

Infrastructure Investment and Jobs Act Guide

Assembled by the Office of
Congressman Jim Himes

US CONGRESSMAN —————

JIM HIMES

REPRESENTING CONNECTICUT'S FOURTH DISTRICT

**The Infrastructure Investment and Jobs Act:
Formula and Competitive Funding by Agency**

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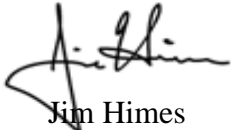
Dear Friends,

Democrats and Republicans have come together today to fulfill our promise for historic infrastructure investment in America.

This law delivers at least \$5.4 billion to Connecticut, with the chance for much more, and will improve the lives of all our neighbors in the 4th District. Today means a brighter future as we repair, rebuild, and improve our rail, roads, bridges, ports, pipes, and broadband all while creating good-paying, union jobs. I will always work to improve opportunity and quality of life for Connecticut families, and was proud to deliver for you today.

I created this guide in consultation with federal agencies and the Democratic Policy and Communications Committee to detail many of the investments in the Bipartisan Infrastructure Law. Please call my office at (202) 225-5541 or (203) 333-6600 if you have any additional questions about the information in this guide.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Himes". The signature is stylized and cursive, with a large initial "J" and "H".

Jim Himes
Member of Congress

A Message from the White House: Getting Ready to Apply for and Receive Federal Infrastructure Funds

Building a better America is a shared endeavor no one can do alone, and investing federal infrastructure dollars will require significant coordination between cities, states, Tribal governments, community stakeholders, and other key partners.

Earlier this month, the White House Infrastructure Implementation Coordinator sent a letter to Governors recommending a series of preparatory actions, including appointing infrastructure coordinators to manage the flow of funds to their states. Cities can also begin to coordinate across their departments and with metropolitan planning organizations (MPO) to:

1. Prioritize your community's capital needs and develop a project pipeline – taking time to think about the projects previously considered impossible due to lack of funding or regional coordination. This is a once-in-a-generation funding opportunity that will require bold, inclusive thinking.
2. Use the forthcoming Bipartisan Infrastructure Law Guidebook to identify federal funding streams to target.
3. Ensure all transit, railway, road, highway, and bridge projects are a part of your MPO's Transportation Improvement Plan.
4. Begin mapping sites for electric vehicle and alternative fuel charging stations.
5. Inventory and map the lead pipes in your city. Read through the Biden-Harris Lead Pipe and Paint Action Plan [here](#) for additional federal resources for this effort.
6. Work with your state's broadband agency to ensure your city or region's needs are appropriately mapped and inventoried. Establish relationships with the regional offices for key federal agencies, who can help direct you to resources and provide technical assistance.

The American Rescue Plan also provided over \$350 billion in critical resources to every state, county, city, and unit of local government to support their response to the COVID- 19 public health emergency, including in making the investments needed to ensure a durable and equitable economic recovery. Cities should look to leverage those resources to help prepare for the transformative investments included in the Bipartisan Infrastructure Law including training the workers needed to build high quality infrastructure; hiring back the public sector workers needed to help manage potential federal investments; and getting a jump start on water, sewer, and broadband projects that could complement investments from the infrastructure law.

We recognize local capacity may be strained due to the pandemic, historic underinvestment, or just the challenges of day-to-day governance. A city's lack of capacity to apply for federal funds can create significant inequities – and for many communities, this will be their first time applying for funds from a suite of federal agencies. While many funding streams in the Bipartisan Infrastructure Law specifically set aside funds for disadvantaged communities, the White House Infrastructure Implementation Team will be engaging states, Tribal governments, territories, federal agencies, philanthropies, and others to leverage all available resources to quickly deliver the necessary technical assistance and capacity to underserved communities.

Department of Commerce:

Formula-Based Funding:

- **Broadband Equity, Access, and Deployment Program (\$42.45B)** – This will fund the infrastructure buildouts needed to connect every American to reliable, high-speed, affordable broadband. Federal share is 75%; 25% non-federal cost share can be waived.
 - Allotments: NTIA will first allocate to each state a “minimum initial amount” of \$100 million for broadband expansion and/or affordability. NTIA will also allocate 10% of the total appropriated amount (\$4.245B) to each state, based on that state’s share of number of locations in high-cost areas of the country that are unserved by high-speed broadband. NTIA will allocate the remaining funds (\$32.905B) to states based on their share of unserved locations in the country.
 - Funding breakdown: Each participating state must apply to NTIA for the funds allocated to it. After receiving the funds from NTIA, the state may competitively award sub-grants to carry out the broadband deployment activities. States will be required to work with broadband providers to ensure that each broadband provider that receives funding offers at least one affordable service plan. NTIA will work closely with the FCC to determine exactly where the unserved locations are, and with states to fund projects that will help us reach universal broadband access.

- **State Digital Equity Capacity Formula Grant Program (\$1.5B)** – This two- phase formula-based grant program will accelerate the adoption of broadband through digital literacy training, workforce development, device access programs, and other digital inclusion measures.
 - Allotments:
 - Phase I (Planning Grants): For Phase I, the law appropriates \$60 million for planning grant awards. The funds are to be used by states to develop their State Digital Equity Plans.
 - Phase II (Capacity Grants): For Phase II, the law authorizes Congress to appropriate \$240 million for FY2022 and \$300 million per year for FY2023 through FY2026. The law appropriates the authorized \$240 million for FY2022.
 - Administering entity: An entity selected by the governor (or equivalent official) to apply for funding under this program that would be responsible for receiving and administering capacity grants; overseeing the State Digital Equity Plan; and making subgrants to eligible entities. Schools may not be an administering entity.
 - Eligible Applicants: A state, Indian tribe, Alaska Native entity, or a Native Hawaiian organization; a not-for-profit entity providing services in the state; a community anchor institution; a local educational agency; an entity that conducts a workforce development program; a state agency responsible for administering or supervising adult education and literacy activities; a public or multi-family housing authority; or a partnership between any of these entities. Additionally, other entities (other than schools) may be permitted to join a partnership of eligible entities if the Assistant Secretary determines such action to be in the public interest.

Competitive Grant Funding:

- **Digital Equity Competitive Grant Program (\$1.25B)** – This competitive grant program will accelerate the adoption of broadband through digital literacy training, workforce development, devices access programs, and other digital inclusion measures. Federal dollars may cover only 90% of grant activities. The law authorizes \$250 million to be appropriated for each of the first five fiscal years in which funds are made available. The law appropriates the authorized \$250 million for FY2022.
 - Eligible Applicants: Political subdivision, agency, or instrumentality of a state, including an agency of a state that is responsible for administering or supervising adult education and literacy activities, or for providing public housing; an Indian Tribe, an Alaska Native entity, or a Native Hawaiian organization; a foundation, corporation, institution, or association that is a not-for-profit entity and not a school; a community anchor institution; a local educational agency; an entity that carries out a workforce development program; and partnership between any of the above entities. Additionally, other entities (other than schools) may be permitted to join a partnership of eligible entities if the Assistant Secretary determines such action to be in the public interest.
 - Eligible Activities: Implementing digital inclusion activities; facilitating the adoption of broadband; implementing training and workforce development programs; making available equipment, instrumentation, networking capability, hardware and software or digital network technology for broadband services at low or no cost; and constructing, upgrading, expending or operating new or existing public access computing centers through community anchor institutions

- **Middle Mile Grant Program (\$1B)** – NTIA will make grants on a technology-neutral, competitive basis to eligible entities for the construction, improvement, or acquisition of middle mile infrastructure. Federal share is 70%.
 - Eligible Applicants: A State, political subdivision of a State, Tribal government, technology company, electric utility, utility cooperative, public utility district, telecommunications company, telecommunications cooperative, nonprofit foundation, nonprofit corporation, nonprofit institution, nonprofit association, regional planning council, Native entity, or economic development authority; or a partnership of any two or more of these.
 - Priority:
 - NTIA will give priority to applications that satisfy two or more of the following conditions:
 - Adoption of fiscally sustainable middle mile strategies
 - Commitment to offering nondiscriminatory connection to terrestrial and wireless last mile broadband providers
 - Identification of business partners of terrestrial and wireless last mile providers
 - Identification of supplemental investments or in-kind support
 - Demonstration of benefits to national security interests
 - Requirements:
 - Having financial, technical, and operational capabilities to carry out the project, operate the resulting middle mile broadband network, and support

- retail broadband service
 - Prioritizing connection of its middle mile infrastructure to last mile broadband networks in unserved areas or noncontiguous trust lands
 - Prioritizing the offering of wholesale broadband service on a carrier-neutral basis
 - Completing the grant project within five years
 - Sharing the locations of its middle mile infrastructure with the NTIA, the FCC, and local governments
 - Timeline: Applications will likely open during the second quarter of 2022.
- **NOAA Habitat Restoration and Community Resilience Grants (\$491M)** – This funding will support competitive grants for coastal restoration projects across multiple NOAA programs. Funds will be used to enable communities, Tribes and states to respond and adapt to climate change impacts.
 - Eligible Applicants: Institutions of higher education, non-profits, commercial (for profit) organizations, U.S. territories, and state, local, and Native American tribal governments.
 - Click [HERE](#) to see how to apply.
- **NOAA National Ocean and Coastal Security Fund Grants (\$492M)** – The NOAA National Coastal Resilience Fund (NCRF) is a competitive grant program administered through the National Fish and Wildlife Foundation that prioritizes awards based on matching fund. This program funds natural infrastructure needed to protect coastal communities while also enhancing habitat for fish and wildlife.
 - Eligible Applicants: non-profit 501(c) organizations, state and territorial government agencies, local governments, municipal governments, Tribal governments and organizations, educational institutions, or commercial(for-profit) organizations. Tribal governments include all Native American tribal governments (both federally recognized tribes and those tribes that are not federally recognized).
- **NOAA Community-Based Restoration Program: Fish Passage Barrier Removal Grants (\$400M)** – Competitive grants administered through this program will support projects that restore fish passage through the removal of in-stream barriers such as culverts, small dams, dikes and other infrastructure. Funding also supports communities by providing technical assistance for project planning and permitting needs. This funding includes a 15% set-aside for Tribal projects (\$60M).
 - Eligible Applicants: Institutions of higher education, non-profits, commercial (for profit) organizations, U.S. territories, and state, local, and tribal governments.
 - Click [HERE](#) to see NOAA Fisheries funding opportunities.
 - Click [HERE](#) to review current and past Community-Based Restoration Projects.
- **NOAA Marine Debris Assessment, Mitigation, and Removal (\$200M)** – The competitive grants distributed by the NOAA Marine Debris Program fund projects that remove trash and other ocean, habitat restoration as well as emergency response and research.
 - Eligible Applicants: State, local, tribal, and territory governments whose activities

affect research or regulation of marine debris. Equally eligible are any institution of higher education, nonprofit organization, or commercial (for-profit) organization with expertise in a field related to marine debris.

- Click [HERE](#) to learn how to apply.

Resources:

- Department of Commerce IIA Fact Sheet [HERE](#)
- National Telecommunications and Information Administration (NTIA) Grants Overview Page [HERE](#)
- Office of Internet Connectivity and Growth (OICG) Homepage [HERE](#)
- OICG Grants Page [HERE](#)
 - NTIA will be updating the OICG grant programs webpage as additional information becomes available on program guidance and webinars.
- CRS Report: [The Infrastructure Investment and Jobs Act \(P.L. 117-58\): Summary of the Broadband Provisions](#)

Department of Energy:

Formula-Based Funding:

- **Weatherization Assistance Program (\$3.5B)** – Provides funding to enables low-income families to reduce their energy consumption by making their dwellings more energy efficient.
 - Allotments: As a formula grant program, funding flows from DOE to state and territorial governments and then to local governments and weatherization agencies. State and territory allocations are determined by DOE and include a base allocation and a formula allocation. The formula allocation depends upon three factors: population, climate, and residential energy expenditure. As these factors change for a particular state or territory, the formula allocation portion will change. The funding level for the WAP also affects the formula allocation for a state or territory.
 - Eligible Applicants: Individuals/Households, through Community Action Agencies that offer weatherization services
 - Program Homepage: [HERE](#).
 - State Homepage: [HERE](#).

- **Energy Efficiency and Conservation Block Grant Program (\$550M)** – Provides funding to reduce fossil fuel emissions and total energy use and create jobs by working with cities, counties, states, U.S. territories, and Indian tribes to implement and manage energy efficiency and conservation projects and programs in the transportation, building, and other sectors.
 - Program Homepage: [HERE](#)
 - Timeline: The first funding opportunity is expected for release in the Fall of 2022

- **State Energy Program (\$500M)** – Provides funding and technical assistance to states, territories, and the District of Columbia to enhance energy security, advance state-led energy initiatives, and maximize the benefits of decreasing energy waste.
 - Program Homepage: [HERE](#).
 - State Homepage: [HERE](#).

- **Preventing Outages and Enhancing the Resilience of the Electric Grid Program (\$2.5B)** – Provides support to States and Indian Tribes for activities that reduce the likelihood and consequence of impacts to the electric grid due extreme weather, wildfire, and natural disaster.

- **Energy Efficiency Revolving Loan Fund Capitalization Grant Program (\$250M)** – Provides grants to States and Territories through the State Energy Program, with additional money going to priority states with the highest energy consumption and emissions per capita, to establish revolving loan funds to assist residential and commercial building owners with conducting energy audits and making energy efficiency upgrades to their homes and facilities.

Competitive Grant Funding:

- **Preventing Outages and Enhancing the Resilience of the Electric Grid Program (\$2.5B)** – Provides support for activities that reduce the likelihood and consequence of impacts to the electric grid due extreme weather, wildfire, and natural disaster.
 - Eligible Applicants: An electric grid operator, electricity storage operator, electricity generator, transmission owner or operator, distribution provider, fuel supplier, and other relevant entities as determined by DOE.

- **Energy Infrastructure Federal Financial Assistance Program (\$5B)** – To provide federal financial assistance to demonstrate innovative approaches to transmission, storage, and distribution infrastructure to harden resilience and reliability and to demonstrate new approaches to enhance regional grid resilience, implemented through States by public and publicly regulated entities on a cost-shared basis.
 - Eligible Applicants: States, Tribes, local governments, or a public utility commission.
 - Click [HERE](#) for related funding opportunities.

- **Energy Improvement in Rural or Remote Areas Program (\$1B)** – Provides federal financial assistance to improve resilience, safety, and reliability and environmental protection in rural or remote areas.
 - Eligible Applicants: Cities, towns, or unincorporated areas of 10,000 inhabitants or less.
 - Timeline: Applications for funding are expected to be open in the Fall of 2022.

- **Smart Grid Investment Matching Grant Program (\$3B)** – Provides grants to provide flexibility and help quickly rebalance the electrical system, facilitate the aggregation or integration of distributed energy resources, provide energy storage to meet fluctuating, provide voltage support, integrate intermittent generation sources, increase the network’s operational transfer capacity, and anticipate and mitigate impacts of extreme weather events or natural disasters on grid resilience.
 - Eligible Applicants: Utilities and other power sector entities
 - Timeline: Applications for the Smart Grid program are expected to be open by the end of 2022

- **Transmission Facilitation Program (\$2.5B)** – For DOE to help develop nationally significant transmission lines, increase resilience by connecting regions of the country, and contribute to goals to lower electricity sector greenhouse gas emissions.
 - Eligible Applicants: Utilities or other transmission developers.

- **Rural and Municipal Utility Advanced Cybersecurity Grant and Technical Assistance Program (\$250M)** – Provides grants and technical assistance for utilities to detect, respond to, and recover from cybersecurity threats.
 - Eligible Applicants: Rural electric cooperatives, public utilities, or small utilities.

- **Carbon Dioxide Transportation Infrastructure Finance and Innovation (CIFIA) Program (\$2.1B)** – Provide flexible, low-interest loans for CO2 transport infrastructure projects and grants for initial excess capacity on new infrastructure to facilitate future growth. CIFIA will help facilitate private sector investment in CO2 infrastructure.

- Eligible Applicants: "Common carrier," transportation infrastructure operator or owner that provides public transportation services for a fee.
- **Carbon Storage Validation and Testing (\$2.5B)** – Expands DOE’s Carbon Storage Validation and Testing program to include large-scale commercialization of new or expanded carbon sequestration projects and associated carbon dioxide transport infrastructure.
 - Eligible Applicants: Industry stakeholders and developers of carbon sequestration projects, including those developing projects with substantial carbon dioxide storage capacity and those that will store carbon dioxide from multiple carbon capture facilities.
- **Direct Air Capture Hubs (\$3.5B)** – Supports projects that contribute to the development of four regional direct air capture hubs.
 - Eligible Applicants: Industry stakeholders and developers of Direct Air Capture projects that can develop regional Direct Air Capture hubs, including carbon dioxide off-takers, connective carbon dioxide transport infrastructure, subsurface resources and sequestration infrastructure.
- **Clean Hydrogen Hubs (\$8B)** – Provides funding for projects that contribute to the development of at least four clean hydrogen hubs.
 - Eligible Applicants: Industry stakeholders and developers of clean hydrogen projects that can demonstrate the production, transport and end-use of clean hydrogen across all relevant sectors.
- **Clean Hydrogen Manufacturing & Recycling Program (\$500M)** – Provides funding for research, development and demonstration projects to advance new clean hydrogen production, processing, delivery, storage and end-use equipment manufacturing technologies and techniques.
 - Eligible Applicants: Industry stakeholders and developers of clean hydrogen manufacturing technologies including those that operate in partnership with tribal energy development organizations, Indian Tribes, Tribal Organizations, Native Hawaiian community-based organizations, or territories or freely associated states.
- **Clean Hydrogen Electrolysis Program (\$1B)** – Provides funding for research, development and demonstration projects to reduce the cost of hydrogen produced using electrolyzers.
 - Eligible Applicants: Industry stakeholders and developers of projects that will support the program goals of reducing the cost of hydrogen produced using electrolyzers.
- **Carbon Capture Large-scale Pilot Projects (\$937M)**
 - Eligible Applicants: Industry stakeholders, including those partnering with national laboratories, institutions of higher education, multi-institutional collaborations, and other appropriate entities.

- **Carbon Capture Demonstration Projects Program (\$2.5B)**
 - Eligible Applicants: Industry stakeholders, including those partnering with national laboratories, institutions of higher education, multi-institutional collaborations, and other appropriate entities.
- **Battery Material Processing Grant Program (\$3B)** – To ensure the US has a viable battery materials processing industry by providing funding for demonstration projects and the construction and/or retooling of battery material processing facilities.
 - Eligible Applicants: Institution of higher education, national laboratories, nonprofit and for-profit private entities, state and local governments, consortia of these entities.
- **Battery Manufacturing and Recycling Grant Program (\$3B)** – To ensure the US has viable battery manufacturing and recycling capabilities by providing funding for demonstration projects and the construction and/or retooling of advanced battery manufacturing and recycling facilities.
 - Eligible Applicants: Institution of higher education, national laboratories, nonprofit and for-profit private entities, state and local governments, consortia of these entities.
- **Lithium-Ion Battery Recycling Prize Competition (Phase III) (\$10M)** – Allows the Secretary to continue the Lithium-Ion Battery Recycling Prize and convene a task force on battery producer requirements.
 - Eligible Applicants: Institution of higher education, national laboratories, nonprofit and for-profit private entities, state and local governments, consortia of these entities.
- **Battery Recycling Research, Development, and Demonstration Grants (\$60M)** – Provide grants for battery recycling research, development and demonstration, states and units of local government to assist in the establishment or enhancement of State battery collection, recycling, and reprocessing programs and retailers that sell batteries for the implementation or establishment of a system to collect used batteries.
 - Eligible Applicants: Battery producers, battery retailers, institution of higher education, National Laboratories, nonprofit and for-profit private entities, state and local governments, consortia of these entities.
- **Programs to assist in the establishment or enhancement of State battery collection, recycling, and reprocessing (\$50M)**
 - Eligible Applicants: Battery producers: manufacturers and sellers.
- **Program related to the acceptance and collection of covered batteries and covered battery containing products (\$15M)**
 - Eligible Applicants: Battery producers: manufacturers and sellers.
- **Battery Recycling and Second-life Applications Program (\$200M)** – Expands an existing program at the Department of Energy for research, development, and demonstration of electric vehicle battery recycling and second-life applications for vehicle batteries.
 - Eligible Applicants: Institutions of higher education, national laboratories, nonprofit

and for-profit private entities, state and local governments, consortia of these entities.

- **Advanced Energy Manufacturing and Recycling Grant Program (\$750M)** – Program focused on small- and medium-sized manufacturers to enable them to build new or retrofit existing manufacturing and industrial facilities to produce or recycle advanced energy products in communities where coal mines or coal power plants have closed.
 - Eligible Applicants: Small- and medium-sized manufacturing firms.
- **Grant Program for Processing of Critical Minerals and Development of Critical Minerals and Metals (\$400M)** – Establishes a critical mineral mining, recycling, and reclamation research and development grant program within the Department of Energy; establishes a Critical Minerals Subcommittee of the National Science and Technology Council to coordinate science and technology efforts on critical minerals including recycling and substitute materials; and establishes a Department of Energy grant program for pilot projects that process, recycle, or develop critical minerals
 - Eligible Applicants: Institutions of higher education, national laboratories, nonprofit entities, consortia of these entities.
- **Hydroelectric Production Incentives (\$125M)** – Provides additional funding for section 242 incentives for non-federal hydropower electricity production, including from hydropower facilities that have come online between 2005 and the passage of the IIIA.
 - Eligible Applicants: Non-federal hydropower operators with less than 20MW capacity.
- **Hydroelectric Efficiency Improvement Incentives (\$75M)** – Provides additional funding for section 243 payments for non-federal hydropower efficiency improvements, and raises the amount of a project that can be covered from 10% to 30%.
 - Eligible Applicants: Non-federal hydropower operators.
- **Hydropower Capital Improvements (\$553.6M)** – Provides payments to qualified non-federal hydropower operators for capital improvements to enhance a facility’s grid resiliency assets, improve dam safety, and make environmental upgrades.
 - Eligible Applicants: Non-federal hydropower operators.
- **Energy Auditor Training Grant Program (\$40M)** – Provides grants to States to train individuals to conduct energy audits or surveys of commercial and residential buildings.
 - Eligible Applicants: States.
- **Cost-Effective Codes Implementation for Efficiency and Resilience (\$225M)** – Provides grants to States to enable cost-effective implementation of updated building energy codes.
 - Eligible Applicants: Relevant state agencies; partnerships between state agencies and: local building code agencies, codes and standards developers, associations of builders and design and construction professionals, local and utility energy efficiency programs, consumer/efficiency/environmental advocates, and others.
- **Building, Training, and Assessment Centers (\$10M)** – Provides grants to institutions of

higher education to establish building training and assessment centers to educate and train building technicians and engineers on implementing modern building technologies.

- Eligible Applicants: Institutions of higher education, tribal colleges or universities.
- **Career Skills Training (\$10M)** – Awards grants to pay the Federal share of associated career skills training programs under which students concurrently receive classroom instruction and on-the-job training for the purpose of obtaining an industry-related certification to install energy efficient buildings technologies.
 - Eligible Applicants: Nonprofit partnerships.
- **Future of Industry Program and Industrial Research and Assessment Centers (\$550M)** – Provides funding for institutions of higher education- based industrial research and assessment centers to identify opportunities for optimizing energy efficiency and environmental performance at manufacturing and other industrial facilities, and provides grants to small- and medium-sized manufacturers to make energy efficiency and clean energy improvements at their facilities.
 - Eligible Applicants: Small- or medium-sized manufacturers having received an energy assessment.
- **State Manufacturing Leadership (\$50M)** – Provides funding to states to invest in smart manufacturing technologies.
 - Eligible Applicants: States.
- **Grants for Energy Efficiency Improvements and Renewable Energy Improvements at Public School Facilities (\$500M)** – Allows the Secretary to award competitive grants to make energy efficiency, renewable energy, and alternative fueled vehicle upgrades and improvements at public schools.
 - Eligible Applicants: Consortia of: education agencies, schools, nonprofit and for-profit organizations, community partners.
 - Timeline: The opportunity to apply for funding should open in the Fall of 2022.
- **Energy Efficiency Materials Pilot Program (\$50M)** – Award grants to provide nonprofit buildings with materials to improve their energy efficiency.
 - Eligible Applicants: Non-profit organizations
- **Assisting Federal Facilities with Energy Conservation Technologies Grant Program (\$250M)** – Provides funding to the Secretary to issue grants to other federal agencies and organizations to improve their energy efficiency and invest in renewable energy technologies.
 - Eligible Applicants: Federal agencies
- **Industrial Emissions Demonstration Projects (\$500M)** – Provides funding to the eligible entities to develop crosscutting industrial emissions reduction technologies.
 - Eligible Applicants: Scientists, institutions of higher education, nongovernmental organizations, National Laboratories, private entities, partnerships or consortia thereof.

- **Solar Energy Demonstration Projects (\$80M)** – Provides funding to demonstrate solar energy technologies.
 - Eligible Applicants: Institutions of higher education including minority- serving institutions, National Laboratories, Federal research agencies, state research agencies, a research agency associated with a territory or freely associated state, a tribal energy development organization, an Indian tribe, a tribal organization, a Native Hawaiian community-based organization, industrial entities, nonprofit research organizations, or consortia thereof.

- **Wind Energy Demonstration Projects (\$100M)** -- Provides funding to demonstrate wind energy technologies.
 - Eligible Applicants: Institutions of higher education including minority- serving institutions, National Laboratories, Federal research agencies, state research agencies, a research agency associated with a territory or freely associated state, a tribal energy development organization, an Indian tribe, a tribal organization, a Native Hawaiian community-based organization, industrial entities, nonprofit research organizations, or consortia thereof.

- **Geothermal Energy Demonstration Projects (\$84M)** - Provides funding to demonstrate advanced geothermal energy technologies, including at least one demonstration project east of the Mississippi River.
 - Eligible Applicants: Institutions of higher education, National Laboratories, Federal research agencies, state research agencies, industrial entities, nonprofit research organizations, or consortia thereof.

- **National Marine Energy Centers (\$40M)** – For hydropower and marine energy and National Marine Energy Centers.
 - Eligible Applicants: Institutions of higher education (or consortia thereof)

Resources:

- DOE IJA Fact Sheet [HERE](#)
- DOE Office of Energy Efficiency and Renewable Energy Funding Opportunities [HERE](#)
 - Click [HERE](#) to learn how to apply.
- National Energy Technology Laboratory Solicitations and Funding Opportunities [HERE](#)
- Battery Policies and Incentives Search Tool [HERE](#)

Department of Transportation:

Formula-Based Funding:

Funding through these programs is apportioned to the states by formula, and implementation is left primarily to state agencies. Each state is required to have a State Transportation Improvement Plan (STIP), which sets priorities for the state's use of Federal-Aid Highway Program funds. Municipalities that want their projects to receive funds through many of these programs should work through their respective Regional Councils of Government to get those projects listed on the STIP.

● Highways:

- **National Highway Performance Program (\$148B)** – Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and 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 NHS.
 - Click [HERE](#) for additional program policy, guidance, information, and resources.
- **Surface Transportation Block Grant Program (STBGP) (\$64.8B)** – Provides funding to States and local governments for a wide range of eligible surface transportation improvements, with flexibility to best address State and local transportation needs. This includes projects such as federal-aid bridge repair; highway and bridge rehabilitation and construction; off-system bridge repair; pedestrian, bicycle, and recreational trails; and other activities.
 - Click [HERE](#) for additional program policy, guidance, information, and resources.
- **STBGP Transportation Alternative Program (TAP) Set-aside (\$7.2B)** – Authorizes funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure to enhance mobility and access to public transportation, environmental mitigation and preservation activities; recreational trails; safe routes to school projects; and other activities.
 - Click [HERE](#) for additional program background, funding features, and eligible activities.
- **Highway Safety Improvement Program (\$15.6B)** – Aims to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.
 - Click [HERE](#) for additional program background and related resources.
- **Railway-Highway Grade Crossings Program (\$1.2B)** – Provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.
 - Click [HERE](#) for program background, policy, guidance, and related resources.
- **Congestion Mitigation and Air Quality Improvement Program (\$13.2B)** – Provides funding to States 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 Projects:** Include increased transit capital projects, as well as efforts to improve traffic flow, construct high-occupancy vehicle (HOV) lanes, improve signalization and intersections, encourage carpool services, improve bicycle and pedestrian facilities, or construct facilities for electric or natural gas-fueled vehicles.
- Click [HERE](#) for additional program information and resources.
- **National Highway Freight Program (\$7.1B)** – Ensures the efficient movement of freight on the National Highway Freight Network (NHFN). A range of activities are eligible for these funds, such as projects to reduce the environmental impacts of freight movement, adding road capacity to address highway freight bottlenecks, or a highway or bridge project to improve the flow of freight on the national highway freight network.
 - Click [HERE](#) for additional program background, funding features, and eligible activities.
- **Carbon Reduction Program (\$6.4B)** – A new DOT program established to invest in projects that support a reduction in transportation emissions.
 - **Eligible Projects:** Include transportation electrification and EV charging, public transportation, including Bus Rapid Transit, infrastructure for bicycling and walking, intelligent transportation systems (ITS) improvements, infrastructure to support congestion pricing, diesel engine retrofits, and port electrification.
 - **Additional Requirements:**
 - Of funding, 65% will be suballocated by population to support eligible project priorities in local communities.
 - States will also be required to develop emission carbon reduction strategies.
- **PROTECT Formula Program (\$7.3B)** – Provides funding to States to enhance the resiliency of surface transportation infrastructure assets to natural disasters and other climate hazards, including projects to improve coastal infrastructure and evacuation routes.
 - **Eligible Activities:** A project carried out by a State may include the use of natural infrastructure or the construction or modification of storm surge, flood protection, or aquatic ecosystem restoration elements that are functionally connected to a transportation improvement, such as
 - increasing marsh health and total area adjacent to a highway right-of-way to promote additional flood storage;
 - upgrades to and installation of culverts designed to withstand 100-year flood events;
 - upgrades to and installation of tide gates to protect highways;
 - upgrades to and installation of flood gates to protect tunnel entrances; and
 - improving functionality and resiliency of stormwater controls,

including inventory inspections, upgrades to, and preservation of best management practices to protect surface transportation infrastructure.

- **Bridge Formula Program (\$27.5B)** – Provides funding to States and Tribal governments to repair and rebuild bridges in poor condition. There are approximately [250](#) bridges in Connecticut in this condition (detailed [here](#)). To help local governments that struggle to pay for costly bridge projects, 15% of funds will be set-aside for “off-system bridges” including projects on locally-owned facilities that are not on the National Highway System. Off-System Bridges are on a road that is not part of the designated state highway system and is under the direct jurisdiction of the local government.
- **Electric Vehicle Formula Program (\$5B)** – Provides funding to States to strategically deploy EV charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.
- **Ferry Boats and Facilities (\$912M)** – Funds the construction of ferry boats and ferry terminal facilities
 - Click [HERE](#) for program background, guidance, allocation updates.
- **Highway Safety Program Grants (Section 402) (\$1.99B)** – Provides grants to States to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes. Grant funds can be used for programs to reduce drug- and alcohol-impaired driving, improve pedestrian and bicycle safety, and encourage seat belt use, among other uses.
 - Click [HERE](#) for more information on the program and eligible usage of funds.
- **National Priority Safety Program Grants (Section 405) (\$1.86B)** – Provides grant funding to States to address selected national priorities for reducing highway deaths and injuries, including addressing impaired driving countermeasures, distracted driving, and motorcyclist safety.
 - Click [HERE](#) for additional information, resources, and previous allocations.
- **Transit:**
 - **Urbanized Area Program (\$33.5B)** – 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.
 - **Eligible Activities:** Planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software.
 - Click [HERE](#) for more information on the program, including previous allocations and funding requirements.
 - Click [HERE](#) to read about the IJJA’s impact.

- **Enhanced Mobility of Seniors & Individuals with Disabilities Program (\$2.2B)** – Provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.
 - Click [HERE](#) for program background, eligibility, and funding requirements.
 - Click [HERE](#) to read about the IIJA’s impact.
- **State of Good Repair Program (\$23.14B)** – Provides capital assistance for maintenance, replacement, and rehabilitation projects of high- intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management plans.
 - Click [HERE](#) for program background, eligibility, and funding requirements.
 - Click [HERE](#) to read about the IIJA’s impact.
- **Buses and Bus Facilities Program (\$3.2B)** – Makes federal resources available to states and direct recipients 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.
 - Click [HERE](#) for program background, eligibility, and funding requirements.
- **Aviation:**
 - **Airport Infrastructure Grants (\$15B)** – For airport-related projects that would be eligible for funding under the Airport Improvement Program or Passenger Facility Charge, for projects such as runways and broader needs like terminal and gate construction, multi-modal projects, and low-emission ground service vehicles. \$100M of which must be for competitive grants for airport sponsors that participate in the contract tower program and contract tower cost share program to make improvements to contract towers.
 - Click [HERE](#) for the program Homepage, which will be updated with more information as it becomes available.
 - **Terminal Development (\$5B)** – For a discretionary grant program for terminal development projects to improve aging terminal infrastructure. In awarding grants, DOT is specifically directed to consider certain projects, such as those that increase airport capacity and passenger access, and those that improve energy efficiency.
 - Click [HERE](#) for the program Homepage, which will be updated with more information as it becomes available.
 - **Air Traffic Facilities and Equipment (\$5B)** – To replace and improve air traffic control facilities and equipment, including landing and navigational aids. \$200M of this funding must be allocated to contract tower facilities.
 - Click [HERE](#) for the program Homepage, which will be updated with more information as it becomes available.

Competitive Grant Funding:

- **Highways:**
 - **Bridge Investment Program (\$12.5B)** – This new competitive grant program will

assist state, local, federal, and tribal entities in rehabilitating or replacing bridges, including culverts. Large projects and bundling of smaller bridge projects will be eligible for funding.

- **Eligible Applicants:** State or group of states; metropolitan planning organization that serves an urbanized area with a population of more than 200,000 individuals; unit of local government or group of local governments; political subdivision of a state or local government; special purpose district or public authority with a transportation function, including a port authority; federal land management agency that applies jointly with a state or group of states; tribal government or a consortium of tribal governments; multi-state or multijurisdictional group of public entities.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program (\$1.4B)** – In addition to formula grants to States, PROTECT will provide \$1.4 billion in competitive grants to eligible entities to increase the resilience of our transportation system.
 - **Eligible Applicants:** State or political subdivision of a state; metropolitan planning organization; unit of local government; special purpose district or public authority with a transportation function, including a port authority; Indian tribe; federal land management agency that applies jointly with a state or group of states; multi-state or multijurisdictional group of public entities.
 - **Grant categories:**
 - Planning grants - to enable communities to assess vulnerabilities to current and future weather events and natural disasters and changing conditions, including sea level rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities.
 - Resiliency improvement grants – construction grants to improve resiliency.
 - Community Resilience and Evacuation grants – for projects that strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events.
 - At-Risk Coastal Infrastructure grants – resiliency grants for coastal infrastructure
- **Wildlife Crossing Pilot Program (\$350M)** – This new competitive grant program will provide grants for projects designed to reduce wildlife- vehicle collisions and improve habitat connectivity.
 - **Eligible Applicants:** State highway agency, or an equivalent of that agency; a metropolitan planning organization; local government; regional transportation authority; special purpose district or public authority with a transportation function, including a port authority; Indian tribe; federal land management agency; groups of these entities.
- **Charging and fueling infrastructure grants (\$2.5B)** – This discretionary grant program will provide \$2.5 billion in for charging and fueling infrastructure. Federal share is 80% (local match must be paid by the private partner, if there is one).
 - **Eligible Applicants:** State or political subdivision of a state; metropolitan planning organization; unit of local government; special purpose district or

public authority with a transportation function, including a port authority; Indian tribe; a territory of the United States; multi-state or multijurisdictional group of public entities.

- Grant categories:
 - \$1.25 billion in funding will build out charging and fueling infrastructure along designated Alternative Fuel Corridors (e.g., Route 7 EV Corridor);
 - \$1.25 billion in funding will provide Community Charging grants convenient charging where people live, work, and shop.
- **Reconnecting Communities Pilot Program (\$1B)** – This new competitive program will provide grants for state, local, MPO, and tribal governments to remove barriers to access and mobility, including funding for planning, design, and removal or mitigation of barriers, and reconstruction of street grids or other infrastructure. Priority is given in funding distribution to communities that are “economically disadvantaged.” Federal share is 80% for planning grants; 50% for construction grants; other federal funds can be used as match as long as total federal contribution does not exceed 80%.
 - Eligible Applicants: State; local government; tribal government; metropolitan planning organization; nonprofit organization; eligible facility owner.
 - Timeline: Applications will open in the second quarter of 2022.
- **Congestion Relief Program (\$250M)** – This new competitive grant program will provide grants in large urban areas for projects to advance innovative, multimodal solutions to relieve congestion and improve transportation operations and performance. Federal share is 80%. Minimum grant award is \$10 million, meaning that no more than 5 grants can be distributed annually.
 - Eligible Applicants: A state, for the purpose of carrying out a project in an urbanized area with a population of more than 1,000,000; a metropolitan planning organization, city, or municipality, for the purpose of carrying out a project in an urbanized area with a population of more than 1,000,000.
- **Transit:**
 - **Federal Transit Administration (FTA) Low and No Emission Bus Program (\$5.6B)** – IJA expands this competitive program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities. Federal share is 85% for buses; 90% for bus-related equipment or facilities.
 - Eligible Applicants: Direct or designated recipients of Federal Transit Administration grants; states; local governmental authorities; Indian tribes.
 - Click [HERE](#) to learn how to apply.
 - **FTA Buses + Bus Facilities Competitive Program (\$2.0B)** – This program provides competitive funding to states and direct recipients 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. Federal share is 80%.
 - Eligible Applicants: Designated recipients that allocate funds to fixed route

bus operators, states or local governmental entities that operate fixed route bus service, and Indian tribes. Eligible subrecipients include all otherwise Eligible Applicants and private nonprofit organizations engaged in public transportation.

- Timeline: Applications are expected to open in the first quarter of 2022.
- Click [HERE](#) to learn how to apply.
- **Capital Investment Grants (CIG) Program (\$23B)** – The IIJA guarantees \$8 billion, and authorizes \$15 billion more in future appropriations, to invest in new high- capacity transit projects communities choose to build.
 - Eligible Applicants: Public entities (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards, and commissions established under state law.
 - Click [HERE](#) to read about the IIJA’s impact.
- **FTA All Station Accessibility Program (\$1.75B)** – This competitive grant program will provide funding to legacy transit and commuter rail authorities to upgrade existing stations to meet or exceed accessibility standards under the Americans with Disabilities Act. Federal share is 80%.
 - Eligible Applicants: State or local government authorities
 - Click [HERE](#) to read about the IIJA’s impact.
- **5307 Ferry Program (\$150M)** – IIJA retains the \$30 million per year passenger ferry program for ferries that serve urbanized areas. Federal share is 80% (90% for vehicle-related equipment to comply with the ADA or Clean Air Act).
 - Eligible Applicants: Eligible Applicants under this program must be designated recipients or eligible direct recipients of Section 5307 funds, which include public entities engaged in providing a public transportation passenger ferry service in urbanized areas.
 - Click [HERE](#) to learn how to apply.
- **Electric or Low Emitting Ferry Program (\$500M)** – This competitive grant program will support the transition of passenger ferries to low or zero emission technologies.
 - Eligible Applicants: TBD
 - Click [HERE](#) to read about the IIJA’s impact.
- **Multimodal and Freight Funding:**
 - **MEGA Projects / National Infrastructure Project Assistance (\$5B)** – This new grant program will support multi-modal, multi-jurisdictional projects of national or regional significance. 50% of funding is set aside for projects with a cost between \$100-500 million, and 50% is for projects over \$500 million. Federal share is 60%. Selection criteria for the program will be posted on the Department of Transportation website in February 2022.
 - Eligible Applicants: States, metropolitan planning organizations, local governments, political subdivisions of States, port authorities, tribal governments, or Amtrak in partnership with another entity.
 - **Rebuilding American Infrastructure with Sustainability and Equity (RAISE)**

Grants (\$7.5B) – RAISE grants support surface transportation projects of local and/or regional significance. Types of eligible projects include highway or bridge projects, passenger or freight rail projects, port infrastructure projects, and surface transportation components of airport projects, among other surface transportation projects. Federal share is 80% (can be higher in a disadvantaged community or area of persistent poverty).

- **Eligible Applicants:** State; District of Columbia; any territory or possession of the United States; a unit of local government; public agency or publicly chartered authority established by one or more states; special purpose district or public authority with a transportation function, including a port authority; federally recognized Indian tribe or a consortium of such Indian tribes; transit agency; multi-state or multijurisdictional group of eligible entities.
 - **Timeline:** Applications will open in the first quarter of 2022.
 - Click [HERE](#) to learn how to apply.
- **Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program (\$500M)** – The SMART Grant program will be a programmed competition that will deliver competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency.
- **Eligible Applicants:** State; political subdivision of a state; tribal government; public transit agency or authority; public toll authority; metropolitan planning organization; two or more eligible entities.
- **Infrastructure for Rebuilding America (INFRA) Grants (\$8B)** – INFRA grants will offer needed aid to freight infrastructure by providing funding to state and local government for projects of regional or national significance. Applications must meet eligibility requirements that emphasize improving freight movement and must involve work on the National Highway Freight Network, highway or bridge projects on the National Highway System, intermodal projects, wildlife crossing projects, railway-highway grade crossing or separation projects, or other surface transportation infrastructure projects. Federal share is 60% (80% for small projects).
- **Eligible Applicants:** State or group of states; 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; unit of local government or group of local governments; political subdivision of a state or local government; special purpose district or public authority with a transportation function, including a port authority; federal land management agency that applies jointly with a state or group of states; tribal government or a consortium of tribal governments; multi-state or multijurisdictional group of public entities.
 - **Timeline:** Applications will open in the first quarter of 2022.
 - Click [HERE](#) to learn how to apply.
- **Port Infrastructure Development Program (\$2.25B)** – IJA increases investment in America’s coastal ports and inland waterways, helping to improve the supply chain and enhancing the resilience of our shipping industry. IJA overall doubles the level of investment in port infrastructure and waterways, helping strengthen our supply chain and reduce pollution. Federal share is 80% (may be higher for small and rural ports).

- Eligible Applicants: State; political subdivision of a state, or a local government; public agency or publicly chartered authority established by one or more states; special purpose district with a transportation function; Indian tribe or a consortium of Indian tribes; multistate or multijurisdictional group of eligible entities; lead entity described here 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.
 - Timeline: Applications should open in February 2022.
 - Click [HERE](#) to learn how to apply.
 - **National Culvert Removal, Replacement and Restoration Grant Program (\$1B)** – This new grant program will fund states, tribes, and local governments for culvert replacement and removal projects. Priority would be given to projects aimed to improve fish passage for anadromous fish. Federal share is 80%.
 - Eligible Applicants: State; unit of local government; Indian tribe.
 - **Marine Highway Program (\$25M)** – Grants through the program are distributed for projects that mitigate landside congestion, expand transportation options, and realize public benefit and external cost savings by awarding Marine Highway grants to qualified applicants to implement designated Marine Highway projects.
 - Eligible Applicants: State governments (including State departments of transportation), metropolitan planning organizations, port authorities, and tribal governments, or private sector operators of marine highway services within designated Marine Highway Projects.
 - Click [HERE](#) to learn how to apply.
 - **Reduction of Truck Emissions at Port Facilities (\$400M)** – This new competitive grant program will provide funding to test, evaluate, and deploy projects that reduce port-related emissions from idling trucks. Federal share is 80%.
 - Eligible Applicants: The Secretary of Transportation shall solicit applications for grants at such time, in such manner, and containing such information as the Secretary determines to be necessary.
- **Rail:**
 - **Federal-State Partnership for Intercity Passenger Rail (\$36B)** – IJIA provides planning and construction funds for states, local governments, tribes, and Amtrak to expand the intercity passenger rail system in the United States through improvements to existing routes and the creation of new ones. Federal share is 80%.
 - Eligible Applicants: State (including the District of Columbia); group of states; interstate compact; public agency or publicly chartered authority established by one or more states; political subdivision of a state; Amtrak, acting on its own behalf or under a cooperative agreement with one or more states; any combination of eligible entities.
 - Click [HERE](#) to learn how to apply.
 - Click [HERE](#) to read about the IJIA’s impact.
 - **Consolidated Rail Infrastructure and Safety Improvements Program (\$5B)** – IJIA expands eligibility for CRISI grant applicants and eligible projects, providing competitive grants to states, local governments, Amtrak, railroads, universities, and others for projects that improve the safety, efficiency, and reliability of intercity

passenger and freight rail. Federal share is 80% (preference for projects with at least 50% local match).

- Eligible Applicants: State; group of states; interstate compact; public agency or publicly chartered authority established by one or more states; political subdivision of a state; Amtrak or another rail carrier that provides intercity rail passenger transportation; Class II railroad or Class III railroad; rail carrier or rail equipment manufacturer in partnership with at least one of these earlier entities; Transportation Research Board and any entity with which it contracts in the development of rail-related research, including cooperative research programs; university transportation center engaged in rail-related research; non-profit labor organization representing a class or craft of employees of rail carriers or rail carrier contractors.
- Click [HERE](#) to learn how to apply.
- Click [HERE](#) to read about the IJA's impact.
- **Railroad Crossing Elimination Grant Program (\$3B)** – This new grant program will provide states, tribes, and local governments planning and construction funds for highway-rail grade crossing separation projects that will improve safety and mobility. Federal share is 80%.
 - Eligible Applicants: State, including the District of Columbia, Puerto Rico, and other United States territories and possessions; political subdivision of a state; federally recognized Indian tribe; unit of local government or a group of local governments; public port authority; metropolitan planning organization; group of eligible entities.
 - Click [HERE](#) to read about the IJA's impact.
- **Restoration and Enhancements Grant Program (\$250M subject to annual appropriations)** – This program provides assistance grants for initiating, restoring, or enhancing intercity passenger rail transportation. Federal share ranges, decreasing from 90% in year 1 to 30% in year 6.
 - Eligible Applicants: 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 Tribe; Amtrak and other rail carriers; rail carriers in partnership with at least 1 of the entities described above.
 - Click [HERE](#) to read about the IJA's impact
- **Safety:**
 - **Safe Streets for All (\$5B)** – Allows communities to apply directly for grants to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians. Federal share is 80%.
 - Eligible Activities: Developing a comprehensive safety action plan; conducting planning, design, and development activities for projects and strategies identified in a comprehensive safety action plan; or carrying out projects and strategies identified in a comprehensive safety action plan.
 - Eligible Applicants: Metropolitan planning organization; political subdivision of a state; tribal government; multijurisdictional group of eligible entities.
 - Timeline: Applications are expected to open in May 2022.

- **Crash Data Modernization Grants (\$750M)** – This program provides funding to modernize state and federal crash databases to enable better data sharing and research into motor vehicle crashes.
 - Eligible Applicants: States.
- **Commercial Motor Vehicle Safety Programs (\$746.6M)** – Provides funding for additional grant programs for States, law enforcement agencies, and safety organizations to enhance motor carrier safety activities and projects, including driver training and commercial driver licensing programs.
 - Eligible Applicants: States, tribes, local governments, driver training organizations, or safety organizations.
- **Replacing Outdated Pipelines (\$1B)** – These grants will help community- owned utilities to replace outdated gas pipelines in order to reduce injuries and fatalities and prepare our pipeline infrastructure for cleaner fuels.
 - Eligible Applicants: Municipality or community-owned utility (not including for-profit entities).
- **Equity:**
 - **Healthy Streets Program (\$500M subject to annual appropriations):** This new program would provide grants to eligible entities to deploy cool pavements (pavement with reflective surfaces with higher albedo to decrease the surface temperature of that pavement) and porous pavements (a paved surface with a higher-than-normal percentage of air voids to allow water to pass through the surface and infiltrate into the subsoil) and to expand tree cover. The goals of the program are to mitigate urban heat islands, improve air quality, and reduce the extent of impervious surfaces, stormwater runoff and flood risks, and heat impacts to infrastructure and road users. Of the amounts made available to the program, not less than 80% percent is to be provided for projects in urbanized areas.
 - Eligible Applicants: States, MPOs; a unit of local government; tribal governments; and a nonprofit organization working in coordination with any of these entities.
 - Priority Consideration: To projects in a low income community or a disadvantaged community or with an entity that is partnering with a qualified youth or conservation corps.
 - Cost-Share: 80% federal
- **Aviation:**
 - **Federal Aviation Administration (FAA) Terminal Program (\$5B)** – This discretionary grant program will provide funding for airport terminal development and other landside projects. Federal share is 80% for large and medium hubs, 95% for small, non-hub, and nonprimary airports.
 - Eligible Applicants: Airport that is eligible to receive a grant from the discretionary fund under section 47115(a) of Title 49.

Resources:

- Federal Highway Administration IJA Homepage [HERE](#)
 - Federal Highway Administration Presentation: [Overview of Highway Provisions](#)

- Federal Transit Administration IJA Homepage [HERE](#)
- Federal Aviation Administration IJA Homepage [HERE](#)
- Federal Railroad Administration IJA Homepage [HERE](#)
- Federal Motor Carrier Safety Administration IJA Homepage [HERE](#)
- CRS Report: [Federal Public Transportation Program: In Brief](#)
- CRS Report: [Passenger Rail Expansion in the Infrastructure Investment and Jobs Act](#)

Environmental Protection Agency:

Formula-Based Funding:

- **Clean Water State Revolving Fund – Traditional (\$11.713B)** –The Clean Water State Revolving Fund (CWSRF) authorizes states to receive annual capitalization grants from EPA to provide primarily subsidized loans to support wastewater infrastructure investments. Although the CWSRF program is generally a loan program, the CWSRF program allows for states to provide SRF recipients with additional subsidization (e.g., forgiveness of principal, negative interest loans, and grants). The CWSRF program provides financial assistance to a range of eligible recipients—though primarily the program has focused on wastewater treatment works owned by municipalities—to support a range of eligible projects and activities. These include construction of wastewater treatment works and stormwater systems, management of nonpoint source pollution, and replacement of decentralized systems (e.g., septic tanks), among others.
 - Allotments: EPA allots CWSRF funds among states based on Clean Water Act statutory percentages, which provide a minimum share of 0.5% to each state and have effectively been in place since the beginning of the program in 1987.
 - EPA’s FY2021 CWSRF allotments: [HERE](#)
 - Funding breakdown: 49% of the state's capitalization grant allotment would be used for 100% principal forgiveness or grants, or a combination of these, and 51% would be for subsidized loans.
 - State match requirements: For FY2022 and FY2023, each state would match 10% of its annual capitalization grant. For FY2024 through FY2026, the state match would return to 20%.
 - Eligible Applicants: States
 - Communities submit applications to state agencies for financial assistance from the SRFs. States score each application based on factors like population served and anticipated environmental or public health benefits. Given the available funding, states determine which communities will get assistance, and how much assistance they will receive.
 - Program Homepage: [HERE](#)
 - CRS Report: Wastewater Infrastructure: Overview, Funding, and Legislative Developments
 - CRS Report: Infrastructure Investment and Jobs Act (IIJA): Drinking Water and Wastewater Infrastructure
- **Drinking Water State Revolving Fund – Traditional (\$11.713B)** – The Drinking Water State Revolving Fund (DWSRF) authorizes states to receive annual capitalization grants from EPA to provide primarily subsidized loans to water systems for drinking water projects and related activities. Although the DWSRF program is generally a loan program, the DWSRF program allows for states to provide SRF recipients with additional subsidization (e.g., forgiveness of principal, negative interest loans, and grants). States are required to give funding priority to projects that address the most serious human health risks, are necessary to ensure compliance with drinking water regulations, and assist systems most in need on a per-household basis according to state affordability criteria.

- Allotments: State allotments are based on the results of the most recent quadrennial public water system capital improvement needs survey with each state (including the Commonwealth of Puerto Rico and the District of Columbia) receiving at least 1% of available funds. EPA’s FY2021 DWSRF allotment percentages: [HERE](#)
 - Funding breakdown: 49% of the state's capitalization grant allotment would be used for 100% principal forgiveness or grants, or a combination of these, and 51% are for subsidized loans.
 - State match requirements: For FY2022 and FY2023, each state would match 10% of its annual capitalization grant. For FY2024 through FY2026, the state match would return to 20%.
 - Eligible Applicants: States
 - Communities submit applications to state agencies for financial assistance from the SRFs. States score each application based on factors like population served and anticipated environmental or public health benefits. Given the available funding, states determine which communities will get assistance, and how much assistance they will receive.
 - Program Homepage: [HERE](#)
 - CRS Report: [Drinking Water State Revolving Fund \(DWSRF\): Overview, Issues, and Legislation](#)
 - CRS Report: [Infrastructure Investment and Jobs Act \(IIJA\): Drinking Water and Wastewater Infrastructure](#)
- **Drinking Water State Revolving Fund for Lead Service Line Replacement (\$15B)** – Delivered through the DWSRF, these funds are to be used for lead service line replacement projects and associated activities directly connected to the identification, planning, design, and replacement of lead service lines.
 - Allotments: State allotments are based on the results of the most recent quadrennial public water system capital improvement needs survey with each state (including the Commonwealth of Puerto Rico and the District of Columbia) receiving at least 1% of available funds. EPA’s FY2021 DWSRF allotment percentages: [HERE](#)
 - Funding breakdown: 49% of the state's allotment of capitalization grant would be used for 100% principal forgiveness or grants, or a combination of these, and 51% are for subsidized loans.
 - State match requirements: States would not have to match their capitalization grants.
 - **Clean Water State Revolving Fund for Emerging Contaminants (\$1B)** – Delivered through the CWSRF, these funds would be used for eligible CWSRF activities (33 U.S.C. 1383(c)) that address emerging contaminants. This is the first time Congress has specifically directed funding to address emerging contaminants within the framework of eligible CWSRF activities.
 - Allotments: EPA allots CWSRF funds among states based on Clean Water Act statutory percentages, which provide a minimum share of 0.5% to each state and have effectively been in place since the beginning of the program in 1987. EPA’s FY2021 CWSRF allotments: [HERE](#)
 - Funding breakdown: 100% of the state's capitalization grant allotment would be used for 100% principal forgiveness or grants, or a combination of these.

- State match requirements: States would not have to match their capitalization grants.
- **Drinking Water State Revolving Fund for Emerging Contaminants (\$4B)** – Delivered through the DWSRF, these funds are to be used to address emerging contaminants in drinking water with a focus on per- and polyfluoroalkyl substances
 - Allotments: State allotments are based on the results of the most recent quadrennial public water system capital improvement needs survey with each state (including the Commonwealth of Puerto Rico and the District of Columbia) receiving at least 1% of available funds. EPA’s FY2021DWSRF allotment percentages: [HERE](#)
 - Funding breakdown: 100% of the state's capitalization grant allotment would be used for 100% principal forgiveness or grants, or a combination of these.
 - State match requirements: States would not have to match their capitalization grants.
- **Water Infrastructure Improvements for the Nation (WIIN) Grants to address emerging contaminants (\$5B)** – The Small and Disadvantaged Communities Grant Program is intended to help disadvantaged or small communities afford projects needed to comply with SDWA regulations (42 U.S.C. §300j-19a). This section defines “underserved community” to mean “a political subdivision of a State that, as determined by the Administrator, has an inadequate system for obtaining drinking water.” Under SDWA Section 1459A, eligible entities for these grants include public water systems, tribal water systems, and states on behalf of an underserved community. EPA is directed to give priority to “projects and activities that benefit underserved communities.” The funds provided in IJA are to be used for projects that address emerging contaminants for small and disadvantaged communities. In previous years, [EPA has](#) awarded grants to states and tribes to support underserved communities. EPA stated the following regarding this grant program, “*Grants will be awarded as non-competitive grants to states...*”
 - Allotments: In previous years, [EPA has distributed funds among the states using](#) “...an allocation formula similar to that of the Drinking Water State Revolving Fund, including a tribal allotment.”
 - Match requirements: IJA waives the statutory 45% cost match requirement.

Competitive Grant Funding:

- **Brownfields Competitive Grant Program (\$1.2B)** – The IJA provides significant investment into the Brownfields program to help communities, States, Tribes and others to assess, safely clean up, and sustainably reuse contaminated properties.
 - Eligible Applicants: State, local, and tribal government entities as well as nonprofit organizations.
 - Funding breakdown: \$240 million each year for 5 years (FY22-26). Of that, up to \$600M to:
 - [Brownfields Remediation Grants](#) – Up to \$5M per grant
 - [Multipurpose Grants](#) – Up to \$10M per grant
 - [Site Characterization and Assessment](#) – Up to \$10M per grant
 - [Capitalization and Revolving Loan Funds](#) – Up to \$10M per grant.
 - [Job Training](#) – Up to \$10M per grant.
 - Program Homepage: [HERE](#)

- Timeline: Additional competitive funding opportunities will be announced this spring
- **Clean School Bus Program (\$5B)** – EPA will offer a total of \$5 billion between fiscal years 2022 and 2026 to fund the replacement of dirtier school buses with low- or no-carbon school buses. Each year, \$500 million will be available exclusively for electric school buses and \$500 million will be available for electric buses and multiple types of cleaner alternative fuel school buses. EPA can offer grants and rebates to assist fleets in purchasing new, cleaner school buses and the associated charging and fueling infrastructure. EPA will ensure a broad geographic distribution of awards.
 - Eligible Applicants: State and local governments, eligible contractors and nonprofit school transportation associations.
 - Funding breakdown: 50 percent of the funds are for zero-emission and low-emission alternative fuels buses.
 - Funding prioritization: Funds may be prioritized for rural or low- income communities and entities that have matching funds available. The U.S. Environmental Protection Agency Administrator is authorized to provide funds to cover up to 100 percent of the costs for the replacement of the buses
 - Program Homepage: [HERE](#)
 - Timeline: Applications for funding will be made available [here](#) later this spring.
- **Pollution Prevention Program (\$100M)** – Grants provide technical assistance to businesses in order to help them develop and adopt source reduction practices (also known as “pollution prevention” or “P2”). P2 means reducing or eliminating pollutants from entering any waste stream or otherwise released into the environment prior to recycling, treatment, or disposal.
 - Eligible Applicants: State governments, colleges and universities (recognized as instrumentalities of the state), federally-recognized tribes and intertribal consortia.
 - Match requirement: 50 percent match; for tribal governments that place P2 grant activities into a performance partnership grant (PPG) agreement, the match for the tribe gets reduced to 5 percent.
 - Program Homepage: [HERE](#)
- **Consumer Recycling Education and Outreach Grant Program (\$75M)** – IJJA creates a new program at the EPA to award competitive grants to states, local and tribal governments, nonprofits, and public-private partnerships to improve the effectiveness of recycling programs. Grant money can be used to help educate households and consumers about residential and community recycling programs, provide information about recyclable materials, and increase collection rates and decrease contamination.
 - Eligible Applicants: State, local, and tribal government entities as well as nonprofit organizations and public-private partnerships.

Resources:

- EPA IJJA Homepage [HERE](#)
- Provision Breakdowns:

- Water Infrastructure Investments [HERE](#)
- State Allotments of IIJA Emergency Supplemental Appropriations for the Clean Water and Drinking Water State Revolving Funds: [HERE](#)
- Cleanup, Revitalization, and Recycling Investments [HERE](#)
- Electric and Low-Emission School Buses [HERE](#)
- Pollution Prevention [HERE](#)
- EPA IIJA Fact Sheet [HERE](#)
- EPA's IIJA Funding Allocations [HERE](#)
- EPA IIJA Brownfield Investments / FY22 Draft Plan [HERE](#)

Federal Communications Commission:

- **Affordable Connectivity Fund (\$14.2B):** The Affordable Connectivity Program is an FCC benefit program that helps ensure that households can afford the broadband they need for work, school, healthcare and more. The benefit provides a discount of up to \$30 per month toward internet service for eligible households. Eligible households can also receive a one-time discount of up to \$100 to purchase a laptop, desktop computer, or tablet from *participating* providers if they contribute more than \$10 and less than \$50 toward the purchase price. The Affordable Connectivity Program is limited to one monthly service discount and one device discount per household.
 - Eligible Applicants: Individuals/Households
 - A household is eligible if a member of the household meets at least *one* of the criteria below:
 - Has an income that is at or below 200% of the [federal poverty guidelines](#); or
 - Participates in certain assistance programs, such as SNAP, Medicaid, Federal Public Housing Assistance, SSI, WIC, or [Lifeline](#);
 - Participates in Tribal specific programs, such as Bureau of Indian Affairs General Assistance, Tribal TANF, or Food Distribution Program on Indian Reservations;
 - Is approved to receive benefits under the free and reduced-price school lunch program or the school breakfast program, including through the USDA Community Eligibility Provision in the 2019-2020, 2020-2021, or 2021-2022 school year;
 - Received a Federal Pell Grant during the current award year; or
 - Meets the eligibility criteria for a participating provider's existing low-income program.
 - Enrollment
 - Go to [ACPBenefit.org](#) to submit an application or [print out](#) a mail-in application.
 - Contact your preferred participating provider to select a plan and have the discount applied to your bill.
 - Eligible households must both apply for the program and contact a participating provider to select a service plan.

Resources:

- [Affordable Connectivity Program Consumer FAQ.](#)
- [The FCC's ACP Consumer Hub](#)
- Toll-free number for questions: 877-384-2575
- Apply [HERE](#)

Federal Emergency Management Agency:

Formula-Based Funding:

- **STORM Act (\$500M)** – This program, modeled after the highly successful Clean Water and Drinking Water State Revolving Fund, allows FEMA to make grants to capitalize new hazard mitigation revolving funds administered by states. These funds will be managed individually by states through their Emergency Management agencies. State agencies will use those funds to make low-interest loans to local governments to finance projects designed to mitigate damage from future disasters, with the repayment of the loans providing capital for future projects. There is a \$5 million cap on grant awards on a per-project basis and a maximum 1% interest rate, with repayment terms up to 20 years after project completion, or up to 30 years for projects benefiting low-income geographies.
 - Eligible Applicants: States
 - Eligible projects: Mitigate hazards from drought and prolonged, intense heat; severe storms such as hurricanes, tornadoes, wind storms, cyclones, and severe winter storms; wildfires; earthquakes; flooding; shoreline erosion, and; high water levels; and storm surges.
 - Timeline: FEMA expects that it will take 18-24 months to stand up and implement the program, with the first Notice of Funding Opportunity (NOFO) in FY2023

Competitive Grant Programs:

- **Building Resilient Infrastructure and Communities (BRIC) Grant Program (\$1B+):** BRIC, which replaced the FEMA Pre-Disaster Mitigation Program, provides funding to state and local governments to help reduce the overall risk to the population and structures from future hazard events. The program is essentially two-phased: states may apply under the State/Territory Allocation for limited funding to support mitigation planning and planning-related activities, and then also for a separate national competition for mitigation projects.
 - Eligible Applicants: States (with major disaster declarations in past seven years)
 - The State Emergency Management Agency, coordinated by the State Hazard Mitigation Officer (SHMO), receives and applies to FEMA for funding. This means that communities may apply for the BRIC program through their state's emergency management agency rather than applying to FEMA directly. States review all projects within their state and develop a priority order for applications in the state allocation project pool and the national mitigation project competition pool.
 - Eligible Projects:
 - Mitigation Projects through a national competition: The bulk of BRIC program funds goes to competitively awarded assistance for implementing mitigation projects that increase resilience and public safety, reduce injuries and loss of life, and reduce damage and destruction to property, critical services, facilities, and infrastructure. This includes an emphasis on [nature-based solutions](#), such as aquifer storage and recovery, floodplain

- and stream restoration, and flood diversion and storage.
 - Capability- and Capacity- Building (C&CB) and Planning through state allocations: These projects can include [building code activities](#), [partnerships](#), [project scoping](#), [mitigation planning](#), and other planning-related activities.
 - Management Costs: Up to 15% of the total amount of the grant award may go to reimbursing the recipient and sub-recipient for eligible indirect costs and direct administrative costs.
 - Notably, all project types detailed in the [Hazard Mitigation Assistance Guidance](#) for the Pre-Disaster Mitigation grant program are eligible under the BRIC program, including flood risk reduction projects (e.g. modification of culverts, construction of retention or detention basins)
 - Cost Share: 75% federal/25% non-federal except for small impoverished communities, which have a cost share of 90% federal/10% non-federal.
 - Program Homepage: [HERE](#)
 - State Homepage: [HERE](#)
 - Timeline: Applications for FY22 are expected to open no later than September 30, 2022.
- **Flood Mitigation Assistance Program (\$3.5B)** – This competitive grant program provides funding to state and local governments for projects that reduce or eliminate the risk of repetitive flood damage to buildings insured by the National Flood Insurance Program (i.e., the goal of this program is to decrease claim payouts).
 - Eligible Applicants: States
 - Local governments submit mitigation planning and project applications to their state during the open application cycle. After reviewing applications, the state prioritizes and forwards the applications to their FEMA Regional Office. Local governments should contact their State Hazard Mitigation Officer [here](#).
 - Eligible Projects:
 - Project Scoping to develop community flood mitigation projects and/or individual flood mitigation projects that will subsequently reduce flood claims against the NFIP.
 - Community Flood Mitigation Projects to address community flood risk for the purpose of reducing NFIP flood claim payments. Example projects include localized flood control, floodwater storage and diversion, floodplain and stream restoration, stormwater management, and wetland restoration/creation projects that benefit NFIP insured properties.
 - Flood hazard mitigation planning for sub-applications to update their mitigation plans.
 - Individual flood mitigation projects that mitigate the risk of flooding to individual NFIP-insured structures, such as projects for elevating (lifting) a home, selling to a town and returning the land to its natural state, or demolishing a home and rebuilding NFIP-compliant insured structures.
 - Cost Share: Up to 90% of project costs for mitigation activities in areas with low

incomes or that are ranked highly in social vulnerability by the CDC, using factors such as poverty, housing and transportation access, and minority status.

- Program Homepage: [HERE](#)
- State Homepage: [HERE](#)
- Timeline: Applications for FY22 are expected to open no later than September 30, 2022.

- **High Hazard Dam Rehabilitation Grant Program (\$585M)** – Provides grants for technical, planning, design, and construction assistance for repairing, removing, or rehabilitating eligible high hazard non-federal dams.
 - Eligible Applicants: States (each state submits one application to FEMA for funding on behalf of subrecipients).
 - Eligible Subrecipients: Limited to non-federal government or nonprofit entities. Eligible subrecipients apply for and receive subawards directly from the relevant state agency. Private dam owners that are not non-profit organizations will need to work with their local government or state if they are interested in receiving funds for their dam.
 - Eligible Projects: technical, planning, design, and construction activities toward the repair, removal, or structural or nonstructural rehabilitation of eligible high hazard potential dams.
 - Eligible Dams:
 - Non-federal
 - Are located in a state/territory with a dam safety program
 - Are classified as “high hazard potential” by the state/territory dam safety agency in the state/territory in which the dam is located
 - Have an Emergency Action Plan (EAP) approved state/territory dam safety program or is in conformance with state/territory law and pending approval by the relevant state/territory dam safety agency
 - Fail to meet minimum state/territory dam safety standards and pose an unacceptable risk to the public
 - Cost Share: Up to 65% federal / 35% non-federal (from the applicant, subrecipient or a combination)
 - Program Homepage: [HERE](#)

Resources:

- FEMA IJA Information [HERE](#)
- CRS Report: [FEMA Hazard Mitigation: A First Step Towards Climate Adaptation](#)
- CRS Report: [Recent Funding Increases for FEMA Hazard Mitigation Assistance](#)
- CRS Report: [Dam Safety: Federal Programs and Authorities](#)