



RURAL OPPORTUNITIES TO
USE TRANSPORTATION FOR
ECONOMIC SUCCESS

R.O.U.T.E.S.

www.transportation.gov/rural



R.O.U.T.E.S.
RURAL OPPORTUNITIES TO USE TRANSPORTATION FOR
ECONOMIC SUCCESS



Rural Transportation Challenges

Rural transportation networks are critical for trade, travel, and quality of life for all Americans, yet they face unique challenges related to safety, infrastructure condition, and usage



19% of Americans live in rural areas but 69% of our nation's total lane-miles are in rural areas



Urban areas have 1,064 lane miles per 100,000 residents



Rural areas have 9,925 lane miles per 100,000 residents

RURAL TRANSPORTATION CHALLENGES

1 SAFETY

**2 INFRASTRUCTURE
CONDITION**

3 USAGE

Notes: Urban refers to a Census-defined Urbanized Area and rural is defined as falling of a Census-defined Urbanized Area
Source: R.O.U.T.E.S. website, www.transportation.gov/rural



R.O.U.T.E.S.
RURAL OPPORTUNITIES TO USE TRANSPORTATION FOR
ECONOMIC SUCCESS



Safety

Rural areas have significantly higher fatality rates on roads and at rail crossings



The fatality rate per 100 million vehicle-miles traveled is **2 times** greater in rural areas



45% of highway fatalities occur on rural roads



34% of fatalities at highway-rail crossings occur in rural areas



80% of railroad crossings without active warning devices are found in rural areas

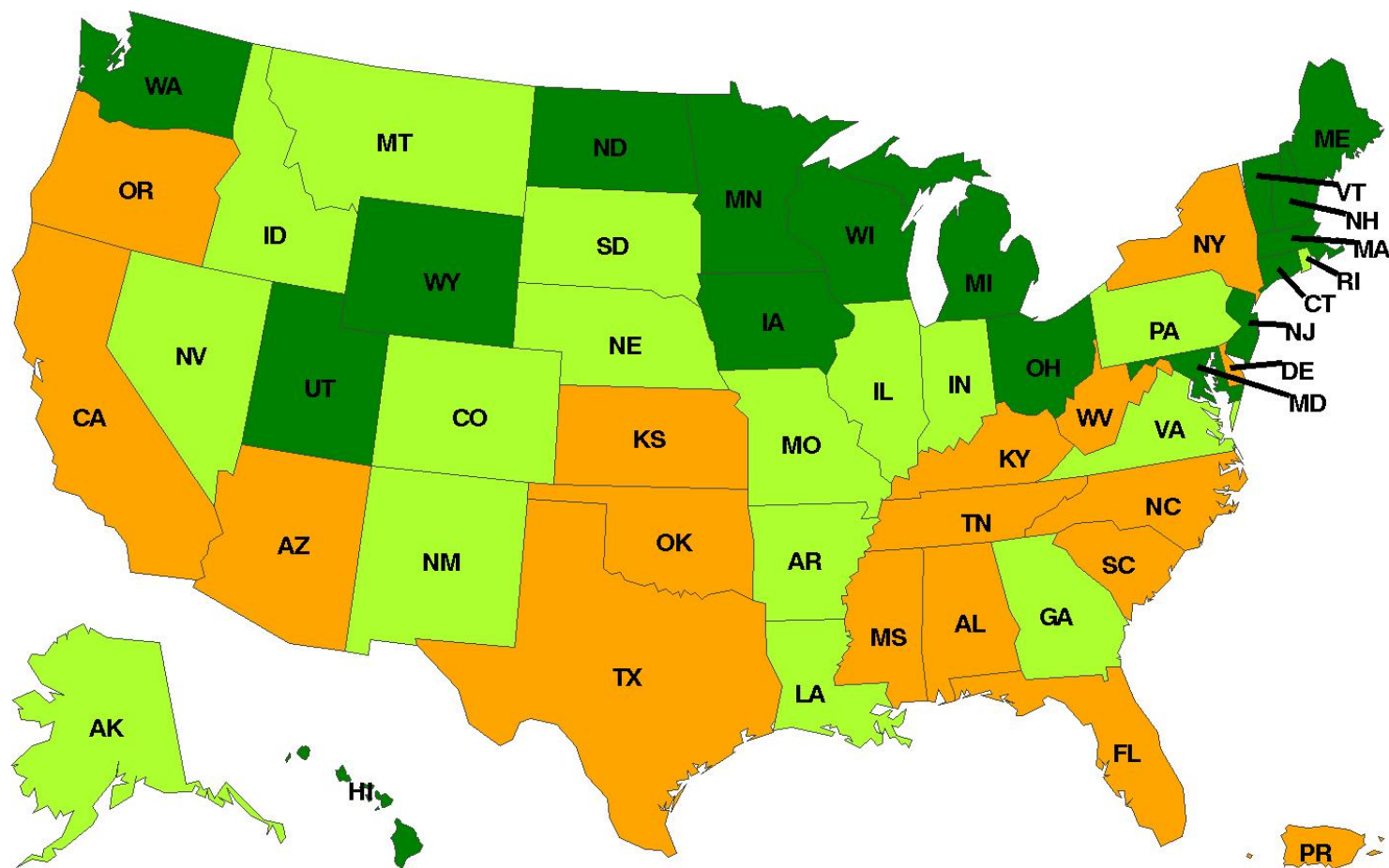
Source: R.O.U.T.E.S. website, www.transportation.gov/rural



R.O.U.T.E.S.
RURAL OPPORTUNITIES TO USE TRANSPORTATION FOR
ECONOMIC SUCCESS



Rural Fatality Rate per 100 Million VMT by State, 2018



R.O.U.T.E.S.
RURAL OPPORTUNITIES
ECONOMIC SUCCESS

Source: FARS 2018 ARF; FHWA Office of Highway Policy Information;

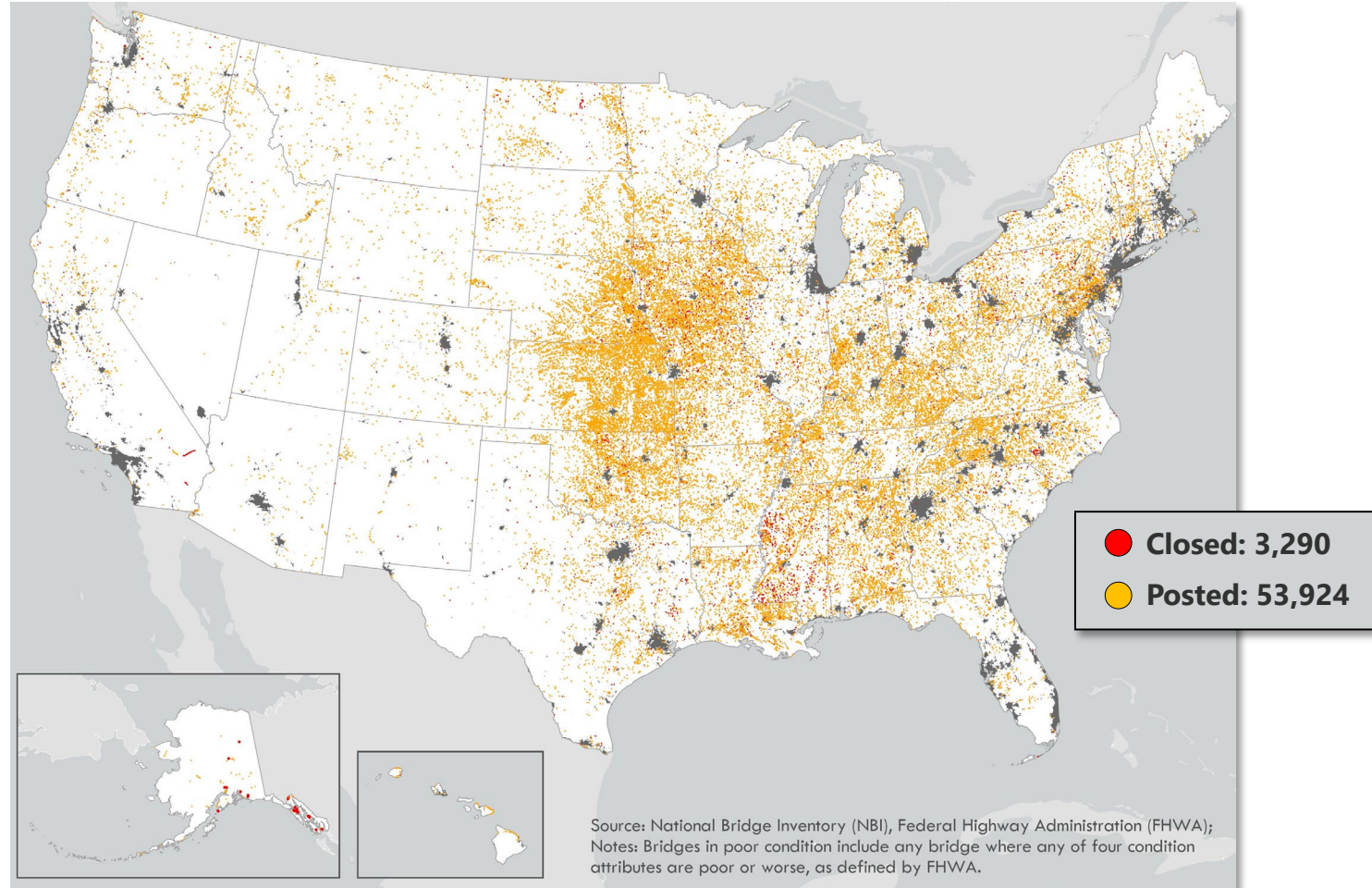
DEPARTMENT OF TRANSPORTATION

DC excluded due to lack of rural VMT.



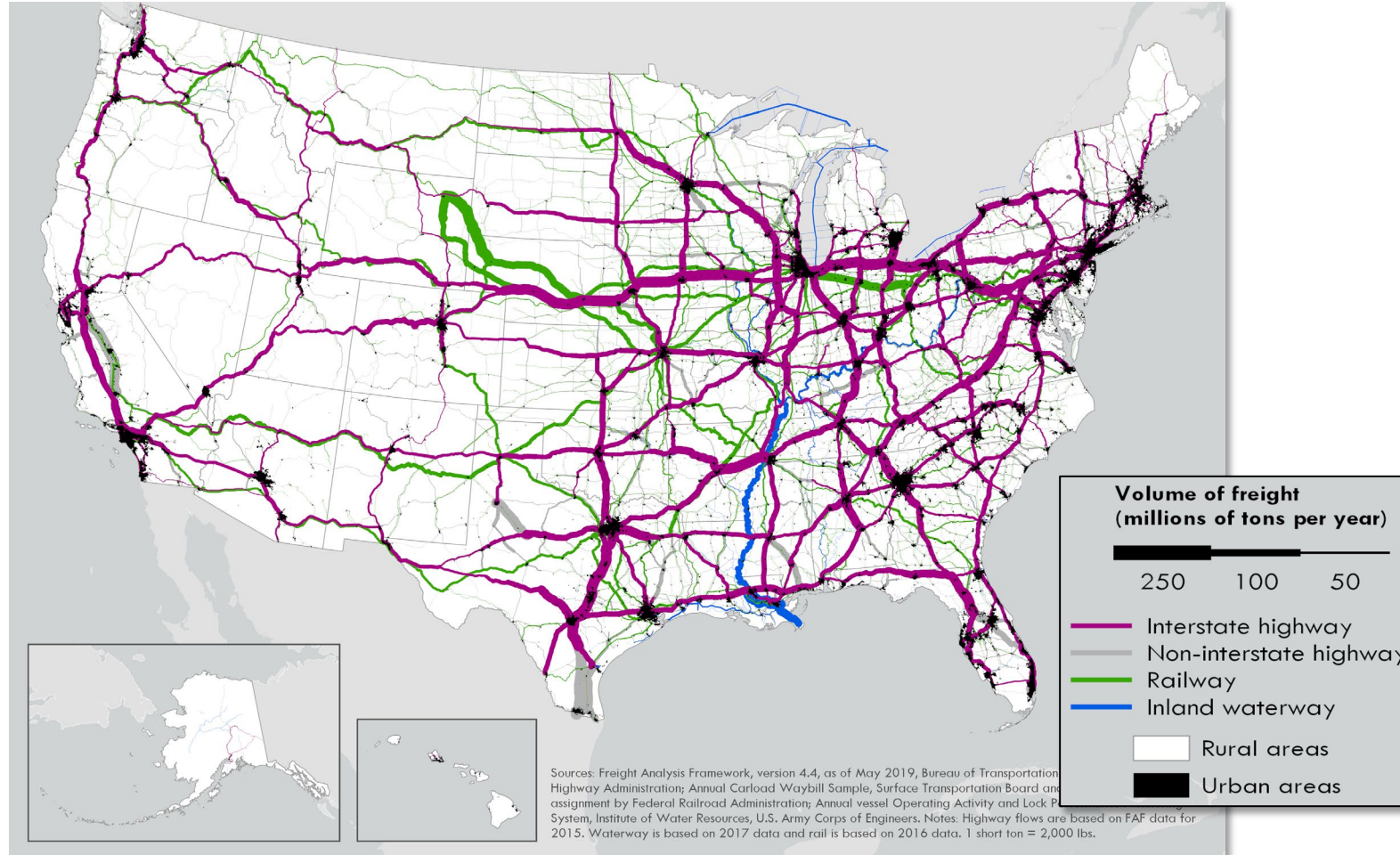
Infrastructure Condition

80% of closed bridges and 90% of posted bridges are in rural areas, requiring detours that are 3 times longer in rural areas



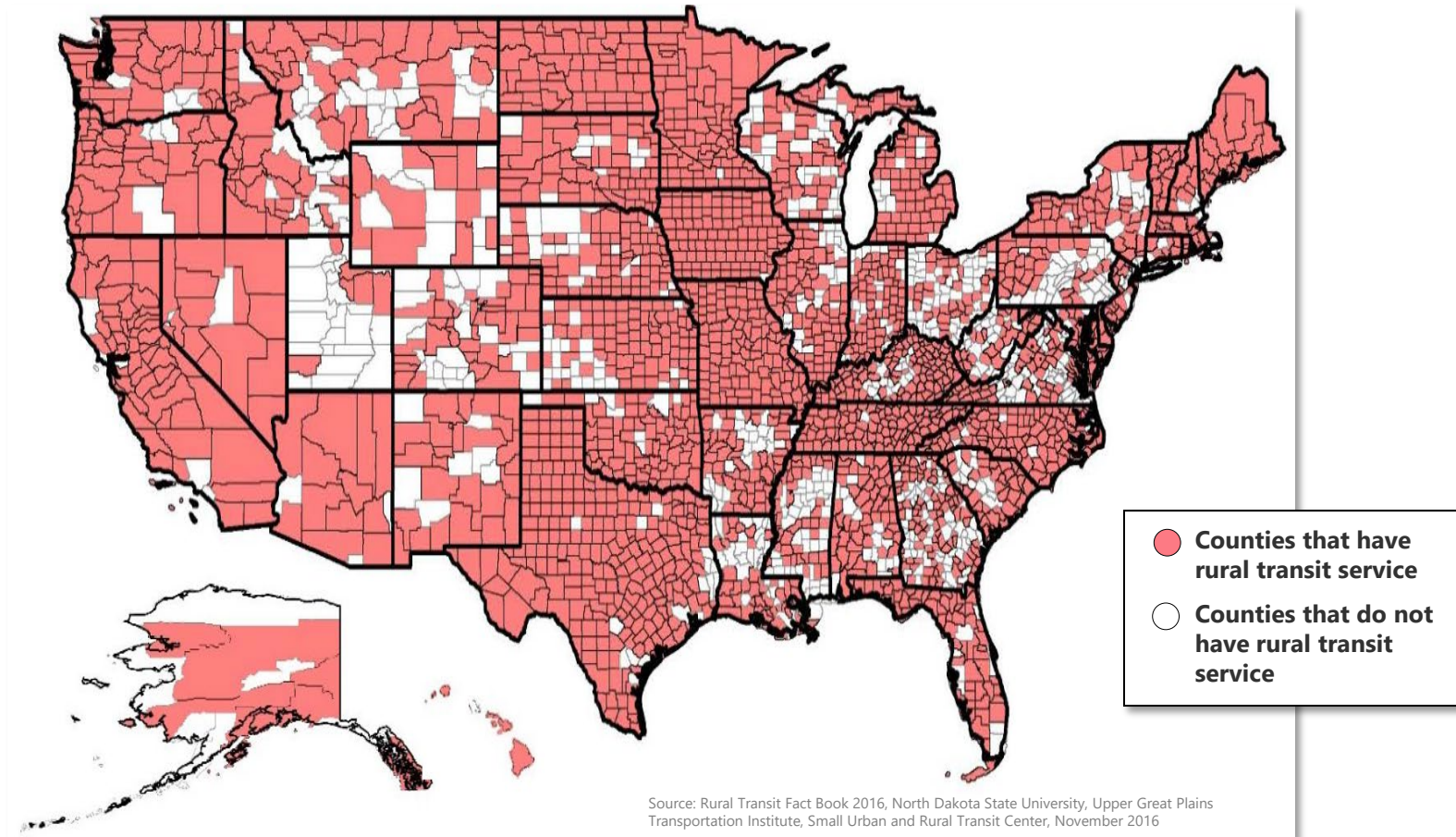
Usage | Freight

Large volumes of freight are transported through rural areas on the nation's highways, railways, and inland waterways, with 47% of truck vehicle miles traveled occurring in rural areas



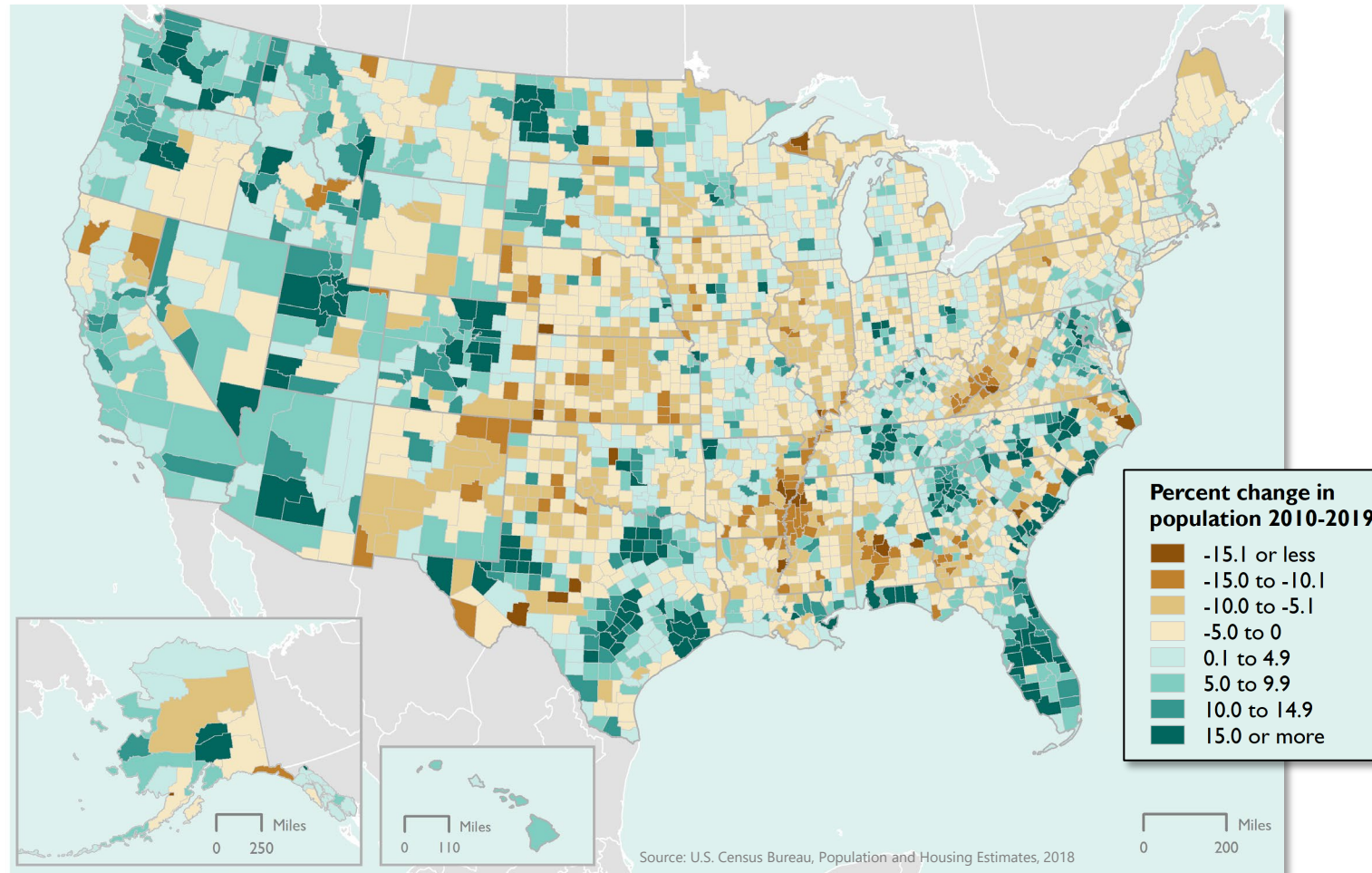
Usage | Transit

81% of U.S. counties have rural transit service, with 62% providing on-demand service rather than fixed-route service



Population Changes

Rural counties saw a decline in population from 2010 to 2016 on average and experienced growth in 2017 and 2018



Your Feedback

Over 240 comments from listening sessions and a Request for Information on rural transportation challenges across the country have influenced our focus and the content of the Applicant Toolkit



SAFETY

Safety is the top priority, especially as it relates to **road condition**, bicycles/ pedestrians, and **highway-rail grade crossings**



INFRASTRUCTURE CONDITION

The condition of roads and bridges is a major concern, particularly **resiliency** issues such as flooding and freeze-thaw damage



USAGE

Demand for public transit is increasing and rural roads and bridges may not have the capacity to support **heavier farm equipment**



FUNDING

Eligibility, match requirements, and **grant expertise** present obstacles in identifying and applying for USDOT funding opportunities



R.O.U.T.E.S. Initiative's Priorities

The Rural Opportunities to Use Transportation for Economic Success (R.O.U.T.E.S.) Initiative aims to address disparities in rural transportation infrastructure and improve safety and economic competitiveness nationwide



R.O.U.T.E.S. is a USDOT initiative that is...

Engaging with stakeholders through listening sessions, requests for information (RFIs), and other events to gather feedback on rural infrastructure project needs and challenges

Providing user-friendly information and technical assistance to assist stakeholders in understanding funding opportunities and applying for USDOT discretionary grants

Collecting data and analyzing trends to better assess needs and benefits of rural transportation infrastructure projects, particularly related to enhancing safety and sparking economic growth in rural communities





The Build America Bureau's Rural Financing Programs

- TIFIA Rural Project Initiative
 - Any project outside of Census-defined urbanized areas with populations >150,000
 - Project size between \$10,000,000 to \$100,000,000
 - Financing for 49% of project costs
 - Fixed rate at 1/2 of the Treasury rate
- First RPI loan closed on Sept. 8
 - \$13 Million loan to San Luis Obispo RTA
 - Construction of new operations & maintenance facility
- RRIF Express
 - Any Class II or III borrower is eligible
 - Finance up to 100% of project costs
 - Up to \$50 Million



**1/2 the U.S. Treasury rate
0.72% as of 9/10/2020**



National Freight Strategic Plan (NFSP)

USDOT has developed a national freight strategy that:

- Evaluates the movement of freight and informs **infrastructure planning** and **investments**
- Provides a **framework** for increased cross-sector, multi-jurisdictional, and **multimodal** coordination and partnerships
- Identifies **freight data needs** to support decision making

Required under 49 U.S.C. §70102, as established by the Fixing America's Surface Transportation (FAST) Act



Energy



Agriculture



Manufacturing



Natural Resources



Applicant Toolkit



Applicant Toolkit

The Applicant Toolkit provides user-friendly information to help you identify USDOT discretionary grant funding programs and navigate grant applications



R.O.U.T.E.S. is a USDOT initiative that is...

Engaging with stakeholders through listening sessions, requests for information (RFIs), and other events to gather feedback on rural infrastructure project needs and challenges

Providing user-friendly information and technical assistance to assist stakeholders in understanding funding opportunities and applying for USDOT discretionary grants

Collecting data and analyzing trends to better assess needs and benefits of rural transportation infrastructure projects, particularly related to enhancing safety and sparking economic growth in rural communities



Applicant Toolkit

We will walk through three major sections of the Applicant Toolkit in these training modules and we encourage you to review the other sections on your own.

TABLE OF CONTENTS

- 7 | USDOT Overview & Structure
- 9 | USDOT's Role in Rural Transportation
- 14 | USDOT Discretionary Grant Process & Applicant Roadmap ✓
- 17 | USDOT Discretionary Grant Funding Matrix ✓
- 34 | USDOT Mode & Resource Descriptions
- 69 | USDOT Financing Resources
- 71 | Project Spotlights
- 73 | Maximizing Award Success ✓

TRAINING MODULES

USDOT Discretionary Grant Process & Applicant Roadmap: Illustrates applicant and USDOT activities during each stage of the funding lifecycle (p.14)

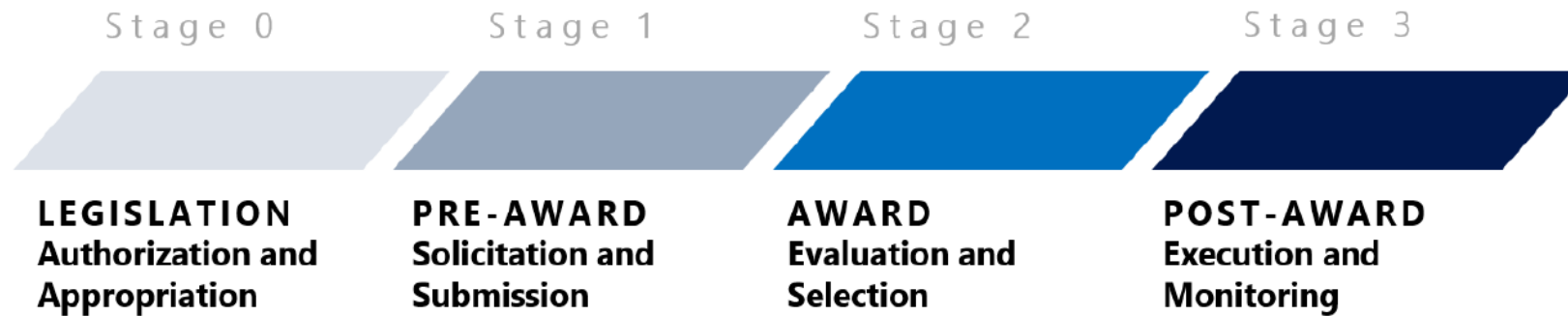
USDOT Discretionary Grant Funding Matrix: Organizes grant programs by eligible applicant and project type for easy reference (p.17)

Maximizing Award Success: Outlines how to navigate program Notices of Funding Opportunity and key application components such as a benefit-cost analysis (p.73)



USDOT Discretionary Grant Process

This section illustrates applicant and USDOT activities during each stage of the discretionary grant funding lifecycle



Stage 0. LEGISLATION: Program authorization and funding appropriation by Congress

Stage 1. PRE-AWARD: Funding opportunity announcement, applicant solicitation, and application submission

Stage 2. AWARD: Application evaluation, award decisions, and grantee notifications

Stage 3. POST-AWARD: Project execution, monitoring, and closeout

 *FOLLOW ALONG ON P. 14*



Maximizing Award Success

This section provides additional guidance to support applicants through the grant funding process, including navigating applications and understanding evaluation criteria

MAXIMIZING AWARD SUCCESS

The following tips, resources, and considerations aim to support applicants through the USDOT discretionary grant program funding lifecycle and provide additional guidance on completing an application.

Navigating Grant Program Applications

This section guides new applicants through considerations when compiling an application, including navigating program NOFOs, writing a compelling story, communicating impact, and managing financial risk, among others.

An Introduction to Evaluation Criteria

This section aims to increase applicants' understanding of common evaluation criteria to give insight into what programs may be looking for when allocating funds.

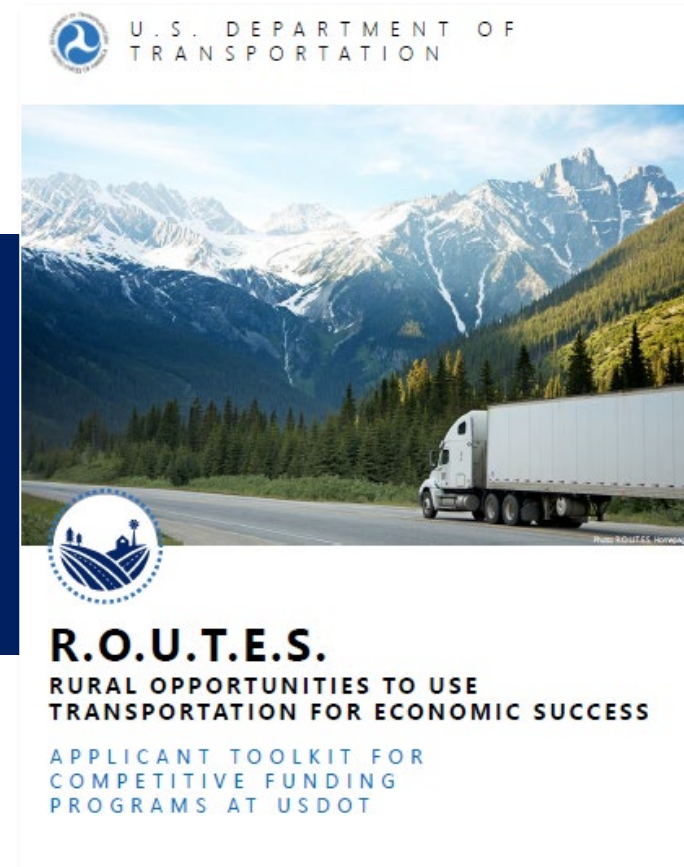
USDOT Applicant Considerations

This section provides an overview and resources related to calculating a benefit-cost analysis (BCAs), planning for environmental reviews, engaging with State Departments of Transportation, utilizing USDOT technical assistance, and considering accessibility.

 **FOLLOW ALONG
ON P. 73**



Applicant Toolkit: Discretionary Grant Funding Matrix



USDOT Discretionary Grant Funding Matrix

USDOT Discretionary Grant Funding Matrix					State Governments, Agencies, and Authorities (2/2)		
	PLANNING (Includes project design, site assessments, environmental reviews, and/or analysis)	CONSTRUCTION (Includes asset and facility development, repair, replacement, rehabilitation, and/or expansion)	EQUIPMENT AND MATERIALS (Includes acquisition, purchase, and/or leasing of vehicles and machinery)	OPERATIONS AND MAINTENANCE (Includes program management expenses, system management and performance, and compliance)	TECHNOLOGY DEMONSTRATION AND DEPLOYMENT (Includes installations and system integration)	TECHNICAL ASSISTANCE, WORKFORCE DEVELOPMENT, AND TRAINING (Includes skills development, public awareness campaigns, and information sharing)	RESEARCH AND DEVELOPMENT (Includes prototyping, testing, and modeling)
FTA	Capital Investment Grants (CIG) (page 53)	✓	✓	✓			
	Innovative Coordinated Access and Mobility Pilot Program (ICAM) – Mobility for All (page 53)	✓	✓	✓		✓	
	Low or No Emission Grant Program (page 54)	✓	✓	✓		✓	
	Passenger Ferry Grant Program (page 54)	✓	✓	✓			
MARAD	America's Marine Highway Grants (page 58)		✓	✓			
	Port Infrastructure Development Program (page 58)		✓	✓			
NHTSA	911 Grant Program (page 62)						
	State Notification to Consumers of Motor Vehicle Recall Status (page 62)						
PHMSA	Hazardous Materials Emergency Preparedness Grants (HMEP) (page 65)	✓		✓			
	One-Call Notification Systems Grants (page 66)						
	State Damage Prevention Program Grants (SDPP) (page 66)			✓	✓	✓	

1

Identify Applicant Type

Identify which applicant category you or your organization are and refer to the applicable matrix. Applicants are grouped into six categories:

1. State governments, agencies, and authorities, pp. 18-21
2. Tribal governments, pp. 22-23
3. Local governments and agencies, pp. 24-27
4. Transportation providers and operators, pp. 28-29
5. Non-profit organizations, pp. 30-31
6. Academic and research institutions, pp. 32-33

 FOLLOW ALONG ON P. 18-19



USDOT Discretionary Grant Funding Matrix

USDOT Discretionary Grant Funding Matrix				State Governments, Agencies, and Authorities (2/2)			
	PLANNING <small>(Includes project design, site assessments, environmental reviews, and/or analysis)</small>	CONSTRUCTION <small>(Includes asset and facility development, repair, replacement, rehabilitation, and/or expansion)</small>	EQUIPMENT AND MATERIALS <small>(Includes acquisition, purchase, and/or leasing of vehicles and machinery)</small>	OPERATIONS AND MAINTENANCE <small>(Includes program management expenses, system management and performance, and compliance)</small>	TECHNOLOGY DEMONSTRATIONS AND DEPLOYMENT <small>(Includes installations and system integration)</small>	TECHNICAL ASSISTANCE, WORKFORCE DEVELOPMENT, AND TRAINING <small>(Includes skills development, public awareness campaigns, and information sharing)</small>	RESEARCH AND DEVELOPMENT <small>(Includes prototyping, testing, and modeling)</small>
FTA	Capital Investment Grants (CIG) (page 53)	✓	✓	✓			
	Innovative Coordinated Access and Mobility Pilot Program (ICAM) – Mobility for All (page 53)	✓	✓	✓		✓	
	Low or No Emission Grant Program (page 54)	✓					
	Passenger Ferry Grant Program (page 54)	✓					
MARAD	America's Marine Highway Grants (page 58)						
	Port Infrastructure Development Program (page 58)						
NHTSA	911 Grant Program (page 62)						
	State Notification to Consumers of Motor Vehicle Recall Status (page 62)						
	Hazardous Materials Emergency Preparedness Grants (HMEP) (page 65)	✓					
PHMSA	One-Call Notification Systems Grants (page 66)			✓		✓	
	State Damage Prevention Program Grants (SDPP) (page 66)		✓	✓		✓	

2

Select Project Type

Identify the type of activities the project hopes to fund. Activities are grouped into seven categories:

- Planning
- Construction
- Equipment and materials
- Operations and maintenance
- Technology demonstrations and deployment
- Technical assistance, workforce development, and training
- Research and development

 FOLLOW ALONG ON P. 18-19



USDOT Discretionary Grant Funding Matrix

USDOT Discretionary Grant Funding Matrix				State Governments, Agencies, and Authorities (2/2)			
	3						
	PLANNING <small>(Includes project design, site assessments, environmental reviews, and/or analysis)</small>	CONSTRUCTION <small>(Includes asset and facility development, repair, replacement, rehabilitation, and/or expansion)</small>	EQUIPMENT AND MATERIALS <small>(Includes acquisition, purchase, and/or leasing of vehicles and machinery)</small>	OPERATIONS AND MAINTENANCE <small>(Includes program management expenses, system management and performance, and compliance)</small>	TECHNOLOGY DEMONSTRATIONS AND DEPLOYMENT <small>(Includes installations and system integration)</small>	TECHNICAL ASSISTANCE, WORKFORCE DEVELOPMENT, AND TRAINING <small>(Includes skills development, public awareness campaigns, and information sharing)</small>	RESEARCH AND DEVELOPMENT <small>(Includes prototyping, testing, and modeling)</small>
FTA	Capital Investment Grants (CIG) (page 53)	✓	✓	✓			
	Innovative Coordinated Access and Mobility Pilot Program (ICAM) – Mobility for All (page 53)	✓	✓			✓	
	Low or No Emission Grant Program (page 54)	✓				✓	
	Passenger Ferry Grant Program (page 54)	✓	✓			✓	
MARAD	America's Marine Highway Grants (page 58)		✓	✓			
	Port Infrastructure Development Program (page 58)		✓	✓			
NHTSA	911 Grant Program (page 62)			✓	✓	✓	
	State Notification to Consumers of Motor Vehicle Recall Status (page 62)			✓			
	Hazardous Materials Emergency Preparedness Grants (HMEP) (page 65)	✓		✓		✓	
PHMSA	One-Call Notification Systems Grants (page 66)			✓		✓	
	State Damage Prevention Program Grants (SDPP) (page 66)			✓		✓	

Review Applicable Programs
Review the list of programs with applicable to that applicant type and project type, indicated with a check mark

 FOLLOW ALONG ON P. 18-19



USDOT Discretionary Grant Funding Matrix

USDOT Discretionary Grant Funding Matrix				State Governments, Agencies, and Authorities (2/2)			
	PLANNING <small>(Includes project design, site assessments, environmental reviews, and/or analysis)</small>	CONSTRUCTION <small>(Includes asset and facility development, repair, replacement, rehabilitation, and/or expansion)</small>	EQUIPMENT AND MATERIALS <small>(Includes acquisition, purchase, and/or leasing of vehicles and machinery)</small>	OPERATIONS AND MAINTENANCE <small>(Includes program management expenses, system management and performance, and compliance)</small>	TECHNOLOGY DEMONSTRATIONS AND DEPLOYMENT <small>(Includes installations and system integration)</small>	TECHNICAL ASSISTANCE, WORKFORCE DEVELOPMENT, AND TRAINING <small>(Includes skills development, public awareness campaigns, and information sharing)</small>	RESEARCH AND DEVELOPMENT <small>(Includes prototyping, testing, and modeling)</small>
FTA	Capital Investment Grants (CIG) (page 53)	✓	✓	✓			
	Innovative Coordinated Access and Mobility Pilot Program (ICAM) – Mobility for All (page 53)	✓	✓	✓		✓	
	Low or No Emission Grant Program (page 54)	✓	✓	✓		✓	
	Passenger Ferry Grant Program (page 54)	✓	✓	✓		✓	
MARAD	America's Marine Highway Grants (page 58)		✓				
	Port Infrastructure Development Program (page 58)		✓				
NHTSA	911 Grant Program (page 62)					✓	
	State Notification to Consumers of Motor Vehicle Recall Status (page 62)						
PHMSA	Hazardous Materials Emergency Preparedness Grants (HMEP) (page 65)	✓		✓		✓	
	One-Call Notification Systems Grants (page 66)				✓	✓	
	State Damage Prevention Program Grants (SDPP) (page 66)			✓	✓	✓	

4

Click for More Information

To obtain more information on each program, either click on the program name to be taken to the relevant website (for online viewers) or find the program description in the "USDOT Mode and Resource Descriptions" section of this toolkit at the page number indicated.

 FOLLOW ALONG ON P. 18-19



USDOT Mode and Resource Descriptions

USDOT Discretionary Grant Funding Matrix				State Governments, Agencies, and Authorities (2/2)			
	PLANNING (includes project design, site assessments, environmental reviews, and/or analysis)	CONSTRUCTION (includes civil and facility development, repair, replacement, rehabilitation, and/or expansion)	EQUIPMENT AND MATERIALS (includes acquisition, purchase, and/or leasing of vehicles and machinery)	OPERATIONS AND MAINTENANCE (includes program management expenses, system management and performance, and compliance)	TECHNOLOGY DEMONSTRATIONS AND DEPLOYMENT (includes installations and system integration)	TECHNICAL ASSISTANCE, WORKFORCE DEVELOPMENT, AND TRAINING (includes skills development, public awareness campaigns, and information sharing)	RESEARCH AND DEVELOPMENT (includes prototyping, testing, and modeling)
Capital Investment Grants (CIG) (page 13)	✓	✓	✓				
Innovative Coordinated Access and Mobility Pilot Program (ICAM) (page 14)	✓	✓	✓			✓	
Low or No Emission Grant Program (page 54)	✓	✓	✓			✓	
Passenger Ferry Grant Program (page 54)	✓	✓	✓			✓	
America's Major Highways Grants (page 56)		✓	✓				
Port Infrastructure Development Program (page 58)		✓	✓				
T21 Grant Program (page 62)				✓	✓	✓	
State Notification to Consumers of Motor Vehicle Recall Status (page 62)				✓			
Hazardous Materials Emergency Preparedness Grants (HMEP) (page 64)	✓		✓			✓	
One-Call Notification System Grants (page 66)				✓		✓	
State Damage Prevention Program Grants (SDPP) (page 68)			✓	✓		✓	

Review Program Description
Find the corresponding program in the "USDOT Mode and Resource Descriptions" section of this toolkit at the page number indicated. This section contains additional information about each program, including specific criteria or language related to rural applicants or projects.

 FOLLOW ALONG ON P. 54

work must be funded with other Federal, State, or local sources initially and reimbursed later if a CIG grant is ultimately awarded.

Innovative Coordinated Access and Mobility Pilot Program (ICAM) – Mobility for All

This Innovative Coordinated Access and Mobility Pilot Program provides funding to States, local government authorities, or non-profit organizations to improve access to public transportation by building partnerships among health, transportation and other service providers. This program provides competitive funding to support innovative projects for the transportation disadvantaged that will improve the coordination of transportation services and non-emergency medical transportation services. \$3.5 million is available in FY20. The FY18 NOFO stated that applicants must provide 20% of the net project cost, with a higher share permitted for projects to comply with the Americans with Disability Act or the Clean Air Act.

5

Low or No Emission Grant Program

The Low or No Emission Grant 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. \$130 million is available in FY20.

According to the FY19 NOFO, applicants must provide 20% of the net project cost, with a higher share permitted for projects to comply with the Americans with Disabilities Act or the Clean Air Act. Transportation Development Credits or 'toll credits,' accrued when capital investments are made in federally-approved tolled facilities, could be used to fulfill the matching requirement per FY19 NOFO guidance. The FY19 NOFO stated that all proposals for rural projects must be submitted by the State, either individually or as part of a statewide application, except in the case of projects on tribal lands.

Passenger Ferry Grant Program

The Passenger Ferry Grant Program provides competitive funding for projects that support passenger ferry systems in urbanized areas, including vessels and facilities. Services to rural areas are eligible if the origin or destination is an urbanized area. \$30 million is available in FY20.

According to the FY19 NOFO, applicants must provide 20% of the net project cost, with a higher share permitted for projects to comply with the Americans with Disabilities Act or Clean Air Act. Transportation Development Credits or 'toll credits,' accrued when capital investments are made in federally-approved tolled facilities, could be used to fulfill the matching requirement per FY19 NOFO guidance.

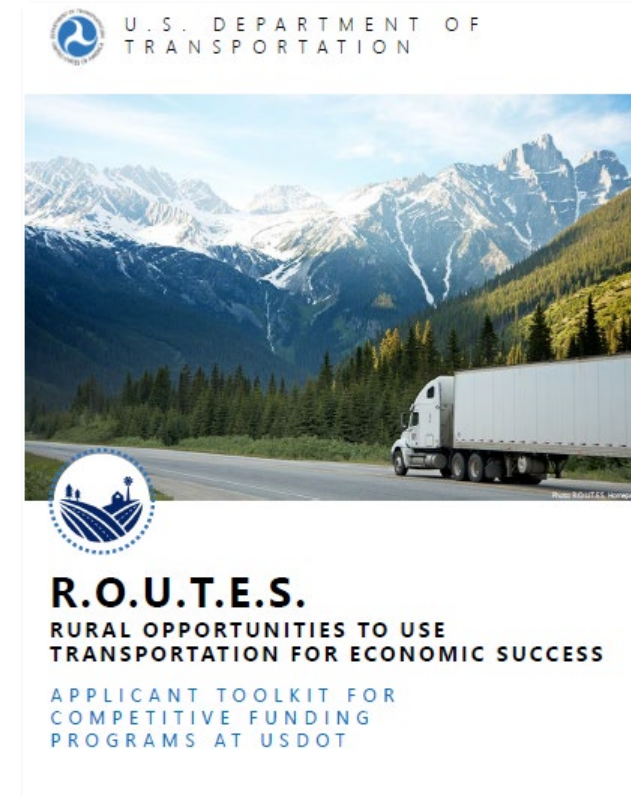


Other Sections in the Applicant Toolkit

In addition to the content we've discussed today, there are many other sections in the Applicant Toolkit that we encourage you to explore

TABLE OF CONTENTS

- 7 | USDOT Overview & Structure
- 9 | USDOT's Role in Rural Transportation
- 14 | USDOT Discretionary Grant Process & Applicant Roadmap ✓
- 17 | USDOT Discretionary Grant Funding Matrix ✓
- 34 | USDOT Mode & Resource Descriptions
- 69 | USDOT Financing Resources
- 71 | Project Spotlights
- 73 | Maximizing Award Success ✓



www.transportation.gov/rural/toolkit



VISIT OUR WEBSITE: www.transportation.gov/rural

EMAIL US: rural@dot.gov

SUBSCRIBE TO OUR EMAILS: Look under “Related Links”

