



DISCRETIONARY GRANTS OUTREACH PRESENTATION

The Secretary's Office

Maryland Department of Transportation

US DEPARTMENT OF TRANSPORTATION

The mission of the United States Department of Transportation is to ensure our Nation has the **safest, most efficient and modern transportation system** in the world, which **improves the quality of life** for all American **people and communities**, from rural to urban, and **increases the productivity and competitiveness** of American workers and businesses.

Strategic Goals

- Safety
- Infrastructure
- Innovation
- Accountability

US DOT CONT.

- In support of its overall mission and strategic goals, the Department administers a large portfolio of funding and financial assistance programs to maintain and improve the Nation's transportation network.
- Each year, the Department awards **billions of dollars in competitive discretionary grants to fund safety improvements and innovative transportation solutions** across the country.
- USDOT is committed to improving infrastructure and addressing other challenges to improve safety outcomes in rural communities, increase quality of life for rural residents, and fuel American economic competitiveness.

MARYLAND DEPARTMENT OF TRANSPORTATION

MDOT's grant strategy is to **share** and **coordinate** efforts **internally** and **externally** as often as possible to maximize grant opportunities for Maryland, through resources and tools including:

- Distribute regular/monthly newsletters on opportunities, webinars, awards.
- Provide a federal Grant website for MDOT partners to find the latest relevant IIJA federal discretionary grant opportunities – www.mdot.Maryland.gov/IIJAGrants.
- Share MDOT Awards, pending grants, etc. – www.mdot.Maryland.gov/Grants .
- Provide letters of support and support engagement with our federal partners, when feasible.
- Develop tools to enhance resources (i.e., webinars, checklists, etc.).

IMPORTANT NOTES

Partnerships



Winning Strategy



Funding



BIPARTISAN INFRASTRUCTURE LAW / INFRASTRUCTURE INVESTMENT AND JOBS ACT

The President's Bipartisan Infrastructure Law (**BIL**), also referred to as the Infrastructure Investment and Jobs Act (**IJA**), makes historic investments in the transportation sector:

improving public safety and climate resilience, creating jobs across the country, and delivering a more equitable future.

To date, more than 20,000 projects have been awarded funding from the Bipartisan Infrastructure Law. They range from repaving roads and water system upgrades funded through formula grants to states to competitive funding for massive bridge and transit projects.

BIL: TRANSPORTATION

- The Bipartisan Infrastructure Law is a historic opportunity to repair the one-in-five miles of our roadways and more than 45,000 bridges in the United States rated as “in poor condition.”
- The law also contains funding to **rebuild and reinvest** in our railways, public transit infrastructure, and the safety of our transportation system.
- It further reauthorizes federal surface transportation programs for five years **and invests billions in transformational projects** that will create good-paying union **jobs, grow the economy**, and make our **transportation system safer and more resilient**.

MARYLAND SPECIFICS

Projects span the full scope of transportation infrastructure in the United States, including roads, bridges, transit, rail, airports, seaports, and pipelines, in rural, urban, and suburban areas.

As of March 2023, **\$2.7 billion** in Bipartisan Infrastructure Law funding has been announced and is headed to Maryland with more than 55 **specific projects identified for funding**.

- [Maryland-Fact-Sheet-E3.pdf \(whitehouse.gov\)](#)

PROJECT SPOTLIGHT: MARYLAND

- **Rail Projects (Tunnel Replacement Program)**

- *Frederick Douglass Tunnel*: the 150-year-old Baltimore and Potomac Tunnel will be replaced. It will address the largest rail bottleneck on the Northeast Corridor, expecting to generate 30,000 jobs, enable service growth, and reduce seven hours of train delays daily.

- **Port Projects (U.S. Army Corps)**

- *Mid-Chesapeake Bay Ecosystem Restoration*: allow Barren and James Islands to accept dredging materials, providing the port with 40 years of capacity to dispose of dredged material. The Mid-Bay project includes restoration of 2,072 acres of lost remote island habitat on James Island and 72 acres of remote island habitat on Barren Island, using material dredged from the Port of Baltimore approach channels and the Honga River, respectively. This will ensure maintenance of the Port of Baltimore, enabling container ships to navigate the waters safely.

PROJECT SPOTLIGHT: MARYLAND CONT.

- **Rail Projects (RAISE)**

- *New Carrollton Station Improvements*: new Train Hall, new sidewalks, bike lanes, lighting, signalization, and traffic calming improvements. The project will improve pedestrian and cyclist safety while providing the under served community in the area non-motorized first/last mile access to the station.

- **Clean Bus Projects (Low or No Emission Bus)**

- *Expanding the Fleet of Clean Buses in Prince George's County*: buy zero-emissions, battery electric buses. The project will create jobs, reduce greenhouse gas emissions and provide access particularly for historically disadvantaged communities.

PROJECT SPOTLIGHT: MARYLAND CONT.

- **Airport Projects (Airport Improvement Grants)**
 - *Baltimore Washington International Thurgood Marshall Airport*
- **Reconnecting Communities (Reconnecting Communities Pilot Program)**
 - *West Baltimore: study the possibility of removing, retrofitting or modifying the impacts caused by the construction of US 40/Franklin-Mulberry Expressway.*

OVERVIEW OF FUNDING AND FINANCIAL

- Federal investment can be drawn from several sources.
- Congress appropriates funding to USDOT and authorizes transportation programs based on national priorities. USDOT and its operating administrations provide funding for these programs to invest in transportation infrastructure, safety, and innovation across the country.
- This presentation focuses on USDOT's discretionary grant funding programs. However, a variety of potential funding and financing options should be considered to support transportation needs.

Discretionary Grant Funding Programs:

Distributed through a competitive selection process.

Formula Grant Funding Programs:

Allocate funding to recipients based on formulas set by Congress.

Funding

Loan Financing Programs:

Credit assistance programs leverage federal funds to attract private and other non-federal co-investment for transportation projects.

Public-Private Partnerships:

P3s involve collaboration between one or more government agencies and private-sector companies to leverage public and private resources to develop and execute a project.

DISCRETIONARY GRANT FUNDING PROGRAMS

Award funding to support projects addressing a specific program purpose distributed to eligible applicants through a **competitive selection process**.

Funds are not typically provided up front or in a lump sum, but through a “promise of future reimbursement.”

- The rules and process for reimbursement are detailed in the individual grant agreement.

Advantages

- Grant agreements generally are non-repayable once awarded, thus project sponsors avoid incurring debt or interest expenses if completed successfully.
- In some cases, grants may be a lower risk means of obtaining needed investment compared to loan financing, without potentially impacting credit rating or assets.

MAJOR TRANSPORTATION GRANTS

- Advanced Transportation Technologies & Innovative Mobility Deployment
- All Stations Accessibility Program
- Bridge Investment Program
- Building Pathways to Infrastructure Jobs Grant Program
- Building Resilient Infrastructure and Communities Grant Program
- Bus and Bus Facilities; Low and No Emission Vehicles
- Charging & Fueling Infrastructure Grants
- Consolidated Rail Infrastructure and Safety Improvements Program
- National Culvert Removal, Replacement & Restoration Grant

MAJOR TRANSPORTATION GRANTS

- Port Infrastructure Development Program Grants
- Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation
- Railroad Crossing Elimination Grants
- Rebuilding the American Infrastructure with Sustainability and Equity Grant Program
- Reconnecting Communities Pilot Program
- Rural Surface Transportation Grant Program
- Safe Streets and Roads for All
- Strengthening Mobility and Revolutionizing Transportation
- Thriving Communities Program
- Wildlife Crossing Program

FEDERAL FUNDING CONSIDERATIONS

- Federal funding can play a critical role in ensuring that your community has the necessary resources to undertake critical transportation projects.
 - However, there are strict eligibility and accountability requirements that applicants should be prepared to meet.
- Is Federal Funding Right for My Organization?
 - Is the scale of my project or activity a good fit for federal grant funding?
 - Do I have access to sufficient non-federal resources to meet the grant's match requirements?
 - Do I have the time and resources to successfully navigate the federal grant application, award, and post-award steps?
 - Is my proposed project or activity eligible?
 - Am I an eligible applicant?

FEDERAL FUNDING CONSIDERATIONS (CONT.)

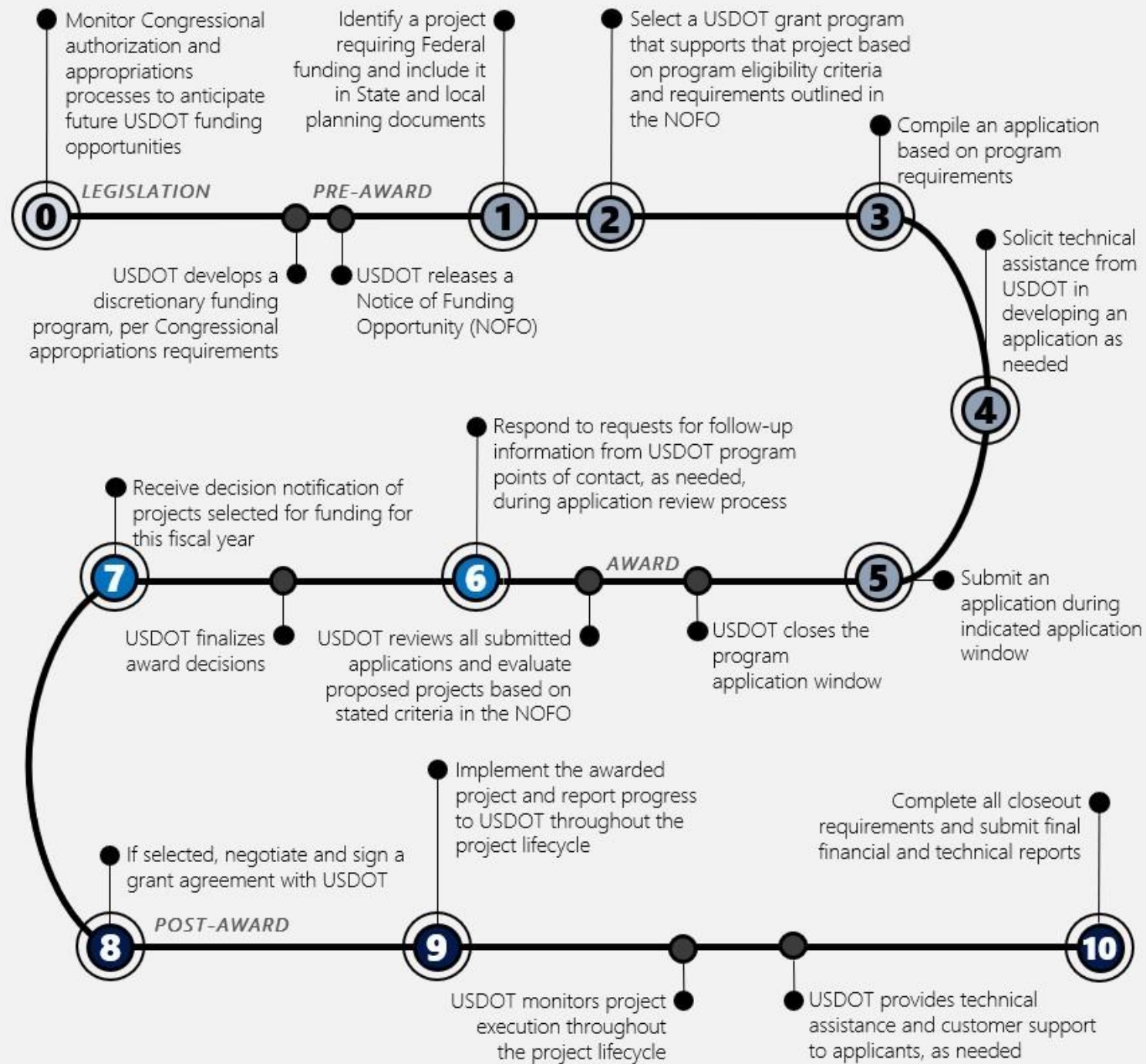
- What Should My Organization Consider Before Applying?
 - Am I prepared to navigate Grants.gov?
 - Do I fully understand the grant application and evaluation material?
 - Does my organization have the ability to complete the application and demonstrate the capacity to effectively manage awarded funds?
 - Has my organization secured the required amount of non-federal match funding?
 - If required, is my project on the metropolitan and/or statewide transportation improvement program (STIP/TIP)?
- If Awarded, Can My Organization Successfully Meet Federal Requirements?
 - Can my organization meet Federal program reporting requirements?
 - Will my organization be able to verify its financial viability?
 - Does my organization have the necessary financial management systems in place?
 - Is my organization prepared to meet federal auditing requirements?

USDOT DISCRETIONARY GRANT PROCESS

The discretionary grant funding process begins with Congressional legislation and concludes with the closeout of the awarded project. The grant lifecycle is broken down into four phases:

- 0. Legislation:** Program authorization and funding appropriation by Congress.
- 1. Pre-Award:** Funding opportunity announcement, applicant solicitation, and application submission.
- 2. Award:** Application evaluation, award decisions, and grant recipient notifications.
- 3. Post-Award:** Project execution, monitoring, and closeout.

The Applicant Roadmap has specific steps that may differ by program.



NOTICE OF FUNDING OPPORTUNITIES (NOFOS)

List of anticipated dates for upcoming Notice of Funding Opportunities (NOFOs) for key programs within the BIL.

The list includes the **opening (or anticipated) date**, **NOFO**, **operating administration**, and **closing date**.

- [Key Notices of Funding Opportunity | US Department of Transportation](#)

NAVIGATING GRANT PROGRAM APPLICATIONS

- **Understanding Program NOFOs**

- **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

- **Submitting the Application**

- Many programs use Grants.gov to submit and receive applications. Make sure you (or the associated applicant entity) has an active Data Universal Number System (DUNS) number in the System for Award Management (SAM) of Grants.gov.

- **Writing A Compelling Story**

- Articulate the expected outcomes or impact the project would have on the community. Consider showing alignment to stated priorities of the program, agency, and/or federal Department.



- **Complying with Regulations**

- Compliance with local, state, and federal regulations throughout the application process and after award is required and critically important to project award and implementation. For example, certain programs require environmental reviews, special permits, and other standards in accordance with federal policies.



- **Communicating Impact**

- Articulate the potential impact of the proposed project. Consider quantifying statements as much as possible or providing data points specific to the community.

- **Demonstrating Commitment and Accountability**

- Demonstrate that the applicant can collect, house, analyze, and return any needed data on the project throughout its lifecycle. Consider setting the project up for success by outlining processes and procedures clearly (e.g., performance measures, financial plans, staffing models) for tracking and monitoring project activities throughout the lifecycle.

- **Preparing for Potential Solicitations**

- Depending on the program, applicants may have to solicit a Request for Proposal for partners and providers as a step in the application process. Consider program-specific criteria in determining the most cost-effective bidder.

- **Demonstrating Stewardship of Federal Funds**

- Demonstrating the capacity to effectively manage awarded funds may bolster an applicant's appearance as a strong candidate for federal investment.



- Engage with subject matter experts to provide any technical or nuanced inputs and information (i.e., financial, engineering, etc.) to the application .
- Attend any financial management trainings provided for new potential applicants.
- Connect with state and local resources as needed to assist with financial planning, permitting, and other approvals .
- Identify and reach out to a program's point of contact with specific questions as they come up.

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



CHECKLIST FOR PROSPECTIVE APPLICANTS



- **Coordinate Between Agencies and Stakeholders.**
 - Within your local government, ensure that finance, procurement, planning, and public works departments are working in alignment to submit grant applications, successfully execute grant agreements, and deliver projects. This requires early and continuous coordination.
- **Review DOT Calendar of Funding Opportunities.**
 - Each program's Notice of Funding Opportunity (NOFO) typically provides additional resources, webinars, and frequently asked questions specific to that program to provide information on program eligibility, grant application requirements, and other useful information.
 - Prioritize and align projects and applications. It may not serve your community well to submit multiple applications for a single Notice of Funding Opportunity such that you are competing against yourself. Think about which projects may be the most ready for funding, which may be the highest priority based on locally defined needs, or which may be the best fit for federal funding versus other types of local or state funding.



- **Budget for and Secure your Non-Federal Match.**
 - In preparing and finalizing city or agency budgets, think about the needs that may arise during the coming year. Sponsors should develop a budget that demonstrates how the budget will be funded in full. Where may this match funding come from? What processes and timing are needed to confirm financial commitments as part of grant applications or if selected for a grant award? What steps can be taken in advance to ensure this process goes smoothly and your community doesn't miss out on the chance to apply or find itself unable to finalize a grant award?
 - Look at program-specific NOFOs. Each program's NOFO describes its specific match requirements, including the percentage required, what can be considered as non-federal match, and if there are any waivers.
 - The DOT Navigator provides additional information to help understand non-federal match requirements and those programs that provide match flexibility:
 - Justice40 non-federal match flexibility
 - Rural cost share analysis
 - Consider strategies that may make communities in your region more competitive for funding.

- **Ensure your project is on the TIP/STIP.**
 - Federally funded transportation projects are typically included in [metropolitan](#) and/or [statewide transportation improvement programs](#) (TIPs/STIPs). TIPs/STIPs usually cover a 4-year period of upcoming projects and are developed by the MPO and state DOT, respectively. If these studies are not included in the TIP/STIP, identify how they may be locally funded so that projects have the required documents to be competitive for federal grants.
- **Know your Justice40 Designated Census Tracts.**
 - Know your [Justice40 designated Census Tracts](#), as many discretionary grant programs give additional consideration to projects that benefit J40 census tracts.
 - Find out [which areas in your community qualify as J40 census tracts](#) according to federal disadvantaged community tools, and which of the [39 DOT J40-covered programs](#) may be especially beneficial to your community.

- **Prepare your capital project's benefit-cost analysis.**
 - The DOT Navigator provides [guidance on how to conduct benefit-cost analyses](#) (BCA) and a list of the DOT capital grant programs for which they are required. The BCA is a systematic process for identifying, quantifying, and comparing expected benefits and costs of a capital investment. Budget for meaningful public involvement.
 - DOT is looking for grant proposals informed by [meaningful public involvement](#), in addition to a commitment to meaningful public involvement in the project delivery phase.

- **Get Ready to Apply for and Administer Federal Funding.**

- Ensure that your organization is [registered with Grants.gov](https://www.grants.gov) and the System for Award Management (SAM) and has an active Unique Entity Identifier (UEI) number. Is the information provided to Sam.gov current? If there have been personnel changes in your agency, be sure that the staff contact, phone number, and email are up to date. Start the registration process early, as the SAM.gov process can take many weeks.
- If you receive funding, be familiar with the federal [2 CFR 200 Uniform Administrative Requirements, Cost Principles, and Audit Requirements](#) that govern all DOT awards. This includes specifics for reporting, tracking, and monitoring financial systems and grant activities that differ from state or local requirements.
- Be prepared for additional requirements. DOT grants are generally reimbursable funding, so plan and budget accordingly. Each program may have additional restrictions on eligible and allowable costs and activities.
- Involve [small and disadvantaged business enterprises](#) in projects and applications. Are there opportunities to strengthen the participation of these types of firms in your grant application to help build community wealth? Are you familiar with your [state's DBE resources](#)? Do these types of businesses need additional support within your community to have the capacity necessary to administer or receive federal funding, i.e., they are also subject to 2 CFR 200?



- **Build a strong workforce development and labor plan**
 - Establish a strong [workforce development and labor plan](#) and then highlight these efforts in your grant applications.
- **Understand NEPA and other federal requirements as you consider whether to seek funding**
 - DOT grant recipients must comply with a number of important civil rights and labor requirements, such as [Title VI](#), the [Americans with Disabilities Act](#), and, for capital projects, the [Davis Bacon Act](#) and [Buy America](#) are especially important provisions that may have different standards than state or local wage or procurement requirements.
 - Any transportation project that receives federal funding must comply with the [National Environmental Policy Act of 1969 \(NEPA\)](#). This process involves several environmental planning policies and regulations that must be followed before the purchase of any right of way or other real estate.

USDOT APPLICANT CONSIDERATIONS

- **Benefit-Cost Analysis:** Quantify factors that could affect a project's impact in the benefit-cost analysis to provide a clear and full picture of the project to the application reviewers.
- **Environmental Reviews and Approvals:** Proactively identify and plan for the appropriate federal, state, and local permits, approvals, and environmental reviews to show preparedness and readiness to implement the proposed project.
- **State DOT Engagement:** Maintain open lines of communication and engagement with State Department of Transportation counterparts to foster trust and buy-in on locally-focused projects.
- **Technical Assistance:** Utilize existing technical assistance provided by the Department or specific programs to maximize the chance of application success and increase awareness of important evaluation criteria in a given year.
- **Accessibility:** Consider compliance with the Civil Rights Act and the Rehabilitation Act regarding antidiscrimination and accessibility requirements to minimize delays in project completion.

INTRODUCTION TO EVALUATION CRITERIA

INTRODUCTION TO EVALUATION CRITERIA

- Evaluation criteria give insight into what a program is looking for when making a decision to award funds. Clear and specific evaluation criteria help applicants understand if their project would be a good fit for a particular grant program and assist program managers in making informed decisions about high-value projects based on that funding cycle's criteria. Some programs may access on the common evaluation criteria, however, it may vary depending on each program. The following list notes each criteria and recommendations to include in applications.

EVALUATION CRITERIA: PROJECT PLANNING AND SCOPE

- **Project Need:** Gaps that can be addressed through federal funding of a project by reviewing applicants' detailed needs assessments, including quantitative figures and qualitative narrative.
- **Project Readiness and Feasibility:** Applicants can demonstrate project readiness and feasibility through readiness to proceed into construction (if applicable), capacity to carry out the proposed project (e.g., legal, financial, and technical capacity), consistency with USDOT planning guidance and regulations, project activity work plan, schedule, and process, project implementation strategy, and signed and submitted certifications and permits (including environmental approvals). E.g., clear articulation of a project's goals and objectives for the funding, or the extent to which the applicant's project plan clearly establishes resources, milestones, and estimated project costs that align with the project goals and objectives.



EVALUATION CRITERIA: PROJECT PLANNING AND SCOPE CONT.

- **Staffing:** Some programs may assess the degree to which an application includes a project management structure that would successfully oversee the execution of the proposed project. E.g., organizational capacity as well as the expertise or qualifications of key personnel.
- **Past Performance:** Some programs take into consideration an applicant's experience and previous record of project delivery and/or grant management. E.g., demonstrate experience and past performance in project and/or grant management may have a higher likelihood of demonstrating that they can be effective stewards of federal funds.

EVALUATION CRITERIA: PROJECT PLANNING AND SCOPE CONT.

- **Training:** Depending on the program and project type, the inclusion and components of training plans may be considered in the application evaluation process. This could include demonstration of existing capacity to train state and local personnel, train personnel in rural areas, establish curricula to support safety standards, provide comprehensive needs assessments, or articulate prior training experience.
- **Technical Merit:** E.g., alignment with program requirements and objectives, likelihood of project implementation success, scalability, or commitment to evaluate the effectiveness of proposed activities.



EVALUATION CRITERIA: PROJECT PERFORMANCE AND EXECUTION

- **Performance Goals and Measures:** Some programs evaluate the comprehensiveness and completeness of the information provided in the application, e.g., the listing of clear project goals, objectives, outputs, outcomes, time horizons for calculating measures, bases for comparison, or before and after customer satisfaction determinations, as applicable.
- **Monitoring and Oversight:** Some programs may require general oversight or participation in regular project tracking and monitoring activities. Application evaluators may look for an application to include a detailed project evaluation and monitoring plan and/or strategy to determine if the applicant is able to follow through with the planned activities.
- **Project Risks and Mitigation Strategies:** E.g., risk assessment in their application and highlight mitigation planning in their proposed project activities.

EVALUATION CRITERIA: FUNDING INDICATORS



- **Funding Needs:** Some programs may consider a project's funding need in the evaluation process, weighing the availability of funding with an applicant's ability to fund the project in a timely manner using other funding sources.
- **Cost and Funding Availability:** Programs may consider the total project budget, cost estimates directly supporting the requested funding amount, ability to provide matching funds to meet the proposed federal share, lifecycle costs and state of good repair, strength of the project budget, demonstration of financial investment from both non-federal and private sources, or local financial commitment.
- **Benefit-Cost Analysis (BCA):** Factors included in a BCA can include measures of safety, the effect of system and service performance, trip time, reliability, competitiveness, infrastructure resilience, efficiencies for improved integration with other modes, or the ability to meet existing or anticipated demand.

EVALUATION CRITERIA: PROJECT IMPACT

- **Alignment to National Priorities:** E.g., innovative approaches to improve safety, supports economic vitality, leverages federal funding to attract non-federal investment, plans to maintain future assets, maintains accountability for project performance and outcomes, or indicates strong project readiness.
- **Safety:** Safety is the top concern and some programs may value projects that encourage safety policies and/or address safety concerns. E.g., extent to which a project's scope identifies safety concerns that it plans to address or the community that would be impacted.
- **Economic Vitality and Sustainability:** E.g., description of how the project could support economic vitality at the national and regional level or bridge gaps in service (particularly in rural areas).

EVALUATION CRITERIA: PROJECT IMPACT CONT.

- **Rural Community Focus:** E.g., impact on these communities, for example, enhancing the state of good repair, driving economic competitiveness, improving quality of life, supporting broadband deployment or other innovations, expanding 911 access, or training and engaging with emergency responders in rural areas.
- **Project Benefits and Impact:** E.g., associated with or attributed to the proposed project, which could include serving a variety of communities (e.g., urban, suburban, and rural environments) or transportation markets (e.g., freight, personal mobility, and public transportation). This also could include factors such as enhancing public safety, encouraging investments in other near term transportation projects, enhancing service coverage, fostering economic development (particularly in rural communities and for disadvantaged populations), showing consideration for the environment, or demonstrating cost effectiveness.

EVALUATION CRITERIA: PROJECT IMPACT CONT.



- **Partnerships and Coordination:** E.g., jointly submitting an application with multiple entities, proposing multiple sources for the non-federal cost share to demonstrate broad participation by affected stakeholders, highlighting public-private partnership, coordinating with local and regional entities, including written statements of intent from potential customers, or demonstration of outreach and inputs captured from communities and industry groups.
- **Innovation and Strategy:** E.g., demonstrating technology readiness, illustrating project pilots, accelerating the implementation and delivery of new technologies, or using innovative approaches to improve safety and expedite project delivery. Some programs also may assess how a project includes or enables innovation through the accelerated deployment of innovative technology or expanded access to broadband.

KEEP AN EYE ON

USDOT Tip: Applicants may increase the viability of an application by demonstrating/illustrating commitment and impact using a specific program's designated evaluation criteria. Consider the data points and metrics that could be consolidated to create a well-rounded picture of commitment to the proposed project and impact of potential awarded funds.

- Eligible costs under the grant.
- Duration for use of grant funding – obligation deadline; spending deadline.
- Local funding match requirements.
- Procurement rules may differ when using federal grants.
- Provisions for Buy America, Disadvantaged Business Enterprise (DBE), etc..
- Design and environmental review requirements.
- Reporting and auditing requirements.
- Spending/claims alignment with award criteria.

LESSON'S LEARNED

- Start the conversation early.
- Reach out to partners.
- Letters of support.
- Include quantitative data.
- Explore non-federal funding opportunities.

ADDITIONAL RESOURCES

- [Technical Assistance Resources | US Department of Transportation](#)
- [DOT BIL Website](#)
- [Federal Aviation Administration BIL](#)
- [Federal Highway Administration BIL](#)
- [Federal Motor Carrier Safety Administration BIL](#)
- [Federal Railroad Administration BIL](#)
- [Federal Transit Administration BIL](#)
- [Maritime Administration BIL](#)
- [National Highway Traffic Safety Administration BIL](#)
- [Federal Emergency Management Agency BIL](#)
- [Environmental Protection Agency BIL](#)

MDOT IS READY TO SUPPORT AND PARTNER

Our strategy: To share and coordinate efforts internally and externally as often as possible to maximize grant opportunities for Maryland, through resources and tools.

- **MDOT FEDERAL DISCRETIONARY GRANTS**
 - mdot.maryland.gov/ijagrants
 - Visit our website to view charts that encompass MDOT projects that have been awarded, completed, and pending federal review.
- **FEDERAL GRANT INFORMATION**
 - mdot.maryland.gov/grants
 - Visit our website to learn more about IJA grant opportunities, request a letter of support from MDOT, and review available resources.

MDOT Federal Discretionary Grants Newsletter

This newsletter highlights news, awarded projects, open federal and state opportunities and resources available.

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Questions? MDOTTSOOPCP@mdot.maryland.gov