

===== PRESIDENT JOE BIDEN =====

BUILDING A BETTER AMERICA

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A GUIDEBOOK TO THE
BIPARTISAN INFRASTRUCTURE LAW
FOR STATE, LOCAL, TRIBAL, AND
TERRITORIAL GOVERNMENTS, AND
OTHER PARTNERS



THE WHITE HOUSE
WASHINGTON



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A Note from the White House Infrastructure Implementation Coordinator

May 2022

Dear Friends:

With the signing of the Bipartisan Infrastructure Law in mid-November 2021, President Biden marked a new era of building a better America together. The Bipartisan Infrastructure Law is historic in its size – the largest ever investments in broadband, rail and transit, clean energy, and water, just to name a few – as well as the breadth of programs and sectors included in the law. The infrastructure law allocated funding to over 350 distinct programs across more than a dozen federal departments and agencies. From bringing high-speed internet to every American, to replacing lead service lines to bring clean water to people's homes, to repairing thousands of roads and bridges, to creating good-paying union jobs, close coordination with state, Tribal, territorial, and local leaders like you will be fundamental in the successful delivery of these programs.

This guidebook is another step in our effort to be as transparent as possible, so you know what to apply for, who to contact, and how to get ready to rebuild. After all, most of the building will actually be done by state, Tribal, and local government partners. Where they exist at this moment, we have also included planning activities you can be doing now to prepare for these programs coming across 2022 and 2023. The online version at Build.gov also hosts an application to quickly sort and filter programs by agency, issue or eligible recipient to better understand the available funding within the Bipartisan Infrastructure Law. We will continue to update this spreadsheet online. Our goal is for you—communities all across America—to take full advantage of the opportunity this new funding presents.

The President has been clear in his charge to me as we build a better America: make sure these programs get implemented without unnecessary bureaucracy and delay to rebuild America's infrastructure – while at the same time being good stewards of taxpayer dollars and working to achieve goals around creating good middle-class union jobs, supporting disadvantaged and underserved communities, advancing climate resilience and sustainability, and bringing back American manufacturing. It is our hope this resource is another step forward in our work together to build a better America.

Warm regards,

A handwritten signature in blue ink that reads "Mitch Landrieu".

Mitch Landrieu
Senior Advisor and Infrastructure Implementation Coordinator
White House



Executive Summary

On November 15th, 2021, President Biden signed the [Bipartisan Infrastructure Law](#) – a once-in-a-generation investment in our nation’s infrastructure, competitiveness, and communities. This bill is a historic opportunity to rebuild America’s roads, bridges and rails; expand access to clean drinking water; ensure that every American has access to high-speed internet; to tackle the climate crisis and advance environmental justice, while investing in communities – both urban and rural – that have too often been left behind. This bipartisan effort will help ease inflationary pressures; strengthen supply chains by making long overdue improvements for our nation’s ports, airports, rail, and roads; drive the creation of good-paying union jobs with high labor standards that can be accessed by all workers, especially those from underserved communities; and grow the economy sustainably and equitably for decades to come.

Overview and Purpose of this Guidebook

To achieve the ambitious goals outlined by the President and this legislation, the Biden Harris Administration needs help. Building a better America is a shared endeavor no one can do alone, and investing Federal infrastructure dollars will require significant coordination between the Federal government, States, Tribal governments, community stakeholders, local governments, and other key partners.

This guidebook is a roadmap to the funding available under the law. It explains, in as much detail as currently available, how much funding is available at the program level. Our primary goal is to help our partners across the country know what to apply for, who to contact for help, and how to get ready to rebuild. We have also published an accompanying data file on [Build.gov](#) that allows users to quickly sort programs funded under the law by fields like agency, amount, eligible recipient, or program name.

The guidebook contains 13 chapters grouping Bipartisan Infrastructure Law programs by issue area. Each chapter contains a cover note explaining how to get ready to apply for and receive this subset of funding. These memos identify additional resources our partners can and should utilize to prepare while the Federal government gets ready to distribute Bipartisan Infrastructure Law funds from new and existing programs.

Each program description contains the Bipartisan Infrastructure Law statutory citation of that program. You can use this to find the specific language in Public Law 117-58, the authorizing document for the Bipartisan Infrastructure Law, that authorizes and/or appropriates funds for the program. If the BIL authorized and appropriated funds for the program, the “statutory location” listed corresponds to the section number that authorized the program. If the BIL only appropriated funds for the program (because the program was previously authorized), then the statutory location



listed corresponds to the section of Division J that describes the appropriation of funds for that program.

This is the second version of this product. In the coming weeks and months, we plan to publish updates to this content on [Build.gov](#) to keep our partners up to date on the latest deadlines and details. The White House has also encouraged external stakeholders to use this information to develop local or regional-specific guides on available sources of funding, so every community in America can identify, understand, and access investment opportunities that they need and deserve under the law. This publication is not an attempt to capture every possible Federal infrastructure program, authorization, or expenditure—rather, it provides our partners with a deeper view into funding available under the law. If you have questions, please see the appendix for agency-level contact information and links to more information online.

Additional Resources & Actions

Earlier this year, the White House Infrastructure Implementation Coordinator sent a [letter to Governors](#) recommending a series of preparatory actions, including appointing infrastructure coordinators to manage the flow of funds to their States. He also [outlined steps cities](#) can take to prepare and has begun deeper intergovernmental engagements with Tribal leaders, county officials, civil rights and territorial leaders through outreach calls, listening sessions, and Tribal consultations.

The American Rescue Plan, signed into law in 2020, has already provided over \$350 billion in critical resources to every State, Tribal, county, city, and unit of local government to support their response to the COVID-19 public health emergency, including in making the investments needed to ensure a durable and equitable economic recovery. Recipients of Bipartisan Infrastructure Law funding should look to leverage those resources to help prepare for the transformative investments included under the law. For example, American Rescue Plan funding could be used to train the workers needed to build high quality infrastructure; hire back the public sector workers needed to help manage potential Federal investments; and get a jump start on water, sewer, and broadband projects that could complement investments from the infrastructure law. We encourage everyone to review the U.S. Department of Treasury's website [here](#), which explains how to request funding, eligible uses, and other important information about American Rescue Plan funding.

We recognize local capacity may be strained due to the pandemic, the need to account for heightened cybersecurity, climate and other known hazard risks, the effects of historic underinvestment, or just the challenges of day-to-day governance. A community's lack of capacity to apply for Federal funds can create significant inequities – and for many communities, this will be their first time applying for funds from a suite of Federal agencies. Many funding streams in the Bipartisan Infrastructure Law specifically set aside funds for disadvantaged communities.



Further, in keeping with efforts like the President's Justice40 Initiative, the Administration is committed to ensuring disadvantaged communities receive benefits from all available resources in relevant Bipartisan Infrastructure Law programs. The White House Infrastructure Implementation Team and the components across the Executive Office of the President and the Federal agencies will be engaging States, Tribal governments, territories, Federal agencies, philanthropies, civil rights leaders, advocates and others to leverage all available resources to quickly deliver the necessary technical assistance and capacity to underserved communities. We intend to use this guidebook as a critical tool to accelerate and amplify the impact of this work.

Disclaimer

This guidebook is designed to help users familiarize themselves with the Bipartisan Infrastructure Law. Nothing contained in this document constitutes guidance from the U.S. government on any law, program, policy, application process, or funding eligibility. Applicants for funding should consult official agency or program specific guidance for additional information



Transportation

“These bills are not about left versus right, or moderate versus progressive, or anything else that pits one American against one another. These bills are about competitiveness versus complacency. They’re about expanding opportunity, not opportunity denied. They’re about leading the world or continuing to let the world pass us by. First, the infrastructure bill. It’s about rebuilding the arteries of America...”

– [Remarks](#) by President Biden, October 25, 2021



Roads, Bridges and Major Projects

Challenge: One in five miles, or 173,000 total miles, of our highways and major roads and more than 43,500 bridges are in poor condition. Bridges in poor condition pose heightened challenges in rural communities, which often may rely on a single bridge for the passage of emergency service vehicles.

Solutions: The Bipartisan Infrastructure Law reauthorizes Federal surface transportation programs for five years and invests approximately \$400 billion over that period to repair our roads and bridges and support transformational projects that will create good-paying union jobs, increase regional and national economic opportunities, and make our transportation system safer and more resilient.

Funding Overview:

The Bipartisan Infrastructure Law also contains significant new funding for roadways, bridges, and other major projects funded by the Federal Highway Administration and the Department of Transportation. Highlights include:

- **A total of \$40 billion¹ in dedicated funding for bridges.** This funding includes \$12.5 billion for the *Bridge Investment Program*, which is a competitive program to replace, rehabilitate, preserve, or protect some of the nation's most important and economically significant bridges. The rest of the funds fall under the Bridge Formula Program, which provides formula funding to States to replace, rehabilitate, preserve, protect, and construct bridges on public roads. Notably, the program includes a 15 percent (\$4 billion) set aside for off-system bridges. These are bridges often owned and maintained by cities, counties, and towns—and typically located on roads normally ineligible for Federal highway funding. On January 14, 2022, the Department of Transportation released the first year of funding for the *Bridge Formula Program*. \$5.3 billion will be available to States, the District of Columbia, and Puerto Rico in fiscal year 2022, along with \$165 million for Tribal governments. The Federal government will also cover 100 percent of the cost of off-system bridge projects under the Bridge Formula Program for bridges owned by a local government or Tribe. (See fiscal year 2022 State apportionment [here](#)).
- **\$8 billion for the Infrastructure for Rebuilding America (INFRA) Program,** which supports freight and highway projects of regional and national significance.

¹ \$40 billion is provided through the Bipartisan Infrastructure Law in advanced appropriations and contract authority, an additional \$3.3 billion is authorized under Division A of the Bipartisan Infrastructure Law, but is subject to appropriations, for a total program level of \$43.3 billion.



- **\$7.5 billion for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants**—a competitive grant program (formerly BUILD and TIGER) which provides funding for road, rail, transit, and other surface transportation of local and/or regional significance. Selection criteria includes safety, sustainability, equity, economic competitiveness, mobility, and community connectivity.
- **\$5 billion for the National Infrastructure Project Assistance or “Megaprojects.”** This program—sometimes referred to as the “Megaprojects program” or MEGA—provides grants on a competitive basis to support multijurisdictional or regional projects of significance that may also cut across multiple modes of transportation. Communities are eligible to apply for funding to complete critical large projects that would otherwise be unachievable without assistance.

The Bipartisan Infrastructure Law also includes a five-year reauthorization for the Federal Highway Administration at the Department of Transportation. A major component of this reauthorization is \$273.2 billion in Federal-aid highway formula funding for States. In December 2021, the Federal Highway Administration announced that it disbursed to all 50 States and the District of Columbia a total of \$52.5 billion of this formula funding for fiscal year 2022; this represents a more than 20 percent increase over fiscal year 2021 formula funding. (See the fiscal year 2022 State apportionment [here](#)).

Getting Ready:

Federal-aid Highway Formula Funding and Bridge Formula Program – The Federal Highway Administration distributes both Federal-aid Highway Formula funding and Bridge Formula Program funding to State departments of transportation. State departments of transportation then program projects (select them for funding) through statewide and metropolitan transportation planning processes. Project sponsors should contact their State department of transportation for additional information about how to access any of these categories of formula funding.

Competitive Grant Programs – In order to prepare for upcoming application openings, potential recipients should begin to work with stakeholders to develop a list of priority projects that would be suited for applications for competitive grant funding programs such as the Bridge Investment Program, MEGA (applications due May 23, 2022), and INFRA (applications due May 23, 2022).



Existing Resources:

- Information on the Federal Highway Administration's implementation of the Bipartisan Infrastructure Law is available [here](#).
- Information on Federal Highway Administration's resources for technical assistance and local support is available [here](#).
- Information on the Department of Transportation's INFRA program is available [here](#).
- Information on the Department of Transportation's RAISE program is available [here](#).



Program Name	Agency Name	Funding Amount
National Highway Performance Program	Department of Transportation	\$148,000,000,000
Surface Transportation Block Grant Program	Department of Transportation	\$72,000,000,000
Bridge Formula Program	Department of Transportation	\$26,675,000,000
Tribal Transportation Facility Bridges (Bridge Formula Funding Set-Aside)	Department of Transportation	\$825,000,000
Congestion Mitigation and Air Quality Improvement Program	Department of Transportation	\$13,200,000,000
Bridge Investment Program	Department of Transportation	\$12,200,000,000
Grants for Planning, Feasibility Analysis, and Revenue Forecasting (Bridge Investment Program Set-aside)	Department of Transportation	\$100,000,000
Local and Regional Project Assistance Grants (RAISE)	Department of Transportation	\$7,500,000,000
Nationally Significant Freight and Highway Projects (INFRA)	Department of Transportation	\$7,250,000,000
State Incentives Pilot Program (Set-aside within Nationally Significant Freight and Highway Projects - INFRA)	Department of Transportation	\$750,000,000
National Highway Freight Program	Department of Transportation	\$7,150,000,000
Carbon Reduction Program	Department of Transportation	\$6,419,999,998
National Infrastructure Project Assistance (Megaprojects)	Department of Transportation	\$5,000,000,000
Tribal Transportation Program	Department of Transportation	\$2,966,800,000
Metropolitan Planning	Department of Transportation	\$2,280,000,000
Rural Surface Transportation Grant Program	Department of Transportation	\$2,000,000,000
Federal Lands Transportation Program (funds for National Park Service)	Department of Transportation	\$1,731,187,250
Federal Lands Access Program	Department of Transportation	\$1,487,875,000
Transportation Infrastructure Finance and Innovation Act	Department of Transportation	\$1,250,000,000
Appalachian Development Highway System	Department of Transportation	\$1,250,000,000
National Culvert Removal, Replacement, & Restoration Grant	Department of Transportation	\$1,000,000,000
Reconnecting Communities Pilot Program	Department of Transportation	\$1,000,000,000
Puerto Rico Highway Program	Department of Transportation	\$900,995,000
Advanced Transportation Technologies & Innovative Mobility Deployment	Department of Transportation	\$900,000,000
Highway Research & Development Program	Department of Transportation	\$310,000,000
Nationally Significant Federal Lands and Tribal Projects	Department of Transportation	\$275,000,000
Congestion Relief Program	Department of Transportation	\$250,000,000
Intelligent Transportation Systems Program	Department of Transportation	\$250,000,000
Territorial Highway Program	Department of Transportation	\$239,505,000



Tribal Transportation Facility Bridge (Set-aside)	Department of Transportation	\$200,000,000
Federal Lands Transportation Program (Funding for U.S. Fish & Wildlife Service)	Department of Transportation	\$180,000,000
Federal Lands Transportation Program (For other Federal Land Management Agencies)	Department of Transportation	\$153,637,750
Federal Lands Transportation Program (Funding for U.S. Forest Service)	Department of Transportation	\$130,000,000
Accelerated Implementation and Deployment of Advanced Digital Construction Management Systems (Set-aside)	Department of Transportation	\$100,000,000
Strategic Innovation for Revenue Collection (Set-aside)	Department of Transportation	\$75,000,000
Accelerated Implementation and Deployment of Pavement Technologies (Set-aside)	Department of Transportation	\$60,000,000
National Motor Vehicle Per-Mile User Fee Pilot (Set-aside)	Department of Transportation	\$50,000,000
Disadvantaged Business Enterprises	Department of Transportation	\$50,000,000
On-the-Job Training Program	Department of Transportation	\$50,000,000
Tribal High Priority Projects Program	Department of Transportation	\$45,000,000
Highway Use Tax Evasion Projects	Department of Transportation	\$20,000,000
TOTAL - ROADS, BRIDGES AND MAJOR PROJECTS		\$326,274,999,998



National Highway Performance Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$148,000,000,000

Period of availability: 4 year

Funding mechanism: Formula Grant

New program: No. Existing Program with Changed Eligibilities

Recipients: States (including District of Columbia)

Description: The Bipartisan Infrastructure Law continues the National Highway Performance Program. The purposes of this program are: To provide support for the condition and performance of the National Highway System; To provide support for the construction of new facilities on the National Highway System; To ensure that investments of Federal-aid 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 National Highway System; To provide support for activities to increase the resiliency of the National Highway System to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters.

Eligible uses: Highway and bridge projects, generally on the National Highway System, plus certain bridge projects on non-National Highway System Federal-aid highways

Federal cost share requirement: Typically, 80 percent Federal / 20 percent non-Federal (For interstate projects, 90 percent Federal/10 percent non-Federal). Waivers are available in some circumstances.

Statutory location: 11101; 11105



Surface Transportation Block Grant Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$72,000,000,000

Period of availability: 4 year

Funding mechanism: Formula Grant

New program: No. Existing Program with Changed Eligibilities

Recipients: States (including District of Columbia)

Description: The Surface Transportation Block Grant Program promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.

Eligible uses: The Surface Transportation Block Grant Program is available for the roughly one million miles of Federal-aid highways, for bridges on any public road, and for transit capital projects.

Federal cost share requirement: Typically, 80 percent Federal / 20 percent non-Federal (For interstate projects, 90 percent Federal/10 percent non-Federal). Waivers are available in some circumstances.

Statutory location: 11101; 11109



Bridge Formula Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$26,675,000,000

Period of availability: 4 year

Funding mechanism: Formula Grant

New program: Yes

Recipients: States (including District of Columbia and Puerto Rico)

Description: The Bridge Formula Program will provide funds to States by formula for bridge replacement, rehabilitation, preservation, protection, or construction projects on public roads. This program includes three set-asides: 15 percent will be set-aside for use on off-system bridges; 3 percent will be set-aside for use on Tribal Transportation Facility bridges; and, 0.5 percent will be set-aside for administrative expenses of the Federal Highway Administration. An additional description of the Tribal Transportation Facility set-aside can be found later in this chapter.

Eligible uses: Replace, rehabilitate, preserve, protect, and construct bridges on public roads.

Federal cost share requirement: Typically, 80 percent Federal / 20 percent non-Federal (for interstate projects 90 percent Federal/10 percent non-Federal). Waivers are available for off-system bridges.

Statutory location: Division J, Title VIII



Tribal Transportation Facility Bridges (Bridge Formula Funding Set-Aside)

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$825,000,000

Period of availability: 4 year

Funding mechanism: Distributed through the Tribal Transportation Program

New program: No

Recipients: Tribes

Description: The Bridge Formula Program sets aside 3 percent of the funds appropriated for the program for Tribal transportation facility bridges, which shall be administered as if made available under the Tribal Transportation Program

Eligible uses: Funds can be used to plan, design, engineer, or construct bridges; to replace and rehabilitate bridges; and to improve bridges in poor condition.

Federal cost share requirement: 100 percent Federal share

Statutory location: Division J, Title VIII



Congestion Mitigation and Air Quality Improvement Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$13,200,000,000

Period of availability: 4 year

Funding mechanism: Formula Grant

New program: No. Existing Program with Changed Eligibilities

Recipients: States (including District of Columbia)

Description: The Bipartisan Infrastructure Law continues the Congestion Mitigation and Air Quality Improvement Program to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

Eligible uses: Transportation projects that reduce congestion and reduce the mobile source emissions for which an area has been designated nonattainment or maintenance for ozone, carbon monoxide, and particulate matter by the Environmental Protection Agency.

Federal cost share requirement: Typically, 80 percent Federal / 20 percent non-Federal (For interstate projects, 90 percent Federal/10 percent non-Federal). Waivers are available in some circumstances.

Statutory location: 11101; 11115



Bridge Investment Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$12,200,000,000

Period of availability: 4 year

Funding mechanism: Competitive Grant

New program: Yes

Recipients: State, metropolitan planning organization (representing an area with a population of more than 200,000), local government, special purpose district or public authority with a transportation function, Federal land management agency, Tribal government.

Description: The Bridge Investment Program will support projects to improve bridge and culvert condition, safety, efficiency, and reliability.

Eligible uses: Projects to replace, rehabilitate, preserve or protect one or more bridges on the National Bridge Inventory. Projects to replace or rehabilitate culverts to improve flood control and improve habitat connectivity for aquatic species.

Federal cost share requirement: 50 percent Federal share/50 percent non-Federal for a large project and 80 percent Federal share/20 percent non-Federal for any other eligible project.

Other Federal assistance may be used to satisfy the non-Federal share of the cost of a project, except the total Federal assistance provided for a project receiving a grant under the Bridge Investment Program may not exceed the Federal share for the project under 23 U.S.C. 120.

For an eligible project for an off-system bridge (defined in 23 U.S.C. 133(f)(1)), Federal assistance other than a grant under this program may be used to satisfy the non-Federal share of the cost of a project, but the total Federal assistance provided for the project shall not exceed 90 percent of the total eligible project costs.

Notwithstanding any other provision of law, a Federal Land Management Agency, a Tribal government, or a consortium of Tribal governments may use Federal funds other than those made available under 23 U.S.C. 124 to pay the remaining share of the cost of a project. Waivers are not available.

Statutory location: 11101; 11118



Grants for Planning, Feasibility Analysis, and Revenue Forecasting (Bridge Investment Program Set-aside)

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$100,000,000

Period of availability: 4 year

Funding mechanism: Competitive Grant

New program: Yes

Recipients: State, Metropolitan Planning Organization (with population greater than 200,000), Local government, Special purpose district or public authority with a transportation functions, Federal land management agency, Tribal government

Description: The Bridge Investment Program will support projects to improve bridge (and culvert) condition, safety, efficiency, and reliability.

Eligible uses: Planning, feasibility analysis, and revenue forecasting associated with the development of a project that would subsequently be eligible to apply for the Bridge Investment Program.

Federal cost share requirement: Generally, not to exceed Federal share under 23 U.S.C. 120; 90 percent Federal share for off-system bridges

Statutory location: 11101; 11118



Local and Regional Project Assistance Grants (RAISE)

Federal Agency: Department of Transportation

Bureau or Account: Office of the Secretary

Funding amount: \$7,500,000,000

Period of availability: 4 year

Funding mechanism: Competitive Grant

New program: No

Recipients: (A) A State; (B) the District of Columbia; (C) any territory or possession of the United States; (D) a unit of local government; (E) a public agency or publicly chartered authority established by 1 or more States; (E) a special purpose district or public authority with a transportation function, including a port authority; (F) a Tribal government or a consortium of Tribal governments; (G) a partnership between Amtrak and 1 or more entities described in (A) through (F); and (H) a group of entities described in (A) through (G).

Description: The RAISE program provides supplemental funding for grants to the State and local entities listed above on a competitive basis for projects that will have a significant local/regional impact.

Eligible uses: Projects eligible under RAISE include—a highway or bridge project eligible for assistance under title 23, United States Code; a public transportation project eligible for assistance under chapter 53 of title 49, United States Code; a passenger rail or freight rail transportation project eligible for assistance under title 49, United States Code; a port infrastructure investment, including inland port infrastructure and a land port-of-entry; the surface transportation components of certain eligible airport projects; a project for investment in a surface transportation facility located on Tribal land, the title or maintenance responsibility of which is vested in the Federal Government; a project to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species; and any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goal of the program.

Federal cost share requirement: Grant can provide up to 60 percent of total project cost. Total Federal funding up to 80 percent of total project cost. Waivers are not available.

Statutory location: 21202



Nationally Significant Freight and Highway Projects (INFRA)

Federal Agency: Department of Transportation

Bureau or Account: Office of the Secretary

Funding amount: \$7,250,000,000

Period of availability: 4 year

Funding mechanism: Competitive Grant

New program: No

Recipients: (A) A State or a group of States.(B) A metropolitan planning organization that serves an urbanized area (as defined by the Bureau of the Census) with a population of more than 200,000 individuals.(C) A unit of local government or a group of local governments.(D) A political subdivision of a State or local government.(E) A special purpose district or public authority with a transportation function, including a port authority.(F) A Federal land management agency that applies jointly with a State or group of States.(G) A Tribal government or a consortium of Tribal governments.(H) A multiState corridor organization.(I) A multiState or multijurisdictional group of entities described in this paragraph.

Description: The Nationally Significant Freight and Highway Projects program, also known as “INFRA”, awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

Eligible uses: Projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.

Federal cost share requirement: 60 percent Federal/40 percent non-Federal, except for: (A) small projects described in 23 U.S.C. 117(e)(1), for which the Federal share of the cost of a project shall be 80 percent [80/20]; or (B) a grant under the pilot program under 23 U.S.C. 117(q). Waivers are not available.

Statutory location: 11101; 11110



State Incentives Pilot Program (Set-aside within Nationally Significant Freight and Highway Projects - INFRA)

Federal Agency: Department of Transportation

Bureau or Account: Office of the Secretary

Funding amount: \$750,000,000

Period of availability: 4 year

Funding mechanism: Competitive Grant

New program: Yes

Recipients: States, Metropolitan Planning Organizations, Tribal governments, special-purpose districts and port authorities with a transportation function, and local governments

Description: INFRA awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people.

Eligible uses: Projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.

Federal cost share requirement: 50 percent Federal/50 percent non-Federal. For grants awarded under the pilot program, an eligible applicant may not use Federal assistance to satisfy the non-Federal share of the cost, except funds from a secured loan may be used to satisfy the non-Federal share if the loan is repayable from non-Federal funds. Waivers are not available.

Statutory location: 11110



National Highway Freight Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$7,150,000,000

Period of availability: 4 year

Funding mechanism: Formula Grant

New program: No

Recipients: States (including District of Columbia)

Description: The National Highway Freight Program provides funds to the States, by formula, to improve the efficient movement of freight on the National Highway Freight Network.

Eligible uses: Projects that contribute to the efficient movement of freight on the National Highway Freight Network and are identified in a freight investment plan included in the State's freight plan. In addition, a State may use not more than 30 percent of its total National Highway Freight Program funds each year for freight intermodal or freight rail projects, subject to certain restrictions

Federal cost share requirement: Typically, 80 percent Federal / 20 percent non-Federal (for interstate projects 90 percent Federal/10 percent non-Federal). Waivers are available in some circumstances.

Statutory location: 11101; 11114



Carbon Reduction Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$6,419,999,998

Period of availability: 4 year

Funding mechanism: Formula Grant

New program: Yes

Recipients: States (including District of Columbia)

Description: The Carbon Reduction Program will provide formula grants to States to reduce transportation emissions or the development of carbon reduction strategies.

Eligible uses: States may use Carbon Reduction Program funds for projects that support the reduction of transportation emissions, including: the construction, planning, and design of trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation; public transportation projects; and congestion management technologies.

Federal cost share requirement: Typically, 80 percent Federal / 20 percent non-Federal (for interstate projects 90 percent Federal/10 percent non-Federal). Waivers are available in some circumstances.

Statutory location: 11101; 11403



National Infrastructure Project Assistance (Megaprojects)

Federal Agency: Department of Transportation

Bureau or Account: Office of the Secretary

Funding amount: \$5,000,000,000

Period of availability: Available until expended

Funding mechanism: Competitive Grant

New program: Yes

Recipients: (A) A State or a group of States; (B) a metropolitan planning organization; (C) a unit of local government; (D) a political subdivision of a State; (E) a special purpose district or public authority with a transportation function, including a port authority;(F) a Tribal government or a consortium of Tribal governments;(G) a partnership between Amtrak and 1 or more entities described in subparagraphs (A) through (F); and (H) a group of entities described in any of subparagraphs (A) through (G).

Description: The National Infrastructure Project Assistance Program will support large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.

Eligible uses: Projects eligible under the Mega program include:

1. a highway or bridge project carried out on: the National Multimodal Freight Network; the National Highway Freight Network; or the National Highway System;
2. a freight intermodal (including public ports) or freight rail project that provides a public benefit;
3. a railway-highway grade separation or elimination project;
4. an intercity passenger rail project; and
5. public transportation projects that are eligible for Federal Transit Administration funding of title 49, United States Code, and are part of a project described above.

Federal cost share requirement: 75 percent Federal/25 percent non-Federal for New Compacts; 50 percent Federal/50 percent non-Federal for Existing Compacts. Waivers are not available.

Statutory location: 21201



Tribal Transportation Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$2,966,800,000

Period of availability: 4 year

Funding mechanism: Formula Grant Formula

New program: No

Recipients: Sovereign Federally-recognized Tribal governments

Description: The Tribal Transportation Program supports projects to provide safe and adequate multimodal transportation and public road access to and within Indian reservations, Tribal lands, and Alaska Native Village communities.

Eligible uses: Projects that support transportation safety, access, and mobility in Tribal communities.

Federal cost share requirement: No non-Federal cost share required

Statutory location: 11101



Metropolitan Planning

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$2,280,000,000

Period of availability: 4 year

Funding mechanism: Formula Grant

New program: No

Recipients: Metropolitan Planning Organizations

Description: The Bipartisan Infrastructure Law continues the Metropolitan Planning Program, which establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration/Federal Transit Administration responsibility.

Eligible uses: Metropolitan Planning Organizations use metropolitan planning funds for multimodal transportation planning and programming in metropolitan areas. Metropolitan planning activities include the collection and analysis of data on demographics, trends, and system performance; travel demand and system performance forecasting; identification and prioritization of transportation system improvement needs; and coordination of the planning process and decision-making with the public, elected officials, and stakeholder groups.

Federal cost share requirement: Typically, 80 percent Federal / 20 percent non-Federal (InterState 90 percent Federal/10 percent non-Federal). Waivers are available in some circumstances.

Statutory location: 11101; 11201



Rural Surface Transportation Grant Program

Federal Agency: Department of Transportation

Bureau or Account: Office of the Secretary

Funding amount: \$2,000,000,000

Period of availability: 4 year

Funding mechanism: Competitive Grant

New program: Yes

Recipients: State, Regional transportation planning organizations, Local governments, Tribal governments

Description: Rural Surface Transportation Grant Program will support projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.

Eligible uses: Highway, bridge, or tunnel projects eligible under the National Highway Performance Program, Surface Transportation Block Grant Program, or the Tribal Transportation Program; highway freight project eligible under the National Highway Performance Program; highway safety improvement project; project on a publicly-owned highway or bridge improving access to certain facilities that support the economy of a rural area; integrated mobility management system, transportation demand management system, or on-demand mobility services.

Federal cost share requirement: 80 percent Federal / 20 percent non-Federal except 100 percent Federal for Appalachian Development Highway System, Denali Access System Program projects. Waivers are available for ADHS and Denali Access System Program.

Statutory location: 11101; 11132



Federal Lands Transportation Program (funds for National Park Service)

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$1,731,187,250

Period of availability: 4 year

Funding mechanism: Federal Spending

New program: No

Recipients: National Park Service

Description: The Federal Lands Transportation Program invests in the Nation's infrastructure and supports critical transportation needs within the country's transportation network by providing access within the national parks, forests, wildlife refuges, recreation areas, and other Federal public lands.

Eligible uses: Projects that improve multimodal transportation on roads, bridges, trails, transit systems, and other transportation facilities within the Federal estate on infrastructure primarily owned (or maintained) by the Federal Government.

Federal cost share requirement: No non-Federal cost share required

Statutory location: 11101



Federal Lands Access Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$1,487,875,000

Period of availability: 4 year

Funding mechanism: Formula Grant

New program: No

Recipients: States

Description: The Federal Lands Access Program invests in the Nation's infrastructure by funding and supporting transportation facilities owned by State, county, local, and Tribal governments, which provide access to lands owned and operated by the Federal Government.

Eligible uses: Projects that improve multimodal transportation on roads, bridges, trails, transit systems, and other transportation facilities that access the Federal estate on infrastructure owned (or maintained) by States and local governments, with an emphasis on high-use Federal recreation sites and Federal economic generators.

Federal cost share requirement: Up to 100 percent Federal

Statutory location: 11101; 11113



Transportation Infrastructure Finance and Innovation Act

Federal Agency: Department of Transportation

Bureau or Account: Office of the Secretary

Funding amount: \$1,250,000,000 *Transportation Infrastructure Finance and Innovation Act will have a total of \$75 billion in lending capacity under the Bipartisan Infrastructure Law.*

Period of availability: 4 year

Funding mechanism: Loan

New program: No

Recipients: States (including District of Columbia and Puerto Rico), localities, or other public authorities, as well as private entities undertaking projects sponsored by public authorities

Description: The Transportation Infrastructure Finance and Innovation Act Program provides Federal credit assistance to eligible surface transportation projects.

Eligible uses: Surface transportation projects, including highway, transit, intercity passenger rail, some types of freight rail, intermodal freight transfer facilities, and some modifications inside a port terminal, and electrification of buses, ferries, trains, and associated infrastructure. The Bipartisan Infrastructure Law specifically provides new eligibility under the Transportation Infrastructure Finance and Innovation Act Program for airport projects and expanded authority for transit-oriented development.

Federal cost share requirement: 80 percent Federal / 20 percent non-Federal

Statutory location: 11101



Appalachian Development Highway System

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$1,250,000,000

Period of availability: Available until expended

Funding mechanism: Formula grant to specific States in this region

New program: No

Recipients: Appalachian States

Description: The Appalachian Development Highway System Program will distribute funds for construction of the Appalachian Development Highway System by formula to States with one or more counties (including any political subdivision within the area) in the Appalachian Region.

Eligible uses: Construction of specific projects to complete the Appalachian Development Highway System

Federal cost share requirement: No non-Federal cost share required

Statutory location: 11132



National Culvert Removal, Replacement, & Restoration Grant

Federal Agency: Department of Transportation

Bureau or Account: Office of the Secretary

Funding amount: \$1,000,000,000

Period of availability: Available until expended

Funding mechanism: Competitive Grant

New program: Yes

Recipients: (1) A State; (2) a unit of local government; or (3) an Tribe.

Description: The Office of the Secretary's National Culvert Removal, Replacement and Restoration program provides supplemental funding for grants to a State, local government, or an Tribe on a competitive basis for projects that replace, remove, and/or repair culverts or weirs.

Eligible uses: Establish an annual competitive grant program to award grants to eligible entities for projects for the replacement, removal, and repair of culverts or weirs that: (1) would meaningfully improve or restore fish passage for anadromous fish; and (2) with respect to weirs, may include (A) infrastructure to facilitate fish passage around or over the weir and (B) weir improvements.

Federal cost share requirement: 80 percent Federal / 20 percent non-Federal cost share for urban projects and up to 100 percent Federal funding for projects located in rural areas or historically disadvantaged communities.

Statutory location: 21203



Reconnecting Communities Pilot Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$1,000,000,000

Period of availability: Available until expended

Funding mechanism: Competitive Grant

New program: Yes

Recipients: Owner of an eligible facility (may partner with any of the eligible entities for a planning grant)

Description: Reconnecting Communities Pilot Program will restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development

Eligible uses: Grants ($\geq \$5$ million) for capital construction projects, including the removal and replacement of eligible facilities. Planning grants ($\leq \$2$ million).

Federal cost share requirement: 80 percent Federal / 20 percent non-Federal. Waivers are not available.

Statutory location: 11101; 11509



Puerto Rico Highway Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$900,995,000

Period of availability: 4 year

Funding mechanism: Grant Allocated Program

New program: No

Recipients: Puerto Rico

Description: The Puerto Rico Highway Program provides funding to carry out a highway program in the Commonwealth of Puerto Rico.

Eligible uses: Projects eligible under the National Highway Performance Program, the Highway Safety Improvement Program, and for any purpose under chapter 1 of title 23, United States Code. Funding split among these eligibilities is outlined in law.

Federal cost share requirement: Typically, 80 percent Federal / 20 percent non-Federal (for interstate projects 90 percent Federal/10 percent non-Federal). Waivers are available in some circumstances.

Statutory location: 11126



Advanced Transportation Technologies & Innovative Mobility Deployment

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$900,000,000

Period of availability: Available until expended

Funding mechanism: Competitive Grants, Cooperative Agreements, other contracts

New program: No

Recipients: State or local government, a transit agency, metropolitan planning organization, or a multi-jurisdictional group or a consortia of research institutions or academic institutions. The term “multi-jurisdictional group” means any combination of State governments, local governments, metropolitan planning agencies, or transit agencies that have signed a written agreement to implement the advanced transportation technologies deployment initiative across jurisdictional boundaries.

Description: The Advanced Transportation Technologies & Innovative Mobility Deployment program will make competitive grants to deploy, install, and operate advanced transportation technologies.

Eligible uses: Grants should improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment

Federal cost share requirement: 80 percent Federal / 20 percent non-Federal. Waivers are not available.

Statutory location: 13006



Highway Research & Development Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$310,000,000

Period of availability: Available until expended

Funding mechanism: Grant

New program: No

Recipients: Varies.

Description: The Highway Research and Development Program performs research and development to produce transformative solutions to improve safety, foster innovation, accelerate projects, and better meet operations, policy, and infrastructure needs.

Eligible uses: The programs under the Federal Highway Administration's research and development portfolio cover exploratory advanced research, applied research and development, and initial testing of technological solutions that address emerging needs and support the infrastructure of the future. Federal Highway Administration's research programs seek to improve safety, reduce congestion, enhance infrastructure design and construction, and provide data and analyses to decision-makers throughout the transportation community.

Federal cost share requirement: 80 percent Federal / 20 percent non-Federal

Statutory location: 11101



Nationally Significant Federal Lands and Tribal Projects

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$275,000,000

Period of availability: 4 year

Funding mechanism: Competitive Grant

New program: No

Recipients: Any entity eligible to receive funding under the Tribal Transportation Program, Federal Lands Transportation Program, or Federal Lands Access Program. In addition, a State, county, or local government may apply if sponsored by an eligible Federal land management agency or Tribe.

Description: The Nationally Significant Federal Lands and Tribal Projects program provides funding for the construction, reconstruction, and rehabilitation of nationally-significant Federal lands transportation projects and Tribal transportation projects.

Eligible uses: Eligible projects are projects that are on a Federal lands transportation facility, a Federal lands access facility, or a Tribal transportation facility.

Federal cost share requirement: 90 percent Federal / 10 percent non-Federal. Waivers are available for Tribes.

Statutory location: 11101; 11127



Congestion Relief Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$250,000,000

Period of availability: 4 year

Funding mechanism: Competitive Grant

New program: Yes

Recipients: State, Metropolitan Planning Organization, city or municipality.

Description: Advance innovative, integrated, and multimodal solutions to reduce congestion and the related economic and environmental costs in the most congested metropolitan areas with an urbanized area population of 1 million+.

Eligible uses: Planning, design, implementation, and construction activities to achieve the program goals, including: deployment and operation of integrated congestion management systems, systems that implement or enforce high occupancy vehicle toll lanes or pricing strategies, or mobility services; and incentive programs that encourage carpooling, nonhighway travel during peak periods, or travel during nonpeak periods. Subject to certain requirements and approval by the Secretary, provides for tolling on the InterState System as part of a project carried out with a grant under the program.

Federal cost share requirement: 80 percent Federal / 20 percent non-Federal. Waivers are not available.

Statutory location: 11101; 11404



Intelligent Transportation Systems Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$250,000,000

Period of availability: Available until expended

Funding mechanism: Grants, Cooperative Agreements, other contracts

New program: No

Recipients: Federal Highway Administration Research, Technology, and Education Program

Description: The Intelligent Transportation Systems (ITS) Program fosters innovation in transportation through the deployment of technology to enhance safety and efficiency while reducing environmental impacts of surface transportation, resulting in improved access and convenience, saved lives and time, and increased productivity.

Eligible uses: Innovative research and rapid deployment of applications and tools that facilitate a safe, connected, integrated, and automated transportation system.

Federal cost share requirement: 80 percent Federal / 20 percent non-Federal for ITS research and development activities under 23 U.S.C. 516; otherwise, default provisions of 23 U.S.C. 120 apply. Waivers are not available.

Statutory location: 11101; 11304



Territorial Highway Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$239,505,000

Period of availability: 4 year

Funding mechanism: Grant Apportioned Program

New program: No

Recipients: American Samoa, the Commonwealth of the Northern Mariana Islands, Guam, and the U.S. Virgin Islands

Description: The Territorial Highway Program supports the construction and improvement of a system of arterial and collector highways and necessary inter-island connectors.

Eligible uses: Funds provided to the four territories may be used for projects eligible under the Surface Transportation Block Grant Program; preventive maintenance; ferry boats, terminals, and approach roadways; engineering, economic and planning studies; regulation and equitable taxation of highways; and research and development.

Federal cost share requirement: No non-Federal cost share required

Statutory location: 11126



Tribal Transportation Facility Bridge (Set-aside)

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$200,000,000

Period of availability: 4 year

Funding mechanism: Competitive grant

New program: Yes

Recipients: Tribal government

Description: The Bridge Investment Program will support projects to improve bridge (and culvert) condition, safety, efficiency, and reliability.

Eligible uses: Projects to replace, rehabilitate, preserve or protect one or more bridges on the National Bridge Inventory. Projects to replace or rehabilitate culverts to improve flood control and improve habitat connectivity for aquatic species.

Federal cost share requirement: No non-Federal cost share required

Statutory location: 11101; 11118



Federal Lands Transportation Program (Funding for U.S. Fish & Wildlife Service)

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$180,000,000

Period of availability: 4 year

Funding mechanism: Federal Spending

New program: No

Recipients: Federal Land Management Agencies

Description: The Federal Lands Transportation Program invests in the Nation's infrastructure and supports critical transportation needs within the country's transportation network by providing access within the national parks, forests, wildlife refuges, recreation areas, and other Federal public lands.

Eligible uses: Projects that improve multimodal transportation on roads, bridges, trails, transit systems, and other transportation facilities within the Federal estate on infrastructure primarily owned (or maintained) by the Federal Government.

Federal cost share requirement: No non-Federal cost share required

Statutory location: 11101



Federal Lands Transportation Program (For other Federal Land Management Agencies)

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$153,637,750

Period of availability: 4 year

Funding mechanism: Competitive Grant

New program: No

Recipients: Federal Land Management Agencies (other than US Fish & Wildlife and the National Park Service)

Description: The Federal Lands Transportation Program invests in the Nation's infrastructure and supports critical transportation needs within the country's transportation network by providing access within the national parks, forests, wildlife refuges, recreation areas, and other Federal public lands.

Eligible uses: Projects that improve multimodal transportation on roads, bridges, trails, transit systems, and other transportation facilities within the Federal estate on infrastructure primarily owned (or maintained) by the Federal Government.

Federal cost share requirement: No non-Federal cost share required

Statutory location: 11101; 11112



Federal Lands Transportation Program (Funding for U.S. Forest Service)

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$130,000,000

Period of availability: 4 year

Funding mechanism: Direct Federal spending

New program: No

Recipients: Federal Land Management Agencies

Description: The Federal Lands Transportation Program invests in the Nation's infrastructure and supports critical transportation needs within the country's transportation network by providing access within the national parks, forests, wildlife refuges, recreation areas, and other Federal public lands.

Eligible uses: Projects that improve multimodal transportation on roads, bridges, trails, transit systems, and other transportation facilities within the Federal estate on infrastructure primarily owned (or maintained) by the Federal Government.

Federal cost share requirement: No non-Federal cost share required

Statutory location: 11101



Accelerated Implementation and Deployment of Advanced Digital Construction Management Systems (Set-aside)

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$100,000,000

Period of availability: Available until expended

Funding mechanism: Competitive Grants, Cooperative Agreements, other contracts

New program: No

Recipients: Federal Highway Administration Research, Technology, and Education Program

Description: The Accelerated Implementation and Deployment of Advanced Digital Construction Management Systems will promote, implement, deploy, demonstrate, showcase, support, and document the application of advanced digital construction management systems, practices, performance, and benefits.

Eligible uses: Promotion, implementation, deployment, demonstration, showcase, support, and documentation of the application of advanced digital construction management systems.

Federal cost share requirement: 80 percent Federal / 20 percent non-Federal. Waivers are available if there is substantial public interest/benefit (23 U.S.C. 502(c)(3)).

Statutory location: 13006



Strategic Innovation for Revenue Collection (Set-aside)

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$75,000,000

Period of availability: Available until expended

Funding mechanism: Grants, Cooperative Agreements, other contracts

New program: No

Recipients: States, Metropolitan Planning Organizations, and Local governments

Description: Requires Department of Transportation to test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to help maintain the long-term solvency of the Highway Trust Fund, through pilot projects at the State, local, and regional level.

Eligible uses: Road usage fee and other user-based alternative revenue mechanisms projects.

Federal cost share requirement: 80 percent Federal / 20 percent non-Federal (for entities that have not otherwise received a grant under the section); 70 percent Federal / 30 percent non-Federal (for entities that have received at least 1 other grant under the section). Waivers are not available.

Statutory location: 13001



Accelerated Implementation and Deployment of Pavement Technologies (Set-aside)

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$60,000,000

Period of availability: Available until expended

Funding mechanism: Grants, Cooperative Agreements, other contracts

New program: No

Recipients: Federal Highway Administration Research, Technology, and Education Program

Description: Provides a coordinated and cohesive approach to advance research and development of technologies with deployment activities regarding highway pavements and the materials from which highway infrastructure is constructed.

Eligible uses: Activities are focused on providing tools, technologies and guidance, and supporting updated policies, to improve the safety, durability, sustainability and cost-effectiveness of highway pavements, and the materials from which highway infrastructure is constructed.

Federal cost share requirement: 80 percent Federal / 20 percent non-Federal. Waivers are available if there is substantial public interest/benefit (23 U.S.C. 502(c)(3)).

Statutory location: 13006



National Motor Vehicle Per-Mile User Fee Pilot (Set-aside)

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$50,000,000

Period of availability: Available until expended

Funding mechanism: Grants, Cooperative Agreements, other contracts

New program: Yes

Recipients: States

Description: The purpose of this pilot program is to demonstrate a national motor vehicle per-mile user fee to restore and maintain the long-term solvency of the Highway Trust Fund and to improve and maintain the surface transportation system.

Eligible uses: Pilot projects on per-mile user fees.

Federal cost share requirement: 80 percent Federal / 20 percent non-Federal

Statutory location: 13002



Disadvantaged Business Enterprises

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$50,000,000

Period of availability: Available until expended

Funding mechanism: Contract Authority, Competitive Grant, Allocation

New program: No

Recipients: States

Description: The Disadvantaged Business Enterprise program assists small and disadvantaged firms with building capacity and improving their ability to compete for Federal-aid highway contracts.

Eligible uses: The Disadvantaged Business Enterprise program supports the ability of State departments of transportation to achieve the objectives of the Disadvantaged Business Enterprise program, which are to ensure nondiscrimination and allow small businesses owned primarily by minorities and women to compete fairly for Department of Transportation-assisted contracts in the transportation industry

Federal cost share requirement: No non-Federal cost share required

Statutory location:



On-the-Job Training Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$50,000,000

Period of availability: Available until expended

Funding mechanism: Competitive Grant, Allocation

New program: No

Recipients: States

Description: The On-the-Job Training program helps develop the capacity of the Nation's current and future highway construction industry workforce by providing the development and diversity of skilled labor.

Eligible uses: The On-the-Job Training Program directly supports the requirement that prime contractors participating on Federally-assisted contracts to establish apprenticeship and training programs targeted to move minorities, women, and disadvantaged individuals into journey-level positions and provides funds for State departments of transportation to implement skills training programs to prepare individuals to participate in the highway construction workforce as trainees and apprentices on Federally-assisted construction contracts. Additionally, funding is provided to States to partner with accredited academic institutions for the National Summer Transportation Institute program focused on science, technology, engineering, and math opportunities for high school and junior high/middle school students to learn about, and become familiar with, transportation-related career options. Funding also supports the Summer Transportation Internship Program for Diverse Groups, which provides internship opportunities for college students to engage with Department of Transportation modes to work in a transportation-related career field.

Federal cost share requirement: Varies based on application of 23 USC 120. Waivers are available in some circumstances.

Statutory location:



Tribal High Priority Projects Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$45,000,000

Period of availability: 4 year

Funding mechanism: Competitive Grant

New program: No

Recipients: Sovereign Federally-recognized Tribal governments

Description: The Tribal High Priority Projects Program provides funding to Tribes or a governmental subdivision of an Tribe whose annual allocation of funding received under the Tribal Transportation Program is insufficient to complete the highest priority project of the Tribe, or to any Tribe that has an emergency or disaster occur on a Tribal transportation facility that renders the facility impassible or unusable.

Eligible uses: Highest priority projects, emergency or disaster related projects

Federal cost share requirement: No non-Federal cost share required

Statutory location: 11128



Highway Use Tax Evasion Projects

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$20,000,000

Period of availability: 4 year

Funding mechanism: Competitive Grant, Allocation

New program: No

Recipients: States, Internal Revenue Service

Description: The Highway Use Tax Evasion Projects program provides funding to the Internal Revenue Service and the States to carry out intergovernmental enforcement efforts, along with training and research, to reduce evasion of payment of motor fuel and other highway use taxes, which are the principal sources for Federal and State highway funding.

Eligible uses: Intergovernmental enforcement efforts, along with training and research, to reduce evasion of payment of motor fuel and other highway use taxes.

Federal cost share requirement: No non-Federal cost share required

Statutory location: 11120



Passenger and Freight Rail

Challenge: U.S. passenger rail lags behind the rest of the world in reliability, speed, and coverage. The Bipartisan Infrastructure Law is a once-in-a-generation opportunity to position our railways to play a central role in our transportation and economic future. Our rail networks have the potential to offer safe, reliable, efficient, and climate-friendly alternatives to driving or flying.

Solutions: The Bipartisan Infrastructure Law invests \$66 billion in advanced appropriations and authorizes up to an additional \$36 billion over the next five years for Department of Transportation's rail programs. This includes funding to modernize the Northeast Corridor, and bring world-class rail service to areas outside the northeast and mid-Atlantic; refurbish Amtrak's fleet and facilities; and upgrade freight rail service in rural communities and on shared freight-passenger routes. This legislation enables the Federal Railroad Administration to lay the foundation for a sustainable rail investment program, on par with other modes of transportation, that advances safe, clean, equitable, and efficient world-class passenger and freight rail.

Funding Overview: The Federal Railroad Administration's funding falls into five major programs (1) Amtrak, (2) the Federal-State Partnership for Intercity Passenger Rail Grant Program, (3) the Consolidated Rail Infrastructure and Safety Improvements Grant Program, (4) the Railroad Crossing Elimination Grant Program, and (5) the Restoration and Enhancements Grant Program.

The funding allocated towards **Amtrak** is broken into two categories: (1) Amtrak Northeast Corridor, and (2) Amtrak National Network. In general, the funds for Amtrak are to be used for capital projects to address Amtrak's State of good repair backlog, including funding for infrastructure, fleet replacement, and ADA updates.

The **Consolidated Rail Infrastructure and Safety Improvements Grant Program** will fund projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail. This program leverages private, State, and local investments to support safety enhancements and general improvements to infrastructure.

The **Railroad Crossing Elimination Grant Program** provides funds for the mitigation or elimination of hazards at railway-highway crossings. This is a new grant program enacted in the Bipartisan Infrastructure Law.

The **Federal-State Partnership for Intercity Passenger Rail Grant Program** provides funds for capital projects that reduce the State of good repair backlog, improve performance, or expand or establish new intercity passenger rail service. This program was significantly revised under the Bipartisan Infrastructure Law, providing direction specific to the Northeast Corridor and non-Northeast Corridor projects. While there is



only a single grant program, the funding is broken into two categories: (1) Northeast Corridor, and (2) projects off the Northeast Corridor.

The **Restoration and Enhancements Grant Program** provides operating assistance to initiate, restore, or enhance intercity passenger rail service.

From the funding provided above, Bipartisan Infrastructure Law also authorizes two additional rail programs: the Corridor Identification and Development Program and the Interstate Rail Compact Program.

The **Corridor Identification and Development Program** will identify new intercity passenger rail corridors, develop the necessary service planning elements, and create a Project Pipeline for associated capital projects off the Northeast Corridor.

The **Interstate Rail Compacts Grant Program** will provide funding for interstate rail compacts' administrative costs and to conduct railroad systems planning, promotion of intercity passenger rail operations, and the preparation of grant applications.

Getting Ready:

Potential applicants should start to identify projects now. More information about the new rail programs in the Bipartisan Infrastructure Law can be found on the Federal Rail Administration's dedicated Bipartisan Infrastructure Law page [here](#). All new Notices of Funding Opportunities will be posted [here](#).

Existing Resources:

- Details about Federal Rail Administration's competitive discretionary grant programs can be found [here](#), and information on Amtrak can be found [here](#).
- More information about the new rail programs in the Bipartisan Infrastructure Law can be found on the [Federal Rail Administration's dedicated Bipartisan Infrastructure Law page](#).
- The Federal Rail Administration provides technical assistance to grantees through webinars and other on-demand resources. Additional information about the Federal Rail Administration's [competitive grants application process](#), [State and regional rail planning](#), [training and guidance](#), and recordings of [past webinars](#) can be found on the Federal Rail Administration's website.
- The Federal Rail Administration also provides oversight and subject matter expertise to projects funded under the Railroad Rehabilitation & Improvement Financing loan program that is managed by the Department's Build America Bureau. More information on Railroad Rehabilitation & Improvement Financing can be found [here](#).



Program Name	Agency Name	Funding Amount
Federal-State Partnership for Intercity Passenger Rail Grants	Department of Transportation	\$36,000,000,000
Amtrak National Network Grants	Department of Transportation	\$15,750,000,000
Amtrak Northeast Corridor Grants	Department of Transportation	\$6,000,000,000
Consolidated Rail Infrastructure and Safety Improvement Grants	Department of Transportation	\$5,000,000,000
Restoration & Enhancement Grant Program	Department of Transportation	\$250,000,000
TOTAL - PASSENGER AND FREIGHT RAIL		\$63,000,000,000



Federal-State Partnership for Intercity Passenger Rail Grants

Federal Agency: Department of Transportation

Bureau or Account: Federal Railroad Administration

Funding amount: \$36,000,000,000

Period of availability: Available until expended

Funding mechanism: Competitive Grant

New program: No, but the program has been substantially revised.

Recipients: States, including the District of Columbia; A group of States; An InterState Compact; A public agency or publicly chartered authority established by one or more States; A political subdivision of a State; Amtrak, acting on its own behalf or under a cooperative agreement with one or more States; Federally recognized Tribe; Any combination of the entities above.

Description: To fund capital projects that reduce the State of good repair backlog, improve performance, or expand or establish new intercity passenger rail service, including privately operated intercity passenger rail service if an eligible applicant is involved.

Eligible uses: (1) Projects to replace, rehabilitate, or repair infrastructure, equipment, or a facility used for providing intercity passenger rail service to bring such assets into a State of good repair; (2) projects to improve intercity passenger rail service performance, including reduced trip times, increased train frequencies, higher operating speeds, improved reliability, expanded capacity, reduced congestion, electrification, and other improvements, as determined by the Secretary; (3) projects to expand or establish new intercity passenger rail service; and (4) a group of related projects described previously. The planning, environmental review, and final design of an eligible project or group of projects is also eligible. Preference to eligible projects: (1) for which Amtrak is not the sole applicant; (2) the improve the financial performance, reliability, service frequency, or address the State of good repair of an Amtrak route; and (3) that are identified in, and consistent with, a corridor inventory prepared under the Corridor Identification and Development Program pursuant to section 25101.

Federal cost share requirement: 80 percent Federal / 20 percent non-Federal. Waivers are not available.

Statutory location: 24911



Amtrak National Network Grants

Federal Agency: Department of Transportation

Bureau or Account: Federal Railroad Administration

Funding amount: \$15,750,000,000

Period of availability: Available until expended

Funding mechanism: Grant

New program: No

Recipients: Amtrak

Description: To provide funding for capital projects to eliminate Amtrak's backlog of deferred maintenance of rolling stock, facilities, stations, and infrastructure on the National Network.

Eligible uses: (1) Acquiring new passenger rail rolling stock to replace Amtrak's aging and obsolete passenger equipment fleet (and related facilities); (2) bringing Amtrak-served stations into compliance with the Americans with Disabilities Act; (3) eliminating the backlog of deferred capital work on Amtrak-owned railroad assets not located on the Northeast Corridor; and (4) projects to eliminate the backlog of obsolete assets associated with Amtrak's national rail passenger transportation system, such as systems for reservations, security, training centers, and technology.

Federal cost share requirement: No non-Federal cost share required

Statutory location: 22101



Amtrak Northeast Corridor Grants

Federal Agency: Department of Transportation

Bureau or Account: Federal Railroad Administration

Funding amount: \$6,000,000,000

Period of availability: Available until expended

Funding mechanism: Grant

New program: No

Recipients: Amtrak

Description: To provide funding for capital projects to eliminate Amtrak's backlog of obsolete assets and deferred maintenance of rolling stock, facilities, stations, and infrastructure on the Northeast Corridor.

Eligible uses: Eligible projects include: (1) acquiring new passenger rail rolling stock to replace Amtrak's aging and obsolete passenger equipment fleet (and related facilities); (2) bringing Amtrak-served stations into compliance with the Americans with Disabilities Act; (3) eliminating the backlog of deferred capital work on sole-benefit Amtrak-owned assets located on the Northeast Corridor; and (4) carrying out Northeast Corridor capital renewal backlog projects. Funds may also be used as the non-Federal match for projects under the Federal-State Partnership for Intercity Passenger Rail Program.

Federal cost share requirement: No non-Federal cost share required

Statutory location: 22101



Consolidated Rail Infrastructure and Safety Improvement Grants

Federal Agency: Department of Transportation

Bureau or Account: Federal Railroad Administration

Funding amount: \$5,000,000,000

Period of availability: Available until expended

Funding mechanism: Competitive Grant

New program: No

Recipients: States, including the District of Columbia. A group of States. An InterState Compact. A public agency or publicly chartered authority established by 1 or more States. A political subdivision of a State. Amtrak and other rail carriers providing intercity rail passenger transportation. Class II/III Railroads and associations that represent Class II/III Railroads. Rail carriers & equipment manufacturers, in partnership with at least 1 of the first 5 entities above. Federally recognized Tribes. Transportation Research Board. University Transportation Centers engaged in rail-related research. Non-profit labor organizations representing rail employees.

Description: To fund projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.

Eligible uses: Eligible projects include a wide range of freight and passenger rail capital, safety technology deployment, planning, environmental analyses, research, workforce development, and training projects. New eligibilities include: (1) measures to prevent trespassing on railroad property; (2) preparation of emergency plans for communities through which hazardous materials are transported by rail; (3) research, development, and testing to advance innovative rail projects; and (4) rehabilitating, remanufacturing, procuring, or overhauling locomotives to reduce emissions.

Federal cost share requirement: 80 percent Federal / 20 percent non-Federal with statutory preference for 50/50. Waivers are not available.

Statutory location: 22907



Restoration & Enhancement Grant Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Railroad Administration

Funding amount: \$250,000,000

Period of availability: Available until expended

Funding mechanism: Competitive Grant

New program: No

Recipients: States, including the District of Columbia. An entity implementing an interstate compact. A public agency/publicly chartered authority established by 1 or more States. A political subdivision of a State. Federally recognized Tribes. Amtrak & Other IPR Carriers. Rail Carriers in partnership with at least 1 of the entities described above.

Description: To provide operating assistance to initiate, restore, or enhance intercity passenger rail service.

Key Changes to existing program:

New priority to applications for routes selected under the Corridor Identification and Development Program and operated by Amtrak. Grants may provide operating assistance for up to six years, and may not exceed: 90 percent of the projected net operating costs for the first year of service; 80 percent of the projected net operating costs for the second year of service; 70 percent of the projected net operating costs for the third year of service; 60 percent of the projected net operating costs for the fourth year of service; 50 percent of the projected net operating costs for the fifth year of service; and 30 percent of the projected net operating costs for the sixth year of service.

Eligible uses: (1) Establishing new services; (2) additional frequencies; (3) service extensions; (4) offering new on-board services. Examples of eligible expenses can include: train engineer staffing, fuel, train dispatching, station management, and overhead.

Federal cost share requirement: Year 1 - 90 percent Federal / 10 percent non-Federal; Year 2 - 80 percent Federal / 20 percent non-Federal; Year 3 - 70 percent Federal / 30 percent non-Federal; Year 4 - 60 percent Federal / 40 percent non-Federal; Year 5 - 50 percent Federal / 50 percent non-Federal; Year 6 - 30 percent Federal / 70 percent non-Federal. Waivers are not available.

Statutory location: 22908



Public Transportation

Challenge: America's public transit infrastructure has faced decades of underinvestment— with an estimated \$105 billion repair backlog, representing more than 24,000 buses and vans, 5,000 rail cars, 200 passenger stations, 300 maintenance facilities, and thousands of miles of track, guideway, signals, and power systems in need of repair or replacement. Communities of color are twice as likely to take public transportation, and many of these communities lack sufficient public transit options. Switching from personal vehicle use to public transit can also reduce greenhouse gas emissions for the transportation sector, which is now the largest single source of emissions in the country.

Solutions: The Bipartisan Infrastructure Law invests \$91.2 billion to repair and modernize transit. The legislation supports expanded public transportation choices nationwide, replacing thousands of deficient transit vehicles, including buses, with clean, zero emission vehicles, and improving accessibility for the elderly and people with disabilities.

Funding Overview: Transit funding falls into three major categories (1) Mass Transit Account of the Highway Trust Fund (\$69.9 billion), (2) Supplemental Appropriations (\$21.3 billion), and , (3) General Funds Subject to Appropriation (\$17 billion).

The Bipartisan Infrastructure Law includes a five-year reauthorization for the Federal Transit Administration programs at the Department of Transportation. Highlights of the Federal Transit Administration's Bipartisan Infrastructure Law authorities include:

Federal Transit Administration Capital Investment Grants (\$8² billion in total from reauthorization and advanced appropriations) are used to support new and expanded high-capacity rail and bus service. The program includes New Starts for the construction of new systems and expansion of existing systems, Small Starts for projects with capital costs less than \$400 million, and Core Capacity for projects that upgrade existing corridors to handle increased demand. The Federal Transit Administration also supports the pilot program for Expedited Project Delivery for new high-capacity transit projects.

The Federal Transit Administration **Low or No Emission (Bus) Grants** (\$5.6 billion) provides funding to State and local governments for the purchase or lease of zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities. 5 percent of the funding for zero emission buses within this program will also support workforce development training so transit operators and mechanics can learn how to maintain and operate zero emission vehicles.

² \$8 billion is provided through the Bipartisan Infrastructure Law in advanced appropriations, an additional \$15 billion is authorized under Division C of the Bipartisan Infrastructure Law for a total program level of \$23 billion.



Lastly, two programs supporting Accessibility are the (1) All Stations Accessibility Program (\$1.75 billion) and (2) additional funding for the Enhanced Mobility of Seniors and Individuals with Disabilities Formula Program (\$2.2 billion). The All Stations Accessibility Program, a new program under the Bipartisan Infrastructure Law, provides funds to eliminate rail station barriers to access for persons with disabilities while the Enhanced Mobility of Seniors and Individuals with Disabilities Program, an existing program, increases funding to provide mobility options to seniors and persons with disabilities.

Getting Ready:

Bipartisan Infrastructure Law Program Changes – All potential recipients can learn about Bipartisan Infrastructure Law changes to the Federal transit program by reviewing the [Federal Transit Administration Program Fact Sheets](#).

Formula Grant Programs – Potential recipients can review [Federal Transit Administration Apportionment Notices](#), which will include both funding program levels and specific Fiscal Year 2022 funding information for recipients of formula funding.

Competitive Grant Programs – Potential recipients can review the [Federal Transit Administration Notices of Funding Opportunity](#) for competitive grant programs. Notices will be published throughout 2022.

To sign up for Federal Transit Administration updates regarding grant programs and other news, please visit [here](#).

Existing Resources:

- The American Rescue Plan includes \$30.5 billion in Federal funding to support public transportation systems. Information on American Rescue Plan funding can be found [here](#).
- A full list of Federal Transit Administration grant programs can be found [here](#).
- A list of Federal Transit Administration-sponsored technical assistance centers can be found [here](#).



Program Name	Agency Name	Funding Amount
Urbanized Area Formula Grants	Department of Transportation	\$33,390,947,107
State of Good Repair Formula Grants	Department of Transportation	\$21,640,412,832
Capital Investment Grants	Department of Transportation	\$8,000,000,000
Formula Grants for Rural Areas	Department of Transportation	\$4,109,463,374
Bus and Bus Facilities Formula Grants	Department of Transportation	\$3,161,294,400
Enhanced Mobility of Seniors and Individuals with Disabilities	Department of Transportation	\$2,193,105,343
Ferry Service for Rural Communities	Department of Transportation	\$2,000,000,000
Bus and Bus Facilities Competitive Grants	Department of Transportation	\$1,966,392,169
All Stations Accessibility Program	Department of Transportation	\$1,750,000,000
Rail Vehicle Replacement Grants	Department of Transportation	\$1,500,000,000
Metropolitan Transportation Planning Program	Department of Transportation	\$799,441,834
University Transportation Centers (UTC) Program	Department of Transportation	\$500,000,000
Strengthening Mobility and Revolutionizing Transportation (SMART) Grants	Department of Transportation	\$500,000,000
Public Transportation on Indian Reservations Formula	Department of Transportation	\$183,250,437
Statewide Transportation Planning	Department of Transportation	\$167,001,389
Urbanized Area Passenger Ferry Program	Department of Transportation	\$150,000,000
Appalachian Development Public Transportation Assistance Program	Department of Transportation	\$137,437,828
Research, Development, Demonstration and Deployment Projects	Department of Transportation	\$132,218,677
Rural Transportation Assistance Program	Department of Transportation	\$91,552,911
Pilot Program for Transit Oriented Development	Department of Transportation	\$68,864,631
Public Transportation on Indian Reservations Competitive	Department of Transportation	\$45,812,610
Transit Cooperative Research Program	Department of Transportation	\$34,432,315
Public Transportation Technical Assistance and Workforce Development	Department of Transportation	\$27,545,852
Pilot Program for Enhanced Mobility	Department of Transportation	\$24,102,620
National Rural Transportation Assistance Program	Department of Transportation	\$13,743,783
TOTAL - PUBLIC TRANSPORTATION		\$82,587,020,112



Urbanized Area Formula Grants

Federal Agency: Department of Transportation

Bureau or Account: Federal Transit Administration

Funding amount: \$33,390,947,107 *Approximately \$3.3 billion will also be provided from the Growing States and High-Density States formula factors.*

Period of availability: Year of Allocation + 5

Funding mechanism: Formula Grant

New program: No

Recipients: States, Counties, Cities / Townships, Special Districts, Tribal Governments (Federally recognized)

Description: The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. Operating expenses are only eligible for urbanized areas under 200,000 in population or recipients with 100 or fewer buses. Funds are also provided to States for State safety oversight activities.

Eligible uses: Planning, Capital, Operating Assistance

Federal cost share requirement: Varies. Waivers are not available.

Statutory location: 30017



State of Good Repair Formula Grants

Federal Agency: Department of Transportation

Bureau or Account: Federal Transit Administration

Funding amount: \$21,640,412,832

Period of availability: Year of Apportionment + 3

Funding mechanism: Formula Grant

New program: No

Recipients: States, Counties, Cities / Townships, Special Districts, Tribal Governments (Federally recognized)

Description: To assist in funding capital projects for existing fixed guideway systems (including rail, bus rapid transit, and passenger ferries) and high intensity motorbus systems (buses operating in high-occupancy vehicle lanes) to maintain public transportation systems in a State of good repair and to ensure public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that helps to improve mobility, reduce congestion, and encourage economic development.

Eligible uses: Capital

Federal cost share requirement: 80 percent Federal / 20 percent non-Federal. Waivers are not available.

Statutory location: 30017

Note: This program was called 'State of Good Repair Grants' in previous versions of this Guidebook.



Capital Investment Grants

Federal Agency: Department of Transportation

Bureau or Account: Federal Transit Administration

Funding amount: \$8,000,000,000

Period of availability: Year of Allocation to Project + 3

Funding mechanism: Competitive Grant

New program: No

Recipients: State and local government agencies, including transit agencies.

Description: This Federal Transit Administration discretionary grant program funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Federal transit law requires transit agencies seeking Capital Investment Grants funding to complete a series of steps over several years. The law also requires projects to be rated by the Federal Transit Administration at various points in the process according to statutory criteria evaluating project justification and local financial commitment.

Eligible uses: Grants may be made under this program to State and local governmental authorities to assist in financing (1) new fixed guideway capital projects or small start projects, including the acquisition of real property, the initial acquisition of rolling stock for the system, the acquisition of rights-of-way, and relocation, for fixed guideway corridor development for projects in the advanced stages of project development or engineering; and (2) core capacity improvement projects, including the acquisition of real property, the acquisition of rights-of-way, double tracking, signalization improvements, electrification, expanding system platforms, acquisition of rolling stock associated with corridor improvements increasing capacity, construction of infill stations, and such other capacity improvement projects to increase the capacity of an existing fixed guideway system corridor by at least 10 percent. Core capacity improvement projects do not include elements to improve general station facilities or parking, or acquisition of rolling stock alone.

Federal cost share requirement: Maximum allowed up to 80 percent Federal cost / 20 percent non-Federal cost or 60 percent Federal cost / 40 percent non-Federal cost depending on project type. Waivers are not available.

Statutory location: 30005



Formula Grants for Rural Areas

Federal Agency: Department of Transportation

Bureau or Account: Federal Transit Administration

Funding amount: \$4,109,463,374 *Approximately \$586 million will also be provided from the Growing States formula factors.*

Period of availability: Year of Apportionment + 2

Funding mechanism: Formula Grant

New program: No

Recipients: States, Counties, Cities / Townships, Special Districts, Tribal Governments (Federally recognized), Nonprofits with 501(c)(3) status, Nonprofits - without 501(c)(3) status, private for-profit Intercity Bus carriers

Description: To improve, initiate, or continue public transportation service in nonurbanized areas (rural areas and small cities under 50,000 in population) and to provide technical assistance for rural transportation providers. The Section 5311 program supports both the maintenance of existing public transportation services and the expansion of those services through the following program goals: enhancing access in rural areas to health care, shopping, education, employment, public services, and recreation; assisting in the maintenance, development, improvement, and use of public transportation systems in rural areas; encouraging and facilitating the most efficient use of all transportation funds used to provide passenger transportation in rural areas through the coordination of programs and services; providing financial assistance to help carry out national goals related to mobility for all, including seniors, individuals with disabilities, and low-income individuals; increasing availability of transportation options through investments in intercity bus services; assisting in the development and support of intercity bus transportation; encouraging mobility management, employment-related transportation alternatives, joint development practices, and transit-oriented development; and providing for the participation of private transportation providers in rural public transportation. The Public Transportation on Indian Reservations Program is a set-aside from the Formula Grants for Rural Areas program that consists of both a formula and competitive grant program for Federally recognized Tribes or Alaska Native villages, groups or communities in rural areas.

Eligible uses: Planning, Capital, Operating Assistance

Federal cost share requirement: Varies. Waivers are not available.

Statutory location: 30006



Bus and Bus Facilities Formula Grants

Federal Agency: Department of Transportation

Bureau or Account: Federal Transit Administration

Funding amount: \$3,161,294,400

Period of availability: Year of Apportionment + three years

Funding mechanism: Formula Grant

New program: No

Recipients: States, Counties, Cities / Townships, Special Districts, Tribal Governments (Federally recognized)

Description: Provides capital funding to replace, rehabilitate, purchase, or lease buses and bus related equipment and to rehabilitate, purchase, construct, or lease bus-related facilities.

Eligible uses: Capital funding for purposes described above.

Federal cost share requirement: Varies. Waivers are not available.

Statutory location: 30018



Enhanced Mobility of Seniors and Individuals with Disabilities

Federal Agency: Department of Transportation

Bureau or Account: Federal Transit Administration

Funding amount: \$2,193,105,343

Period of availability: Year of Apportionment + two years

Funding mechanism: Formula Grant

New program: No

Recipients: States, Counties, Cities / Townships, Special Districts, Tribal Governments (Federally recognized), Nonprofits with 501(c)(3) status, Nonprofits - without 501(c)(3) status.

Description: To provide financial assistance in meeting the transportation needs of seniors and individuals with disabilities where public transportation services are unavailable, insufficient or inappropriate. The Section 5310 program is designed to supplement FTA's other capital assistance programs by funding transportation projects for seniors and individuals with disabilities in all areas - large urban, small urban, and rural.

Eligible uses: Capital, Operating Assistance and Planning

Federal cost share requirement: Varies. Waivers are not available.

Statutory location: 30017



Ferry Service for Rural Communities

Federal Agency: Department of Transportation

Bureau or Account: Federal Transit Administration

Funding amount: \$2,000,000,000

Period of availability: To be determined

Funding mechanism: Grant

New program: Yes

Recipients: States

Description: The Ferry Service for Rural Communities Program makes Federal resources available to States to ensure basic essential ferry service is provided to rural areas. These funds are limited to ferry services that operated a regular service at any time during the five-year period ending March 1, 2020 and that served no less than two rural areas located more than 50 nautical miles apart.

Eligible uses: Capital, Operating Assistance

Federal cost share requirement: Varies. Waivers are not available.

Statutory location: Division J, Title VIII



Bus and Bus Facilities Competitive Grants

Federal Agency: Department of Transportation

Bureau or Account: Federal Transit Administration

Funding amount: \$1,966,392,169

Period of availability: Year of Allocation + three years

Funding mechanism: Competitive Grant

New program: No

Recipients: States, Counties, Cities / Townships, Special Districts, Tribal Governments (Federally recognized)

Description: Provides capital funding to replace, rehabilitate, purchase, or lease buses and bus related equipment and to rehabilitate, purchase, construct, or lease bus-related facilities.

Eligible uses: Capital funding for purposes described above.

Federal cost share requirement: Varies. Waivers are not available.

Statutory location: 30018



All Stations Accessibility Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Transit Administration

Funding amount: \$1,750,000,000

Period of availability: To be determined

Funding mechanism: Grant

New program: No

Recipients: States and local government authorities.

Description: Provides capital funding to upgrade the accessibility of legacy rail fixed guideway public transportation systems for people with disabilities, including those who use wheelchairs.

Eligible uses: Capital funding for purposes described above.

Federal cost share requirement: 80 percent Federal / 20 percent non-Federal.
Waivers are not available.

Statutory location: Division J, Title VIII



Rail Vehicle Replacement Grants

Federal Agency: Department of Transportation

Bureau or Account: Federal Transit Administration

Funding amount: \$1,500,000,000

Period of availability: Year of Apportionment + three years

Funding mechanism: Competitive Grant

New program: Yes

Recipients: State and local government authorities

Description: Capital projects for the replacement of rail rolling stock. Not more than three new competitive awards to eligible projects may be announced each fiscal year. FTA may select projects for multi-year awards.

Eligible uses: Capital

Federal cost share requirement: 80 percent Federal / 20 percent non-Federal; however, these funds cannot exceed 50 percent of total cost. Waivers are not available.

Statutory location: 30016



Metropolitan Transportation Planning Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Transit Administration

Funding amount: \$799,441,834

Period of availability: Year of Apportionment + three years

Funding mechanism: Formula Grant

New program: No

Recipients: States and Metropolitan Planning Organizations

Description: The Metropolitan Planning Program is available to carry out the metropolitan transportation planning process and meet the transportation planning requirements of the joint Federal Transit Administration and Federal Highway Administration planning regulations.

Eligible uses: The eligible activities for the metropolitan planning funds include work elements that result in a balance and comprehensive intermodal transportation planning for the movement of people and goods in the metropolitan area.

Federal cost share requirement: 80 percent Federal / 20 percent non-Federal. Waivers are not available.

Statutory location: 30002

Note: This program was called 'Metropolitan Transportation Program' in previous versions of this Guidebook.



University Transportation Centers (UTC) Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$500,000,000

Period of availability: Available until expended

Funding mechanism: Grants, Cooperative Agreements, other contracts

New program: No

Recipients: Consortia of colleges and universities

Description: The UTC Program advances the State-of-the-art in transportation research and technology, and develops the next generation of transportation professionals.

Eligible uses: Activities that advance U.S. technology and expertise in the many disciplines comprising transportation through education, solutions-oriented research and technology transfer, and the exploration and sharing of cutting-edge ideas and approaches.

Federal cost share requirement: In general, 50 percent Federal share/50 percent non-Federal (100 percent non-Federal matching requirement); 66.7 percent Federal/33.3 percent non-Federal (50 percent non-Federal matching requirement) for Tier 1 UTCs

Statutory location: 11101; 25017

Note: This program was called 'University Transportation Centers Program' in previous versions of this Guidebook.



Strengthening Mobility and Revolutionizing Transportation (SMART) Grants

Federal Agency: Department of Transportation

Bureau or Account: Office of the Secretary

Funding amount: \$500,000,000

Period of availability: Available until expended

Funding mechanism: Competitive Grant

New program: Yes

Recipients: (A) A State; (B) a political subdivision of a State; (C) a Tribal government; (D) a public transit agency or authority; (E) a public toll authority; (F) a metropolitan planning organization; and (G) a group of two or more of these eligible entities

Description: The Office of the Secretary's Strengthening Mobility and Revolutionizing Transportation Grant program provides supplemental funding grants to rural, midsized, and large communities to conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.

Eligible uses: In general, a Strengthening Mobility and Revolutionizing Transportation grant may be used to carry out a project that demonstrates at least one of the following: Coordinate Automation Connected Vehicles; Intelligent, sensor-based infrastructure; Systems integration; Commerce delivery and logistics; Leveraging use of innovative aviation technology; Smart grid; Smart technology traffic signals.

Federal cost share requirement: No non-Federal cost share required

Statutory location: 25005



Public Transportation on Indian Reservations Formula

Federal Agency: Department of Transportation

Bureau or Account: Federal Transit Administration

Funding amount: \$183,250,437

Period of availability: Year of Apportionment + two years

Funding mechanism: Formula Grant

New program: No

Recipients: Federally recognized Tribes and Alaska Native Villages

Description: Provides direct funding to Federally recognized Tribes to provide public transportation service on and around Indian reservations or Tribal land in rural areas

Eligible uses: Planning, Capital, Operating Assistance

Federal cost share requirement: Varies. Waivers are available.

Statutory location: 30006



Statewide Transportation Planning

Federal Agency: Department of Transportation

Bureau or Account: Federal Transit Administration

Funding amount: \$167,001,389

Period of availability: Year of Apportionment + three years

Funding mechanism: Formula Grant

New program: No

Recipients: States and Metropolitan Planning Organizations

Description: The Statewide planning and research program is a source of Federal financial assistance to the States to meet the planning requirements of the joint Federal Transit Administration and Federal Highway Administration planning regulations for Statewide transportation planning.

Eligible uses: The Statewide planning and research program funds can be used for comprehensive planning, engineering, design, and evaluation of public transportation projects and studies involving modes other than transit when performed as part of the metropolitan transportation planning process.

Federal cost share requirement: 80 percent Federal / 20 percent non-Federal.
Waivers are not available.

Statutory location: 30002



Urbanized Area Passenger Ferry Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Transit Administration

Funding amount: \$150,000,000

Period of availability: Year of Allocation + five years

Funding mechanism: Grant

New program: No

Recipients: States, Counties, Cities / Townships, Special Districts, Tribal Governments (Federally recognized)

Description: Competitive program for passenger ferry capital projects in urbanized areas.

Eligible uses: Capital

Federal cost share requirement: Varies. Waivers are not available.

Statutory location: 30017



Appalachian Development Public Transportation Assistance Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Transit Administration

Funding amount: \$137,437,828

Period of availability: Year of Apportionment + two years

Funding mechanism: Formula Grant

New program: No

Recipients: States, Counties, Cities / Townships, Special Districts, Tribal Governments (Federally recognized), Nonprofits with 501(c)(3) status, Nonprofits - without 501(c)(3) status

Description: Provides funding to States in the Appalachian region to support the provision of public transit services in rural areas.

Eligible uses: Planning, Capital, Operating Assistance

Federal cost share requirement: Varies. Waivers are not available.

Statutory location: 30017



Research, Development, Demonstration and Deployment Projects

Federal Agency: Department of Transportation

Bureau or Account: Federal Transit Administration

Funding amount: \$132,218,677

Period of availability: Non-expiring, available until expended

Funding mechanism: Cooperative Agreement, Contract, Competitive Grant

New program: No

Recipients: States, Counties, Cities / Townships, Special Districts, Tribal Governments (Federally recognized), Providers of Public Transportation, Private or Nonprofit organizations, Institutions of Higher Education, and Technical or Community Colleges.

Description: Provides funding to assist innovative projects and activities that advance and sustain safe, efficient, equitable, climate-friendly public transportation. Eligible research and demonstrations under this program explore novel approaches to improve public transportation service – especially for transit-dependent individuals; advance vehicle and system technologies for safety, energy efficiency, and operational performance; use data for enhanced insights; and undertake other activities that help transit agencies meet equity, safety, climate change and transformation goals for a safer, environmentally cleaner, socially just and connected public transportation system.

Eligible uses: Research, innovative development, deployment, demonstration, evaluation activities

Federal cost share requirement: 80 percent Federal / 20 percent non-Federal. Waivers are available.

Statutory location: 30007

Note: This program was called 'Research, Development, Demonstration and Deployment Projects (Less Set Aside)' in previous versions of this Guidebook.



Rural Transportation Assistance Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Transit Administration

Funding amount: \$91,552,911

Period of availability: Year of Apportionment + two years

Funding mechanism: Formula Grant

New program: No

Recipients: States

Description: Provides funding to States for transportation research, technical assistance, training, and related support services in rural areas.

Eligible uses: Technical Assistance, and training activities.

Federal cost share requirement: No non-Federal cost share required

Statutory location: 30017



Pilot Program for Transit Oriented Development

Federal Agency: Department of Transportation

Bureau or Account: Federal Transit Administration

Funding amount: \$68,864,631

Period of availability: Available until expended

Funding mechanism: Competitive Grant

New program: No

Recipients: State or local governmental authorities that are Federal Transit Administration grant recipients.

Description: The Pilot Program for Transit Oriented Development Planning is a discretionary grant program that helps support the Federal Transit Administration's mission of improving public transportation for America's communities by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment.

Eligible uses: Grants may be made for site specific and comprehensive planning funded through the program must examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.

Federal cost share requirement: 80 percent Federal / 20 percent non-Federal. Waivers are not available.

Statutory location: 30009



Public Transportation on Indian Reservations Competitive

Federal Agency: Department of Transportation

Bureau or Account: Federal Transit Administration

Funding amount: \$45,812,610

Period of availability: Year of allocation + two years

Funding mechanism: Competitive Grant

New program: No

Recipients: Federally recognized Tribes and Alaska Native Villages

Description: Provides direct funding to Federally recognized Tribes to provide public transportation service on and around Indian reservations or Tribal land in rural areas

Eligible uses: Planning, Capital, Operating Assistance

Federal cost share requirement: Varies. Waivers are available.

Statutory location: 30006



Transit Cooperative Research Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Transit Administration

Funding amount: \$34,432,315

Period of availability: Available until expended

Funding mechanism: Grant or Cooperative Agreement

New program: No

Recipients: National Academy of Sciences

Description: The Transit Cooperative Research Program is an applied research program that develops near-term, practical solutions to problems facing public transportation. TCRP is managed by the Transportation Research Board, a division of the National Academies of Sciences, Engineering, and Medicine.

Eligible uses: Peer-reviewed academic research, development and technology transfer activities.

Federal cost share requirement: No non-Federal cost share required

Statutory location: 30017



Public Transportation Technical Assistance and Workforce Development

Federal Agency: Department of Transportation

Bureau or Account: Federal Transit Administration

Funding amount: 27545852

Period of availability: Available until expended

Funding mechanism: Cooperative Agreement or Interagency Agreement

New program: No

Recipients: National nonprofit organizations

Description: Provides funding to support workforce development and transition, including in relation to zero-emission fleet conversion, and other technical assistance to support transit providers in enhancing safe, efficient, equitable and climate-friendly public transportation. Additionally, the program supports the development of standards for the public transportation industry.

Eligible uses: Workforce development, technical assistance and standards development

Federal cost share requirement: 80 percent Federal / 20 percent non-Federal. Waivers are not available.

Statutory location: 30017



Pilot Program for Enhanced Mobility

Federal Agency: Department of Transportation

Bureau or Account: Federal Transit Administration

Funding amount: \$24,102,620

Period of availability: Year of Allocation + two years

Funding mechanism: Competitive Grant

New program: No

Recipients: States, Counties, Cities / Townships, Special Districts, Tribal Governments (Federally recognized), Tribal Governments (other than Federally recognized), Nonprofits with 501(c)(3) status, Nonprofits - without 501(c)(3) status

Description: Competitive program to improve coordinated access and mobility

Eligible uses: Capital

Federal cost share requirement: 80 percent Federal / 20 percent non-Federal. Waivers are not available.

Statutory location: 30017



National Rural Transportation Assistance Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Transit Administration

Funding amount: \$13,743,783

Period of availability: Year of Apportionment + two years

Funding mechanism: Cooperative Agreement

New program: No

Recipients: Nonprofits with 501(c)(3) status, Nonprofits without 501(c)(3) status, Public Higher-Ed Institutions, Other public entities with capability to provide a service of national scope.

Description: Supports State Rural Transportation Assistance Program and develops information resources, technical assistance, and training about rural public transportation.

Eligible uses: Technical Assistance

Federal cost share requirement: No non-Federal cost share required

Statutory location: 30017



Airports and Federal Aviation Administration Facilities

Challenge: The United States built modern aviation, but many of our airports lag behind our competitors. According to some rankings, no U.S. airport ranks in the top 25 of airports worldwide.

Solutions: The Bipartisan Infrastructure Law invests \$25 billion to address repair and maintenance needs, reduce congestion and emissions, and modernize our National Aerospace System.

Funding Overview: This funding falls into three major programs covered under this section – (1) Facilities and Equipment funding (\$5 billion), (2) the Airport Infrastructure Grant Program (\$15 billion), and (3) the Airport Terminal Program (\$5 billion).

The **Facilities and Equipment Program** provides funding for Federal Aviation Administration-owned airport traffic control towers including Federal Aviation Administration-owned contract towers. This funding will allow the Federal Aviation Administration to place a down payment on the growing end-of-life backlog within the facilities portfolio. The focus on lower tier airport traffic control towers and specific facilities portfolio backlog items will help to improve safety, security, and environmental standards at facilities that infrequently receive the limited amount of yearly appropriated Facilities and Equipment Program dollars.

The **Airport Infrastructure Grant Program** is the largest new program funded for airports under the Bipartisan Infrastructure Law. On December 16, 2021, the Federal Aviation Administration at the Department of Transportation announced the initial allocations for the [Airport Infrastructure Grant Program](#) – which provides grants to thousands of airports across the country to invest in a variety of maintenance and improvement projects (e.g. runways and taxiways, noise, multimodal, and terminal buildings). The program also includes a competitive \$100 million (\$20 million annually) specifically for airport-owned contract airport traffic control towers. Through this program, Bipartisan Infrastructure Law funding provides local airports with flexible funding to address specific pressing needs. (See fiscal year 2022 State allocations [here](#) and an interactive map of where funding is going [here](#).) Funds that remain unobligated at the end of the fifth year are available for a competitive discretionary grant program. Under the discretionary program, the first \$100 million will be for airport-owned contract airport traffic control towers, with remaining unobligated funds going to projects that reduce airport emissions, noise impacts, dependence on the electric grid or provide benefits to the surrounding community.

The **Airport Terminal Program** is a new program for airports under the Bipartisan Infrastructure Law. This program is a discretionary grant program for terminal development, multimodal and airport-owned airport traffic control towers



Getting Ready to Receive Grant Funding:

In order to prepare to receive funding, potential recipients such as airport owners/operators should begin to identify what the primary airside and/or landside needs are and begin to develop a strategy and plan as to how this additional funding would be used to address the airport needs and challenges. Potential recipients will work with their local Federal Aviation Administration Airports District Office to ensure all requirements to receive funding are met (i.e. airspace, on an approved airport layout plan, and National Environmental Policy Act, etc.). For the two competitive grant programs (Airport Owned Contract Tower Program or Airport Terminal Program), airport owners/operators will need to apply based on the requirements in the Notice of Funding Opportunity issued for each competitive program.

Existing Resources:

- The Airport Improvement Program and Supplemental Discretionary Programs include approximately \$3.75 billion annually for capital improvement programs at eligible U.S. airports. See more on the Airport Improvement Program and Discretionary Programs [here](#).



Program Name	Agency Name	Funding Amount
Airport Infrastructure Grants	Department of Transportation	\$15,000,000,000
Airport Terminal Program	Department of Transportation	\$5,000,000,000
Facilities and Equipment	Department of Transportation	\$5,000,000,000
TOTAL - AIRPORTS AND FEDERAL AVIATION ADMINISTRATION FACILITIES		\$25,000,000,000



Airport Infrastructure Grants

Federal Agency: Department of Transportation

Bureau or Account: Federal Aviation Administration

Funding amount: \$15,000,000,000

Period of availability: 5 year

Funding mechanism: Grant

New program: Yes

Recipients: Public agency, Private entity, State and Tribal Government owning a public use National Plan of Integrated Airport Systems airport. Airports eligible for Airport Infrastructure Grants include Primary airports, certain cargo airports, and most general aviation/commercial service airports that are not primary airports but in the National Plan of Integrated Airport Systems. This amounts to approximately 3,100 airports.

Description: The funds are allocated in the 3 buckets: Primary Allocation, Non-Primary Allocation, Contract Towers

Eligible uses: Project eligibility tracks Passenger Facility Charge eligibility. With the exception of Debt Service. Bipartisan Infrastructure Law specifically States the funds cannot be used for Debt Service.

Federal cost share requirement: Matches Airport Improvement Program (5-25 percent) for allocations, not match for contract tower grants. Waivers are not available.

Statutory location: Division J, Title VIII



Airport Terminal Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Aviation Administration

Funding amount: \$5,000,000,000

Period of availability: 5 year

Funding mechanism: Grant

New program: Yes

Recipients: Public agency, Private entity, State and Tribal Government owning a public use National Plan of Integrated Airport Systems airport. Secretary of the Interior for Midway Island Airport, the Republic of the Marshall Islands, Federated States of Micronesia and Republic of Palau.

Description: Provide grants to eligible airports for capital improvements for airport terminal development generally defined as development of an airport passenger terminal building, including terminal gates; access roads servicing exclusively airport traffic that leads directly to or from an airport passenger terminal building; walkways that lead directly to or from an airport passenger terminal building; multimodal terminal development; and projects for on-airport rail access projects. As well as projects for relocating, reconstructing, repairing or improving an airport-owned airport traffic control tower.

Eligible uses: Capital improvements for airport terminal development generally defined as development of an airport passenger terminal building, including terminal gates; access roads servicing exclusively airport traffic that leads directly to or from an airport passenger terminal building; walkways that lead directly to or from an airport passenger terminal building; multimodal terminal development; and projects for on-airport rail access projects. As well as projects for relocating, reconstructing, repairing or improving an airport-owned air traffic control tower.

Federal cost share requirement: Large/Medium Hub 20 percent match; All others (Small, Non and Non-Primary) 5 percent match. Waivers are not available.

Statutory location: Division J, Title VIII



Facilities and Equipment

Federal Agency: Department of Transportation

Bureau or Account: Federal Aviation Administration

Funding amount: \$5,000,000,000

Period of availability: Available until expended

Funding mechanism: Contract

New program: No

Recipients: Commercial Vendors

Description: Federal Aviation Administration sustainment work and facilities replacements are for replacing Federal Aviation Administration-owned terminal and route air traffic control facilities; improvement of air route and terminal facilities; workplace safety and environmental standards compliance; Federal Aviation Administration-owned fuel storage tank replacement and management; unstaffed infrastructure sustainment; real property disposition; electrical power system sustain and support; energy maintenance and compliance; hazardous materials management and environmental cleanup; facility security risk management; cyber risk management; mobile asset management program; and administrative expenses, including salaries and expenses, administration, and oversight.

Eligible uses: Capital improvements for Federal Aviation Administration-owned and maintained facilities. The work will be awarded to commercial vendors on contract vehicles as well as with Federal Aviation Administration internal resources. Can be used for Terminal and En Route Staffed facilities that directly manage air traffic control operations. Can also be used for sustainment activities at Federal Aviation Administration-owned unstaffed facilities and supporting infrastructure such as power systems, fuel storage tanks, facilities security risk management, environmental activities at Federal Aviation Administration-owned facilities, sustainment of Long-Range Radar facilities, and sustainment of mobile air traffic control facilities. Replacement of Federal Aviation Administration-owned Terminal and En Route facilities are eligible.

Federal cost share requirement: No non-Federal cost share required

Statutory location: Division J, Title VIII



Ports and Waterways

Challenge: The United States' underfunded port and waterway infrastructure has real costs to families, our economy, and our global competitiveness. The surge of both imports and exports moving through outdated infrastructure as we recover from the COVID pandemic has strained our ports and their intermodal connections and slowed the global supply chain. To support our growing economy, we must strengthen our supply chain and invest in the transportation systems that move cargo to, through, and from our ports.

Solutions: The Bipartisan Infrastructure Law invests over \$16.7 billion to improve infrastructure at coastal ports, inland ports and waterways, and land ports of entry along our borders.

Funding Overview: This [funding](#) falls into several major categories: (1) Army Corps of Engineers; (2) Land Ports of Entry Modernization and Construction Program (\$3.85 billion); (3) the Port Infrastructure Development Program (\$2.25 billion); and (4) other programs (\$1.6 billion) (including the America's Marine Highways program, which will receive \$25 million).

The **Army Corps of Engineers'** funding will support construction projects as well as operation and maintenance. Construction funding will be used for the construction of coastal ports, inland waterways, and other water infrastructure. Operation and Maintenance funds will be used to dredge Federal navigation projects and to operate and maintain authorized Army Corps projects, including repair of damages caused by natural disasters.

The **Land Ports of Entry Modernization and Construction Program** provides funds to modernize and improve Land Ports of Entry at our Northern and Southwest Borders. The General Services Administration will fund land port construction and Customs and Border Protection will fund unique mission requirements.

The **Port Infrastructure Development Program** funds improvements of the infrastructure needed to move cargo to, through, and around ports. The Bipartisan Infrastructure Law significantly expands funding for this program, and expands eligibility to include projects that will improve resiliency to address sea-level rise, flooding, extreme weather events, earthquakes, and tsunami inundation, as well as projects that will help reduce or eliminate criteria pollutants and greenhouse gas emissions associated with port operations, including projects for port electrification.



Getting Ready for Port Infrastructure Development Program Funding:

What a potential recipient (State/local/Tribal government) can do now to prepare to receive funding is:

Potential recipients can work with their sponsors to:

- (1) Identify project needs and attend webinars covering both “How to Apply” and “Benefit Cost Analysis” development;
- (2) Read the “Frequently Asked Questions” section of the U.S. Maritime Administration’s website and submit questions to PIDPGrants@dot.gov;
- (3) Adhere to the requirements of the Notice of Funding Opportunity;
- (4) Submit applications prior to the deadline on grants.gov;
- (5) Avoiding beginning any of the work outlined in a project application while applications are still pending;
- (6) Notify the U.S. Maritime Administration if any of the scope, schedule, or budget items have changed since application submission; and
- (7) Wait patiently until a notification is made that awards have been announced.

Existing Resources:

- The Department of Transportation offers a number of other funding opportunities through programs such as RAISE and INFRA as well as loans through programs such as Transportation Infrastructure Finance and Innovation Act and Railroad Rehabilitation and Improvement Financing to support port projects. More information about these opportunities can be found [here](#).



Program Name	Agency Name	Funding Amount
Corps of Engineers Operation and Maintenance	Department of Defense – Army Corps of Engineers	\$4,000,000,000
Real Property Activities	General Services Administration	\$3,418,008,000
Inland Waterways Projects	Department of Defense – Army Corps of Engineers	\$2,500,000,000
Port Infrastructure Development Program Grants	Department of Transportation	\$2,250,000,000
Major Rehabilitation for Rivers and Harbors	Department of Defense – Army Corps of Engineers	\$1,500,000,000
Construction of Ferry Boats and Ferry Terminal Facilities	Department of Transportation	\$912,000,000
Mississippi River and Tributaries	Department of Defense – Army Corps of Engineers	\$808,000,000
Reduction of Truck Emissions at Port Facilities	Department of Transportation	\$400,000,000
Land Port of Entry Modernization	Department of Homeland Security	\$330,000,000
Major Shore, Housing, Aids to Navigation, Survey and Design	Department of Homeland Security	\$158,000,000
Major Shore, Housing, Aids to Navigation, Survey and Design	Department of Homeland Security	\$131,500,000
Major Shore, Housing, Aids to Navigation, Survey and Design	Department of Homeland Security	\$120,000,000
Land Port of Entry Modernization	Department of Homeland Security	\$100,000,000
America's Marine Highway Program Grants	Department of Transportation	\$25,000,000
Major Shore, Housing, Aids to Navigation, Survey and Design	Department of Homeland Security	\$19,500,000
TOTAL - PORTS AND WATERWAYS		\$16,672,008,000



Corps of Engineers Operation and Maintenance

Federal Agency: Department of Defense – Army Corps of Engineers
Bureau or Account: Corps of Engineers – Civil Works

Funding amount: \$4,000,000,000 *Including \$626 million For Damage Repairs And \$40 million For Snowpack Monitoring*

Period of availability: Available until expended

Funding mechanism: Direct Federal

New program: No

Recipients: The Army Corps would use this funding for operation and maintenance of its projects, including coastal and inland navigation projects.

Description: Funds inspection, operation, maintenance, and related activities for water resources projects operated and maintained by the Army Corps. These projects include navigation channels, navigation locks and dams, structures to reduce the risk of flood and storm damage (e.g., levees), and multi-purpose projects, as authorized in River and Harbor, Flood Control, and Water Resources Development Acts and other laws

Eligible uses: Operation and maintenance of authorized Army Corps projects, including navigation channels and navigation locks and dams.

Federal cost share requirement: Requirements vary according to applicable laws to various mission areas and other specific project requirements. In general, unless otherwise specified in law, projects are 100 percent Federally funded.

Statutory location: Division J, Title III



Real Property Activities

Federal Agency: General Services Administration

Bureau or Account: Real Property Activities

Funding amount: \$3,418,008,000

Period of availability: Available until expended

Funding mechanism: Direct Federal

New program: No

Recipients: GSA, Public Buildings Service, Federal Buildings Fund which will contract out the design and construction services

Description: Construction and acquisition, and repairs and alterations of land ports of entry.

Eligible uses: Construction and acquisition, and repairs and alterations of land ports of entry; Projects on the U.S. Department of Homeland Security - Customs and Border Protection five-year plan; Additional land ports of entry projects with completed feasibility studies; Land ports of entry paving; Land ports of entry lease purchases; Department of Transportation - Federal Motor Carrier Safety Administration Priorities and Requirements; Program Contingency and Operational Support.

Federal cost share requirement: No non-Federal cost share required

Statutory location: Division J, Title IV



Inland Waterways Projects

Federal Agency: Department of Defense – Army Corps of Engineers

Bureau or Account: Corps of Engineers – Civil Works

Funding amount: \$2,500,000,000

Period of availability: Available until expended

Funding mechanism: Direct Federal

New program: No

Recipients: The Army Corps will use this funding to construct eligible improvements to commercial navigation projects on the inland waterways, including locks and dams.

Description: Funds the replacement and expansion of inland waterways commercial navigation projects.

Eligible uses: Federal commercial navigation projects on inland waterways

Federal cost share requirement: In general, unless otherwise specified in law, projects are 100 percent Federally funded.

Statutory location: Division J, Title III



Port Infrastructure Development Program Grants

Federal Agency: Department of Transportation

Bureau or Account: Maritime Administration

Funding amount: \$2,250,000,000

Period of availability: 10 Year

Funding mechanism: Grant

New program: No

Recipients: Public and Private Ports/Port Authorities

Description: Grants to invest in the modernization and expansion of U.S. ports to remove bottlenecks, ensure long-term competitiveness, resilience, cybersecurity, and sustainability while reducing impacts to the environment and neighboring communities.

Eligible uses: Projects that improve the resiliency of ports to address sea-level rise, flooding, extreme weather events, earthquakes, and tsunami inundation, as well as projects that reduce or eliminate port-related criteria pollutant or greenhouse gas emissions, including projects for:

1. Port electrification or electrification master planning;
2. Harbor craft or equipment replacements/retrofits;
3. Development of port or terminal micro-grids;
4. Providing idling reduction infrastructure;
5. Purchase of cargo handling equipment and related infrastructure;
6. Worker training to support electrification technology;
7. Installation of port bunkering facilities from ocean-going vessels for fuels;
8. Electric vehicle charge or hydrogen refueling infrastructure for drayage, and medium or heavy-duty trucks and locomotives that service the port and related grid upgrades;
9. Other related to port activities including charging infrastructure, electric rubber-tired gantry cranes, and anti-idling technologies;
10. Activities to ensure the cybersecurity of information technology and operational technology of port systems;
11. As well as projects under 46 U.S.C. 50302 which States “Funds for the Port Infrastructure Development Program are awarded on a competitive basis to projects that improve the safety, efficiency, or reliability of the movement of goods into, out of, around, or within a port.”

Federal cost share requirement: 80 percent Federal / 20 percent non-Federal. Waivers are available for small projects or projects in rural areas.

Statutory location: Division J, Title VIII



Major Rehabilitation for Rivers and Harbors

Federal Agency: Department of Defense – Army Corps of Engineers
Bureau or Account: Corps of Engineers – Civil Works

Funding amount: \$1,500,000,000 *Including for \$250 million for Small, Remote, And Subsistence Harbors and \$250 million for Federal Breakwaters and Jetties*

Period of availability: Available until expended

Funding mechanism: Direct Federal

New program: No

Recipients: In partnership with port authorities, the Army Corps would use this funding to construct authorized coastal navigation projects such as deepening and widening of Federal navigation channels.

Description: Funds the construction of authorized coastal navigation projects at ports and harbors, such as deepening and widening of Federal navigation channels.

Eligible uses: Federal commercial navigation projects on coastal harbors.

Federal cost share requirement: In general, unless otherwise specified in law, projects 100 percent Federally funded.

Statutory location: Division J, Title III



Construction of Ferry Boats and Ferry Terminal Facilities

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$912,000,000

Period of availability: Available until expended

Funding mechanism: Formula Grant

New program: No

Recipients: Eligible ferry operations

Description: The Construction of Ferry Boats and Ferry Terminal Facilities program provides funding for ferry services which are important links in the network of Federal-aid highways, and in many cases, are the only reasonable form of transportation.

Eligible uses: Replace or acquire new ferry boats; replace propulsion systems with newer cleaner and more energy-efficient power plants; update navigational control systems; construct new terminals; improve access for the disabled; and replace and construct new docking facilities.

Federal cost share requirement: 80 percent Federal / 20 percent non-Federal. Waivers are not available.

Statutory location: 11121



Mississippi River and Tributaries

Federal Agency: Department of Defense – Army Corps of Engineers
Bureau or Account: Corps of Engineers – Civil Works

Funding amount: \$808,000,000 *Including \$258 million For Damage Repairs*

Period of availability: Available until expended

Funding mechanism: Direct Federal

New program: No

Recipients: The Army Corps will use this funding to plan, design, construct, operate, and maintain certain Federal flood damage reduction projects.

Description: Funds work on Federal projects to help reduce the risk of flood damage in the lower Mississippi River alluvial valley below Cape Girardeau, Missouri.

Eligible uses: Eligible Federal projects on the lower Mississippi River or its tributaries.

Federal cost share requirement: In general, unless otherwise specified in law, projects are 100 percent Federally funded.

Statutory location: Division J, Title III



Reduction of Truck Emissions at Port Facilities

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding amount: \$400,000,000

Period of availability: 4 year

Funding mechanism: Competitive Grant

New program: Yes

Recipients: None specified

Description: Reduction of Truck Emissions at Port Facilities program will study and award competitive grants to reduce truck idling and emissions at ports, including through the advancement of port electrification.

Eligible uses: Competitive grants are intended to test, evaluate, and deploy projects that reduce port-related emissions

Federal cost share requirement: 80 percent Federal / 20 percent non-Federal

Statutory location: 11101; 11402



Land Port of Entry Modernization

Federal Agency: Department of Homeland Security

Bureau or Account: U.S. Customs and Border Protection

Funding amount: \$330,000,000

Period of availability: 5 year

Funding mechanism: Direct Federal

New program: No

Recipients: GSA, Public Buildings Service, Federal Buildings Fund which will contract out the design and construction services

Description: For furniture, fixtures, and equipment for the land ports of entry modernized with funding provided to the General Services Administration in the Act.

Eligible uses: Operations and Support, specifically for furniture, fixtures, and equipment for the land ports of entry modernized with funding provided to the General Services Administration in the Act.

Federal cost share requirement: No non-Federal cost share required

Statutory location: Division J, Title V



Major Shore, Housing, Aids to Navigation, Survey and Design

Federal Agency: Department of Homeland Security

Bureau or Account: United States Coast Guard

Funding amount: \$158,000,000

Period of availability: 5 year

Funding mechanism: Direct Federal/Contract

New program: No

Recipients: Coast Guard

Description: Supports Procurement, Construction, and Improvement (PC&I) projects to address shore facility infrastructure and housing construction, replacement, upgrade or improvement needs; construction and improvements to buoys and structures assisting navigation on Federal waterways; and survey and design required for future year PC&I projects.

Eligible uses: The following are a list of Coast Guard projects:

- Pensacola Pier and Infrastructure - \$28 million to repair wharves Bravo and Charlie at Naval Station Pensacola
- Kodiak Fuel Pier (Phase I) - \$130 million to recapitalize Base Kodiak's fuel services pier and construct a transient berth.

Federal cost share requirement: No non-Federal cost share required

Statutory location: Division J, Title V



Major Shore, Housing, Aids to Navigation, Survey and Design

Federal Agency: Department of Homeland Security

Bureau or Account: United States Coast Guard

Funding amount: \$131,500,000

Period of availability: 5 year

Funding mechanism: Direct Federal/Contract

New program: No

Recipients: Coast Guard

Description: Supports Procurement, Construction, and Improvement (PC&I) projects to address shore facility infrastructure and housing construction, replacement, upgrade or improvement needs; construction and improvements to buoys and structures assisting navigation on Federal waterways; and survey and design required for future year PC&I projects.

Eligible uses: The following are a list of Coast Guard projects:

- TRACEN Cape May - \$10 million for planning, survey and design, and site work in support of recapitalization and improvement projects
- Kodiak Housing (Phase IV) - \$40 million for the ongoing housing project in Kodiak to support future cutter homeport arrivals
- Ft. Wadsworth Housing (Phase II) - \$5 million for safety, habitability, and quality of life upgrades to the 154 legacy housing units
- Novato Housing - \$10 million for security and habitability improvements to existing housing site and initial planning, survey and design, and site work to recapitalize Coast Guard housing in Novato
- Coast Guard Academy Steam System Recap - \$25 million to recapitalize the failing central steam heating system
- Family Housing for Fast Response Cutter Crew in Seward, AK - \$13.5 million for the construction of new Coast Guard housing in Seward to support crew/maintenance personnel and their families
- Coast Guard Academy Chase Hall Annex D - \$28 million for renovation and habitability upgrades and improvements to utility services to ensure compliance with fire and safety standards

Federal cost share requirement: No non-Federal cost share required

Statutory location: Division J, Title V



Major Shore, Housing, Aids to Navigation, Survey and Design

Federal Agency: Department of Homeland Security

Bureau or Account: United States Coast Guard

Funding amount: \$120,000,000

Period of availability: 5 year

Funding mechanism: Direct Federal/Contract

New program: No

Recipients: Coast Guard

Description: Supports Procurement, Construction, and Improvement (PC&I) projects to address shore facility infrastructure and housing construction, replacement, upgrade or improvement needs; construction and improvements to buoys and structures assisting navigation on Federal waterways; and survey and design required for future year PC&I projects.

Eligible uses: This funding supports the construction and improvement of Coast Guard Childcare Development Centers (CDC) at Base Cape Cod, MA; Base Alameda, CA; Base Kodiak, AK; Aviation Training Center Mobile, AL; Base Astoria, OR; and Base Elizabeth City, NC.

Federal cost share requirement: No non-Federal cost share required

Statutory location: Division J, Title V



Land Port of Entry Modernization

Federal Agency: Department of Homeland Security

Bureau or Account: U.S. Customs and Border Protection

Funding amount: \$100,000,000

Period of availability: 5 year

Funding mechanism: Direct Federal

New program: No

Recipients: GSA, Public Buildings Service, Federal Buildings Fund which will contract out the design and construction services

Description: For land port of entry construction, modernization, and sustainment.

Eligible uses: Land Port of Entry construction, modernization and sustainment

Federal cost share requirement: No non-Federal cost share required

Statutory location: Division J, Title V



America's Marine Highway Program Grants

Federal Agency: Department of Transportation

Bureau or Account: Maritime Administration

Funding amount: \$25,000,000

Period of availability: 10 Year

Funding mechanism: Grant

New program: No

Recipients: Department of Transportation-designated Marine Highway projects

Description: Grants to develop and expand marine highway service options and facilitate their further integration into the current U.S. surface transportation system, especially where water-based transport is the most efficient, effective and sustainable option.

Eligible uses: Marine Highway Grant funds can be used for material handling/container handling equipment (e.g., reach stackers, cranes, forklifts) as well as minor port improvements such as lighting or laydown areas. Funds have been used for dredging in non-Federal navigation channels and pier-side. For vessels, the funds can be used to purchase, lease, or improve/modify vessels documented per the legislation. The Program seeks to procure zero or near-zero emission equipment when available and practical.

Federal cost share requirement: 80 percent Federal / 20 percent non-Federal. Waivers are not available.

Statutory location: Division J, Title VIII