

Prioritization Process Pilot Program (PPPP) Grant

Notice of Funding Opportunity Webinar



U.S. Department of Transportation
Federal Highway Administration



Webinar Information

Audio

- To listen via computer: Select “Computer Audio”
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 - Call: +1 669 254 5252
 - Webinar ID: 160 711 7999
 - Passcode: 816678
- All participants automatically join on mute, with cameras off
- This webinar is being recorded and will be posted on the PPPP website

Technical Support

- Email: Sharon.Hurst.CTR@dot.gov

Questions for Presenters

- Please type your questions in the Q&A box
- Cannot take application-specific questions
- Question may not be addressed, but will inform our FAQ's

Disclaimers



Except for any statutes and regulations cited, the contents of this presentation do not have the force and effect of law and are not meant to bind grant recipients in any way. This presentation is intended only to provide information and clarity on existing requirements under the law or agency policies.



Agenda

- Welcome
- Opening Remarks
- NOFO Overview and Eligibility Information
- Merit Criteria Evaluation and Selection
- How to Apply
- Resources
- Q&A





Presenter Introductions

Today's Presenters

Ken Petty | Director of the Office of Planning | FHWA

Chandra Inglis-Smith | Transportation Specialist, Planning Oversight & Stewardship Team | FHWA

Harlan Miller | Leader, Planning Oversight & Stewardship Team | FHWA

Additional PPPP Support

Mishel McCants | Grants Management Specialist | FHWA

Hector Santamaria | Team Leader, Grants Support | FHWA

Maria Hayford | Transportation Specialist | FHWA

Matt Smoker | Transportation Specialist | FHWA

Walter Satterfield | Transportation Specialist | FHWA

Brian Goodson | Transportation Specialist | FHWA



Poll

What Type of Organization do you Represent?

- State
- MPO
- Federal Government
- Consultant
- Other



Poll

What Geographic Area are you from?

- Northeast
- South
- Midwest
- West
- Southwest



U.S. Department
of Transportation
**Federal Highway
Administration**

PPPP NOFO Is Now Open!



Notice of Funding Opportunity is now **OPEN**

Grants.gov Opportunity Number: **693JJ324NF00010**

Assistance Listing: 20.205 Highway Planning and Construction



Apply by May 1, 2024, at 11:59 pm EDT

Submit at: [Grants.gov](https://www.grants.gov)



Additional resources can be found at
<https://www.fhwa.dot.gov/planning/pppp/>

PPPP Overview and Eligibility

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PPPP Overview

- The BIL Section 11204 established the Prioritization Process Pilot Program (PPPP) to provide funds to **Metropolitan Planning Organizations (MPOs)** with a **population over 200,000** or **States** to develop and implement a publicly accessible, transparent prioritization process for the ranking and selection of projects for inclusion in short-range and long-range transportation plans.
- The purpose of the PPPP is to support data-driven approaches to planning that, upon completion, can be evaluated for public benefit. (§11204(b)(2))



FY 23 - FY 24 - FY 25 Notice of Funding Opportunity

- This notice solicits applications for the PPPP, up to \$10 million for each FY 2022 – FY 2024, funds are available for awards for eligible entities. Funds are subject to availability.
- Award Size: Under section 11204 (c)(3) of BIL, the maximum amount of a grant under the prioritization process pilot program is \$2,000,000.
- Grants will be administered under 2 CFR 200.
- The Federal share of the cost of a PPPP project carried out with this grant may be 100% of the total project cost.



PPPP Overview

- A total of **up to \$50 Million in discretionary funding** grants in Fiscal Years 2022 through 2026
 - 2022 up to \$10 Million
 - 2023 up to \$10 Million
 - 2024 up to \$10 Million
 - 2025 up to \$10 Million
 - 2026 up to \$10 Million
- FHWA is combining the FY 22, FY 23 and FY 24 funding into one Notice of Funding Opportunity.



Eligible Applicants

§11204(a)(1)

MPO: Metropolitan Planning Organizations that serve a census delineated urban area with a population of over 200,000

States



Eligible Activities

§11204(c)

MPO:

- Develop and implement, in consultation with the State, a publicly accessible, transparent prioritization process for the selection of projects for inclusion on the transportation plan for the metropolitan planning area.

States:

- Develop and implement, in consultation with the MPOs in the State, a publicly accessible, transparent prioritization process for the selection of projects for inclusion on the long-range statewide transportation plan.
-
- Development and implementation-phase activities and costs associated with the grant.
 - Public engagement activities to provide accessible and transparent opportunities for public input.



Statutorily Required use of PPPP Grants

§11204(c)

An eligible entity participating in the prioritization process pilot program shall:

1. Use priority objectives that are developed through a public process that provides an opportunity for public input [11204(c)(1)(A)]:
 - If an urbanized area with a population of over 200,000, by the metropolitan planning organization that serves the area, in consultation with the State;
 - If the urbanized area with a population of 200,000 or fewer, by the State, in consultation with all metropolitan planning organizations in the State; and
 - Through a public process that provides an opportunity for public input.
2. Assess and score projects and strategies on the basis of the contribution and benefits of the project or strategy to each priority objective; the cost of the project or strategy relative to the contribution and benefits assessed and scored; and public support; [11204(c)(1)(B)]



Statutorily Required use of PPPP Grants

§11204(c)(1)

3. Use the scores to guide project selection in the development of the transportation plan and transportation improvement program; and [11204(c)(1)(C)]
4. Ensure that the public has opportunities to provide public comment on projects before decisions are made on the transportation plan and the transportation improvement program; and has access to clear reasons why each project or strategy was selected or not selected. [11204(c)(1)(D)]



Statutorily Required use of PPPP Grants

§11204(c)(2)

Grant Recipients shall:

Develop and implement a publicly accessible, transparent prioritization process for the selection of projects for inclusion on the transportation plan for the metropolitan planning area under 23 USC 134(i) and 49 USC 5303(i) and inclusion on the long-range statewide transportation plan under section 23 USC 135(f), which shall—

(I) include criteria identified by the State/MPO which may be weighted to reflect the priority objectives developed under paragraph (1)(A), that the State/MPO has determined support—

- (a) factors described in 23 USC 134(h) and 49 USC 5303(h) for MPOs and 23 USC 135(d) of title 23 and 49 USC 5304(d) for State DOTs;
- (b) targets for national performance measures 23 USC 150(b); and
- (c) applicable transportation goals in the metropolitan planning area or State set by the applicable transportation agency; and
- (d) priority objectives developed under paragraph (1)(A);



Statutorily Required use of PPPP Grants

§11204(c)(2)

Grant Recipients shall:

Develop and implement a publicly accessible, transparent prioritization process for the selection of projects for inclusion on the transportation plan for the metropolitan planning area under 23 USC 134(i) and 49 USC 5303(i) and inclusion on the long-range statewide transportation plan under section 23 USC 135(f), which shall—

(II) evaluate the outcomes for each proposed project on the basis of the benefits of the proposed project with respect to each of the criteria described in subclause (I) relative to the cost of the proposed project



Statutorily Required use of PPPP Grants

§11204(c)(2)

Grant Recipients shall:

Develop and implement a publicly accessible, transparent prioritization process for the selection of projects for inclusion on the transportation plan for the metropolitan planning area under 23 USC 134(i) and 49 USC 5303(i) and inclusion on the long-range statewide transportation plan under section 23 USC 135(f), which shall—

(II) evaluate the outcomes for each proposed project on the basis of the benefits of the proposed project with respect to each of the criteria described in subclause (I) relative to the cost of the proposed project

(III) use the evaluation under subclause (II) to create a ranked list of proposed projects.



Statutorily Required use of PPPP Grants

§11204(c)(2)

Grant Recipients shall:

Develop and implement a publicly accessible, transparent prioritization process for the selection of projects for inclusion on the transportation plan for the metropolitan planning area under 23 USC 134(i) and 49 USC 5303(i) and inclusion on the long-range statewide transportation plan under section 23 USC 135(f), which shall—

(II) evaluate the outcomes for each proposed project on the basis of the benefits of the proposed project with respect to each of the criteria described in subclause (I) relative to the cost of the proposed project

(III) use the evaluation under subclause (II) to create a ranked list of proposed projects

With respect to the priority list in 23 USC 134(j)(2)(A) and 49 USC 5303(j)(2)(A), include projects according to the rank of the project under clause (i)(III), except as provided in subparagraph (D).



Statutorily Required use of PPPP Grants

§11204(c)(2)(D)

Exceptions to Priority Ranking

MPO:

- In the case of any project that the eligible entity chooses to include or not include in the transportation improvement program under 23 U.S.C. 134(j), in a manner that is contrary to the priority ranking for that project established under the PPPP grant project, the eligible entity shall make publicly available an explanation for the decision, including:

- (i) a review of public comments regarding the project;
- (ii) an evaluation of public support for the project;
- (iii) an assessment of geographic balance of projects of the eligible entity; and
- (iv) the number of projects of the eligible entity in economically distressed areas.

States:

- In the case of any project that the eligible entity chooses to include or not include in the statewide transportation improvement program under 23 U.S.C. 135(g), in a manner that is contrary to the priority ranking for that project established under the PPPP grant project, the eligible entity shall make publicly available an explanation for the decision, including:

PPPP Merit Criteria Evaluation and Selection

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U.S. Department of Transportation
Federal Highway Administration



Application Intake and Eligibility Review

- FHWA will conduct an initial screening to determine whether applications meet eligibility requirements specified in law and the NOFO, including:
 - **Eligible Applicant** (§11204 (a)(1))
 - Metropolitan planning organizations that serve a census delineated urban area with a population of over 200,000;
 - States
 - **Eligible Project** (§11204 (c)(2)(A)(i) and (c)(2)(B)(i))
 - States and MPOs shall use PPPP grant funds to develop and implement a publicly accessible, transparent prioritization process to guide project selection in the development of the transportation plan and transportation improvements program for the planning area, as applicable.
 - **Award Size/ Cost-Sharing / Match Requirement**
 - Under section 11204 (c)(3) of BIL, a grant provided under the PPPP shall not exceed \$2 million dollars. Applicant may not ask for a federal award larger than \$2 million dollars.
 - The Federal share of the cost of a project carried out with a grant under the PPPP may be 100 percent of the total project cost. Cost Sharing is not a requirement of a PPPP grant and has no bearing in an application rating under the intake or merit criteria.
 - **Statutory Eligibility Requirements** (§11204(c)(1)(A-D) and 11204(c)(2)(A) or (B), and (D))



Merit Criteria Evaluation

Technical Evaluation

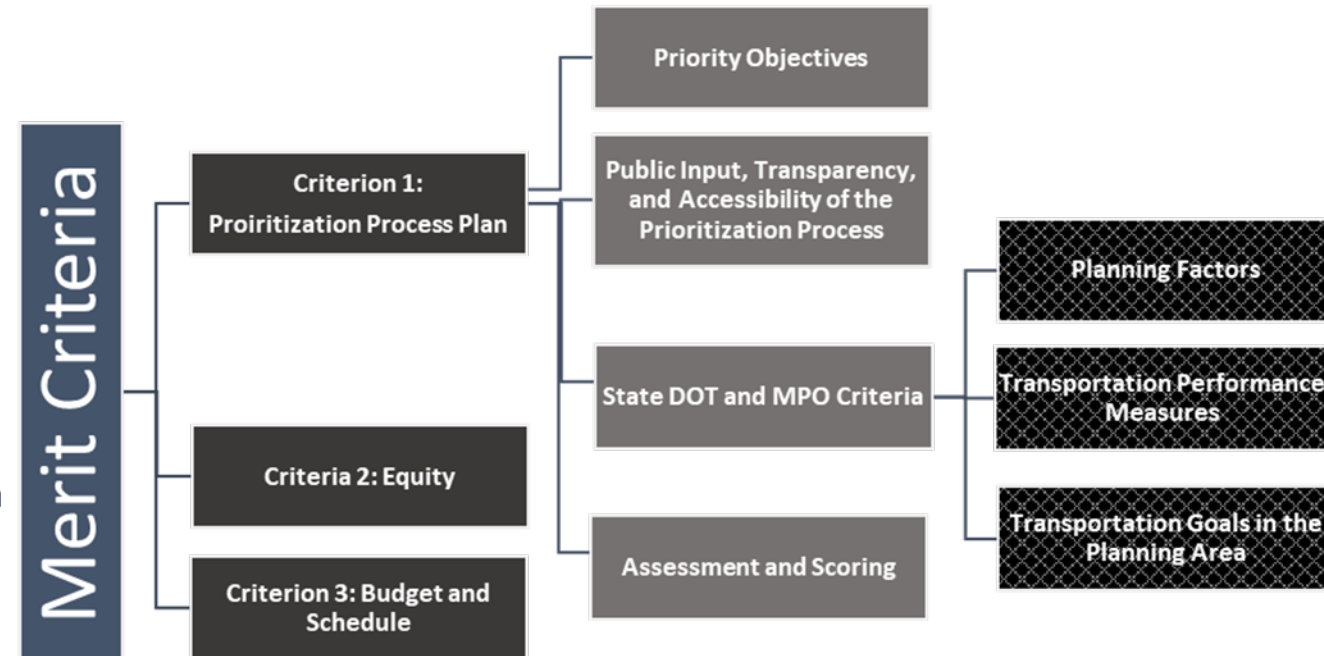
FHWA will evaluate eligible proposals on their **alignment with the following merit criteria:**

1) Prioritization Process Plan

- a) Priority Objectives
- b) Public Input, Transparency, and Accessibility of the Prioritization Process
- c) State DOT and MPO Criteria
 - 1. Planning Factors
 - 2. Transportation Performance Measures
 - 3. Transportation Goals in the Planning Area
- d) Assessment and Scoring

2) Equity

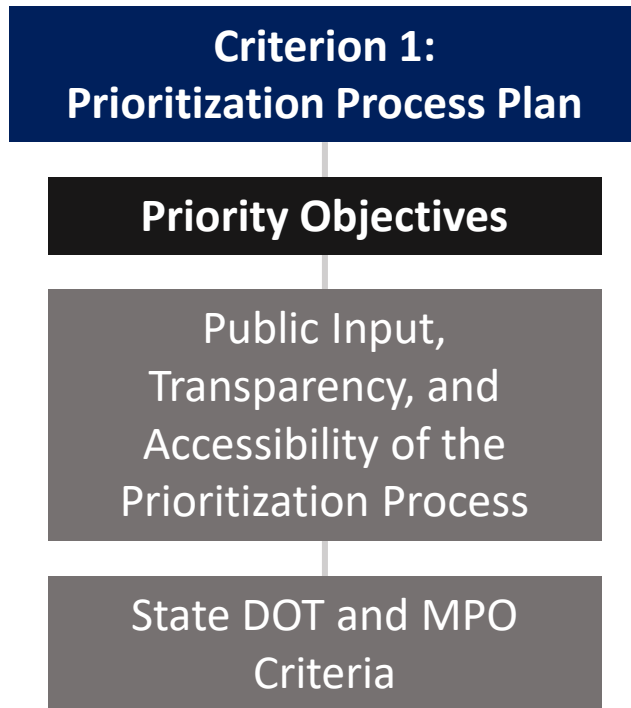
3) Budget and Schedule





Merit Criteria (Section E)

Criterion #1: Prioritization Process Plan



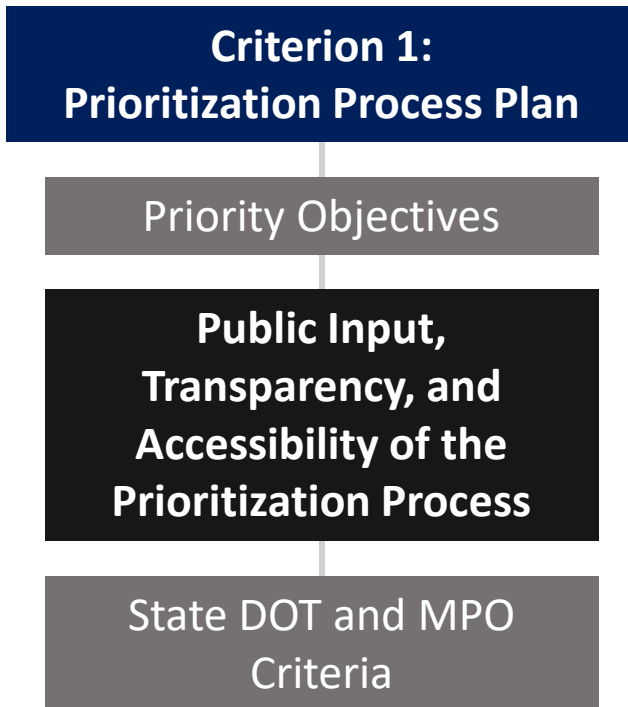
Priority Objectives (§11204(c)(1)(A)(i)-(iii))

- FHWA will evaluate how the applicant's proposed prioritization process would identify, develop, and implement priority objectives, and includes:
 - (1) **a comprehensive outline of how and when consultation will be conducted;**
 - (2) **a public involvement plan with specific strategies and actions** that will be used to ensure meaningful opportunities for public input in the development of the priority objectives and that includes targeted outreach and engagement with diverse groups (ex. community-based organizations); AND
 - (3) **how input from consultations and public involvement will be used** in the priority objectives development process.



Merit Criteria (Section E)

Criterion #1: Prioritization Process Plan



Public Input, Transparency, and Accessibility of the Prioritization Process

(§11204 (c)(2)(A)(i) and (c)(B)(i) and §11204(c)(1)(D)(i) and (ii)).

- FHWA will evaluate the extent to which the applicant's proposed project prioritization process is a publicly accessible, transparent prioritization process for the selection of projects.
- FHWA will evaluate how the public will have opportunities to provide public comment on projects before decisions are made on the transportation plan and the transportation improvement program, and how the public will have access to clear reasons why each project or strategy was selected or not selected.



Merit Criteria (Section E)

Criterion #1: Prioritization Process Plan

Public Input, Transparency, and Accessibility of the Prioritization Process (cont'd)

- (1) presents a **publicly accessible, transparent prioritization process** that will ensure a **continuous public engagement process** as described under this criterion
- (2) includes a **detailed plan to ensure explanations when decisions are made** in a manner that is contrary to the priority ranking for a project are publicly available and the plan includes a detailed approach to ensuring the explanations include:
 - (A) a review of public comments regarding the project;
 - (B) an evaluation of public support for the project;
 - (C) an assessment of geographic balance of projects of the eligible entity; and
 - (D) the number of projects of the eligible entity in economically distressed area
- (3) describes **how the applicant will engage all impacted communities and community leaders** to determine which forms of public communication are most effective, including the identification of unique circumstances impacting various disadvantaged and underrepresented groups so that new channels for communication may be developed
- (4) includes **letters of support** from relevant stakeholders.

Criterion 1: Prioritization Process Plan

Priority Objectives

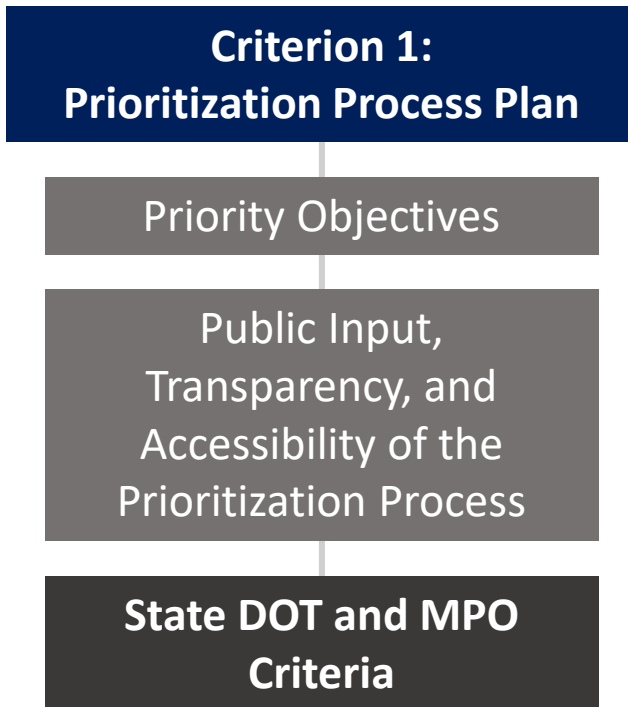
**Public Input,
Transparency, and
Accessibility of the
Prioritization Process**

State DOT and MPO
Criteria



Merit Criteria (Section E)

Criterion #1: Prioritization Process Plan



State DOT and MPO Criteria* (§11204(c)(2)(A)(i)-(iii) and §11204(c)(2)(B)(i)-(iii))

- FHWA will evaluate the extent to which the applicant's proposed prioritization process would include criteria identified by the State or MPO, which may be weighted to reflect the priority objectives that the State or MPO has determined support:
 - (1) **Planning Factors** described in 23 U.S.C. 134(h) title 23, United States Code, and section 5303(h) of title 49, United States Code;
 - (2) **Targets for national performance measures** under section 150(b) of title 23, United States Code*;
 - (3) **Applicable transportation goals** in the metropolitan planning area or State set by the applicable transportation agency; and...

* FHWA will evaluate (1) through (3) separately under this sub criterion and assign an overall rating to State DOT and MPO Criteria based on those sub-component ratings.



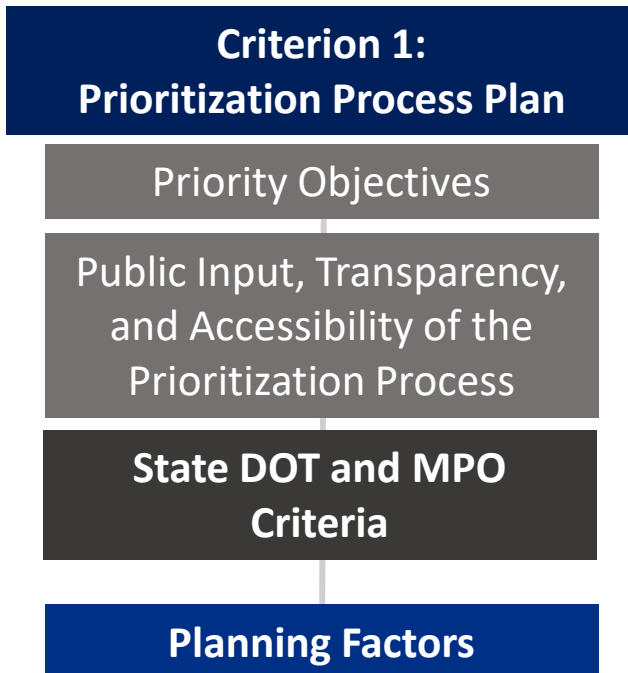
Merit Criteria (Section E)

Criterion #1: Prioritization Process Plan

State DOT and MPO Criteria cont'd

1) Planning Factors

- FHWA will evaluate the extent to which the proposed project prioritization process includes criteria to address the planning factors as described in 23 U.S.C. 134(h) and 135(d) and 59 U.S.C. 5303(h) and 5304(d).
- Applicants do not have to address all ten planning factors but should provide the reason(s) as to why a planning factor was not addressed.





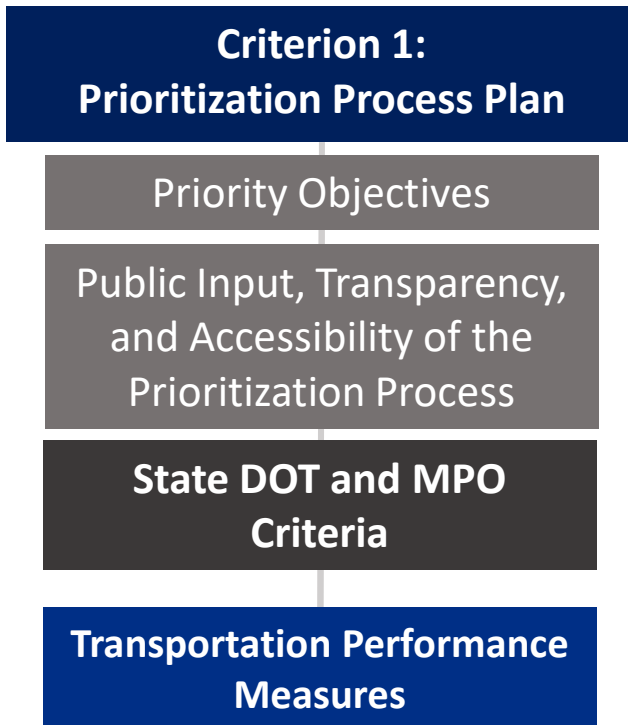
Merit Criteria (Section E)

Criterion #1: Prioritization Process Plan

State DOT and MPO Criteria cont'd

2) Transportation Performance Measures

- FHWA will evaluate the extent to which the proposed project prioritization process would use system information and data analysis to make investment and policy decisions to achieve national performance goals as established in 23 U.S.C. 150(b) and implemented under 23 CFR 490.105 for:
 - A. Safety;
 - B. Infrastructure condition;
 - C. Congestion reduction;
 - D. System reliability;
 - E. Freight movement and economic development;
 - F. Environmental sustainability; and
 - G. Reduced project delivery delays.





Merit Criteria (Section E)

Criterion #1: Prioritization Process Plan

State DOT and MPO Criteria cont'd

3) Transportation Goals in the Planning Area

- FHWA will consider the extent to which the proposed prioritization process will integrate goals, objectives, and metrics (in the metropolitan planning area or State) identified within transportation plans such as, but not limited to the State Freight Plan, the Transportation Asset Management Plans (TAMP), and the Strategic Highway Safety Plan (SHSP) and the Carbon Reduction Strategies Plan (CRP).

Criterion 1: Prioritization Process Plan

Priority Objectives

Public Input, Transparency,
and Accessibility of the
Prioritization Process

State DOT and MPO
Criteria

Transportation Goals in the
Planning Area

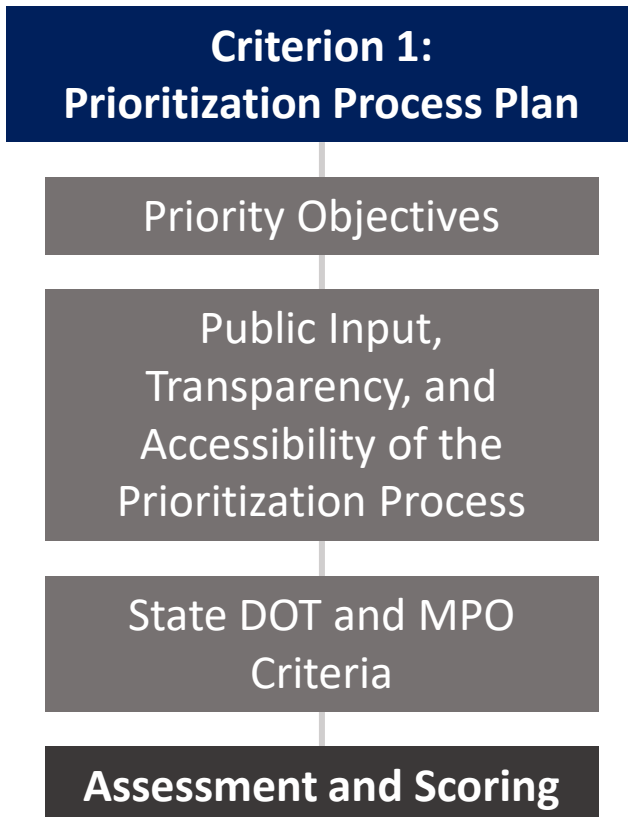


Merit Criteria (Section E)

Criterion #1: Prioritization Process Plan

Assessment and Scoring (§11204(c)(1)(B)(i) – (iii))

- FHWA will evaluate how the proposed prioritization process will assess and score projects and strategies. The application must identify the development and implementation of a data driven plan or method to:
 - (1) Assess and score projects and strategies on the basis of their contribution and benefits to each priority objective identified and public support,
 - (2) Use the scores to guide project selection in the development of the transportation plan and transportation improvement program;
 - (3) Evaluate the outcomes for each proposed project on the basis of the benefits of the proposed project with respect to each of the criteria relative to the cost of the proposed project; and
 - (4) Use the evaluation of benefits vs. cost vs. criteria to create a ranked list of proposed projects.





Merit Criteria (Section E)

Criterion #2: Equity

Criterion 2: Equity

FHWA will evaluate the inclusion of equity considerations in the project prioritization process based on the following:

1. Whether the prioritization process includes **completion or utilization of an equity impact analysis** for the selection of projects.
2. How **equity considerations will be identified and used to prioritize** the selection of projects that proactively address equity and barriers to opportunity.
3. Whether the prioritization process includes a **data-driven method to identify and select projects** that enable all people within multimodal transportation networks to reach their desired destination safely, affordably, and with a comparable level of efficiency and ease.
4. Whether the prioritization process includes a **plan or process to address equity and environmental justice** for communities that have experienced underinvestment in system resiliency planning and are most impacted by climate change and natural hazards in the selection of projects.



Merit Criteria (Section E)

Criterion #3: Budget and Schedule

Criterion 3: Budget and Schedule

FHWA will evaluate the proposed schedule and budget for each grant application.

- Applications should include a **schedule for development and implementation** of the applicant's proposed prioritization process.
 - The schedule should include a detailed description of the start and end dates for major project activities, milestones, and deliverables.
- The application should include a **detailed project budget with the total project cost**.
 - The budget should identify all additional funding sources and amounts, including the requested PPPP grant amount.
- The information provided should be sufficient for reviewers to evaluate with certainty the feasibility of the project schedule and estimated budget.



Project Readiness

FHWA will evaluate eligible proposals on their project readiness.

- The application should include information that, when considered with the budget information, is sufficient for the FHWA to evaluate whether the PPP Project is reasonably expected to begin and be completed in a timely manner.



Priority Considerations

After completing the merit review, among projects of similar merit, FHWA may prioritize projects for FY 2022 – FY 2024 PPPP grants that meet one or more of the following:

(1) **Safety:** The proposed prioritization process includes a data driven safety analysis enabling consideration of safety, including National Roadway Safety Strategy (NRSS) and Complete Streets, to safely restore community connections, and to ensure that safety is a key input in decision-making.



Priority Considerations

After completing the merit review, among projects of similar merit, FHWA may prioritize projects for FY 2022 – FY 2024 PPPP grants that that meet one or more of the following:

- (1) **Safety:** The proposed prioritization process includes a data driven safety analysis enabling consideration of safety, including NRSS and Complete Streets, to safely restore community connections, and to ensure that safety is a key input in decision-making.
- (2) **Climate Change and Sustainability:** The proposed project prioritization process supports selecting transportation investments that consider climate change and sustainability. This includes a data driven analysis of the impact of transportation projects on greenhouse gas emissions and transportation pollution to build a more resilient and sustainable surface transportation network. The proposed project prioritization process should use the best available climate data to assess and address the climate-related vulnerability and risk of projects, including use of nature-based solutions.



Priority Considerations

After completing the merit review, among projects of similar merit, FHWA may prioritize projects for FY 2022 – FY 2024 PPPP grants that that meet one or more of the following:

- (1) **Safety:** The proposed prioritization process includes a data driven safety analysis enabling consideration of safety, including NRSS and Complete Streets, to safely restore community connections, and to ensure that safety is a key input in decision-making.
- (2) **Climate Change and Sustainability:** The proposed project prioritization process supports selecting transportation investments that consider climate change and sustainability. This includes a data driven analysis of the impact of transportation projects on greenhouse gas emissions and transportation pollution to build a more resilient and sustainable surface transportation network. The proposed project prioritization process should use the best available climate data to assess and address the climate-related vulnerability and risk of projects, including use of nature-based solutions.
- (3) **Workforce Development, Job Quality, and Wealth Creation:** The proposed prioritization process allows for consideration of a project's ability to enable or enhance access to goods and job opportunities throughout the planning area.



Priority Considerations

After completing the merit review, among projects of similar merit, FHWA may prioritize projects for FY 2022 – FY 2024 PPPP grants that meet one or more of the following:

(4) A State and MPO does not have an established prioritization process or has one that needs significant improvements to an existing process.



Priority Considerations

After completing the merit review, among projects of similar merit, FHWA may prioritize projects for FY 2022 – FY 2024 PPPP grants that meet one or more of the following:

- (4) A State and MPO does not have an established prioritization process or has one that needs significant improvements to an existing process.
- (5) But for the award of a PPPP grant, the applicant would not be able to begin or complete the activity.



Priority Considerations

After completing the merit review, among projects of similar merit, FHWA may prioritize projects for FY 2022 – FY 2024 PPPP grants that meet one or more of the following:

(4) A State and MPO does not have an established prioritization process or has one that needs significant improvements to an existing process.

(5) But for the award of a PPPP grant, the applicant would not be able to begin or complete the activity.

(6) The proposed prioritization process integrates into, is informed by, and will apprise the policy development and project selection processes for one or more of, but not limited to, the other transportation plans listed here:

- Statewide or Metropolitan Long-Range Transportation Plan
- Statewide or Metropolitan Transportation Improvement Program
- State Freight Plan
- Transportation Asset Management Plan for the NHS
- Strategic Highway Safety Plan and Highway Safety Improvement Program
- Transit Asset Management Plan
- Transit Safety Plan
- CMAQ Performance Plan, Congestion Management Process and/or Congestion Management Plan
- Resilience Improvement Plan
- Complete Streets Strategy, Process and Prioritization Plan
- Alternative Fuel Vehicle Corridor Plan
- Electric Vehicle Infrastructure Deployment Plan
- Safe Streets for All Action Plan
- Carbon Reduction Strategies Plan



How to Apply

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Application Deadline and Limit

- **Applications are due by 11:59PM EST on May 1, 2024**
 - Submit through [Grants.gov](https://www.grants.gov)
 - Grants.gov Opportunity Number: 693JJ324NF00010
 - Late applications will not be accepted
- An applicant may submit no more than one application for a PPPP grant.
- Applicants are strongly encouraged to make submissions in advance of the May 1st deadline.



Unique Entity Identifier (UEI)

- All applicants must obtain a Unique Entity Identifier (UEI) through SAM.gov to apply.
- The process of obtaining a UEI can take up to a month, so applicants are encouraged to apply for the UEI now.
- If you previously had a DUNS number, your UEI has already been created and is available to view in SAM.gov.
- For more information, see <https://sam.gov>.



Application Submission Attachments (Section D)

Standard Forms

- SF-424, SF-424A, SF-424B
- Narrative (address Basic Project Information, Project Funding, Merit Criteria, Project Readiness, Administration Priorities, FHWA Priority Selection Criteria)
- Budget
- Schedule



Suggested Narrative Structure (Section D)

For all Grant Applications:

- Project Description
- Location
- Lead Applicant
- Response to Merit Criteria
- Budget
- Project Readiness
- FHWA Priority Selection Considerations

Page Limits:

- Single Spaced
- 12-point Font
- 1-inch Margins
- Max 25 pages
- Appendices do not count towards page limit



U.S. Department
of Transportation
**Federal Highway
Administration**



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Federal Highway Administration

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Poll

Do you plan to submit an application for this round?

- Yes
- No
- Unsure

Resources

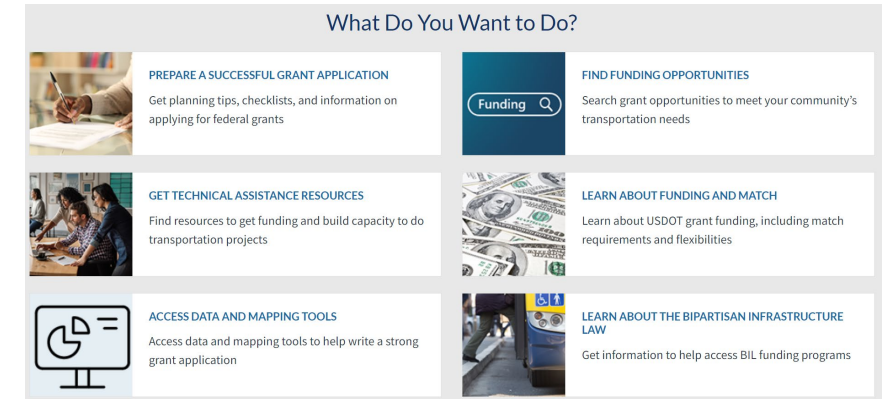
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- [DOT Navigator](#):
 - The website contains general information and specific tips on applying across all DOT grant programs.
 - Includes searchable databases of Federal transportation discretionary grants and of available technical assistance resources
- [PPPP Website](#)
 - Fact Sheet
 - FAQs
 - Resources
 - Webinars



DOT Discretionary Grants Dashboard

The DOT Discretionary Grants Dashboard provides communities with an overview of discretionary grant opportunities that can help meet their transportation infrastructure needs. Designed with all communities in mind, the Dashboard identifies grant programs with rural and Tribal set-asides or match waivers available. The Dashboard also includes Federal grant programs outside of DOT that may be of particular interest to [rural communities](#). An updated *Rural Grant Applicant Toolkit* will soon be published to help rural communities harness the Dashboard. The Dashboard is updated weekly.

[The DOT Navigator](#) is a resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services.

 [Download CSV](#)

Eligible Activities	Eligible Applicants
- Any -	- Any -
Agency/Office	Transportation Type
- Any -	- Any -
Match Waiver	Rural Set-Aside
Tribal Set-Aside	Status

Q & A

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Thank You!

PPPP Program Website

- <https://www.fhwa.dot.gov/planning/pppp/>
- We will post a recording and slides on the website soon.
- A second session of this webinar will be held on April 9, 2024. Check the website for registration.

Contact us at PPPP@dot.gov for questions on the program.

Contact Mishel McCants at mishel.mccants@dot.gov for help with Grants.gov and applying for the grant.



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