



CALTRANS OFFICE OF THE FEDERAL LIAISON

Caltrans Federal Grants 101 Webinar

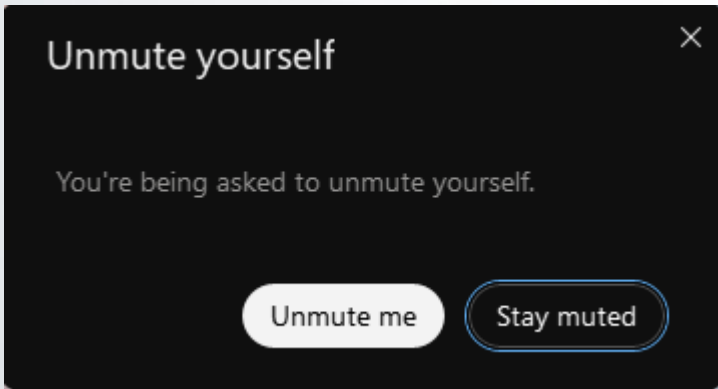
Session 1: How to Create Competitive Federal Grant Applications

May 9, 2024

Meeting Housekeeping

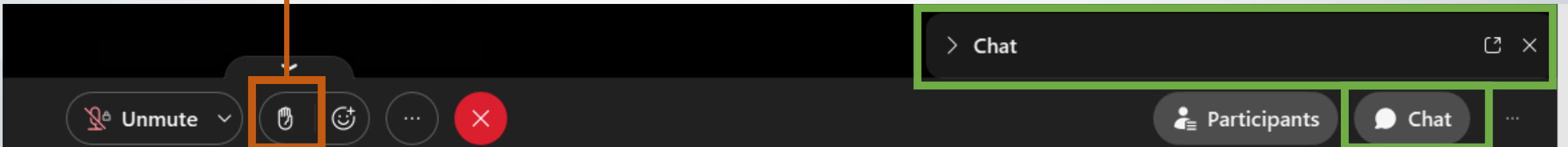


● **REC** - This meeting will be recorded.
All participants automatically join on mute, with cameras off.



Two Options to ask Questions :

1. Type your questions in the chat.
2. Raise your hand to be unmuted and ask your questions verbally.



Non-Discrimination Policy Statement



The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *“No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”*

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a nondiscriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

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Agenda



TOPIC	PRESENTER
Welcoming Remarks	Nicole Longoria (Caltrans Federal Liaison)
Partnership Opportunities with Caltrans	Gustavo Alfaro (Caltrans Office of Strategic Investment Planning)
Successful Regional Infrastructure Accelerator Application: California Transportation Choices Partnership Project	Andrew Quinn (Caltrans Roadway Pricing) and Sabrina Bradbury (California Association of Councils of Governments)
Successful Safe Streets and Roads for All (SS4A) Application: Humboldt County Regional Vision Zero Action Plan and Demonstration Projects	Stephen Luther (Humboldt County Association of Governments)
Successful Advanced Transportation Technology and Innovation (ATTAIN) Application: Southern California Mobility Wallet	Benjamin Bressette (Caltrans Innovation)
Next Steps and Adjournment	Vanessa Faul (Caltrans Office of the Federal Liaison)



Welcoming Remarks

Nicole Longoria, Caltrans Federal Liaison



On November 15, 2021, President Biden signed the **Infrastructure Investment and Jobs Act** (IIJA, P.L. 117-58, also known as the “Bipartisan Infrastructure Law”) into law, providing a historic investment in our nation’s core infrastructure priorities—including roads and bridges, rail, transit, safety, ports and waterways, airports, clean energy and power, resiliency, and broadband.

IIJA Brief Introduction

IIJA Discretionary (Competitive) Funding



California Investments

- **\$42.1 Billion** Announced Funding (Discretionary and Formula)
- California received over **\$9.13 Billion** in Transportation-Related Discretionary Grants
 - **605 Projects**
 - **16%** of the National Transportation Grants





Partnership Opportunities with Caltrans

Gustavo Alfaro, Caltrans Office of Strategic Investment Planning



Office of Strategic Investment Planning (OSIP)

Gus Alfaro
Acting Office Chief





"No one achieves success alone."

How Do We Define Partnership?



Partnership is a collaborative effort between two or more parties that have a vested interest.

Forms of Partnerships include:

- Local Plan Collaboration (ex. public engagement, walking audits, conceptual ideas)
- Cost sharing (local match)
- Charters (identifying roles / responsibilities)
- Joint Applications
- Letters of Support

Why are Partnerships Important?

- Discretionary Grant Programs value partnership
- Communicates confidence in project delivery, financial completeness, community buy-in, and local coordination
- Helps reduce project risk
- Leads to successfully awarded projects

When do we partner?

Earlier the Better

- ✓ Start at the planning stage when needs are being identified > Pre-PID
- ✓ Figure out together where priorities intersect for the State Highway System and local roads
- ✓ Strategize on future potential competitive funding programs (i.e., create roadmaps)

Bring Awareness to Caltrans


- ✓ Have conversations about community challenges, concepts, & priorities
- ✓ Invite each other coffee to listen, learn, and share challenges & solutions
- ✓ Raise attention about community health needs, economic issues, & project benefits/solutions
- ✓ Work together towards identifying viable grant opportunities



CALTRANS Resources

[OSIP Website](#)

- ✓ Links to major Federal and State Discretionary program websites
- ✓ Letters of Support Templates
- ✓ Caltrans Project Nomination Calls for Projects
- ✓ Policy and planning documents affecting Caltrans Strategic Investment Strategy
- ✓ HQ OSIP Contacts and District Office Representatives



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Strategic Investment Planning

The Office of Strategic Investment Planning (OSIP), established in April 2021, has a fundamental role in linking Caltrans' short, medium, and long-range planning to programming and project delivery. OSIP is responsible for developing and implementing investment strategies and tools to promote State goals and policies, with a focus on advancing equity and expanding multi-modal travel options that enrich all communities and respect the environment. Through continuous collaboration with key HQ programs, subject matter experts, and district offices, OSIP ensures that projects nominated for federal and state discretionary funding programs align with the 10 Guiding Principles of the Climate Action Plan for Transportation Infrastructure (CAPTI).

[Federal Discretionary Resources](#)

[State Discretionary Resources](#)

[Letters of Support & Partnership Request](#)

[Technical Resources, Tools and Training](#)

Latest Updates

Current Call for Caltrans Letter of Support (LOS) & Partnership Request:

Multimodal Project Discretionary Grant (MPDG) 2024 Infra, Rural, Mega.

1. Complete the [MPDG Intake Form](#)
2. Complete the [LOS](#) or [Partnership template](#)
3. Submit through [MPDG Smartsheet](#)

Due by: April 11, 2024

Related Links

[Climate Action Plan for Transportation Infrastructure \(CAPTI\) \(PDF\)](#)

[California Transportation Plan \(CTP\) \(PDF\)](#)

[Executive Order N-19-19 \(PDF\) On Gov.ca.gov](#)

[Executive Order N-79-20 \(PDF\) On Gov.ca.gov](#)

[Caltrans Strategic Plan \(PDF\)](#)

Thank you!

Gus Alfaro

Acting Office Chief

Strategic Investment Planning

(916) 617-0035

gustavo.alfaro@dot.ca.gov





Successful Regional Infrastructure Accelerator Application: California Transportation Choices Partnership Project

Andrew Quinn, Caltrans Roadway Pricing

Sabrina Bradbury, California Association of Councils of Governments

Regional Infrastructure Accelerator (RIA) Briefing

May 2024

What is RIA?



USDOT Build America Bureau's Regional Infrastructure Accelerator program seeks to fund technical and financial assistance for qualified entities, including State DOT's



Funding is intended to build capacity and to provide external assistance to evaluate, structure, and deliver complex transportation projects and improve their competitiveness for federal funding and financing



Goal is to improve our ability to efficiently translate overarching goals and planning documents into a pipeline of projects and ultimately better transportation infrastructure for Californians

What is RIA?

No state/local match required

Application criteria ignores local funding or in-kind contributions

Applied for \$4 million over 2 years; USDOT requested reduction to \$2 million

Minimal reporting requirements; no long-term commitments

USDOT would provide additional technical assistance outside of grant funding

Our Proposal



Caltrans Planning and Modal Programs, in conjunction with CALCOG and MPOs', applied to establish the California Transportation Choices Partnership to enhance the multimodal transportation network, supported by equitable road pricing



Partnership will build a coalition of state, regional, and local agencies that understands and can communicate the costs and benefits of equitable road pricing



Develop business plan and roadmap for broader and more consistent process statewide for advancing projects that achieve public benefit

Outputs and Outcomes



Outputs:

Pricing Leadership Academies

Poll and focus groups

Communication toolkit

Pricing toolkit

Multiple reports summarizing overall activities, equity outcomes, and best practices in building coalitions around pricing and



Outcomes:

Stronger and more sustainable partnerships and alignment between Caltrans and regional and local partners on pricing

Implementation of equitable pricing strategies

Reduced congestion and emissions

Partnership Building

- Think about who is already interested in the work
- Leverage existing partnerships
- Nonprofits and community-based organizations as partners add a competitive advantage



Keys to Grant Writing Coordination



Identify a lead writer
& coordinator



Schedule
coordination calls



Use shared
documents

Tips & Best Practices



Know your audience - what are the priorities of the administration?



Tie your work to the goals of the grant program



Tell a story – why is this work necessary and will it happen without this funding?



Unique letters of support – each partner should speak to why the work is important to them.



Calls & Emails after grant submission

Questions?

Andrew Quinn
Andrew.Quinn@dot.ca.gov

Sabrina Bradbury
Sabrina@calcog.org



Successful Safe Streets and Roads for All (SS4A) Application: Humboldt County Regional Vision Zero Action Plan and Demonstration Projects

Stephen Luther, Humboldt County Association of Governments

HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS

**SAFE STREETS AND ROADS FOR ALL
REGIONAL VISION ZERO ACTION PLAN**

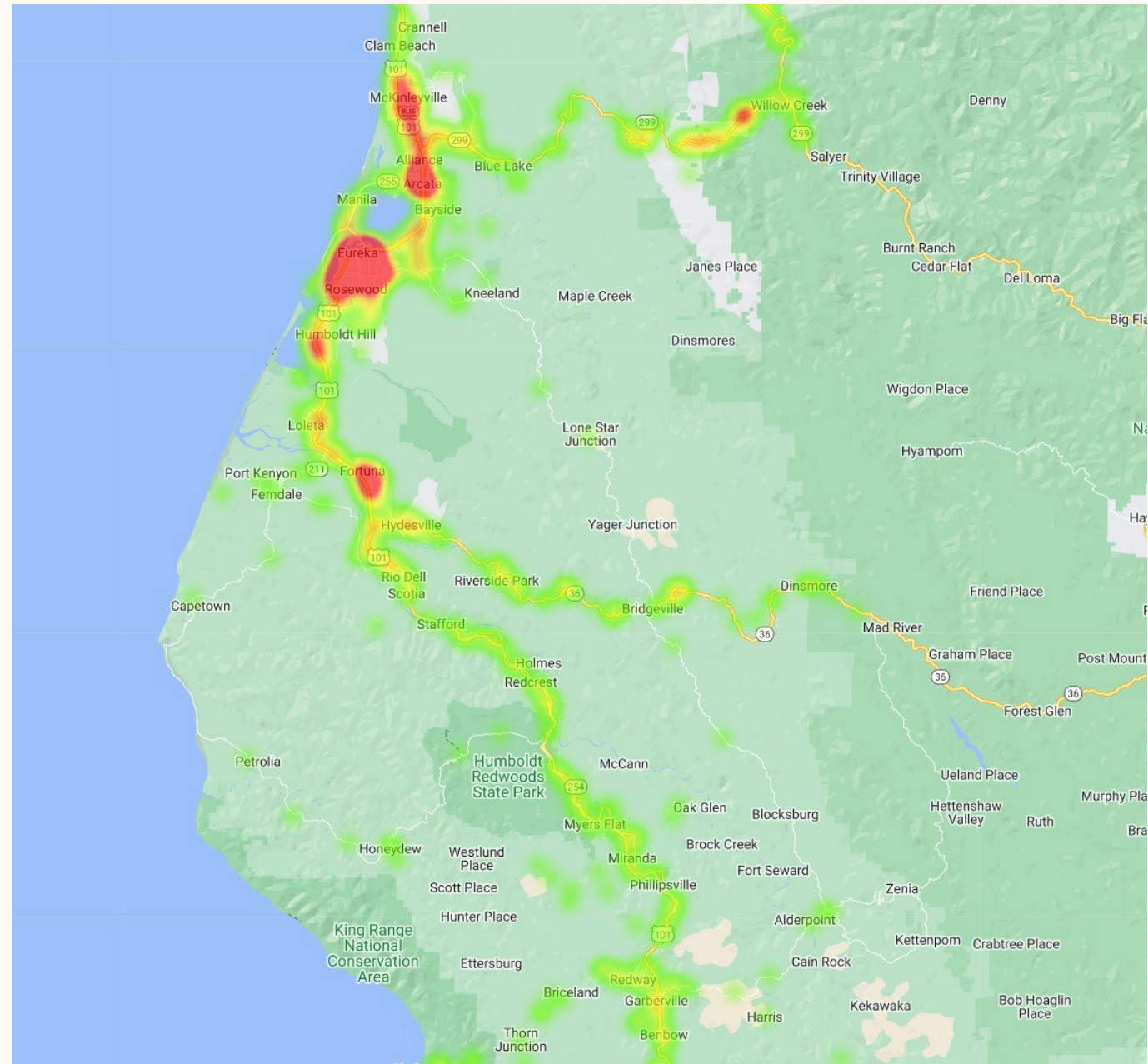
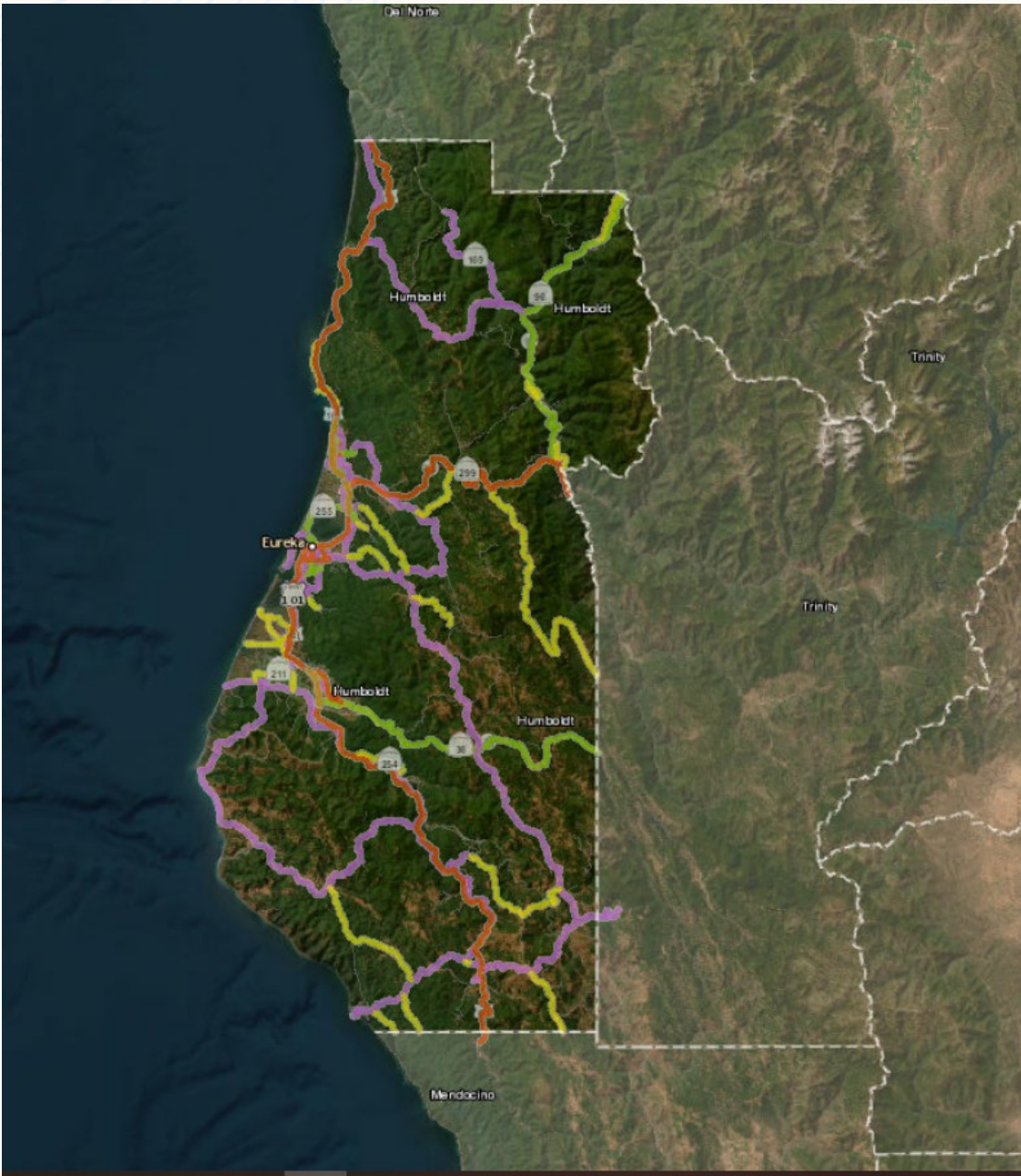


IF NOT YOU, THEN WHO?

- We have a traffic safety crisis
- Former Eureka mayor Susan Seaman (left) convened Traffic Safety Task Force facilitated by HCAOG
- “Go Slow, Watch the Road” campaign
- Leadership and need to continue working on issue
- As Associate Planner, applying for a Vision Zero Action Plan was something I could do
- The Safe Streets and Roads For All program is one of the more accessible to local agencies without a lot of experience in applying for federal grants
- Plus the \$461,494,000 available for FY 2024 Planning and Demonstration Grants increases chance of success

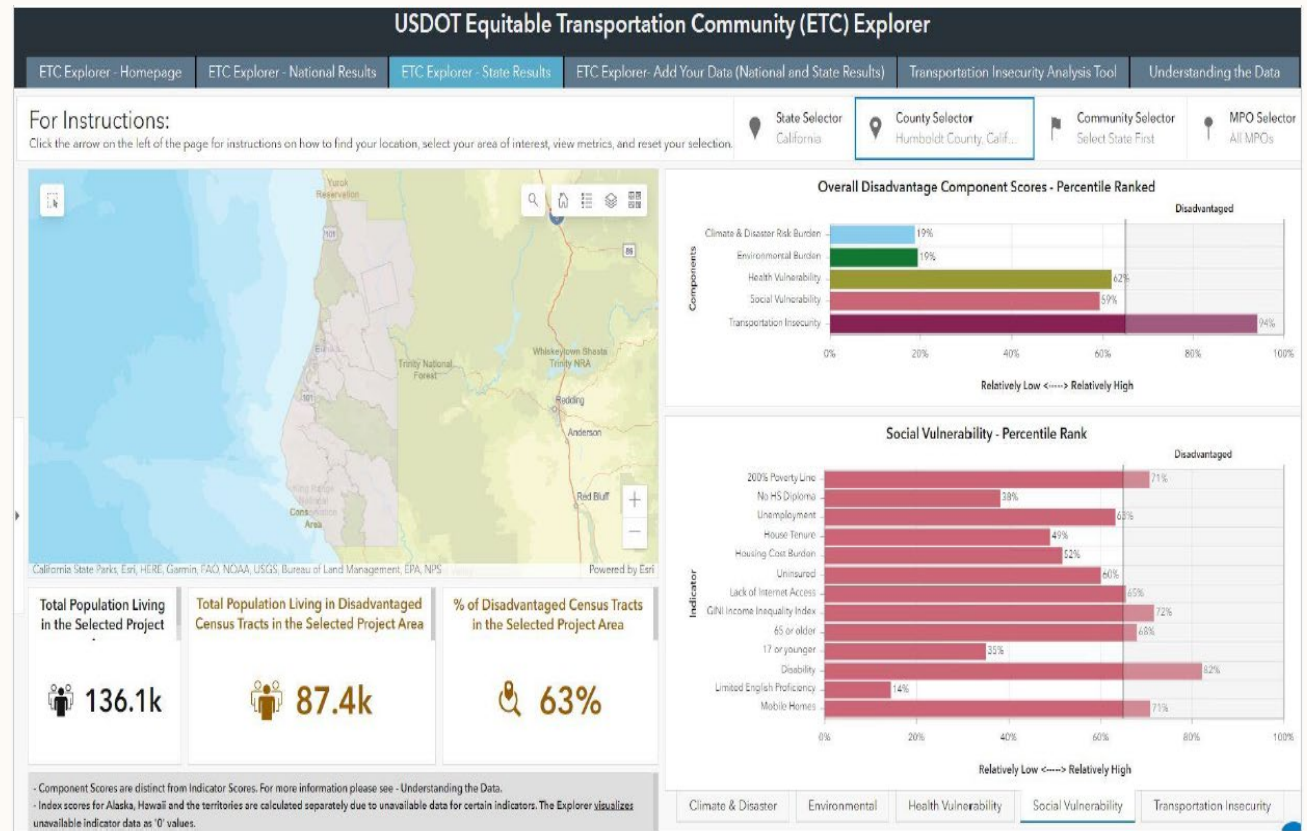


Awarded \$480,000 in FY 23 Safe Streets and Roads for All Funds



ESTABLISHING THE NEED

123
 Fatalities on Humboldt
 County roadways from
 2017-2021
 =
 18 fatalities per
 100,000 people



Is your City/County listed? →

Definitely apply!

Name	State Name	Geograph	Fatality Rate
Barstow	California	City	22.82
Blythe	California	City	18.56
Butte County	California	County	19.56
California City	California	City	18.70
Commerce	California	City	35.55
Hesperia	California	City	19.64
Humboldt County	California	County	18.03
Imperial County	California	County	19.70
Kern County	California	County	19.93
Lake County	California	County	23.47
Madera County	California	County	21.50
Malibu	California	City	50.69
Mendocino County	California	County	29.04
Merced County	California	County	20.48
Oroville	California	City	24.95
Palm Springs	California	City	28.72
Santa Fe Springs	California	City	35.38
Shasta County	California	County	19.21
Sonora	California	City	27.98
Sutter County	California	County	21.48
Tehama County	California	County	26.43
Tuolumne County	California	County	19.78
Victorville	California	City	19.43
Williams	California	City	18.06
Woodside	California	City	22.60
Yuba County	California	County	21.33
Yucca Valley	California	City	19.32

Source: <https://www.transportation.gov/grants/ss4a/fatality-rate-consideration>

PROCESS AND PARTNERS

- Presented to Technical Advisory Committee (TAC)
- Formed ad-hoc committee that met 3 times
- Provided template letter of support and agencies confirmed in-kind support
 - Range from \$2,500 (small city) - \$20,000 (County)
 - \$30,000 cash contribution from HCAOG
- Demonstration events helped meet local match
- Department of Public Health to provide outreach to people experiencing homelessness
- Explained coordination and how regional plan differs from Trinidad Rancheria award



PROJECT ELEMENTS



- Action Plan with focus on High Injury Networks
- Pop-up demonstrations across County and tribal areas
 - Revised budget upward to account for longer installation of quick-builds
 - Ample budget for consultant-led outreach with in-kind support from jurisdictions
- Shared use traffic safety camera
- Supporting non-profit outreach for StreetStory
- Online public data dashboard and visualization tool

Pop-ups



Two day pop-up
McKinleyville, CA



Quick-builds



Mini roundabout
Blue Lake, CA



New buffered
bike lane H St.
Eureka, CA

FINAL TIPS & TAKEAWAYS

- You and your agency can and should apply
- Lean into partnerships with local jurisdictions
- Use the grant elements to develop a well-rounded project with robust planning as well as demonstration components



THANK YOU

Stephen Luther

707-444-8208

stephen.luther@hcaog.net

www.hcaog.net



Successful Advanced Transportation Technology and Innovation (ATTAIN) Application: Southern California Mobility Wallet

Benjamin Bressette, Caltrans Innovation

DRISI

CALTRANS DIVISION OF RESEARCH,
INNOVATION AND SYSTEM INFORMATION

TRANSFORMING IDEAS INTO SOLUTIONS

Lessons from the

Southern California Mobility Wallet

Background

This project will deploy global standards for digital payments (debit and credit cards, mobile wallets, etc.) to transit and highway services in Los Angeles County to improve mobility, equity, and safety for everyone using the system.



What is ATTAIN?

The ATTAIN program provides competitive grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.

Uniqueness

- Conceptual, based on existing, separate programs and technologies
- No direct comparison
- Parallel to existing projects
 - Caltrans road charging
 - LA Metro Mobility Wallet

GETTING STARTED

Choosing the Right Opportunity

- Be able to clearly connect your project to the grant's goals
 - Does your organization share similar goals?
- There should be one “slam dunk” that you can lean on in your application
- You do not have to check all the boxes

DON'T REINVENT THE WHEEL

NOTE: There is no mandatory format or template for information required under this NOFO that falls outside of the aforementioned OMB-approved forms. However, while there is no prescribed template or format for that information, the information itself must be provided in some form in each application for that application to be considered responsive to this NOFO.

Table D.2 – Application Volumes

Volume	Section	Page Limitations
Volume I. Technical Application	I - Cover Page	One (1) file, 30-page limit
	II - Project Narrative	
	III – Management Structure	
	IV - Staffing Description and Résumés	
	Appendix – Résumés	No page limit
Volume II. Budget Application	I - Application Standard Forms	One (1) file, no page limit
	II – Summary Budget Information	
	III – Cost Share Information	
	IV - Organizational Information	

Note: Applicants shall provide résumés in Volume 1 of the application. Résumés will not count against the page limit. Applicants shall provide letters of commitment in Volume 2.

Table of Contents

- I. Project Information
- II. Project Narrative
- III. Project Outcome Criteria
- IV. Management Structure
- V. Staffing Description
- Appendices

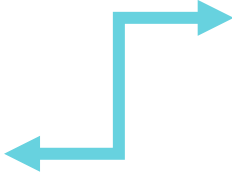


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b) Section II - Project Narrative

The Project Narrative must include all the necessary information required for FHWA to determine that the project satisfies the ATTAIN Program requirements described in Sections A, B, and C, and for FHWA to evaluate the project in relation to the selection criteria specified in Section E.1. To the extent practicable, Applicants should provide data and evidence of project merits in a form that is verifiable or publicly available. FHWA expects applications to be complete upon submission.

FHWA recommends that the project narrative, at a minimum, provide the following information: table of contents, detailed Statement of Work (SOW), detailed project schedules, staffing description, and any appropriate exhibits or attachments that will aid in the review and assessment of the application. All exhibits and attachments must clearly identify what technical area of the project narrative the document

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supports. At a minimum, the Project Narrative should address the following content:

1. A short (50-70 words) summary of the proposed project at the beginning of the Project Narrative section.
2. An introduction that provides a clear, concise description of the project and the proposed technology deployment(s).
3. A description of the geographic area or jurisdiction the deployment will service, including whether or not the area in question is considered rural.
4. A description of the real-world issues and challenges to be addressed by the proposed technology deployments. Applicants should discuss how the proposed technology deployments address the goals of the program and any applicable technology focus area.
5. A description of transportation systems and services to be included in the project.
6. A deployment plan that includes providing long-term operation and maintenance of advanced transportation and congestion management technologies to achieve implementation goals.
7. A description of any challenges in the regulatory, legislative, or institutional environments or other obstacles to deployment.

Application information	NOFO section for guidance
Project Narrative	See D.2.a.
Statement of Work	See D.2.b.i.
Benefit-Cost Analysis	See D.2.b.ii.
Environmental Compliance Documentation	See D.2.b.iii.
Draft Agreement required under 49 U.S.C. 22905(c)(1), if applicable	See D.2.b.iv.
SF 424—Application for Federal Assistance ²¹	See D.2.b.v.
SF 424A—Budget Information for Non-Construction or SF 424C—Budget Information for Construction	See D.2.b.vi.
SF 424B—Assurances for Non-Construction or SF 424D—Assurances for Construction	See D.2.b.vii.
FRA's F 30—Certifications Regarding Debarment, Suspension and Other Responsibility Matters, Drug-Free Workplace Requirements and Lobbying.	See D.2.b.viii.
FRA F 251—Applicant Financial Capability Questionnaire	See D.2.b.ix.
SF LLL—Disclosure of Lobbying Activities, if applicable	See D.2.b.x.



a. Project Narrative

This section describes the minimum content the applicant is required to provide in the Project Narrative section of the grant application. The Project Narrative must follow the basic outline below to address the program requirements and assist evaluators in locating relevant information.

I. Cover Page	See D.2.a.i.
II. Project Summary	See D.2.a.ii.
III. Grant Funds, Sources and Uses of Project Funds.	See D.2.a.iii.

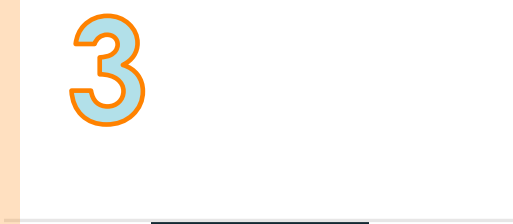
IV. Applicant Eligibility Criteria.	See D.2.a.iv.
V. Project Eligibility Criteria ..	See D.2.a.v.
VI. Detailed Project Description.	See D.2.a.vi.
VII. Project Location	See D.2.a.vii.
VIII. Evaluation and Selection Criteria.	See D.2.a.viii.
IX. Project Implementation and Management.	See D.2.a.ix.

The applicant must provide the content listed above in a narrative statement. The Project Narrative may not exceed 25 pages in length (excluding cover pages, table of

contents, and supporting documentation). When possible, applicants should submit supporting documents via website links rather than hard copies. If supporting documents are submitted, applicants must clearly identify the relevant portion of the supporting document with the page numbers of the cited information in the Project Narrative. The Project Narrative must adhere to the following outline.

i. *Cover Page*: include a cover page that lists the following elements in either a table or formatted list:

Project Title	
Applicant Name	
Amount of CRISI Program Funding Requested under this NOFO	\$:
Amount of Proposed Non-Federal Match	\$:
Other Sources of Federal funding, if applicable	Provide funding source and amount.
	\$:
Source(s) of Proposed Non-Federal Match	
Total Project Cost	\$:
Was a Federal Grant Application Previously Submitted for this Project?	Yes/No. If yes, please specify the program, funding year and project title of the previous application, and identify any differences between the applications.
City(ies), County(ies), State(s) Where the Project is Located	
Is the Project Located in a Rural Area?	Yes/No.
Congressional District(s) Where the Project is Located	
Application Track(s) proposed to be funded by this NOFO?	
Lifecycle Stage(s) proposed to be funded by this NOFO?	



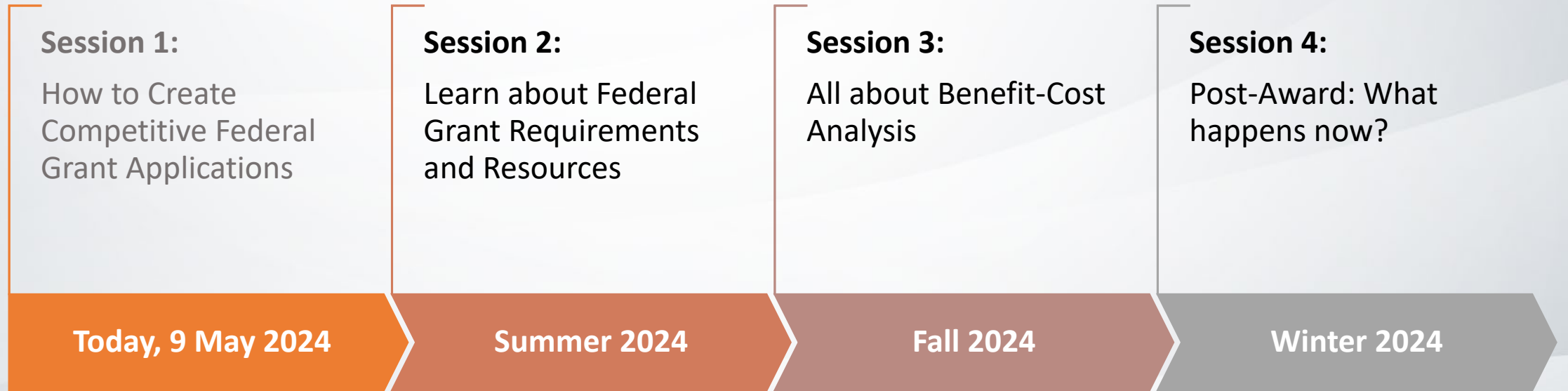


Next Steps & Adjournment

Vanessa Faul, Caltrans Office of the Federal Liaison



Upcoming Federal Grants 101 Sessions



Next Steps



PRESENTATION SLIDES
WILL BE UPLOADED



RECORDING WILL BE
UPLOADED



WEBINAR SESSION 2
INVITATIONS

[Caltrans Office of the Federal Liaison Website](#)
[rebuildingca.ca.gov](#)
[DOT Navigator](#)
[USDOT Discretionary Grants Dashboard](#)



Scan me to sign up!

[Sign Up: Bi-Weekly IJA Newsletter](#)

Vanessa Faul

Investment Planning Manager – Federal Programs
vanessa.faul@dot.ca.gov

Thank you!



Questions? Contact federal-liaison@dot.ca.gov