

Understanding a Notice of Funding Opportunity (NOFO)

Chief Strategy Office
Ryan Huff, P.E.



What is a NOFO?



grants.gov/web/grants/view-opportunity.html?oppld=344667

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VIEW GRANT OPPORTUNITY

DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA

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DEPARTMENT OF TRANSPORTATION **G4910-9X**

Office of the Secretary of Transportation

Notice of Funding Opportunity for the Department of Transportation's National Infrastructure Investments (i.e., the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program) under the Infrastructure Investment and Jobs Act ("Bipartisan Infrastructure Law"), Amendment No. 2

AGENCY: Office of the Secretary of Transportation, DOT

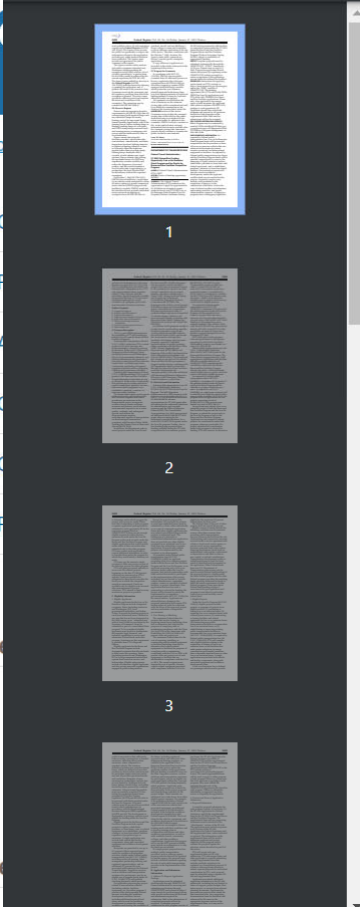
ACTION: Notice of Funding Opportunity

SUMMARY: The purpose of this notice is to solicit applications for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. Funds for the FY 2023 RAISE grant program will be awarded on a competitive basis, per statute, for surface transportation infrastructure projects that will improve: safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness and opportunity including tourism; state of good repair, partnership and collaboration; and innovation.¹ This notice is amended on January 3, 2023 to reflect additional funding made available under the Consolidated Appropriations Act, 2023 (Pub L. 117-328, "FY 2023 Appropriations Act") and associated requirements.

DATES: Applications must be submitted by 11:59:59 PM Eastern on February 28, 2023.

ADDRESSES: Applications must be submitted through Grants.gov.

FOR FURTHER INFORMATION CONTACT: For further information concerning this notice, please contact the RAISE grant program staff via e-mail at RAISEgrants@dot.gov, or call Howard Hill at 202-366-0301. A TDD is available for individuals who are deaf or hard of



must publish a notice of each exemption request in the **Federal Register** (49 CFR 381.315(a)). The Agency must provide the public an opportunity to inspect the information relevant to the application, including any safety analyses that have been conducted. The Agency must provide an opportunity for public comment on the request.

The Agency reviews safety analyses and public comments submitted and determines whether granting the exemption would likely achieve a level of safety equivalent to, or greater than, the level that would be achieved by the current regulation (49 CFR 381.305). The Agency must publish its decision in the **Federal Register** (49 CFR 381.315(b)) with the reasons for denying or granting the application and, if granted, the name of the person or class of persons receiving the exemption and the regulatory provision from which the exemption is granted. The notice must specify the effective period and explain the terms and conditions of the exemption. The exemption may be renewed (49 CFR 381.300(b)).

III. Encore's Request

Encore seeks an exemption from the requirement in 49 CFR 393.25(e) that all exterior lamps (both required lamps and any additional lamps) be steady-burning, except for turn signal lamps, hazard warning signal lamps, school bus warning lamps, amber warning lamps or flashing warning lamps on tow trucks and CMVs transporting oversized loads, and warning lamps on emergency and service vehicles authorized by State or local authorities.

Encore asserts that using the Intellistop module, which pulses the rear clearance, identification, and brake lamps from low-level lighting intensity to high-level lighting intensity 4 times in 2 seconds when the brakes are applied rather than providing steady

purchase, install, and use Intellistop's device subject to terms and conditions to allow sufficient monitoring of the use of the device. Therefore, consistent with the October 7, 2022, decision, the Agency seeks public comment on Encore's carrier-specific exemption application.

A copy of Encore's application is included in the docket referenced at the beginning of this notice.

IV. Request for Comments

In accordance with 49 U.S.C. 31315(b), FMCSA requests public comment from all interested persons on Encore's application for a five-year exemption from 49 CFR 393.25(e) to allow the company to operate CMVs equipped with Intellistop's module which pulses the rear clearance, identification and brake lamps from low-level lighting intensity to high-level lighting intensity 4 times in 2 seconds when the brakes are applied.

All comments received before the close of business on the comment closing date will be considered and will be available for examination in the docket at the location listed under the **ADDRESSES** section of this notice.

Comments received after the comment closing date will be filed in the public docket and may be considered to the extent practicable. In addition to late comments, FMCSA will also continue to file, in the public docket, relevant information that becomes available after the comment closing date. Interested persons should continue to examine the public docket for new material.

Larry W. Minor,
Associate Administrator for Policy.
[FR Doc. 2023-01602 Filed 1-26-23; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

20.526) and approximately \$469 million in competitive grants under the FY 2023 Grants for Buses and Bus Facilities Program (Buses and Bus Facilities Program) (Federal Assistance Listing 20.526), subject to availability of appropriated funding.

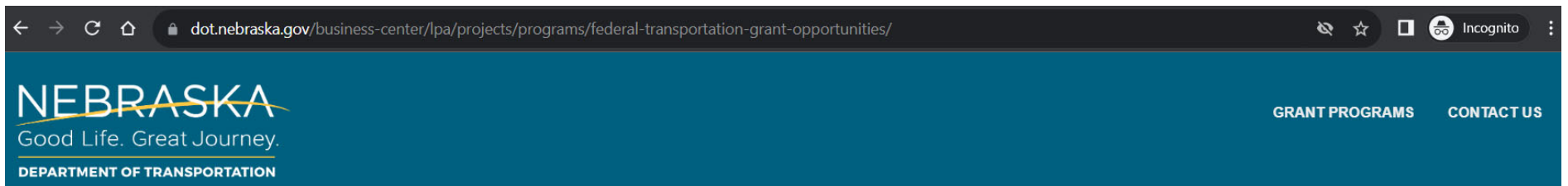
DATES: Complete proposals must be submitted electronically through the **GRANTS.GOV** "APPLY" function by 11:59 p.m. Eastern time on April 13, 2023. Prospective applicants should initiate the process by registering on the **GRANTS.GOV** website promptly to ensure completion of the application process before the submission deadline.

ADDRESSES: Instructions for applying can be found on FTA's website at <https://www.transit.dot.gov/howtoapply> and in the "FIND" module of **GRANTS.GOV**. The funding opportunity ID is FTA-2023-002-TPM-LWNO for Low-No applications and FTA-2023-003-TPM-BUS for Buses and Bus Facilities applications. Please note, if an applicant is choosing to apply to both programs, the applicant must submit a separate **GRANTS.GOV** package to each opportunity ID. Applicants should also select both programs and respond to all questions needed for both programs on the supplemental form. Mail and fax submissions will not be accepted.

FOR FURTHER INFORMATION CONTACT: Either Program may be contacted by email at FTALowNoBusNOFO@dot.gov, or applicants may call Margaretta Veltri, FTA Office of Program Management, at 202-366-5094.

SUPPLEMENTARY INFORMATION: As required by Federal public transportation law, Low or No Emission Grant Program funds will be awarded competitively for the purchase or lease of low or no emission vehicles that use advanced technologies for transit revenue operations, including related

Tip – Visit NDOT’s website



Grant Programs

Safe Streets and Roads for All

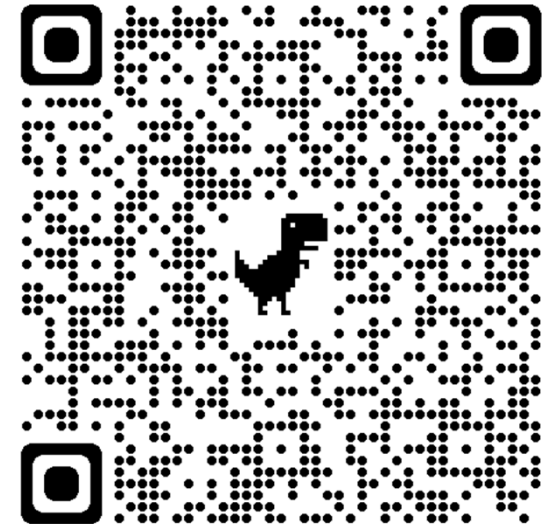
Applications Due: 7/10/23

Charging and Fueling Infrastructure Grants

2023 Applications Closed

Rebuilding American Infrastructure Sustainably and Equitably (RAISE) Grants

2023 Applications Closed



NOFO Elements

Program Details

- Objectives
- Total Funding Availability
- Award Max and Mins

NOFO Elements

Program Details

- Objectives
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Eligibility

- Applicants
- Types of Projects
- Project Costs

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- Types of Projects
- Project Costs

Requirements

- Match
- Application Deadlines
- Obligation Windows
- How to Submit

NOFO Elements

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Preferences

- Merit Criteria
- Data & Analyses

must publish a notice of each exemption request in the **Federal Register** (49 CFR 381.315(a)). The Agency must provide the public an opportunity to inspect the information relevant to the application, including any safety analyses that have been conducted. The Agency must provide an opportunity for public comment on the request.

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Encore asserts that using the Intellistop module, which pulses the rear clearance, identification, and brake lamps from low-level lighting intensity to high-level lighting intensity 4 times in 2 seconds when the brakes are applied rather than providing steady burning lamps during the first 2 seconds, would enhance rear signal systems. Encore submits that pulsing the rear brake lamps of a CMV may significantly increase visibility and reduce the frequency of rear-end crashes, and thus would maintain a level of safety that is equivalent to, or greater than, the level that the CMV would achieve without the requested exemption.

On October 7, 2022 (87 FR 61133), FMCSA denied Intellistop's application for an industry-wide exemption to allow all motor carriers to operate commercial motor vehicles (CMVs) equipped with Intellistop's module. FMCSA noted that the decision did not preclude individual motor carriers from seeking an exemption from 49 CFR 393.25(e) to

purchase, install, and use Intellistop's device subject to terms and conditions to allow sufficient monitoring of the use of the device. Therefore, consistent with the October 7, 2022, decision, the Agency seeks public comment on Encore's carrier-specific exemption application.

A copy of Encore's application is included in the docket referenced at the beginning of this notice.

IV. Request for Comments

In accordance with 49 U.S.C. 31315(b), FMCSA requests public comment from all interested persons on Encore's application for a five-year exemption from 49 CFR 393.25(e) to allow the company to operate CMVs equipped with Intellistop's module which pulses the rear clearance, identification and brake lamps from low-level lighting intensity to high-level lighting intensity 4 times in 2 seconds when the brakes are applied.

All comments received before the close of business on the comment closing date will be considered and will be available for examination in the docket at the location listed under the **ADDRESSES** section of this notice. Comments received after the comment closing date will be filed in the public docket and may be considered to the extent practicable. In addition to late comments, FMCSA will also continue to file, in the public docket, relevant information that becomes available after the comment closing date. Interested persons should continue to examine the public docket for new material.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2023-01602 Filed 1-26-23; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

FY 2023 Competitive Funding Opportunity: Low or No Emission Grant Program and the Grants for Buses and Bus Facilities Competitive Program

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of funding opportunity (NOFO).

SUMMARY: The Federal Transit Administration (FTA) announces the opportunity to apply for approximately \$1.22 billion in competitive grants under the fiscal year (FY) 2023 Low or No Emission Grant Program (Low-No Program) (Federal Assistance Listing:

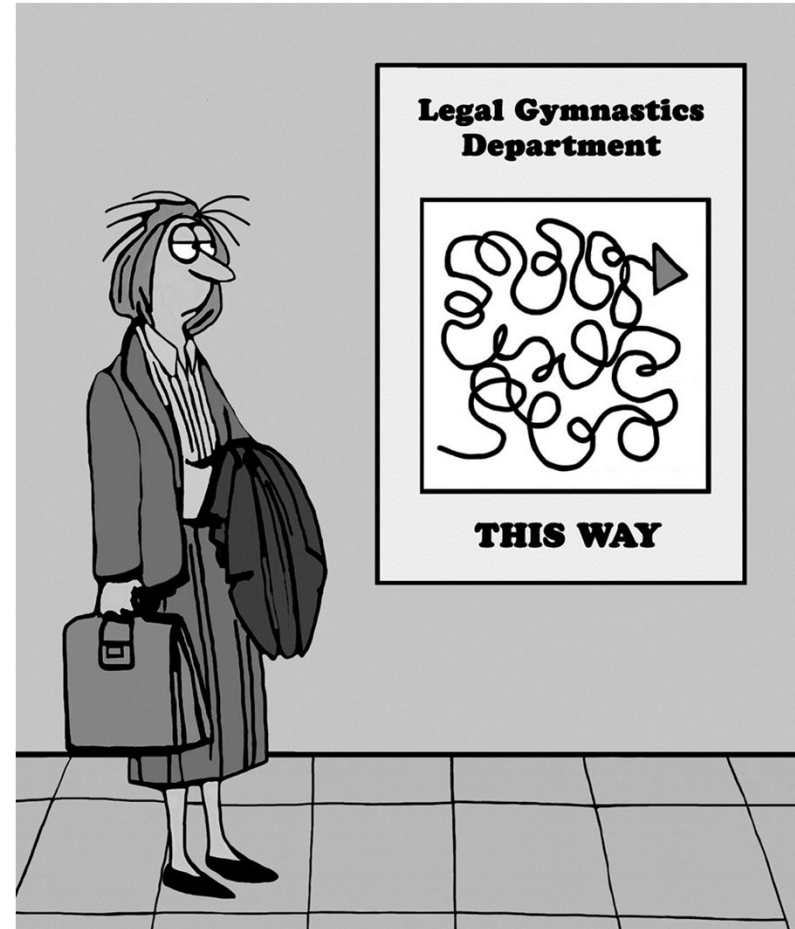
20.526) and approximately \$469 million in competitive grants under the FY 2023 Grants for Buses and Bus Facilities Program (Buses and Bus Facilities Program) (Federal Assistance Listing 20.526), subject to availability of appropriated funding.

DATES: Complete proposals must be submitted electronically through the **GRANTS.GOV** "APPLY" function by 11:59 p.m. Eastern time on April 13, 2023. Prospective applicants should initiate the process by registering on the **GRANTS.GOV** website promptly to ensure completion of the application process before the submission deadline.

ADDRESSES: Instructions for applying can be found on FTA's website at <https://www.transit.dot.gov/howtoapply> and in the "FIND" module of **GRANTS.GOV**. The funding opportunity ID is FTA-2023-002-TPM-LWNO for Low-No applications and FTA-2023-003-TPM-BUS for Buses and Bus Facilities applications. Please note, if an applicant is choosing to apply to both programs, the applicant must submit a separate **GRANTS.GOV** package to each opportunity ID. Applicants should also select both programs and respond to all questions needed for both programs on the supplemental form. Mail and fax submissions will not be accepted.

FOR FURTHER INFORMATION CONTACT: Either Program may be contacted by email at FTALowNoBusNOFO@dot.gov, or applicants may call Margaretta Veltri, FTA Office of Program Management, at 202-366-5094.

SUPPLEMENTARY INFORMATION: As required by Federal public transportation law, Low or No Emission Grant Program funds will be awarded competitively for the purchase or lease of low or no emission vehicles that use advanced technologies for transit revenue operations, including related equipment or facilities. As required by Federal public transportation law, Buses and Bus Facilities Program funds will be awarded competitively to assist in the financing of capital projects to replace, rehabilitate, purchase or lease buses and related equipment, and to rehabilitate, purchase, construct or lease bus-related facilities. Zero-emission projects will include costs for workforce development, unless the applicant certifies funds are not needed for this purpose. In general, projects may include costs incidental to the acquisition of buses or to the construction of facilities, such as the costs of related workforce development and training activities, and project administration expenses. As these two programs have overlapping eligibilities



Navigating

Example 1:

- Bridge Investment Program - Award Size and Cost Share

Navigating

Example 1

“For *Large Bridge Project BIP grants*, the maximum award amount may not exceed 50 percent of the total eligible project costs (see Section B.2 Award Size). For *Bridge Project BIP grants*, the maximum award amount may not exceed 80 percent of the total eligible project costs (see Section B.2 Award Size) and 90 percent for off-system bridges. However, the total Federal contributions for *Large Bridge Projects or Bridge Projects* cannot exceed the share requirements in 23 U.S.C. § 120.”

<https://www.grants.gov/view-opportunity.html?dpp=1&oppld=341050>

Navigating

Example 2

- Charging and Fueling Infrastructure Grants - Community Grants

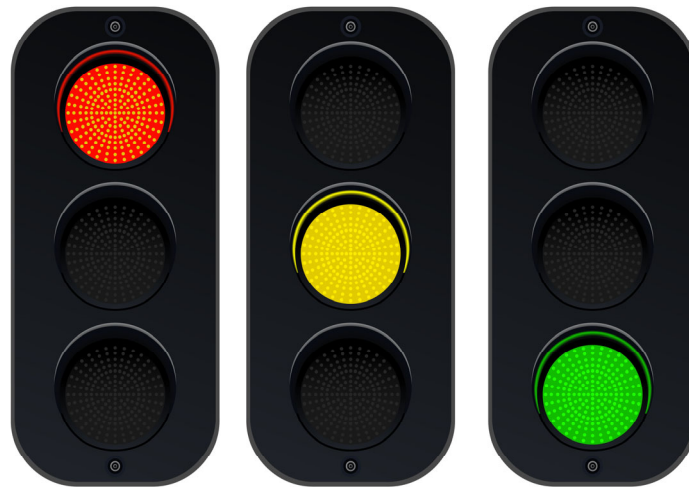
Navigating

Example 2

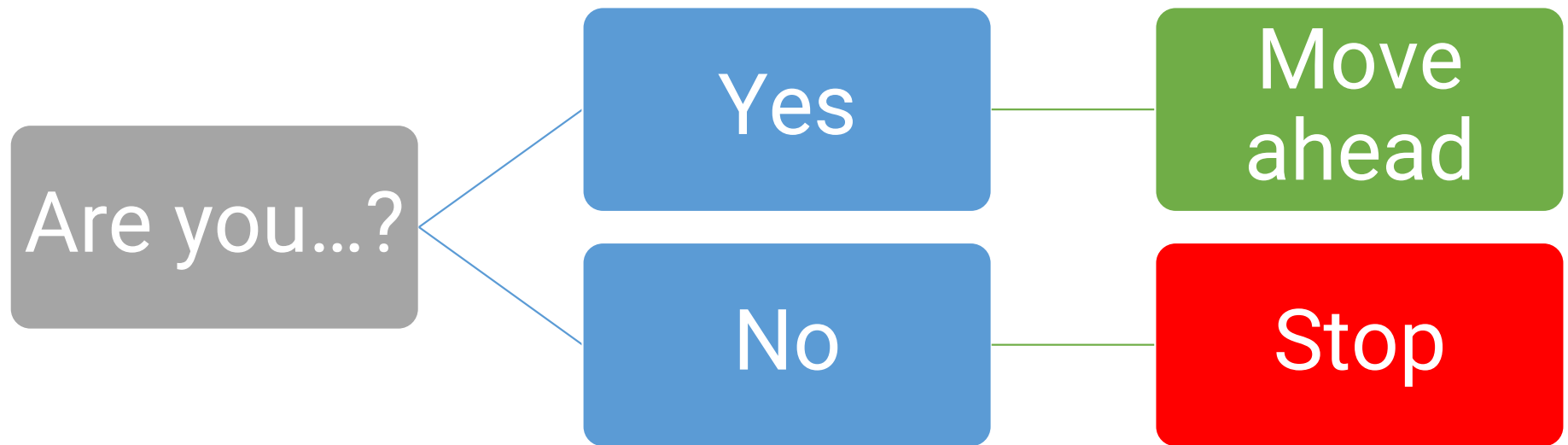
“Under 23 U.S.C. § 151(f)(8), FHWA seeks to award Community Program Grants to eligible entities (listed in Section C.1.) for projects on any public road or in other publicly accessible locations that are expected to reduce greenhouse gas emissions and to expand or fill gaps in access to publicly accessible EV charging infrastructure, or hydrogen, propane, or natural gas fueling infrastructure. Projects expanding access to charging and fueling infrastructure in rural areas, low- and-moderate income neighborhoods, and communities with a low ratio of private parking spaces to households or a high ratio of multiunit dwellings to single family homes shall be prioritized (23 U.S.C. § 151(f)(8)(F)).”

<https://www.grants.gov/web/grants/view-opportunity.html?oppld=346798>

Navigating



Eligibility



TIP:
Control+“F” =
“Eligibility”

Eligibility

- Applicants



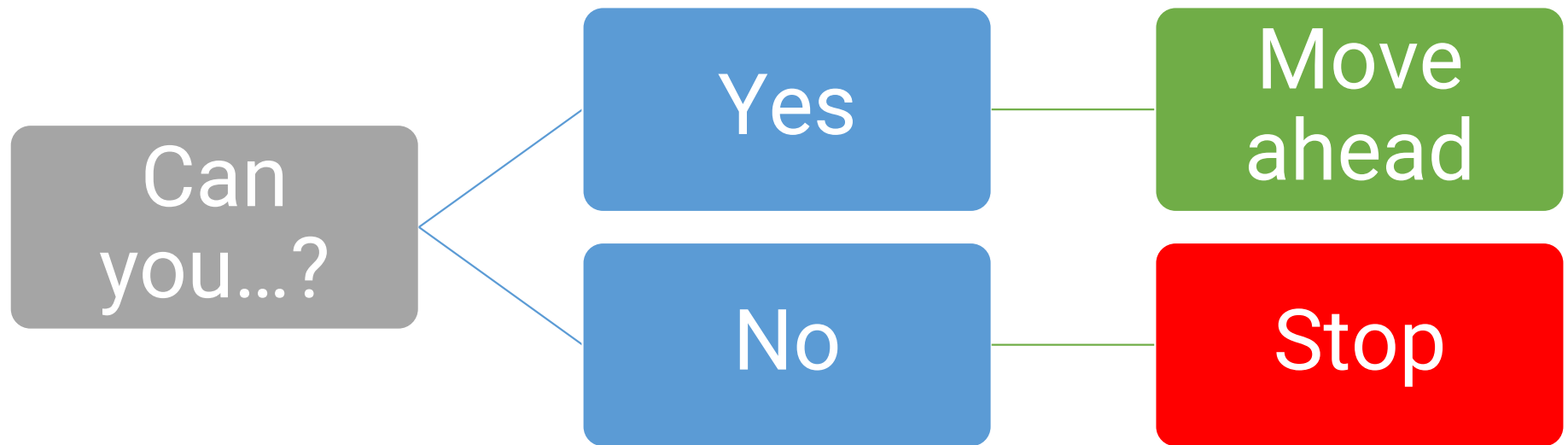
- Types of Projects



- Project Costs



Requirements



Requirements

- Match
- Obligation Windows



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Requirements

- Match
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- Application Deadlines
- How to Submit

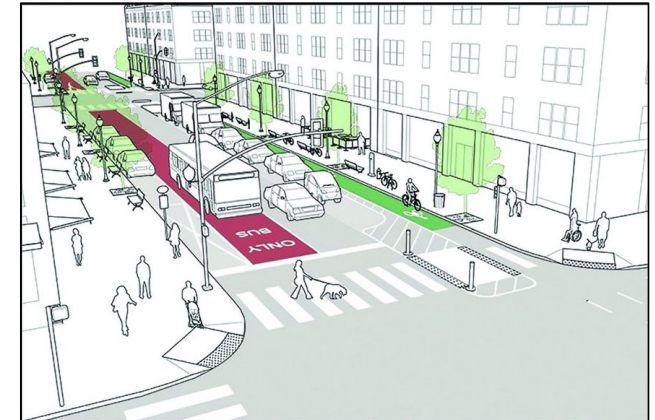


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Preferences

- Merit Criteria
- Data & Analysis
- Story Telling



Decoding NOFOs

- Learn to use the “find” feature
- Target Eligibility and Requirements
- Consider Preferences and Merit Criteria

