



NORTH CAROLINA
Department of Transportation

Transportation Grant Opportunities and Resources

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Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

FHWA Competitive Grants

Opening Date	Grant Program	Funding (FY22-FY26)	Closing date	Purpose	Federal Share
11/30/2022	Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	\$8.275billion	2/28/2023	Fund transportation infrastructure projects with significant local or regional impact	Up to 80 percent, with flexibility for higher shares based on various project specifications
Spring 2023	Nationally Significant Multimodal Freight and Highway Projects (INFRA)	\$7.25billion		Advance multimodal freight and highway projects of national or regional significance that improve the safety, efficiency, and reliability of the system	Up to 80 percent, with flexibility based on various project specifications
Spring 2023	National Infrastructure Project Assistance Program (MEGA)	\$5billion		Support multijurisdictional or regional projects of significance that may also cut across multiple modes of transportation	Up to 80 percent, with flexibility based on various project specifications
Spring 2023	Rural Surface Transportation Grant Program	\$2billion		Improve and expand surface transportation infrastructure in rural areas	80 percent, with flexibility for higher shares based on various project specifications 3

FHWA Competitive Grants

Opening Date	Grant Program	Funding (FY22-FY26)	Closing date	Purpose	Federal Share
Summer 2023	Bridge Investment Program	\$1billion	9/8/2022	Fund the planning and improvement of bridge condition, safety, efficiency, and reliability	Flexible and in some instances higher than 80 percent based on project specifications.
Late Spring 2023	Reconnecting Communities Pilot Program	\$1billion		Restore community connectivity by removing highways that create barriers	Up to 80 percent
Winter/Spring 2023	Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Discretionary Grants	\$1.4billion		Support resilience improvements	up to 80 percent, with flexibility for higher shares based on various project specifications
10/06/2022	National Culvert Removal, Replacement, and Restoration Grants	\$1billion	2/6/2023	Improve or restore passage for anadromous fish	Up to 80 percent

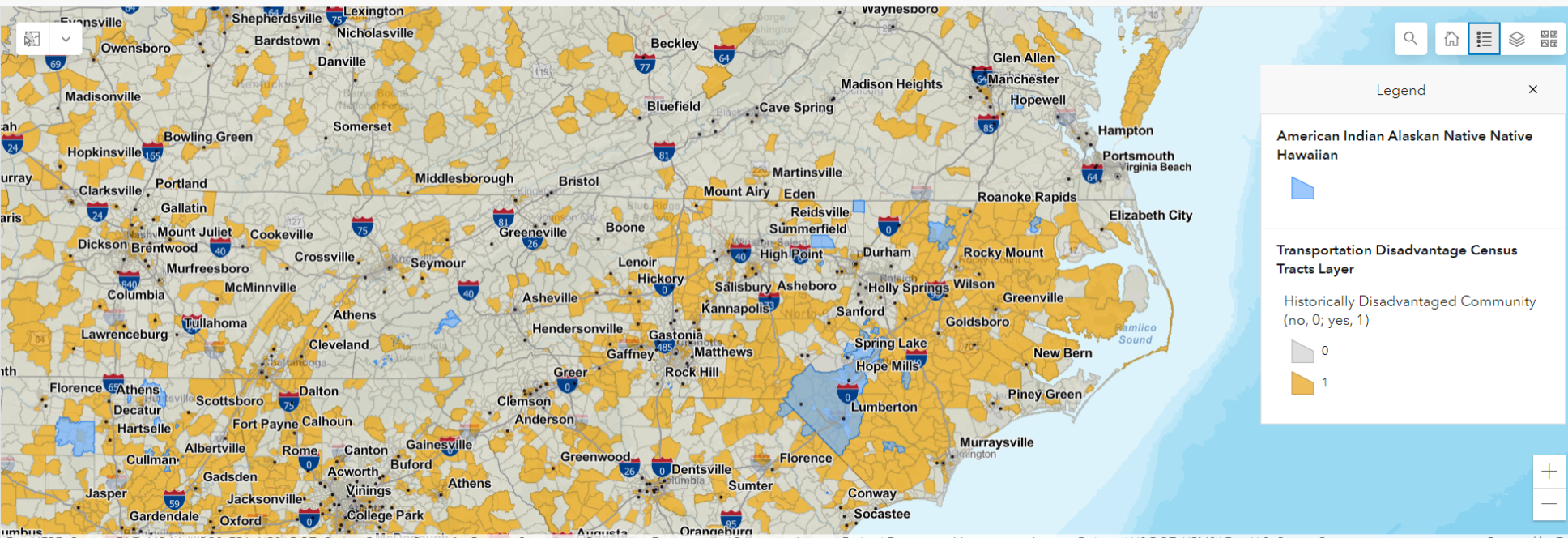
Tribal Competitive Funding

Grant Program	Funding (FY22-FY-26)	Federal Share	Purpose
Tribal High Priority Projects Program	\$45million	Up to 100%	Funding for those whose annual allocation of funding received under the TTP is insufficient to complete the highest priority project.
Tribal Transportation Facility Bridge Program	\$200million	100%	Replace, rehabilitate, preserve, protect, and construct new bridges.
Nationally Significant Federal Lands and Tribal Projects (NSFLTTP) Program	\$275million		Address significant challenges across the nation for transportation facilities that serve Federal and tribal lands

Justice40 Transportation Disadvantage Dashboard

Transportation Disadvantaged Census Tracts (Historically Disadvantaged Communities)

User Instructions: On the list to the right, select your state of interest. Use the +/- icons or mouse wheel to zoom into the map. Click and drag the map area to pan. Use the select tool on the left to select US Census tracts within your area of interest. Census tracts with four or more Transportation Disadvantage indicators will be visible in orange. Single-click on a Census tract to view the tract number and Transportation Disadvantage categories. The icon is the legend for the visible map layers. Use the home button to return to the continental US extent.



To view the **transportation disadvantaged definition**, select the expand icon in this box's upper right corner. Please note the Reconnecting Communities Notice of Funding Opportunity uses the "Transportation Disadvantaged Census Tracts" tool as one option for determining whether a community is "Economically Disadvantaged."

Transportation Disadvantaged Tracts by State

- Select a state from the list
- Alabama: 601
 - Alaska: 33
 - American Samoa: 1
 - Arizona: 519
 - Arkansas: 357
 - California: 4168
 - Colorado: 208
 - Connecticut: 32
 - Delaware: 39
 - District of Columbia: 31
 - Florida: 1257
 - Georgia: 861
 - Guam: 1
 - Hawaii: 33
 - Idaho: 65
 - Illinois: 867
 - Indiana: 321

1 of 50

ALABAMA

72.8k

Total Selected Census Tracts

4 of 50

MASSACHUSETTS

22k

Total Selected Transportation Disadvantaged Census Tracts

30%

Percent of Transportation Disadvantaged Census Tracts In Selected Area

NCDOT Equity & Transportation Disadvantage Dashboard

Indicator panels default to showing statewide averages.

Selecting a geography will zoom the map and update the statistics shown in the top row of indicator panels.

Color shading of each individual block group reflects the block group's score relative to the selected geography, or to the state as a whole (if no selection).

County:
(None Selected)

NCDOT Division:
(None Selected)

MPO/RPO:
(None Selected)

STIP Project - Corridor:
(Search by TIP number)

STIP Project - Point:
(Search by TIP number)

*** Select only ONE geography (County, Division, or MPO/RPO) at a time, and RESET selection before choosing another.**

Having geographies selected in multiple dropdowns will cause an ERROR!

Population Average for North Carolina

Age 15 and Under:
18%

Age 65 and Over:
16%

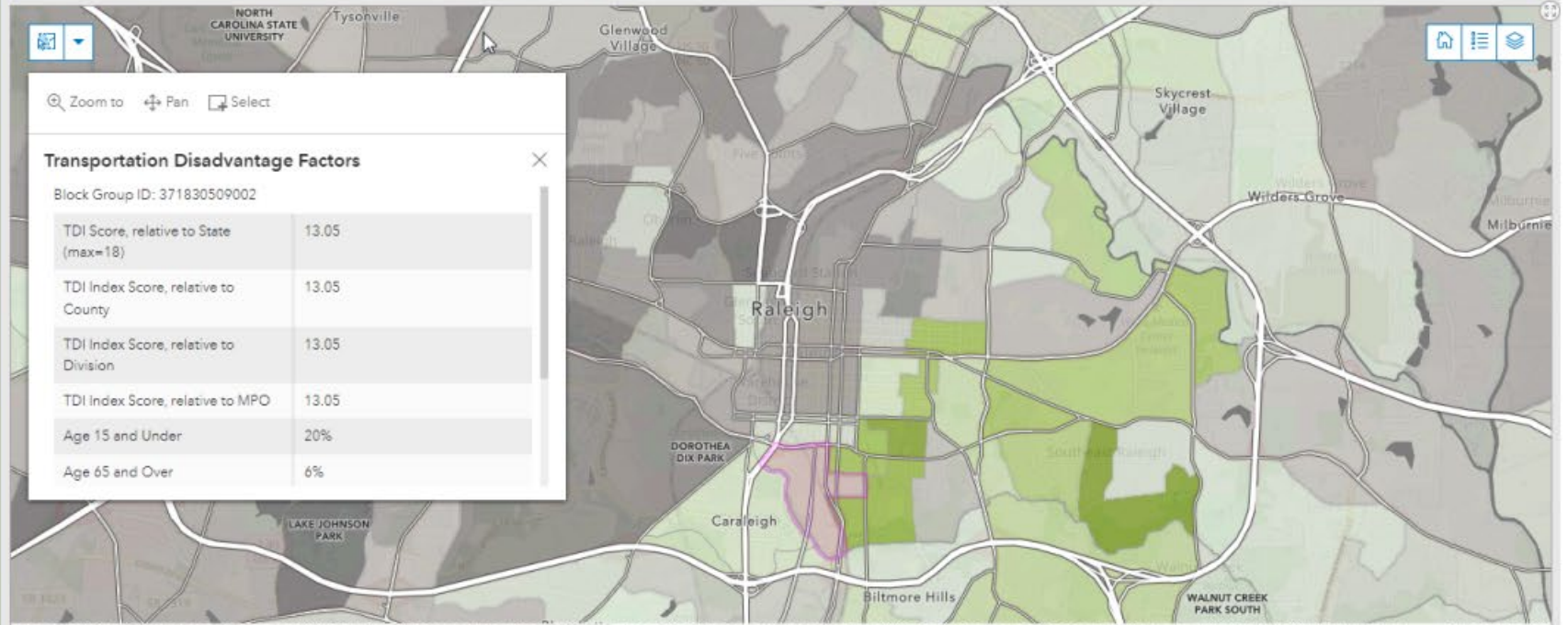
Poverty:
24%

BIPOC Population:
31%

Zero-Car Households:
6%

Disability (Adult Population):
16%

Transportation Disadvantage Index Scores



Block Group ID: 371830509002	
TDI Score, relative to State (max=18)	13.05
TDI Index Score, relative to County	13.05
TDI Index Score, relative to Division	13.05
TDI Index Score, relative to MPO	13.05
Age 15 and Under	20%
Age 65 and Over	6%

Values will appear when a block group is selected from the map

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

Program Purpose

Help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk costal infrastructure.

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



Rockslide near Mile Marker 7 on I-40



Hurricane Florence Flooding on I-40 near Wallace

Allocation

- **Resilience Planning**
 - \$25M/year for FY22-FY23
 - \$30m/year for FY24-FY26
- **Resilience Improvements**
 - \$175M/year for FY22-FY23
 - \$210m/year for FY24-FY26
- **Community Resilience and Evacuation Routes**
 - \$25M/year for FY22-FY23
 - \$30m/year for FY24-FY26
- **At-Risk Coastal Infrastructure**
 - \$25M/year for FY22-FY23
 - \$30m/year for FY24-FY26



Kinston, NC during Hurricane Florence



Forsyth County – NC 67

Distribution of Grants and Limitations

Multiyear Distribution of Funds: Subject to the availability of funds and at the request of an eligible entity, the Secretary may distribute funds for a selected grant on a multiyear basis.

Rural Set-Aside: not less than 25% of the amounts made available to carry out for each fiscal year

Tribal Set-Aside: not less than 2% of the amounts made available to carry out for each fiscal year

Reallocation: for any fiscal year, if the amount under the Rural or Tribal set-aside will not be fully utilized, the funds may be reallocated to provide grants to other eligible entities

Limitation on Construction of New Capacity: an eligible entity that receives a Resilience Improvement, Community Resilience and Evacuation Route, or At-Risk Coastal Infrastructure Grant may use not more than 40% of the amount of the grant for the construction of new capacity

Limit on Certain Activities: not more than 25% of the total amount provided for each fiscal year, may be used for a facility or service for intercity rail passenger transportation

Federal / Non-Federal Share

- Planning grant federal share is 100%
- Indian tribe federal share is up to 100%
- Maximum 80% Federal share; 20% non-Federal
- Non-Federal share may be reduced by:
 - 7% if the entity is a State or metropolitan planning organization (MPO), or the entity is located within a State or in an area served by a MPO, that has developed a Resilience Improvement Plan and prioritized the project on that Resilience Improvement Plan
 - 3% if the entity is a State or MPO, or the entity is located in a State or area served by an MPO, that has a Resilience Improvement Plan developed and it is incorporated into the metropolitan transportation plan or the statewide long-range transportation plan

Resilience Improvement Plans

- **MPO Area Project Example:** For a project within an MPO area utilizing PROTECT Formula funds, a non-Federal share reduction of 7% could be applied if the project is prioritized in the State Resilience Improvement Plan. An additional 3% reduction would be available if the MPO incorporated the State's Resilience Improvement Plan into its metropolitan transportation plan under 23 U.S.C. 134.



Resilience Improvement Plans (Shall include)

- Resilience Improvement Plans are voluntary State DOT (or MPO) plans
- Address immediate and long-range planning activities and investments related to resilience
- Demonstrate a systemic approach to resilience
- Be consistent with and complementary of the State mitigation plans
- Include risk-based assessment of vulnerabilities to current and future weather events and natural disasters.
- Include a description of how the plan will improve the ability of the State or MPO to respond promptly to the impacts of weather events and natural disasters and to be prepared for changing conditions
- Describe the codes, standards, and regulatory framework
- Consider the benefits of combining hard surface transportation assets, and natural infrastructure, through coordinated efforts by the Federal Government and the States;
- Assess the resilience of other community assets, including buildings and housing, emergency management assets, and energy, water, and communication infrastructure;
- Comprehensive, multi-modal approach to resilience planning, and are encouraged to partner with MPOs and local agencies, including counties and cities to ensure that the needs of all users are addressed.

Resilience Improvement Plans (may include)

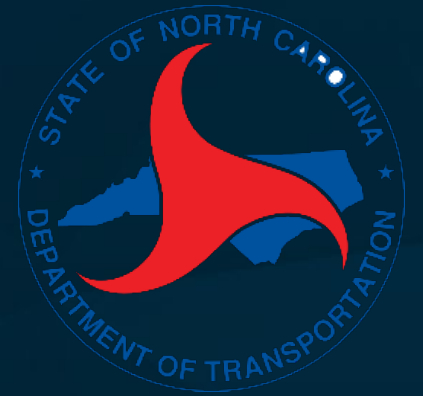
- Designate evacuation routes and strategies, including multimodal facilities, designated with consideration for individuals without access to personal vehicles;
- Plan for response to anticipated emergencies, including plans for the mobility of emergency response personnel and equipment and access to emergency services including for vulnerable or disadvantaged populations;
- Describe resilience improvement policies, including strategies, land-use and zoning changes, investments in natural infrastructure, or performance measures that will inform the transportation investment decisions of the State or MPO with the goal of including resilience;
- Include an investment plan that: (i) includes a list of priority projects; and (ii) describes how PROTECT Formula Program funds apportioned to the State would be invested and matched, which shall not be subject to fiscal restraint requirements; and
- Use science and data and indicate the source of data and methodologies.

Eligible Activities

- **Planning Grants** to include resilience planning, predesign, design, or the development of data tools to simulate transportation disruption scenarios, including vulnerability assessments; technical capacity building to facilitate the ability of the eligible entity to assess the vulnerabilities of its surface transportation assets and community response strategies under current conditions and a range of potential future conditions; or evacuation planning and preparation. In the case of States and MPOs, this includes grants for developing Resilience Improvement Plans
- **Resilience Improvement Grants** to improve the ability of an existing surface transportation asset to withstand one or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, wildfires, extreme weather events, and other natural disasters
- **At-Risk Coastal Infrastructure Grants** to strengthen, stabilize, harden, elevate, relocate or otherwise enhance the resilience of highway and non-rail infrastructure, including: bridges, roads, pedestrian walkways, and bicycle lanes, and associated infrastructure, such as culverts and tide gates to protect highways that are subject to, or face increased long-term future risks of, a weather event, a natural disaster, or changing conditions, including coastal flooding, coastal erosion, wave action, storm surge, or sea level rise, in order to improve transportation and public safety and to reduce costs by avoiding larger future maintenance or rebuilding costs

- **Community Resilience and Evacuation Route Grants** that strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events, including:
 - resilience improvements, if they will improve evacuation routes,
 - projects that ensure the ability of the evacuation route to provide safe passage during an evacuation and reduce the risk of damage to evacuation routes as a result of future emergency events,
 - the acquisition of evacuation route or traffic incident management equipment or signage, or
 - projects that will ensure access or service to critical destinations, including hospitals and other medical or emergency services facilities, major employers, critical manufacturing centers, ports and intermodal facilities, utilities, and Federal facilities.
- Upon notification to the Secretary that existing evacuation routes are not sufficient to adequately facilitate evacuations, including the transportation of emergency responders and recovery resources, eligible activities include:
 - expanding evacuation route capacity, including installation of:
 - communications and intelligent transportation system equipment and infrastructure,
 - counterflow measures, or
 - shoulders; and
 - construction of new or redundant evacuation routes

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