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**Infrastructure Investment  
and Jobs Act**

**Topline Summary and  
List of Funding Opportunities**

**November 15, 2021**

# TABLE OF CONTENTS

<b>Introduction and Topline Summary.....</b>	<b>3</b>
<b>Roads, Bridges, and Major Projects.....</b>	<b>6</b>
<b>Passenger and Freight Rail.....</b>	<b>16</b>
<b>Public Transit.....</b>	<b>19</b>
<b>Broadband.....</b>	<b>20</b>
<b>Ports and Waterways.....</b>	<b>24</b>
<b>Airports.....</b>	<b>25</b>
<b>Drinking Water Infrastructure.....</b>	<b>26</b>
<b>Clean Water Infrastructure.....</b>	<b>29</b>
<b>Power and Grid.....</b>	<b>34</b>
<b>Resiliency.....</b>	<b>36</b>
<b>Clean School Buses and Ferries.....</b>	<b>38</b>
<b>Addressing Legacy Pollution.....</b>	<b>39</b>
<b>Western Water Infrastructure.....</b>	<b>40</b>



# INTRODUCTION & TOPLINE SUMMARY

## INTRODUCTION

On November 15, 2021, President Joe Biden signed into law the Infrastructure Investment and Jobs Act. The bill is a transformational piece of legislation that authorizes a total of \$1.2 trillion in investments in our nation's infrastructure through a combination of discretionary grants, formula grants, loans, and tax measures. Of the \$1.2 trillion, approximately \$550 billion is new funding, not previously authorized under existing laws. In addition to new investments in infrastructure the bill reauthorizes surface transportation, transit, and rail programs for five years.

New programs created by the bill will require rulemaking through their respective federal agencies. Implementation timelines vary from program to program with most requiring implementation within 60, 90, or 120 days of enactment. Notices of funding opportunities (NOFOs) will go out toward the middle and end of the first quarter of 2022. Existing programs reauthorized by the bill will likely maintain their existing funding timelines.

The purpose of this document is to provide a high-level summary of the bill's contents and provide basic information on available funding sources for local governments and public agencies provided by the bill. It is not a comprehensive summary of the bill's contents, but rather provides a starting point for planning purposes by showing the available opportunities it provides. Should you like to receive more information on a particular program or section of the bill, Townsend Public Affairs will be happy to provide you with additional information.

## TOPLINE SUMMARY

### **ROADS, BRIDGES, & MAJOR PROJECTS: \$110 BILLION**

Includes the Surface Transportation Reauthorization Act and Surface Transportation Investment Act. Funds new, dedicated grant program to replace and repair bridges and increases funding for the major project competitive grant programs. At the same time, the package preserves the 90/10 split of federal highway aid to states. It also reforms the permitting process, codifying the One-Federal Decision rule and a two-year timeline on the NEPA process.

### **PASSENGER AND FREIGHT RAIL: \$66 BILLION**

Provides funding for the Amtrak National Network for new service and dedicated funding to the Northeast Corridor, which has incurred a severe repair backlog after Hurricane Sandy. Increases funding for freight rail and safety. Safety: \$11B - Funds highway & pedestrian safety programs, as well as pipeline safety and repair.

### **PUBLIC TRANSIT: \$39.2 BILLION**

Funds nation's transit system repair backlog, which DOT estimates is more than 24,000 buses, 5,000 rail cars, 200 stations, and thousands of miles of track, signals, and power systems. Expands transit systems, supports clean transit options, and increases accessibility for seniors and persons with disabilities.

### **BROADBAND: \$65 BILLION**

Grants to states for broadband deployment, makes broadband access more affordable for low-income families, expands eligible private activity bond projects to include broadband infrastructure, and supports middle-mile deployment efforts.



**PORTS AND WATERWAYS: \$16.6 BILLION**

Funding for waterway and coastal infrastructure, inland waterway improvements, port infrastructure, and land ports of entry through the Army Corps of Engineers, Department of Transportation, Coast Guard, General Services Administration, and Department of Homeland Security.

**AIRPORTS: \$25 BILLION**

Increases funds for Airport Improvement grant program for runways, gates, & taxiways as well as a new Airport Terminal Improvement program for terminals, concessions, and multimodal connections. Improves Air Traffic Control infrastructure.

**DRINKING WATER AND CLEAN WATER INFRASTRUCTURE: \$55 BILLION**

Includes \$23.4 billion to reauthorize and recapitalize the Drinking Water and Clean Water State Revolving Funds. Provides a historic \$15 billion for lead service line replacement and \$10 billion to address Per- and Polyfluoroalkyl Substances (PFAS). Supports water infrastructure in Tribal communities by providing \$3.5 billion (\$1.8 billion under Water Infrastructure and \$1.7 billion under Resiliency) for the Indian Health Service Sanitation Facilities Construction program, in addition to providing funding to complete all currently authorized Indian Water Rights Settlements.

**POWER AND GRID: \$65 BILLION**

Includes funds for grid reliability and resiliency and support for a Grid Deployment Authority; critical minerals and supply chains for clean energy technology; key technologies like carbon capture, hydrogen, direct air capture, and energy efficiency; and energy demonstration projects from the bipartisan Energy Act of 2020.

**RESILIENCY: \$47.2 BILLION**

Funding for cybersecurity to address critical infrastructure needs, waste management, flood and wildfire mitigation, drought, and coastal resiliency, ecosystem restoration, heat stress, and weatherization.

**CLEAN SCHOOL BUSES & FERRIES: \$7.5 BILLION**

Includes historic \$5 billion for the replacement of existing school buses with zero emission and clean school buses, with a priority on low income, rural and Tribal schools. Provides \$2.5 billion for the replacement of existing ferries with low carbon ferries and to assist states with operational costs for essential rural ferries. These investments will drive demand for American-made batteries and vehicles, creating jobs and supporting domestic manufacturing, while also removing old, dirty diesel buses and ferries from some of our most vulnerable communities.

**ELECTRIC VEHICLE CHARGING: \$7.5 BILLION**

Funds for alternative fuel corridors and to build out a national network of electric vehicle charging infrastructure to facilitate long-distance travel and to provide convenient charging where people live, work, and shop. The federal funding will have a particular focus on rural disadvantaged, and hard-to-reach communities.

**RECONNECTING COMMUNITIES: \$1 BILLION**

Total of \$1 billion between contract authority and new appropriations. Funds for projects that remove barriers to opportunity caused by legacy infrastructure. The program will provide dedicated funding for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure.



**ADDRESSING LEGACY POLLUTION: \$21 BILLION**

Funds to clean up brownfield and superfund sites, reclaim abandoned mine lands, and plug orphan oil and gas wells, improving public health and creating good-paying jobs.

**WESTERN WATER INFRASTRUCTURE: \$8.3 BILLION**

Funds for Bureau of Reclamation western water infrastructure, including for aging infrastructure, water storage, water recycling and reuse, WaterSMART, and drought contingency plans, among other items.



# ROADS, BRIDGES, & MAJOR PROJECTS

## DISCRETIONARY GRANT PROGRAMS

Discretionary grants are competitive grants, not awarded through a formula, and often are awarded directly from the federal government to local units of governments such as cities and counties rather than routed through a state agency.

### **NATIONAL INFRASTRUCTURE PROJECT ASSISTANCE PROGRAM**

Funding Available: \$10 billion

Description: New competitive grant to fund large-scale projects that are likely to generate national or regional economic, mobility or safety benefits and are cost-effective. Projects must have a total cost of \$500 million unless in rural areas. Enter into multiyear grant agreements and reported to congress. To be established within 90 days of enactment.

#### Eligible Uses:

- Highway or bridge project
- Freight intermodal or freight rail project that provides a public benefit
- Railway-highway grade separation or elimination projects
- Intercity passenger rail projects
- Public transit projects

#### Eligible Applicants:

- States
- Metro planning organization
- Local government
- Special district
- Tribes

Website: None

### **NATIONALLY SIGNIFICANT FREIGHT AND HIGHWAY PROJECTS PROGRAM (INFRA GRANT)**

Funding Available: \$8 billion. An increase to \$1.6 billion per year, up from \$1 billion per year.

Description: INFRA is an existing discretionary grant program that funds highway and rail projects of regional and national economic significance. Application deadlines are typically in mid-March.

#### Eligible uses:

- A highway freight project carried out on the National Highway Freight Network (23 U.S.C. 167)
- A highway or bridge project carried out on the National Highway System (NHS) including projects that add capacity on the Interstate System to improve mobility or projects in a national scenic area
- A railway-highway grade crossing or grade separation project; or
- A freight project that is:
  - An intermodal or rail project, or
  - Within the boundaries of a public or private freight rail, water (including ports), or intermodal facility, is a surface transportation infrastructure project necessary to



facilitate direct intermodal interchange, transfer, or access into or out of the facility, and will significantly improve freight movement on the National Highway Freight Network. For these projects Federal funds can only support project elements that provide public benefits.

### 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; or
- Multi-State or multijurisdictional group of public entities.

Website: <https://www.transportation.gov/buildamerica/financing/infra-grants/infrastructure-rebuilding-america>

### **REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) GRANTS**

Funding Available: \$7.5 billion. An increase to \$1.5 billion per year, up from \$1 billion per year. Applications typically due in July.

Description: Competitive grant program to build and repair critical pieces of our freight and passenger transportation networks.

### Eligible Uses:

- Project areas include highways, bridges, public transportation, passenger/freight rail, port infrastructure
- Projects to improve safety, environmental sustainability, increase economic competitiveness, contribute to a state of good repair, improve mobility and community connectivity.

### Eligible Applicants:

- States
- Local governments
- Transit agencies
- Special districts
- Tribes

Website: <https://www.transportation.gov/RAISEgrants/about>



**BRIDGE INVESTMENT PROGRAM**

Funding Available: \$12.5 billion

Description: A new competitive grant program for bridge investments to assist state, local, federal, and tribal entities in rehabilitating or replacing bridges. Large projects require a 50 percent local match, small projects require a 20 percent local match. Program to be established within 60 days of enactment.

Eligible Uses:

- A project to replace, rehabilitate, preserve, or protect one or more bridges on the National Bridge Inventory.
- Replacement or rehabilitation of culverts for the purpose of improving flood control and improved habitat connectivity for aquatic species.

Eligible Applicants:

- A state or a group of states
- A metropolitan planning organization that serves an urbanized area with a population of over 200,000.
- A unit of local government or a group of local governments.
- A political subdivision of a state or local government
- A special purpose district or public authority with a transportation function.
- A federal land management agency
- A tribal government
- A multistate or multijurisdictional group of the above-mentioned entities.

Website: None

**CONGESTION RELIEF PROGRAM**

Funding Available: \$50 million yearly through 2026 (\$250 million total)

Description: A new competitive grant program for urban areas to reduce congestion in high traffic areas. The federal share of funding under this program may not exceed 80 percent.

Eligible Uses:

- Integrated congestion management; including traffic incident management, work zone management, traffic signal timing, managed lanes, real-time traveler information, and active traffic management
- Deployment and operation of an integrated congestion management system
- Deployment and operation of a system that implements or enforces high occupancy vehicle toll lanes, cordon pricing, parking pricing, or congestion pricing
- Deployment and operation of mobility services, including establishing account-based financial systems, commuter buses, commuter vans, express operations, paratransit, and on-demand micro transit
- Incentive programs that encourage travelers to carpool, use nonhighway travel modes during peak period, or travel during nonpeak periods.

Eligible Applicants:

States with a population of more than one million

Metropolitan planning organization, city, or municipality with a population of more than one million



Website: None

### RURAL SURFACE TRANSPORTATION GRANT PROGRAM

Funding Available: \$2 billion

Description: Competitive grant program to improve and expand surface transportation infrastructure in rural areas. The term “rural area” is defined as an area that is outside an urbanized area with a population of over 200,000. The federal share of funding under this program may not exceed 80 percent.

Eligible Uses:

- Highway, bridge, or tunnel project
- Highway freight project
- Highway safety improvement project, including high risk rural road
- Publicly owned highway or bridge that provides or increases access to an agriculture, 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

Eligible Applicants:

- States
- Regional transportation planning organization
- Local government
- Tribal government or a consortium of tribal governments
- Multijurisdictional group of the above entities

Website: None

### PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT AND COST SAVINGS TRANSPORTATION (PROTECT) GRANT PROGRAM

Funding Available: \$7.3 billion (formula grant) & \$1.4 billion (competitive grant)

Description: Formula and competitive grant program for infrastructure projects making resilience improvements to address vulnerabilities to current and future weather events and natural disasters, including sea level rise. Program to be established within 18 months of enactment.

Eligible Uses:

- Surface transportation assets by making it more resilient to current and future weather events
- Protect communities through resilience improvements and strategies that allow for the continued operation or rapid recovery of surface transportation systems
- Coastal infrastructure, like highways at risk of long-term sea level rise
- Natural infrastructure that protects and enhances surface transportation assets while improving ecosystem conditions

Eligible Applicants:

- States
- Metro planning organization
- Local government
- Special district



- Tribes
- Public transportation authority

Website: None

### GRANTS FOR REDUCTION OF TRUCK EMISSIONS AT PORT FACILITIES PROGRAM

Funding Available: \$400 million

Description: New program to reduce idling at port facilities. Grants will be made available by April 1 of each fiscal year funding is available

Eligible Uses:

- Study how ports and intermodal port transfer facilities would benefit from increased opportunities to reduce emissions at ports, including through electrification of port operations
- Study emerging technologies and strategies that may help reduce port-related emissions from idling trucks.
- 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.

Eligible Applicants:

- Those eligible for federal aid highway funding
- Ports

Website: None

### HEALTHY STREETS PROGRAM

Funding Available: \$500 million

Description: New competitive grant program to deploy cool pavements and porous pavements and to expand tree cover.

Eligible Uses:

- Assessment of urban heat islands to identify hot spot areas of extreme heat or elevated air pollution.
- Conduct a comprehensive tree canopy assessment, which shall assess the current tree locations and canopy
- Conduct an equity assessment by mapping tree canopy gaps, flood-prone locations, and urban heat island hot spots.
- Planning activities, including developing an investment plan based on the results of an above assessment.
- Purchasing and deploying cool pavements to mitigate urban heat island hot spots
- Purchasing and deploying porous pavement to mitigate flooding and stormwater runoff
- Purchasing of trees, site preparation, planting of trees, ongoing maintenance and monitoring of trees, and repairing of storm damage to trees.
- Assessing underground infrastructure
- Hiring staff

Eligible Applicants:

- States



- Metro planning organizations
- Local governments
- Tribal governments
- Nonprofit organization working with one of the above entities

Website: None

### CHARGING AND FUELING INFRASTRUCTURE COMPETITIVE GRANTS

Funding Available: \$2.5 billion

Description: New competitive grant program to deploy publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure along designated alternative fuel corridors. Established within 1 year of enactment.

Eligible Uses:

- Install charging infrastructure on public roads, schools, parks, and publicly accessible parking facilities.

Eligible Applicants:

- A state
- Metro planning organization
- Unit of local government
- Special district
- Public authority with a transportation function, including a port authority
- Tribes
- Territories of the U.S.

Website: None

### WILDLIFE CROSSING PILOT PROGRAM

Funding Available: \$350 million

Description: Competitive grant program for projects to reduce wildlife vehicle collisions

Eligible Uses:

- A project to reduce wildlife-vehicle collisions

Eligible Applicants:

- State Highway agency
- Metro planning organization
- Local government
- Regional transportation authority
- Special district
- Public authority with a transportation function
- Tribes
- Federal land management agency

Website: None



**RECONNECTING COMMUNITIES PILOT PROGRAM**

Funding Available: \$1 billion (\$250 million in planning grants, \$750 million for construction grants)

Description: New competitive grant pilot program to remove, retrofit or mitigate previously constructed barriers to mobility, access, or economic development to restore community connectivity.

Eligible Uses:

- Project areas are limited access highways, viaduct, and other principal arterial facility
- Conduct planning activities to design a project to remove, retrofit, or mitigate an existing eligible facility
- Conduct construction activities
- Planning grants can be used on
  - Planning studies to evaluate the feasibility of removing, retrofitting, or mitigating an existing eligible facility to restore community connectivity
  - Public engagement activities to allow for public input into a plan to remove or convert eligible project area
  - Other transportation planning activities required in advance of a project to remove, retrofit, or mitigate

Eligible Applicants:

- States
- Local government
- Tribal government
- Metro planning organization
- Nonprofit organization

Website: None

**ACTIVE TRANSPORTATION INFRASTRUCTURE INVESTMENT PROGRAM**

Funding Available: \$1 billion

Description: New competitive grant program for infrastructure improvements that create safe and connected active transportation facilities, including adding sidewalks, bikeways, and pedestrians' trails. Established within 30 days of enactment.

Eligible Uses:

- Projects that construct active transportation networks that connect people with public transportation, businesses, workplaces, schools, residences, recreation areas, and other community activity centers.
- Sidewalks, bikeways, and pedestrian and bike trails, that connect between destinations within a community or metropolitan region.
- Metropolitan spines, including sidewalks, bikeways, and trails that connect between communities, metropolitan regions, or states.

Eligible Applicants:

- Local or regional government org
- Metro planning organization



- Regional planning organization
- multicounty special district
- state
- multistate group of governments
- Tribes

Website: None

### **SAFE STREETS AND ROADS FOR ALL COMPETITIVE GRANT PROGRAM**

Funding Available: \$1 billion

Description: New competitive grant program to implement “vision zero” plans and other improvements to reduce crashes and fatalities, especially for pedestrians and cyclists. To be established within 180 days of enactment.

Eligible Uses:

- To develop a comprehensive safety action plan
- To conduct planning, design, and development activities for projects and strategies identified in a comprehensive safety action plan.
- to carry out projects and strategies identified in a comprehensive safety action plan.

Eligible Applicants:

- Metropolitan planning organization
- Political subdivision of a state
- Tribes

Website: None

### **STRENGTHENING MOBILITY AND REVOLUTIONIZING TRANSPORTATION (SMART) GRANT PROGRAM**

Funding Available: \$500 million

Description: New competitive grant program for demonstration projects that implement advanced smart city or community technologies and systems to improve transportation efficiency and safety.

Eligible Uses:

- Coordinated automation
- Connected vehicles
- Intelligent sensor-based infrastructure
- Systems integration
- Commerce delivery and logistics
- Leveraging innovative aviation technology
- Smart grids and smart technology traffic signals

Eligible Applicants:

- States
- Local governments
- Public transit agencies
- Public toll authorities



- Tribes

Website: None

### **CULVERT REMOVAL, REPLACEMENT AND RESTORATION GRANT PROGRAM**

Funding Available: \$1billion

Description: New competitive grant program to remove, replace and restore culverts to address the flow of water through roads, bridges, railroad tracks and trails. Established within one year of enactment.

Eligible Uses:

- Improve or restore fish passage for anadromous fish
- Infrastructure to facilitate fish passage around or over a weir
- Weir improvements

Eligible Applicants:

- States
- Local government
- Tribes

Website: None

### **TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT (TIFIA)**

Funding Available: \$1.25 billion

Description: Low interest loan for transportation infrastructure projects. The program is expanded to include airport projects, transit-oriented development, and projects for the acquisition of plant and wildlife habitat.

Eligible Uses:

- Any type of project that is eligible for Federal assistance through existing surface transportation programs
- international bridges and tunnels
- intercity passenger bus and rail facilities and vehicles
- publicly owned freight rail facilities
- private facilities providing public benefit for highway users
- intermodal freight transfer facilities
- projects that provide access to such facilities
- service improvements on or adjacent to the National Highway System
- projects located within the boundary of a port terminal under certain conditions.

Eligible Applicants:

- state departments of transportation
- local governments
- transit agencies
- special authorities
- special districts



- railroad companies
- private firms or consortia that may include companies specializing in engineering, construction, materials, and/or the operation of transportation facilities.

Website: <https://www.transportation.gov/buildamerica/financing/tifia>

## FORMULA GRANTS

### **CARBON REDUCTION FORMULA PROGRAM**

Funding Available: \$6.4 billion

Description: A new formula grant program for projects that reduce transportation emissions.

Eligible Uses:

- traffic management.
- public transportation.
- trails and paths for bicyclists and pedestrians.
- advanced transportation congestion management technologies.
- intelligent transportation systems.
- projects to deploy alternative fuel vehicles, including charging infrastructure, zero emission construction equipment and vehicles and supportive facilities.
- diesel engine retrofits.
- projects that reduce transportation emissions at ports.

Eligible Applicants:

- States, with suballocation requirements
  - 65 percent shall be obligated to urbanized areas of the state relative to their population
  - Remainder may be allocated to any part of the state.

Website: None

### **NATIONAL ELECTRIC VEHICLE FORMULA PROGRAM**

Funding Available: \$5 billion

Description: A new formula program to the states to deploy electric vehicle charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. Program to be established within 120 days of enactment.



# PASSENGER & FREIGHT RAIL

The Infrastructure Investment and Jobs Act provides a total of \$66 billion in new spending for passenger and freight rail programs. The programs outlined here reflect new or current programs that the bill modifies.

## CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS GRANTS (CRISI)

Funding Available: \$5 billion

Description: Existing grant program that funds projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.

### Eligible Uses:

- Expands eligibility to projects that prevent trespassing, incorporate innovative rail technologies, and improve hazardous material response plans.
- Deployment of railroad safety technology.
- Capital projects, as defined in section 49 U.S.C. § 24401(2) for intercity passenger rail service
- Capital projects that:
  - address congestion challenges affecting rail service,
  - reduce congestion and facilitate ridership growth along heavily traveled rail corridors, and/or
  - improve short-line or regional railroad infrastructure.
- Highway-rail grade crossing improvement projects.
- Rail line relocation and improvement projects.
- Regional rail and corridor service development plans and environmental analyses.
- Any project necessary to enhance multimodal connections or facilitate service integration between rail service and other modes.
- The development and implementation of a safety program or institute.
- Any research that the Secretary considers necessary to advance any particular aspect of rail related capital, operations, or safety improvements; and
- Workforce development and training activities, coordinated to the extent practicable with the existing local training programs supported by the Department of Transportation, the Department of Labor, and the Department of Education.

### Eligible Applicants:

- State
- Group of states
- Public agency
- Political subdivision of a State
- Non-profit labor organization representing a class or craft of employees of rail carriers or rail carrier contractors.
- Class II railroad or Class III railroad or a holding company of a Class II or Class III railroad.
- Amtrak or another rail carrier that provides intercity rail passenger transportation

Website: <https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/consolidated-rail-infrastructure-and-safety-2>



## RAILROAD CROSSING ELIMINATION PROGRAM

Funding Available: \$3 billion

Description: New competitive grant program for highway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.

Eligible Uses:

- Grade separation or closure, including a bridge, embankment, or tunnel
- Track relocation
- Improvement or installation of protective devices, signals, signs, or other measures to improve safety
- Planning, environmental review, and design of an eligible project

Eligible Applicants:

- States
- Local governments or a group of local governments
- Tribes
- Public port authority
- Metro planning organization

Website: None

## FEDERAL-STATE PARTNERSHIP FOR INTERCITY PASSENGER RAIL GRANTS

Funding Available: \$36 billion

Description: The bill expands funding and program scope for this existing competitive grant program. DOT is required to consider project selection criteria, including a comparison of costs to benefits, safety, economic development, private sector participation in the financing, construction, and operation of a project and whether the applicant has the legal, financial, and technical capacity to carry out the project. At least 45 percent of the funding must go to the Northeast Corridor. DOT can enter into multiyear phased funding agreements for projects.

Eligible Uses:

- Expands eligibility for projects that improve performance or expand/establish new intercity passenger rail
- Replace rehabilitate, or repair infrastructure, equipment, or a facility used for providing intercity passenger rail service to bring such assets into a state of good repair
- Project to improve intercity passenger rail service performance, including reduced trip times, increased train frequencies, higher operating speeds, improved reliability, expanded capacity, reduced congestion, electrification, and other improvements
- Project to expand or establish new intercity passenger rail service
- Planning, environmental studies, and final design for a project

Eligible Applicants:

- Government entities
- Indian tribes
- Amtrak



Website: <https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/federal-state-partnership-state-good-repair-1>



The public transit provisions in the Infrastructure Investment and Jobs Act administered through the Federal Transit Administration (FTA) are primarily formula grants from the Mass Transit Account of the Highway Trust Fund and programs covered by the general fund of the Treasury.

The measure includes a total of \$69.9 billion in contract authority from the mass transit account from fiscal 2022 through 2026 for the main formula-based transit grant programs. Allocations of grant funds over the five-year period include:

- \$33.5 billion for Urbanized Area Formula Grants.
- \$18.4 billion for the State of Good Repair Grants Program for upgrading older rail and bus systems in urbanized areas.
- \$4.58 billion for public transportation in rural areas.
- \$3.16 billion for bus and facility formula grants.
- \$2.34 billion for low- or zero-emission bus grants. At least 5% would be used for training workers to use the buses.
- \$1.94 billion for improving transit services for seniors and individuals with disabilities in urbanized and rural areas.

The bill authorizes a total of \$23 billion from the general fund over five years for Capital Investment Grants for fixed guideway projects such as rapid and commuter rail, streetcars, bus rapid transit, and ferries. The bill also increases the federal cost cap for small starts projects to \$150 million, from \$100 million, and the limit on total capital costs to \$400 million, from \$300 million.

## DISCRETIONARY GRANT PROGRAMS

### **MIDDLE MILE GRANTS PROGRAM**

Funding Available: \$1 Billion

Description: A new grant program for the construction, improvement, or acquisition of middle-mile broadband infrastructure. The federal share is 70 percent of the project cost, requiring a 30 percent local match.

Eligible Uses:

- Projects to encourage the expansion and extension of middle mile infrastructure to reduce the cost of connecting unserved and underserved areas to the backbone of the internet (commonly referred to as the “last mile”); and
- Projects to promote broadband connection resiliency through the creation of alternative network connection paths that can be designed to prevent single points of failure on a broadband network.

Eligible Applicants: 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 counsel, Native entity, or economic development authority, or a combination of two or more of these entities.

Website: None

### **DIGITAL EQUITY COMPETITIVE GRANT PROGRAM**

Funding Available: \$250 million per year (5-year program)

Description: A new five-year grant program to support digital equity projects run through National Telecommunications and Information Administration (NTIA)

Eligible Uses:

- Funding is for providing needs outside of broadband deployment, such as laptops and devices for students, digital literacy for adults.
- Develop and implement digital inclusion activities that benefit covered populations
- Facilitate the adoption of broadband by covered populations in order to provide educational and employment opportunities to those populations
- Implement training programs or other workforce development programs
- Construct, upgrade, expend, or operate new and existing public access computing centers for covered populations through community anchor institutions

Eligible Applicants:

- State agencies
- Local governments
- Tribes
- Nonprofit foundations



- Corporations
- Organizations and associations
- Community anchor institutions
- Local educational agencies
- Entities carrying out workforce development

Website: None

### DIGITAL EQUITY COMPETITIVE GRANT PROGRAM

Funding Available: \$250 million per year for five years (\$1.25 billion total)

Description: A new competitive grant program to support digital equity projects.

Eligible Uses:

- Implement state digital equity plans.

Eligible Applicants:

- state agencies.
- local governments.
- tribes; Alaska Native entities; Native Hawaiian organizations.
- nonprofit foundations,
- corporations,
- organizations and associations (that are not schools).
- community anchor institutions.
- local educational agencies.
- and entities carrying out workforce development programs

### RECONNECT

Funding Available: 1.926 billion (in loans and grants)

Description: An existing grant program run through the U.S. Department of Agriculture. It provides loans and grants to fund construction, acquisition, or improving of broadband facilities and equipment in rural areas. Must be used in areas where at least 50 percent of the households lack sufficient access to broadband, which is defined as having not less than 25/3 Mbps download/upload speeds. Sets aside 10 percent of ReConnect funding for projects that will serve rural areas where at least 90 percent of households lack such broadband access.

Eligible Uses:

- Adds pole attachment fees and replacement poles charged by electric utility cooperatives as an eligible use.

Eligible Applicants:

- Corporations
- Limited Liability Companies and Limited Liability Partnerships
- Cooperatives or mutual organizations
- States or local governments, including any agency, subdivision
- A territory of the United States

Website: <https://www.usda.gov/reconnect>



## FORMULA GRANTS

### **BROADBAND EQUITY, ACCESS, AND DEPLOYMENT GRANT PROGRAM**

Funding Available: \$42.45 Billion in total. Each state receives a minimum allocation of \$100 million, with the remaining funds allocated in accordance with a formula that considers both the number of total unserved and the number of high-cost unserved location in the state, as compared to other states.

Description: A new formula grant program to be administered by the states to build out broadband service to meet a minimum download/upload speed of 100/20 megabits per second. As part of the funding the bill requires local coordination on the part of the state and requires the state to submit a five-year action plan which requires collaboration with local and regional entities.

#### Eligible Uses:

States may use the funds to competitively award sub-grants for:

- Unserved service projects (defined as an area where at least 80 percent of locations have no access to broadband or lack access to 25/3 speed and latency sufficient to support real-time, interactive applications) and underserved service projects (defined as an area where at least 80 percent of locations lack access to 100/20 speed and latency sufficient to support real-time, interactive applications).
- Connecting eligible community anchor institutions, which is defined as an entity such as a school, library, health clinic, health center, hospital or other medical provider, public safety entity, institution of higher education, public housing organization or community support organization that facilitates greater use of broadband service by vulnerable populations, including low-income individuals, unemployed individuals, and aged individuals.
- Data collection, broadband mapping, and planning.
- Installing broadband infrastructure or providing reduced-cost services within a multifamily residential building, with priority given to a building that has a “substantial share” of unserved households or in a designated poverty area.
- Broadband adoption, including programs to provide affordable internet-capable devices

#### Eligible Applicants:

- States must submit a letter of intent to NTIA to receive funding.

Website: None

### **AFFORDABLE CONNECTIVITY FUND**

Funding Available: \$14.2 billion

Description: This program renames the Emergency Broadband Benefit program which was established as part of a coronavirus response bill and subsidizes broadband service for eligible households.

#### Eligible Uses:

- Extends the benefit indefinitely and expands eligibility to help more low-income households to include anyone eligible for other government entitlement programs such as SNAP and TANF.
- Provides a monthly voucher in the amount of \$30 to eligible households. A voucher can be used for any internet service plan offered by a participating broadband provider.



- Directs the FCC to adopt consumer protection rules barring, among other things, inappropriate upselling or downselling by participating providers and inappropriate requirements that a consumer opt in to extended service as a condition of participation, and imposing restrictions on a consumer's ability to switch providers.

Website: <https://www.fcc.gov/broadbandbenefit>

### **STATE DIGITAL EQUITY STATE CAPACITY PROGRAM**

Funding Available: \$300 million per year for five years (\$1.5 billion total) allocated through a formula.

Description: A new formula grant to the states to fund the creation and implementation of comprehensive digital equity plans in each state.

## PORT INFRASTRUCTURE DEVELOPMENT PROGRAM (PIDP)

Funding Available: \$2.25 billion

Description: An existing competitive grant program that funds infrastructure projects at ports. Program supports the efficient movement of commerce upon which our economy relies through discretionary grant funding that helps strengthen, modernize, and improve our country's maritime systems and gateway ports. Grants are awarded on a competitive basis and support the Nation's long-term economic vitality.

Eligible Uses: Projects that will improve the safety, efficiency, or reliability of the movement of goods into, out of, around, or within a port.

Eligible Applicants:

Public ports  
Government entities

Website: <https://www.maritime.dot.gov/PIDPgrants>

## U.S. ARMY CORPS OF ENGINEERS PROJECTS

The bill appropriates \$9.55 billion in supplemental funding for Army Corps of Engineers projects.



# AIRPORTS

The bill appropriates \$25 billion in supplemental funding for airports. This is on top of the funds authorized for airports under existing law. In addition, the bill makes airport projects eligible for low-cost financing from the Department of Transportation.

## **AIRPORT INFRASTRUCTURE GRANTS**

Funding Available: \$15 billion over five years, of which up to \$2.48 billion annually is for primary airports, up to \$500 million is for general aviation and commercial service airports, and \$20 million is for competitive grants to airports participating in the contract tower program and contract tower cost share program.

Description: These formula grants to airports for projects through the existing Airport Improvement Program.

Funding is distributed through existing Airport Improvement Program formulas.

## **AIRPORT TERMINAL PROGRAM**

Funding Available: \$5 billion

Description: A new competitive grant program for airport terminal development projects. The bill directs the Secretary of Transportation to issue a notice of funding opportunity within 60 days of enactment.

### Eligible Uses:

- Projects to improve airport terminals
- multimodal projects and projects for on-airport rail access.
- The bill requires the Secretary to give consideration to projects that increase capacity and passenger access, replace aging infrastructure, expand access for people with disabilities, improve airport access to historically disadvantaged persons and improve energy efficiency,

### Eligible Applicants:

- Hub airports (eligible for up to 55 percent of available funding)
- Medium hub airports (eligible for up to 20 percent of available funding)
- Non-hub and nonprimary airports (eligible for no less than 10 percent of available funding)



# DRINKING WATER INFRASTRUCTURE

## TECHNICAL ASSISTANCE AND GRANTS FOR EMERGENCIES AFFECTING PUBLIC WATER SYSTEMS

Funding Available: \$35 million per year for five years.

Description: This section extends an expired authority in the Safe Drinking Water Act (SDWA), 42 U.S.C. 300j-1, to provide resources to communities that face a public water system emergency. The fund will help mitigate drinking water threats to public health and is amended to expand the definition of emergency situations to include an intrusion of lead into the drinking water supply or an emergency situation resulting from a cybersecurity event.

Eligible Uses: Provides funding for emergency assistance to save lives and protect property and assists with funding for permanently restoring community infrastructure affected by a federally declared incident.

Eligible Applicants: Eligible applicants for assistance include states, federally recognized tribal governments (including Alaska Native villages and organizations so long as they are not privately owned), U.S. territories, local governments, and certain private non-profit (PNP) organizations. Eligible applicants may receive assistance to restore disaster-damaged facilities to their pre-disaster design and function, including applicable codes and standards. At minimum, all work must be required as a result of the declared incident, located in the designated area, the legal responsibility of the applicant, and undertaken at a reasonable cost.

Website: <https://www.epa.gov/waterfinancecenter/financial-technical-assistance-and-tools-water-infrastructure>

## DRINKING WATER STATE REVOLVING LOAN FUNDS

- \$11.713 billion to capitalize loan program for eligible purposes. Forty-nine percent of funds are for grants or forgivable loans to disadvantaged communities.
- \$15 billion to capitalize loan program and be used to subsidize lead service pipe replacement. Forty-nine percent of funds are for grants or forgivable loans to disadvantaged communities.
- \$4 billion to capitalize the loan program and be used to address emerging contaminants, including perfluoroalkyl and polyfluoroalkyl (PFAS). Funds shall be provided to eligible applicants as forgivable loans or grants with no matching requirement.

## ASSISTANCE FOR SMALL AND DISADVANTAGED COMMUNITIES

Funding Available: \$510,000,000 over five years.

Description: These are existing grants to help small and disadvantaged communities comply with the Safe Drinking Water Act. A waiver is included to waive any cost share requirement if it would be burdensome to the community.

Eligible Applicants: A subdivision of a state that has an inadequate system for obtaining drinking water, as determined by the Environmental Protection Agency.

### Reducing Lead in Drinking Water

Funding Available: \$500 million



Description: This section reauthorizes EPA's existing lead reduction projects grant program. It also amends the grant program to clarify that the program is intended for the replacement of any lead service line, and that eligible entities shall give priority for lead pipe service line replacement to disadvantaged communities based on the affordability criteria established by the applicable State under section 1452(d)(3), low-income homeowners, and landlords or property owners providing housing to low-income renters.

Eligible Uses:

- replacement of publicly owned lead service lines.
- testing, planning, or other relevant activities, as determined by the Administrator, to identify and address conditions (including corrosion control) that contribute to increased concentration of lead in water for human consumption; and
- providing assistance to low-income homeowners to replace lead service lines.

Eligible Applicants:

- a community water system.
- a water system located in an area governed by an Indian Tribe.
- a nontransient noncommunity water system.
- a qualified nonprofit organization, as determined by the Administrator, servicing a public water system; and
- a municipal or State, interstate, or intermunicipal agency.

### EMERGING CONTAMINANTS

Funding Available: \$5 billion

Description: The bill makes \$5 billion available for a grant to states to address emerging contaminants in disadvantaged communities. There is no matching requirement for the funds.

Eligible Uses: Removal of emerging contaminants such as PFAS.

Eligible Applicants: Disadvantaged communities as defined by the Safe Drinking Water Act.

### OPERATIONAL SUSTAINABILITY OF SMALL PUBLIC WATER SYSTEMS

Funding Available: \$50 million over five years, 10 percent local cost share.

Description: The bill establishes a new grant program to improve the operational sustainability of small water systems through the identification and prevention of potable water loss due to leaks, breaks and other metering or infrastructure failures. The term small system means a system that serves fewer than 10,000 people.

Eligible Uses: The identification and prevention of potable water loss due to leaks, breaks and other metering or infrastructure failures.

Eligible Applicants:

A small public water system is defined as a system that:

- Serves fewer than 10,000 people
- Owned by a governmental entity, public corporation, nonprofit corporation, public trust, cooperative association, or Indian tribe



## MIDSIZE AND LARGE DRINKING WATER SYSTEM INFRASTRUCTURE RESILIENCE AND SUSTAINABILITY PROGRAM

Funding Available: \$ 250 million. The program's funds are subject to appropriation.

Description: A new grant program to help public water systems increase resilience to natural hazards.

Eligible Uses: Projects to plan, design, construct, implement, operate, and maintain programs or projects that increase resilience to natural hazards and extreme weather events or reduce cybersecurity vulnerabilities through:

- The conservation of water or the enhancement of water use efficiency.
- The modification or relocation of existing drinking water system infrastructure made, or that is at risk of being, significantly impaired by natural hazards or extreme weather events, including risks to drinking water from flooding.
- The design or construction of new or modified desalination facilities to serve existing communities.
- The enhancement of water supply through the use of watershed management and source water protection.
- The enhancement of energy efficiency or the use and generation of renewable energy in the conveyance or treatment of drinking water.
- The development and implementation of measures to increase the resilience of the eligible entity to natural hazards and extreme weather events; or to reduce cybersecurity vulnerabilities.
- The conservation of water or the enhancement of a water supply through the implementation of water reuse measures; or
- The formation of regional water partnerships to collaboratively address documented water shortages.

Eligible Applicants: Public water systems that serve communities with populations of 10,000 or more. The bill requires the Secretary to award 50 percent of the funding to entities that serve populations greater than 10,000 and fewer than 100,000 and 50 percent to entities that serve populations greater than 100,000.



## CLEAN WATER STATE REVOLVING FUND

- \$11.713 billion to capitalize loan program for eligible purposes. Forty-nine percent of funds can go to grants or forgivable loans to disadvantaged communities.
- \$1 billion to capitalize loan program and be used to address emerging contaminants, including PFAS. Funds shall be for forgivable loans or grants with no matching requirement.

## WASTEWATER EFFICIENCY GRANT PILOT PROGRAM

Funding Available: \$100 million, subject to future appropriations.

Description: A new pilot program to award grants to owners or operators of publicly owned treatment works to carry out projects that create or improve waste-to-energy systems.

### Eligible Uses:

- Sludge collection
- Installation of anaerobic digesters
- Methane capture
- Methane transfer
- Facility upgrades and retrofits necessary to create or improve waste-to-energy systems
- Other new and emerging, but proven, technologies that transform waste to energy.

Eligible Applicants: Not more than 15 recipients of grants will be selected by the EPA. Eligibility is to be determined by EPA.

## PILOT PROGRAM FOR ALTERNATIVE WATER SOURCE PROJECTS

Funding Available: \$125 million, subject to appropriations.

Description: This is a reauthorization of an existing grant program for alternative water source projects.

Eligible Uses: The grants may be used for engineering, design, construction, and final testing of alternative water source projects designed to meet critical water supply needs. Alternative water source projects include those projects that provide alternative sources of water through conserving, managing, reclaiming, or reusing water, wastewater, or stormwater for groundwater recharge, potable reuse, or other purposes.

Eligible Applicants: States, subdivisions of states, public entities.

## SEWER OVERFLOW AND STORMWATER REUSE MUNICIPAL GRANTS

Funding Available: \$1.4 billion over five years.

Description: The bill reauthorizes \$1.4 billion for this program that exists in current law whereby funds go to the states, with all funds subject to appropriation. The bill requires states to report to Congress on how they distributed grant funding.



Eligible Uses: These grants may be used for the planning, construction and design of treatment works for municipal combined sewer overflows, sanitary sewer overflows, or stormwater, and any measures to manage, reduce, or recapture stormwater or subsurface drainage.

Eligible Applicants: Funding is distributed through the state. There is a new 25 percent set aside for projects in rural or financially distressed communities, to the extent there are sufficient applications.

### **CLEAN WATER INFRASTRUCTURE RESILIENCY AND SUSTAINABILITY PROGRAM**

Funding Available: \$125 million, subject to appropriations.

Description: The bill establishes a new grant program whereby the Administrator will award grants to increase resiliency of publicly owned treatment works against natural hazards and cybersecurity vulnerabilities.

Eligible Uses: An owner or operator of a publicly owned treatment works can use the grants to assist in the planning, design, construction, implementation, operation, or maintenance of a program or project to increase the resiliency or adaptability of water systems to natural hazards, cybersecurity vulnerabilities, or extreme weather events, including those related to climate change.

Eligible Applicants:

- An owner or operator of a publicly owned treatment works.
- A municipality
- an intermunicipal, interstate, or State agency

### **SMALL AND MEDIUM PUBLICLY OWNED TREATMENT WORKS CIRCUIT RIDER PROGRAM**

Funding Available: \$50 million

Description: The bill creates a circuit rider program that awards grants to provide on-site technical assistance to owners and operators of small and medium publicly owned treatment works. The program was created as a result of a decrease in technical assistance grants to local, on-site technical assistance providers.

Eligible Uses: Technical assistance to local treatment works.

Eligible Applicants:

- Nonprofit entities
- Nonprofits that receive funding under this section to consult with the State in which the assistance is to be expended or otherwise made available before carrying out its planned activities

### **SMALL PUBLICLY-OWNED TREATMENT WORKS EFFICIENCY GRANT PROGRAM**

Funding Available: Subject to appropriations

Description: Creates a new EPA grant program, subject to appropriations, to assist small publicly-owned treatment works that serve fewer than 10,000 people, or a disadvantaged community, with



replacing or repairing equipment to increase water efficiency or energy efficiency. It also requires that not less than 15 percent of funds made available under the program be used for grants to publicly-owned treatment works that serve fewer than 3,300 people.

Eligible Uses: Replacing or repairing equipment to increase water efficiency or energy efficiency.

Eligible Applicants: Owners or operators of small publicly-owned treatment works and nonprofit organizations that seek to assist small publicly-owned treatment works are eligible to receive funding under this program

### GRANTS FOR CONSTRUCTION AND REFURBISHING OF INDIVIDUAL HOUSEHOLD DECENTRALIZED WASTEWATER SYSTEMS FOR INDIVIDUALS WITH LOW OR MODERATE INCOME

Funding Available: \$250 million

Description: Creates a new EPA grant program that allows nonprofit organizations to receive funds for the construction, repair, or replacement of decentralized wastewater systems for low- or moderate-income households, or groups of such households. The program gives priority to households that do not have access to sanitary sewer disposal systems.

Eligible Uses:

- For the construction, repair, or replacement of an individual household decentralized wastewater treatment system; or
- for the installation of a larger decentralized wastewater system designed to provide treatment for 2 or more households in which eligible individuals reside, if—
  - site conditions at the households are unsuitable for the installation of an individually owned decentralized wastewater system.
  - multiple examples of unsuitable site conditions exist in close geographic proximity to each other; and
  - a larger decentralized wastewater system could be cost-effectively installed.

Eligible Applicants: Non-profit entities

### CONNECTION TO PUBLICLY-OWNED TREATMENT WORKS

Funding Available: \$200 million

Description: Creates a new grant program that allows the EPA to provide grants to publicly owned treatment works or nonprofit organizations to cover the costs incurred from connecting a household to a municipal or private wastewater system.

Eligible Uses: To assist qualified individuals in covering the costs incurred by the qualified individual in connecting the household of the qualified individual to a publicly owned treatment works.

Eligible Applicants:

- An owner or operator of a publicly owned treatment works that assists or is seeking to assist low-income or moderate-income individuals with connecting the household of the individual to the publicly owned treatment works; or



- A nonprofit entity that assists low-income or moderate-income individuals with the costs associated with connecting the household of the individual to a publicly owned treatment works.

## INNOVATIVE WATER INFRASTRUCTURE WORKFORCE DEVELOPMENT PROGRAM

Funding Available: \$25 million

Description: Reauthorizes an existing competitive grant program to promote workforce development in the water utility sector. The section modifies the program to make public works departments and agencies eligible for these grants in addition to schools. It also amends the program to align water and wastewater utility workforce recruitment efforts, including the promotion of diversity, training programs, retention efforts, and community resources with water and wastewater utilities.

## STORMWATER INFRASTRUCTURE TECHNOLOGY

Funding Available: \$25 million

Description: A grant program to assist research institutions, nonprofits, and institutions of higher education with research on new and emerging stormwater control technology. The goal of the program is to improve the effectiveness, cost efficiencies, and protections of public safety and water quality in their operations. The eligible research includes stormwater and sewer overflow reduction, project enhancement, and other infrastructure.

### Eligible Uses:

- Planning and designing stormwater control infrastructure projects that incorporate new and emerging, but proven, stormwater control technologies, including engineering surveys, landscape plans, maps, long-term operations and maintenance plans, and implementation plans.
- Identifying and developing standards necessary to accommodate stormwater control infrastructure projects, including those projects that incorporate new and emerging, but proven, stormwater control technologies.
- Identifying and developing fee structures to provide financial support for design, installation, and operations and maintenance of stormwater control infrastructure, including new and emerging, but proven, stormwater control infrastructure technologies.
- Developing approaches for community-based public-private partnerships for the financing and construction of stormwater control infrastructure technologies, including feasibility studies, stakeholder outreach, and needs assessments.
- Developing and delivering training and educational materials regarding new and emerging, but proven, stormwater control infrastructure technologies for distribution to—
  - individuals and entities with applicable technical knowledge; and
  - the public.

### Eligible Applicants:

- A State, Tribal, or local government; or
- A local, regional, or other public entity that manages stormwater or wastewater resources or other related water infrastructure.



- An institution of higher education, a research institution or a nonprofit organization that has demonstrated excellence in researching and developing new and emerging stormwater control infrastructure technologies; and with respect to a nonprofit organization, the core mission of which includes water management, as determined by the Administrator.

The Infrastructure Investment and Jobs Act provides \$27.65 billion for grid infrastructure, resiliency, and reliability programs. The following are the major programs it creates.

## **GRID INFRASTRUCTURE RELIABILITY COMPETITIVE GRANTS**

Funding Available: \$ 5 billion

Description: Within 180 days of enactment, the program will make funds available through the DOE to carry out activities to make grids more resilient and reliable in the face of extreme weather and natural disasters.

### Eligible Uses:

- Activities that are supplemental to existing hardening efforts of the eligible entity planned for any given year
- Reduce the risk of any power lines owned or operated by the eligible entity causing a wildfire or reduce the likelihood and consequences of disruptive events

### Eligible Applicants:

- Grid operators
- Electricity storage operators
- Electricity generators
- Transmission owners and operators
- Distribution providers
- Fuel suppliers

Website: None

## **ENERGY INFRASTRUCTURE FEDERAL FINANCIAL ASSISTANCE PROGRAM**

Funding Available: \$ 5 billion

Description: New competitive grant program “Program Upgrading Our Electric Grid and Ensuring Reliability and Resiliency”, for innovative approaches to transmission, storage, and distribution infrastructure to harden and enhance resilience and reliability and demonstrate new approaches to enhance regional grid resilience. Program to be established within 180 days of enactment.

### Eligible Uses:

- Innovative approaches to transmission, storage, and distribution infrastructure to harden and enhance resilience and reliability
- Enhance regional grid resilience, implemented through States by public and rural electric cooperative entities on a cost- shared basis

### Eligible Applicants:

- States
- Tribes
- Local government
- Public utility commissions



Website: None

## **TRANSMISSION FACILITATION PROGRAM**

Funding Available: \$50 million

Description: The bill authorizes the Secretary to establish a Transmission Facilitation Program to facilitate construction of electric power transmission lines and related facilities. The bill authorizes and appropriates \$50 million over the course of the bill for the program to carry out the program. The Secretary may facilitate projects by entering into capacity contracts, provide loans for carrying out a project and participate with an eligible entity in designing, developing, constructing, operating, maintaining or owning a project.

Eligible Uses: Construction of power transmission lines.

Eligible Applicants: Owners and operators of electric power transmission lines and related facilities.



# RESILIENCY

The Infrastructure Investment and Jobs Act allocates \$47.2 billion for resiliency projects. The following programs are the competitive grants available to governments and nonprofits.

## FEMA BUILDING RESILIENT INFRASTRUCTURE AND COMMUNITIES (BRIC) PROGRAM

Funding Available: \$ 1 billion

Description: This is a pre-disaster mitigation program, supporting states, local communities, tribes, and territories undertaking hazard mitigation projects to reduce the risks they face from disasters and natural hazards.

Eligible Uses: The Building Resilient Infrastructure and Communities program aims to categorically shift the federal focus away from reactive disaster spending and toward research-supported, proactive investment in community resilience. Examples of BRIC projects are ones that demonstrate innovative approaches to partnerships, such as shared funding mechanisms, and/or project design.

For example, an innovative project may bring multiple funding sources or in-kind resources from a range of private and public sector partners. Or an innovative project may offer multiple benefits to a community in addition to the benefit of risk reduction.

Through BRIC, FEMA continues to invest in a variety of mitigation activities with an added focus on infrastructure projects and Community Lifelines.

Eligible Applicants: States submit applications on behalf of sub applicants. Applicants may have their own priorities and or requirements when screening their sub applications. Sub applicants cannot submit directly to FEMA. Sub applicants must submit their sub applications to their applicant for review and submission. Local governments, including cities, townships, counties, special district governments, state agencies, and federally recognized tribal governments (who choose to apply as sub applicants) are considered sub applicants and must submit sub applications to their state/territory/tribal applicant agency.

Website: <https://www.fema.gov/grants/mitigation/building-resilient-infrastructure-communities>

## GRANTS FOR ENERGY EFFICIENCY IMPROVEMENTS AND RENEWABLE ENERGY IMPROVEMENTS AT PUBLIC SCHOOL FACILITIES

Funding Available: \$500 million

Description: This new grant program directs the Secretary of Energy to award competitive grants to make energy efficiency, renewable energy, and alternative fueled vehicle upgrades and improvements at public schools.

Eligible Uses:

- Any improvement, repair, or renovation to a school that results in a direct reduction in school energy costs, including improvements to the envelope, air conditioning system, ventilation system, heating system, domestic hot water heating system, compressed air system, distribution system, lighting system, power system, and controls of a building.



- Any improvement, repair, or renovation to, or installation in, a school that—
  - leads to an improvement in teacher and student health, including indoor air quality; and
  - achieves energy savings.
- Any improvement, repair, or renovation to a school involving the installation of renewable energy technologies.
- The installation of alternative fueled vehicle infrastructure on school grounds for—
  - exclusive use of school buses, school fleets, or students; or
  - the general public; and
- The purchase or lease of alternative fueled vehicles to be used by a school, including school buses, fleet vehicles, and other operational vehicles

### Eligible Applicants:

- local educational agency; and
- 1 or more—
  - schools.
  - nonprofit organizations that have the knowledge and capacity to partner and assist with energy improvements.
  - for-profit organizations that have the knowledge and capacity to partner and assist with energy improvements; or
  - community partners that have the knowledge and capacity to partner and assist with energy improvements.

## CLEAN SCHOOL BUS PROGRAM

Funding Available: \$5 billion

Description: Competitive grant program is created by amending an expired program from the Energy Policy Act of 2005 and would be managed by the Administrator of the Environmental Protection Agency to help transition school buses to cleaner technologies. Funds may be prioritized for rural or low-income communities and entities that have matching funds available. The Administrator is authorized to provide funds to cover up to 100 percent of the costs for the replacement of the bus. Program to be established within 120 days of enactment.

Eligible Uses:

50 percent of the funds are authorized for zero-emission school buses, and 50 percent of the funds are authorized for alternative fuels and zero-emission school buses.

Eligible Applicants:

- State or local governments
- Eligible contractors that provide school bus services
- Nonprofit school transportation association

## PASSENGER FERRY GRANT PROGRAM

Funding Available: \$1.25 billion

Description: An existing grant program, federal-aid highway funds are available, through the State transportation agencies, for designing and constructing ferry boats and for designing, acquiring right-of-way, and constructing ferry terminal facilities. Ferry boats and terminal facilities that serve vehicular travel as links on public highways (other than Interstate highways), as well as ferry boats and terminals only serving passengers as a fixed route transit facility, may be eligible for certain types of Federal-aid highway funding.

Eligible Uses: Construction of ferry boats and ferry terminal facilities.

Eligible Applicants: The program allocates funds via formula to states and then further among eligible ferry systems based on a statutory formula.

Website: <https://www.transit.dot.gov/passenger-ferry-grants>



# ADDRESSING LEGACY POLLUTION

## STATE AND TRIBAL ASSISTANCE GRANTS: BROWNFIELDS

Funding Available: \$1.5 billion

Description: This section of the bill would provide significant investment into the Brownfields program to help communities, States, Tribes, and others to assess, safely clean up, and sustainably reuse contaminated properties. All state cost share requirements for this section have been waived.

## ORPHANED WELL SITE PLUGGING, REMEDIATION, AND RESTORATION

Funding Available: \$4,707,000,000

Description: A grant program to plug, remediate and reclaim orphaned wells.

Eligible Uses: A state may use funding for the following:

- To plug, remediate, and reclaim orphaned wells located on State-owned or privately owned land.
- To identify and characterize undocumented orphaned wells on State and private land.
- To rank orphaned wells based on factors including—
  - public health and safety.
  - potential environmental harm; and
  - other land use priorities.
- To make information regarding the use of funds received under this subsection available on a public website.
- To measure and track—
  - emissions of methane and other gases associated with orphaned wells; and
  - contamination of groundwater or surface water associated with orphaned wells.
- To remediate soil and restore native species habitat that has been degraded due to the presence of orphaned wells and associated pipelines, facilities, and infrastructure.
- To remediate land adjacent to orphaned wells and decommission or remove associated pipelines, facilities, and infrastructure.
- To identify and address any disproportionate burden of adverse human health or environmental effects of orphaned wells on communities of color, low- income communities, and Tribal and indigenous communities.

Eligible Applicants: The state must request the funds within 45 days of enactment.



# WESTERN WATER INFRASTRUCTURE

The Infrastructure Investment and Jobs Act allocates \$8.3 billion for western water projects. The following funding opportunities are the competitive grant programs funded under the Act.

## **SMALL WATER STORAGE AND GROUNDWATER STORAGE PROJECTS**

Funding Available: \$100 million

Description: A new competitive grant program to assist with the construction of small water storage projects.

Eligible Uses: Planning, design, and construction of an eligible project. An eligible project is defining as a project that has water storage capacity of not less than 2,000-acre feet and not more than 30,000 acre feet and increases surface water or groundwater storage or conveys water, directly or indirectly, to or from surface water or groundwater storage.

Eligible Applicants: Non-federal project sponsors in a Reclamation state.

## **LARGE-SCALE WATER RECYCLING AND REUSE PROJECTS**

Funding Available: \$450 million

Description: A new competitive grant program for large-scale water recycling and reuse projects.

Eligible Uses: A project is eligible for this grant if the project:

- Reclaims and reuses—
  - municipal, industrial, domestic, or agricultural wastewater; or
  - impaired groundwater or surface water.
- Has a total estimated cost of \$500,000,000 or more.
- Is located in a Reclamation State.
- Is constructed, operated, and maintained by an eligible entity; and
- Provides a federal benefit in accordance with the reclamation laws.

Eligible Applicants:

- A State, Indian Tribe, municipality, irrigation district, water district, wastewater district, or other organization with water or power delivery authority.
- A State, regional, or local authority, the members of which include 1 or more organizations with water or power delivery authority; or
- An agency established under State law for the joint exercise of powers, or a combination of entities described above.

