information technology systems, including scheduling/routing/one-call systems
- mobility management programs
- acquisition of transportation services under a contract, lease, or other arrangement

Nontraditional Section 5310 project examples include:

- travel training
- volunteer driver programs
- building an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features
- improving signage, or way-finding technology
- incremental cost of providing same day service or door-to-door service
- purchasing vehicles to support new accessible taxi, rides sharing and/or vanpooling programs
- mobility management programs

## ELIGIBLE APPLICANTS:

States and designated recipients are direct recipients; eligible subrecipients include private nonprofit organizations, states or local government authorities, or operators of public transportation.

## TARGETED COMMUNITIES:

Seniors and individuals with disabilities in all areas

## DOLLARS AVAILABLE:

Funds are available to the states during the fiscal year of apportionment plus two additional years (total of three years).

## DISCRETIONARY/COMPETITIVE/FORMULA/FLEX:

Formula

## MATCHING FUND REQUIRED?

Federal share of eligible capital costs may not exceed 80%, and 50% for operating assistance. The 10% that is eligible to fund program administrative costs including administration, planning, and technical assistance may be funded at 100% federal share.

## LINK:

<https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310>

# Environmental Justice Small Grants Program

EPA

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The Environmental Justice Small Grants Program awards grants that support community-driven projects designed to engage, educate, and empower communities to better understand local environmental and public health issues and develop strategies for addressing those issues, building consensus in the community, and setting community priorities. All projects are associated with at least one qualified environmental statute.

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## NEW FUNDING?

No. Environmental Protection Agency's (EPA) Office of Environmental Justice established in fiscal year 1994, the American Rescue Plan Act (ARPA) expanded funding in 2021

## TYPE OF ELIGIBLE PROJECTS:

Wide variety of projects are accepted, projects must address local environmental and public health concerns through collaborative partnerships. All proposed projects should include activities designed to engage, educate, and empower communities to understand the local environmental and public health issues and to identify ways to address these issues at the local level.

## ELIGIBLE APPLICANTS:

Incorporated non-profit organizations, US Territories, Tribal governments, Tribal organizations, Freely Associated States (FAS)

\*In order to qualify for consideration under the small non-profit organization set-aside described in this RFA—an applicant must be a non-profit organization with 10 or fewer full-time employees on staff - interested applicants must submit documentation with their application

## TARGETED COMMUNITIES:

Underserved communities and vulnerable populations

## DOLLARS AVAILABLE:

\$3.6 million will still be set-aside for small non-profit organizations. amounts of up to \$75,000 per award

## DISCRETIONARY/COMPETITIVE/ FORMULA/FLEX:

Competitive

## MATCHING FUND REQUIRED?

No

## LINK:

<https://www.epa.gov/environmentaljustice/environmental-justice-small-grants-program>

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

FHWA

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The PROTECT Grant Program helps 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 coastal infrastructure.

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## NEW FUNDING?

Yes. Established by the Bipartisan Infrastructure Law, appropriated funds over 5 years 2022-2026

## TYPE OF ELIGIBLE PROJECTS:

Projects selected under this program should be grounded in the best available scientific understanding of climate change risks, impacts, and vulnerabilities. They should support the continued operation or rapid recovery of crucial local, regional, or national surface transportation facilities. Furthermore, selected projects should utilize innovative and collaborative approaches to risk reduction, including the use of natural infrastructure, which is explicitly eligible under the program.

## Eligible Activities:

The PROTECT Discretionary Grant program provides funding for

- 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 in accordance with 23 U.S.C 176(e)(2). [§ 11405; 23 U.S.C. 176(c)(2) and 176(d)(3)]

- 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. [§ 11405; 23 U.S.C. 176(d)(4)(A)(ii)(I)];
- 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.

- 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 long-term 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. [§ 11405; 23 U.S.C. 176(d)(4)(C)(iii)]

**ELIGIBLE APPLICANTS:**

States, territories, MPOs, local governments, Indian tribes, multi-state or multi-jurisdictional groups, special purpose districts, etc.

**TARGETED COMMUNITIES:**

Communities impacted by natural hazards, including climate change, flooding, sea level rise, and other extreme weather events.

**DOLLARS AVAILABLE:**

Planning Grants:

- \$25 M/year for FY22-FY23
- \$30 M/year for FY24-FY26

Resilience Improvement Grants:

- \$175 M/year for FY22-FY23
- \$210 M/year for FY24-FY26

Community Resilience & Evacuation Route Grants:

- \$25 M/year for FY22-FY23
- \$30 M/year for FY24-FY26

At-Risk Coastal Infrastructure Grants:

- \$25 M/year for FY22-FY23
- \$30 M/year for FY24-FY26

**DISCRETIONARY/COMPETITIVE/FORMULA/FLEX:**

Formula/Competitive

**MATCHING FUND REQUIRED?**

Yes and No. For Planning grants, FHWA provides 100% of the cost share. Tribal governments that receive specific other grants can also receive a 100% cost share.

**LINK:**

<https://www.fhwa.dot.gov/environment/protect/>

# Reconnecting Communities Pilot Program

USDOT

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Established by the Bipartisan Infrastructure Law, initiative to reconnect communities that are cut off from opportunity and burdened by past transportation infrastructure decisions.

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## NEW FUNDING?

Yes. Established by the Bipartisan Infrastructure Law, appropriated funds over 5 years 2022-2026

## TYPE OF ELIGIBLE PROJECTS:

"[P]lanning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities"

## ELIGIBLE APPLICANTS:

States, local governments, tribes, MPOs, or non-profit organizations

## TARGETED COMMUNITIES:

Communities historically negatively impact by past transportation and infrastructure projects

## DOLLARS AVAILABLE:

\$1B over the next 5 years

## DISCRETIONARY/COMPETITIVE/ FORMULA/FLEX:

Discretionary

## MATCHING FUND REQUIRED?

Yes. For Planning projects, the maximum Reconnecting Communities award is 80% of the total project cost, and recipients must contribute a local matching share of no less than 20% of eligible activity costs. For Capital Construction projects, recipients must contribute a matching share of at least 20%, but the maximum Reconnecting Communities award is 50% of the total project cost. The remaining 30% of funding for Capital Construction projects can come from other federal funding programs. In disadvantaged communities, USDOT may provide 100% of the cost share.

## LINK:

<https://www.transportation.gov/grants/reconnecting-communities>



# Rural Surface Transportation Grant Program

USDOT

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## Supports rural transportation infrastructure

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### NEW FUNDING?

Yes. Established by the Bipartisan Infrastructure Law, appropriated funds over 5 years 2022-2026

### TYPE OF ELIGIBLE PROJECTS:

Highway, bridges, tunnels under National Highway Performance Program, Surface Transportation Block Grant, and Tribal Transportation Programs; highway freight project under National Highway Freight Program; highway safety improvement projects; an agricultural, commercial, energy, or intermodal facility access project on publicly-owned highway or bridge in rural areas; and "a project to develop, establish, or maintain an integrated mobility management system, a transportation demand management system, or on-demand mobility services"

### ELIGIBLE APPLICANTS:

States, regional transportation planning organizations, local governments, tribal governments, and multijurisdictional group of entities above

### TARGETED COMMUNITIES:

States, regional transportation planning organizations, local governments, tribal governments, and other multijurisdictional groups

### DOLLARS AVAILABLE:

\$2 billion over 5 years

### DISCRETIONARY/COMPETITIVE/ FORMULA/FLEX:

Competitive

### MATCHING FUND REQUIRED?

Yes. Matches are only not required for projects related to the Appalachian Development Highway System and the Denali Access System.

### LINK:

<https://www.transportation.gov/grants/rural-surface-transportation-grant-program>

## Safe Streets and Roads for All (SS4A)

USDOT

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The purpose of SS4A grants is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and refinement and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators. The program provides funding to develop the tools to help strengthen a community's approach to roadway safety and save lives and is designed to meet the needs of diverse local, Tribal, and regional communities that differ dramatically in size, location, and experience administering Federal funding.

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### NEW FUNDING?

Yes. Established by the Bipartisan Infrastructure Law, appropriated funds over 5 years 2022-2026

### TYPE OF ELIGIBLE PROJECTS:

Planning and Demonstration Grants for comprehensive safety action plans, including supplemental safety planning, and/or safety demonstration activities; and Implementation Grants used to implement strategies or projects that are consistent with an existing Action Plan

### ELIGIBLE APPLICANTS:

- Metropolitan Planning Organizations;
- Counties, cities, towns, and transit agencies or other special districts that are subdivisions of a State;
- Federally recognized Tribal governments; and
- Multijurisdictional groups comprised of the above entities.

### TARGETED COMMUNITIES:

Disadvantaged Communities

### DOLLARS AVAILABLE:

\$1,177,213,000 for FY 2023

### DISCRETIONARY/COMPETITIVE/ FORMULA/FLEX:

Discretionary/Competitive

### MATCHING FUND REQUIRED?

Yes. Recipients are required to contribute a local matching share of no less than 20% of eligible activity costs

### LINK:

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





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## Policy Paper



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