OFFICE OF THE SECRETARY

Nationally Significant Multimodal Freight and Highway Projects (INFRA)

2022	2023	2024	2025	2026	Total	
$1.640	$1.640	$1.640	$1.540	$1.540	$8.000	Guaranteed
$1.000	$1.100	$1.200	$1.300	$1.400	$6.000	Subject to Future Appropriations
$2.640	$2.740	$2.840	$2.840	$2.940	$14.000	Total Potential Funding

- ELIGIBLE ENTITIES - State or a group of States, MPO that serves an urbanized area with a population of more than 200,000 individuals, unit of local government or a group of local governments, a political subdivision of a State or local government, a special purpose district or public authority with a transportation function, including a port authority, a Federal land management agency that applies jointly with a State or group of States, a tribal government or a consortium of tribal governments, a multistate corridor group, a multistate or multijurisdictional group of entities described previously.
- PROJECTS - A highway freight project carried out on the National Highway Freight Network, a highway or bridge project carried out on the National Highway System, a freight project that is—*(I) a freight intermodal or freight rail project; or (II) within the boundaries of a public or private freight rail, water (including ports), or intermodal facility and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility*, or a railway-highway grade crossing or grade separation project; and a wildlife crossing project, a surface transportation infrastructure project that is located within the boundaries of or functionally connected to an international border crossing area in the United States, a project for a marine highway corridor designated by the Secretary, a highway, bridge, or freight project carried out on the National Multimodal Freight Network.
- Not less than 15% is set aside for small projects which are grants of at least $5M. 30% of the 15% is reserved for rural areas.
- Adds "a project to replace or rehabilitate a culvert, or to reduce stormwater runoff for the purpose of improving habitat for aquatic species" as a new eligible project cost.
- Additional considerations for the Secretary in making a grant: the *enhancement of freight resilience to natural hazards or disasters, including high winds, heavy snowfall, flooding, rockslides, mudslides, wildfire, wildlife crossing onto the roadway, or steep grades; whether the project will improve the shared transportation corridor of a multistate corridor organization, if applicable;* ***and prioritizing projects located in States in which neither the State nor an eligible entity in that State has been awarded a grant under this section****.*
- If there is left over funding in the program, the Secretary shall use the funds to make awards to small projects.
- 60% federal share is continued. 80% federal share for small projects is new. Federal share for projects in states with low population density (not more than 80 persons per square mile of land area) can use the benefits of 23USC Section 120 which allows for a federal share higher than 80% (aka sliding scale).
- The time between when a recipient is selected and the date when a grant agreement is signed, the grant recipient may spend non-federal funds on the project and those funds may be credited to the non-federal share of the grant with approval of the Secretary.
- There is established a $150m/year State Incentives Pilot Program that gives priority to applicants that offer a greater non-federal share relative to other applicants in the program. Project sponsor must offer to provide at least a 50% match to get into the pilot program. Funds from a secured loan may be used to satisfy the non-federal share. 10% of the program funds each year are reserved for small projects. 25% of the program funds each year are reserved for rural projects.

Local and Regional Project Assistance (RAISE/BUILD/TIGER)

2022	2023	2024	2025	2026	Total	
$1.500	$1.500	$1.500	$1.500	$1.500	$7.500	Guaranteed
$1.500	$1.500	$1.500	$1.500	$1.500	$7.500	Subject to Future Appropriations
$3.000	$3.000	$3.000	$3.000	$3.000	$15.000	Total Potential Funding

- ELIGIBLE ENTITIES - A State, territory, unit of local government, a public agency or publicly chartered authority established by 1 or more States, a special purpose district or public authority with a transportation function, including a port authority, a federally recognized Indian Tribe or a consortium of such Indian Tribes, a transit agency, and a multi-State or multijurisdictional group of entities previously listed.
- PROJECTS - A highway or bridge project, transit project, a passenger rail or freight rail transportation project, a port infrastructure investment, including — inland port infrastructure; and a land port-of-entry, the surface transportation

components of an airport project, 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.

- Minimum grant in an urbanized area - $5M
- Minimum grant in a rural area - $1M
- Grants are capped at $25M
- NOFO must be published not later than 60 days after the funds are made available. Applications must be sent to the Secretary within 90 days of the published NOFO.
- Secretary shall evaluate applications to the extent the project – improves safety, improves environmental sustainability, improves the quality of life of rural areas or urbanized areas, increases economic competitiveness and opportunity, including increasing tourism opportunities; contributes to a state of good repair; and improves mobility and community connectivity.
- Awards shall be made no later than 270 days after the funds become available.
- The Federal share is 80% but may be higher at the Secretary's discretion in rural areas or areas of persistent poverty.
- Not more than 50% of the funds are allocated to rural areas.
- Not more than 50% of the funds are allocated to urbanized areas.
- Not less than 1% of the total amount made available shall be awarded for projects in historically disadvantaged communities or areas of persistent poverty.
- Not less than 5% of the annual amounts shall be made available for the planning, preparation, or design of eligible projects.
- The Secretary shall take into consideration geographical and modal diversity when making awards.

NEW National Infrastructure Project Assistance

2022	2023	2024	2025	2026	Total	
$1.000	$1.000	$1.000	$1.000	$1.000	$5.000	Guaranteed
$2.000	$2.000	$2.000	$2.000	$2.000	$10.000	Subject to Future Appropriations
$3.000	$3.000	$3.000	$3.000	$3.000	$15.000	Total Potential Funding

- ELIGIBLE ENTITIES – State or group of States, MPO, unit of local government, political subdivision of a State, special purpose district or public authority, Indian tribe; partnership between Amtrak and 1 or more of the previously listed, or a group of any of the previously listed.
- PROJECTS – A Highway, bridge, intermodal freight (including public ports) or freight rail project that provides a public benefit, transit, intercity passenger rail, or a group of any of the previously listed projects.
    - Must have eligible project costs reasonably anticipated to equal or exceed $500M unless it is a smaller project under the set-aside.
    - 50% of the funds are set-aside for projects that cost between $100M and $500M.
- Eligible projects costs include development phase activities, construction, acquisition of real property and other activities.
- Grant may be awarded to single-year or multi-year agreements.
- The Secretary may only provide a full grant in a single year if all reviews required under NEPA with respect to the applicable project have been completed before the receipt of any program funds.
- Applications must include a plan for data collection and analysis on the projects impact and accuracy of any forecast prepared during the development phase. Further information should be included in the NOFO.
- The Secretary shall ensure geographical distribution and a balance between rural and urban areas.
- A grant may not exceed 60% of cost, but other Federal funds may be used for a maximum 80% Federal assistance.
- The Secretary will assign a rating to each project. In awarding grants, the Secretary shall give priority to projects to which the Secretary has assigned a rating of "highly recommended."
- 90 days after enactment, the Secretary is required to publish a notice that explains the rating system that will be used to evaluate applications.
- Congress can take legislative action to disapprove funding for a project.

NEW National Culvert Removal, Replacement, and Restoration Grant Program

2022	2023	2024	2025	2026	Total	
$0.200	$0.200	$0.200	$0.200	$0.200	$1.000	Guaranteed
$0.800	$0.800	$0.800	$0.800	$0.800	$4.000	Subject to Future Appropriations
$1.000	$1.000	$1.000	$1.000	$1.000	$5.000	Total Potential Funding

- ELIGIBLE ENTITIES – State, unit of local government, Indian tribe.
- PROJECTS – A project for the replacement, removal, and repair of culverts or weirs that— would meaningfully improve or restore fish passage for anadromous fish; and with respect to weirs, may include— infrastructure to facilitate fish passage around or over the weir; weir improvements.
- Priority shall be given to projects that would improve fish passage for— anadromous fish stocks listed as an endangered species or a threatened species, anadromous fish stocks identified that could reasonably become listed as an endangered species or a threatened species, anadromous fish stocks identified as prey for endangered species, threatened species, or protected species, including Southern resident orcas, or anadromous fish stocks identified as climate resilient stocks, and projects that would open up more than 200 meters of upstream habitat before the end of the natural habitat.
- Federal share is 80%.

NEW Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program

2022	2023	2024	2025	2026	Total	
$0.100	$0.100	$0.100	$0.100	$0.100	$0.500	Guaranteed
$0.100	$0.100	$0.100	$0.100	$0.100	$0.500	Subject to Future Appropriations
$0.200	$0.200	$0.200	$0.200	$0.200	$1.000	Total Potential Funding

- ELIGIBLE ENTITIES – State, a political subdivision of a State, a Tribal government, a public transit agency or authority, a public toll authority, MPO, and a group of 2 or more eligible entities previously listed applying through a single lead applicant.
- PROJECTS – Grants may be used to carry out one or more of the following – coordinated automation, connected vehicles, intelligent sensor-based infrastructure, systems integration, commerce delivery and logistics, leveraging the use of innovative aviation technology, smart grid, and smart technology traffic signals.
- Grants may be used for development phase activities including preliminary engineering and design work, and construction phase activities.
- Grants may not be used for traffic or parking enforcement, costs of preparing an application, or to purchase or lease a license plate reader.

NEW Safe Streets and Roads for All Grants

2022	2023	2024	2025	2026	Total	
$1.000	$1.000	$1.000	$1.000	$1.000	$5.000	Guaranteed
$0.200	$0.200	$0.200	$0.200	$0.200	$1.000	Subject to Future Appropriations
$1.200	$1.200	$1.200	$1.200	$1.200	$6.000	Total Potential Funding

- ELIGIBLE ENTITIES – MPOs, a political subdivision of a State, a federally recognized Tribal government, and multijurisdictional group of entities previously listed.
- PROJECTS – A project to develop a comprehensive safety action plan, to conduct planning, design, and development activities for projects and strategies identified in a comprehensive safety action plan, or to carry out projects and strategies identified in a comprehensive safety action plan. The grants support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as ‘‘Vision Zero’’ or ‘‘Toward Zero Deaths’’ initiatives.
- No more than 15% of the funding may be awarded in a single state.
- Not less than 40% of the funds shall be awarded to develop a comprehensive safety action plan.
- The Secretary has 180 days from when funds are made available to solicit applications.
- The Federal share is 80%.
- Recipients have 5 years to spend the grant.

FEDERAL HIGHWAY ADMINISTRATION

***NEW* Bridge Investment Program**

2022	2023	2024	2025	2026	Total	
$2.447	$2.487	$2.497	$2.522	$2.547	$12.500	Guaranteed
$0.600	$0.640	$0.650	$0.675	$0.700	$3.265	Subject to Future Appropriations
$3.047	$3.127	$3.147	$3.197	$3.247	$15.765	Total Potential Funding

- ELIGIBLE ENTITIES - A State or a group of States, MPO that serves an urbanized area with a population of over 200,000, a unit of local government or a group of local governments, a political subdivision of a State or local government, a special purpose district or public authority with a transportation function, a federal land management agency, a Tribal government, or a consortium of Tribal governments, a multistate or multijurisdictional group of entities described previously.
- PROJECTS - A project to replace, rehabilitate, preserve, or protect 1 or more bridges on the National Bridge Inventory. An eligible project includes (i) bundle bridges regardless of the financial characteristics of each bridge; and a project to replace or rehabilitate culverts for the purpose of improving flood control and improved habitat connectivity for aquatic species.
- Eligible project costs – (1) Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; (2) construction, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements directly related to improving system performance; and (3) expenses related to the protection of a bridge, including seismic or scour protection.
- Defines a large project as one costing greater than $100M.
    - Grants to large projects must not be less than $50M and be adequate to fully fund the project.
- Non-large projects – grants must be not less than $2.5M and be adequate to fully fund the project.
- 50% of the amounts for the program that are derived from the Highway Trust Fund (50% of $3.25B) are reserved for large projects.
- Grants for large projects may not exceed 50% of the eligible project costs.
- Grants for other eligible projects may not exceed 80% of the eligible project costs.
- Federal share of other eligible projects is 80%.
- Federal assistance from others may be used to satisfy the non-federal share. Federal assistance is capped at 80% in most cases.
- Total Federal assistance for off-system bridges is capped at 90%.
- Federal land management agencies may use their own funds to satisfy the remaining share above the amount provided in grant.
- The Secretary will assign ratings to projects.
- The Secretary will give priority to applications from States that have applied before under certain conditions.
- Amounts awarded may be used to pay the subsidy and administrative costs under TIFIA.
- Projects awarded not less than $100M may utilize multiyear grant agreements.
- In the case of a bridge owned by a Federal land management agency for which that agency applies for a grant under the program, the agency— (A) shall consider options to divest the bridge to a State or local entity after completion of the project; and (B) may apply jointly with the State or local entity to which the bridge may be divested.
- The Secretary shall reserve some of the funds from the Highway Trust Fund for Tribal transportation -$16M growing to $18M.

***NEW* Congestion Relief Program**

2022	2023	2024	2025	2026	Total	
$0.050	$0.050	$0.050	$0.050	$0.050	$0.250	Guaranteed
$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	Subject to Future Appropriations
$0.050	$0.050	$0.050	$0.050	$0.050	$0.250	Total Potential Funding

- ELIGIBLE ENTITIES - A State, for the purpose of carrying out a project in an urbanized area with a population of more than 1,000,000. MPO, city, or municipality, for the purpose of carrying out a project in an urbanized area with a population of more than 1,000,000.
- Funds may be used for a project or an integrated collection of projects, including planning, design, implementation, and construction activities to reduce highway congestion, reduce economic and environmental costs associated with that congestion, including transportation emissions, and optimize existing highway capacity and usage of highway and transit systems.

- PROJECTS - Deployment and operation of an integrated congestion management system; deployment and operation of a system that implements or enforces high occupancy vehicle toll lanes, cordon pricing, parking pricing, or congestion pricing; deployment and operation of mobility services, including establishing account-based financial systems, commuter buses, commuter vans, express operations, paratransit, and on-demand microtransit; and incentive programs that encourage travelers to carpool, use nonhighway travel modes during peak period, or travel during nonpeak periods.
- Tolling on the Interstate is permitted under certain conditions and with approval of the Secretary on up to 10 projects.
- Minimum award is $10M.
- Federal share is 80%.

NEW Charging and Refueling Infrastructure Program

2022	2023	2024	2025	2026	Total	
$0.300	$0.400	$0.500	$0.600	$0.700	$2.500	Guaranteed
$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	Subject to Future Appropriations
$0.300	$0.400	$0.500	$0.600	$0.700	$2.500	Total Potential Funding

- ELIGIBLE ENTITIES - A State or political subdivision of a State; a metropolitan planning organization; a unit of local government; a special purpose district or public authority with a transportation function, including a port authority; an Indian tribe; a territory of the United States; an authority, agency, or instrumentality of, or an entity owned by, 1 or more entities previously listed; or a group of entities previously listed.
- At a minimum, the application shall include a description of how the applicant considered accessibility of the facility, engagement with stakeholders, location of the station or fueling site, technology advancements, long-term operation and maintenance, assessment of the estimated emission reduction, and other considerations.
- An eligible entity receiving a grant shall only use the funds to contract with a private entity for acquisition and installation of publicly accessible facility.
- Facilities should be located along the alternative fuel corridor establish under federal law, except for projects under the Community grants program where facilities can be located on any public road or in other publicly accessible locations.
    - 50% of the funds are reserved for Community grants.
    - In addition to the eligible entities, Community grants may also be awarded to a State or local authority with ownership of publicly accessible transportation facilities.
    - Eligible projects - development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; and the acquisition and installation infrastructure that is directly related to the charging or fueling of a vehicle, including any related construction or reconstruction and the acquisition of real property directly related to the project.
- Operating assistance may be provided to a private operator for the first 5 years.
- An eligible entity may use a portion of the funds to acquire and install traffic control devices located in the right-of-way to provide directional information.
- Priority shall be given to projects in rural areas, low and moderate-income neighborhoods, and communities with few private parking spaces or a high ratio of multi-unit dwellings.
- Maximum grant is $15M.
- Up to 80% Federal share.

NEW Rural Surface Transportation Grant Program

2022	2023	2024	2025	2026	Total	
$0.300	$0.350	$0.400	$0.450	$0.500	$2.000	Guaranteed
$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	Subject to Future Appropriations
$0.300	$0.350	$0.400	$0.450	$0.500	$2.000	Total Potential Funding

- ELIGIBLE ENTITIES - a State; a regional transportation planning organization; a unit of local government; a Tribal government or a consortium of Tribal governments; and a multijurisdictional group of entities previously listed.
- PROJECTS – A highway, bridge, tunnel, highway freight, safety, integrated mobility management system, a project on a publicly owned highway or bridge that provides or increases access to an agricultural, commercial, energy, or intermodal facility that support the economy of a rural area.
- Applicants may bundle 2 or more similar projects that are on the Statewide TIP and awarded to a single contractor or consultant.

- Eligible projects costs include development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; and construction, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements.
- Among several requirements the project is reasonably expected to begin construction not later than 18 months after obligation of funds.
- Minimum grant of $25M.
- 80% federal share. Up to 100% for projects under Appalachian Development Highways or the Denali Commission.
    - Federal assistance other than a grant under the program may be used to satisfy the non-Federal share of the cost of a project carried out with a grant under the program.
- 10% of the funds each year are reserved for small projects less than $25M.
- 25% of the funds each year are reserved for the Appalachian Development Highway System.
- 15% of the funds each year are reserved for rural roadways that high rates of fatalities based on the average rate in the US.
- Congress may pass a joint resolution disapproving projects on a list provided by the USDOT.

NEW PROTECT Grants (Resiliency)

2022	2023	2024	2025	2026	Total	
$0.250	$0.250	$0.300	$0.300	$0.300	$1.400	Guaranteed
$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	Subject to Future Appropriations
$0.250	$0.250	$0.300	$0.300	$0.300	$1.400	Total Potential Funding

- ELIGIBLE ENTITIES — States or political subdivision of a State, MPO, a unit of local government, a special purpose district or public authority with a transportation function, including a port authority, an Indian tribe, a Federal land management agency that applies jointly with a State or group of States, a multi-State or multijurisdictional group of entities listed previously.
- PROJECTS – Construction activities to improve the ability of an existing surface transportation asset to withstand 1 or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, wildfires, extreme weather events, and other natural disasters.
    - Highway, transit (including service), ports, intercity passenger rail.
- Grant types:
    - Planning grants
    - Resilience Grants
        - Resilience Improvement Grants
        - Community Resilience and Evacuation Route Grants
        - At-Risk Coastal Infrastructure Grants
- Planning grants receive 100% Federal share.
- Resilience grants receive 80% Federal share, but 100% for Tribal projects.
- Other Federal funds may be used as the non-Federal share.
- Not more than 40% of a Resilience grant may be used for the construction of new capacity.
- Not more than 10% of a Resilience grant may be used for development phase activities such as planning, environmental review, and other such activities.
- 25% of the funds are set-aside for rural areas outside an urbanized are over 200,000 in population.
- Not less than 2% of the funds are set-aside for grants to Indian tribes.

NEW Reduction of Truck Emissions at Port Facilities

2022	2023	2024	2025	2026	Total	
$0.080	$0.080	$0.080	$0.080	$0.080	$0.400	HTF + AA
$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	Subject to Future Appropriations
$0.080	$0.080	$0.080	$0.080	$0.080	$0.400	Total Potential Funding

- The Secretary shall award grants to fund projects that reduce emissions at ports, including through the advancement of port electrification.
- Federal share is 80%.
- Grants shall be made by April 1 of each year.

- The Secretary shall coordinate with EPA and other Federal agencies in carrying out the program.

Nationally Significant Federal Lands and Tribal Projects

2022	2023	2024	2025	2026	Total	
$0.055	$0.055	$0.055	$0.055	$0.055	$0.275	Guaranteed
$0.300	$0.300	$0.300	$0.300	$0.300	$1.500	Subject to Future Appropriations
$0.355	$0.355	$0.355	$0.355	$0.355	$1.775	Total Potential Funding

- ELIGIBLE ENTITIES – Tribes, Federal Land management agencies, and States and local government if sponsored by a Tribe or Federal Land management agency.
- PROJECTS – Funds may be for a project on a federal lands transportation facility, a Federal lands access transportation facility, or a tribal transportation facility.
- Funds may be used for construction, reconstruction, and rehabilitation, but not for design.
- Minimum cost of $12.5M.
- 50% of the funds shall be used for eligible projects on Federal lands transportation facilities and Federal lands access transportation facilities and 50% shall be used for eligible projects on tribal transportation facilities.
- 100% Federal share for Tribal projects.

***NEW* Healthy Streets Program**

2022	2023	2024	2025	2026	Total	
$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	Guaranteed
$0.100	$0.100	$0.100	$0.100	$0.100	$0.500	Subject to Future Appropriations
$0.100	$0.100	$0.100	$0.100	$0.100	$0.500	Total Potential Funding

- ELIGIBLE ENTITIES – States, MPOs, a unit of local government, a Tribal government, and a nonprofit organization working in coordination with an entity previously listed.
- PROJECTS – A grant may be used for the deployment of cool pavements and porous pavements and to expand tree cover and mitigate urban heat islands, to improve air quality, and other climate projects.
- Priority is given to projects in low-income communities or disadvantaged communities, other partnerships.
- 80% of the grants are reserved for urbanized areas.
- 80% federal share, that can be waived for economic hardship.
- Maximum grant is $15M.

***NEW* Wildlife Crossings Pilot Program**

2022	2023	2024	2025	2026	Total	
$0.060	$0.065	$0.070	$0.075	$0.080	$0.350	Guaranteed
$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	Subject to Future Appropriations
$0.060	$0.065	$0.070	$0.075	$0.080	$0.350	Total Potential Funding

- ELIGIBLE ENTITIES – A State highway agency, or an equivalent of that agency; MPO; a unit of local government; a regional transportation authority; a special purpose district or public authority with a transportation function, including a port authority; an Indian tribe, including a Native village and a Native Corporation; a Federal land management agency; or a group of any of the entities listed previously.
- PROJECTS - Projects that seek to achieve a reduction in the number of wildlife-vehicle collisions; and improve habitat connectivity for terrestrial and aquatic species.

***NEW* Prioritization Process Pilot Program**

2022	2023	2024	2025	2026	Total	
$0.010	$0.010	$0.010	$0.010	$0.010	$0.050	Guaranteed
$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	Subject to Future Appropriations
$0.010	$0.010	$0.010	$0.010	$0.010	$0.050	Total Potential Funding

- ELIGIBLE ENTITIES – MPOs serving population over 200,000, States.

- PROJECTS – Grants are used to support a transparent planning process that uses a data-driven approach to score projects for selection that are identified for inclusion in the plan.

NEW Reconnecting Communities Pilot Program

2022	2023	2024	2025	2026	Total	
$0.195	$0.198	$0.200	$0.202	$0.205	$1.000	Guaranteed
$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	Subject to Future Appropriations
$0.195	$0.198	$0.200	$0.202	$0.205	$1.000	Total Potential Funding

- ELIGIBLE ENTITIES
    - Planning Grants – State, unit of local government, Tribe, MPO, Non-profit organization.
    - Construction Grants – State, unit of local government, Tribe, MPO, Non-profit organization.
- PROJECTS
    - Planning - planning studies to evaluate the feasibility of removing, retrofitting, or mitigating an existing eligible facility to restore community connectivity.
    - Construction - the removal, retrofit, or mitigation of an eligible facility (*a highway or other transportation facility that creates a barrier to community connectivity, including barriers to mobility, access, or economic development, due to high speeds, grade separations, or other design factors*); and the replacement of an eligible facility with a new facility that— (i) restores community connectivity; and (ii) is sensitive to the context of the surrounding community; and otherwise eligible for funding under highway laws.
- Planning grants may not exceed $2M. Federal share is 80%.
- Construction grants must be $5M and above. A grant may only be used for 50% of the cost of the project, but other Federal assistance may be used for a maximum cap of 80% of the eligible project costs.
- Priority shall be given to an application from a community that is economically disadvantaged.

NEW Active Transportation Infrastructure Investment Program ($200M/year Gen Fund Authorization) This program does not have any guaranteed funding.

- ELIGIBLE ENTITIES - MPO, regional planning organization, State, multistate group of governments, Indian tribe.
- PROJECTS - Projects to provide safe and connected active transportation facilities in an active transportation network or active transportation spine.
- Not less than 30% of the funds for constructing active transportation networks that connect people with public transportation, businesses, workplaces, schools, residences, recreation areas, and other community activity centers
- Not less the 30% of the funds to eligible projects that construct active transportation spines.
- NOFO must be published not later than 30 days from when funds become available.
- Not later than 150 days after funds are made available the Secretary shall select grant recipients.
- 80% federal share, but 100% for disadvantaged communities.

FEDERAL RAILROAD ADMINISTRATION

Consolidated Rail Infrastructure and Safety Improvement Grants (CRISI)

2022	2023	2024	2025	2026	Total	
$1.000	$1.000	$1.000	$1.000	$1.000	$5.000	Guaranteed
$1.000	$1.000	$1.000	$1.000	$1.000	$5.000	Subject to Future Appropriations
$2.000	$2.000	$2.000	$2.000	$2.000	$10.000	Total Potential Funding

- ELIGIBLE ENTITIES – 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 & other Rail Carriers providing intercity rail passenger transportation, Class II/III Railroads and Associations that represent a Class II/III Railroads, Rail Carriers & Equipment Manufacturers, in partnership with at least 1 of previous entities, Federally recognized Indian Tribes, Transportation Research Board, University Transportation Centers engaged in rail-related research, Non-profit labor organizations representing rail employees.
- PROJECTS - Capital projects (such as track, station and equipment improvements, congestion mitigation, grade crossings, and track relocation, and safety technology), Regional rail and Corridor service development plans, safety programs, workforce development and training activities, measures that prevent trespassing, research, testing to advance innovative rail projects, preparation of emergency plans for communities through which hazardous materials are transported by rail, rehabilitating (remanufacturing, procuring, or overhauling) locomotives provided that such activities result in a significant reduction of emissions.
- The purpose of the program is to fund projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.

***NEW* Railroad Crossing Elimination Program**

2022	2023	2024	2025	2026	Total	
$0.600	$0.600	$0.600	$0.600	$0.600	$3.000	Guaranteed
$0.500	$0.500	$0.500	$0.500	$0.500	$2.500	Subject to Future Appropriations
$1.100	$1.100	$1.100	$1.100	$1.100	$5.500	Total Potential Funding

- ELIIGIBLE ENTITIES - A State (including the District of Columbia, Puerto Rico, and other United States territories and possessions), a political subdivision of a State, a federally recognized Indian Tribe, a unit of local government or a group of local governments, a public port authority, MPOS, a group of entities previously described.
- PROJECTS - A highway-rail or pathway-rail grade crossing improvement project (including acquiring real property interests) involving — grade separation or closure (including through the use of a bridge, embankment, tunnel, or combination thereof), track relocation, the improvement or installation of protective devices (other means to improve the safety and mobility of people and goods at highway-rail grade crossings), a group of related projects previously described that would collectively improve the mobility of people and goods, or the planning, environmental review, and design of an eligible project described previously.
- Applicants are required to obtain the necessary approvals from any impacted rail carriers or real property owners before proceeding with the construction. This will not apply to planning projects if the applicant agrees to work collaboratively with rail carriers and right-of-way owners.
- 20% of the grant funds available shall be reserved for projects located in rural areas or on Tribal lands.
- Not less than 5% of the grant funds shall be reserved for projects in counties with 20 or fewer residents per square mile.
- Not less than 25% of the grant funds set aside for planning projects shall be awarded for projects located in rural areas or on tribal lands.
- Not more than 20% of the grant funds may be selected for projects in any single State.
- No grant awarded shall be for less than $1,000,000, except for a planning grant.
- The Federal share of the cost may not exceed 80 percent of the total cost of the project. Applicants may count costs incurred for preliminary engineering associated with highway-rail and pathway-rail grade crossing improvement projects as part of the total project costs.

Federal State Partnership for Intercity Passenger Rail Grants

2022	2023	2024	2025	2026	Total	
$7.200	$7.200	$7.200	$7.200	$7.200	$36.000	Guaranteed
$1.500	$1.500	$1.500	$1.500	$1.500	$7.500	Subject to Future Appropriations
$8.700	$8.700	$8.700	$8.700	$8.700	$43.500	Total Potential Funding

- The bill transforms the current Federal-State Partnership for State of Good Repair (SOGR) grant program into this new program that is more open to new capacity, not just SOGR.
- Of the $36B five-year total in guaranteed funding, not more than $24B shall be for projects for the Northeast Corridor.
- Not later than 1 year after the date of enactment and every 2 years thereafter, the Secretary shall create a predictable project pipeline that will assist Amtrak, States, and the public with long-term capital planning by publishing a Northeast Corridor project inventory.
- ELIGIBLE ENTITIES - A State (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), Indian Tribe, or any combination of the entities previously listed.
- PROJECTS –
    - A project 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,
    - A project 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,
    - A project to expand or establish new intercity passenger rail service,
    - A group of related projects described in paragraphs (1) through (3),
    - The planning, environmental studies, and final design for a project or group of projects described above.
- Projects on the NEC must be consistent with NEC Project Inventory. For projects that benefit intercity and commuter rail services on the NEC only make project selections when Amtrak and the public authorities providing commuter rail passenger transportation identify funding necessary and comply with implementation agreements under law.
- The Secretary shall reserve not less than 45% of the amounts for projects not located along the Northeast Corridor, of which not less than 20% shall be for projects that benefit (in whole or in part) a long-distance route. The Secretary shall reserve not less than 45% of the amounts for projects listed on the Northeast Corridor project inventory.

FEDERAL TRANSIT ADMINISTRATION

Fixed Guideway Capital Investments Grants

2022	2023	2024	2025	2026	Total	
$1.600	$1.600	$1.600	$1.600	$1.600	$8.000	Guaranteed
$3.000	$3.000	$3.000	$3.000	$3.000	$15.000	Subject to Future Appropriations
$4.600	$4.600	$4.600	$4.600	$4.600	$23.000	Total Potential Funding

- ELIGIBLE ENTITIES – State and local government agencies, including transit agencies.
- ELIGIBLE ACTIVITIES –
    - *New Starts and Small Starts*: Design and construction of new fixed-guideways or extensions to fixed guideways (projects that operate on a separate right-of-way exclusively for public transportation, or that include a rail or a catenary system).
    - *Small Starts*: Design and construction of corridor-based bus rapid transit projects operating in mixed traffic that represent a substantial investment in the corridor and emulate the features of rail.
    - *Core Capacity*: Design and construction of a corridor-based investment in an existing fixed guideway system that improves capacity not less than 10 percent in a corridor that is at capacity today or will be in 10 years. The project may not include elements designed to maintain a state of good repair.

- *Joint intercity rail/public transportation project*: Design and construction elements attributable to the public transportation portion of the total project cost based on projected use of the new segment or expanded capacity of the project corridor, not including elements designed to achieve a state of good repair.

- Federal Share -The maximum CIG share varies by project type, with New Starts: 60 percent, Small Starts: 80 percent, and Core Capacity: 80 percent. Total federal funds for any project type may not exceed 80 percent.
- Revises the Small Starts and New Starts eligibility thresholds. Small Starts are now projects with a total estimated project cost of less than $400,000,000 and that are seeking CIG funding of less than $150,000,000. New Starts are projects with a total estimated project cost of $400,000,000 or more or that are seeking CIG funding of $150,000,000 or more.

NEW State of Good Repair Rail Vehicle Replacement

2022	2023	2024	2025	2026	Total	
$0.300	$0.300	$0.300	$0.300	$0.300	$1.500	Guaranteed
$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	Subject to Future Appropriations
$0.300	$0.300	$0.300	$0.300	$0.300	$1.500	Total Potential Funding

- ELIGIBLE ENTITIES – State and local governments.
- ELIGIBLE ACTIVITIES – To fund capital projects for the replacement of rail rolling stock. Program requirements and funding allocation amounts will be identified in a Notice of Funding Opportunity.
- Not more than three new competitive awards to eligible projects may be announced each fiscal year. FTA may select projects for multi-year awards.

Bus & Bus Facilities Grants

2022	2023	2024	2025	2026	Total	
$0.376	$0.384	$0.394	$0.402	$0.412	$1.968	Guaranteed
$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	Subject to Future Appropriations
$0.376	$0.384	$0.394	$0.402	$0.412	$1.968	Total Potential Funding

- ELIGIBLE ENTITIES – The program makes funding available to states, designated recipients, and local governmental entities that operate fixed route bus service to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low- or no- emission vehicles or facilities.
- PROJECTS – Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.
- Applicants are required to submit a zero-emission fleet transition plan with their applications.

Low and No Emission Bus Grants

2022	2023	2024	2025	2026	Total	
$1.122	$1.123	$1.125	$1.127	$1.129	$5.626	Guaranteed
$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	Subject to Future Appropriations
$1.122	$1.123	$1.125	$1.127	$1.129	$5.63	Total Potential Funding

- ELIGIBLE ENTITIES – The program makes funding available to states, designated recipients, and local governmental entities that operate fixed route bus service to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low- or no- emission vehicles or facilities.
- PROJECTS – Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.
- Applicants are required to submit a zero-emission fleet transition plan with their applications.

NEW All Stations Accessibility Program

2022	2023	2024	2025	2026	Total	
$0.350	$0.350	$0.350	$0.350	$0.350	$1.750	Guaranteed
$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	Subject to Future Appropriations
$0.350	$0.350	$0.350	$0.350	$0.350	$1.750	Total Potential Funding

- The program is to upgrade the accessibility of legacy rail fixed guideway public transportation systems for people with disabilities, including those who use wheelchairs.
- ELIGIBLE ENTITIES – States and local government authorities
- PROJECTS –
    - Projects to repair, improve, modify, retrofit, or relocate infrastructure of legacy stations or facilities for passenger use, including load-bearing members that are an essential part of the structural frame, to meet or exceed current ADA standards for buildings and facilities; or
    - Planning related to pursuing public transportation accessibility projects, assessments of accessibility, or assessments of planned modifications to legacy stations or facilities for passenger use.
    - An eligible entity may not use a grant awarded under this program to upgrade a station or facility for passenger use that is already accessible to and usable by people with disabilities, including individuals who use wheelchairs, according to standards for new construction under Title II of the Americans with Disabilities Act of 1990 (42 U.S.C. 12131 et seq.)
    - Eligible activities apply only to legacy stations or facilities that are currently inaccessible.

- The Federal share is 80% of net project costs.

NEW Electric or Low-Emitting Ferry Program

2022	2023	2024	2025	2026	Total	
$1.000	$1.000	$1.000	$1.000	$1.000	$5.000	Guaranteed
$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	Subject to Future Appropriations
$1.000	$1.000	$1.000	$1.000	$1.000	$5.000	Total Potential Funding

- ELIGIBLE ENTIITES – TBD with the NOFO.
- PROJECTS – The purchase of electric or low-emitting ferry vessels that reduce emissions by using alternative fuels or on-board energy storage systems and related charging infrastructure to reduce emissions or produce zero onboard emissions under normal operation.

NEW Ferry Service for Rural Communities

2022	2023	2024	2025	2026	Total	
$0.200	$0.200	$0.200	$0.200	$0.200	$1.000	Guaranteed
$0.200	$0.200	$0.200	$0.200	$0.200	$1.000	Subject to Future Appropriations
$0.400	$0.400	$0.400	$0.400	$0.400	$2.000	Total Potential Funding

- The IIJA establishes a Ferry Service for Rural Communities Program that makes federal resources available to states to ensure basic essential ferry service is provided to rural areas.
- ELIEGIBLE ENTITIES – States.
- ELIGIBLE ACTIVITIES - Capital and operating assistance for a ferry service that operated a regular schedule at any time during the five-year period ending March 1, 2020 and served not less than two rural areas located more than 50 sailing miles apart.

FEDERAL AVIATION ADMINISTRATION

***NEW* Airport Terminal Program**

2022	2023	2024	2025	2026	Total	
$1.000	$1.000	$1.000	$1.000	$1.000	$5.000	Guaranteed
$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	Subject to Future Appropriations
$1.000	$1.000	$1.000	$1.000	$1.000	$5.000	Total Potential Funding

- ELIGIBLE ENTITIES –
    - 55% of the funds are for large hub airports.
    - 15% of the funds are for medium hub airports.
    - 20% of the funds are for small hub airports.
    - 10% of the funds are for nonhub and nonprimary airports.
- PROJECTS – The Secretary shall consider projects that
    - Increase capacity and passenger access,
    - Replace aging infrastructure,
    - Achieve compliance with the Americans with Disabilities Act and expand accessibility for persons with disabilities,
    - Improve airport access for historically disadvantaged populations,
    - Improve energy efficiency, including upgrading environmental systems, upgrading plant facilities, and achieving Leadership in Energy and Environmental Design (LEED) accreditation standards,
    - Improve airfield safety through terminal relocation, and
    - Encourage actual and potential competition.
- The Federal share shall be 80% for large and medium hub airports.
- The Federal share shall be 95% for small hub, nonhub, and nonprimary airports.
- NOFO must be issued no later than 60 days from enactment of the bill.
- The Secretary may consider projects that qualify as ‘‘terminal development’’ (including multimodal terminal development), projects for on-airport rail access projects, and projects for relocating, reconstructing, repairing, or improving an airport-owned air traffic control tower.
- The Secretary shall provide a preference to projects that achieve a complete development objective, even if the project is phased.
- The Secretary shall prioritize projects that have received partial awards.

MARITIME ADMINISTRATION

Port Infrastructure Development Program

2022	2023	2024	2025	2026	Total	
$0.450	$0.450	$0.450	$0.450	$0.450	$2.250	Guaranteed
$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	Subject to Future Appropriations
$0.450	$0.450	$0.450	$0.450	$0.450	$2.250	Total Potential Funding

- ELIGIBLE ENTITIES – State, political subdivision of a State, public agency or publicly chartered authority established by 1 or more States, special purpose district with a transportation function, an Indian Tribe or a consortium of Indian Tribes, a multistate or multijurisdictional group of entities previously described, a lead entity previously described jointly with a private entity or group of private entities, including the owners or operators of a facility, or collection of facilities at a port.
- PROJECTS OR PACKAGE OF PROJECTS THAT - is either within the boundary of a port or outside the boundary of a port (but is directly related to port operations or to an intermodal connection to a port) and, will be used to improve the safety, efficiency, or reliability of — the loading and unloading of goods; the movement of goods into, out of, around, or within a port (such as for highway or rail infrastructure, intermodal facilities, freight intelligent transportation systems, and digital infrastructure systems); or environmental mitigation measures and operational improvements directly related to enhancing the efficiency of ports and

intermodal connections to ports; or to provide financial assistance to 1 or more projects for development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, permitting, and preliminary engineering and design work.

- ADDITIONAL PROJECTS – 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-
    - Port electrification or electrification master planning
    - Harbor craft or equipment replacements/retrofits
    - Development of port or terminal micro-grids
    - Providing idling reduction infrastructure
    - Purchase of cargo handling equipment and related infrastructure
    - Worker training to support electrification technology
    - Installation of port bunkering facilities from oceangoing vessels for fuels
    - Electric vehicle charge or hydrogen refueling infrastructure for drayage, and medium or heavy-duty trucks and locomotives that service the port and related grid upgrades
    - Other related to port activities including charging infrastructure, electric rubber-tired gantry cranes, and anti-idling technologies