



**U.S. Department  
of Transportation**



# Local Road Safety Plans Funding Opportunities

October 19, 2023

# NJDOT SAFETY RESOURCE CENTER



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## Safer roadways start here.

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Safer Roads



Safer Users

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# Navigating DOT Discretionary Grant Opportunities



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# DOT Discretionary Grants Dashboard



[DOT Navigator Home](#)

[Grant Application Resources](#)

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[Learn About the Bipartisan Infrastructure Law](#)

[Find Transportation Contacts Near You](#)

[ROUTES Home](#)

## Related Links

- [FHWA Tribal Funding Opportunities](#)
- [EV Funding Opportunities](#)
- [National Roadway Safety Strategy](#)
- [J40 Initiative](#)

## DOT Discretionary Grants Dashboard

The DOT Discretionary Grants Dashboard provides communities with an overview of discretionary grant opportunities that can help meet their transportation infrastructure needs. Designed with all communities in mind, the Dashboard identifies grant programs with rural and Tribal set-asides or match waivers available. The Dashboard also includes Federal grant programs outside of DOT that may be of particular interest to rural communities. An updated Rural Grant Applicant Toolkit will soon be published to help rural communities harness the Dashboard. The Dashboard is updated weekly.

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

 [Download CSV](#)

Keywords

Eligible Activities Eligible Applicants

Agency/Office Transportation Type

Match Waiver Rural Set-Aside Tribal Set-Aside Status

[Apply](#)



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[https://service.govdelivery.com/accounts/USDOT/subscriber/new?topic\\_id=USDOT\\_167](https://service.govdelivery.com/accounts/USDOT/subscriber/new?topic_id=USDOT_167)

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



# What is the DOT Discretionary Grants Dashboard?

- The Dashboard provides an overview of discretionary grant opportunities for transportation infrastructure.
- The Dashboard was developed as a resource for any type of community.
- The Toolkit helps potential applicants in identifying and navigating discretionary opportunities



# FHWA Bicycle & Pedestrian Funding Opportunities

## Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds

September 9, 2022

This table indicates potential eligibility for pedestrian and bicycle activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects need to meet program eligibility requirements. See notes and basic program requirements below, with links to program information. Project sponsors should integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects.

**Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds**  
 Key: \$ = Activity may be eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.

Activity or Project Type	OS		
	RAISE	INFRA	RC
Road Safety Assessment for pedestrians and bicyclists	\$		
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike traffic safety laws			
Safety education positions			
Safety enforcement (including police patrols)			
Safety program technical assessment (for peds/bicyclists)			
Separated bicycle lanes	\$	\$	\$
Shared use paths / transportation trails	\$	\$	\$
Sidewalks (new or retrofit)	\$	\$	\$
Signs, signals, signal improvements (incl accessible pedestrian signals) see note	\$	\$	\$
Signing for pedestrian or bicycle routes	\$	\$	\$
Spot improvement programs (for pedestrian and bicycle facilities)	\$	\$	
Stormwater impacts related to pedestrian and bicycle project impacts	\$	\$	\$
Traffic calming	\$	\$	\$
Trail bridges	\$	\$	\$
Trail construction and maintenance equipment			
Trail/highway crossings and intersections	\$	\$	\$
Trailside/trailhead facilities (restrooms, water, not general park amenities)	~\$		
Training			
Training for law enforcement on ped/bicyclist safety laws			
Tunnels / underpasses for pedestrians and/or bicyclists	\$	\$	\$
Vulnerable Road User Safety Assessment			

### Abbreviations

ADA/504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973  
**RAISE**: Rebuilding American Infrastructure with Sustainability and Equity  
**INFRA**: Infrastructure for Rebuilding America Discretionary Grant Program  
**RC**: Reconnecting Communities Pilot Program  
**SS4A**: Safe Streets and Roads for All  
**Thrive**: Thriving Communities Initiative (TA: Technical Assistance)  
**RRIF**: Railroad Rehabilitation and Improvement Financing (loans)  
**TIFA**: Transportation Infrastructure Finance and Innovation Act (loans)  
**FTA**: Federal Transit Administration Capital Funds  
**ATI**: Associated Transit Improvement (1% set-aside of FTA)  
**TOD**: Transit-Oriented Development  
**AoPP**: Areas of Persistent Poverty Program  
**NHTSA 402**: National Highway Traffic Safety Administration State and Community Highway Safety Grant Program  
**NHTSA 405**: National Highway Traffic Safety Administration National Priority Safety Programs (Nonmotorized safety)  
**BFP**: Bridge Formula Program; **BIP**: Bridge Investment Program; **BRR**: Bridge Replacement and Rehabilitation Program  
**CRP**: Carbon Reduction Program

Activity or Project Type	OST Programs										Federal Transit				NHTSA		Federal Highway Administration												
	RAISE	INFRA	RCP	SS4A	Thrive	RRIF	TIFA	FTA	ATI	TOD	AoPP	402	405	BFP BIP BRR	CRP	CMAQ	HSIP	RHCP	NHPP	PRO TECI	STBG	TA	RTP	SRTS	PLAN	NSBP	FLTTP	TTP	TTPSF
Access enhancements to public transportation (benches, bus pads)	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	~\$					\$	\$			\$	\$	\$	\$				\$	\$	\$	\$
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan				\$	TA				\$	\$					\$							\$	\$	\$		\$		\$	\$
Barrier removal for ADA compliance	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	~\$				\$	\$				\$	\$	\$	\$				\$	\$	\$	\$
Bicycle plans			~\$	\$				\$	\$	\$					\$						\$	\$	\$		\$	\$	\$	\$	\$
Bicycle helmets (project or training related)												\$									\$				\$			\$	
Bicycle helmets (safety promotion)																					\$				\$			\$	
Bicycle lanes on road	~\$	~\$	\$	\$	~\$	~\$	\$	\$	~\$	~\$				\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$
Bicycle parking (see <a href="#">Bicycle Parking Solutions</a> )	~\$	~\$	\$	\$	~\$	~\$	\$	\$	~\$	~\$				\$	\$				\$	\$	\$	\$				\$	\$	\$	\$
Bike racks on transit	~\$		\$	~\$			~\$	\$	\$	~\$					\$	\$					\$	\$						\$	\$
Bicycle repair station (air pump, simple tools)	~\$		\$	~\$	~\$	~\$	\$	\$	~\$	~\$					\$						\$	\$						\$	\$
Bicycle share (capital and equipment; not operations)	~\$	~\$	\$	~\$	~\$	~\$	\$	\$	~\$	~\$					\$	\$			\$		\$	\$						\$	\$
Bicycle storage or service centers (example: at transit hubs)	~\$		\$	~\$	~\$	~\$	\$	\$	~\$	~\$					\$	\$					\$	\$						\$	\$
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	~\$				\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Bus shelters and benches	\$	\$	\$	~\$	~\$	~\$	\$	\$	~\$	~\$				\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$	\$	\$
Coordinator positions (State or local) (limits on CMAQ and STBG)				\$	TA				\$	\$						\$					\$				\$			\$	
Community Capacity Building (develop organizational skills/processes)				\$	TA				\$	\$															\$			\$	
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	~\$				\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Curb ramps	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	~\$				\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Counting equipment			\$	\$	\$		~\$	\$	\$	~\$								\$		\$		\$	\$	\$	\$	\$	\$	\$	\$
Data collection and monitoring for pedestrians and/or bicyclists	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	~\$				\$		\$			\$		\$	\$	\$	\$	\$	\$	\$	\$	\$
Emergency and evacuation routes for pedestrians and/or bicyclists	\$	\$	\$	~\$	~\$	~\$	\$	\$	~\$	~\$				\$		\$			\$		\$	\$	\$	\$	\$	\$	\$	\$	\$
Historic preservation (pedestrian and bicycle and transit facilities)	~\$		~\$	~\$	~\$	~\$	\$	\$	~\$	~\$				\$							\$	\$					\$	\$	\$
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, water fountains); usually part of larger project	~\$	~\$	~\$	~\$	~\$	~\$	\$	\$	~\$	~\$				\$					~\$	\$	\$	\$					\$	\$	\$
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	\$	\$	\$	~\$	~\$	\$	\$	~\$	~\$				\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Maps (for pedestrians and/or bicyclists)				\$				\$	\$	~\$				\$	\$						\$	\$	\$	\$	\$	\$	\$	\$	\$
Micromobility projects (including scooter share)	\$		\$	~\$	~\$	~\$			~\$	~\$				\$	\$						\$	\$	\$	\$	\$	\$	\$	\$	\$
Paved shoulders for pedestrian and/or bicyclist use	\$	~\$	\$	\$	~\$	~\$			~\$	~\$				\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Pedestrian plans	\$	~\$	~\$	\$	~\$	~\$	\$		\$	\$				\$							\$	\$	\$	\$	\$	\$	\$	\$	\$
Rail at-grade crossings	\$	\$	\$	~\$	~\$	~\$	\$	\$	~\$	~\$				\$		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Recreational trails	\$		\$	~\$	~\$	~\$			~\$	~\$											\$	\$	\$	\$			\$	\$	\$
Resilience Improvements for pedestrians and bicyclists	\$	\$	\$	~\$	~\$	~\$			~\$	~\$				~\$	~\$	~\$					\$	\$	\$	\$	\$	\$	\$	\$	\$
Road Diets (pedestrian and bicycle portions)	\$	\$	\$	\$	~\$	~\$	\$		~\$	~\$					\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$

**NSBP**: National Scenic Byways Program  
**FLTTP**: Federal Lands and Tribal Transportation Programs; [Federal Lands Access Program](#), [Federal Lands Transportation Program](#), [Tribal Transportation Program](#), [Federal Lands Planning Program](#) and related programs for Federal and Tribal lands such as the [Nationally Significant Federal Lands and Tribal Projects](#) program.  
**TTP**: Tribal Transportation Program  
**TTPSF**: Tribal Transportation Program Safety Fund



# FHWA Competitive Grant Programs

## Competitive Grant Funding Matrix

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

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

Grant Program	Program Description	State Highway agency	Metropolitan Planning Organization (MPO)	Local Government or agency
<a href="#">Advanced Digital Construction Management Systems (ADCMS)</a>	A program to promote, implement, deploy, demonstrate, showcase, support and document the application of advanced digital construction management systems, practices, performances, and benefits.	Yes	Yes (In partnership with State DOT)	Yes (In partnership with State DOT)
<a href="#">Reduction of Truck Emissions at Port Facilities (RTEPF) Grant Program</a>	Studies and provides grants to reduce idling at port facilities, including through the electrification of port operations.	Yes	Yes	Yes
<a href="#">Rebuilding American Infrastructure with Sustainability and Equity (RAISE)</a>	Provides grants for surface transportation infrastructure projects that will have a significant local or regional impact (aka Local and Regional Project Assistance).	Yes	Yes	Yes
<a href="#">Nationally Significant Multimodal Freight and Highway Projects (INFRA)</a>	Provides grants for multimodal freight and highway projects of national or regional significance.	Yes	Yes (with a population over 200,000)	Yes
<a href="#">National Infrastructure Project Assistance Program (MEGA)</a>	Provides grants to surface transportation infrastructure that are too large or complex for traditional funding programs that will have a significant national or regional impact.	Yes	Yes	Yes
<a href="#">Rural Surface Transportation Grant Program</a>	Provides grants for projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.	Yes		Yes
<a href="#">Safe Streets and Roads for All</a>	Provides grants to support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as "Vision Zero" or "Toward Zero Deaths" initiatives).		Yes	Yes
<a href="#">Bridge Investment Program</a>	Provides grants for projects to improve the condition of bridges and culverts and the safety, efficiency, and reliability of the movement of people and freight over bridges.	Yes	Yes (population greater than 200,000)	Yes
<a href="#">Reconnecting Communities Pilot Program — Planning Grants</a>	Provides grants for feasibility studies and other planning activities for projects to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.	Yes	Yes	Yes
<a href="#">Reconnecting Communities Pilot Program — Capital Construction Grants</a>	Provides grants for projects to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.	Yes (The applicant must be the owner of the system. Others may partner with the owner.)	Yes (The applicant must be the owner of the system. Others may partner with the owner.)	Yes (The applicant must be the owner of the system. Others may partner with the owner.)
<a href="#">Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Discretionary Grants</a>	Provides grants for activities that enable communities to address vulnerabilities to current and future weather events, natural disasters, and changing conditions, including sea level rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities.	Yes	Yes	Yes

# Federal Highway Administration (FHWA) Funding Opportunities



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# Snapshot of FY 2022 BIL Discretionary Grant Applications

See a list of all who have applied for FY2022 grant programs managed by the Office of the Secretary

- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program**
- **INFRA, MEGA, Rural Surface Transportation Grant Programs**
- **Reconnecting Communities Program (RCP)**
- **Safe Streets and Roads for All (SS4A)**
- **Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program**

*Of the 2,832 project applications included in this spreadsheet, USDOT funded 828 projects, representing 30% of the eligible applications and more than \$6 billion in Federal funding*

- DOT Navigator Home
- Grant Application Resources >
  - Overview
  - Overview of DOT Funding and Financing
  - USDOT Discretionary Grant Process
  - Snapshot of BIL Discretionary Grant Applications
  - Understanding Match Requirements
  - How to Navigate Grants.gov to Submit Applications
  - Tools to Determine Disadvantaged Community Status
  - Maximizing Award Success:

## Snapshot of BIL Discretionary Grant Applications

Interested in seeing who has applied to grants funded by the Bipartisan Infrastructure Law (BIL) and managed by the USDOT Office of the Secretary? [View the list of eligible applicants for the 2022 rounds of RAISE, INFRA, Mega, Rural, RCP, SS4A, and SMART.](#) More information about each of these grant programs is provided below.

- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program:** This program provides a unique opportunity for USDOT to invest in road, rail, transit, and port projects that promise to achieve national objectives. Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, Congress has dedicated nearly \$12.1 billion for fourteen rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.
- For FY 2022, INFRA, Mega, and the Rural Surface Transportation Grant Program were part of the Multimodal Project Discretionary Grant Opportunity (MPDG) combined Notice of Funding Opportunity.
  - **INFRA** (known statutorily as Nationally Significant Multimodal Freight & Highway Projects): This program awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.



<https://www.transportation.gov/grants/dot-navigator/snapshot-bil-discretionary-grant-applications> -

# Safe Streets and Roads for All (SS4A)

- \$5 billion discretionary grant program, with ~\$1 billion per year over 5 years
- Purpose: prevent deaths and serious injuries on our roadways
- Focus on comprehensive safety action planning, and implementing projects and strategies identified in safety Action Plans
- Inclusive of all types of roadway safety interventions across the Safe System Approach



Notice of Funding Opportunity (NOFO) expected Spring 2024

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



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# Rebuilding American Infrastructure with Sustainability and Equity (RAISE)



## RAISE Grants

Rebuilding American Infrastructure with Sustainability and Equity

Multimodal, merit-based, competitive grant program for surface transportation infrastructure

Improve safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness, state of good repair, partnership, and innovation

Awards must demonstrate modal and geographic diversity

<https://www.transportation.gov/RAISEgrants>



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# Accelerated Innovation Deployment (AID Demo)

## AID Demonstration - Graduated Innovations

FHWA, in partnership with the American Association of State Highway and Transportation Officials Innovation Initiative and the National Local Technical Assistance Program Association, has determined that certain transportation innovations from past cycles of the Every Day Counts program have advanced to mainstream, wide-spread use and practice, and are deemed to have “graduated” from consideration for funding under the AID Demonstration Program. The Graduated Innovations will continue to be supported by the FHWA through Program Office initiatives, and with training and technical support provided through the Office of Technical Services Resource Center.

Every Day Counts	State DOT	Local/Tribal
<b>EDC-1 (2011 - 2012)</b>		
Adaptive Signal Control Technology	Yes	Yes
Design-Build	Yes	No
PBES	Yes	Yes
Use of Programmatic Agreements	Yes	Yes
Use of In-Lieu Fee and Mitigation Banking	Yes	Yes
Warm Mix Asphalt	Yes	Yes
<b>EDC-2 (2013 - 2014)</b>		
3D Engineered Models	Yes	No
Accelerated Bridge Construction	Yes	Yes
Design-Build	Yes	No
Intelligent Compaction	Yes	No
National Traffic Incident Management Responder Training	Yes	Yes
<b>EDC-3 (2015 - 2016)</b>		
3D Engineered Models	Yes	No
e-Construction	Yes	No
GRS-IBS	Yes	Yes
Improving Collaboration and Quality Environmental Documentation	Yes	Yes



# Wildlife Crossings Pilot Program (WCPP) Discretionary Grant Program

- \$112 Million for FY 2022-2023 via discretionary grants to achieve a reduction in the number of wildlife-vehicle collisions and improve wildlife habitat connectivity
- At least 60% of funds will be awarded to rural areas
- **Eligible project types:** Non-Construction and Construction Projects
- **Eligible applicants:** States, metropolitan planning organizations, local governments, regional transportation authorities, special purpose districts or public authorities with a transportation function, Tribes, Federal land management agencies, or a group of eligible entities.



[highways.dot.gov/federal-lands/programs/wildlife-crossings](https://highways.dot.gov/federal-lands/programs/wildlife-crossings)

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

\$848 Million from FY 2022-2023 via discretionary grants to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters.

- Four funding categories:
  - Planning
  - Resilience Improvement
  - Community Resilience and Evacuation Routes
  - At-Risk Coastal Infrastructure
- Eligible applicants include States, metropolitan planning organizations, local governments, Tribes, and other public agencies. Also includes territories for at-risk coastal infrastructure grants only
- [. www.fhwa.dot.gov/environment/protect/discretionary/](https://www.fhwa.dot.gov/environment/protect/discretionary/)



# Technical Assistance Resources

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FHWA BIL Website - [www.fhwa.dot.gov/bipartisan-infrastructure-law/](http://www.fhwa.dot.gov/bipartisan-infrastructure-law/)

- Where to get support
  - Federal-aid Division offices
  - Office of Tribal Transportation
  - Resource Center
  - Local Technical Assistance Program (LTAP) Centers
  - Tribal Technical Assistance Program (TTAP) Centers
  - National Highway Institute
  - Federal-Aid Highway 101 (#310110)
  - Understanding the Uniform Guidance Requirements (2 CFR 200) for Federal Awards (#231034)
  - Federal-aid Essentials for Local Public Agencies

# Questions?

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FHWA-NJ Division

