



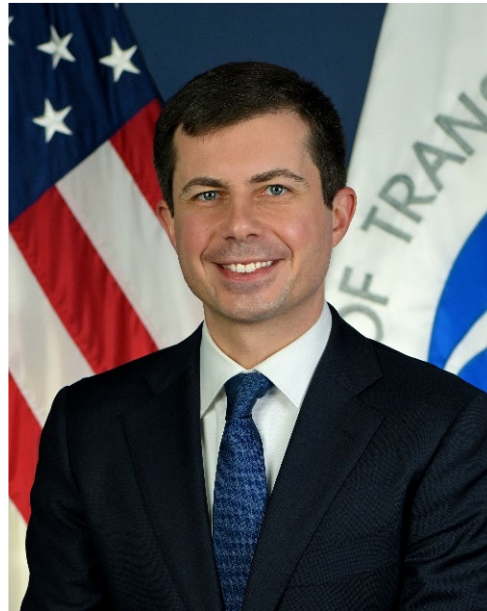
**Maritime Administration (MARAD)  
Washington Public Ports Association  
Finance & Administration Seminar**  
*Maritime Administration Grants and Financing  
Opportunities for Ports*

**June 8, 2023**

**Travis Black – Director, Inland Waterways Gateway – St. Louis**

1200 New Jersey Ave., SE | Washington | DC 20590  
[www.dot.gov](http://www.dot.gov)

*To foster and promote the U.S. Merchant Marine and the American maritime industry to strengthen the maritime transportation system — including landside infrastructure, the shipbuilding and repair industry, and labor — to meet the economic and national security needs of our Nation.*



Secretary of Transportation  
Pete Buttigieg



Maritime Administrator  
Rear Adm. Ann Phillips

Established: 1950

Total Employees: 750+

Headquarters: 272

U.S. Merchant Marine Academy: 264

Gateway Offices and Fleet Sites: 218

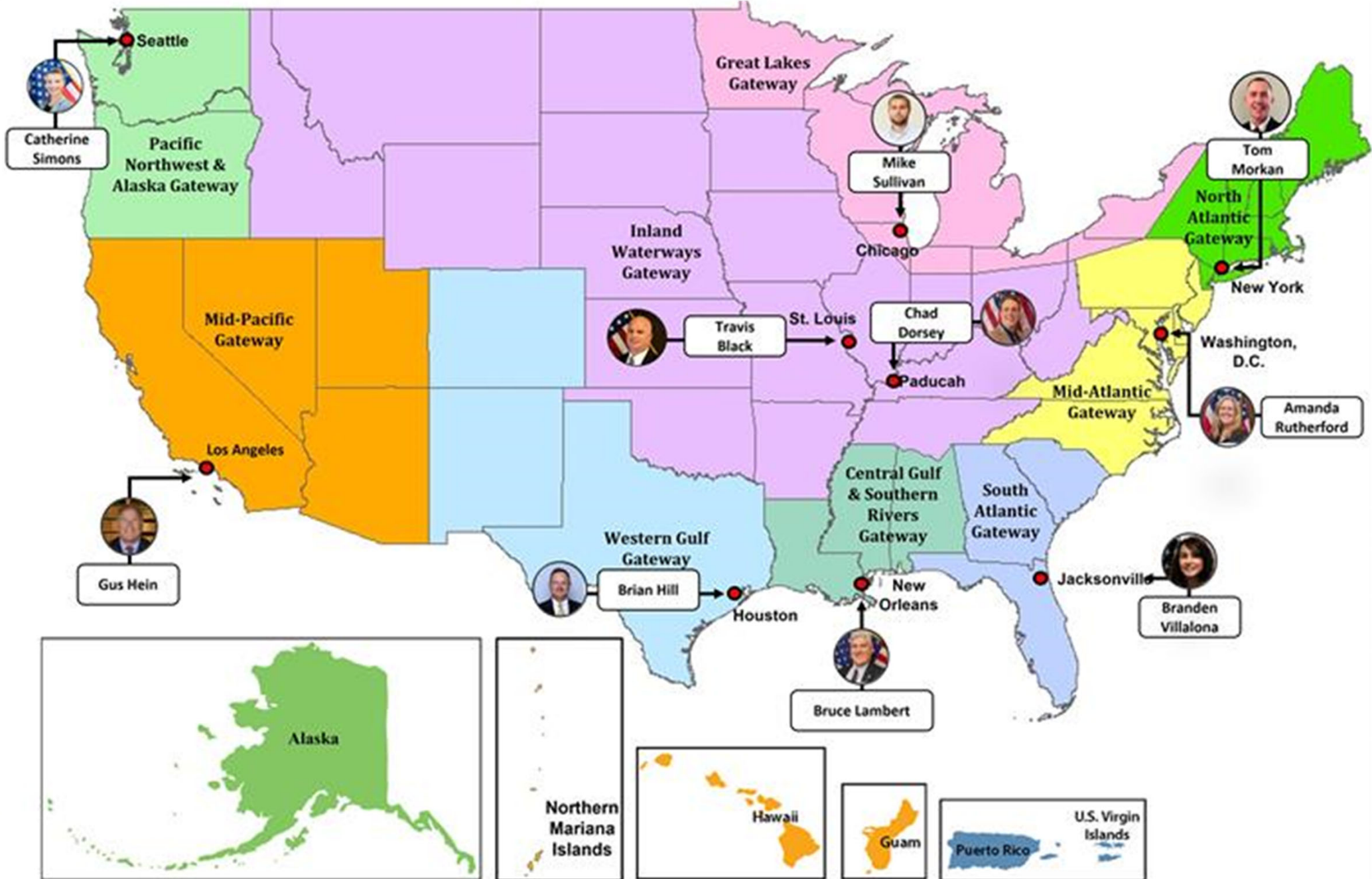


## **MISSION: In Peace and In War**

**Strengthen the U.S. maritime transportation system including infrastructure, industry and labor to meet the economic and security needs of the Nation.**

## **STRATEGIC GOALS**

- **MARITIME CAPABILITIES:** Develop domestic and international transportation opportunities to modernize and sustain a competitive commercial U.S.-flag fleet that ensures the Nation's economic and national security
- **MARITIME READINESS:** Ensure the availability of a capable U.S. Merchant Marine fleet with modern U.S.-flag vessels, skilled labor and global logistics support to drive the Nation's economy and to meet national maritime transportation requirements in peacetime emergencies and armed conflicts. Drive innovation in the maritime industry.
- **INFRASTRUCTURE:** Support the development of America's ports, shipyards and related intermodal infrastructure as key integrated components of an efficient, resilient and sustainable national transportation system and freight network
- **ADVOCACY:** Advance awareness of the necessity and importance of a strong U.S. Maritime Transportation System



# Primary Responsibilities of the Gateway Director

## Project Development/Grant Assistance

Develop projects in the region that promote overall economic growth, mitigate highway and port congestion, environmental compliance, and support both large and small American shipbuilding companies.

## Intermodal Outreach

Outreach and engagement with Port Authorities, Terminal Operators, Carriers, Rail, Private Sector, local, state and federal partners, etc.

## Maritime Security

Participate in Area Maritime Security Committee and Port Readiness Committee meetings held by USCG

## Emergency Preparedness

Engage on federal maritime emergency preparedness issues in the region.

## Strategic Seaports

Assess the readiness of our Strategic Commercial Seaports

## Supply Chain Resiliency

Report supply chain impacts and port closures in times of emergency

# ■ Federal Grants and Financial Assistance for Ports

## MARAD Port Infrastructure Development Program (PIDP)

- [PIDP Website Link.](#)
- Amount available is \$662M for FY 2023. Application deadline was April 28; award date end of September 2023

## MARAD U.S. Marine Highway Program (USMHP)

- Numerous program changes under [FY 2023 Natl. Defense Authorization Act \(Sec.3521, p. 680\)](#)
- \$12.4M available for FY 2023. Application deadline was April 28; award date – Fall 2023
- Contact [timothy.pickering@dot.gov](mailto:timothy.pickering@dot.gov) for program and funding updates

# ■ Federal Grants and Financial Assistance for Ports Cont.

## USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

- Large infrastructure projects of all types
- Historically ports have received 8-12% of these funds
- \$1.5B for FY 2023, application deadline was February 28, 2023; statutory award date June 28, 2023
- [RAISE 2023 News Release](#)
- [RAISE FY 2023 NOFO](#)

# ■ Federal Grants and Financial Assistance for Ports Cont.

**USDOT Multimodal Project Discretionary Grant (MPDG) – combined below:**

**USDOT Infrastructure for Rebuilding America (INFRA) Grant**

- Very large infrastructure projects of all types. Marine highway projects are eligible.
- \$8B (total available FY22-FY26); FY 2022 awarded September 15, 2022
- Approximately \$2B available for FY 2023 NOFO not yet published
- [INFRA Program Info](#)



# ■ Federal Grants and Financial Assistance for Ports Cont.

## USDOT Mega Grant

- Super large infrastructure projects of all types.
- \$5B (total available FY22-FY26); FY 2022 awarded January 31, 2023
- Approximately \$1.25B available for FY 2023, FY 2023 NOFO not yet published
- [Mega Grant Program Info](#)

## USDOT Rural Surface Transportation Grant

- Limited applicability to ports re: economically important facilities
- FY 2022 awarded December 21, 2022
- Approximately \$500M available for FY 2023, NOFO not yet published
- [Rural Surface Transportation Program Info](#)

# ■ Federal Grants and Financial Assistance for Ports Cont.

- **FHWA Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula and Discretionary Grant Programs**
- Funds for improvements to make they transportation system more resilient to natural hazards (eligible include port facilities). Formula funding and competitive grants.
- Formula funding is \$7.3B total for 5 years starting in FY 2022. PROTECT funds can be transferred to other FHWA programs including NHFP.
- Competitive grant funding for Fiscal Years 2022 and 2023 of \$848 million. NOFO due August 18, 2023.
- [https://www.fhwa.dot.gov/bipartisan-infrastructure-law/protect\\_fact\\_sheet.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/protect_fact_sheet.cfm)
- <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/promote.cfm>
- <https://www.transportation.gov/briefing-room/biden-harris-administration-opens-applications-848-million-competitive-grant-funding>

# ■ Federal Grants and Financial Assistance for Ports Cont.

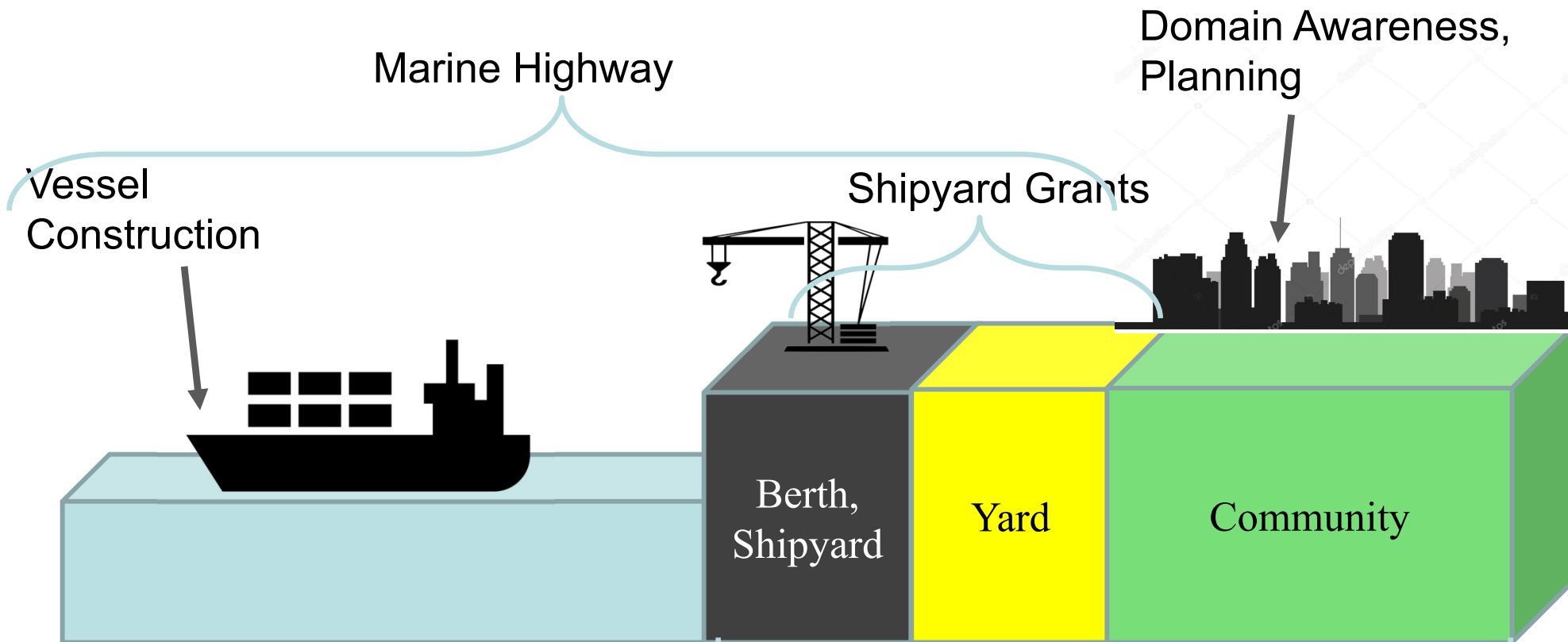
## FHWA Reduction of Truck Emissions at Port Facilities

- \$80M per year (FY 2022-2026). New program under BIL.
- NOFO for \$160M for FY 2022 and FY 2023. Applications due July 26, 2023.
- <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/rtep.cfm>
- **Grants funding to test, evaluate, and deploy projects that reduce port-related emissions from idling trucks, including through the advancement of port electrification and improvements in efficiency, focusing on port operations, including heavy-duty commercial vehicles, and other related projects.**

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) (\$5M - \$25M, \$1M Rural) FY 2023 NOFO November 30, 2022, due February 28, 2023.
  - \$1.5 B for next five years. Also referred as TIGER and BUILD. Minimum Award \$5M, (\$1M Rural)
- Infrastructure for Rebuilding America (INFRA) (\$25M - \$100M, \$5M Rural), FY 2023 Spring 2023
  - \$1.5 B for next five years. Minimum Award \$25M (\$5M rural) Max \$100M
- National Infrastructure Project Assistance (MEGA) FY 2023 Spring 2023 (over \$100M, 50% reserved for \$500M+)
  - \$1 Billion program each year for 5 years
- United States Marine Highway Program (USMHP), February 28, 2023, NOFO closed April 28, 2023.
  - \$12.4M Available
- Port Infrastructure Development Program (PIDP), December 30, 2022, NOFO closed April 28, 2023.
  - \$662,203,512 Available
- Rural Surface Transportation (Rural) Grant Program FY 2023 Spring 2023
  - 90% of grant awards over \$25M, 10% less than \$25M

# Gateway Director Role in Supporting MARAD's mission..

Environmental Stewardship, Emergency Reporting, Military and Humanitarian Missions

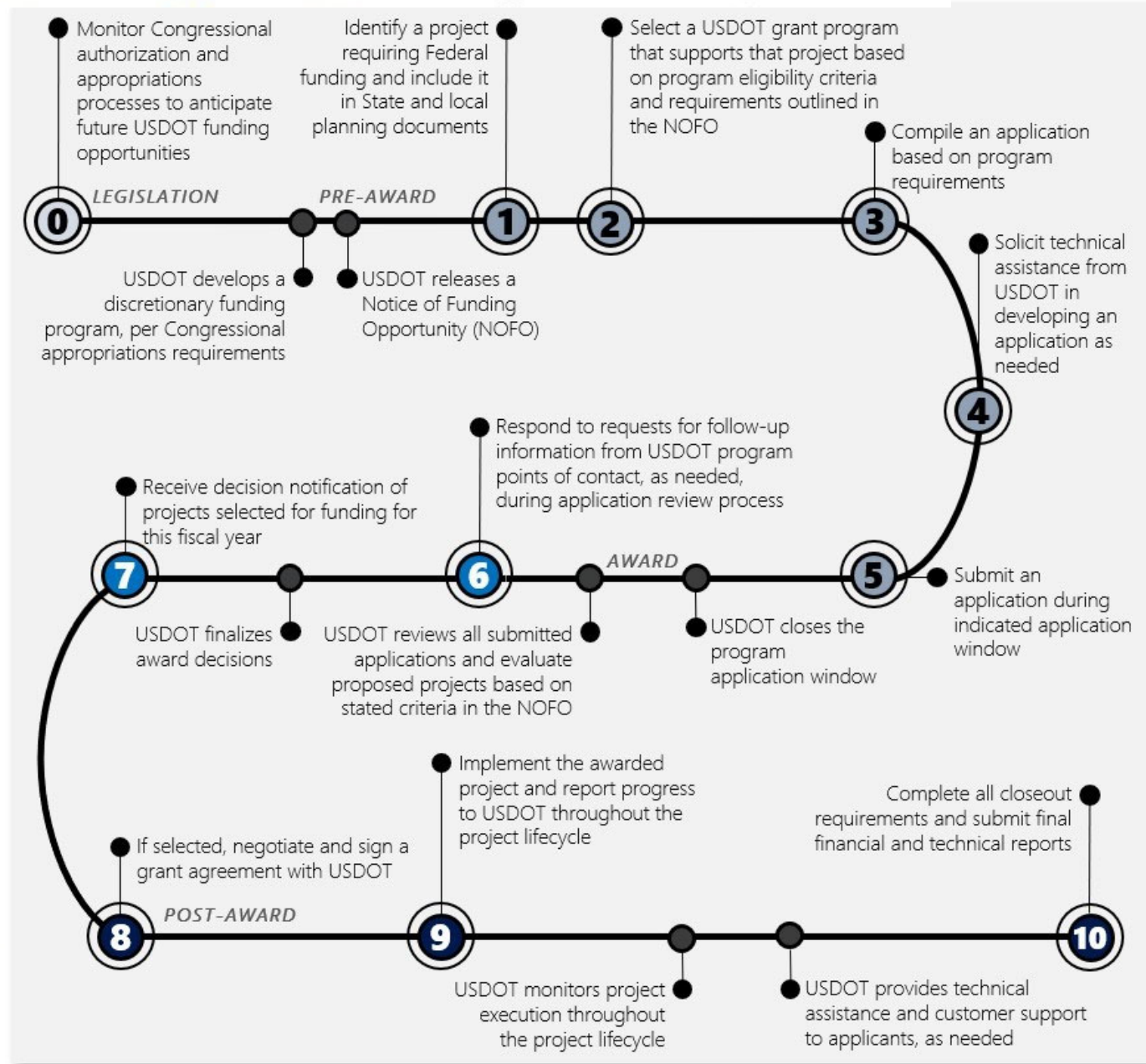


Port Infrastructure to Move Freight - RAISE, PIDP, TIFIA, RIFF, INFRA, Discretionary Grants/Loans, Port Security Grants



## APPLICANT ROADMAP KEY

Legislation
  Pre-Award
  Award
  Post-Award
 1 Applicant Activities
  USDOT Activities



- **Program authorized and appropriated funds by Congress**
- **Notice of Funding Opportunity – Instructions to potential applicants**
  - **Congressional Direction**
  - **Administration Priorities**
  - **Deadlines**
  - **Format**
- **Application Processing (eligibility)**
- **Grant Technical Reviews – including Benefit-Cost Analysis**
- **Senior Review Team**
- **Selection by Secretary**
- **Congressional Notifications**
- **Recipient Notifications**
- **Grant Agreement (6 mos. to 2+years)**



- **NOFO structure is standardized. Contact the program point of contact about specific requirements. The sections of a NOFO are:**
- **Section A. Program Description**
- **Section B. Federal Award Information: Includes total funding amount, anticipated number and size of awards, and period of performance.**
- **Section C. Eligibility Information: Includes eligible applicants and any cost-sharing requirements.**
- **Section D. Application and Submission Information: Includes application format requirements, submission deadlines, and any funding restrictions.**
- **Section E. Application Review Information: Includes evaluation criteria, selection process, and anticipated award announcement date.**
- **Section F. Federal Award Administration Information: Includes award notice and reporting requirements.**
- **Section G: Federal Awarding Agency Contacts**
- **Section H: Other Information**

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

### Writing A Compelling Story

- Some programs may require an applicant to articulate the expected outcomes or impact the project would have on the community. This could also include examples of community support or desire for the project. Consider showing alignment to stated priorities of the program, agency, and/or Department.

### Communicating Impact

- Some programs may require an applicant to articulate the potential impact of the proposed project. Consider quantifying statements as much as possible or providing data points specific to the community.

- The PIDP, now in its fourth year, was established in FY2019 under 46 U.S.C. Section 50302
- The program works to improve the safety, efficiency or reliability of the movement of goods through ports and intermodal connections to ports
- To date, 99 grants have been awarded totaling more than \$1.44 billion for projects in 30 States and 3 Territories
- PIDP grants can be awarded to coastal seaports, inland river ports, or Great Lakes ports
- Grants are awarded based on a project's alignment with statutory criteria (movement of goods, leverage, economic vitality and port resilience), policy-based criteria (climate change and environmental justice, equity, workforce considerations) and geographic diversity (urban/rural).

Port Infrastructure Development Program (PIDP) grants to improve facilities within, or outside of and directly related to operations of coastal seaports, inland river ports, and Great Lakes ports.

- Final NOFO posted in February 2023

<https://www.maritime.dot.gov/office-port-infrastructure-development/port-and-terminal-infrastructure-development/2019-port-1>

- \$662M for FY 2023
- Federal share - 80%
- Webinars on How to Apply and Benefit Cost Analysis (BCA) preparation available to view:

<https://www.maritime.dot.gov/office-port-infrastructure-development/port-and-terminal-infrastructure-development/2020-port>

- Applications were due **on April 28, 2023.**

## Eligible Applicants

- A port authority, a commission or its subdivision or agent under existing authority;
- A State or political subdivision of a State or local government;
- An Indian Tribe;
- A public agency or publicly chartered authority established by one or more States;
- A special purpose district with a transportation function;
- A multistate or multijurisdictional group of entities; or
- A lead entity described above jointly with a private entity or group of private entities (including the owners or operators of a facility, or collection of facilities, at a port).

Eligible Projects shall be located either within the boundary of a port, or outside the boundary of a port and directly related to port operations or to an intermodal connection to a port.

Eligible projects must improve the safety, efficiency, or reliability of:

- (I) the loading and unloading of goods at the port; such as for marine terminal equipment;
- (II) the movement of goods into, out of, around, or within a port; such as for highway or rail infrastructure, intermodal facilities, freight intelligent transportation systems, and digital infrastructure systems;
- (III) operational improvements, including projects to improve port resilience; or
- (IV) environmental and emissions mitigation measures, including projects for—
  - a) port electrification or electrification master planning;
  - b) harbor craft or equipment replacements or retrofits;
  - c) development of port or terminal microgrids;
  - d) provision of idling reduction infrastructure;
  - e) purchase of cargo handling equipment and related infrastructure;
  - f) worker training to support electrification technology;
  - g) installation of port bunkering facilities from ocean-going vessels for fuels;
  - h) electric vehicle charging or hydrogen refueling infrastructure for drayage and medium or heavy-duty trucks and locomotives that service the port and related grid upgrades; or
  - i) other related port activities, including charging infrastructure, electric rubber-tired gantry cranes, and anti-idling technologies.

## Small Projects at Small Ports

- A coastal seaport, Great Lakes, or inland river port to and from which the average annual tonnage of cargo during the 3 calendar years immediately preceding the time of application is less than 8,000,000 short tons as determined by U.S. Army Corps of Engineers data for the statistical area in which the project is located. MARAD may accept an independent certification of tonnage statistics only in those cases where U.S. Army Corps of Engineers statistical data is not available. For joint applications, MARAD will use the status of the lead (eligible) applicant when determining whether the project is for a small port.
- A project at small port requesting less than or equal to \$11.25 million in Federal funding assistance through the FY 2023 PIDP.
- 80% Federal share & Benefit Cost Analysis for small projects may be waived with approval of Secretary of Transportation
- Cost-effectiveness determinations (Benefit-Cost Ratio greater than 1) generally do not apply to Small Projects at Small Ports or to projects in non-contiguous States or territories. BUT, if Small Port proposes a project utilizing \$11.25 million or more in Federal assistance, that project will be considered Large Projects and the cost-effectiveness determination will apply (in contiguous states only)

## Statutory criteria:

- Safety, efficiency, or reliability of the **movement of goods**
- Supporting economic vitality
- Leveraging Federal funding
- Port resilience
- Statutory determinations

## **What are the major changes from the FY 2022 PIDP Round?**

The FY 2023 NOFO includes updated selection considerations pertaining to:

- Climate Change and Sustainability;
- Equity and Justice<sup>40</sup>;
- and Workforce Development, Job Quality, and Wealth Creation, (as described in more detail in Section D of the NOFO).

Applicants who are planning to re-apply using materials prepared for prior competitions should ensure that their FY 2023 PIDP application fully addresses the statutory merit criteria and selection considerations described in this notice and that all relevant information is up to date.



## Project Readiness: consists of . . .

- Applicant technical capacity
- Project environmental risk

## Buy America Preference

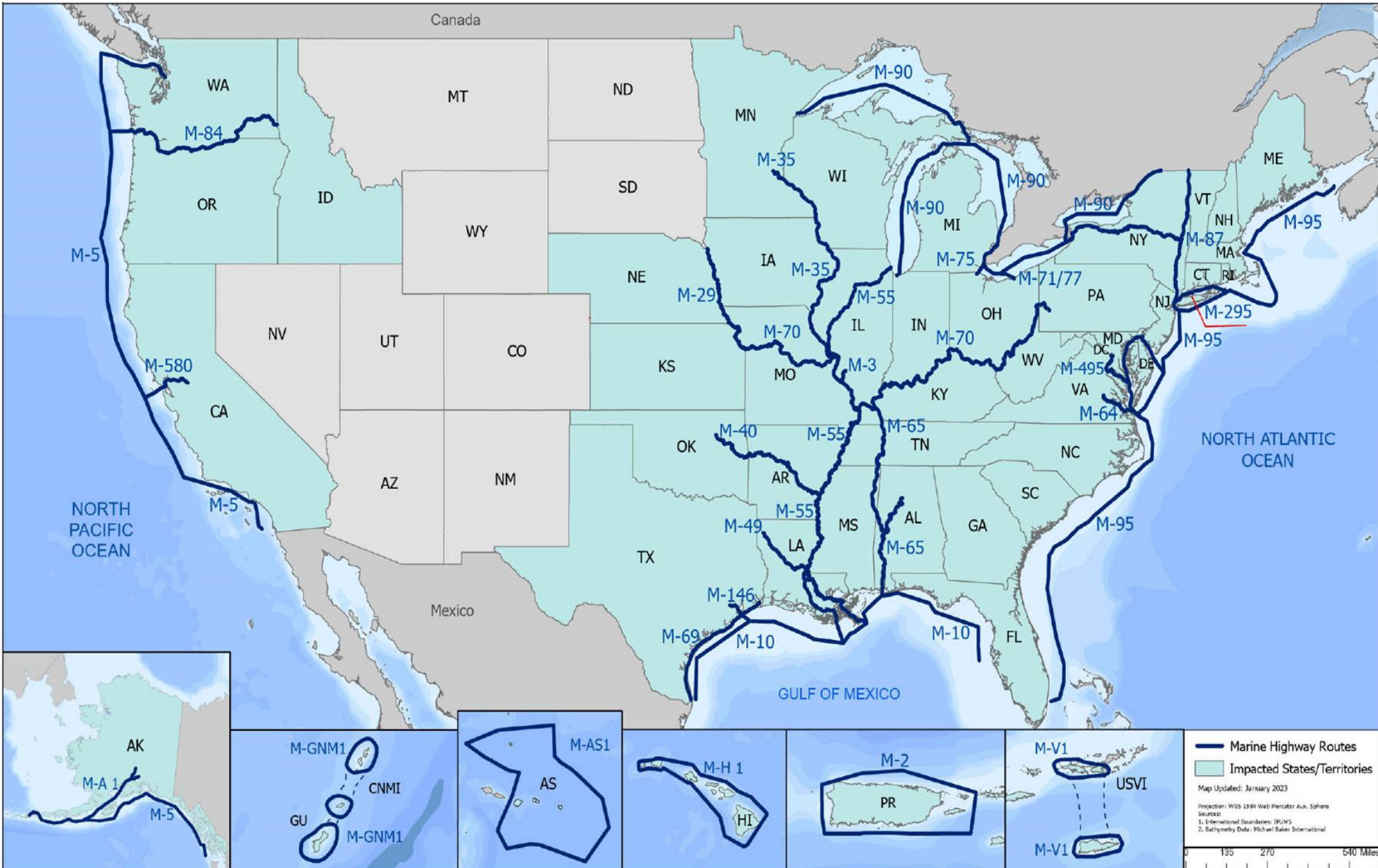
- E.O. 14005, Ensuring the Future is Made in America by All of America's Workers
- M-22-11, OMB Memorandum, Initial Implementation Guidance on Application of Buy America Preference in Federal Financial Assistance Programs for Infrastructure

## Geographic diversity

- Coastal seaport, Great Lakes port, Inland river port
- Urban/rural
- Community Development Zone/Historically Disadvantaged Community

- Works with manufacturers, vessel operators, ports, and public and private stakeholders to build economically competitive alternative supply chains that utilize our waterways.
- Incorporates routes into the National Freight Strategic Plan and National Multimodal Freight Network for an integrated transportation system.
- Administers grants to address capital risks and other obstacles to service development.

# United States Marine Highway Program



- Final NOFO posted in February 2023

[2023 Notice of Funding Opportunity for the U.S. Marine Highway Program | MARAD \(dot.gov\)](#)

– \$12.4M for FY 2023

- Federal share - 80%

- Webinar on How to Apply will be held on March 16:

<https://www.maritime.dot.gov/office-port-infrastructure-development/port-and-terminal-infrastructure-development/2020-port>

- Applications were due **on April 28, 2023.**

- Numerous program changes under [FY 2023 Natl. Defense Authorization Act](#)
- **Project Designations are no longer required in order to be eligible for USMHP grants.**
- Marine Highway Transportation definition includes the carriage by a documented vessel of cargo (including such carriage of cargo and passengers), **bulk, liquid, or loose cargo loaded in tanks, holds, hoppers, or on deck bulk, liquid, and loose cargo.**
- Marine Highway Transportation definition includes shipments loaded at a port in the United States and unloaded either at another port in the United States or at a port in **CANADA OR MEXICO**; or loaded at a port in Canada or Mexico and unloaded at a port in the United States (*no grant funds can be used outside of the U.S.*)
- What can Marine Highway Grant funds be used for?
  - Port and landside infrastructure
  - Cargo handling equipment
  - New or used vessel purchase, lease, or modification
  - Planning, preparation and design efforts in support of marine highway projects (cannot be used for market related studies)

## ■ Small Shipyard Grants

- <https://www.maritime.dot.gov/grants-finances/small-shipyard-grants>
- make capital and related improvements to qualified shipyard facilities that will be effective in fostering efficiency; competitive operations; and quality ship construction, repair, and reconfiguration; and
- provide training for workers in shipbuilding, ship repair, and associated industries.
- Historically, the program has selected roughly 15 to 30 applications to receive funding and the average grant amount has been approximately \$1 million. Up to 75% federal funding, 25% match required.

## ■ Federal Ship Financing Program (Title XI)

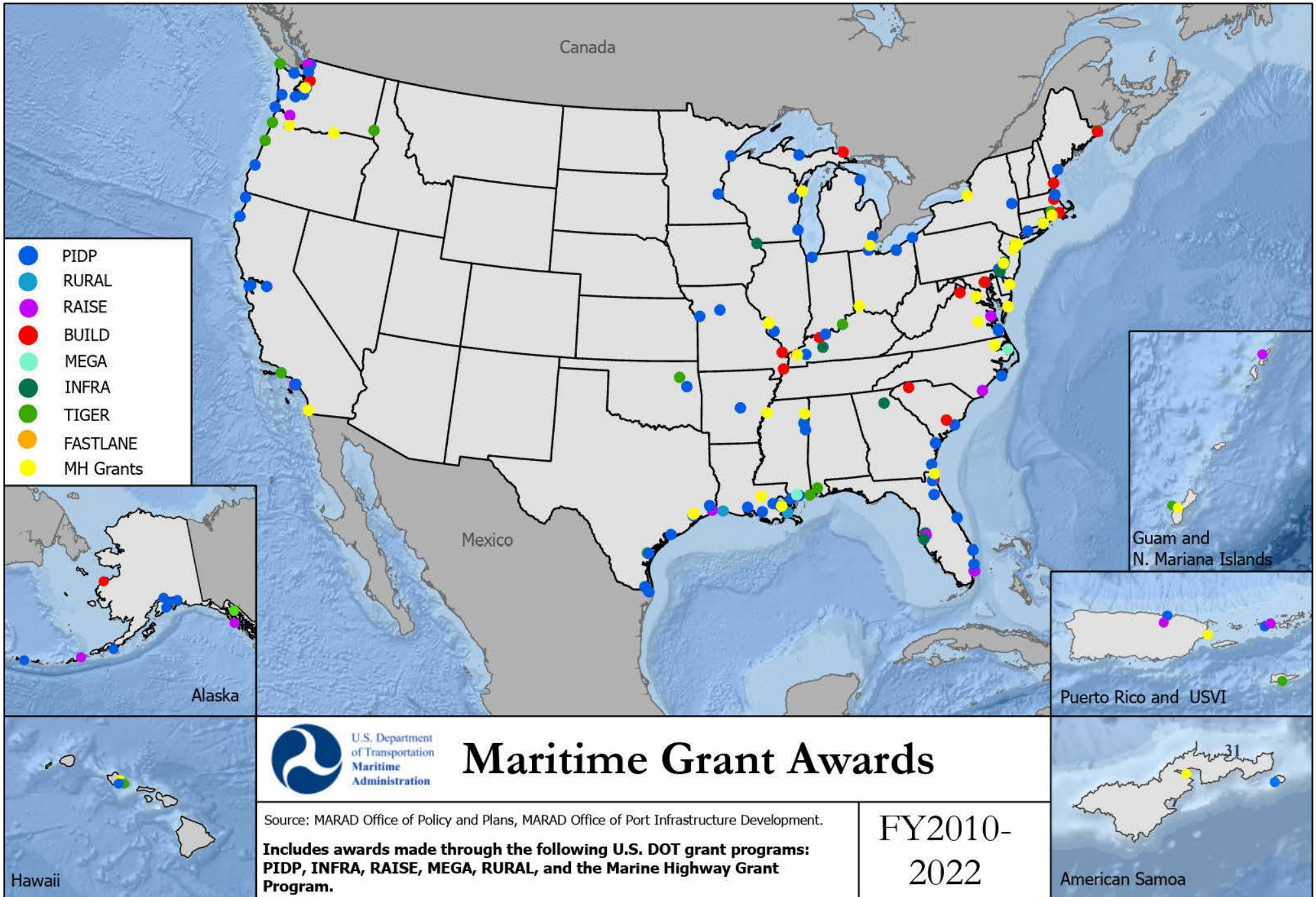
- <https://www.maritime.dot.gov/grants/title-xi/federal-ship-financing-program-title-xi>

## ■ Construction Reserve Fund

- <https://www.maritime.dot.gov/grants/construction-reserve-fund>

## ■ Capital Construction Fund

- <https://www.maritime.dot.gov/grants/capital-construction-fund>



## Maritime Grant Awards

Source: MARAD Office of Policy and Plans, MARAD Office of Port Infrastructure Development.

**Includes awards made through the following U.S. DOT grant programs: PIDP, INFRA, RAISE, MEGA, RURAL, and the Marine Highway Grant Program.**

FY2010-  
2022



## 2022

▪ **Washington & Oregon Tidewater M-84 Barge Service Expansion \$4,168,759**  
**Tidewater Barge Lines, Inc.** The grant will support an electric dock crane at the **Port of Vancouver, WA**. This equipment will help meet the demand for additional shipments of municipal solid waste and other waste through the **Columbia River Marine Highway M-84**.

## 2020

**Tidewater Barge Lines, Inc, Port of Morrow M-84 Barge Service Expansion \$3,200,000** Sponsored by the **Port of Morrow**, the grant was awarded to support the procurement of a container on barge service to expand from the **Port of Morrow in Boardman, OR, to Vancouver, WA**.

## 2019

**Port of Morrow, Port of Morrow M-84 Barge Service Expansion \$1,623,200** The grant was awarded for the expansion of barge services from **Portland, Oregon, to Vancouver, Washington, and to enhance the Port of Morrow barge capacity**.



**2022**

**SCF Lewis and Clark Terminals M-55/M-35 \$3.4M project to purchase four modern, fuel efficient, and environmentally friendly Hyster forklifts, a Manitowoc Cable Crane to load/unload unitized cargo onto barges, and a barge winch system to load/unload unitized cargo onto barges.**

**2020**

**America's Central Port M-55/M-35 \$1.6 M (\$1.3 M grant) purchase a used 275-ton crane, 18 cameras and a container tilter.**

### 2022

**PIDP America's Central Port District Granite City Harbor Extension Project \$4.5M (\$4.1 M grant) extends the length of the harbor's wharf by nearly 30% and creates a half-acre of additional working space to support cargo dock operations.**

**PIDP Saint Paul Port Authority Barge Terminal Dock Wall Rehabilitation \$12.5 M (\$4.1M grant) replaces the dock wall with a new tie-back system.**

### 2012

**TIGER Port of Lewiston, Dock Extension \$2.7 M (\$1.3 M grant) 150 ft dock extension, mooring dolphin and fender system to existing container dock**

### 2021

**INFRA City of Dubuque Port and Rail Improvements \$11.5 M (\$5 M grant) renovate an existing fertilizer storage shed, replace and relocate rail track, new rail equipment (main line switch, loadout system and shed and rail-to-barge direct transfer system).**

**2022**

**PIDP Kaskaskia Regional Port District Phase 2 Rail Yard and Rail Corridor Improvements \$10 M (\$8 M grant) to install rail tracks create a rail yard near port terminal (6,000 ft of storage tracks) and upgrades to 5.3 miles of track to support bulk cargo.**

**PIDP Green Hills Regional Planning Commission Port Improvement and Expansion Project (for AGRIServices of Brunswick) \$10.9 M (\$8.8 M grant) to create new container dock and related mooring structures, add a new rail spur with loading pit, construct a new 360' x 140' bulk agriculture supply building with conveyors between the rail and barge dock.**





# Port Conveyance Program

- Designed to temporarily transfer the use and management of excess Federal property to States and local governments for the purposes of port development, port expansion, and operation of port facilities.
- MARAD receives, evaluates, and approves applications from prospective grantees to make recommendation for assignments of surplus property to be used for the development or operation of a port facility.
- Conveyance involves no monetary consideration, provided the property is used and maintained in perpetuity as a port facility.
- <https://www.maritime.dot.gov/ports/port-conveyance/port-conveyance>

# USDOT Transportation Infrastructure Finance and Innovation Act (TIFIA)

Financing assistance for surface transportation projects

<https://www.transportation.gov/buildamerica/financing/tifia>

- Credit assistance limited to 33 percent of reasonably anticipated eligible project costs (unless the sponsor provides a compelling justification for up to 49 percent)
- Minimum Anticipated Project Costs
  - \$10 million for Transit-Oriented Development, Local, and Rural Projects
  - \$15 million for Intelligent Transportation System Projects
  - \$50 million for all other eligible Surface Transportation Projects

# USDOT Railroad Rehabilitation & Improvement Financing (RRIF)

Financing assistance for railroad infrastructure

<https://www.transportation.gov/buildamerica/financing/rrif>

- Loan – up to 100%
- Total Funding: Up to \$35 Billion, \$7 Billion is reserved for non-Class I freight railroads

# EPA – Emissions Reductions Grants /Clean Ports Program (pending)

- \$3B for emissions reductions at ports. Includes some related planning/outreach activities.
- <https://www.epa.gov/system/files/documents/2022-12/ira-clean-ports-listen-session-2022-11-09--2022-12-06.pdf>



# EPA – Diesel Emissions Reduction Act (DERA) Grants for Equipment

NOFO will be published in early 2023. Specific provisions for rural states.

<https://www.epa.gov/dera>

- DERA grant funds support projects aimed at reducing emissions from the nation's existing fleet of older diesel engines.
- DERA aims to achieve significant reductions in diesel emissions through verified retrofit technologies; engine and vehicle replacements; idling reduction technologies; shorepower; and electrified parking spaces, to accelerate fleet turnover to cleaner next generation technologies.

The PSGP provides funding to state, local and private-sector partners to help protect critical port infrastructure from terrorism, enhance maritime domain awareness, improve port-wide maritime security risk management, and maintain or reestablish maritime security mitigation protocols that support port recovery and resiliency capabilities through the implementation of Area Maritime Security (AMSP), Facility Security (FSP), and Vessel Security Plans (VSP).

All entities subject to an Area Maritime Security Plan may apply for PSGP funding. Eligible applicants include, but are not limited to, port authorities, facility operators, and state, territorial, and local government agencies.

Available funding available nationally is \$100,000,000.

The deadline for applications was **May 18, 2023**.

## National Priority Areas:

- 1) Enhancing cybersecurity (20% score increase)
- 2) Enhancing the protection of soft targets/crowded places (20% score increase)

## Enduring Needs:

- 3) Effective planning
- 4) Training and awareness campaigns
- 5) Equipment and capital projects
- 6) Exercises

## Cost share requirements:

- Public sector entity applicants require a 25% cost share, 75% federal share.
- Private for-profit entity applicants require a 50% cost share; however, projects that provide a port-wide benefit will only require a 25% non-federal cost share

## The toolkit can help ports:

- Identify opportunities
- Evaluate solutions
- Prepare plans
- Communicate needs
- Engage partners
- Access funding
- Complete projects

## Modules include:

- Planning
- Feasibility
- Financing

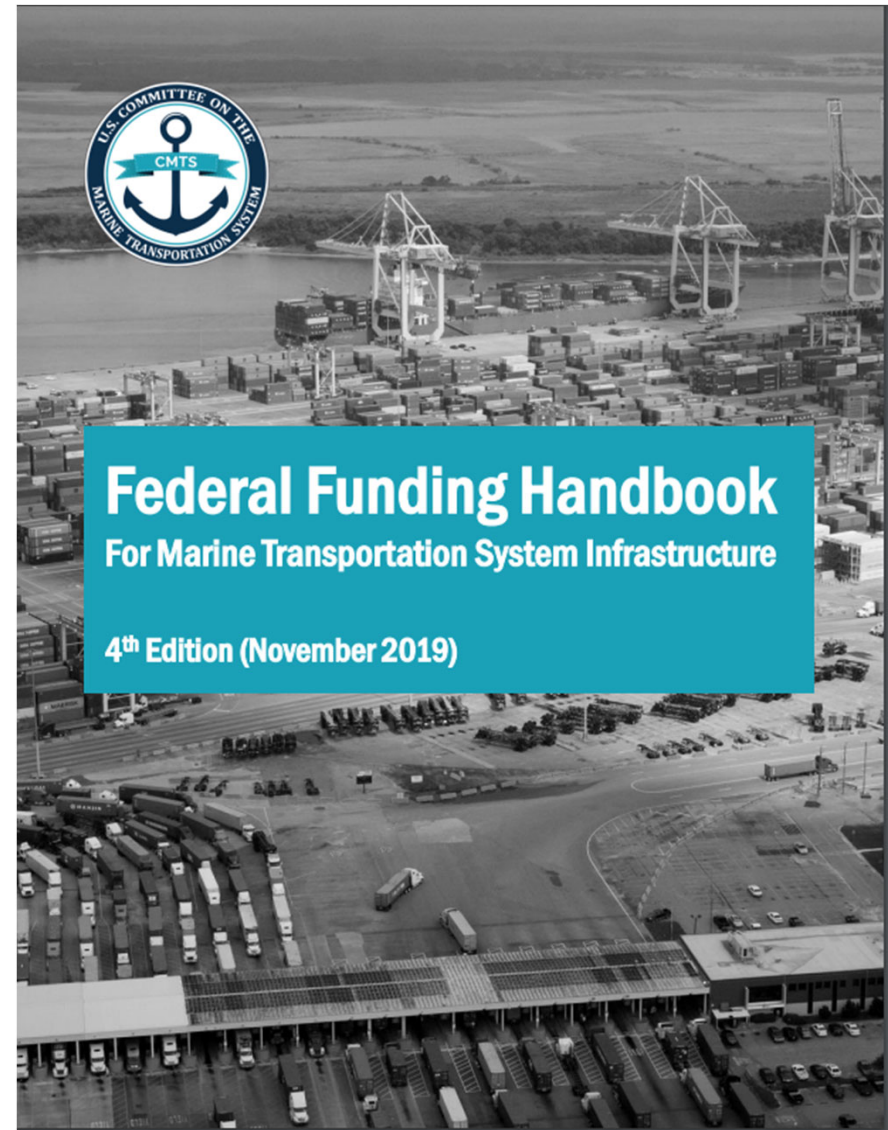
Toolkit helps **ports obtain funding.**



<https://www.maritime.dot.gov/ports/office-port-infrastructure-development/office-port-infrastructure-development>

The CMTS Federal Funding Handbook contains references to funding, financing, and technical assistance programs for infrastructure in the marine transportation system.

The purpose of the Handbook is to serve as a value-added tool for local and non-Federal level practitioners as well as Federal stakeholders to identify Federal resources.



[https://www.cmts.gov/assets/uploads/documents/Federal\\_Funding\\_Handbook\\_2019\\_FINAL\\_Jan2020\\_corrected.pdf](https://www.cmts.gov/assets/uploads/documents/Federal_Funding_Handbook_2019_FINAL_Jan2020_corrected.pdf)

[www.transportation.gov/rural](http://www.transportation.gov/rural)



U.S. DEPARTMENT OF  
TRANSPORTATION



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

RURAL OPPORTUNITIES TO USE  
TRANSPORTATION FOR ECONOMIC SUCCESS

APPLICANT TOOLKIT FOR  
COMPETITIVE FUNDING  
PROGRAMS AT USDOT

VIEW THE TOOLKIT:

[www.transportation.gov/rural/toolkit](http://www.transportation.gov/rural/toolkit)

EMAIL US:

[rural@dot.gov](mailto:rural@dot.gov)

SUBSCRIBE TO THE ROUTES NEWSLETTER AND EVENT  
NOTIFICATIONS

## About the DOT Navigator

- **The DOT Navigator is a new resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services. Whether it's the first time you're applying for a DOT grant or you're looking for more technical details and guidance, the DOT Navigator can help get you started.**

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

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