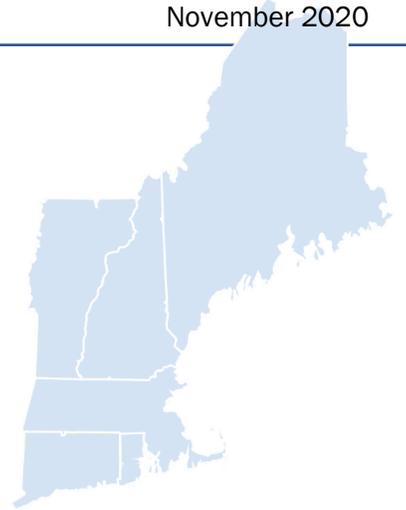




Overview

Transportation in the U.S. has been greatly affected by the COVID-19 pandemic. There are immediate impacts on passenger and freight transportation, and there are also likely to be longer-term consequences, including increased telecommuting, shifts in public transportation, and changes to goods movement. Every transportation mode has been altered by COVID-19.

The U.S. Department of Transportation (U.S. DOT) is a component of the White House Coronavirus Task Force and works with FEMA and other agency partners to contain and mitigate the spread of the virus, and to safeguard continuation of critical infrastructure support and relief for the American people.



Background

Every mode of transportation in Region 1 has been affected by COVID-19 and the resulting economic downturn. Below are some of the primary transportation issues relevant to Region 1. Each bullet includes example funding sources that could be used to address the identified issue. Details on these funding sources are available in the following sections of this resource guide.

- **Public transit funding.** Public transit agencies face declining fare revenues and local and state government tax revenues. However, despite rapidly declining revenues, transit agencies face pressure to continue services that support essential workers, who disproportionately rely on public transit. Furthermore, social distancing guidelines also require transit agencies to run frequent enough services to prevent crowding on vehicles.
 - Potential funding sources: Surface Transportation Block Grant Program (FTA), Formula Grants for Rural Areas (FTA); Tribal Transit Formula Grants (FTA), Access and Mobility Partnership Grants (FTA), Passenger Ferry Grant Program (FTA), Public Transportation Innovation (FTA)
- **School buses.** Most schools across the region are operating remotely in full or in part; as a result, independent school bus contractors face new challenges. Many school districts are renegotiating their school bus contracts for less service. Contractors also face a labor shortage: many school bus workers are retirees who are reluctant to return to a high-exposure work environment. Others are taking driving jobs with e-commerce or delivery companies facing increased demand. Contractors will face an even greater staff shortage and a vehicle shortage if schools transition to more in-person instruction with social distancing guidelines still in place; Massachusetts, which currently has 9,000 school buses, would need 18,000 additional buses to transport all students in need of a ride under current social distancing guidelines.¹
 - Potential funding sources: Grants for Buses and Bus Facilities Program (FTA), Business Programs (USDA), SPRINT Challenge (EDA)
- **Private bus/motorcoach operators.** Private buses have suffered huge revenue losses, and 80% of the industry's employees have been furloughed. Operators also face additional costs to comply with new cleaning protocols. However, unlike the airline industry or Amtrak, the private bus industry did not receive any aid under the CARES Act.²

¹ <https://www.wbur.org/bostonmix/2020/06/15/mbta-budget-deficit-coronavirus>

² <https://edition.cnn.com/2020/10/24/business/motorcoach-employees-furloughs/index.html>

- Potential funding sources: Surface Transportation Block Grant Program (FTA/FHWA), Business Programs (USDA)
- **Vaccine distribution.** Once a vaccine is developed, delivering it to hundreds of millions of Americans in just a few months presents a considerable transportation logistics challenge. Most vaccines require cold storage, which further complicates the supply chain. States are responsible for coordinating vaccine distribution in their jurisdictions, but there is currently only limited dedicated federal funding to assist states with distribution.³
 - Potential funding sources: BRIC Grants (FEMA)
- **General aviation.** General aviation, which includes all aviation traffic other than commercial airlines, faced a similar decline to other modes in March through May 2020, as a result of the cancellation of flight schools and the closure of travel destinations. However, in many areas of the country, general aviation traffic rose back to normal levels over the summer. Going forward, the industry expects to benefit from travelers choosing to earn a pilot's license or charter air taxis instead of risking exposure to COVID on commercial airlines.⁴
 - Potential funding sources: Business Programs (USDA), SPRINT Challenge (EDA)

FEMA's Role

FEMA Region I established its COVID-19 Long-Term Recovery Task Force under the [National Disaster Recovery Framework](#) (NDRF), which promotes effective recovery from large-scale incidents and enables orchestrated support to impacted states, tribes and local jurisdictions. The NDRF focuses on how best to restore, redevelop and revitalize the health, social, economic, natural and environmental fabric of the community as well as build a more resilient nation.

This COVID-19 Long-Term Recovery Task Force works in tandem, but separately from, other FEMA Short-Term Recovery Support programs, such as Public Assistance and Individual Assistance. The Long-Term Recovery Task Force coordinates access to funding from federal agencies, but does not provide direct funding.

About this Resource Guide

This Resource Guide has been developed to provide state departments of transportation, transportation associations, and transportation-related businesses (including their employees) in New England with a summary of federal agency partners, how they might be able to assist, and the resources available (funding and technical assistance) to support a resilient recovery.

Intended Audiences

This Resource Guide is meant to provide useful information and resources for the following targeted audiences (this list is meant to be representative, not comprehensive):

State/Regional Agencies:

- Connecticut Department of Transportation
- Maine Department of Transportation
- Massachusetts Department of Transportation
- New Hampshire Department of Transportation
- Rhode Island Department of Transportation
- Vermont Agency of Transportation
- Metropolitan planning organizations (MPOs)

³ <https://www.washingtonpost.com/health/2020/10/29/covid-vaccine-states-need-money/>

⁴ <https://www.tpr.org/news/2020-08-06/general-aviation-industry-endured-covid-19s-storms-and-may-now-see-clear-skies-ahead>, <http://www.greenvillebusinessmag.com/2020/09/09/327388/general-aviation-becoming-a-more-attractive-option-for-air-travel>

Transportation Associations:

- New England Transportation Consortium (NETC)
- New England Livery Association

- Northeast Passenger Transportation Association (NEPTA)

Businesses:

- Operators and constructors
- Industry employees

Federal Agency Partner Overview

This next section of the Resource Guide gives a description of the key federal agency partners that can support long-term recovery for the transportation sector. Each federal agency discussion includes examples of how transportation sector partners can engage with the federal agency, the types of programs and support that can be leveraged for recovery, relevant links, and regional contact information.

U.S. Department of Transportation (U.S. DOT)

Types of support

U.S. DOT has created a valuable Resource Guide with comprehensive information about USDOT-specific COVID-19 resources: <https://www.transportation.gov/coronavirus>

U.S. DOT's mission is to serve the United States by ensuring a fast, safe, efficient, accessible and convenient transportation system that meets our vital national interests and enhances the quality of life of the American people, today and into the future. To accomplish this mission, the DOT component agencies listed below work to keep the traveling public safe and secure, to increase their mobility, and to contribute to the nation's economic growth. (More information is available at www.dot.gov/DOTagencies.htm.)

In addition, the U.S. Department of Transportation provides grants to help build up and maintain a fast, safe, efficient, accessible, and convenient transportation system for the American people, today and into the future. Information about funding opportunities can be found through <https://www.transportation.gov/grants>

U.S. DOT Funding – Discretionary Programs

<p><u>Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants Program</u> (formerly TIGER Grants)</p>	<p>BUILD Transportation grants are for planning and capital investments in surface transportation infrastructure and are awarded on a competitive bases for projects that will have a significant local or regional impact. BUILD funding supports roads, bridges, transit, rail, ports, or intermodal transportation. The eligibility requirements of BUILD allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs. FY2020 BUILD Grants were awarded on 9/16/2020.</p>
<p><u>Infrastructure for Rebuilding America (INFRA) Discretionary Grant Program</u></p>	<p>INFRA Grants fund infrastructure improvements on major highways, bridges, ports, and railroads. Applications are evaluated and selected based on established criteria to align them with national and regional economic vitality goals. Additionally, the program promotes the incorporation of innovative technology. FY2020 INFRA Grants were awarded in June 2020.</p>

Federal Transit Administration (FTA)

FTA provides leadership, funding, and technical resources for the development of improved public transportation systems in cities and communities nationwide. Through its grant programs, FTA helps plan, build, and operate transit systems.

FTA's Coronavirus Disease 2019 (COVID-19) Resource Tool for Public Transportation provides a one-stop-shop for Federal COVID-19 guidance and recommendations, including information from the Centers for Disease Control and Prevention (CDC), Occupational Safety and Health Administration (OSHA), and Environmental Protection

Agency (EPA). The tool covers topics related to the public transportation industry such as sanitizing transit facilities and vehicles, personal protective equipment, physical distancing, and more. FTA updates the tool weekly to include newly issued guidance and provides a summary tab highlighting the updates for faster analysis. [FTA- COVID-19-Resource-Tool-082120.xlsx](https://www.fta.gov/COVID-19-Resource-Tool-082120.xlsx)

Funding and Grant Programs

Information about Federal Transit Administration funding and current grant programs can be found at <https://www.transit.dot.gov/funding>

Funding opportunities for Tribal entities

Federally recognized Indian tribes or Alaska Native villages, groups, or communities as identified by the U.S. Department of the Interior (DOI) Bureau of Indian Affairs (BIA) are eligible direct recipients and subrecipients for numerous FTA programs. The full listing of programs for which tribal entities are eligible recipients can be accessed through <https://cms7.fta.dot.gov/funding/fta-programs-tribal-recipients>.

Useful Links:

[Federal Assistance Eligibility under FTA's Emergency Relief Program.](#)

[Information for grantees regarding the Coronavirus Disease 2019](#)

[Novel Coronavirus \(COVID-19\)](#)

Public Transportation Agency Safety Plan (PTASP) Notice of Enforcement Discretion

The PTASP regulation requires transit agencies to incorporate Safety Management System (SMS) policies and procedures as they develop safety plans to manage safety risks. The regulation set July 20, 2020 as the deadline for transit agencies to certify that they have established a compliant agency safety plan. However, this FTA notice alerts transit agencies that they will have until December 31, 2020 to comply with the regulation.

[PTASP-Notice-of-Enforcement-Discretion-Final-With-Signature.pdf](#)

FTA Funding – Formula Programs

<p>Flexible Funding Programs - Congestion Mitigation and Air Quality Program - 23 USC 149</p>	<p>CMAQ provides funding to areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter. States that have no nonattainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending. Funds may be used for any transit capital expenditures otherwise eligible for FTA funding as long as they have an air quality benefit.</p>
<p>Flexible Funding Programs - National Highway Performance Program - 23 USC 119</p>	<p>Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.</p>
<p>Flexible Funding Programs - Surface Transportation Block Grant Program - 23 USC 133</p>	<p>Provides funding that may be used by states and localities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.</p>
<p>Formula Grants for Rural Areas - 5311</p>	<p>Provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.</p>

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<p><u>Grants for Buses and Bus Facilities Formula Program - 5339(a)</u></p>	<p>Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program.</p>
<p><u>Human Resources & Training - 5314 (b)</u></p>	<p>Provides for grants or contracts for human resource and workforce development programs as they apply to public transportation activities.</p>
<p><u>Metropolitan & Statewide Planning and Non-Metropolitan Transportation Planning - 5303, 5304, 5305</u></p>	<p>Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states. Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities.</p>
<p><u>Public Transportation Emergency Relief Program - 5324</u></p>	<p>Helps states and public transportation systems pay for protecting, repairing, and/or replacing equipment and facilities that may suffer or have suffered serious damage as a result of an emergency, including natural disasters such as floods, hurricanes, and tornadoes. It provides authorization for Section 5307 and 5311 funds to be used for disaster relief in response to a declared disaster.</p>
<p><u>Rural Transportation Assistance Program - 5311(b)(3)</u></p>	<p>Provides funding to states for developing training, technical assistance, research, and related support services in rural areas. The program also includes a national program that provides information and materials for use by local operators and state administering agencies and supports research and technical assistance projects of national interest.</p>
<p><u>State of Good Repair Grants - 5337</u></p>	<p>Provides capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management plans.</p>
<p><u>Technical Assistance & Standards Development - 5314(a)</u></p>	<p>Provides funding for technical assistance programs and activities that improve the management and delivery of public transportation and development of the transit industry workforce.</p>
<p><u>Tribal Transit Formula Grants - 5311(c)(1)(B)</u></p>	<p>Provides funding to federally recognized Indian tribes to provide public transportation services on and around Indian reservations or tribal land in rural areas. Funding is provided as a set-aside within of the Formula Grants to Rural Areas program and allocated both by statutory formula and through a competitive discretionary program.</p>
<p><u>Urbanized Area Formula Grants - 5307</u></p>	<p>Provides funding to public transit systems in Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.</p>

FTA Funding – Discretionary Programs

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<u>Mobility</u>	Accelerating Innovative Mobility (AIM) will highlight FTA's commitment to support and advance innovation in the transit industry.
<u>Access and Mobility Partnership Grants</u>	This program provides competitive funding to support innovative capital projects for the transportation disadvantaged that will improve the coordination of transportation services and non-emergency medical transportation services.
<u>Capital Investment Grants - 5309</u>	Provides funding through a multi-year competitive process for transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years to be eligible for funding.
<u>Grants for Buses and Bus Facilities Program</u>	Provides funding through a competitive allocation process to states and transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. The competitive allocation provides funding for major improvements to bus transit systems that would not be achievable through formula allocations.
<u>Helping Obtain Prosperity for Everyone Program</u>	Provides funding for planning, engineering, and technical studies or financial planning to improve transit services in areas experiencing long-term economic distress. It also supports coordinated human service transportation planning to improve transit service or provide new services such as rides to opioid abuse recovery and treatment. FY2020 project selections were announced on 10/7/2020.
<u>Integrated Mobility Innovation</u>	FTA's Integrated Mobility Innovation (IMI) Program funds projects that demonstrate innovative and effective practices, partnerships and technologies to enhance public transportation effectiveness, increase efficiency, expand quality, promote safety and improve the traveler experience.
<u>Low and No-Emission Component Assessment Program (LoNo-CAP)</u>	On September 29, 2016, FTA announced the opportunity for eligible institutions of higher education to apply for funding to conduct testing, evaluation, and analysis of low or no emission (LoNo) components intended for use in LoNo transit buses used to provide public transportation. The deadline for applications is November 28, 2016.
<u>Low or No Emission Vehicle Program - 5339(c)</u>	Provides funding through a competitive process to states and transit agencies to purchase or lease low or no emission transit buses and related equipment, or to lease, construct, or rehabilitate facilities to support low or no emission transit buses. The program provides funding to support the wider deployment of advanced propulsion technologies within the nation's transit fleet.
<u>Mobility for All Pilot Program Grants</u>	This funding opportunity seeks to improve mobility options through employing innovative coordination of transportation strategies and building partnerships to enhance mobility and access to vital community services for older adults, individuals with disabilities, and people of low income.

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<u>Mobility on Demand (MOD) Sandbox Demonstration Program - 5312</u>	Funds projects that promote innovative business models to deliver high quality, seamless and equitable mobility options for all travelers.
<u>Passenger Ferry Grant Program - Section 5307</u>	Provides competitive funding to public ferry systems in urbanized areas.
<u>Pilot Program for Transit-Oriented Development Planning - Section 20005(b)</u>	Provides funding to local communities to integrate land use and transportation planning with a transit capital investment that will seek funding through the Capital Investment Grant (CIG) Program.
<u>Positive Train Control Grants Program</u>	Authorized by the Fixing America's Surface Transportation (FAST) Act (Section 3028), the fiscal year 2017 Commuter Rail Positive Train Control Grant Program offers funding to states, local governments and transit agencies that operate commuter rail systems to install positive train control systems required under 49 U.S.C. 20157 (Implementation of positive train control systems).
<u>Public Transportation Innovation - 5312</u>	Provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers.
<u>Public Transportation on Indian Reservations Program; Tribal Transit Program</u>	The Tribal Transit Program is a set-aside from the Formula Grants for Rural Areas program consisting of a \$30 million formula program and a \$5 million discretionary grant program subject to the availability of appropriations. A 10-percent local match is required under the discretionary program, however, there is no local match required under the formula program.
<u>Redesign of Transit Bus Operator Compartment to Improve Safety, Operational Efficiency, and Passenger Accessibility (Bus Operator Compartment) Program</u>	This program supports research projects to develop transit bus operator compartment designs that improve bus operator and public safety as well as bus operator access to vehicle instruments and controls without hindering the accessibility of passengers.
<u>Safety Research and Demonstration Program</u>	The Safety Research and Demonstration (SRD) Program is part of a larger safety research effort at the U.S. Department of Transportation that provides technical and financial support for transit agencies to pursue innovative approaches to eliminate or mitigate safety hazards. The SRD program focuses on demonstration of technologies and safer designs.

FTA Grant Programs - https://www.transit.dot.gov/grants?combine=&field_grant_type_target_id=All&page=0

[Federal Railroad Administration \(FRA\)](#)

FRA is responsible for ensuring railroad safety and promoting environmentally sound transportation throughout the U.S. FRA conducts research and development tests to evaluate projects in support of its safety mission and to enhance the railroad system, while safety inspectors monitor railroad compliance with safety standards.

The FRA Administrator determined that the imminent threat and exposure to the COVID-19 virus poses a risk of serious illness that constitutes an emergency situation as related to railroad operations. This activates the FRA's Emergency Relief Docket and allows the parties regulated by the FRA to petition for emergency waivers of safety rules. To submit a petition for emergency waiver of FRA regulations, visit the docket or email RRS.Correspondence@fra.dot.gov.

Federal Aviation Administration (FAA)

FAA oversees the safety of civil aviation, operating a network of airport towers, air route traffic control centers, and flight service stations, and is responsible for developing air traffic rules, allocating airspace, and providing security control of air traffic to meet national defense requirements. FAA is vetting and revising draft regulatory guidance from Centers for Disease Control and Prevention (CDC), Customs and Border Protection (CBP), and the Transportation Security Administration (TSA). As a joint effort with the CDC, FAA issued a Safety Alert for Operators recommending precautions for air crewmembers to reduce the risk of transmission of the virus onboard aircraft or through air travel. FAA also issued recommendations for airlines on safely carrying cargo in passenger cabins as carriers look to haul only cargo on some planes during the pandemic.

FAA is involved with several projects to continue the repatriation of U.S. nationals, movement of essential goods and services, and other services to combat COVID-19:

- Maintaining an airbridge to bring American nationals safely home;
- Funneling returning Americans to designated airports for health-screenings;
- Suspending entry to non-citizens from affected areas;
- Continuing air and sea cargo traffic between foreign trading partners;
- Shaping health protocols to protect aircraft crews;
- Disseminating health information to airlines;
- Providing information to airport sponsors; and
- Issuing guidance for state, local, and territorial governments on screening, movement, and access restrictions that may impact air transport.
- FAA is providing relief for airlines by temporarily waiving airport slot rules. Generally, airlines that hold slots at slot-controlled airports such as JFK, LGA, and DCA, must use their slot 80 percent of the time or else they forfeit their slot. Given the tremendous drop in air traffic, FAA is currently waiving application of the “use-or-lose” rule for the time being so that carriers do not have to fly “ghost flights.”
- Because the FAA’s ability to perform medical examinations for crewmembers is currently limited it will temporarily accept expired medical certificates if the expiration occurs from March 31, 2020, through September 30, 2020.
- FAA amended a cockpit oxygen-mask regulation to reduce the potential for pilots to be exposed to any pathogens that may be on the masks.
- DOT is allowing airlines to reduce Essential Air Service (EAS) flights and still receive 50 percent of the per-flight amount for flights that are not operated so long as they complete at least one trip a day, six days a week, for that community. DOT will not take enforcement action against airlines that do not meet EAS requirements unless the community being served formally objects to the change in service levels.

The Federal Aviation Administration adopted Special Federal Aviation Regulation (SFAR) 118 granting relief from FAA regulations on training, recent experience, testing, renewal, and checking requirements. The relief is directed at individuals, operators, and certificate holders affected through September 2020. This broad SFAR applies to parts 61, 91, 107, and 125 of Title 14 of the Code of Federal Relations (14 CFR).

Useful Links:

<https://www.transportation.gov/coronavirus/information-for-airlines-and-airline-crews>

<https://www.faa.gov/news/updates/?newsId=94991>

Federal Highway Administration (FHWA)

FHWA coordinates highway transportation programs in cooperation with States and other transportation partners. One of FHWA's major program areas is the Federal-Aid Highway Program, which provides federal financial assistance to the States to construct and improve the National Highway System, urban and rural roads, and bridges.

FHWA issued guidance on using Changeable Message Signs (CMS) for COVID-19 messages. While there is no waiver authority under the Manual on Uniform Traffic Control Devices (MUTCD), there are exceptions because of the President's National Emergency Declaration. Emergency homeland security messages can be used for State and local highway agencies and federal lands managers to display messages concerning COVID-19 so long as CMS messages do not appear as advertising. States and local highway agencies and federal lands managers should follow their established policy for the display of these type of optional messages.

Useful Links:

<https://www.fhwa.dot.gov/coronavirus/>

FHWA Funding – Formula Programs

<u>Congestion Mitigation and Air Quality Improvement (CMAQ)</u>	Provides funding for projects and programs in air quality non-attainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM-10, PM-2.5) that reduce transportation related emissions. A State may transfer CMAQ funds to its Surface Transportation, National Highway System, Interstate Maintenance, Bridge, Highway Safety Improvement, and/or Recreational Trails apportionment.
<u>Federal Lands Access Program (FLAP)</u>	Provides funding for planning and construction of transportation facilities that are located on, adjacent to, or provide access to Federal land. The application for FLAP projects in Maine is currently open until October 15, 2020. The next call for projects in other New England States is TBD.
<u>Highway Bridge Program</u>	Provides funding to enable States to improve the condition of their highway bridges.
<u>Highway Infrastructure Program</u>	Provides funding for constructing highways, bridges, and tunnels. The program includes a set-aside for bridge replacement and rehabilitation, available to States with a high percentage of bridges in poor condition. In New England, Connecticut, Maine, Massachusetts, New Hampshire, and Rhode Island are all Qualifying States for the bridge set-aside.
<u>Highway Safety Improvement Program</u>	Federal-aid funding program to implement Strategic Highway Safety Plans for reduction in traffic fatalities and serious injuries on all public roads.
<u>Metropolitan Planning</u>	Establishes a cooperative, continuous, and comprehensive framework for making transportation investments decisions in metropolitan areas.
<u>National Highway Freight Program (NHFP)</u>	Provides funds for projects on the National Highway System that contribute to the efficient movement of freight on the National highway Freight Network (NFHN).
<u>National Highway Performance Program (NHPP)</u>	Provides funding for projects that supports progress toward the achievement of national performance goals for improving infrastructure condition, safety, congestion reduction, system reliability, or freight movement on the NHS.
<u>Rail-Highway Crossing Hazard Elimination</u>	Provides funding for safety improvement projects, reconstruction, and relocation of at-grade public rail crossings.
<u>Recreational Trails Program</u>	Provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.

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<p><u>Surface Transportation Block Grant Program (STBG)</u> (Formerly Surface Transportation Program)</p>	<p>Provides flexible funding that States and localities may use for projects on any Federal-aid highway, bridge projects on any public road, transit capital projects, and intra-city and intercity bus terminals and facilities.</p>
<p><u>Transportation Alternatives (TA) Set-Aside Program</u></p>	<p>Provides funding for projects defined as transportation alternatives, including pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.</p>
<p><u>Tribal Transportation Program (TTP)</u></p>	<p>Provides funding for Tribes to conduct planning, construction, operation, and maintenance activities for facilities and transit programs that are located on, provide access to, or are administered by a tribal government.</p>

FHWA Funding – Discretionary Programs

<p><u>Emergency Relief</u></p>	<p>Provides funds for the repair or reconstruction of (1) roads and bridges on Federal-aid highways or (2) Federal transportation facilities, which include Tribal transportation facilities, Federal lands transportation facilities, and other federally owned roads that are open to public travel. Such facilities are eligible when they have suffered serious damage as a result of natural disasters or catastrophic failure from an external cause.</p>
<p><u>Intelligent Transportation System (ITS) Research and Development</u></p>	<p>Provides funds for the research, development, and operational testing of Intelligent Transportation Systems (ITS) aimed at solving congestion and safety problems, improving operating efficiencies in transit and commercial vehicles, and reducing the environmental impact of growing travel demand.</p>

FHWA: A Guide to Federal-Aid Programs and Project - <https://www.fhwa.dot.gov/federalaid/projects.pdf#page=60>

[Federal Motor Carrier Safety Administration \(FMCSA\)](#)

FMCSA works with federal, state, and local enforcement agencies, the motor carrier industry, and other groups to ensure safety in motor carrier operations through effective enforcement of safety regulations, improving safety information systems and commercial motor vehicle technologies, strengthening commercial motor vehicle equipment and operating standards, and increasing safety awareness.

FMCSA issued an emergency declaration to provide hours-of-service regulatory relief through July 14, 2020, for those transporting relief items such as medical supplies and equipment, masks, gloves, sanitizer, soap, food, housing and quarantine facility supplies, emergency service personnel. This relief extends to those carrying raw materials, packaging, wood pulp, feed, fertilizer, and other precursors that are necessary for manufacturing and transporting essential items. Drivers must still receive off duty breaks. FMCSA requires a minimum of 10 hours off duty if transporting freight and 8 hours if transporting passengers.

Useful Links:

<https://www.fmcsa.dot.gov/newsroom/us-department-transportation-expands-national-emergency-declaration-commercial-vehicles>

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[Pipeline and Hazardous Materials Safety Administration \(PHMSA\)](#)

[PHMSA oversees the safety of hazardous materials shipments in the U.S., including the \(majority\) share of the nation's energy that is transported by pipeline.](#)

[Considering the recent actions taken by federal, state, and local government agencies in response to the current COVID-19 outbreak, PHMSA is providing guidance to its state pipeline safety partners on ways to continue to effectively execute their shared pipeline safety mission. The guidance also explains actions PHMSA will take in its efforts to continue to support the activities of state pipeline safety programs during this time.](#)

To access the PHMSA Guidance to State Partners Regarding COVID-19:

<https://www.phmsa.dot.gov/news/phmsa-guidance-state-partners-regarding-covid-19>

[Additional DOT Resources](#)

- [DOT Framework for Return to Normal Operations](#)
- [Guidance for Airlines and Airline Crew](#)
- [Risk Assessment and Public Health Management of Persons with Potential Coronavirus...](#)
- [CDC Website](#)
- [FAA Website](#)
- [FEMA Coronavirus Rumor Control](#)
- [Small Business Information](#)
- [Health Guidance for Air Carriers and Crews](#)
- [General Guidance and Information](#)
- [Travel Precautions \(arrivals to U.S.\) from CDC](#)
- [Essential Critical Infrastructure Workers Guidance during COVID-19 outbreak.](#)

[Economic Development Administration \(EDA\)](#)

The EDA's investment policy is designed to establish a foundation for sustainable job growth and the building of durable regional economies throughout the United States. This foundation builds upon two key economic drivers - innovation and regional collaboration. Innovation is key to global competitiveness, new and better jobs, a resilient economy, and the attainment of national economic goals. EDA administers a number of grants specifically designed to aid private businesses and other organizations affected by COVID.

<u>Scaling Pandemic Resilience Through Innovation and Technology (SPRINT) Challenge</u>	The U.S. Economic Development Administration (EDA) has published the Fiscal Year (FY) 2020 SPRINT Challenge Notice of Funding Opportunity. This \$25 million is available to eligible entities to enable regional innovation economies to rapidly address the economic, health, and safety risks caused by the coronavirus pandemic through entrepreneurship and innovation. The SPRINT Challenge will fund organizations that support the development, creation, or expansion of programs that accelerate technology-based economic development in pursuit of vibrant, innovative economies and economic growth, and respond to the challenges caused by the coronavirus pandemic. The SPRINT Challenge is powered by the CARES Act. Current Closing Date for Applications: December 3, 2020.
<u>FY 20 Coronavirus Aid, Relief, and Economic Security (CARES) Act</u>	The Economic Development Administration (EDA) has published an Addendum to its Fiscal Year 2020 Public Works and Economic Adjustment Assistance Notice of Funding Opportunity (FY20 PWEAA NOFO) making \$1.467 billion in CARES Act funding available to eligible grantees in communities impacted by the coronavirus pandemic.

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	<p>For more information, visit EDA's CARES Act Recovery Assistance website.</p> <p>Current Closing Date for Applications: There are no application deadlines and the agency will accept proposals on a rolling basis until the publication of a new PWEAA NOFO, cancellation of this NOFO, or all funds are obligated.</p>
<p>FY 2020 Public Works and Economic Adjustment Assistance Programs</p>	<p>EDA's Public Works and Economic Adjustment Assistance (EAA) programs provide economically distressed communities and regions with comprehensive and flexible resources to address a wide variety of economic needs. Projects funded by these programs will support work in Opportunity Zones and will support the mission of the Department by, among other things, leading to the creation and retention of jobs and increased private investment, advancing innovation, enhancing the manufacturing capacities of regions, providing workforce development opportunities, and growing ecosystems that attract foreign direct investment. Through PWEAA, EDA solicits applications from applicants in order to provide investments that support construction, non-construction, planning, technical assistance, and revolving loan fund projects under EDA's Public Works program and EAA programs. Grants and cooperative agreements made under these programs are designed to leverage existing regional assets and support the implementation of economic development strategies that advance new ideas and creative approaches to advance economic prosperity in distressed communities.</p>

[U.S. Department of Housing and Urban Development \(HUD\)](#)

HUD provides grants for community development, affordable housing, anti-poverty programs, and infrastructure development. HUD awards discretionary funding through over 20 grant programs that support HUD initiatives. Of these, the Community Development Block Grants described below are most relevant to this transportation resource guide.

<p>Community Development Block Grants (CDBG)</p>	<p>Community development activities build stronger and more resilient communities. To support community development, activities are identified through an ongoing process. Activities may address needs such as infrastructure, economic development projects, public facilities installation, community centers, housing rehabilitation, public services, clearance/acquisition, microenterprise assistance, code enforcement, homeowner assistance, etc. Federal support encourages systematic and sustained action by state and local governments.</p>
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[Federal Emergency Management Agency \(FEMA\)](#)

FEMA Grant funds are available for pre and post emergency or disaster related projects. These funds support critical recovery initiatives, innovative research and many other programs. Grants are the principal funding mechanism FEMA uses to commit and award federal funding to eligible state, local, tribal, territorial, certain private non-profits, individuals and institutions of higher learning.

<p>Building Resilient Infrastructure and Communities (BRIC) Grants</p>	<p>Building Resilient Infrastructure and Communities (BRIC) will support states, local communities, tribes and territories as they undertake hazard mitigation projects, reducing the risks they face from disasters and natural hazards. BRIC is a new FEMA pre-disaster hazard mitigation program that replaces the existing Pre-Disaster Mitigation (PDM) program. The BRIC program guiding principles are supporting communities through capability- and capacity-building; encouraging and enabling</p>
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	<p>innovation; promoting partnerships; enabling large projects; maintaining flexibility; and providing consistency.</p> <p>On September 30, 2020, FEMA opened the application period for the FY20 Hazard Mitigation Assistance (HMA) Notices of Funding Opportunities (NOFOs) for the new BRIC pre-disaster mitigation grant program and the Flood Mitigation Assistance (FMA) grant program. Visit the FY20 HMA NOFO webpage for detailed information about applying for funding.</p>
Preparedness Grants	<p>Preparedness grants support our citizens and first responders to ensure we work together as a nation to build, sustain and improve our capability to prepare for, protect against, respond to, recover from and mitigate terrorism and other high-consequence disasters and emergencies. FEMA has several Preparedness grants that are specific to transportation facilities, including an Intercity Bus Security Grant, Intercity Passenger Rail Grants, Port Security Grants, and Transit Security Grants. The application period for FY 2020 funding closed on April 15, 2020.</p>
Public Assistance Grants	<p>FEMA's Public Assistance Program provides supplemental grants to state, tribal, territorial, and local governments, and certain types of private non-profits so that communities can quickly respond to and recover from major disasters or emergencies. FEMA also encourages protection of these damaged facilities from future events by providing assistance for hazard mitigation measures during the recovery process. More detailed information can also be located in the FEMA Public Assistance Program and Policy Guide.</p>

[U.S. Department of Agriculture \(USDA\)](#)

USDA's Rural Development (RD) Program is committed to helping improve the economy and quality of life in rural America. The RD Program offers loans, grants, and loan guarantees to help create jobs and support economic development to businesses through banks, credit unions, and community lending pools. It also provides technical assistance to help communities undertake community empowerment programs. Below are two relevant programs that are part of the RD Program.

Business Programs	<p>Business Programs provide financial backing and technical assistance to stimulate business creation and growth. The programs work through partnerships with public and private community based organizations and financial institutions to provide financial assistance, business development, and technical assistance to rural businesses. These programs help to provide capital, equipment, space, job training, and entrepreneurial skills that can help to start and/or grow a business. Business Programs also support the creation and preservation of quality jobs in rural areas.</p> <p>Loans, loan guarantees, and grants are available to individuals, businesses, cooperatives, farmers and ranchers, public bodies, non-profit corporations, Native American Tribes, and private companies in rural communities. The financial resources of the Business Programs are often leveraged with those of other public and private credit source lenders to meet business and credit needs in under-served areas.</p>
Community Facilities Programs	<p>Essential community infrastructure is key in ensuring that rural areas enjoy the same basic quality of life and services enjoyed by those in urban areas. Community Facilities Programs offer direct loans, loan guarantees and grants to develop or improve essential public services and facilities in communities across rural America. These amenities help increase the competitiveness of rural communities in attracting and retaining businesses that provide employment and services for their residents.</p>

Public bodies, non-profit organizations and federally recognized American Indian Tribes can use the funds to construct, expand or improve facilities that provide health care, education, public safety, and public services. Projects include fire and rescue stations, village and town halls, health care clinics, hospitals, adult and child care centers, assisted living facilities, rehabilitation centers, public buildings, schools, libraries, and many other community-based initiatives. Financing may also cover the costs for land acquisition, professional fees, and purchase of equipment.

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