



# Congestion Relief Program



**Est. application deadline<sup>1</sup>: TBD (prior year was due 4/22)**



**Est. funding<sup>1</sup>: \$160M**

Note: Estimated based on prior year's NOFO. Subject to change with future announcements (e.g., agency announcements, actual NOFOs).

Source: [2024 Congestion Relief Program Notice of Funding](#), [BIL Congestion Relief](#)

DOCUMENT INTENDED TO PROVIDE INSIGHT BASED ON CURRENTLY AVAILABLE INFORMATION FOR CONSIDERATION AND NOT SPECIFIC ADVICE

**STATE OF MICHIGAN**

# Considerations for NOFO guidance and application preparation

- As of June 6, 2025, this fact pack was based on the prior program NOFO (released in 2023)
- NOFOs may be subject to change. Recent updates to NOFOs for other grants have included:
  - Revisions to program names
  - Removal of language, merit criteria, and application requirements around climate change and sustainability; environmental justice; equity; and workforce development (e.g., BUILD, Large Bridge Projects)
  - Updates to total funding amounts available
  - Defining Historically Disadvantaged Communities using the same statutory definition for Areas of Persistent Poverty
  - New language on applicant compliance with federal laws, regulations, executive orders, policies, guidelines, and requirements, “including cooperating with and not impeding U.S. Immigration and Customs Enforcement (ICE) and other Federal offices and components of the Department of Homeland Security in the enforcement of Federal law”<sup>1</sup>
  - Clarifying all grant agreements or contracts must include terms that are in compliance with Section 3(C)(iv) of EO *Ending Illegal Discrimination and Restoring Merit-Based Opportunity*
- Please refer to the MIO TAC website, [grants.gov](https://grants.gov), and other source materials linked in this presentation for the latest information on NOFOs

1. [2025 BIP Large Bridge Project Grants Notice of Funding Amendments](#)

Note: Estimated based on prior year's NOFO. Subject to change with future announcements (e.g., agency announcements, actual NOFOs).

Source: [2025 BUILD Notice of Funding Amendment](#), [2025 BIP Large Bridge Project Grants Notice of Funding Amendments](#)

# Considerations for NOFO guidance and application preparation

- As of June 6, 2025, this fact pack was based on the prior program NOFO (released in 2024)
- NOFOs may be subject to change. Recent updates to NOFOs for other grants have included:
  - Revisions to program names
  - Removal of references to rescinded Executive Orders
  - Realignment of NOFOs (including criteria) to new Executive Orders, including updates to merit criteria rating rubrics and application requirements (e.g., Justice 40, Community Benefits Plans)
  - Updates to total funding amounts available
  - Defining Historically Disadvantaged Communities using the same statutory definition for Areas of Persistent Poverty
  - Clarifying all grant agreements or contracts must include terms that are in compliance with Section 3(C)(iv) of EO *Ending Illegal Discrimination and Restoring Merit-Based Opportunity*
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# The Congestion Relief Program will fund projects that improve transit integration, reduce highway peak-time travel, and improve overall congestion



## Goals and merit criteria Congestion Relief Program grants:

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**The Congestion Relief Program intends to advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas of the United States, with a specific focus on urbanized areas with populations greater than 1 million**

Specifically, the goals of the Program are to **reduce highway congestion, reduce economic and environmental costs associated with that congestion, including transportation emissions, and optimize existing highway capacity and usage of highway and transit systems** through:

- (1) improving intermodal integration with highways, highway operations, and highway performance;
- (2) reducing or shifting highway users to off- peak travel times or to nonhighway travel modes during peak travel times; and
- (3) pricing of, or based on, as applicable,
  - parking;
  - use of roadways, including in designated geographic zones; or
  - Congestion

# Assistance for Congestion Relief Program grant Details

Assistance for the Congestion Relief Program grants cover three topics

Match funding  
requirement: 20%

Direct Pay  
applicability: No

	Track 1	Track 2	Track 3
Description	Improving intermodal integration with highways, highway operations, and highway performance	Reducing or shifting highway users to off-peak travel times or to nonhighway travel modes during peak travel times	Pricing of -or based on- parking; use of roadways (including in designated geographic zones) or congestion
Eligible grant uses	<ul style="list-style-type: none"><li>• Deployment and operation of an integrated congestion management system</li><li>• Deployment and operation of mobility services, including:<ul style="list-style-type: none"><li>– establishing account-based financial systems</li><li>– commuter buses &amp; commuter vans</li><li>– express operations, paratransit, and on-demand micro transit</li></ul></li></ul>	<ul style="list-style-type: none"><li>• Deployment and operation of a system that implements or enforces high occupancy vehicle toll lanes</li><li>• Incentive programs that encourage travelers to:<ul style="list-style-type: none"><li>– carpool</li><li>– use nonhighway travel modes during peak period</li><li>– travel during nonpeak periods</li></ul></li></ul>	<ul style="list-style-type: none"><li>• Deployment and operation of a system that implements:<ul style="list-style-type: none"><li>– cordon pricing</li><li>– parking pricing</li><li>– congestion pricing</li></ul></li></ul>
Award amounts	Minimum award	Grants must be \$10,000,000 or greater	
	Maximum award	Grants must not exceed \$150,000,000	
	Award distribution	Federal share cannot exceed 80% of total project cost	
	Award number	Estimated ~5 awards	
Previous awards	2022-2024 Awards	15 awards	

# High level requirements to apply for a Congestion Relief Program grant

Community grant applications are open to government entities and require a thorough application package



## Eligible Entities

***(As long as they are carrying out a project in an urbanized area with a population greater than 1,000,000),*** eligible entities include:

- States
- Metropolitan Planning Organizations (MPO)
- Cities
- Municipalities



## Key Grant Application Components<sup>1</sup>

Specific page limits for each application section in the FOA

- Project description
- Statement of work
- Project location information identifying impacted location (a map in a PDF format)
- Project budget and funding information
- Narrative of how project meets selection criteria and DOT goals
- Self-Certification Eligibility Worksheet
- Project readiness narrative
  - Project schedule and milestones
  - Describe past experience in managing and overseeing similar projects

### Additional application guidelines based on other DOT programs

Include a narrative to highlight how the application aligns with 5 criteria

- i. Safety Impact
- ii. Equity, Engagement, and Collaboration
- iii. Effective Practices and Strategies
- iv. Other DOT Strategic Goals
- v. Additional Safety Context (only if applying for supplemental planning and/or demonstration activities)

1. Excluding supporting documents

Note: Subject to change with future announcements (e.g., agency announcements, actual NOFOs).

Source: [BIL Congestion Relief](#)

# Examples of past winners across the country (FY 2022-2024)



## I-15 Coordinated Adaptive Ramp Metering: I-80 to Point of the Mountain

**Applicant:** Utah Department of Transportation

**Location:** Salt Lake City, UT

**Funding:** \$40M

**Project description:** The project will implement coordinated adaptive ramp metering by constructing five freeway-to-freeway ramp meters entering Interstate 15 in the Salt Lake City metropolitan area to optimize the flow of traffic in this corridor



## CTA Forest Park Branch Track Improvements

**Applicant:** Illinois Department of Transportation

**Project Title:** **Location:** Chicago, IL

**Funding:** \$16M

**Award description:** The project will complete the necessary investigations and design documents for a complete track modernization of the CTA Forest Park Branch, restoring service reliability and speed and as well as providing greater environmental resilience. The transit line will serve as an alternative to the congested interstate corridor that it parallels



## Sustainable Mobility Wallet and Incentives Project

**Applicant:** New York City Department of Transportation

**Location:** New York City, NY

**Funding:** \$17M

**Award description:** This project will encourage the use of bikeshare, shared e-scooter, and carshare services through its Mobility Wallet program. The program will provide training and incentive programs for low and middle income residents of disadvantaged communities to address congestion problems in the city and encourage the use of various transportation modes