



RURAL OPPORTUNITIES TO
USE TRANSPORTATION FOR
ECONOMIC SUCCESS

ROUTES

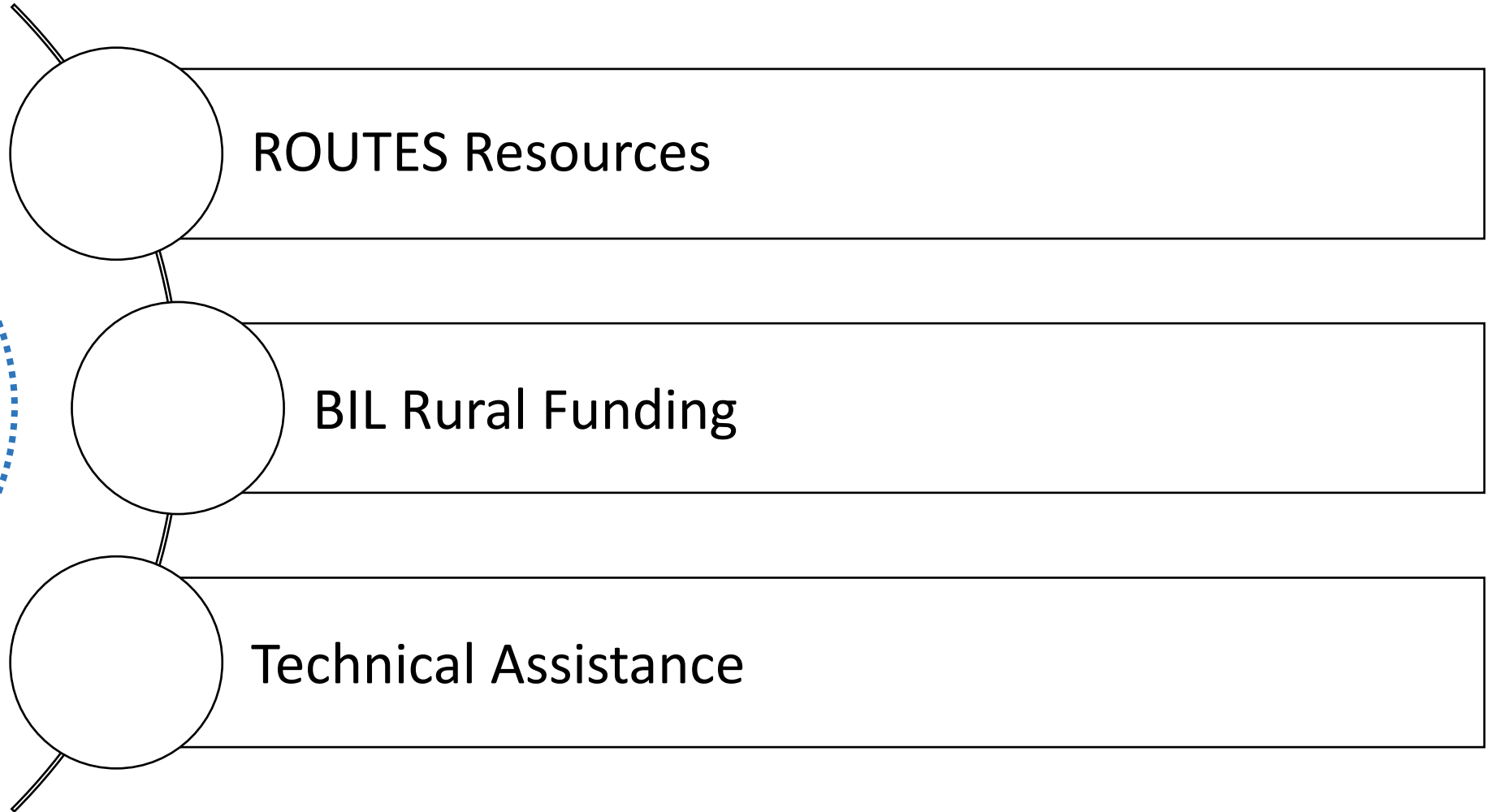
Name – US DOT

Date, 2024

Contact Us!

Rural@dot.gov

www.transportation.gov/rural





About the ROUTES Initiative

The Rural Opportunities to Use Transportation for Economic Success (ROUTES) Initiative aims to address disparities in rural transportation infrastructure and improve safety, mobility, and economic competitiveness nationwide.



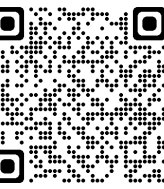
The ROUTES Office seeks to:

Engage Rural Communities through a series of events to better understand the needs and priorities of rural communities and collect essential data from stakeholders representing different communities, groups, workers, and industries to identify solutions.

Harmonize DOT Programs to implement rural policy by establishing the ROUTES Council to lead and coordinate Departmental activities to implement the *Bipartisan Infrastructure Law* and better align new and existing funding, financing, and technical assistance programs with the needs of rural and Tribal communities.

Utilize a Whole-of-Government Approach by partnering with other rural-focused federal agencies to expand DOT's presence in rural America, better promote Departmental resources to their customers, and capitalize on synergies between federal funding programs.

ROUTES Resources



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Modal Administrations >
Contact ROUTES

Related Links

- [US DOT Grant Programs and Projects](#)
- [Grant Applicant Toolkit](#)
- [Rural EV Infrastructure Toolkit](#)
- [National Center for Rural Road Safety](#)
- [Access to Intercity Transportation in Rural Areas](#)
- [Subscribe to ROUTES updates](#)

Related Documents

- [ROUTES Fact Sheet](#)

Contact Us

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If you are deaf, hard of hearing, or have a speech disability, please dial 7-1-1 to access

Rural Opportunities to Use Transportation for Economic Success (ROUTES)



Rural Opportunities to Use Transportation for Economic Success (ROUTES) is an initiative to address disparities in rural transportation infrastructure by developing user-friendly tools and information, aggregating DOT resources, and providing technical assistance. The ROUTES Initiative aims to ensure rural transportation infrastructure's unique challenges are considered in order to meet priority transportation goals of safety, mobility, and economic competitiveness.

Read our newly released [Rural EV Infrastructure Toolkit](#), which was developed as part of the ROUTES Initiative to help rural communities plan and fund electric vehicle (EV) charging infrastructure.

The ROUTES Initiative is established to...

- **Engage Rural Communities** through a series of events to better understand their transportation needs and priorities, and to collect essential data from stakeholders representing different communities, groups, workers, and industries to identify necessary transportation solutions.
- **Harmonize DOT Programs** to implement rural policy by re-constituting the ROUTES Council to lead and coordinate Departmental activities to implement the [Bipartisan Infrastructure Law](#) and better align new and existing funding, financing, and technical assistance programs with the needs of rural and Tribal communities.
- **Utilize a Whole-of-Government Approach** by partnering with other rural-focused federal agencies and regional commissions to expand DOT's presence in rural America, better promote DOT's resources to their customers, and capitalize on synergies between federal funding programs.

The Rural Transportation Network is Critical for Our Economy

- Rural transportation networks are critically important for domestic production and export of agriculture,

Webinars

- Benefit Cost Analyses for Rural Projects
- TIFIA Rural Projects Initiative
- Transit Resources
- National Roadway Safety Strategy

Tools and Toolkits

- Rural Eligibility Map
- Point of Contact Map
- Grant Applicant Toolkit
- Rural EV Infrastructure Toolkit

Funding Opportunities

- Active & Upcoming NOFOs
- Links to Past Awards

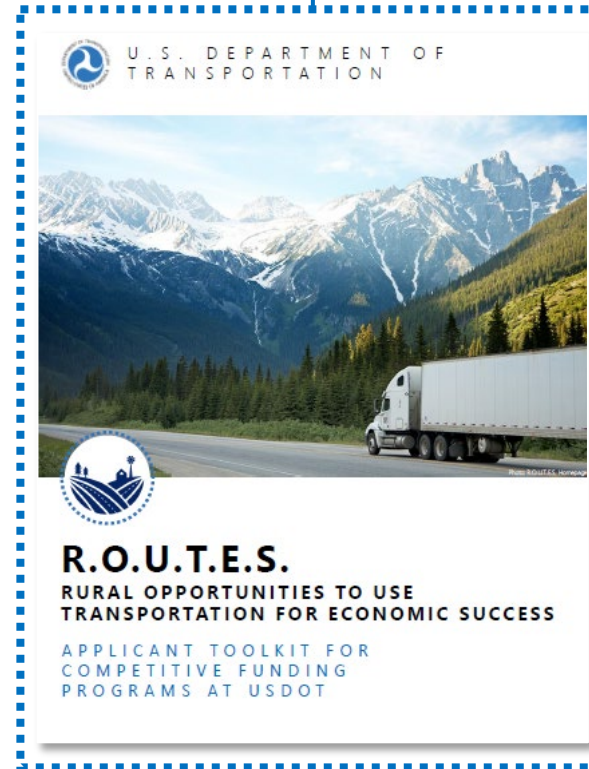
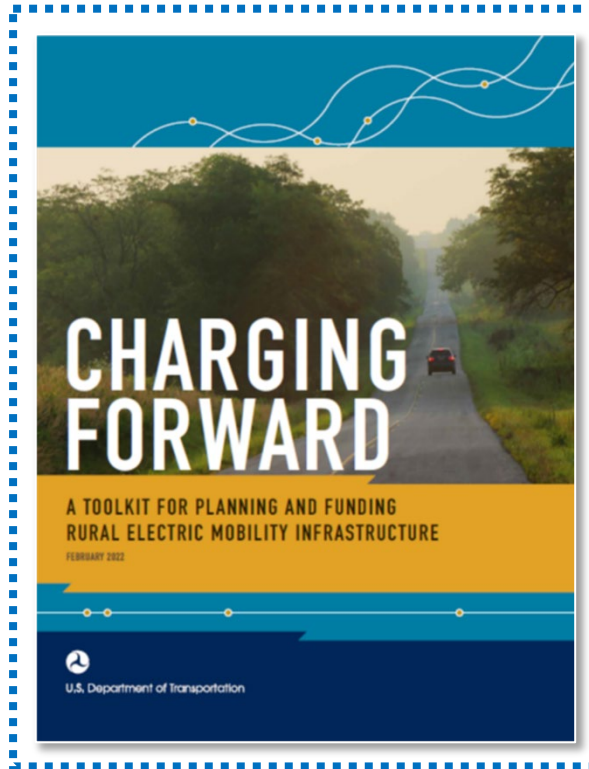
Modal Specific Landing Pages

Monthly Newsletters



INTERESTED IN EV INFRASTRUCTURE?

This toolkit helps rural communities scope, plan, and fund electric vehicle charging infrastructure. Rural entities can use the toolkit to identify key project partners and available funding or financing to help make their project a reality.



APPLYING FOR A GRANT FROM USDOT?

This toolkit provides user-friendly information and resources to support rural applicants' understanding of USDOT discretionary grant programs and the funding process.

Also, check out the accompanying [DOT Discretionary Grants Dashboard](#).

Check out these toolkits and more at www.transportation.gov/rural.
Contact us at rural@dot.gov.



***Charging Forward: A Toolkit for Planning and Funding Rural Electric Mobility Infrastructure* helps rural stakeholders scope, plan, and fund electric vehicle charging infrastructure.**

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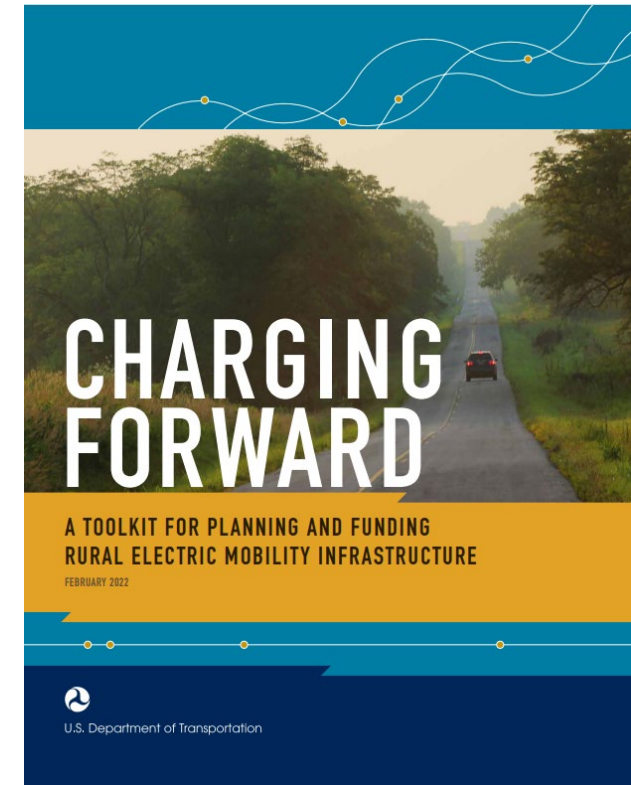
- Electric Vehicle Basics
- Benefits and Challenges of Rural Vehicle Electrification
- Partnership Opportunities
- EV Infrastructure Planning for Rural Areas
- EV Infrastructure Funding and Financing for Rural Areas

INCLUDES...

- Grant and loan opportunities
- Planning tools and resources
- Rural success stories

UPDATED (MAY 2023)

- Stakeholder feedback
- Expanded content on
 - Transit vehicles
 - School buses
 - Micromobility
 - Accessible design
- New funding programs, including the Bipartisan Infrastructure Law (BIL)
 - National Electric Vehicle Infrastructure Formula Program (\$5 billion)
 - Discretionary Grant Program for Charging and Fueling Infrastructure (\$2.5 billion)
 - Clean School Bus Program (\$5 billion)





Other Types of Electric Mobility

Battery-electric buses and electric micromobility can provide additional mobility options and flexibility and can fill critical transportation gaps for individuals without access to a personal vehicle.



Electric Transit Buses

- Standard range/fast-charge bus with smaller battery (50-250 kWh)
- Extended range bus with larger battery (250-660 kWh)
- Charging:
 - Plug-in (Level 2 or DCFC)
 - Overhead conductive
 - Wireless inductive

Electric School Buses

- Smaller battery since has opportunity for mid-day charge
- When not in use, electric school buses with bidirectional batteries can sell power back to the grid or serve as backup power.
- Plug-in charging (Level 2 or low-level DCFC)

Electric Micromobility

- Any small, low-speed, electric-powered transportation device
- Includes electric-assist bicycles (e-bikes) and electric scooters (e-scooters)
- Charges with a cable or dock
- Typically Level 1 residential charging



Key EV Federal Funding Programs

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

- National Electric Vehicle Infrastructure (NEVI) Program
- Charging and Fueling Infrastructure (CFI) Discretionary Grant Program
- Congestion Mitigation and Air Quality Improvement (CMAQ) program
- Federal Land Access Program (FLAP)
- Transportation Alternatives Set-Aside Program

Federal Transit Administration

Grants for Buses and Bus Facilities Programs

Office of the Secretary of Transportation

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

DEPARTMENT OF AGRICULTURE

Rural Development

- Community Facilities Direct Loan and Grant Program
- Rural Energy Savings Program

DEPARTMENT OF ENERGY

Vehicle Technologies Office

- Funding Opportunity Announcements (FOAs)

Office of State and Community Energy Programs

- State Energy Program (SEP)

Loan Programs Office

- Title XVII Innovative Clean Energy Program

ENVIRONMENTAL PROTECTION AGENCY

- Diesel Emissions Reduction Act (DERA) Programs
- Clean School Bus Program

INTERNAL REVENUE SERVICE

- Alternative Fuel Infrastructure Tax Credit

The Inflation Reduction Act (2022)

- Includes provisions to revitalize American manufacturing and create clean energy jobs.
- Will enable several new EV-related programs across multiple Federal agencies



Success Story: Funding Corridor Charging in AK

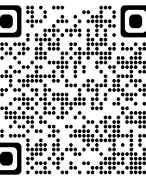
In 2021 the Alaska Energy Authority awarded nearly \$1 million in grants to help install EV charging stations in nine communities located at critical points along the State's highway system.

SEP AND VW SETTLEMENT FUNDS IN ALASKA

In June 2021, the Alaska Energy Authority awarded nearly [\\$1 million in grants](#) to support EV charging station deployment throughout the State. The grants will enable the installation of eight Level 2 chargers and 15 DCFCs in nine communities across the State. Funding for the project comes from the Volkswagen (VW) Environmental Mitigation Trust Fund and the U.S. Department of Energy's State Energy Program (SEP).



(Source: RL Martin via NASEO)



Overview of the Toolkit

- Developed to help rural applicants understand the discretionary grant process and apply for opportunities
- Identifies funding opportunities across modes and project lifecycle of interest to rural communities
- Designed for all levels of grant applicant experience

2023 Revisions/Additions

- Major enhancements in this revision include:
 - Update to add new BIL programs
 - Expansion to non-DOT federal grants, regional commissions
 - Upgrade the static directory of grants to a live, searchable database: [DOT Discretionary Grants Dashboard](#)
- All elements coordinated with and reviewed by OAs and the other federal agencies.

9 Tips for Writing a Grant Application

1. Verify Eligibility
2. Submit All Required Materials
3. Write a Compelling Narrative
4. Comply with Regulations
5. Communicate Impact
6. Demonstrate Commitment and Accountability
7. Prepare for Potential Solicitations
8. Demonstrate Stewardship of Federal Funds
9. Ensure Feasibility of Project Delivery





 [Download CSV](#)

Keywords

Eligible Activities Eligible Applicants

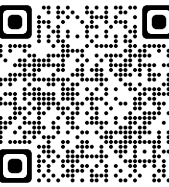
Agency/Office Transportation Type

Match Waiver Rural Set-Aside Tribal Set-Aside Status

[Apply](#)

HIGHLIGHTS

- 90+ grant programs
- Covers DOT and Non-DOT Agencies
 - 8 DOT Agencies
 - 10+ Non-DOT Agencies
- Multiple search filters
 - Keyword
 - Eligible Activities
 - Eligible Entities
 - Transportation Type
 - Match Waiver
 - Status (Open/Closed)
- Customized features for Rural and Tribal communities
- Save results as Excel csv file



- Brief summary
- Current status
- Eligible applicants, activities, and transportation types
- Most recent annual program amount and individual award amount
- Match waiver and applicant match requirement
- Links to Grants.gov page and additional information
- Eligibility, Funding, and Contact Information

Strengthening Mobility and Revolutionizing Transportation (SMART) Grants

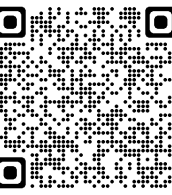
General Grant Program Information

The [Strengthening Mobility and Revolutionizing Transportation \(SMART\) Grant program](#) provides funding to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety, among the other [US DOT Innovation Principles](#). The program seeks to fund purpose-driven innovation and focuses on building data and technology capacity and experience for state, local, and Tribal governments. The SMART grants program will award \$100 million in grants annually from FY 2022-2026.

Opportunity Status:	Archived
Posted Date:	09/19/2022
Close Date:	11/18/2022
Eligible Applicants:	State Governments; Local Governments; Federally Recognized Tribes and Affiliated Groups; Planning and Project Organizations
Eligible Activities:	Planning; Construction; Equipment and Materials; Operations and Maintenance; Technology Demonstrations and Deployment; Technical Assistance, Workforce Development, and Training/Education
Transportation Type:	Air; Maritime; Railway; Roadway; Transit
Most Recent Annual Program Funding Amount:	\$100 Million
Annual Award Amount:	Not Listed
Cost Sharing or Matching Requirement:	No
Match Waiver:	No
Grant Opportunity ID:	DOT-SMART-FY22-01
Grant Opportunity Link:	SMART Program Opportunity
Agency:	USDOT / Office of the Secretary of Transportation (OST)

Eligibility Information

Eligible applicants include:



Federal Highway Administration

Proven Safety Countermeasures in Rural Communities

**Coming soon:
NHTSA Rural
Countermeasures
that Work**



U.S. Department of Transportation
Federal Highway Administration

ZERO IS OUR GOAL
A SAFE SYSTEM IS HOW WE GET THERE

FHWA-SA-24-005

Rural Grant Opportunities in BIL



More than \$44B over 5 years for rural transportation infrastructure

- Introduced new rural-specific programs
 - Rural Surface Transportation Grant Program
 - Rural & Tribal Assistance Program
- Increased funding for programs with rural set-asides
 - RAISE (50% rural set aside)
 - INFRA (25% rural set aside)

BIL resources

- White House [Bipartisan Infrastructure Law Playbook](#)
- White House [Bipartisan Infrastructure Law Rural Playbook](#)
- DOT [Bipartisan Infrastructure Law Hub](#)
- DOT [Fact Sheet for Rural Communities](#)



Key Active & Upcoming NOFOs



Program	NOFO Close Date	Available Funding	OA
Safe Streets and Roads for All (SS4A) Grant Program (First Deadline for Planning and Demonstration Grants)	April 4, 2024	\$1,256,687,000	OST
Various PHMSA Grants	April 5, 2024	\$13,076,125	PHMSA
Various PHMSA Grants	April 10, 2024	\$4,558,000	PHMSA
Various FMCSA Grants	April 19, 2024	\$179,400,000	FMCSA
Low or No Emission Grant Program	April 25, 2024	\$1,103,963,762	FTA
Grants for Buses and Bus Facilities Program	April 25, 2024	\$390,045,823	FTA
Port Infrastructure Development Program	April 30, 2024	\$650,000,000	MARAD
MPDG (Mega, INFRA, Rural) Program	May 6, 2024	\$5,100,000,000	OST
Small Shipyard Grants	May 8, 2024	\$8,750,000	MARAD
Safe Streets and Roads for All (SS4A) Grant Program (Second Deadline for Planning and Demonstration Grants)	May 16, 2024	\$1,256,687,000	OST
Safe Streets and Roads for All (SS4A) Grant Program (Sole Deadline for Implementation Grants)	May 16, 2024	\$1,256,687,000	OST
Active Transportation Infrastructure Investment Program	June 17, 2024	\$44,550,000	FHWA
Safe Streets and Roads for All (SS4A) Grant Program (Third and Last Deadline for Planning and Demonstration Grants)	August 29, 2024	\$1,256,687,000	OST
Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program	Opens April 2024	TBD	FRA
Natural Gas Distribution Infrastructure Safety and Modernization (NGDISM) Grants	Opens April 2024	TBD	PHMSA
Ferry Service for Rural Communities	Opens Spring 2024	TBD	FTA

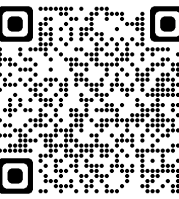
Please note schedule is approximate and subject to change

<https://www.transportation.gov/rural/funding-opportunities>

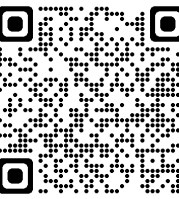
Note: This table does not include all BIL programs or eligible entities, and there are additional nuances not represented in this table.



MPDG Program Grants



Program	Description	Additional Considerations	FY25 & FY26 Funding
Infrastructure for Rebuilding America (INFRA)	Supports multimodal freight and highway projects of national/regional significance to improve the safety, efficiency, and reliability of the movement of freight and people across rural and urban areas	25% of large (grants > \$25 Million) grants & 30% of small (< \$25 Million) grants for projects in rural areas	\$2.7 Billion
National Infrastructure Project Assistance (Mega)	Supports large, complex projects that are difficult to fund by other means and likely to generate national/regional economic, mobility, or safety benefits	50% of funds set-aside for projects > \$500 million	\$1.7 Billion
Rural Surface Transportation Grant (Rural)	Supports 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	At least 90% of funding must be awarded to grants > \$25 Million	\$780 Million

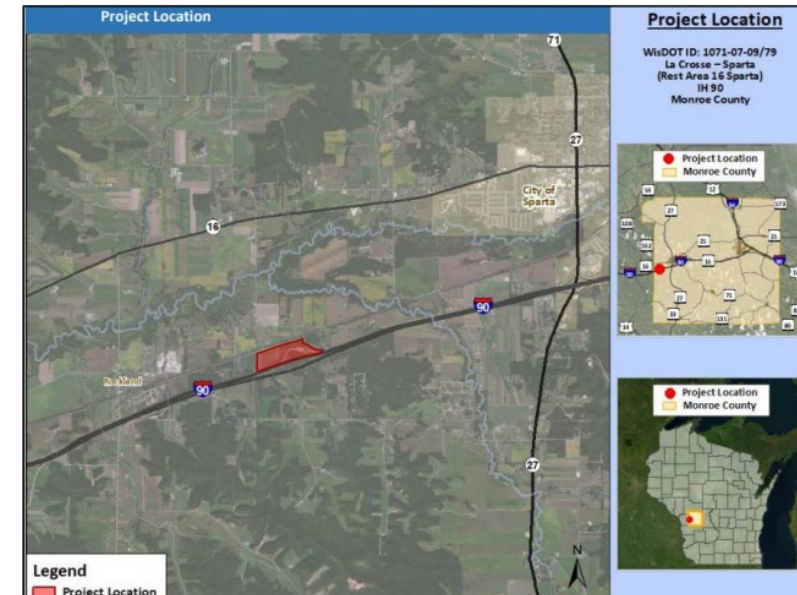


National Infrastructure Project Assistance Program (Mega)

- Supports large, complex projects that are difficult to fund and likely to generate national/regional economic, mobility, or safety benefits.
- FY23&24 awards include:
 - Mineral County I-90 Improvement, Montana, \$31,977,319
 - I-79 Chaplin Hill Gateway, West Virginia, \$54,320,000
- \$1.7 Billion available in FY25&26

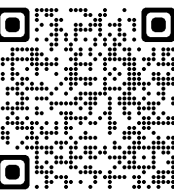
Nationally Significant Multimodal Freight & Highway Projects Program (INFRA)

- Supports multimodal freight and highway projects of national/regional significance to improve the safety, efficiency, and reliability of the movement of freight and people across rural and urban areas.
- FY23&24 awards include:
 - ARRC Bridge Replacement, Alaska, \$17,148,610
 - 1-90 WB Safety Rest Area and Truck Parking Expansion, Wisconsin, \$8,000,000
- \$2.7 Billion available in FY25&26



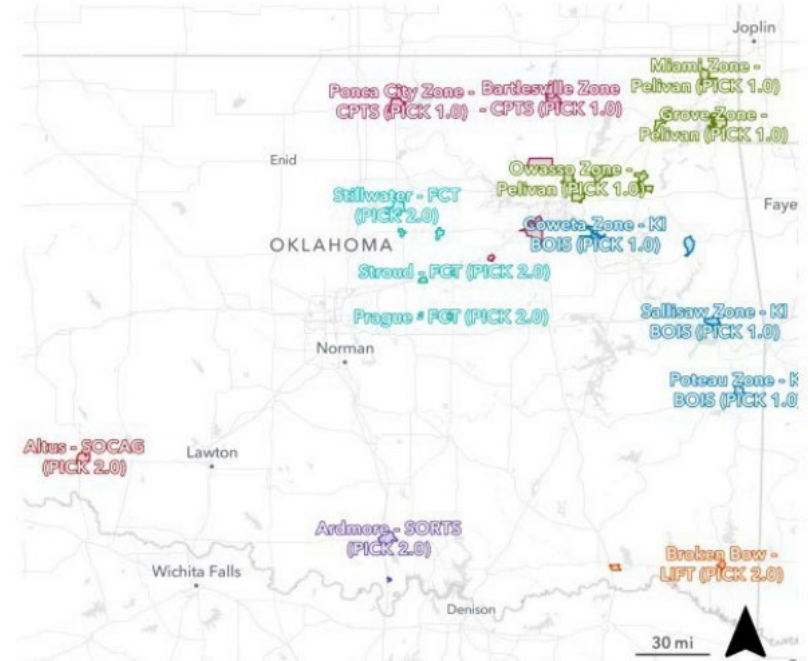


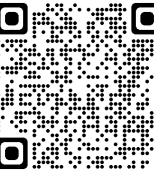
Rural Surface Transportation Grants



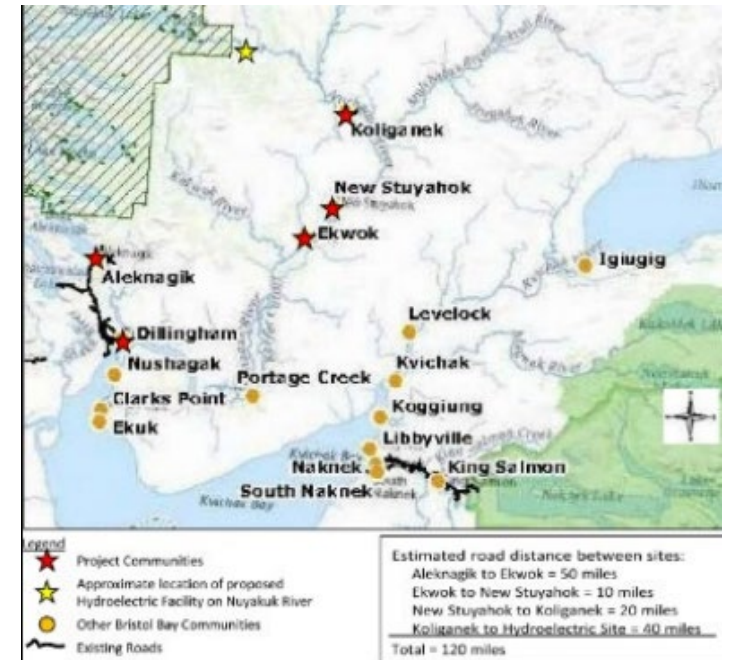
The Rural Grant Program supports projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.

- \$645 million to 18 projects from FY23 & FY24 funds
 - 174 applications requesting \$7.4 billion
- New \$2 billion program in BIL to improve mobility, connectivity, and the reliable movement of goods and people in rural communities
- Diverse set of projects include \$59.8 million to rehabilitate 21 miles of road through Navajo communities & \$360,378 for on-demand transit services across rural Oklahoma
- Part of the combined MPDG NOFO with the Mega & INFRA programs
- \$780 Million available for FY25&26, applications due May 6, 2024





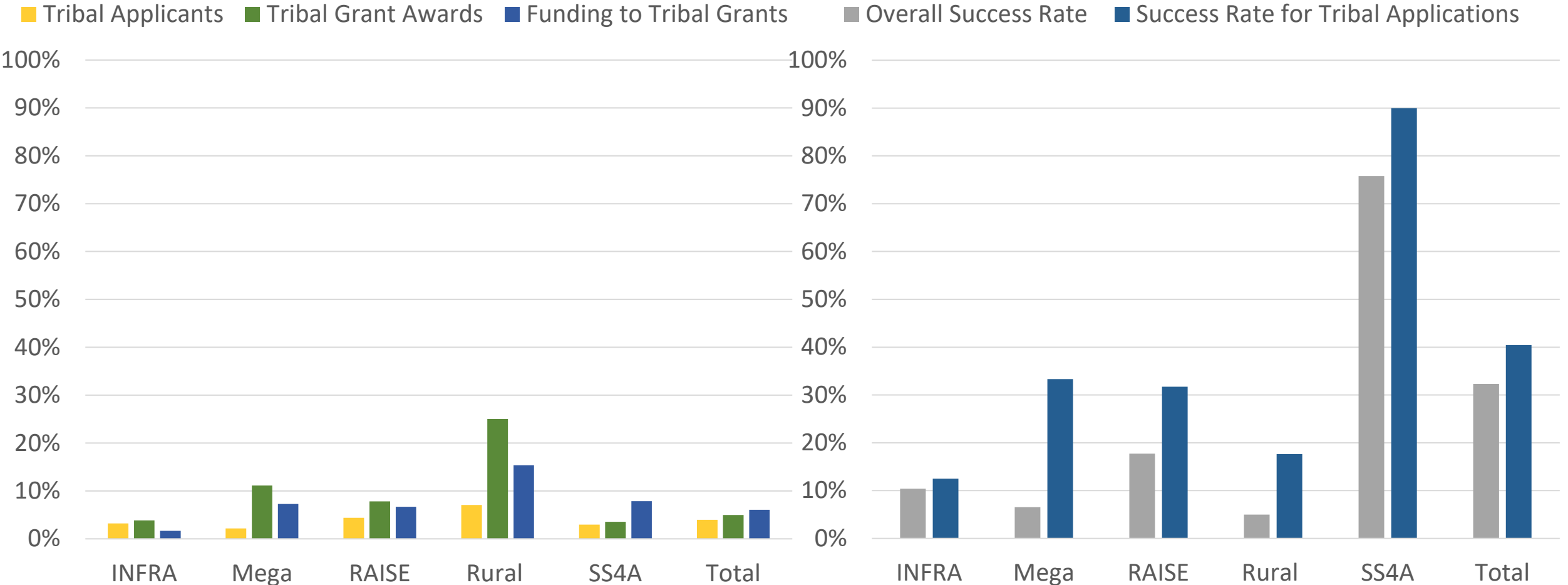
- Rebuilding American Infrastructure with Sustainability and Equity
 - **Discretionary grant program that supports road, rail, transit and port projects that fulfill national objectives**
- 50% rural and 50% urban
- 162 projects awarded over \$2.2 Billion in FY23
- FY23 awards include:
 - Juneau Douglas North Crossing Project, City/Borough of Juneau, AK--\$16,454,000
 - Kake Access Road Improvements Project, Village of Kake, AK--\$10,000,000
 - Statewide Equitable Community Connectivity Action Plan (SECCAP), State of Alaska--\$934,867
 - Koliganek to Aleknagik Road Study, Bristol Bay Native Association--\$380,000
- FY24 NOFO closed on February 28, 2024. Announcements expected June 2024.



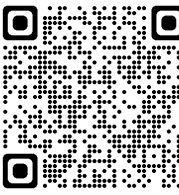
Tribal Applicants for OST FY22 Grants

Tribal Entities Make Up a Small Proportion of Grant Applications & Awards

Applications from Tribal Entities Tend to Outperform Other Applications

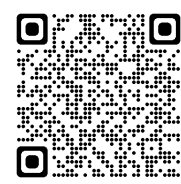


*Data shown for FY22. The INFRA and Mega program received zero eligible applications from Tribal governments as the lead applicant. Therefore, for the purposes of INFRA, Mega, and Rural figures, applications submitted by other organizations that include a letter of support from a tribal group or reference consulting with tribal communities in their Environmental Review evaluation are also included in the total.



- The SMART program was established to provide grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety.
- FY22 Alaska Award
 - Alaska Rural Remote Operations Workplan, \$1,944,563
- FY23 Awards include:
 - Emergency Life Saving through Multi-modal Mobility (ELSa-M3), Pennsylvania, \$1,925,256
 - Maryland Eastern Shore Drone Medical Delivery, Maryland, \$1,766,757
 - Improve Roadway and Intersection Safety for Tribal and Communities using Technologies, Washington, \$1,525,133
- FY24 Stage 1 SMART NOFO anticipated in Spring 2024

PROJECT TYPE	# PROJECTS							
SMART TRAFFIC SIGNALS	3							
CONNECTED & AUTOMATED VEHICLES	7							
CURB MANAGEMENT	1							
UNCREWED AIRCRAFT SYSTEMS (UAS)	3							
SENSORS	11							
TRANSIT INNOVATION	8							
WORK ZONE SAFETY	1							



- **Wildlife Crossings Pilot Program**

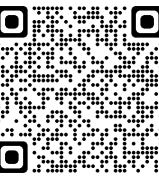
- Goal of reducing Wildlife Vehicle Collisions (WVCs) while improving habitat connectivity.
- Construction & Non-Construction Projects are eligible for funding
- FY22&23 Awards include:
 - Mescalero Apache Tribe US 70 Wildlife Vehicle Collision Mitigation Feasibility Project, New Mexico, \$480,000
 - US-89 Wildlife Safety Corridor Project, Utah, \$5,497,000
 - Sharkeyville Brook Wildlife Crossing, Vermont, \$1,620,000
- FY24 NOFO anticipated to be released in April 2024

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

- To plan for and strengthen surface transportation to be more resilient to natural hazards.
- Planning, Resilience Improvement, Community Resilience and Evacuation Routes, and At-Risk Coastal Infrastructure Grants available
- FY22&23 awards announced soon

- **Culvert – Aquatic Organism Passage**





- PIDP is a discretionary grant program that funds projects to improve the safety, efficiency, or reliability of the movement of goods into, out of, around, or within a port.
 - Provides funding for planning and capital projects
 - Includes a statutory set-aside for small ports (approx. 25%)
 - 20% local match can be waived for projects in rural areas and/or small ports
 - Equity selection consideration allows for “unique” challenges faced by rural and tribal areas
- FY23 Alaska awards include:
 - 40-Acre Deep Water Port Development, Wrangell, AK, \$421,000
 - Construction of a New Small Boat Harbor, Yakutat, AK, \$8,963,522
 - Cape Blossom Port Planning Project, Cape Blossom, AK, \$2,455,485
 - Arctic Deep Draft Port Utility Services, Nome, AK, \$11,250,000
 - Jakolof Bay Dock Replacement Project, Seldovia, AK, \$2,376,646
 - Metlakatla Port Improvements Project, Annette Island, AK, \$3,384,439
 - Dock Infrastructure Replacement Project, Cold Bay, AK, \$43,376,746
- **FY24 NOFO closes April 30, 2024 with \$500M available**



- The **Grants for Buses and Bus Facilities Competitive Program** provides funding to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.
 - **FY24 NOFO closes April 25, 2024 with \$390M available**
- The **Low or No Emission** competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.
 - **FY24 NOFO closes April 25, 2024 with \$1,1B available**
- Both funding opportunities also introduce streamlined application requirements for Tribes requesting less than \$1 million, making it easier for tribes with relatively small requests to apply.



Ferry Service for Rural Communities

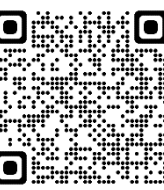


- The Ferry Service for Rural Communities Program provides competitive funding to states to ensure basic essential ferry service is provided to rural areas.
- FY23 awards include:
 - \$38,511,041 to Alaska DOT&PF to improve operations on the Alaska Marine Highway System, which runs 3,500 miles and serves more than 30 communities with limited transportation options and high costs. The funding will improve the condition and quality of passenger ferry service -- including vessels and workforce -- as well as add service to remote communities.
 - \$92,786,400 to Alaska DOT&PF to build a new ferry to replace a nearly 60-year-old vessel. The new vessel, which will feature a diesel-electric propulsion system, will serve rural southwest Alaska, improving service, reducing greenhouse gas emissions, and preserving a vital transit lifeline.
- **FY24 NOFO anticipated to be released in April 2024**





Active Transportation Infrastructure Investment Program



- The Active Transportation Infrastructure Investment Program (ATIIP) is a new competitive grant program to construct projects to provide safe and connected active transportation facilities.
- ATIIP will award two types of grants:
 - Planning and Design grants (min \$100K)
 - Construction grants (min \$15M)
- Grants are for planning, designing, and constructing active transportation networks and active transportation spines.
 - Active transportation networks connect destinations within a community or metropolitan region, including schools, workplaces, residences, businesses, recreation areas, medical facilities, and other community areas.
 - Active transportation spines connect communities, metropolitan regions, or States.
- 80/20 cost share maximum, unless eligible project will be serving communities with a poverty rate of over 40% in which case, the Secretary may increase the federal cost share up to 100%.
- **FY24 NOFO closes on June 17, 2024 with \$45 Million available**



- The Consolidated Rail Infrastructure and Safety Improvements CRISI program invests in railroad infrastructure projects that improve safety, support economic vitality, create good-paying jobs, increase capacity and supply chain resilience, and explicitly address climate change, gender equity, and racial equity.
- Eligible projects include:
 - Projects that address congestion challenges affecting rail service
 - Projects that reduce congestion and facilitate ridership growth along heavily traveled rail corridors
 - Projects that improve short-line or regional railroad infrastructure
 - Highway-rail grade crossing improvement projects
 - Rail line relocation and improvement projects
- **FY24 NOFO closes on May 28, 2024 with \$2.4B available**

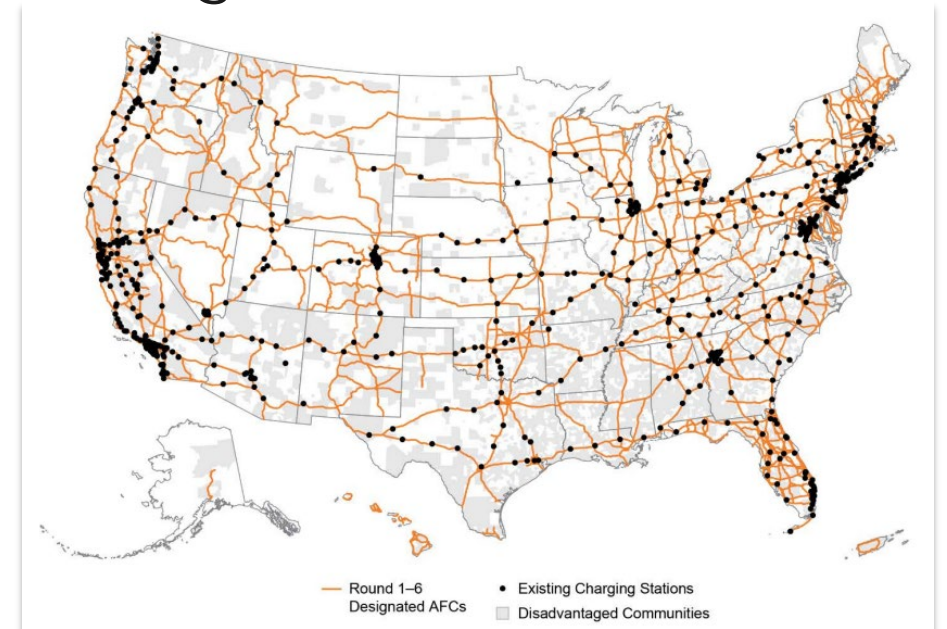
EVSE Funding Programs

FHWA National Electric Vehicle Infrastructure (NEVI) Formula Program Funding

(Multi-year)

\$5 billion over 5 years to strategically deploy EV charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability.

- Each state has an **EV Infrastructure Deployment Plan** that describes how the state intends to use its apportioned NEVI Formula Program funds in accordance with federal guidance



Learn more:

fhwa.dot.gov/environment/nevi/

FHWA Discretionary Grant Program for Charging and Fueling Infrastructure (CFI) (Multi-year)

\$2.5 Billion for EV charging, hydrogen, propane, and natural gas fueling infrastructure. Divided into two distinct grant programs:

Corridor Charging Grant Program

- Strategically deploy publicly accessible alternative fueling infrastructure along designated **Alternative Fuel Corridors**

Community Charging Grant Program

- Strategically deploy publicly alternative fueling infrastructure in **communities**

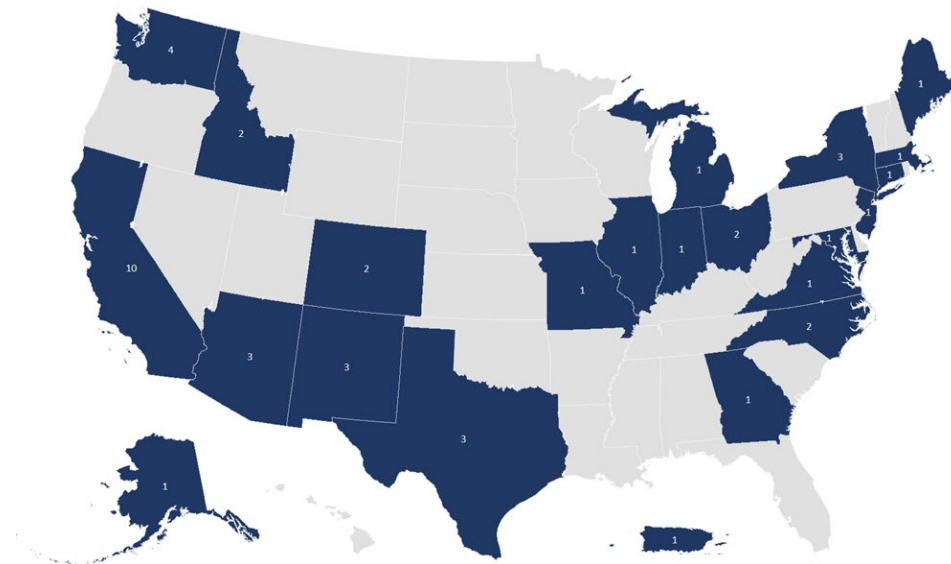
Learn more:

fhwa.dot.gov/environment/cfi/

Example CFI Projects

\$1.4 million to the Chilkoot Indian Association, Alaska

- to build an EV charging station in Haines, a rural and disadvantaged community. Site located on the Haines Highway, adjacent to a local park, cruise ship terminal, and oceanfront walking and biking trails.

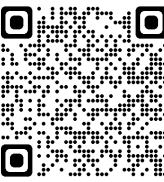


\$623 million awarded in
January 2024

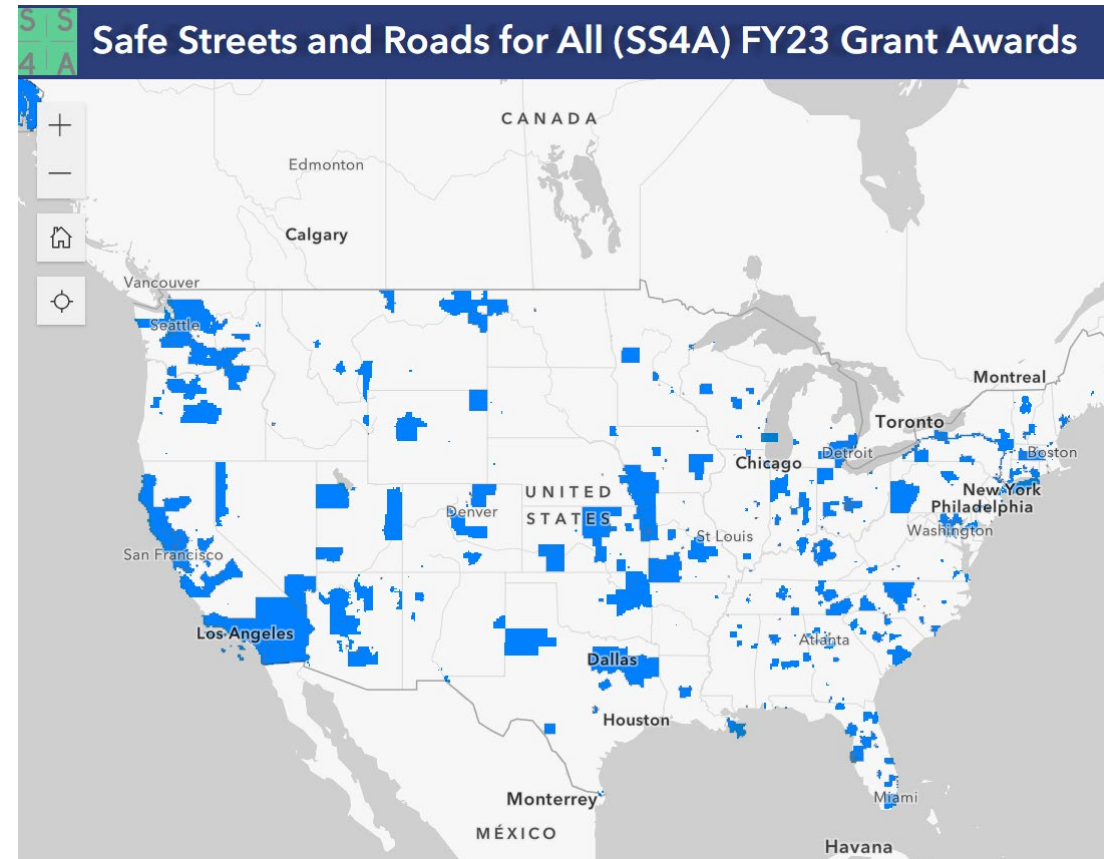
Additional grant rounds
coming (summer 2024)

Safe Streets and Roads for All (SS4A)

Safe Streets and Roads for All (SS4A)



- Purpose: To prevent deaths and serious injuries on our roadways.
- Focus is on comprehensive safety action planning and implementing those plans.
- Over \$1.7 Billion has been awarded to over 1,000 communities in FY22 & FY23
- FY24 funding
 - **April 4, 2024, 5 p.m. (EDT):** Deadline #1 for Planning and Demonstration Grants
 - **May 16, 2024, 5 p.m. (EDT):** Sole deadline for Implementation Grants. Deadline #2 for Planning and Demonstration Grants
 - **August 29, 2024, 5 p.m. (EDT):** Deadline #3 for Planning and Demonstration Grants. NOFO closes





Eligible Recipients

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

Eligible Activities

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

Action Plan

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

Quick Build Example



Source: Solomon Foundation

Supplemental Planning

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

Demonstration Activities

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



Implementation Grants

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

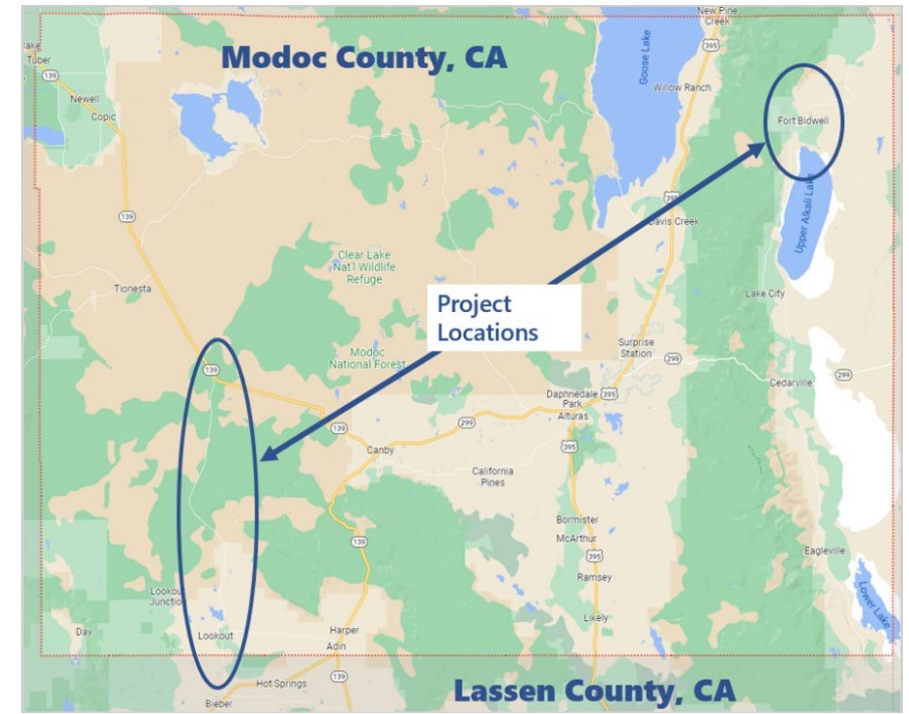


Source: FHWA

This project will improve safety along two corridors in **rural disadvantaged communities and Tribal areas** that have Modoc County's most dangerous crash history: County Road 91 and County Road 1.

Project Highlights:

- Implement **bicycle lanes, pedestrian crosswalks, speed control, and infrastructure features for persons with disabilities.**
- Update crash data to include the most recent 10-year period to help **validate data sets and show the effectiveness** of the safety improvements.
- **Partnership** between Modoc County, the Town of Fort Bidwell, the Fort Bidwell Indian Reservation, and neighboring Lassen County.





SS4A FY22 & FY23 Awardees

- FY22 Planning and Demonstration Grants--\$1,234,035 in total for Alaska
 - City and Borough of Juneau, \$280,000
 - City and Borough of Sitka, \$550,000
 - City of Mekoryuk, \$6,263
 - City of Saint Paul, \$200,000
 - Kenai Peninsula Borough, \$960,000
 - Ketchikan Gateway Borough, \$200,000
 - Matanuska-Susitna Borough, \$479,600
- FY23 Planning and Demonstration Grants--\$2,675,863 in total for Alaska
 - City & Borough of Juneau, \$86,000
 - City of Adak, \$668,419
 - City of Whittier, \$81,600
 - Haines Borough & Chilkoot Indian Association, \$198,768
 - Metlakatla Indian Community, \$199,248

S | S
4 | A

Safe Streets and Roads for All Action Plan Components

This document is intended to replace the NHDOT. Applicants should follow the instructions in the NHDOT to correctly apply for a grant. See the SS4A website for more information: <https://www.transportation.gov/SS4A>

Leadership Commitment and Goal Setting

An official public commitment (e.g., resolution, policy, ordinance, etc.) by a high-ranking official (or their governing body (e.g., Mayor, City Council, Tribal Council, MPO Policy Board, etc.)) to an overall goal of less roadway fatalities and serious injuries. The commitment must include a goal and timeline for achieving roadway fatalities and serious injuries achieved through one, or both, of the following:

- (1) the target date for achieving zero roadway fatalities and serious injuries; OR
- (2) an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an overall goal of eliminating roadway fatalities and serious injuries.

Reporting Structure

A committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.

Safety Analysis

Analysis of existing conditions and historical trends that provides a baseline level of crashes (including fatalities and serious injuries) across a jurisdiction, locality, tribe, or region. Includes an analysis of locations where there are crashes and the severity of the crashes, as well as contributing factors and crash types to relevant road users (motorists, people walking, transit users, etc.). Analysis of systemic and specific safety needs is also performed, as needed (e.g., high-risk road features, specific safety needs of relevant road users, public health approaches, analysis of the built environment, demographic, and structural issues, etc.). To the extent practical, the analysis should include all roadways within the jurisdiction, without regard for ownership. Based on the analysis performed, a geographical identification of high-risk locations is developed to high injury network or equivalent.

Engagement and Collaboration

Robust engagement with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback. Information received from engagement and collaboration is analyzed and incorporated into the Action Plan. Overlapping jurisdictions are included in the process. Plans and processes are coordinated and aligned with other governmental plans and planning processes to the extent practical.

US Department of Transportation

Still have questions? Visit the SS4A website
SS4A Action Plan Components | Page 1 of 2



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

SS4A Self-Certification Eligibility Worksheet

Safe Streets and Roads for All

All applicants should follow the instructions in the NOFO to correctly apply for a grant. See the [SS4A website](#) for more information.

Table 1 of the SS4A NOFO describes [eight components of an Action Plan](#), which correspond to the questions in this worksheet. Applicants should use this worksheet to determine whether their existing plan(s) contains the required components to be considered an eligible Action Plan for SS4A.

This worksheet is required for all SS4A **Implementation applications to conduct Supplemental Planning** entirely, do not adjust the formatting or headings.

Eligibility

An Action Plan is considered eligible for an SS4A Demonstration Grant to conduct Supplemental

- You can answer "YES" to Questions **3, 7**
- You can answer "YES" to **at least four c**

If both conditions are not met, an applicant is st creation of a new Action Plan or updates to an

Applicant Information

Lead Applicant:

Action Plan Documents

In the table below, list the relevant Action Plan. Please provide a hyperlink to any documents av uploaded in Valid Eval as part of your applicatio coverage must be broader than just a corridor,

Document Title



Safe Streets and Roads for All Standard Forms (SF)

The Safe Streets and Roads for All (SS4A) discretionary grant program requires applicants to submit Standard Form (SF) 424 family forms to detail proposed funding, project, and lobbying information. **The required forms are available via the application submission software platform, Valid Evaluation (Valid Eval).** See Section D Application and Submission Information in the [SS4A Notice of Funding Opportunity \(NOFO\)](#) for complete application submission instructions. To assist in completing required SF forms, please consider these questions; please consider these questions:

Overall Requirements

What Standard Forms (SF) are applicants required to submit?

Note that the OMB Number and Expiration Date for the correct form version are provided below. Please confirm that the forms that you use have the same information in the top right corner of the form.

- Applications for **Planning and Demonstration Grants** must submit:
 - **SF-424** Application for Federal Assistance
 - OMB Number: 4040-0004
 - Expiration Date: 11/30/2025
 - **SF-424A** Budget Information for Non-Construction Programs
 - In FY 2024, Sections D and E on page 3 of this form are no longer required.
 - OMB Number: 4040-0006
 - Expiration Date: 02/28/2025

Technical Assistance Tools and Resources



How is US DOT helping communities access resources?

- ✓ **Providing webinars** that walk potential applicants through the general requirements of funding opportunities and provide technical assistance on specific aspects of application requirements
- ✓ **Consolidating Notices of Funding Opportunity (NOFOs)** to simplify applying for funds
- ✓ **Simplifying the language in NOFOs** to make requirements easier to understand
- ✓ **Developing tools** like the Historically Disadvantaged Census Tract tool to assist applicants in developing their applications and DOT's Promising Practices in Meaningful Public Involvement in Transportation Decision Making Guide to assist stakeholders in developing meaningful public engagement.

Examples of US DOT Technical Assistance Programs

US DOT Navigator

Online portal to access technical assistance resources available across the US DOT

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

ROUTES

Offers user-friendly tools and information, aggregates US DOT resources and provides technical assistance addressing rural transportation's unique challenges

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

Thriving Communities

Technical assistance and capacity building resources to improve communities through transportation improvements

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



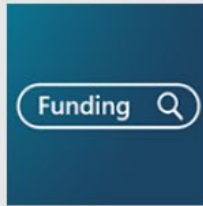
DOT Navigator: Assistance to Help to Develop Strong Discretionary Grant Applications

What Do You Want to Do?



PREPARE A SUCCESSFUL GRANT APPLICATION

Get planning tips, checklists, and information on applying for federal grants



FIND FUNDING OPPORTUNITIES

Search grant opportunities to meet your community's transportation needs



GET TECHNICAL ASSISTANCE RESOURCES

Find resources to get funding and build capacity to do transportation projects



LEARN ABOUT FUNDING AND MATCH

Learn about USDOT grant funding, including match requirements and flexibilities



ACCESS DATA AND MAPPING TOOLS

Access data and mapping tools to help write a strong grant application



LEARN ABOUT THE BIPARTISAN INFRASTRUCTURE LAW

Get information to help access BIL funding programs

Spanish

- [Solicitud de subvenciones del USDOT](#)
- [Visión general de fondos del DOT y financiamiento](#)
- [Comprendiendo los requisitos no federales de pareo](#)
- [Herramientas federales para identificar comunidades desfavorecidas](#)
- [Financiamiento federal para transporte: Lista de cotejo de preparación de subvenciones "grants" discrecionales para posibles solicitantes durante el año fiscal 2023](#)
- [Lista de cotejo para solicitudes de subvención que alcancen una fuerza laboral de transporte sólida y un plan laboral](#)
- [Uso de Fondos del DOT para la Participación Pública](#)
- [¿Es el financiamiento federal el adecuado para mi organización?](#)

Sign Up to Get Our Bi-Weekly Email Bulletins to Stay in the Know about new technical assistance resources, trainings, and funding opportunities across a range of transportation topics!



Grant Preparation Checklist

The [Fiscal Year 2023 Discretionary Grant Preparation Checklist for Prospective Applicants](#) is intended to help local governments prepare for the year ahead and chart a strategic pathway to take advantage of historic infrastructure investments of over \$32 billion available in new fiscal year 2023 Budget Authority.

Workforce and Labor Plan Checklist

The [Grant Application Checklist for a Strong Transportation Workforce and Labor Plan](#) outlines the key components of a strong job quality and workforce plan and includes a checklist of considerations for each component.

Climate Change Application Checklist

The [Checklist for a Strong Climate Change Mitigation, Adaptation and Resilience Grant Application](#) notes core components of a strong application for grants associated with climate change, including reducing transportation greenhouse gas emissions and addressing climate resilience and adaptation.

USDOT Tip

The key to an “attractive” application is crafting an effective, compelling, and comprehensive story that demonstrates funding need, commitment, and impact.

USDOT Grant Funding and Match Requirements

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

Overview of DOT Funding and Financing

What money is available? Learn about potential options—including discretionary grants, formula grants, loan financing, and public-private partnerships—in the [Overview of DOT Funding and Financing](#).



Is Federal Funding the Right Fit for My Organization?

[Is Federal Funding the Right Fit for My Organization?](#) provides an overview of general grant requirements, from applying through reporting and oversight.



Understanding Non-Federal Match Requirements

Are local funds required for projects that receive DOT funding? Find out in [Understanding Non-Federal Match Requirements](#).



Justice40 Match Flexibility

The Justice40 Initiative aims to ensure that 40 percent of the benefits of certain Federal investments flow to disadvantaged communities. As part of the Justice40 whole-of-government initiative, some USDOT grant programs offer non-Federal match flexibility. View a list of [Justice40-covered programs with non-Federal match flexibility](#).



Use of DOT Funds for Public Involvement

Can you include public involvement activities in your grant application budget? Find out in this list of frequently asked questions about the [Use of DOT Funds for Public Involvement](#).





Disclaimer: This curated list of federal data and mapping tools is maintained on the DOT Navigator website as a secondary source and does not supersede primary materials issued by each USDOT Operating Administration. USDOT does not promote one resource over another. Accordingly, please work directly with the USDOT Operating Administration managing the BIL discretionary grant program for specific guidance.



General Dataset and Mapping Tools

[General Dataset and Mapping Tools](#) provides an interactive way to explore and analyze population characteristics of a geographic area to help identify the need for a project, including to identify populations that may be covered by Title VI and Civil Rights federal requirements.



Climate Change, Air Quality, and Sustainability Analysis Tools

[Climate Change, Air Quality, and Sustainability Analysis Tools](#) provides resources for measuring transportation greenhouse gas emissions and air quality impacts, and incorporating climate adaptation and resilience features as they relate to a proposed project.



Equity and Justice40 Analysis Tools

[Equity and Justice40 Analysis Tools](#) provides resources to identify a disadvantaged community that may face transportation burdens or be impacted by climate change, pollution, environmental hazards, and other social or economic impacts to analyze how a potential project may reduce those identified inequities. These tools can also be useful for analysis needed to address Title VI and Civil Right compliance.



Safety Analysis Tools

[Safety Analysis Tools](#) provides resources to help analyze and convey safety benefits and risks, demonstrate safety needs in a community, and communicate the overall impact of a proposed project.



Specialized Data Resources

[Specialized Data Resources](#) provides information often needed to prepare a benefit-cost analysis and examine recommended monetized values, and other resources specific to intelligent transportation systems.



Transportation Analysis Tools

[Transportation Analysis Tools](#) provides resources to better understand, plan for, and convey trends around efficiencies—including connectivity, access, and frequency—across a transportation system.



- **DOT BCA Spreadsheet Template - NEW!**
 - Developed by DOT as an optional template to aid applicants in structuring their BCA and performing certain calculations common to all analyses.
 - Designed as an open-ended template to handle any project type
- **Bridge Investment Program Benefit-Cost Analysis Tool**
 - Supports estimates of the benefits of bridge preservation or replacement investments using National Bridge Inventory data
 - Also provides a default methodology consistent with DOT BCA guidance
 - Applicable to roadway bridge projects for any DOT program where BCA is required
 - Released in conjunction with the FY23 Large BIP NOFO in Fall 2023
 - Available at <https://www.fhwa.dot.gov/bridge/bip/bca/>



USDOT Benefit-Cost Analysis Template

What is the Benefit-Cost Analysis Template?

The Benefit-Cost Analysis Template is a document to aid applicants who may be less familiar with BCAs. This is an example template that can be used to develop an applicant's own analysis. This template is NOT required for use, it is simply offered as a convenience.

What You Need

- Understanding of the project type and the general impacts of your project
- The costs of the project, both capital and maintenance
- Information specific to your project and the benefits you're claiming; this may include, but is not strictly limited to, the number of users, historical safety data, expected changes in travel time, and the expected useful life of the project elements

[See USDOT BCA Guidance for full details.](#)

Notes

- **Input, Optional, and No-Input cells.**
 - o Green, bold, and underlined cells represent user input cells. These cells are available for input from the user.
 - o Blue, italic, and underlined cells represent cells where the user may want to edit the formula depending on their project details
 - o Gray cells, plain text cells represent a cell that does not require user input, and should not be edited.

Project information, benefit, and cost categories are on their own sheets.

Ready Accessibility: Investigate Display Settings 130%

- Contains the basic framework to organize a BCA and is designed to be open-ended enough to be customized to almost any transportation project type
- Automatically performs certain calculations common to all BCAs, such as discounting, net present value, and the benefit-cost ratio

Equitable Transportation Community (ETC) Explorer



OVERVIEW: USDOT creates the first-of-its-kind transportation-specific tool, harnessing the latest census tract data across federally available data sources to provide users a centralized, easy-to-use platform that creates visibility into drivers of transportation disadvantage.

KEY FEATURES & DATA



Transportation-specific disadvantage index

Incorporates **40+ data elements** across **5 categories of disadvantage:** Transportation Insecurity, Health Vulnerability, Climate/Hazard Risk Component, Environmental Burden, Socioeconomic Vulnerability



Transportation Insecurity & Access Tool (TIAT)*

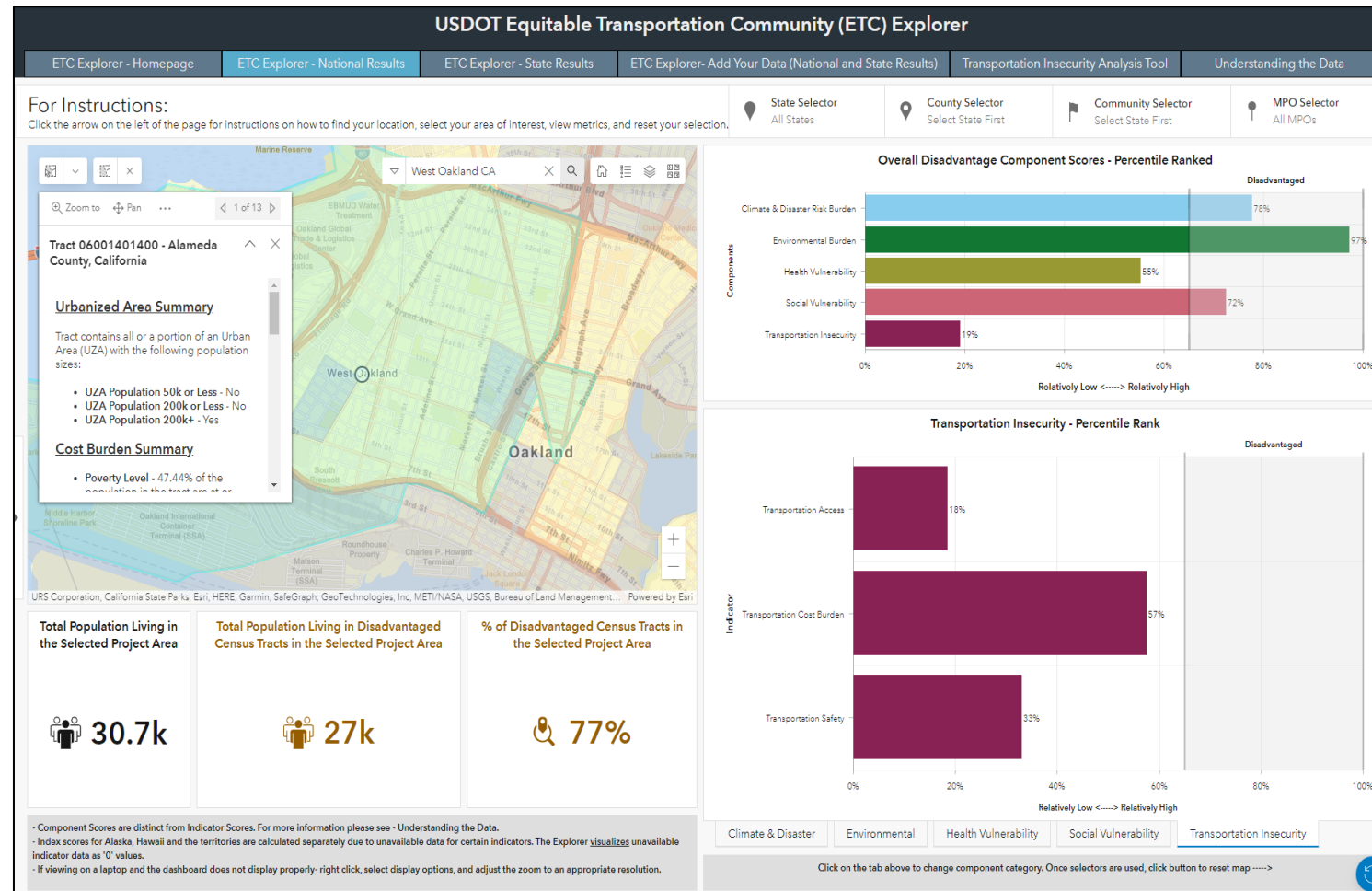
Visually displays the raw data for a select group of indicators related to **cost, access, and safety** at the state or national level, that reflect transportation insecurity.



Latest Census Tracts

Incorporates 2020 U.S. Census Tracts and data from sources including NOAA, USDOT, FEMA, EPA, Census Bureau, BIA, MRLC, DHS, CDC, DOI, and Esri.

*This is a tab within the ETC Explorer



CORE USERS

USDOT

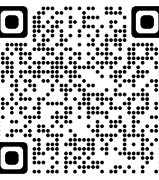
Support agency-wide priorities and metrics for covered program impacts, distributional equity, and overall effectiveness

Applicants

Support program scope and application development based on transportation disadvantage insights about communities

State Planners/MPOs

Understand localized impacts within immediate region to support funding decisions and provide visibility into community impact.



With the transportation-specific disadvantage index and Transportation Insecurity & Access Tool (TIAT) embedded within the ETC Explorer, users can immediately see highly customized insights through filters and added data layers. This tool supports decision-making for how resources and programs can best uplift under-resourced and transportation-disadvantaged communities.

CAPABILITIES



Identifies and maps transportation disadvantage



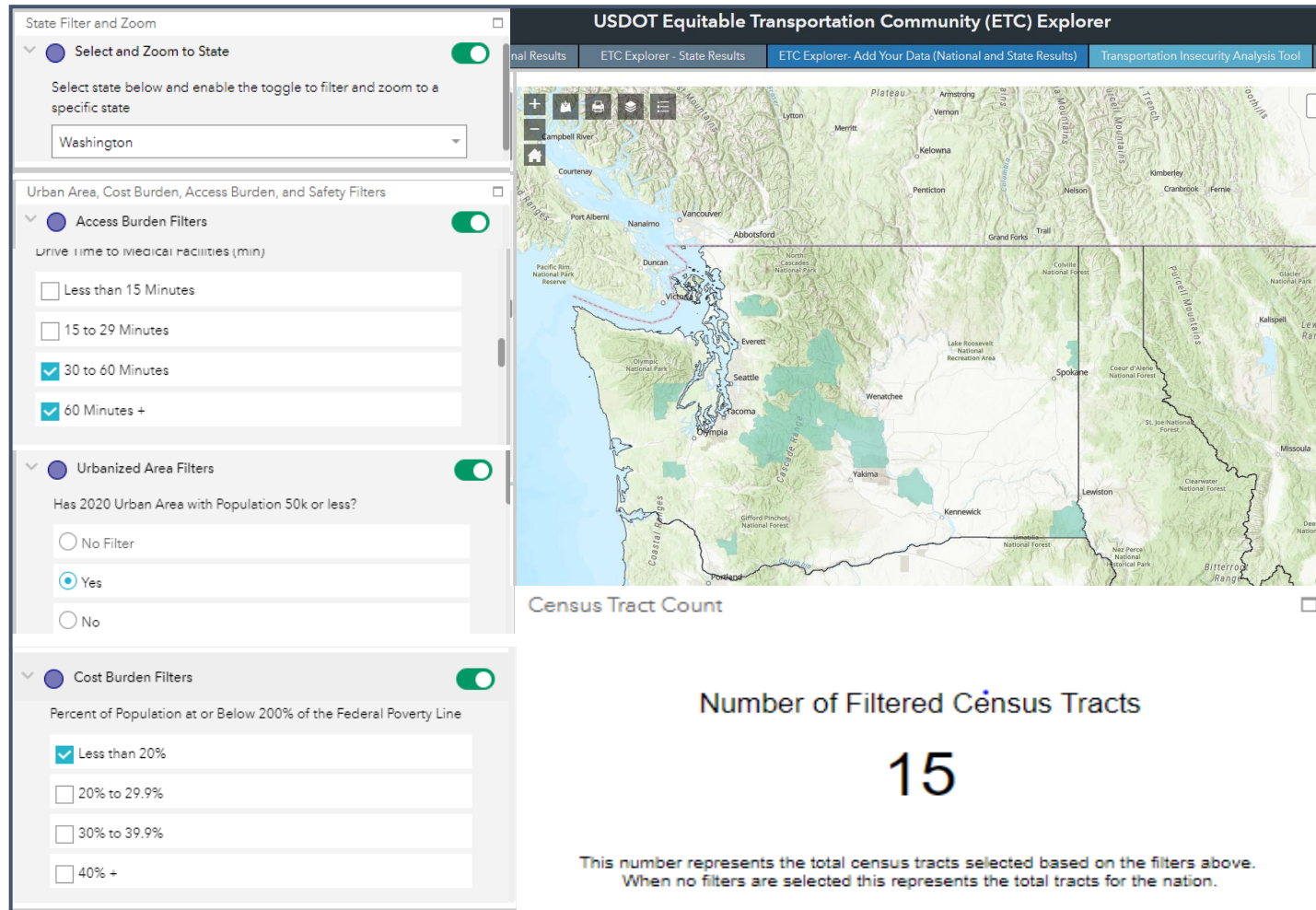
Provides nuanced insights on drivers of transportation disadvantage



Imports supplemental data to enhance decision-making and planning



Enables filtering to identify communities with selected characteristics



BENEFITS



EQUITY IN PLANNING

- Understand community characteristics and gaps that can be addressed by transportation planning
- Increase effectiveness of resource allocation by providing insight into how communities face disadvantage
- Drive improved programming to communities



LOCALIZED DECISION-MAKING

- Support MPOs, States, and other regional players in more effective programming in addressing root causes of transportation disadvantage



BUILDING TRUST

- Improve transparency and community engagement
- Build trust through understanding community impacts and priority support areas



Checklist for a Strong Climate Change



- Provides an overview of considerations for applicants to develop a strong grant application that incorporates strategies related to climate change
- Includes considerations for:
 - Reducing greenhouse gas emissions
 - Addressing climate resilience and adaptation
- Provides a list of resources for additional information from USDOT and its Operating Administrations

Checklist for a Strong Climate Change Mitigation, Adaptation and Resilience Grant Application

Two Core Components of a Strong Project

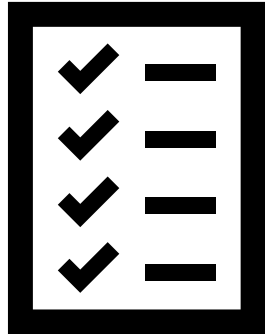
Most U.S. Department of Transportation (DOT) discretionary grants include selection criteria associated with climate change. Although criteria may differ among grant programs, a strong application in this area generally consists of two core components:

1. Reducing transportation greenhouse gas emissions (also called greenhouse gas mitigation, climate change mitigation, or decarbonization)
2. Incorporating climate adaptation and resilience features

This checklist is furnished to spark thoughts and ideas for applicants to consider in developing a strong application. Not everything listed here needs to be addressed to be competitive. Review the Notice of Funding Opportunity (NOFO) for the specific program you are considering to be responsive to its priorities or requirements.



Summary of transportation decarbonization strategies. Source: [U.S. National Blueprint for Transportation Decarbonization](#)



Project Readiness Checklist for DOT Discretionary Grant Applicants

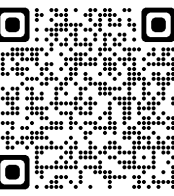
The [Project Readiness Checklist](#) provides background and guidance on factors to consider for project readiness, which refers to how ready an applicant is to deliver a project if awarded a DOT grant. A high level of “project readiness” can help ensure the project sponsor is able to meet deadlines and that federal funds are used efficiently.



Frequently Asked Questions on Incorporating Accessibility in Transportation Projects

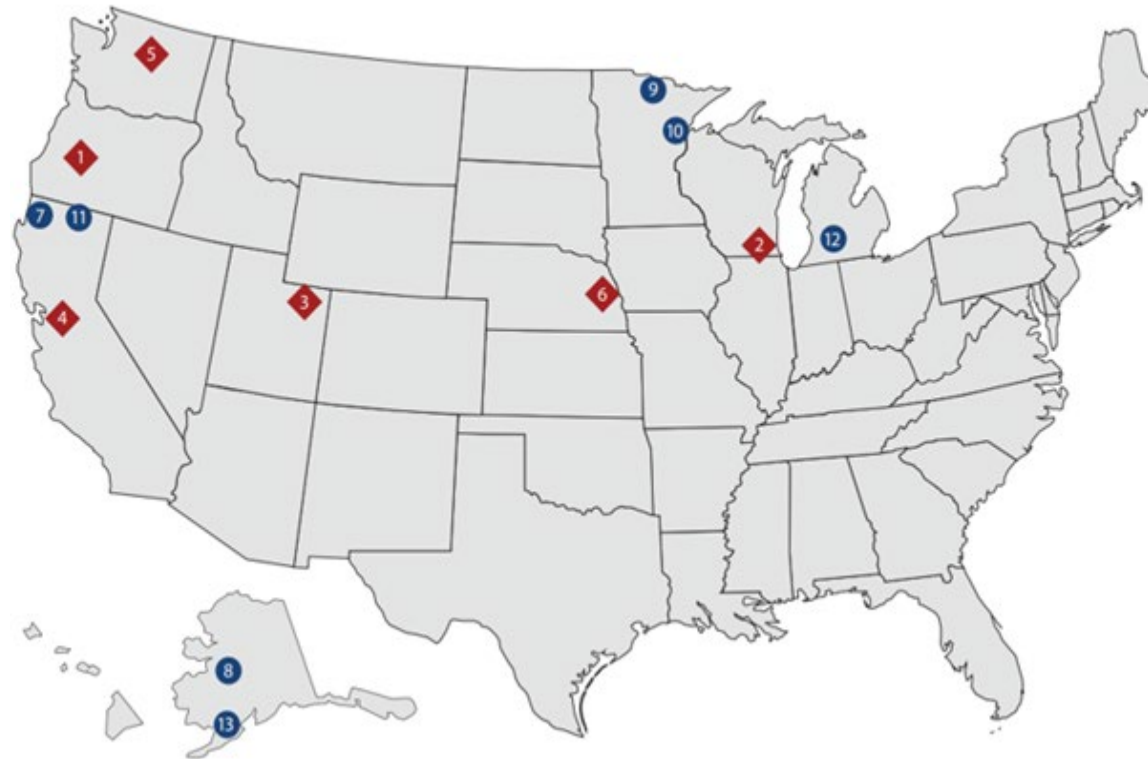
The [FAQ on Incorporating Accessibility in Transportation Projects](#) helps grant applicants put forth a strong discretionary grant application and ensure that projects are usable by all members of the community.

Place-Based and One-on-One Technical Assistance



- New BIL technical assistance program for eligible entities to hire financial, technical, and legal advisors
- NOFO for FY22/23 - \$3.4 million
 - \$1.6 million for tribal governments
- 406 total applicants requesting \$127 million
 - 70 from tribes, requesting \$19 million
 - Applications from 47 states and 3 territories

Rural and Tribal Technical Assistance Pilot Program Selected Communities

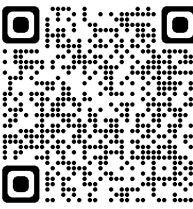


1	City of Independence, OR
2	City of Elkhorn, WI
3	Roosevelt City, UT
4	Contra Costa County, CA
5	Douglas County, OR
6	City of Blair, NE
7	Tolowa Dee-ni' Nation, CA
8	Nulato Village, AK
9	Bois Forte Reservation Tribal Government, MN
10	Fond du Lac Band of Lake Superior Chippewa, MN
11	Karuk Tribe, CA
12	Match-E-Be-Nash-She-Wish Band of Pottawatomi Indians, MI
13	Igiugig Village Council, AK

◆	RURAL SELECTED COMMUNITIES
●	TRIBAL SELECTED COMMUNITIES



Thriving Communities Program



- The Thriving Communities Program (TCP) provides technical assistance, planning, and capacity building support to teams of community partners that may lack the staffing or technical expertise to scope, fund, and develop infrastructure projects that advance broader community goals.
- FY22 Selected TCP Awardees
 - City of Saint Paul, AK—Networked Communities
 - Community Partners: Aleut Community of Saint Paul Island, Tanadgusix Corporation, and Central Bering Sea Fishermen's Association (CBSFA)
 - The community will use Thriving Communities Program technical assistance to implement the Saint Paul Island Harbor Improvement and Feasibility Study, completed in 2021, with upgrades to increase community resiliency and diversify the island's economy.
 - City and Borough of Wrangell, AK—Networked Communities
 - Community Partners: Wrangell Cooperative Association and Wrangell Chamber of Commerce
 - The City and Borough hope to receive technical assistance to help create a healthy, diversified economy with a stable tax base that supports good streets, public facilities, and infrastructure, and which will preserve and capitalize on the community's natural beauty, history, and cultural diversity.
- FY23 NOFO has closed and selected communities will be announced soon
- FY24 NOFO is anticipated to open in summer 2024

22%

of selected lead applicants have never applied for a USDOT grant

39%

of selected lead applicants have been unsuccessful in obtaining a USDOT grant

50%

of eligible Tribal applicants selected for participation

42%

of selected communities are in a rural area

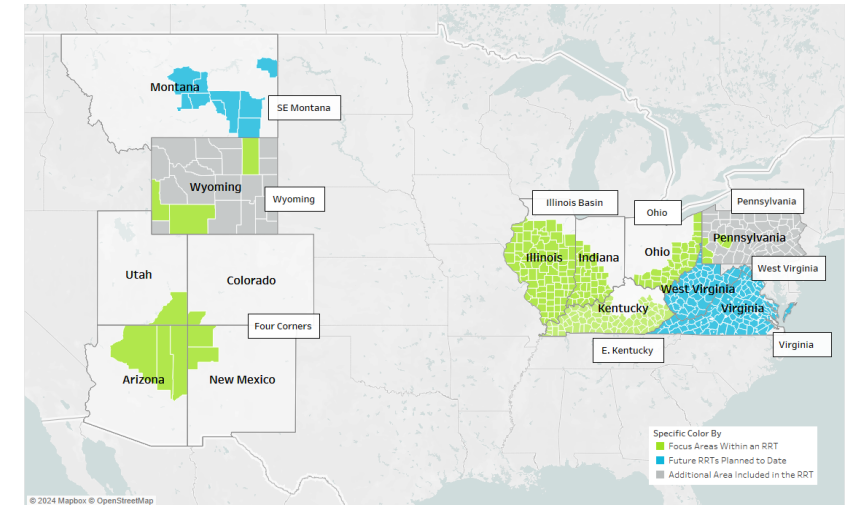
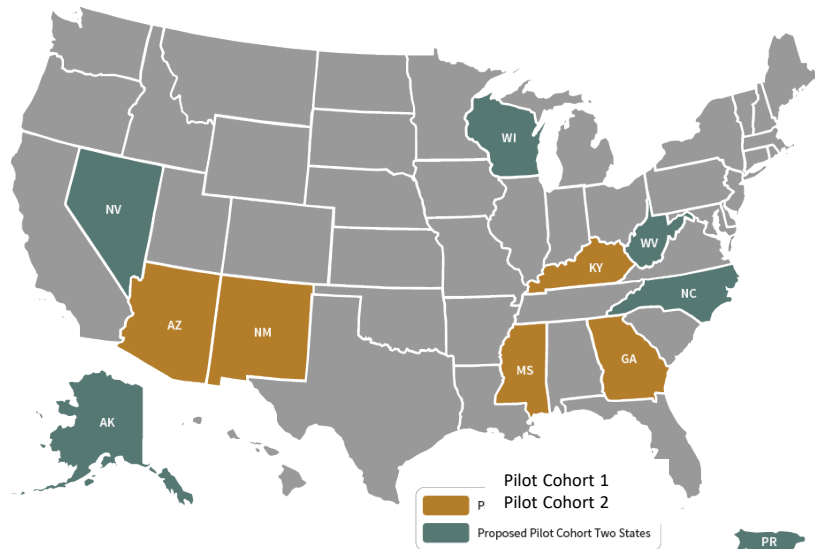


Place-Based Interagency Activities

Supporting a whole-of-government approach, ROUTES serves as DOT's liaison for several interagency place-based technical assistance efforts.

[DOE's Interagency Working Group \(IWG\) on Coal & Power Plant Communities & Economic Revitalization](#) helps communities dependent on coal, oil, gas, and power plants revitalize their economies and support energy workers.

- IWG designates **25 priority energy communities**.
- ROUTES is directly involved in **6 Rapid Response Teams**.



[USDA's Rural Partners Network \(RPN\)](#) helps rural communities find resources and funding to create jobs, build infrastructure, and support long-term economic stability on their own terms.

- USDA designates **36 RPN community networks** across 11 states/territories.
- ROUTES is directly involved in **most community networks** and leads **3 Signature Projects**.



Public webinars, guides, reports, checklists, and tools on **DriveElectric.gov**

Joint Office on Energy and Transportation Concierge



Come to us with your questions, and we'll connect you with the right resources and tools.



Connect with an expert member of the Joint Office Technical Assistance Team for a hands-on, unbiased, one-on-one consultation to address any technical assistance needs with planning and deploying zero-emission vehicles and infrastructure





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OR

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Rural@dot.gov

www.transportation.gov/rural

