

===== 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



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, boost regional and the national economy, 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

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.



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.
- **\$7.5 billion for Rebuilding American Infrastructure Sustainably and Equitably (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 multi-jurisdictional 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, RAISE, MEGA, and INFRA.

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 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
Congestion Mitigation & Air Quality Improvement Program	Department of Transportation	\$13,200,000,000
Bridge Investment Program	Department of Transportation	\$12,200,000,000
Local and Regional Project Assistance Grants (RAISE)	Department of Transportation	\$7,500,000,000
Nationally Significant Freight & Highway Projects (INFRA)	Department of Transportation	\$7,250,000,000
National Highway Freight Program	Department of Transportation	\$7,150,000,000
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
Federal Lands Transportation Program (funds for National Park	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
Rural Surface Transportation Grant Program	Department of Transportation	\$1,000,000,000
National Culvert Removal, Replacement, & Restoration Grant	Department of Transportation	\$1,000,000,000
Puerto Rico Highway Program	Department of Transportation	\$900,995,000
Advanced Transportation Technologies & Innovative Mobility	Department of Transportation	\$900,000,000
Tribal Transportation Facility Bridges (Bridge Formula Funding Set-	Department of Transportation	\$825,000,000
State Incentives Pilot Program (Set-aside within Nationally Significant Freight and Highway Projects - INFRA)	Department of Transportation	\$750,000,000
Reconnecting Communities Pilot Program	Department of Transportation	\$1,000,000,000
Highway Research & Development Program	Department of Transportation	\$310,000,000
Nationally Significant Federal Lands and Tribal Projects	Department of Transportation	\$275,000,000
Intelligent Transportation Systems Program	Department of Transportation	\$250,000,000
Congestion Relief 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	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	Department of Transportation	\$130,000,000
Grants for Planning, Feasibility Analysis, and Revenue Forecasting (Bridge Investment Program Set-aside)	Department of Transportation	\$100,000,000
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
On-the-Job Training Program	Department of Transportation	\$50,000,000
Disadvantaged Business Enterprises	Department of Transportation	\$50,000,000
National Motor Vehicle Per-Mile User Fee Pilot (Set-aside)	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		\$318,855,000,000



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 System², plus certain bridge projects on non-National Highway System federal-aid highways

Next Milestone: First round of funds (Fiscal Year 2022) were released to state transportation departments in December 2021. Next round of funding (Fiscal Year 2023) to be released to state transportation departments in October 2022. Guidance to be released on changes in eligibilities.

² Not all projects are required to be on the National Highway System. For example, new 23 U.S.C. 119(k), allows states to use up to 15 percent of National Highway Performance Program funds each fiscal year for protective features, if the protective feature is designed to mitigate the risk of recurring damage or the cost of future repairs from extreme weather events, flooding, or other natural disasters on a non-National Highway System federal-aid highway or bridge. See also 23 U.S.C. 119(d)(2)(G).



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.

Next Milestone: First round of funds (Fiscal Year 2022) was released to state transportation departments in December 2021. Next round of funding (Fiscal Year 2023) to be released to state transportation departments October 2022. Guidance to be released on changes in eligibilities.



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.

Next Milestone: First round of Bridge Formula Program funds (Fiscal Year 2022) was released to state transportation departments in January 2022 along with guidance on use of funding. Next round of Bridge Formula Program funding (Fiscal Year 2023) to be released to state transportation departments in October 2022. More guidance forthcoming on the funding set-aside for use on Tribal Transportation Facility bridges.



Congestion Mitigation & 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.

Next Milestone: First round of funds (Fiscal Year 2022) was released December 2021. Next round of funding (Fiscal Year 2023) to be released October 2022. Guidance on changes in eligible uses to be released.



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.

Next Milestone: Forthcoming.



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.

Next Milestone: Applications will open in the first quarter of 2022.



Nationally Significant Freight & Highway Projects (INFRA)

Federal Agency: Department of Transportation
Bureau or Account: Federal Highway Administration

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 & 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.

Next Milestone: Applications will open in the first quarter of 2022. Learn more about how to apply [here](#).



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

Next Milestone: First round of funds (Fiscal Year 2022) was released December 2021. Next round of funding (Fiscal Year 2023) to be released October 2022.



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 Megaprojects program include—

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

Next Milestone: Selection criteria for the program will be posted on the Department of Transportation website in February 2022.



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.

Next Milestone: Fiscal Year 2022 funds will be released with guidance on eligible uses of funds in the coming months.



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.

Next Milestone: First round of funds (Fiscal Year 2022) was released December 2021. Next round of funding (Fiscal Year 2023) to be released October 2022.



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.

Next Milestone: Forthcoming.



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.

Next Milestone: Forthcoming.



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.

Next Milestone: Forthcoming.



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

Next Milestone: First round of funds (Fiscal Year 2022) was released January 2022. Next round of funding (Fiscal Year 2023) to be released October 2022.



Rural Surface Transportation Grant Program

Federal Agency: Department of Transportation
Bureau or Account: Federal Highway Administration

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

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

Next Milestone: TBD



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 Indian 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 Indian 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.

Next Milestone: TBD



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.

Next Milestone: First round of funds (Fiscal Year 2022) were released January 2022. Next round of funding (Fiscal Year 2023) to be released October 2022.



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 has 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

Next Milestone: TBD



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.

Next Milestone: TBD



State Incentives Pilot Program

(Set-aside within Nationally Significant Freight and Highway Projects - INFRA)

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

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.

Next Milestone: Applications will open in the first quarter of 2022. Learn more about how to apply [here](#).



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).

Next Milestone: Department will issue Notice of Funding Opportunity on Grants.gov on a yet to be determined date.



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.

Next Milestone: TBD



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 Indian 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.

Next Milestone: TBD



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 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.

Next Milestone: TBD



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

Next Milestone: TBD



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.

Next Milestone: First round of funds (Fiscal Year 2022) was released to eligible territories January 2022. Next round of funding (Fiscal Year 2023) to be released October 2022.



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.

Next Milestone: TBD



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.

Next Milestone: First round of funds (Fiscal Year 2022) made available in spring 2022.



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.

Next Milestone: First round of funds (Fiscal Year 2022) made available in spring 2022.



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.

Next Milestone: First round of funds (Fiscal Year 2022) made available in spring 2022.



**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 (w/ 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: 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.

Next Milestone: TBD



**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.

Next Milestone: TBD



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.

Next Milestone: TBD



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.

Next Milestone: TBD



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.

Next Milestone: TBD



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

Next Milestone: TBD



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.

Next Milestone: TBD



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 Indian Tribes or a governmental subdivision of an Indian 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

Next Milestone: TBD



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.

Next Milestone: TBD



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) non-Northeast Corridor projects.



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 for 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 non-Northeast Corridor Project Pipeline for associated capital projects.

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](#), as well as information on Amtrak can be found [here](#). More information about the new rail programs in the Bipartisan Infrastructure Law can be found on [Federal Rail Administration's dedicated Bipartisan Infrastructure Law page](#).
- Federal Rail Administration provides technical assistance to grantees through webinars and other on-demand resources. Additional information about 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 Federal Rail Administration's website.
- 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
Railroad Crossing Elimination Program	Department of Transportation	\$3,000,000,000
Restoration & Enhancement Grant Program	Department of Transportation	\$250,000,000
TOTAL - PASSENGER AND FREIGHT RAIL		\$66,000,000,000



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 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 1 or more States.
- A political subdivision of a State.
- Amtrak, acting on its own behalf or under a cooperative agreement with 1 or more States.
- Federally recognized Indian 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.

Next Milestone: Evaluate applications and make selections under Fiscal Year 2021 Notice of Funding Opportunity, targeting summer for announcements. Conduct stakeholder outreach regarding expanding Fed-State program, as well as development of Northeast Corridor inventory, which must be established by November 14, 2022. Estimated released date of Fiscal Year 2022 funds is TBD.



Amtrak National Network Grants

Federal Agency: Department of Transportation
Bureau or Account: Federal Railroad Administration

Funding amount: \$15,750,000,000³

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.

Next Milestone: Submit Fiscal Year 2023 spend plan, May 2022.

³ \$15.75 billion is provided through the Bipartisan Infrastructure Law in advance appropriations, and an additional \$12.65 billion is authorized, *subject to appropriation*, in Division B for a total program level of \$28.4 billion over five years.



Amtrak Northeast Corridor Grants

Federal Agency: Department of Transportation
Bureau or Account: Federal Railroad Administration

Funding amount: \$6,000,000,000⁴

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.

Next Milestone: Submit Fiscal Year 2023 spend plan, May 2022.

⁴ \$6.00 billion is provided through the Bipartisan Infrastructure Law in advance appropriations, and an additional \$6.57 billion is authorized, *subject to appropriation*, in Division B for a total program level of \$12.57 billion over five years.



Consolidated Rail Infrastructure and Safety Improvement Grants

Federal Agency: Department of Transportation
Bureau or Account: Federal Railroad Administration

Funding amount: \$5,000,000,000⁵

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 Indian 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.

Next Milestone: Finalize selections from Fiscal Year 2021 Notice of Funding Opportunity, targeting spring 2022 for announcement. Estimated released date of Fiscal Year 2022 funds is TBD.

⁵\$5.0 billion is provided through the Bipartisan Infrastructure Law in advance appropriations, and an additional \$5.0 billion is authorized, *subject to appropriation*, in Division B for a total program level of \$10.0 billion over five years.



Railroad Crossing Elimination Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Railroad Administration

Funding amount: \$3,000,000,000⁶

Period of Availability: Available until expended

Funding Mechanism: Competitive Grant

New Program: Yes

Recipients:

- States, including the District of Columbia, Puerto Rico, and other United States territories and possessions.
- A political subdivision of a State.
- Federally recognized Indian Tribes.
- A unit of local government or a group of local governments.
- A public port authority.
- A metropolitan planning organization.
- A group of the entities described above.

Description: To provide funds for the mitigation or elimination of hazards at railway-highway crossings.

Eligible Uses:

- (1) grade separation or closure, including through the use of a bridge, embankment, tunnel, or combination thereof;
- (2) track relocation;
- (3) improvement or installation of protective devices, signals, signs, or other measures to improve safety related to a separation, closure, or track relocation project;
- (4) other means to improve the safety if related to the mobility of people and goods at highway-rail grade crossings (including technological solutions);
- (5) the planning, environmental review, and design of an eligible project type.

Next Milestone: Estimated released date of Fiscal Year 2022 funds is TBD

⁶ \$3.0 billion is provided through the Bipartisan Infrastructure Law in advance appropriations, and an additional \$2.5 billion is authorized, *subject to appropriation*, in Division B for a total program level of \$5.5 billion over five years.



Restoration & Enhancement Grant Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Railroad Administration

Funding amount: \$250,000,000⁷

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 Indian Tribes.
- Amtrak & Other Intercity Passenger Rail 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.

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.

Key Changes: 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.

⁷ Advance Appropriated Restoration and Enhancement funding is not authorized individually, and exists as a \$250 million set-aside from the \$16 billion National Network advance appropriation. \$250 million is provided through the Bipartisan Infrastructure Law as a set-aside from the National Network advance appropriation, and an additional \$250 million is authorized, *subject to appropriation*, in Division B for a total program level of \$500 million over five years.



Next Milestone: Estimated released date of Fiscal Year 2022 funds remains TBD.



Public Transportation

Challenge: America's public transit infrastructure has faced decades of underinvestment— with an estimated \$105 billion repair backlog, representing more than 27,000 buses and vans, 2,000 rail cars, 200 passenger stations, 300 maintenance facilities, and hundreds 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 two major categories (1) Federal Transit Administration Reauthorization (\$69.9 billion), (2) Supplemental Appropriations (\$21.3 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 (\$8⁸ billion in total from reauthorization and supplemental 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. 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. 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

⁸ 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.



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:

What a potential recipient (state/local/Tribal government) can do now to prepare to receive funding in this section – including the biggest hurdles they can expect to face (e.g. maps for broadband)?

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 upcoming [Federal Transit Administration Apportionment Notices](#) which will include both funding program levels and specific Fiscal Year 2022 funding information.

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 Grants	Department of Transportation	\$21,640,412,832
Capital Investment Grants	Department of Transportation	\$8,000,000,000
Low or No Emission (Bus) Grants	Department of Transportation	\$5,624,550,890
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 Program	Department of Transportation	\$799,441,834
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 (Less Set Aside)	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 Technical Assistance and Workforce Development	Department of Transportation	\$61,978,167
Public Transportation on Indian Reservations Competitive	Department of Transportation	\$45,812,610
Transit Cooperative Research Program	Department of Transportation	\$34,432,315
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		\$87,746,003,317



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 plus five years

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

Next Milestone: Formula funds are apportioned to states and urbanized areas after appropriations are received.



State of Good Repair Grants

Federal Agency: Department of Transportation
Bureau or Account: Federal Transit Administration

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

Period of Availability: Year of Apportionment plus three years

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

Next Milestone: Formula funds are apportioned to states and urbanized areas after appropriations are received.



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 plus three years

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 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.

Next Milestone: TBD, pending full year Congressional appropriations.



Low or No Emission (Bus) Grants

Federal Agency: Department of Transportation
Bureau or Account: Federal Transit Administration

Funding amount: \$5,624,550,890

Period of Availability: Year of Allocation plus three years

Funding Mechanism: 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. Provides capital funding for low or no emissions bus projects.

Eligible Uses: Capital

Next Milestone: Notice of Funding Opportunity expected the first quarter of 2022



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 plus 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, 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 Indian tribes or Alaska Native villages, groups or communities in rural areas.

Eligible Uses: Planning, Capital, Operating Assistance

Next Milestone: Formula funds are apportioned to states and urbanized areas after appropriations are received.



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 plus 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.

Next Milestone: Formula funds are apportioned to states and urbanized areas after appropriations are received.



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 plus 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 the Federal Transit Administration'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

Next Milestone: Formula funds are apportioned to states and urbanized areas after appropriations are received.



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

Next Milestone: A Notice of Funding Opportunity is expected in the spring of 2022.



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 plus 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.

Next Milestone: A Notice of Funding Opportunity for the Fiscal Year 2022 grant program is expected to be published in the first quarter of 2022.



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.

Next Milestone: Notice of Funding Opportunity expected the spring of 2022



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 plus 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

Next Milestone: A Notice of Funding Opportunity is expected in the spring of 2022



Metropolitan Transportation Program

Federal Agency: Department of Transportation
Bureau or Account: Federal Transit Administration

Funding amount: \$799,441,834

Period of Availability: Year of Apportionment plus three years

Funding Mechanism: Formula Grant

New Program: No

Recipients: States and Metropolitan Planning Organizations

Description: The Metropolitan Planning Program are 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.

Next Milestone: Formula funds are apportioned after appropriations are received.



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 2 or more eligible entities described in any

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:

- (i) Coordinate Automation
- (ii) Connected Vehicles
- (iii) Intelligent, sensor-based infrastructure
- (iv) Systems integration
- (v) Commerce delivery and logistics
- (vi) Leveraging use of innovative aviation technology
- (vii) Smart grid
- (viii) Smart technology traffic signals.

Next Milestone: A Notice of Funding Opportunity is expected in the second or third quarter of 2022.



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 plus two years

Funding Mechanism: Formula Grant

New Program: No

Recipients: Federally recognized Indian Tribes and Alaska Native Villages

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

Eligible Uses: Planning, Capital, Operating Assistance

Next Milestone: Formula funds are apportioned after appropriations are received.



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 plus 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.

Next Milestone: Formula funds are apportioned after appropriations are received.



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 plus 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

Next Milestone: A Notice of Funding Opportunity is expected in the spring of 2022.



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 plus 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

Next Milestone: Formula funds are apportioned after appropriations are received.



Research, Development, Demonstration and Deployment Projects
(Less Set Aside)

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

Next Milestone: TBD



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 plus 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.

Next Milestone: Formula funds are apportioned after appropriations are received.



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 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.

Next Milestone: A Notice of Funding Opportunity is expected Spring 2022.



Public Transportation Technical Assistance and Workforce Development

Federal Agency: Department of Transportation
Bureau or Account: Federal Transit Administration

Funding amount: \$61,978,167

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

Next Milestone: TBD



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 plus two years

Funding Mechanism: Competitive Grant

New Program: No

Recipients: Federally recognized Indian Tribes and Alaska Native Villages

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

Eligible Uses: Planning, Capital, Operating Assistance

Next Milestone: A Notice of Funding Opportunity is expected in the first quarter of 2022.



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.

Next Milestone: Topic submissions to the Transit Cooperative Research Program are due March 18, 2022.



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 plus 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

Next Milestone: TBD



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 plus 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

Next Milestone: Not applicable.



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



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



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; 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 are 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.

Next Milestone: Each project has its own planning cycle and individual milestones. The overarching program millstones are the annual funding allocations and required spending plans as defined by the Bipartisan Infrastructure Law.



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.

Next Milestone:

May 2022 – Federal Aviation Administration will issue guidance and begin issuing grants for specific projects based on the Fiscal Year 2022 airport allocations announced on December 16, 2021.

May 2022- Federal Aviation Administration will issue the Notice of Funding Opportunity for the competitive \$20 million (annual) airport owned airport traffic contract tower program.



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.

Next Milestone: February 2022 – Issue Notice of Funding Opportunity for the Fiscal Year 2022 competitive program.



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); and (3) the Port Infrastructure Development Program (\$2.25 billion); (4) and 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 operations and maintenance. Construction funding will be used for the construction of coastal ports, inland waterways, and other water infrastructure. Operations 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. Funds will be split between the General Services Administration and Customs and Border Protection.

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 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 the 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 Engine	\$4,000,000,000
Real Property Activities	General Services Administration	\$3,418,008,000
Inland Waterways Projects	Department of Defense – Army Corps of Engine	\$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 Engine	\$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 Engine	\$808,000,000
Reduction of Truck Emissions at Port Facilities	Department of Transportation	\$400,000,000
Land Port of Entry Modernization	U.S. Customs and Border Protection	\$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	U.S. Customs and Border Protection	\$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
Operations and Support	Department of Homeland Security	\$5,000,000
TOTAL - PORTS AND WATERWAYS		\$16,677,008,000



Corps of Engineers Operation and Maintenance

Federal Agency: Department of Defense – Army Corps of Engineers

Bureau or Account: Operation and Maintenance

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: 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 U.S. Army Corps of Engineers. 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.

Next Milestone: The Army Corps will be issuing multiple contract awards during Fiscal Year 2022



Real Property Activities

Federal Agency: General Services Administration

Bureau or Account: Federal Buildings Fund

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.

Next Milestone: TBD



Inland Waterways Projects

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

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

Period of Availability: Available until expended

Funding Mechanism: Direct Federal

New Program: No

Recipients: The Corps of Engineers 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

Next Milestone: The Army Corps will be issuing multiple contract awards during Fiscal Year 2022



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: Competitive 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, 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 loco- motives 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. 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.”

Next Milestone: The Department of Transportation expects to post a Notice of Funding Opportunity in February 2022.



Major Rehabilitation for Rivers and Harbors

Federal Agency: Department of Defense – Army Corps of Engineers

Bureau or Account: Construction

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

Next Milestone: The Corps of Engineers will be issuing multiple contract awards during Fiscal Year 2022



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.

Next Milestone: TBD



Mississippi River and Tributaries

Federal Agency: Department of Defense – Army Corps of Engineers

Bureau or Account: Mississippi River and Tributaries

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 Corps of Engineers 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

Next Milestone: The Army Corps will be issuing multiple contract awards during Fiscal Year 2022



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

Next Milestone: On hold, pending a full-year budget.



Land Port of Entry Modernization

Federal Agency: U.S. Customs and Border Protection

Bureau or Account: Office of Facilities and Asset Management

Funding amount: \$330,000,000

Period of Availability: 5 year

Funding Mechanism: Contract

New Program: No

Recipients: Small Businesses, Businesses (other than small businesses)

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

Eligible Uses: Operations and Support - supports the costs incurred for the day-to-day operation and maintenance of the organization, including, but not limited to, salaries, services, supplies, utilities, rent, travel, training, and transportation, as well as minor Procurement, Construction & Improvement projects.

Next Milestone: General Services Administration's project plan is due to Congress on February 13, 2022.



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

Federal Agency: Department of Homeland Security

Bureau or Account: Coast Guard/Procurement, Construction, and Improvements

Funding amount: \$158,000,000

Period of Availability: 5 year

Funding Mechanism:

New Program: No

Recipients: Coast Guard

Description: Supports major procurement, construction, and improvements shore facility infrastructure and housing construction, replacement, upgrade or improvement projects; construction and improvements to buoys and structures assisting navigation on Direct Federal/Contract for future year procurement, construction, and improvements facility projects.

Eligible Uses:

- 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.

Next Milestone: Detailed spend plan due to Congress on February 13, 2022.



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

Federal Agency: Department of Homeland Security

Bureau or Account: Coast Guard/Procurement, Construction, and Improvements

Funding amount: \$131,500,000

Period of Availability: 5 year

Funding Mechanism: Direct Federal/Contract

New Program: No

Recipients: Coast Guard

Description: Supports major procurement, construction, and improvements shore facility infrastructure and housing construction, replacement, upgrade or improvement projects; construction and improvements to buoys and structures assisting navigation on Federal waterways; and survey and design required for future year procurement, construction, and improvements facility projects.

Eligible Uses:

- 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
- Seward Fast Response Cutter Crew/Family Housing - \$13.5 million for 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

Next Milestone: Detailed spend plan due to Congress on February 13, 2022.



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

Federal Agency: Department of Homeland Security

Bureau or Account: Coast Guard/Procurement, Construction, and Improvements

Funding amount: \$120,000,000

Period of Availability: 5 year

Funding Mechanism: Direct Federal/Contract

New Program: No

Recipients: Coast Guard

Description: Supports major procurement, construction, and improvements shore facility infrastructure and housing construction, replacement, upgrade or improvement projects; construction and improvements to buoys and structures assisting navigation on Federal waterways; and survey and design required for Federal waterways; and survey and design required for future year procurement, construction, and improvements facility projects.

Eligible Uses: Construction and improvement of childcare development centers; locations and projects not specified in the bill.

Next Milestone: Detailed spend plan due to Congress on February 13, 2022.



Land Port of Entry Modernization

Federal Agency: U.S. Customs and Border Protection

Bureau or Account: Office of Facilities and Asset Management

Funding amount: \$100,000,000

Period of Availability: 5 year

Funding Mechanism: Contract

New Program: No

Recipients: Small Businesses, Businesses (other than small businesses)

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

Eligible Uses: Procurement, Construction and Improvements - provides funding for activities involving the procurement, construction, or improvement of an asset to the point the asset is placed into operation.

Next Milestone: Detailed spend plan due to Congress on February 13, 2022.



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: Competitive Grant

New Program: No

Recipients: Department of Transportation-designated Marine Highway projects

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

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.

Next Milestone: Department of Transportation expects to release a Notice of Funding Opportunity in mid-February 2022.



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

Federal Agency: Department of Homeland Security

Bureau or Account: Coast Guard/Procurement, Construction, and Improvements

Funding amount: \$19,500,000

Period of Availability: 5 year

Funding Mechanism: Direct Federal/Contract

New Program: No

Recipients: Coast Guard

Description: Supports major procurement, construction, and improvements shore facility infrastructure and housing construction, replacement, upgrade or improvement projects; construction and improvements to buoys and structures assisting navigation on Federal waterways; and survey and design required for future year procurement, construction, and improvements facility projects.

Eligible Uses:

- Ketchikan Maintenance Support - \$4 million for industrial facility improvements including 65-ton crane for fast response cutter engine change-outs and RB-M drydock services
- Station Port Angeles Covered Moorings - \$9.5 million to establish covered moorings to perform boat maintenance in Port Angeles, WA
- New London City Pier Improvements - \$6 million to support CGC EAGLE homeport shift from Fort Trumbull to New London, CT

Next Milestone: TBD



Operations and Support

Federal Agency: Department of Homeland Security
Bureau or Account: Coast Guard/Operations and Support

Funding amount: \$5,000,000

Period of Availability: 5 year

Funding Mechanism:

New Program: No

Recipients: Coast Guard

Description: Funds the Coast Guard's roles and responsibilities as the principal Federal agency in the maritime domain providing for the safety, security, and stewardship of U.S. resources for the Nation.

Eligible Uses: For personnel and administrative expenses necessary to execute infrastructure projects appropriated.

Next Milestone: TBD



Safety

Challenge: The United States has one of the highest traffic fatality rates in the industrialized world, double the rate in Canada and quadruple that in Europe. Even as people drove less because of the pandemic, an estimated 38,680 people died in motor vehicle crashes in 2020, of which an estimated 6,236 were people walking and 891 people were biking. Additionally, safety concerns remain across modes, from the risk of vehicle/train collisions at railroad grade crossings to aging natural gas pipelines throughout the country.

Solutions: The Bipartisan Infrastructure Law includes nearly \$38 billion to improve the safety of the United States transportation system by helping states and territories support a broad array of traffic safety priorities, including the safety of drivers and vulnerable road users, safety at railroad crossings, and replacement or repair of obsolete natural gas pipelines.

Funding Overview: Funding allocated to safety is divided into several categories **(1)** Highway Safety Improvement Program (\$15.6 billion); **(2)** Safety-Related Activities (\$17.5 million); **(3)** Safe Streets and Roads for All (\$5 billion⁹); **(4)** Federal Motor Carrier Safety Administration and National Highway Traffic Safety Administration (\$11.8 billion); **(5)** Pipeline and Hazardous Materials Safety Administration (\$1.2 billion); and **(6)** Rail Crossing Safety (\$4.2 billion).

Bipartisan Infrastructure Law reauthorizes the Federal Highway Administration's **Highway Safety Improvement Formula Program** and includes nearly \$4 billion over levels in the Fixing America's Surface Transportation Act.

Safe Streets and Roads for All is a new competitive discretionary grant program for local and Tribal "vision zero" plans and other improvements to reduce crashes and fatalities not only for drivers, but also for cyclists, pedestrians, and all other roadway users.

Bipartisan Infrastructure Law funding will provide a five-year reauthorization for the Federal Motor Carrier Safety Administration and the National Highway Traffic Safety Administration, which includes a plus up over Fixing America's Surface Transportation Act levels.

Pipeline and Hazardous Materials Safety Administration's funding includes a new **Pipeline Modernization Program** (\$1 billion) provides competitive grant funding for a municipality or community owned utility to repair, rehabilitate, or replace its natural gas distribution pipeline systems to reduce incidents and fatalities and to avoid economic losses.

⁹ \$5 billion is provided through the Bipartisan Infrastructure Law in advanced appropriations, an additional \$1 billion is authorized under Division B of the Bipartisan Infrastructure Law for a total program level of \$6 billion.



Lastly, the Bipartisan Infrastructure Law includes funding for rail crossing safety through the **Rail-Highway Grade Crossing Formula Program** (\$1.2 billion) to reduce the number and severity of incidents to motorists, bicyclists, and pedestrians at grade crossings, and the **Railroad Crossing Elimination Program** (\$3 billion¹⁰) for competitive grants to eliminate rail crossings, where feasible.

Getting Ready:

The Bipartisan Infrastructure Law creates a number of new discretionary grant programs like Safe Streets and Roads for All and provides additional funding for existing programs. State, regional, local, and Tribal governments are encouraged to engage with the Department about upcoming opportunities, the requirements associated with them, and the timeframes when application opportunities will occur.

The Bipartisan Infrastructure Law also updates Federal aid formula program requirements and eligibilities, and States should expect updated guidance from Federal Highway Administration, Federal Motor Carrier Safety Administration, and National Highway Traffic Safety Administration in the coming months.

¹⁰ \$3 billion is provided through the Bipartisan Infrastructure Law in advanced appropriations, an additional \$2.5 billion is authorized under Division B of the Bipartisan Infrastructure Law for a total program level of \$5.5 billion.



Program Name	Agency Name	Funding Amount
Highway Safety Improvement Program	Department of Transportation	\$15,557,499,996
Safe Streets and Roads for All	Department of Transportation	\$5,000,000,000
Railroad Crossing Elimination Grants	Department of Transportation	\$3,000,000,000
Motor Carrier Safety Assistance Program	Department of Transportation	\$2,432,500,000
Highway Safety Programs	Department of Transportation	\$1,992,000,000
Motor Carrier Safety Operations and Programs	Department of Transportation	\$1,925,000,000
National Priority Safety Programs	Department of Transportation	\$1,874,500,000
Railway-Highway Crossings Program	Department of Transportation	\$1,225,000,000
Natural Gas Distribution Infrastructure Safety and	Department of Transportation	\$1,000,000,000
Highway Safety Research & Development	Department of Transportation	\$970,000,000
Crash Data	Department of Transportation	\$750,000,000
Vehicle Safety and Behavioral Research	Department of Transportation	\$548,500,000
High Priority Activities Program	Department of Transportation	\$432,500,000
Wildlife Crossings Pilot Program	Department of Transportation	\$350,000,000
Commercial Driver's License Implementation Pro	Department of Transportation	\$297,500,000
High-Visibility Enforcement	Department of Transportation	\$201,600,000
Racial Profiling Data Collection Grants	Department of Transportation	\$57,500,000
National Driver Register	Department of Transportation	\$36,000,000
Commercial Motor Vehicle Enforcement Training	Department of Transportation	\$25,000,000
Safety-Related Activities (Set-aside)	Department of Transportation	\$17,500,000
Commercial Motor Vehicle Operators Grant Progr	Department of Transportation	\$16,500,000
TOTAL - SAFETY		\$37,709,099,996



Highway Safety Improvement Program

Federal Agency: Department of Transportation
Bureau or Account: Federal Highway Administration

Funding amount: \$15,557,499,996

Period of Availability: 4 year

Funding Mechanism: Formula Grant

New Program: No

Recipients: States (including District of Columbia)

Description: The Highway Safety Improvement Program provides States with critical safety funding that is used to save lives and prevent serious injuries on all public roads. The Highway Safety Improvement Program is based on a performance-driven process that identifies and analyzes highway safety problems and advances highway safety improvement projects that have the greatest potential to reduce fatalities and serious injuries.

Eligible Uses: Safety projects on all public roads.

Next Milestone: First round of funds (Fiscal Year 2022) was released to state transportation departments December 2021. Next round of funding (Fiscal Year 2023) to be released to state transportation departments October 2022.



Safe Streets and Roads for All

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 metropolitan planning organization; (B) a political subdivision of a State; (C) a federally recognized Tribal government; and (D) a multijurisdictional group of entities described in any of subparagraphs (A) through (C).

Description: The Office of the Secretary's Safe Streets and Roads for All Grant program provides supplemental funding to support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives.

Eligible Uses: The term “eligible project” means a project— (A) to develop a comprehensive safety action plan; (B) to conduct planning, design, and development activities for projects and strategies identified in a comprehensive safety action plan; or (C) to carry out projects and strategies identified in a comprehensive safety action plan.

Next Milestone: Applications are expected to open in May 2022.



Railroad Crossing Elimination Grants

Federal Agency: Department of Transportation
Bureau or Account: Federal Railroad Administration

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

Period of Availability: Available until expended

Funding Mechanism: Competitive Grant

New Program: Yes

Recipients: -A State, including the District of Columbia, Puerto Rico, and other United States territories and possessions.

-A political subdivision of a State.

-Federally recognized Indian Tribe.

-A unit of local government or a group of local governments.

-A public port authority.

-A metropolitan planning organization.

-A group of entities described above.

Description: To fund highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.

Eligible Uses: Eligible projects include: (1) a grade separation or closure, including through the use of a bridge, embankment, tunnel, or combination thereof; (2) track relocation; (3) the improvement or installation of protective devices, signals, signs, or other measures to improve safety, provided that such activities are related to a separation or relocation project described previously; (4) other means to improve the safety and mobility of people and goods at highway-rail grade crossings (including technological solutions); and (5) a group of related projects described previously that would collectively improve the mobility of people and goods. The planning, environmental review, and design of projects previously described are also eligible. an eligible project described in paragraphs (1) through (5).

Next Milestone: First round of funds (Fiscal Year 2022) was released December 2021. Next round of funding (Fiscal Year 2023) to be released October 2022.



Motor Carrier Safety Assistance Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Motor Carrier Safety Administration

Funding amount: \$2,432,500,000

Period of Availability: Year of award plus two years

Funding Mechanism: Formula Grant

New Program: No

Recipients: State Lead Motor Carrier Safety Assistance Program Agencies

Description: The Motor Carrier Safety Assistance Program is a Federal grant program that provides financial assistance to States to reduce the number and severity of crashes and hazardous materials incidents involving commercial motor vehicles. The goal of the Motor Carrier Safety Assistance Program is to reduce commercial motor vehicle-involved crashes, fatalities, and injuries through consistent, uniform, and effective commercial motor vehicle safety programs. The Motor Carrier Safety Assistance Program is Federal Motor Carrier Safety Administration's largest grant program that supports State and local law enforcement agencies to utilize over 12,000 enforcement officers to increase enforcement and safety activities nationwide.

Eligible Uses: To carry out the State's Commercial Motor Vehicle Safety Plan

Next Milestone: Estimated first round of funds released date in March 2022.



Highway Safety Programs

Federal Agency: Department of Transportation

Bureau or Account: National Highway Traffic Safety Administration

Funding amount: \$1,992,000,000

Period of Availability: 4 year

Funding Mechanism: Formula Grant

New Program: No

Recipients: States, the Secretary of Interior for the Indian tribes, the District of Columbia, Puerto Rico, American Samoa, Guam, Commonwealth of the Northern Mariana Islands, and the U.S. Virgin Islands.

Description: Section 402 funds are authorized by Congress and are available to the 50 States, the District of Columbia, Puerto Rico, the U. S. Territories and the Bureau of Indian Affairs. These funds are apportioned using statutory apportionment formula. These funds are provided to the State and Territorial Highway Safety Offices based on an approved highway safety plan that details problem identification, performance measures, countermeasures and projects using identified countermeasures to help reduce crashes, injuries and fatalities resulting from motor vehicle crashes.

Eligible Uses: To be specified in the implementing regulation

Next Milestone: Full year supplemental funding under Bipartisan Infrastructure Law and continuing resolution funds as Fixing America's Surface Transportation Act extension were released December 2021. Remaining Fiscal Year 2021 funds will be released upon Fiscal Year 2022 appropriation.



Motor Carrier Safety Operations and Programs

Federal Agency: Department of Transportation

Bureau or Account: Federal Motor Carrier Safety Administration

Funding amount: \$1,925,000,000

Period of Availability: Mixture of Available until expended and 4-year funding

Funding Mechanism: Administrative Expenses

New Program: No

Recipients: N/A

Description: The Operations and Programs account provides the necessary resources to support program and administrative activities to include salaries and benefits for motor carrier safety personnel.

Eligible Uses: Funding supports motor carrier safety and consumer enforcement, along with Federal safety enforcement at U.S. borders to ensure foreign-domiciled trucks entering the U.S. are in compliance with safety regulations. Resources are also provided to fund regulatory development and implementation, investment in research and technology with a focus on research regarding highly automated vehicles and related technology, and information technology and information management.

Next Milestone: TBD



National Priority Safety Programs

Federal Agency: Department of Transportation

Bureau or Account: National Highway Traffic Safety Administration

Funding amount: \$1,874,500,000

Period of Availability: 4 year

Funding Mechanism: Formula Grant

New Program: No

Recipients: States, the District of Columbia, Puerto Rico, American Samoa, Guam, Commonwealth of the Northern Mariana Islands, and the U.S. Virgin Islands for most grants.

Description: To encourage States to address national priorities for reducing highway deaths and injuries through occupant protection programs, state traffic safety information system improvements, impaired driving countermeasures, passage of effective laws to reduce distracted driving, implementation of motorcyclist safety programs, and non-motorist safety programs. Two new grant programs were introduced to improve roadside safety and driver and officer safety grants.

Eligible Uses: To specified in the implementing regulation

Next Milestone: Full year supplemental funding under Bipartisan Infrastructure Law and continuing resolution funds as Fixing America's Surface Transportation Act extension were released December 2021. Remaining Fiscal Year 2021 funds will be released upon Fiscal Year 2022 appropriation.



Railway-Highway Crossings Program

Federal Agency: Department of Transportation
Bureau or Account: Federal Highway Administration

Funding amount: \$1,225,000,000

Period of Availability: 4 year

Funding Mechanism: Formula Grant

New Program: No

Recipients: States (including District of Columbia)

Description: The Railway-Highway Crossings program supports projects with the goal of reducing the number of fatalities, injuries, and crashes at public railway-highway grade crossings.

Eligible Uses: Railway-highway crossing projects

Next Milestone: First round of funds (Fiscal Year 2022) was released December 2021. Next round of funding (Fiscal Year 2023) to be released October 2022.



Natural Gas Distribution Infrastructure Safety and Modernization Grants

Federal Agency: Department of Transportation

Bureau or Account: Pipeline and Hazardous Materials Safety Administration

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

Period of Availability: 11 Year

Funding Mechanism: Competitive Grant

New Program: Yes

Recipients: Municipal or community-owned utilities (Not-for-Profit)

Description: Grant funds will be made available to municipalities or community owned utilities (not including for-profit entities) to repair, rehabilitate, or replace natural gas distribution pipeline systems or portions thereof or to acquire equipment to reduce incidents and fatalities, and to avoid economic loss.

Eligible Uses: Cost to repair, rehabilitate, or replace natural gas distribution pipeline systems or portions thereof or to acquire equipment to reduce incidents and fatalities, and to avoid economic loss.

Next Milestone: TBD



Highway Safety Research & Development

Federal Agency: Department of Transportation

Bureau or Account: National Highway Traffic Safety Administration

Funding amount: \$970,000,000

Period of Availability: 4 year

Funding Mechanism: Grants, Cooperative Agreements, Contracts

New Program: No

Recipients: States, Counties, Cities / Townships, Special Districts, Tribal Governments (federally recognized), Tribal Governments (other than federally recognized), Independent School Districts, Public Higher-Ed Institutions, Private Higher-Ed Institutions, Nonprofits with 501(c)(3) status, Nonprofits - without 501(c)(3) status, Small Businesses, Businesses (other than small businesses), and / or Individuals

Description: Research and development activities with respect to (1) highway and traffic safety systems and conditions, (2) human behavioral factors and their effect on highway and traffic safety, (3) evaluation of the effectiveness of countermeasures to increase highway and traffic safety, (4) development of technologies to detect drug impaired drivers, (5) driver education programs, State laws on highway and traffic safety; Cooperative research and evaluation to research and evaluate priority highway safety countermeasures; Collaborative research on in-vehicle technology to prevent alcohol-impaired driving; Education campaign to reduce incidence of vehicular heatstroke of children; Grant program to develop and implement State processes for informing consumers of recalls; and Evaluation of innovative highway safety countermeasures.

Eligible Uses: TBD via Notice of Funding Opportunity

Next Milestone: Cooperative Grant for research on technologies for alcohol detection to prevent impaired driving via the Driver Alcohol Detection System for Safety in Fiscal Year 2022.

Continuing funding for cooperative agreement with National Safety Council's Road to Zero programs to support innovative and cross-cutting safety projects using the safe system approach in Fiscal Year 2022.



Crash Data

Federal Agency: Department of Transportation

Bureau or Account: National Highway Traffic Safety Administration

Funding amount: \$750,000,000

Period of Availability: 4 year

Funding Mechanism: Competitive Grants and Contracts

New Program: Yes

Recipients: Grants: States, U.S. Territories, and Secretary of the Interior (for Indian Tribes)

Description: Funding will be used pursuant to Bipartisan Infrastructure Law §24108 to improve crash data collections and analysis, specifically: to revise non-motorist data collection to distinguish individual personal conveyances like electric scooters and bicycles, update the Model Minimum Uniform Crash Criteria, collect additional data elements related to vulnerable road users, coordinate with Centers for Disease Control and Prevention on national database of pedestrian injuries & fatalities, increase participation in the Electronic Data Transfer protocol via new State grant program and internal investment, and expand the Crash Investigation Sampling System by adding sites, broadening scope, and adopting on-scene investigation protocols

Eligible Uses: Funding will be used pursuant to Bipartisan Infrastructure Law §24108 to improve crash data collections and analysis, specifically: to revise non-motorist data collection to distinguish individual personal conveyances like electric scooters and bicycles, update the Model Minimum Uniform Crash Criteria, collect additional data elements related to vulnerable road users, coordinate with Centers for Disease Control and Prevention on national database of ped injuries & fatalities, increase participation in Electronic Data Transfer protocol via new State grant program and internal investment, and expand the Crash Investigation Sampling System by adding sites, broadening scope, and adopting on-scene investigation protocols

Next Milestone: Begin collection of new personal conveyance data elements January 2022; Form interagency team to address pedestrian injury and fatality database project January 2022.



Vehicle Safety and Behavioral Research

Federal Agency: Department of Transportation

Bureau or Account: National Highway Traffic Safety Administration

Funding amount: \$548,500,000

Period of Availability: 4 year

Funding Mechanism: Grants, Cooperative Agreements, or Contracts

New Program: No

Recipients: States, Counties, Cities / Townships, Special Districts, Tribal Governments (federally recognized), Tribal Governments (other than federally recognized), Independent School Districts, Public Higher-Ed Institutions, Private Higher-Ed Institutions, Nonprofits with 501(c)(3) status, Nonprofits - without 501(c)(3) status, Small Businesses, Businesses (other than small businesses), and / or Individuals

Description: To provide supplemental funding to accelerate vehicle and behavioral safety research.

Eligible Uses: Vehicle and behavioral safety

Next Milestone: Establish cooperative agreements with stakeholder agencies beginning in June 2022.



High Priority Activities Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Motor Carrier Safety Administration

Funding amount: \$432,500,000

Period of Availability: Mixture of available until expended and 4-year funding

Funding Mechanism: Grant and Cooperative Agreement

New Program: No

Recipients: States, local governments, federally recognized Indian tribes, other political jurisdictions as necessary, and any person

Description: The High Priority Activities grant program is a discretionary (competitive) grant program designed to provide Federal financial assistance to enhance states' commercial vehicle safety plan activities, including commercial vehicle inspections, traffic enforcement, and outreach while supporting innovative technology development and/or new project(s) not included in the commercial vehicle safety plan that will have a positive impact on commercial vehicle safety. Other applicants, such as academia and safety associations are also eligible for these grants that improve safety. Overall this grant supports safety programs and innovative technology deployment with a goal of increasing efficiency improvements in exchanging commercial vehicle safety data.

Eligible Uses: The grant program provides financial assistance to carry out activities and projects that augment motor carrier safety which include: supporting participation in performance and registration information systems management; conducting safety data improvement projects; increasing public awareness and education on commercial vehicle safety; targeting unsafe driving in areas identified as high risk crash corridors; improving the safe and secure movement of hazardous materials; improving safe transportation of goods and persons in foreign commerce; demonstrating new technologies to improve commercial vehicle safety; and otherwise improving safety and compliance with commercial vehicle safety regulations ; and to support and maintain commercial safety information systems and networks.

Next Milestone: The Federal Motor Carrier Safety Administration will issue a Notice of Funding Opportunity for this program in February 2022.



Wildlife Crossings Pilot Program

Federal Agency: Department of Transportation
Bureau or Account: Federal Highway Administration

Funding amount: \$350,000,000

Period of Availability: 4 year

Funding Mechanism: Grant

New Program: Yes

Recipients: State highway agency (or equivalent), Metropolitan Planning Organizations, Local government, Regional transportation authority, Special purpose district or public authority with a transportation function, Indian Tribe, Federal land management agency

Description: The Wildlife Crossings Pilot program will support projects that seek to reduce the number of wildlife-vehicle collisions, and in carrying out that purpose, improve habitat connectivity

Eligible Uses: Projects to reduce wildlife-vehicle collisions

Next Milestone: TBD



Commercial Driver's License Implementation Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Motor Carrier Safety Administration

Funding amount: \$297,500,000

Period of Availability: Mixture of available until expended and 4 year funding

Funding Mechanism: Grant and Cooperative Agreement

New Program: No

Recipients: A State agency, local government, or any person

Description: This discretionary grant seeks to improve highway safety by supporting Commercial Driver's License Programs on a State and National level. The funding assists grant partners in achieving compliance with the commercial driver's license regulations in 49 CFR Parts 383 and 384 by providing funding directly to States and other entities capable of executing National projects to aid States in their compliance efforts.

Eligible Uses: To assist the State in complying with the requirements of section 31311; to improve the State's implementation of its commercial driver's license program; research, development and testing, demonstration projects, public education, and other special activities and projects relating to commercial drivers licensing and motor vehicle safety

Next Milestone: Review & evaluate grant proposals and award funding in July 2022



High-Visibility Enforcement

Federal Agency: Department of Transportation

Bureau or Account: National Highway Traffic Safety Administration

Funding amount: \$201,600,000

Period of Availability: 4 year

Funding Mechanism: Contract

New Program: No

Recipients: Businesses (other than small businesses) and Nonprofits with 501(c)(3)

Description: To carry out national traffic safety campaigns to reduce alcohol-impaired or drug-impaired driving and to increase the use of seatbelts.

Eligible Uses: N/A

Next Milestone: April 2022, Distracted Driving; May 2022, Click It or Ticket; July and August 2022, Impaired Driving.



Racial Profiling Data Collection Grants

Federal Agency: Department of Transportation

Bureau or Account: National Highway Traffic Safety Administration

Funding amount: \$57,500,000

Period of Availability: 4 year

Funding Mechanism: Formula Grant

New Program: No

Recipients: States, the District of Columbia, Puerto Rico, American Samoa, Guam, Commonwealth of the Northern Mariana Islands, and the U.S. Virgin Islands for most grants.

Description: To encourage States to collect and make publicly available data on the race and ethnicity of drivers during law enforcement stops on public roadways.

Eligible Uses: To specified in the implementing regulation

Next Milestone: Funds released upon Fiscal Year 2022 appropriation.



National Driver Register

Federal Agency: Department of Transportation

Bureau or Account: National Highway Traffic Safety Administration

Funding amount: \$36,000,000

Period of Availability: 4 year

Funding Mechanism: Notice of Funding Opportunity and Competitive Contracts

New Program: No

Recipients: Businesses (other than small businesses) and Nonprofits with 501(c)(3)

Description: The National Driver Register maintains the Problem Driver Pointer System, a computerized database containing information on individuals whose privilege to operate a motor vehicle has been revoked, suspended, canceled or denied or who have been convicted of serious traffic-related offenses.

Eligible Uses: The purpose is to cover the National Driver Register and Problem Driver Pointer System operational costs.

Next Milestone: Continued operations of the National Driver Register and Problem Driver Pointer System in Fiscal Year 2022.



Commercial Motor Vehicle Enforcement Training & Support Grant Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Motor Carrier Safety Administration

Funding amount: \$25,000,000

Period of Availability: Available until expended

Funding Mechanism: Grant and Cooperative Agreement

New Program: Yes

Recipients: Non-profit organization with expertise in conducting training for non-Feds and the ability to reach and involve a target population of commercial motor vehicle safety enforcement employees

Description: The purpose of this new discretionary grant is to train non-Feds who conduct commercial motor vehicle enforcement activities and to develop related training materials.

Eligible Uses: The purpose is to train non-Feds who conduct commercial motor vehicle enforcement activities and to develop related training materials.

Next Milestone: A Notice of Funding Opportunity for the program will be released in February 2022.



Safety-Related Activities
(Set-aside)

Federal Agency: Department of Transportation
Bureau or Account: Federal Highway Administration

Funding amount: \$17,500,000

Period of Availability: 4 year

Funding Mechanism: Competitive Grant

New Program: No

Recipients: States (including District of Columbia)

Description: This set-aside is for transportation safety outreach, training, and education.

Eligible Uses: Eligible activities includes: Operation Lifesaver, the Public Road Safety Clearinghouse, Work Zone Safety Grants, the National Work Zone Safety Information Clearinghouse, and guardrail training

Next Milestone: TBD



Commercial Motor Vehicle Operators Grant Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Motor Carrier Safety Administration

Funding amount: \$16,500,000

Period of Availability: Mixture of available until expended and 4-year funding

Funding Mechanism: Competitive Grant

New Program: No

Recipients: An entity that can train individuals in the safe operation of commercial motor vehicles

Description: The Commercial Motor Vehicle Operator Safety Training grant program awards grants to a variety of educational institutions that provide commercial truck and bus driving training, including accredited public or private colleges, universities, vocational-technical schools, post-secondary educational institutions, truck driver training schools, associations, and state and local governments, including federally recognized Native American Tribal governments.

Eligible Uses: The purpose of this discretionary grant program is to train individuals in the safe operation of commercial motor vehicles and prioritize grant applications for programs to train former members of the armed forces and eligible family members.

Next Milestone: The agency will issue a Notice of Funding Opportunity in February 2022.



Electric Vehicles, Buses and Ferries

Challenge: Building a network of electric vehicle chargers and supporting the transition to electrification across all types of vehicles is critical to reduce emissions and help to combat the climate crisis. U.S. market share of plug-in electric vehicle sales is only one-third the size of the Chinese electric vehicle market.

Solutions: The Bipartisan Infrastructure Law includes a \$7.5 billion investment in electric vehicle charging to help build out a national network of 500,000 electric vehicle chargers. This investment will make electric vehicles accessible to all Americans, create good-paying jobs across the country, and ensure a convenient, reliable, affordable, and equitable charging experience for all users. The Bipartisan Infrastructure Law provides funding for deployment of electric vehicle chargers along highway corridors to facilitate long-distance travel and within communities to provide convenient charging where people live, work, and shop.

In addition, there are investments from the Bipartisan Infrastructure Law for specific vehicles to transition to electric- school buses, transit buses and even passenger ferries to reduce emissions for their riders including children and low-income families that bear the greatest burdens of pollution while trying to meet their mobility needs.

Funding Overview: This funding falls into five major programs (1) National Electric Vehicle Infrastructure Formula Program (\$5 billion) (2) National Electric Vehicle Infrastructure Grant Program (\$2.5 billion), (3) Clean School Bus Program (\$5 billion), (4) Low- and No-Emission transit bus Program (\$5.6 billion) and (5) Electric or Low Emitting Ferry Program (\$250 million) for a total of over \$18 billion in investments to reduce emissions through the electrification of vehicles.

The **National Electric Vehicle Charging Formula Program (\$5 billion) and Grant Program (\$2.5 billion)** provides a total of \$7.5 billion to states to procure and install electric vehicle chargers, with the goal of building a national network of electric vehicle chargers and to support charging in communities where people live, work, and shop. The Formula Program targets charging along corridors and Interstates whereas the Grant Program will invest in communities to support innovative approaches that ensure charger deployment reaches rural, disadvantaged, and other hard-to-reach communities. Funding amounts by State for the \$5 billion investment can be found in the Department of Transportation's state-by-state fact sheets [here](#).

New funding will also go to improve transit and school buses. The **Clean School Bus Program, Low- and No-Emission Transit Bus Program, and Electric or Low Emitting Ferry Grant Program** support transitioning buses and ferries to zero-emission alternatives. These programs will support innovation in new types of vehicles that reduce pollution in communities and for children and passengers.



In addition, the Bipartisan Infrastructure Law creates the Joint Office of Energy and Transportation, which will provide within technical assistance to support the efficient and equitable deployment of electric vehicle Charging and other related programs. This office will be a key resource for local communities.

Getting Ready:

- Identify a staff lead on electric vehicle charging to provide guidance, share lessons learned, and coordinate with state and federal staff.
- Connect with State Departments of Transportation who will receive the Formula Program funds and other electric vehicle planning entities like the State Departments of Energy or Environment. Work with them to identify current and potential Alternative Fuel Corridors in and near your community.
- Reach out to school districts and transit agencies to ensure they are preparing for upcoming funding opportunities and know where to go for technical assistance.
- Stay tuned for more information from the Joint Office of Energy and Transportation and the technical assistance and capacity building they will provide.
- Learn more about the technologies, case studies, and lessons learned on the Alternative Fuels Data Center (afdc.energy.gov).
- Watch for upcoming funding opportunities from Environmental Protection Agency, Department of Energy, and Department of Transportation for competitive grants funded through the Bipartisan Infrastructure Law investments.
- Watch for Federal Highway Administration formula program guidance and apportionment tables in February.

Existing Resources:

- Read this [Department of Transportation Report](#) on charging infrastructure.
- Check out the Department of Energy's [Alternative Fuels Data Center](#).
- Read more on the Environmental Protection Agency's [Clean School Bus Program](#) and the Department of Transportation [Low or No Emission Vehicle Program](#).



Program Name	Agency Name	Funding Amount
National Electric Vehicle Infrastructure Formula Program	Department of Transportation	\$5,000,000,000
Charging and Fueling Infrastructure Grants (Community Charging)	Department of Transportation	\$1,250,000,000
Charging & Fueling Infrastructure Grants (Corridor Charging)	Department of Transportation	\$1,250,000,000
Low or No Emission (Bus) Grants	Department of Transportation	\$5,624,550,890
Clean School Bus Program	Environmental Protection Agency	\$5,000,000,000
Electric or Low-Emitting Ferry Program	Department of Transportation	\$250,000,000
Electric Drive Vehicle Battery Recycling And 2nd Life Apps	Department of Energy	\$200,000,000
Low or No Emission Vehicle Component Assessment Program	Department of Transportation	\$26,169,974
TOTAL - ELECTRIC VEHICLES, BUSES AND FERRIES		\$18,600,720,864



National Electric Vehicle Infrastructure Formula Program

Federal Agency: Department of Transportation
Bureau or Account: Federal Highway Administration

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

Period of Availability: Available until expended

Funding Mechanism: Formula Grant

New Program: Yes

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

Description: Strategically deploy electric vehicle charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability. Sets aside 10 percent of funding for discretionary grants to State and local governments that require additional assistance to strategically deploy electric vehicle charging infrastructure

Eligible Uses: The acquisition and installation of electric vehicle charging infrastructure to serve as a catalyst for the deployment of such infrastructure and to connect it to a network to facilitate data collection, access, and reliability; proper operation and maintenance of electric vehicle charging infrastructure; data sharing about electric vehicle charging infrastructure to ensure the long-term success of investments.

Next Milestone: Federal Highway Administration will publish program guidance within 90 days of enactment (February 13, 2022). Federal Highway Administration will publish a Notice of Funding Opportunity in 2022.



Charging and Fueling Infrastructure Grants (Community Charging)

Federal Agency: Department of Transportation
Bureau or Account: Federal Highway Administration

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

Period of Availability: 4 year

Funding Mechanism: Competitive Grant

New Program: Yes

Recipients: State or political subdivision of a State, Metropolitan Planning Organization, Local government, Special purpose district or public authority with a transportation function, Indian Tribe, Territory

Description: Program funds will be made available each fiscal year for Community Grants, to install electric vehicle charging and alternative fuel in locations on public roads, schools, parks, and in publicly accessible parking facilities. These grants will be prioritized for rural areas, low-and moderate-income neighborhoods, and communities with low ratios of private parking, or high ratios of multiunit dwellings.

Eligible Uses: Acquisition and installation of publicly accessible electric vehicle charging or alternative fueling infrastructure, operating assistance (for the first 5 years after installation), acquisition and installation of traffic control devices

Next Milestone: Federal Highway Administration will publish a Notice of Funding Opportunity in 2022.



Charging & Fueling Infrastructure Grants (Corridor Charging)

Federal Agency: Department of Transportation
Bureau or Account: Federal Highway Administration

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

Period of Availability: 4 year

Funding Mechanism: Competitive Grant

New Program: Yes

Recipients: State or political subdivision of a State, Metropolitan Planning Organizations, Local government, Special purpose district or public authority with a transportation function, Indian Tribe, Territory

Description: Deploy electric vehicle charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors and in communities.

Eligible Uses: Acquisition and installation of publicly accessible electric vehicle charging or alternative fueling infrastructure, operating assistance (for the first 5 years after installation), acquisition and installation of traffic control devices

Next Milestone: Federal Highway Administration will publish a Notice of Funding Opportunity in 2022.



Low or No Emission (Bus) Grants

Federal Agency: Department of Transportation
Bureau or Account: Federal Transit Administration

Funding amount: \$5,624,550,890

Period of Availability: Year of Allocation plus 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. Provides capital funding for low or no emissions bus projects.

Eligible Uses: Capital

Next Milestone: Notice of Funding Opportunity expected the first quarter of 2022



Clean School Bus Program

Federal Agency: Environmental Protection Agency
Bureau or Account: State and Tribal Assistance Grants

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

Period of Availability: Available until expended

Funding Mechanism: Grant, Rebate and Contract

New Program: Yes

Recipients: Local or State Governmental Entities;
An Eligible Contractor; A Nonprofit School Transportation Association; Or an Indian Tribe

Description: State or local governments, eligible contractors, and nonprofit school transportation associations are authorized to receive grant funds. Fifty percent of the funds are authorized for zero-emission school buses, and 50 percent of the funds are authorized for alternative fuels and zero-emission school buses. Funds may be prioritized for rural or low-income communities and entities that have matching funds available. The Environmental Protection Agency Administrator is authorized to provide funds to cover up to 100 percent of the costs for the replacement of the bus.

Eligible Uses: State or local governments, eligible contractors, and nonprofit school transportation associations are authorized to receive grant funds. Fifty percent of the funds are authorized for zero-emission school buses, and 50 percent of the funds are authorized for alternative fuels and zero-emission school buses. Funds may be prioritized for rural or low-income communities and entities that have matching funds available. The Environmental Protection Agency Administrator is authorized to provide funds to cover up to 100 percent of the costs for the replacement of the bus.

Next Milestone: Applications for funding will be made available [here](#) later this spring.



Electric or Low-Emitting Ferry Program

Federal Agency: Department of Transportation
Bureau or Account: Federal Transit Administration

Funding amount: \$250,000,000¹¹

Period of Availability: To be determined

Funding Mechanism: Competitive Grant

New Program: Yes

Recipients: TBD

Description: The Bipartisan Infrastructure Law, establishes an Electric or Low-Emitting Ferry Pilot Program that makes federal funding available to support the transition of passenger ferries to low or zero emission technologies.

Eligible Uses: Capital

Next Milestone: A Notice of Funding Opportunity is expected in the spring of 2022.

¹¹ \$250.0 million is provided through the Bipartisan Infrastructure Law in advance appropriations, and an additional \$250 million is authorized, *subject to appropriation*, in Division C for a total program level of \$500.0 million over five years.



Electric Drive Vehicle Battery Recycling And 2nd Life Apps

Federal Agency: Department of Energy

Bureau or Account: Energy Efficiency and Renewable Energy

Funding amount: \$200,000,000

Period of Availability: Available until expended

Funding Mechanism: Cooperative Agreement

New Program: Yes

Recipients: (1)Institutions of higher education.

(2)National Laboratories.

(3)Nonprofit and for-profit private entities.

(4)State and local governments.

(5)Consortia of entities described in paragraphs (1) through (4)

Description: To expand an existing program at Department of Energy for research, development, and demonstration of electric vehicle battery recycling and second-life applications for vehicle batteries.

Eligible Uses: (i) To conduct research, development, testing, evaluation of solutions to increase the rate and productivity of electric drive vehicle battery recycling; and (ii) for research, development, and demonstration projects to create innovative and practical approaches to increase the recycling and second-use of electric drive vehicle batteries.

Next Milestone: Estimated application opening in the first quarter of 2022.



Low or No Emission Vehicle Component Assessment Program

Federal Agency: Department of Transportation
Bureau or Account: Federal Transit Administration

Funding amount: \$26,169,974

Period of Availability: To be determined.

Funding Mechanism: Cooperative agreement, contract, grant

New Program: No

Recipients: Qualified "institutions of higher education"

Description: The Federal Transit Administration will provide funds to two qualified institutions of higher education to conduct testing, evaluation, and analysis of low or no emission components intended for use in low- and zero emission buses used to provide public transportation. The Low and No-Emission Component Assessment Program is intended to test items that are separately installed in and removable from a low or no emission transit bus.

Eligible Uses: To conduct testing, evaluation, and analysis of low or no emission vehicle and to conduct testing, evaluation, and analysis of low or no emission. Vehicle components, and new and emerging technology components, intended for use in low or no emission vehicles; and to conduct directed technology research, as well as operations, maintenance, testing, and evaluation.

Next Milestone: Funding allocations to be announced in Spring 2022.