

Transportation Discretionary Grants

Infrastructure Investment and Jobs Act Advisory Services Policy Brief #2

The **Infrastructure Investment and Jobs Act (IIJA)** (also known as the Bipartisan Infrastructure Bill or BIL) provides funding to repair our nation's aging infrastructure through formula funds and discretionary grants. This Advisory Services Policy Brief summarizes the key **discretionary programs** administered by the U.S. Department of Transportation (USDOT) and modified or created by the IIJA. Future policy briefs will go into greater depth of discussion regarding existing discretionary funding programs administered by the Federal Transit Administration (FTA) and the Federal Railroad Administration (FRA), which received a substantial increase in funding through the IIJA.

The summary describes project eligibilities and known funding amounts, as well as application requirements such as a benefit-cost analysis (BCA) where the statutory language specifies that a project must be cost-effective. Grant programs that require a BCA are identified by the icon to the right.



In general, all discretionary grant programs are available to states, units of local government, tribal governments or metropolitan planning organizations (MPO). For the programs described in this policy brief, only notable exceptions or additions to the types of applicants listed above are identified. Additionally, most federal grant programs limit the federal share of a project's cost to 80%, with an expected 20% local match. This policy brief highlights exceptions to the 80/20 cost share ratio.

An important administrative change to the discretionary programs administered by the Office of the Secretary is the creation of a new **Office of Multimodal Freight Infrastructure and Policy** that will administer many of the discretionary grant programs including: National Infrastructure Projects Program, Local and Regional Projects, SMART Grants, Nationally Significant Freight and Highway Projects (Infrastructure for Rebuilding America, or INFRA), National Culvert Removal, and other discretionary financial assistance programs. With this change, a central office within USDOT is tasked with administering the multimodal grant programs described in this brief.

Our Advisory Services professionals review infrastructure policy developments and prepare summaries of key provisions to help keep our clients informed of the changing landscape in Washington, D.C. You can find more information about how we can help and a summary of new and existing discretionary programs at the end of this document.

Appropriations vs. Authorizations vs. Authorized Transfers

The IIJA both **authorizes** programs and **appropriates** funding for programs. In its simplest terms, the **authorization** is the amount of funding that Congress may approve each year to carry out a program. The **appropriations** are the approved funds to implement a program. Programs funded by IIJA authorized transfers from the Highway Trust Fund (HTF) are not subject to annual appropriations. However, programs not funded through the HTF may be **authorized** but not appropriated, meaning that Congress has specified the funding levels for a program but will decide on an annual basis during the federal budget process how much money to **appropriate** to the program. The IIJA does provide advance **appropriations** for several programs and those are highlighted where appropriate.

The Fiscal Year 2022 Consolidated Appropriations Act ([H.R. 2471](#)) provided funding for several of the discretionary grant programs discussed in this brief. Where appropriate, narrative descriptions also include approved funding through the FY 2022 appropriations.

Additional information on the discretionary programs summarized in this brief is available in the “[Building a Better America](#)” playbook prepared by the White House. USDOT has also prepared a schedule identifying by month the anticipated dates for Notices of Funding Opportunities (NOFOs), available for review [here](#) with provisions described in this brief identified in the table below.

NOFO Month	Program	Administering Agency
May	Safe Streets and Roads for All Grant Program	Office of the Secretary
May	Bridge Investment Program	Federal Highway Administration
June	Railroad Crossing Elimination Program	Federal Railroad Administration
June	Ferry Programs; Electric or Low-Emitting Ferry Program; Ferry Service for Rural Communities; Passenger Ferry Grant Program	Federal Transit Administration
June	Reconnecting Communities Pilot Program	Office of the Secretary
July	All Stations Accessibility Program	Federal Transit Administration
Summer	National Culvert Removal, Replacement, and Restoration Grant Program	Federal Highway Administration
August	Consolidated Rail Infrastructure and Safety Improvements Grant Program	Federal Railroad Administration
September	Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program	Office of the Secretary

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Implementing Agency: Federal Railroad Administration (FRA)

Appropriated and Authorized Funding: The IIJA provides \$7.2 billion per fiscal year over the five year term of the bill for \$36 billion in advance appropriations. It also authorizes an additional \$1.5 billion per year for the potential of another \$7.5 billion with future appropriations. The 2022 Consolidated Appropriations provided \$100 million for this program, substantially less than the \$1.5 billion authorized.



Requires
a BCA

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Authorized	\$1,500,000,000	\$1,500,000,000	\$1,500,000,000	\$1,500,000,000	\$1,500,000,000
IIJA Appropriated	\$7,200,000,000	\$7,200,000,000	\$7,200,000,000	\$7,200,000,000	\$7,200,000,000
FY 2022 Consolidated Appropriations	\$100,000,000	—	—	—	—

The IIJA renames the FRA’s passenger rail State of Good Repair program as the Federal-State Partnership for Intercity Passenger Rail and expands eligibility beyond improving existing assets to also include “expand[ing] or establish[ing] new intercity passenger rail service, including privately operated intercity passenger rail service.” **The program is funded for the next five years at \$7.2 billion per year for a total of \$36 billion.** This is a substantial increase from the \$291 million available in FY 2020. Note that USDOT has indicated that the Northeast Corridor may receive the maximum authorized under the program – \$24 billion – leaving \$12 billion for projects in other parts of the country.



Intercity
Passenger Rail

	Funded through IIJA
	Subject to future appropriations

¹ U.S.C. = United States Code

Nationally Significant Multimodal Freight and Highway Projects Program — INFRA (23 U.S.C. 117)

Implementing Agency: Office of Multimodal Freight Infrastructure and Policy

Funding: The IIJA authorized HTF transfers totaling \$4.8 billion and provided advance appropriations of \$3.2 billion. An additional \$6 billion is authorized for future appropriations, meaning that the program is funded at \$8 billion and could see as much as \$14 billion with future appropriations.



Requires
a BCA

\$8 BILLION authorized and appropriated through IIJA / **\$14 BILLION** potentially available

The IIJA renames the Nationally Significant Freight and Highway Projects program as the Nationally Significant *Multimodal* Freight and Highway Projects program, which is commonly referred to as INFRA. The program seeks to fund projects that generally cost at least \$100 million and that:

- Improve the safety, efficiency, and reliability of the movement of freight and people
- Generate national or regional economic benefits and an increase in the global economic competitiveness
- Reduce highway congestion and bottlenecks
- Improve connectivity between modes of freight transportation
- Enhance the resiliency of critical highway infrastructure and help protect the environment
- Improve roadways vital to national energy security
- Address the impact of population growth on the movement of people and freight

The IIJA made several changes to the INFRA program, including:

- Adding wildlife crossings, projects for marine highway corridors, and projects at international border crossings as eligible project types
- Modifying the cap on certain intermodal and freight rail projects from \$600 million to 30% of available funds each fiscal year
- Increasing the small project set-aside for projects with total costs less than \$100 million from 10% to 15% of the available funds and requiring that at least 30% of that small-project set-aside go toward projects in rural areas
- Adding new considerations for making grant selections including:
 - Whether the project promotes resiliency
 - Prioritizing projects located in states that have not received previous INFRA grants

The USDOT issued the Notice of Funding Opportunity for the INFRA program through the [Multimodal Project Discretionary Grant](#) NOFO, with applications due May 23, 2022.



Certain Bridges



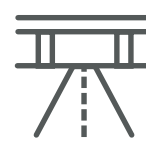
Port Projects



Freight Rail
Projects



Highway
Freight Projects



Grade
Separations



Wildlife
Crossings



Port Infrastructure Development Program

Implementing Agency: Maritime Administration (MARAD)

Funding: The IIJA fully funded the program at its authorized levels of \$450 million per year for the five-year term of the bill.



Requires
a BCA

FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
\$450,000,000	\$450,000,000	\$450,000,000	\$450,000,000	\$450,000,000

Funding from the IIJA is nearly double the \$230 million funded for fiscal year 2021. The IIJA adds new eligibilities to the program to include “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:

- Port electrification or electrification master planning
- Harbor craft or equipment replacements/retrofits
- Development of port or terminal microgrids
- Providing infrastructure to reduce idling
- Purchase of cargo handling equipment and related infrastructure
- Worker training to support electrification technology
- Installation of port bunkering facilities from ocean-going vessels for fuel
- 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 or
- Other projects related to port activities including charging infrastructure, electric rubber-tired gantry cranes, and anti-idling technologies



Port Projects

USDOT issued the [PIDP NOFO](#) for the advance appropriated \$450 million with applications due May 16, 2022.

Funding Key

	Funded through IIJA
	Subject to future appropriations

National, Regional and Local Assistance Grants — (New 23 U.S.C. 6701 and 6702)

The grant program formerly known as TIGER, BUILD, and most recently RAISE is now codified in federal statute and combined with a new program to fund large projects in need of federal funding assistance under one umbrella program, the National Infrastructure Investments.

National Infrastructure Project Assistance — MEGA Projects (New 23 U.S.C. 6701)

Implementing Agency: Office of Intermodal Freight Infrastructure and Policy

Appropriated and Authorized Funding: The IIJA authorizes the program at \$2 billion per year, subject to future appropriations. It also provides advance appropriations of \$1 billion per year, making \$15 billion potentially available over the 5-year term of the bill.



Requires
a BCA

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Authorized	\$2,000,000,000	\$2,000,000,000	\$2,000,000,000	\$2,000,000,000	\$2,000,000,000
IIJA Appropriated	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000	\$1,000,000,000

Grants may be single or multiyear agreements for projects exceeding \$100 million of total costs and for which USDOT has determined to be in need of significant federal funding. Projects must also be cost-effective and have one or more stable and dependable sources of funding and financing available.

Funding Key

	Funded through IIJA
	Subject to future appropriations

Eligible costs include development phase activities, construction activities, and interest and other financing costs. The maximum grant amount may not exceed 60% of total project costs, though additional federal assistance in the form of financing may be used to cover up to 80% of the project costs.

Half of the available funding must be provided to projects with total costs between \$100 million and \$500 million.

Projects eligible for funding include:



Bridges



Intercity
Passenger Rail



Port Projects



Freight Rail
Projects



Public Transit
Projects



Grade
Separations



Highway
Freight Projects



The USDOT issued the Notice of Funding Opportunity for the MEGA program through the [Multimodal Project Discretionary Grant](#) NOFO, with applications due May 23, 2022.

Regional and Local Project Assistance — aka RAISE (New 23 U.S.C. 6702)

Implementing Agency: Office of Multimodal Freight Infrastructure and Policy

Appropriated and Authorized Funding: The IIJA authorizes the program at \$1.5 billion per year, subject to future appropriations, and provides advance appropriations of \$1.5 billion per year, resulting in potentially \$15 billion available for the program. The 2022 Consolidated Appropriations Act provided an additional \$750 million for the RAISE program, making \$2.25 billion available in fiscal year 2022.



Requires
a BCA

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Authorized	\$1,500,000,000	\$1,500,000,000	\$1,500,000,000	\$1,500,000,000	\$1,500,000,000
IIJA Appropriated	\$1,500,000,000	\$1,500,000,000	\$1,500,000,000	\$1,500,000,000	\$1,500,000,000
FY 2022 Consolidated Appropriations	\$750,000,000	—	—	—	—

The IIJA establishes the Local and Regional Project Assistance Program to fund projects that “will have a significant local or regional impact and improve transportation infrastructure.” The grants awarded under this program must be at least \$1 million for rural areas and \$5 million for urban areas with no more than 15% of the funds available going to any one state in a single year. Additionally, the program requires a 50-50 split between urban and rural projects and requires that at least 1% of available funds go toward projects in historically disadvantaged communities or areas of persistent poverty, as defined by the IIJA. USDOT released the [Notice of Funding Opportunity](#) for this program on February 4, with applications due April 14, 2022.

Under this newly defined program, eligible projects include:



Bridges



Intercity
Passenger Rail



Port Projects



Freight Rail
Projects



Public Transit
Projects



Highways &
Roads



Surface Transportation
at Airports



Culvert Replacement and
Habitat Improvements

Funding Key

	Funded through IIJA
	Subject to future appropriations

Key New Discretionary Programs

Bridge Investment Program (New 23 U.S.C. 124)

Implementing Agency: Federal Highway Administration (FHWA)

HTF Authorized and Appropriated Funding: The IIJA authorized \$3.265 billion from the HTF and provided supplemental appropriations of \$9.235 billion for a total of \$12.5 billion for this program.



Requires
a BCA

\$12.5 BILLION

A new competitive grant program to assist state, local, federal, and tribal entities in rehabilitating or replacing bridges, including culverts to improve flood control and improved habitat connectivity for aquatic species. The program seeks to “improve the safety, efficiency, and reliability of the movement of people and freight over bridges, to improve the condition of bridges in the U.S.” and “provide financial assistance that leverages or encourages non-federal contributions from sponsors and stakeholders involved in the planning, design, and construction of eligible projects.” The NOFO for this program is expected in May 2022.

The program identifies “large” projects as those with total costs of at least \$100 million. For large projects funded under this program, the minimum grant award is \$50 million and the local match is at least 50% of the total project costs. For all other projects, the minimum grant award is \$2.5 million and the 80/20 match requirement applies.

The authorizing language specifies a benefit-cost analysis that considers the following:

- Costs avoided by the prevention of closure or reduced use of the bridge
- Safety benefits, including the reduction of accidents and related costs
- Person and freight mobility benefits including congestion reduction and reliability improvements
- National or regional economic benefits
- Benefits from long-term resilience to extreme weather events, flooding or other natural disasters, benefits from protection, including seismic and scour protection
- Environmental benefits including wildlife connectivity
- Benefits to non-vehicular and public transportation users



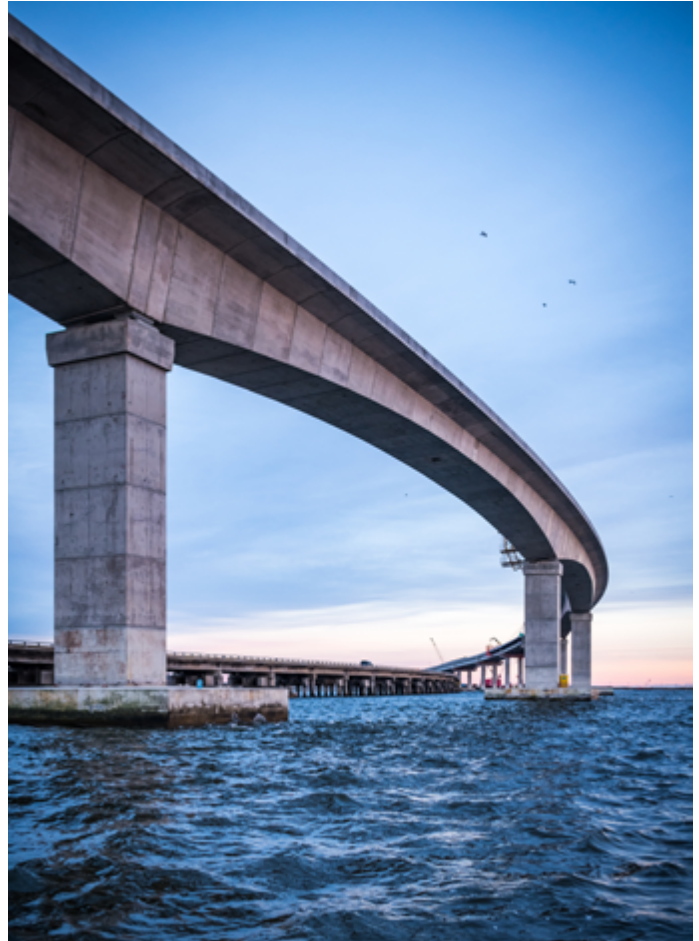
Bridges



Wildlife
Crossings



Culvert Replacement and
Habitat Improvements





Rural Surface Transportation Program (New 23 U.S.C. 173)

Implementing Agency: FHWA

Authorized HTF Transfers: The IIJA authorized HTF transfers for this program totaling \$2 billion.



Requires
a BCA

FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
\$300,000,000	\$350,000,000	\$400,000,000	\$450,000,000	\$500,000,000

This program provides competitive grants to improve and expand the surface transportation infrastructure in rural areas. These grants will support increased regional connectivity, provide improved safety and reliability of the movement of people and freight, and generate regional economic growth and improve the quality of life. Eligible costs for the program include both the project development phase and the construction phase. Projects selected must generate regional economic, mobility or safety benefits, be cost effective, and be reasonably expected to start construction within 18 months of award, among other requirements. Notable eligible projects include:

- A highway safety improvement project, including a project to improve a high-risk rural road
- A project on a publicly owned highway or bridge that provides or increases access to an agricultural, commercial, energy, or intermodal facility that supports the economy of a rural area
- A project to develop, establish, or maintain an integrated mobility management system, a transportation demand management system or on-demand mobility services



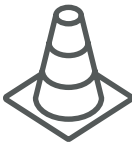
Bridges



Highways &
Roads



Highway
Freight Projects



Highway Safety

The USDOT issued the Notice of Funding Opportunity for the Rural Surface Transportation program through the [Multimodal Project Discretionary Grant](#) NOFO, with applications due May 23, 2022.

Funding Key

	Funded through IIJA
	Subject to future appropriations

Congestion Relief Program (23 USC 129(d))

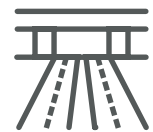
Implementing Agency: FHWA

HTF Authorized Transfers: The program is funded with HTF transfers of \$50 million per year.

FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000

The IIJA adds a new subparagraph (d) to Section 129 establishing a Congestion Relief Program to provide discretionary grants to advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas of the U.S. Grants may cover the planning, design, implementation, and construction activities for projects including:

- Deployment and operation of 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
- Incentive programs that encourage travelers to carpool, use nonhighway travel modes during peak periods, or travel during nonpeak periods



Highways & Roads

Because the program is limited to only the most congested metropolitan areas in the U.S., **states or metropolitan planning organizations may only apply to fund projects occurring in urbanized areas with a population of 1 million or more.** The minimum grant size for the program is \$10 million.



Public Transit Projects

In carrying out tolling projects under this program, the applicant **must consider the potential effects of the project on low-income drivers and may include mitigation measures to deal with any adverse financial effects to such drivers.**

Funding Key

	Funded through IIJA
	Subject to future appropriations

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program (New 23 U.S.C. 176)

Administering Agency: FHWA

The PROTECT program provides grants for resilience improvements through formula funding, competitive planning grants and competitive resilience improvement grants to protect surface transportation assets by making them more resilient and protecting communities through resilience strategies that allow for the continued operation or rapid recovery of transportation systems. Notable within this program is the opportunity to reduce the local match from 20% to 13% by developing a “Resilience Improvement Plan” that identifies both immediate and long-range activities and investments for resilience of the surface transportation system. These plans must include a risk-based assessment of vulnerabilities of transportation assets and systems to current and future natural disasters. Further, to be eligible for discretionary grants under this program, projects must be identified in the Resilience Improvement Plan prepared by the applicant. Eligible projects under this program include:



FORMULA FUNDING:

The IIJA specifies an apportionment for each state to carry out projects authorized under the new PROTECT program, similar to other formula funded programs². States may use apportioned funding under the PROTECT program for both planning and capital improvements. Under this program, eligible projects include those that use 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
- Improving functionality and resiliency of stormwater controls, including inventory inspections, upgrades to, and preservation of best management practices to protect surface transportation infrastructure

GRANT PROGRAMS:

Funding: The PROTECT collection of grant programs is funded through HTF transfers of \$1.4 billion over the five-year term of the IIJA. The 2022 Consolidated Appropriations Act provided \$250 million for the PROTECT Program as well.

PLANNING GRANTS:

Funding: The IIJA authorizes HTF transfers for PROTECT planning grants totaling \$140 million — 10% of the annual funding.

FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
\$25,000,000	\$25,000,000	\$30,000,000	\$30,000,000	\$30,000,000

These planning grants included in the PROTECT program provide funding to:

- Develop a resilience improvement plan
- Conduct resilience planning, predesign, design, or development of tools to stimulate disruption scenarios (vulnerability assessments)
- Provide technical capacity building by the eligible entity to assess the vulnerabilities of the surface transportation assets and community response strategies of the eligible entity under current conditions and a range of potential future action
- Perform evacuation planning and preparation

Funding Key

	Funded through IIJA
	Subject to future appropriations

² For more information on formula funding to states by program, see FHWA's announcement [here](#).

Competitive Resilience Improvement Grants

The PROTECT program encompasses three programs for capital improvement projects: **Resilience Improvement Grants**, **Community Resilience and Evacuation Route Grants**, and **At-Risk Coastal Infrastructure Grants**, which are described further below.

RESILIENCE IMPROVEMENT GRANTS:

Funding: The IIJA authorized HTF transfers totaling \$980 million for the five-year term of the bill.



Requires
a BCA

FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
\$175,000,000	\$175,000,000	\$210,000,000	\$210,000,000	\$210,000,000

The Resilience Improvement Grants are intended to help project sponsors “improve the ability of an existing surface transportation asset to withstand one or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure for the impacts of changing conditions such as sea level rise, flooding, wildfires, extreme weather events, and other natural disasters.”

COMMUNITY RESILIENCE AND EVACUATION ROUTE GRANTS:

Funding: The IIJA authorizes HTF transfers totaling \$140 million, and representing 10% of the annual funding.



Requires
a BCA

FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
\$25,000,000	\$25,000,000	\$30,000,000	\$30,000,000	\$30,000,000

The Community Resilience and Evacuation Route Grants may be used to “strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events.” Applicants should describe how the proposed project is cost-effective, considering the current and future vulnerabilities of the route and the likelihood of future events in the area as well as any projected changes in development patterns, demographics and extreme weather events.

AT-RISK COASTAL INFRASTRUCTURE GRANTS:

Funding: The IIJA authorizes HTF transfers totaling \$140 million, and representing 10% of the annual funding.

FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
\$25,000,000	\$25,000,000	\$30,000,000	\$30,000,000	\$30,000,000

The At-Risk Coastal Infrastructure Grants may be used for strengthening, stabilizing, hardening, elevating, relocating, or otherwise enhancing the resilience of highway and non-rail infrastructure, to protect highways from:

- Weather events
- Natural disasters
- Changing conditions, including coastal flooding, coastal erosion, wave action, storm surge or sea level rise

Eligible entities for the At-Risk Coastal Infrastructure Grants are:

- A state (including territories) in or bordering on the Atlantic, Pacific, or Arctic Ocean, the Gulf of Mexico, Long Island Sound, or one or more of the Great Lakes
- A political subdivision, MPO, local government unit, special purpose district, or American Indian tribe within a state described above or federal land agency that applies jointly with a state described above

Although the program does not require a formal BCA, applications are required to describe how the project will reduce long-term infrastructure costs by avoiding larger future maintenance or rebuilding costs.

Funding Key

	Funded through IIJA
	Subject to future appropriations

Healthy Streets Program

Implementing Agency: FHWA

Appropriated and Authorized Funding: The program is authorized at \$100 million per year, but the IIJA did not authorize HTF transfers or appropriate funds, meaning the program is subject to annual appropriations. The Consolidated FY 2022 Appropriations Act did not provide funding for this program, leaving it unfunded for the time being.

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Authorized	\$100,000,000	\$100,000,000	\$100,000,000	\$100,000,000	\$100,000,000
IIJA Appropriated	—	—	—	—	—

The “Healthy Streets” discretionary grant program will provide grants to deploy cool and/or porous pavements and expand tree cover. The program is intended to mitigate the effect of urban heat islands, improve air quality, and reduce impervious surfaces, stormwater runoff and flood risks, and heat impacts to infrastructure and road users.

States, MPOs, local governments, tribal governments, or nonprofits working in coordination with one of the previously named governmental entities may seek grants up to \$15 million under this program to:

- Conduct an assessment of urban heat islands to identify hot spot areas of extreme heat or elevated air pollution
- Conduct a comprehensive tree canopy assessment
- Conduct an equity assessment by mapping tree canopy gaps, flood-prone locations, and urban heat island hot spots as compared to pedestrian walkways and public transportation stops, low-income communities, and disadvantaged communities
- Support planning activities including developing an investment plan based on tree canopy/heat island/equity assessments
- Purchase and deploy cool pavements to mitigate urban heat island hot spots
- Purchase and deploy porous pavement to mitigate flooding and stormwater runoff
- Purchase trees, conduct site preparation and tree planting as well as ongoing maintenance and monitoring of trees, and repairing of storm damage to trees
- Assess underground infrastructure and coordinate with local transportation and utility providers
- Hire staff to conduct any of the approved activities listed above

Although the typical 80/20 federal/local match requirement applies to this program, FHWA may grant exceptions and authorize 100% federal funding for projects carried out by an eligible entity that demonstrates economic hardship. Priority will be given to those projects that serve low-income or disadvantaged communities, are administered by a sponsor that has entered into a community benefits agreement with the community, or is partnering with a youth or conservation corps.



Funding Key

	Funded through IIJA
	Subject to future appropriations

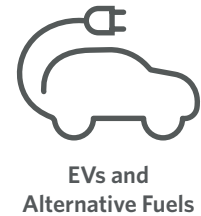
Grants for Charging and Fueling Infrastructure

Implementing Agency: FHWA

Funding: The Charging and Fueling Infrastructure grants are funded at \$2.5 billion over five years.

FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
\$300,000,000	\$400,000,000	\$500,000,000	\$600,000,000	\$700,000,000

The grant program will strategically deploy publicly accessible electric vehicle charging, and hydrogen, propane or natural gas fueling infrastructure along designated alternative fuel corridors as defined in 23 U.S.C. 151, as well as expanding fueling infrastructure or filling gaps in publicly accessible locations such as schools, parking facilities, and public parks. Eligible activities include the planning, design, construction and operation of the facilities funded under the program.



Active Transportation Infrastructure Investment Program

Implementing Agency: FHWA

Appropriated and Authorized Funding: The IIJA authorized the program at \$200 million per year for the five-year term of the bill but did not appropriate funding, meaning that the program is subject to annual appropriations. The FY 2022 Consolidated Appropriations Act did not fund this program.

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Authorized	\$200,000,000	\$200,000,000	\$200,000,000	\$200,000,000	\$200,000,000
IIJA Appropriated	—	—	—	—	—

The IIJA directs USDOT to develop the Active Transportation Infrastructure Investment program to fund projects that provide safe and connected active transportation facilities in an active transportation network or active transportation spine. Of the funds annually appropriated for the program:

- At least 30% must be directed to projects that construct active transportation networks that connect people with public transportation, businesses, workplaces, schools, residences, recreation areas, and other community activity centers
- At least 30% must also be directed toward projects that construct active transportation spines
- Further, each fiscal year, the Secretary must set aside at least \$3 million to provide planning grants for eligible organizations to develop plans for active transportation networks and active transportation spines



The federal share for project costs funded under this program cannot exceed 80% except for projects serving communities with a poverty rate of over 40% that are eligible for 100% federal funding. Capital projects funded through this program must have a total cost of at least \$15 million.

Funding Key

	Funded through IIJA
	Subject to future appropriations

Reduction of Truck Emissions at Port Facilities

Implementing Agency: FHWA

Funding: The IIJA authorized HTF transfers of \$50 million per year between 2022 and 2026 for a total of \$250 million and provided supplemental appropriations of \$150 million for a total of \$400 million.

\$400 MILLION

Under a new program to reduce idling at port facilities, FHWA will “coordinate and provide funding to test, evaluate, and deploy projects that reduce port-related emissions from idling trucks, including through the advancement of port electrification and improvements in efficiency, focusing on port operations, including heavy-duty commercial vehicles, and other related projects.”



Port Projects

Reconnecting Communities Pilot Program

Implementing Agency: FHWA

Authorized and Appropriated Funding: The IIJA provides funding from the HTF as well as advance appropriations totaling \$1 billion.

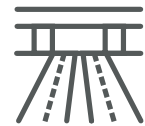
\$1 BILLION

A pilot program to fund projects to restore community connectivity focused on improvements to highways 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. The reconnection may be accomplished through feasibility studies to understand the impacts of transportation barriers, as well as planning and construction activities to remove, retrofit, or mitigate a transportation barrier and replace with a new facility that restores community connectivity and is sensitive to the community context.

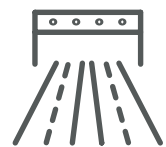
Planning grants awarded through this program are capped at \$2 million, and the federal share may not exceed 80% of the total cost.

Construction grants must be at least \$5 million and cannot exceed 50% of the total project cost.

USDOT expects to release the NOFO for this program in June 2022.



Highways &
Roads



Roads and
Streets

Safe Streets and Roads for All Program

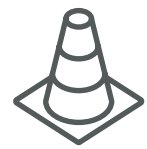
Implementing Agency: Office of the Secretary

Authorized Funding: The IIJA authorizes \$200 million per year, subject to annual appropriations, and provides advance appropriations of \$1 billion per year, making up to \$6 billion available for the program.

\$6 BILLION

The IIJA directs the Secretary to carry out a Safe Streets and Roads for All competitive grant program that supports 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 funds may go toward a single state in any given year and at least 40% of awards must go to planning grants. When selecting successful applications, the Secretary should consider whether the proposed project:

- Demonstrates engagement with a variety of public and private stakeholders
- Seeks to adopt innovative technologies or strategies to promote safety
- Is likely to significantly reduce or eliminate transportation-related fatalities and serious injuries involving road users, including pedestrians, bicyclists, public transportation users, motorists, and commercial operators
- Employs low-cost, high-impact strategies that can improve safety over a wider geographical area
- Ensures or will ensure equitable investment in the safety needs of underserved communities in preventing transportation-related fatalities and injuries
- Includes evidence-based projects or strategies
- Achieves such other conditions as the Secretary considers to be necessary



Highway Safety

USDOT expects to issue the NOFO for this program in May 2022.

All Station Accessibility Program

Implementing Agency: FTA

Funding: The IIJA fully funds the new All Station Accessibility Program, appropriating the full authorized amount of \$350 million per year for the five-year term of the bill.

FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
\$350,000,000	\$350,000,000	\$350,000,000	\$350,000,000	\$350,000,000

The All Station Accessibility Program will make competitive grants to assist in funding capital projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems for persons with disabilities. Project grants will bring older infrastructure into compliance with the accessibility requirements of the Americans with Disabilities Act (ADA). Eligible project costs include:

- Repair, improve, modify, retrofit, or relocate infrastructure of stations or facilities for passenger use
- Develop or modify a plan for pursuing public transportation accessibility projects, assessments of accessibility, or assessments of planned modifications to stations or facilities



Station Accessibility

Funds awarded under this program may not be used toward facilities that are already compliant with ADA standards. USDOT expects to release the NOFO for this program in July 2022.

Funding Key

	Funded through IIJA
	Subject to future appropriations

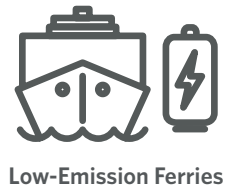
Electric or Low-Emitting Ferry Program

Implementing Agency: FTA

Appropriated and Authorized Funding: The IIJA fully funds this program, appropriating the authorized amount of \$50 million for each fiscal year for the five-year term of the bill.

FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000

A pilot program to provide grants for the purchase of electric or low-emitting ferries and the electrification of or other reduction of emissions from existing ferries. Eligible ferries are those that reduce emissions by utilizing alternative fuels or onboard energy storage system and related charging infrastructure to reduce emissions or produce zero onboard emissions under normal operation. USDOT expects to issue the NOFO for this program in June 2022.



National Culvert Removal, Replacement, and Restoration Grant Program (New 49 U.S.C. 6703)

Implementing Agency: Office of Multimodal Freight Infrastructure and Policy

Appropriated and Authorized Funding: The IIJA authorized the program at \$800 million per year subject to annual appropriations but also provided advance appropriations of \$200 million per year resulting in the potential for \$1 billion per year in available funding.

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Authorized	\$800,000,000	\$800,000,000	\$800,000,000	\$800,000,000	\$800,000,000
IIJA Appropriated	\$200,000,000	\$200,000,000	\$200,000,000	\$200,000,000	\$200,000,000

This program awards competitive grants for projects that replace, remove, or repair culverts or weirs that would meaningfully improve or restore fish passage for anadromous fish. Administered in coordination with the U.S. Fish and Wildlife Service, the program will prioritize projects that:

- Improve fish passage for anadromous fish stocks listed as an endangered or threatened species under the federal Endangered Species Act, anadromous fish stocks that could reasonably become listed, anadromous fish stocks that are prey for endangered or threatened species, or anadromous fish stocks identified as climate resilient stocks
- Open up more than 200 meters of upstream habitat before the end of the natural habitat

USDOT expects to issue the NOFO for this program in summer of 2022.

Funding Key

	Funded through IIJA
	Subject to future appropriations



Culvert Replacement and
Habitat Improvements

Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program

Implementing Agency: Office of Multimodal Freight Infrastructure and Policy

Appropriated and Authorized Funding: The IIJA fully funds the program, appropriating the authorized funding amount of \$100 million per year for the five-year term of the bill.

FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
\$100,000,000	\$100,000,000	\$100,000,000	\$100,000,000	\$100,000,000

The Strengthening Mobility and Revolutionizing Transportation Grant Program, or SMART program, provides grants to conduct demonstration projects focused on advanced smart city community technologies and systems in a variety of communities to improve transportation efficiency and safety.

SMART grants may be awarded to projects that demonstrate at least one of the following:

- Coordinated Automation: the use of automated transportation and autonomous vehicles, while working to minimize the impact on the accessibility of any other user group or mode of travel
- Connected Vehicles: vehicles that send and receive information regarding vehicle movements in the network and use vehicle-to-vehicle and vehicle-to-everything communications to provide advanced and reliable connectivity
- Intelligent, Sensor-Based Infrastructure: the deployment and use of a collective intelligent infrastructure that allows sensors to collect and report real-time data to inform everyday transportation-related operations and performance
- System integration: the integration of intelligent transportation systems with other existing systems and other advanced transportation technologies



In making awards, priority will be given to projects that would:

- Demonstrate smart city or community technologies in repeatable ways that can rapidly be scaled
- Encourage public and private sharing of data and best practices
- Encourage private-sector innovation by promoting industry-driven technology standards, open platforms, technology-neutral requirements, and interoperability
- Promote a skilled workforce that is inclusive of minority or disadvantaged groups
- Allow for the measurement and validation of the cost savings and performance improvements associated with the installation and use of smart city or community technologies and practices
- Encourage the adoption of smart city or community technologies by communities
- Promote industry practices regarding cybersecurity
- Safeguard individual privacy

SMART grants may be used for planning, environmental reviews, design, property acquisition, and construction. Specific prohibitions on the use of SMART grant funds include reimbursing any pre-award cost or application preparation costs, traffic or parking enforcement activities, and the purchase or lease of a license plate reader.

Grant awards will be made according to the following distribution:

- 40% to projects that primarily benefit large communities
- 30% to projects that primarily benefit midsized communities
- 30% to projects that primarily benefit rural communities or regional partnerships

Funding Key

	Funded through IIJA
	Subject to future appropriations

USDOT expects to issue the NOFO for this program in September 2022.



Railroad Crossing Elimination Program (New 49 U.S.C. 22909)

Implementing Agency: FRA

Appropriated and Authorized Funding: The Railroad Crossing Elimination Program is funded with \$600 million per year, totaling \$3 billion with advance appropriations. The program is also authorized at \$500 million per year with the potential for \$2.5 billion subject to annual appropriations.

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Authorized	\$500,000,000	\$500,000,000	\$500,000,000	\$500,000,000	\$500,000,000
IIJA Appropriated	\$600,000,000	\$600,000,000	\$600,000,000	\$600,000,000	\$600,000,000

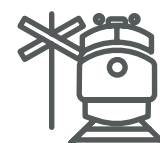
A competitive grant program to fund highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods. The program is intended to eliminate highway-rail grade crossings that are frequently blocked by trains; improve the health and safety of communities; reduce the impacts that freight movement and railroad operations may have on underserved communities; and improve the mobility of people and goods. Eligible projects include:

- Track relocation
- Improvement or installation of protective devices, signals, signs, or other measures to improve safety
- Grade separation or closure, including through the use of a bridge, embankment, tunnel, or combination thereof
- Other means to improve the safety and mobility of people and goods at highway-rail grade crossings
- A group of related projects described above
- The planning, environmental review, and design of a project described above

Annually, at least 20% of grants must go toward projects in rural areas or on tribal lands; 5% must go toward projects in counties with 20 or fewer residents per square mile. Additionally, at least 25% of grant funds must go toward planning grants. Grants must be at least \$1 million.

Although the typical 80/20 federal/local match requirement applies to this program, FHWA may grant exceptions and authorize 100% federal funding for projects carried out by an eligible entity that demonstrates economic hardship. Priority will be given to those projects that serve low-income or disadvantaged communities, or are administered by a sponsor that has entered into a community benefits agreement with the community or is partnering with a youth or conservation corps.

USDOT expects to issue the NOFO for this program in June 2022.



Railroad Crossing Eliminations



Grade Separations

Funding Key

	Funded through IIJA
	Subject to future appropriations

Appendix

Summary of Existing and New Discretionary Programs

Program	Implementing Agency	Project Types	BCA Required	Funding	NOFO Date
Federal – State Partnership for Intercity Passenger Rail	Federal Railroad Administration	Passenger rail	Yes	\$36 billion from IIJA with additional \$7.5 billion possible through annual appropriations. The FY 2022 Consolidated Appropriations Act provided an additional \$100 million.	NOFO timing is TBD
Nationally Significant Freight and Highway Projects Program (INFRA)	Office of Multimodal Freight and Infrastructure Policy	Bridges, highway freight projects, port projects, freight rail projects, grade separations	Yes	\$8 billion from IIJA with additional \$6 billion possible through annual appropriations	NOFO released with applications due May 23, 2022
Port Infrastructure Development Program	Maritime Administration	Capital improvements on ports	Yes	\$2.25 billion over five years — \$450 million per year	NOFO released with applications due May 16, 2022
National Infrastructure Project Assistance	Office of Multimodal Freight and Infrastructure Policy	Bridges, highway freight projects, port projects, freight rail, public transit, passenger rail, grade separations	Yes	\$5 billion provided in advance appropriations with the potential for up to \$15 billion through annual appropriations	NOFO released with applications due May 23, 2022
Local and Regional Project Assistance	Office of Multimodal Freight and Infrastructure Policy	Public transit, bridges, highways and roads, culvert replacement, surface transportation at airports, ports, intercity passenger rail, freight rail	Yes	\$5 billion provided in advance appropriations with the potential for up to \$15 billion through annual appropriations. FY 2022 Consolidated Appropriations provided an additional \$775 million for the program.	NOFO released with applications due April 14, 2022.
Bridge Investment Program	Federal Highway Administration (FHWA)	Bridges	Yes	\$12.5 billion available over five years	NOFO expected May 2022
Rural Surface Transportation Program	FHWA	Bridges, highways and roads, highway freight projects, highway safety	Yes	\$2 billion available over five years	NOFO released with applications due May 23, 2022

Program	Implementing Agency	Project Types	BCA Required	Funding	NOFO Date
Congestion Relief Program	FHWA	Technology and infrastructure to support congestion relief	Not specified in statute	\$250 million over five years — \$50 million per year	NOFO timing is TBD
Promoting Reliant Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program	FHWA	Grants for resilience improvements to protect surface transportation assets by making them more resilient and protecting communities through resilience strategies that allow for the continued operation or rapid recovery of transportation systems	Yes – but benefits should consider the cost of not acting	\$1.4 billion available over five years. The FY 2022 Consolidated Appropriations Act provided an additional \$250 million to this program.	NOFO timing is TBD
Healthy Streets Program	FHWA	Grants to deploy cool and/or porous pavements and expand tree cover to combat the effects of urban heat islands, improve air quality and reduce impervious surfaces	Not specified in statute	The IIJA did not authorize HTF transfers or appropriate funds for this program. Future appropriations may provide up to \$100 million per year.	NOFO timing is TBD
Charging and Fueling Infrastructure	FHWA	Grants to strategically deploy publicly accessible electric vehicle charging, and hydrogen, propane or natural gas fueling infrastructure along designated alternative fuel corridors	Not specified in statute	\$2.5 billion available over five years	NOFO timing is TBD
Active Transportation Infrastructure Investment Program	FHWA	Projects that provide safe and connected active transportation facilities in an active transportation network or active transportation spine	Not specified in statute	The IIJA did not authorize HTF transfers or appropriate funds for this program. Future appropriations may provide up to \$200 million per year for the program.	NOFO timing is TBD

Program	Implementing Agency	Project Types	BCA Required	Funding	NOFO Date
Reconnecting Communities Pilot Program	FHWA	Projects to restore community connectivity focused on improvements to highways or other transportation facility that creates a barrier to community connectivity, including barriers to mobility, access, or economic development	Not specified in statute	\$1 billion available over five years	NOFO expected June 2022
Reduction of Truck Emissions at Port Facilities	FHWA	Projects that reduce emissions ports, including through the advancement of port electrification	Not specified in statute	\$400 million available for this program — \$80 million per fiscal year	NOFO timing is TBD
Safe Streets and Roads for All Program	Office of the Secretary	Support local initiatives to prevent death and serious injury on roads and streets	Not specified in statute	The IIJA provides advance appropriations of \$1 billion per year and also authorizes \$200 million per year in future appropriations, resulting in \$6 billion potentially available over five years.	NOFO expected in May 2022
All Station Accessibility Program	Federal Transit Administration	Capital projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems for persons with disabilities	Not specified in statute	\$1.75 billion over five years — \$350 million per year	NOFO expected in July 2022
Electric or Low Emitting Ferry Program	Federal Transit Administration	Purchase of electric or low-emitting ferries and the electrification of, or other reduction of emissions from, existing ferries	Not specified in statute	\$250 million over five years — \$50 million per year	NOFO expected in June 2022
National Culvert Removal, Replacement and Restoration Grant Program	Office of Multimodal Freight Infrastructure Policy	Projects that replace, remove, or repair culverts or weirs that would meaningfully improve or restore fish passage for anadromous fish	Not specified in statute	The IIJA authorizes the program at \$800 million per year subject to annual appropriations but also provides advance appropriations of \$200 million per year, making up to \$5 billion available over the five-year term of the bill	NOFO expected in summer of 2022

Program	Implementing Agency	Project Types	BCA Required	Funding	NOFO Date
Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program	Office of Multimodal Freight Infrastructure Policy	Demonstration projects focused on advanced smart city community technologies and systems in a variety of communities to improve transportation efficiency and safety	Not specified in statute	\$500 million over five years — \$100 million per year	NOFO expected in September, 2022
Railroad Crossing Elimination Program	Federal Railroad Administration	Highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods	Not specified in statute	\$3 billion through the IIJA with the potential for an additional \$2.5 billion through annual appropriations	NOFO expected in June, 2022

What's Next and How We Can Help

Now that the law is signed, the USDOT must develop Notices of Funding Opportunity (NOFO) to solicit applications for grants from each program and begin the process of reviewing, selecting and awarding grants. Because there are so many new grant programs, USDOT staff will need to be deliberate in their thinking about timing for the applications, considering available resources, so that they can effectively administer this new suite of programs.

Recently, FHWA issued a [“policy framework”](#) for implementing the IIJA which identified key priorities that FHWA will consider when making funding decisions, including awards under discretionary grant programs such as those described in this policy brief. Notably, FHWA’s policy framework emphasizes the importance of maintaining existing assets and improving infrastructure to incorporate safety, accessibility, multimodal and resilience features. Considering this policy from FHWA (and USDOT by extension), new highway capacity projects may be disadvantaged in competitive grant programs. Future guidance and the NOFOs will provide more detail on how FHWA and the USDOT will evaluate applications but this first policy framework is an important signal of the Department’s intentions.

Our Advisory Services Team has the experience and understanding of the federal programs created or modified by the IIJA to help clients position their projects for success. HDR’s Advisory Services blend deep infrastructure knowledge with insightful business management expertise to develop tailored solutions. Our experts help plan, procure, develop, prioritize, manage, operate and fund projects and programs. Our management consultant professionals create

value by leveraging our unparalleled technical expertise of planners, engineers, economists, researchers, policy experts, senior executive advisors, statisticians and data scientists to produce performance improvements.

Our approach integrates technical and business professionals who generate sustainable solutions with a rich understanding of the challenges that clients face. As a trusted advisor, we help clients make lasting, positive change. We value our client relationships over the long term. Our experts provide services in:

- Funding and Finance
- Strategic Planning and Policy
- Economics and Decision Analysis
- Sustainability and Resiliency
- Strategic Communications
- Management and Business Improvements

Our team of experts provide these services in all infrastructure types affected by the IIJA and can help clients chart a path forward to successfully plan, fund, design, and deliver their programs. For more information, contact:



Nate Macek

Infrastructure Finance Director
Nathan.Macek@hdrinc.com



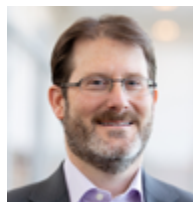
Eric Beightel

Principal Infrastructure Policy/
Environmental Strategist
Eric.Beightel@hdrinc.com



Janet González Tudor

Transportation Operational
Resiliency Director
Janet.Gonzalez@hdrinc.com



Chris Williges

Economics and Finance Director
Chris.Williges@hdrinc.com



Daphne Federing

Principal Economist
Daphne.Federing@hdrinc.com



Pam Yonkin

Transportation Sustainability and
Resiliency Director
Pamela.Yonkin@hdrinc.com