



INFRASTRUCTURE INVESTMENT AND JOBS ACT NEW PROGRAM FUNDING GUIDE

On November 15, 2021, President Joe Biden signed the bipartisan *Infrastructure Investment and Jobs Act* (IIJA; P.L. 117-58) into law. With a \$1.2 trillion price tag, the legislation authorizes the single largest investment in infrastructure programs in American history. Of the aforementioned total, \$650 billion will be spent on existing programs over ten years; the balance of the spending – \$550 billion over the next five years – represents new investment in roads, bridges, public transportation, airports, water, broadband, rail, aviation, grid infrastructure, resiliency, cybersecurity and other areas.

The primary purpose of this guide is to provide information on the major *new* federal funding opportunities that are available to county governments and other local entities under the IIJA. While preliminary information is available for a number of new grant programs, additional guidance is being developed by federal agencies and will be released in the coming weeks and months. This report also provides a brief overview of *existing* formula and competitive grant programs, a number of which were updated by the IIJA.

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DEPARTMENT OF TRANSPORTATION

BRIDGE INVESTMENT PROGRAM

Program Description: The new Bridge Investment Program will provide *competitive grants* to rehabilitate or replace deficient bridges, including culverts. The goals of the program are: (1) to improve the safety, efficiency, and reliability of the movement of people and freight over bridges and (2) to improve the condition of bridges by reducing the number of those in poor or fair condition, or those at risk of falling into poor condition in the next three years.

Funding: \$12.5 billion over five years.

Federal Cost Share: 50 percent for large projects (those with a cost of more than \$100 million) and 80 percent for any other project.

Eligible Projects: Development phase activities, construction, reconstruction, rehabilitation, acquisition of real property, environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements directly related to improving system performance, and expenses related to the protection of a bridge. It should be noted that local bridges – both on and off of the Federal-aid highway system – are eligible for program dollars.

Additional Details: At least 50 percent of program funds will be reserved for large projects, and \$100 million will be set-aside for tribal bridge projects. The minimum grant amount for a large project is \$50 million. The minimum grant amount for any other eligible project is \$2.5 million. Large projects could be funded with multi-year funding agreements. Grant funding will be prioritized for certain projects within states that have applied for but have yet to receive grants.

Update: The U.S. Department of Transportation’s Federal Highway Administration (FHWA) has launched a new website with additional information on the IIJA that will serve as a one-stop shop for new and existing funding opportunities. The new site can be accessed [here](#).

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BRIDGE FORMULA PROGRAM

Program Description: In addition to the Bridge Investment Program, the IIJA also creates a new needs-based, *formula* bridge program to help replace, repair, and rehabilitate bridges across the country.

Funding: \$27.5 billion over five years.

Federal Cost Share: 80 percent for most bridge projects and 100 percent for local off-system bridges.

Eligible Projects: Highway bridge replacement, rehabilitation, preservation, protection, or construction projects on public roads.

Additional Details: Formula funding will go **directly to states**, but the law establishes a 15 percent set-aside to address local off-system bridges. It should be noted that the IIJA also allows a state to use up to 15 percent of its National Highway Performance Program (NHPP) funding for protective features on a bridge that is off the National Highway System if the protective feature is designed to mitigate the risk of recurring damage or the cost of future repairs from extreme weather events, flooding, or other natural disasters.

Update: FHWA released the first tranche of [Bridge Formula Program funding to states for Fiscal Year 2022](#) in addition to [program guidance](#). In FY 2022, California will receive nearly \$850 million, including over \$127 million for local off-system bridges. In total, it is estimated that the state will receive \$4.2 billion from the program through fiscal year 2026.

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CHARGING AND FUELING GRANT PROGRAM

Program Description: The Charging and Fueling Grant Program will provide competitive grants to strategically deploy publicly accessible electric vehicle (EV) charging infrastructure, as well as hydrogen, propane, and natural gas fueling infrastructure, along designated alternative fuel corridors or in other accessible locations.

Funding: \$2.5 billion over five years.

Federal Cost Share: 80 percent.

Eligible Projects: Projects that are expected to reduce greenhouse gas emissions and to expand or fill gaps in access to publicly accessible EV charging, hydrogen, propane, or natural gas infrastructure. This includes development phase activities and the acquisition and installation of fueling and charging infrastructure. Grant funds can also be used as operating assistance for the first five years of operation.

Additional Details: Half of total program funds each year are reserved for Community Grants to install charging and alternative fuel in locations on public roads, schools, parks, and in publicly accessible parking facilities. These grants will be prioritized for rural areas, low-and moderate income neighborhoods, and communities with low ratios of private parking, or high ratios of multi-unit dwellings. As a condition of contracting with an eligible entity, a private entity must agree to pay the non-Federal share of project costs. Maximum grant amount is \$15 million.

Update: On December 2, 2021, FHWA began soliciting comments on the development of guidance for the Charging and Fueling Grant Program. The request for information, published in the *Federal Register*, is available [here](#). The comment period ended on January 28, 2022.

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NATIONAL ELECTRIC VEHICLE FORMULA PROGRAM

Program Description: In addition to the Charging and Fueling Grant Program, the IIJA authorizes formula funds to states based on their plans for building out EV charging infrastructure in designated alternative fuel corridors.

Funding: \$5 billion over five years.

Federal Cost Share: 80 percent.

Eligible Projects: Acquisition, installation, operation, and maintenance of EV charging infrastructure and data sharing.

Additional Details: Formula funding will be distributed to states. The IIJA expands eligibility under the Surface Transportation Block Grant (STBG) Program to include EV charging infrastructure.

Update: On December 2, 2021, FHWA began soliciting comments on the development of guidance for the National Electric Vehicle Formula Program. The request for information, published in the *Federal Register*, is available [here](#). The comment period ended on January 28,

2022. It should be noted that California is expected to receive nearly \$384 million to support the expansion of an EV charging network in the state.

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CONGESTION RELIEF PROGRAM

Program Description: The Congestion Relief Program will provide competitive grants for projects in large urbanized areas (over 1 million people) to advance innovative, integrated, and multi-modal solutions to congestion relief in the most congested metropolitan areas. The goals of the program are to reduce highway congestion, economic and environmental costs related to congestion, and to optimize existing highway capacity and usage of transit systems that provide alternatives to highways.

Funding: \$250 million over five years.

Federal Cost Share: 80 percent.

Eligible Projects: Planning, design, implementation, and construction activities to achieve program goals, including the deployment and operation of mobility services, integrated congestion management systems, and systems that implement or enforce high occupancy vehicle toll lanes, parking pricing, or congestion pricing. Incentive programs that encourage travelers to carpool or use non-highway travel modes are also eligible.

Additional Details: The minimum grant award is \$10 million. Priority will be given to projects located in urbanized areas that are experiencing high degrees of recurrent congestion. It should be noted that the program would permit, subject to certain requirements, the use of tolls on the Interstate System as part of a project carried out with a program grant.

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NATIONAL INFRASTRUCTURE PROJECT ASSISTANCE GRANTS

Program Description: This program, also known as “Megaprojects” or MEGA, will provide competitive grants to help support projects generating national or regional economic, mobility, or safety benefits.

Funding: \$10 billion over five years (\$5 billion is subject to the annual appropriations process).

Federal Cost Share: 60 percent (other federal funding can be used but cannot exceed 80 percent).

Eligible Projects: Highway or bridge projects, freight intermodal or freight rail projects, railway-highway grade separate or elimination projects, intercity passenger rail projects, and certain public transportation projects. Funds can be used for development-phase activities and for construction, reconstruction, rehabilitation, property acquisition, environmental mitigation, and more.

Additional Details: Half of program funding is reserved for projects with a cost between \$100 million and \$500 million, while the other half will be set aside for projects over \$500 million.

Update: Selection criteria for the program is expected to be posted on the Department of Transportation [website](#) in February of 2022.

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RURAL SURFACE TRANSPORTATION GRANT PROGRAM

Program Description: The Rural Surface Transportation Grant Program will provide competitive grants to improve and expand surface transportation infrastructure in rural areas. The goals of the program are to increase connectivity, improve the safety and reliability of the movement of people and freight, and to generate regional economic growth and improve quality of life.

Funding: \$2 billion over five years.

Federal Cost Share: 80 percent (other federal assistance may be used to satisfy the local share).

Eligible Projects: Highway, bridge, or tunnel projects; projects on a high-risk rural road; projects that increase access to a facility that supports the economy of a rural area; or projects to develop, establish, or maintain an integrated mobility management system, TDM system, or on-demand mobility services. Funds can be used for development phase activities, construction, reconstruction, rehabilitation, and more.

Additional Details: A rural area is defined as an area outside an urbanized area with a population over 200,000. The program sets aside \$200 million for small projects (those costing less than \$25 million), \$300 million for rural roadway lane departure improvements, and \$500 million for the Appalachian Development Highway System. The minimum grant award is \$25 million (aside from the small project set-aside).

Update: Applications are expected to open in the first quarter of 2022.

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PROTECT PROGRAM

Program Description: The Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program provides both competitive and formula grants to improve the resiliency of transportation infrastructure.

Funding: \$8.7 billion over five years (\$7.3 billion for formula grants and \$1.4 billion for competitive grants).

Federal Cost Share: 80 percent (other federal funds may be used to comprise the local share). It should be noted that the federal share can be increased by seven percent if the recipient state or MPO has developed a resilience improvement plan and an additional three percent for MPOs that have incorporated their resilience improvement plan into the metropolitan transportation plan. 100 percent cost share is available for planning activities.

Eligible Projects: Funding is available for a wide variety of uses – including development phase activities, as well as construction, reconstruction, rehabilitation, and acquisition of real property – to improve the resilience of existing surface transportation infrastructure. Funding is also available for planning grants, which can be used to develop a resilience improvement plan, resilience planning, technical capacity building, or evacuation planning.

Update: The first round of formula grants were apportioned in December 2021. However, funding will not be distributed until Congress approves a full budget for FY 2022. California is projected to receive \$631 million in formula funds over the next five years.

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CARBON REDUCTION PROGRAM

Program Description: The Carbon Reduction Program will provide formula funds to each state for the purpose of reducing transportation emissions. Of those funds, 65 percent are to be sub-allocated to areas within the state (based on population).

Funding: \$6.4 billion.

Federal Cost Share: Depends on project type.

Eligible Projects: Eligible projects include public transit projects, trails and other projects to facilitate non-motorized users of the road, the replacement of streetlights with energy-efficient alternatives, purchase or lease of zero-emissions construction equipment, among other things.

Update: The first round of formula grants were apportioned in December 2021. However, funding will not be distributed until Congress approves a budget for FY 2022.

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REDUCTION OF TRUCK EMISSIONS AT PORT FACILITIES

Program Description: This program will provide competitive grants to reduce idling and emissions at port facilities.

Funding: \$400 million over five years.

Federal Cost Share: 80 percent.

Eligible Projects: Funding can be used to study how ports and intermodal port transfer facilities will benefit from increased opportunities to reduce emissions at ports, including through the electrification of port operations; to study emerging technologies and strategies that may help reduce port-related emissions from idling trucks; and to 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.

Additional Details: DOT is required to issue a Notice of Funding Opportunity to solicit applications by no later than April 1 of each year.

Update: Funding under this program is on hold until Congress approves a year-end spending agreement.

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HEALTHY STREETS PROGRAM

Program Description: The Healthy Streets Program will provide competitive grants to deploy cool pavement, porous pavements, and to expand tree cover. The goals of the program are to mitigate urban heat islands, to improve air quality, and to reduce the extent of impervious surfaces, reduce storm water runoff and flood risks, and reduce heat impacts to infrastructure and road users.

Funding: \$500 million over five years.

Federal Cost Share: 80 percent. 100 percent for communities that can prove financial hardship.

Eligible Projects: Conducting an assessment of urban heat islands to identify hot spot areas of extreme heat or elevated air pollution; conducting a comprehensive tree canopy assessment; conducting an equity assessment by mapping tree canopy gaps, flood-prone locations, and urban heat island hot spots; planning activities; 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.

Additional Details: Priority will be given to projects in low-income or disadvantaged communities, applicants that have entered into a community benefits agreement with community representatives, and those that partner with a qualified youth or conservation corps. It should be noted that the law requires 80 percent of funds to be dedicated to projects in urbanized areas. The maximum grant award is \$15 million.

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OPEN CHALLENGE AND RESEARCH PROPOSAL PILOT PROGRAM

Program Description: The Open Challenge and Research Proposal Pilot Program will provide competitive grants for proposals that are linked to identified or potential research needs.

Funding: \$75 million over five years.

Federal Cost Share: 80 percent.

Eligible Projects: A project must fulfill a research need identified by the Administrator of the Federal Highway Administration.

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WILDLIFE CROSSINGS PILOT PROGRAM

Program Description: The Wildlife Crossings Pilot Program will provide competitive grants for projects designed to reduce wildlife-vehicle collisions and improve habitat connectivity.

Funding: \$350 million over five years.

Federal Cost Share: 80 percent.

Eligible Projects: Projects should protect motorists and wildlife by reducing the number of wildlife vehicle collisions and improve habitat connectivity for terrestrial and aquatic species.

Projects should also incorporate innovative technologies, including advanced design techniques and other strategies to enhance efficiency and effectiveness in reducing wildlife vehicle collisions and improving habitat connectivity.

Additional Details: Sixty percent of each year’s allocation will be designated to projects located in rural areas. The IJA also expands eligibility under the STBG program and the Nationally Significant Freight and Highway Projects program (also known as the INFRA grant program) to include construction of wildlife crossing structures.

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RECONNECTING COMMUNITIES PILOT PROGRAM

Program Overview: The Reconnecting Communities Pilot Program will provide planning funds to study the feasibility and impacts of removing, retrofitting, or mitigating an existing transportation facility that creates barriers to mobility, access, or economic development. The program also will provide capital construction funds to carry out a project to remove, retrofit, or mitigate an eligible facility, and, if appropriate, to replace it with a new facility.

Funding: \$1 billion over five years.

Federal Cost Share: 80 percent for planning grant awards and 50 percent for capital construction grants (additional federal assistance can be used up to 80 percent of total project cost).

Eligible Projects: Eligible projects include planning studies to evaluate the feasibility of removing, retrofitting, or mitigating an existing eligible facility to restore community connectivity; public engagement activities to provide opportunities for public input into a plan to remove and convert an eligible facility; and other transportation planning activities. The IJA also allows the Secretary of DOT to award capital construction grants to help remove and replace eligible facilities.

Additional Details: An eligible facility includes a limited access highway, viaduct, or any other principal arterial 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. Planning grant awards may not exceed \$2 million, and capital construction grants must be at least \$5 million.

Update: Applications will open in the second quarter of 2022.

ACTIVE TRANSPORTATION INFRASTRUCTURE INVESTMENT PROGRAM

Program Description: The Active Transportation Infrastructure Investment Program will provide competitive grants to help provide safe and connected active transportation facilities in an active transportation network.

Funding: \$1 billion over five years

Federal Cost Share: 80 percent. Projects in areas with a poverty rate above 40 percent qualify for 100 percent federal cost share.

Eligible Projects: Construction of active transportation networks that connect people with public transportation, businesses, workplaces, schools, residences, recreation areas, and other community activity centers.

Additional Details: At least 30 percent of funding will go to projects that construct active transportation networks; another 30 percent is reserved for projects that construct active transportation spines. It should be noted that \$3 million each year will be set aside for planning and design grants. Such grants shall not exceed \$100,000 and total project cost must be at least \$15 million.

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RAILROAD CROSSING ELIMINATION PROGRAM

Program Description: The Railroad Crossing Elimination Program will provide competitive grants for projects that make improvements to highway-rail or pathway-rail grade crossings that focus on improving the safety and mobility of people and goods. The goals of the program are to: (1) eliminate highway-rail grade crossings that are frequently blocked by trains; (2) improve the health and safety of communities; (3) reduce the impacts that freight movement and railroad operations may have on underserved communities; and, (4) improve the mobility of people and goods.

Funding: \$3 billion (an additional \$2.5 billion is authorized from the General Fund, but will be subject to the availability of appropriations)

Federal Cost Share: 80 percent

Eligible Projects: Grade separation or closure; track relocation; improvement or installation of protective devices, signals, signs, or other measures to improve safety; others means to improve the safety and mobility of people and goods at highway-rail grade crossings; and the planning, environmental review, and design of eligible projects.

Additional Details: At least 20 percent of grant funds are reserved for projects located in rural areas or on tribal lands; five percent of funds are reserved for projects in counties with 20 or fewer residents per square mile. The minimum grant award is \$1 million, unless the funding is for planning purposes.

Update: The Federal Railroad Administration expects to begin announcing the availability of IJJA grant funding over the coming months.

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SAFE STREETS AND ROADS FOR ALL GRANTS

Program Description: This program will provide competitive grants to entities to develop and carry out comprehensive safety plans to prevent death and injury on roads and streets, commonly known as “Vision Zero” or “Toward Zero Deaths” initiatives.

Funding: \$5 billion (an additional \$1 billion is authorized from the General Fund, but will be subject to the availability of appropriations)

Federal Cost Share: 80 percent

Eligible Projects: Projects that develop a comprehensive safety action plan; to conduct planning, design, and development activities for projects and strategies identified in a comprehensive safety action plan; or to carry out projects and strategies identified in a comprehensive safety action plan.

Additional Details: At least 40 percent of program funds will be allocated to support the development of comprehensive safety plans.

Update: The National Highway Traffic Safety Administration expects to begin accepting applications in May.

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STOPPING THREATS ON PEDESTRIANS

Program Description: This program will provide competitive grants for bollard installation projects designed to prevent pedestrian injuries and acts of terrorism in areas used by large numbers of pedestrians.

Funding: \$25 million over five years (authorized from the General Fund, but will be subject to the availability of appropriations).

Federal Cost Share: 100 percent.

Eligible Projects: Bollard installation projects that install raised concrete or metal posts on a sidewalk adjacent to a roadway that are designed to slow or stop a motor vehicle.

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TRANSPORTATION ACCESS PILOT PROGRAM

Program Description: The Transportation Access Pilot Program will develop or procure an accessibility data set and make it available to each entity selected to participate in the pilot program to improve transportation planning.

Funding: This program does not provide funding awards. Instead, it provides eligible entities the data compiled through the program.

Federal Cost Share: N/A

Eligible Projects: The program will measure the level of access by surface transportation modes to important destinations, which may include jobs, health care facilities, child care facilities, educational and workforce training facilities, housing, food sources, points within the supply chain for freight commodities, domestic and international markets, and connections between surface transportation modes. The pilot will also assess the change in accessibility that would result from new transportation investments.

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SMART PROGRAM

Program Description: The Strengthening Mobility and Revolutionizing Transportation (SMART) Program will provide competitive grants to conduct demonstration projects focused on advanced smart city or community technologies and systems to improve transportation efficiency and safety.

Funding: \$500 million over five years.

Federal Cost Share: N/A

Eligible Projects: A project that demonstrates one of the following: coordinated automation; connected vehicles; intelligent, sensor-based infrastructure, systems integration, commerce delivery and logistics; leveraging use of innovative aviation technology; smart grid; and, smart technology traffic signals. Funding can be used for development phase activities; systems

development or information technology work; acquisition of real property; construction phase activities; and, acquisition of equipment.

Additional Details: Up to 40 percent of funds will be reserved for projects that primarily benefit large communities (those above 400,000 people); 30 percent for projects that primarily benefit mid-sized communities (communities that are neither large nor rural); and 30 percent for projects that primarily benefit rural communities (located in an area outside of urbanized areas) or regional partnerships.

Update: The administration anticipates that a Notice of Funding Opportunity will be posted sometime in the second or third quarter of 2022.

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ADVANCED TRANSPORTATION TECHNOLOGIES AND INNOVATIVE MOBILITY DEPLOYMENT PROGRAM

Program Description: This program will provide competitive grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.

Funding: \$300 million.

Federal Cost Share: 50 percent.

Eligible Projects: Funding can be used for a wide variety of projects that deploy advanced transportation and congestion management technologies. This includes advanced traveler information systems; advanced transportation management technologies; infrastructure maintenance, monitoring, and condition assessment; advanced public transportation systems; transportation system performance data collection, analysis, and dissemination systems; advanced safety systems, technologies associated with autonomous vehicles; integration of intelligent transportation systems with the Smart Grid; electronic pricing and payment systems; or, advanced mobility and access technologies.

Additional Details: It should be noted that 20 percent of funds will be reserved for rural areas. Grant recipients may use up to 5 percent of the funds awarded each fiscal year to carry out planning and reporting requirements under the program.

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AIRPORT INFRASTRUCTURE GRANT PROGRAM

Program Description: The Airport Infrastructure Grant Program will allocate funding for airport-related maintenance and improvement projects.

Funding: \$15 billion over five years.

Eligible Projects: Project eligibility tracks closely with the existing Airport Improvement Grant and Passenger Facility Charge criteria. Eligible projects includes runways, taxiways, safety and sustainability projects, as well as terminal, airport-transit connections and roadway projects. Program funding will be broken down into three buckets: (1) Primary Allocation, (2) Non-Primary Allocation, and (3) Contract Towers.

Additional Details: Each year, the program would designate a maximum of \$2.48 billion for primary airports, \$500 million for general aviation and commercial service airports, and \$20 million to airport-owned contract airport traffic control towers.

Update: On December 16, 2021, the Federal Aviation Administration (FAA) announced the initial allocations for the Airport Infrastructure Grant Program, which can be accessed [here](#). The FAA is expected to issue guidance and begin issuing grants for specific projects based on the Fiscal Year 2022 airport allocations. The agency is also expected to issue the Notice of Funding Opportunity for the airport-owned traffic control towers in May.

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AIRPORT TERMINAL PROGRAM

Program Description: The Airport Terminal Program will provide competitive grants for airport terminal development projects, as well as multimodal and airport-owned airport traffic control towers.

Funding: \$5 billion over five years.

Federal Cost Share: 80 percent for large and medium hub airports and 95 percent for small hub, non-hub, and non-primary airports.

Eligible Projects: Capital improvements for airport terminal development, including the development of an airport passenger terminal building, including terminal gates; access roads servicing exclusively airport traffic that leads directly to or from an airport passenger terminal building; walkways that lead directly to or from an airport passenger terminal building; multimodal terminal development; projects for on-airport rail access projects; relocating, reconstructing, repairing, or improving an airport-owned airport traffic control tower.

Additional Details: The law specifies that not more than 55 percent shall be for large hub airports, not more than 15 percent shall be for medium hub airports, not more than 20 percent shall be for small hub airports, and not less than 10 percent shall be for non-hub and non-primary airports.

Update: The FAA is expected to issue a Notice of Funding Opportunity in the coming weeks.

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ELECTRIC OR LOW-EMITTING FERRY PILOT PROGRAM

Program Description: The Electric or Low-Emitting Ferry Pilot Program will provide competitive grants for the purchase of electric or low-emitting ferries, and the electrification of or other reduction of emissions from existing ferries.

Funding: \$250 million over five years (an additional \$250 million is authorized from the General Fund, but will be subject to the availability of appropriations).

Federal Cost Share: N/A

Eligible Projects: Eligible projects are those that purchase electric or low-emitting fuel ferries (methanol, natural gas, liquefied petroleum gas, hydrogen, coal-derived liquid fuels, and biofuels).

Update: The Federal Transit Administration expects to begin announcing the availability of IJA grant funding over the coming months. More information on the law's transit programs can be accessed [here](#).

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FERRY SERVICE FOR RURAL COMMUNITIES

Program Description: The Ferry Service for Rural Communities program will provide competitive grants to rural areas for basic essential ferry service.

Funding: \$1 billion (an additional \$1 billion is authorized from the General Fund, but will be subject to the availability of appropriations)

Federal Cost Share: N/A

Eligible Projects: DOT will establish requirements and criteria for participation in the program.

Update: The Federal Transit Administration expects to begin announcing the availability of IIJA grant funding over the coming months. More information on the law’s transit programs can be accessed [here](#).

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Department of Homeland Security

STATE AND LOCAL CYBERSECURITY GRANT PROGRAM

Program Description: This program will help address cybersecurity risks and threats to information systems owned or operated by a State, local, or tribal government.

Funding: \$1 billion over four years (authorization ends in fiscal year 2025)

Federal Cost Share: The federal match will gradually decrease annually. In the case of a grant to a single entity, it will be 90 percent for fiscal year 2022 and fall to 60 percent by fiscal year 2025. In the case of a grant to a multi-entity group, no local match will be required in fiscal year 2022. By fiscal year 2025, the federal match will fall to 70 percent.

Eligible Projects: Grant funds can be used to develop, implement, or revise a Cybersecurity Plan; pay expenses directly relating to the administration of the grant; assist with activities that address imminent cybersecurity threats; and, fund any other appropriate activity. Funding cannot be used to supplant State or local funds; for any recipient cost-sharing contribution; to pay a ransom; for recreational or social purposes; or, for any purpose that does not address cybersecurity risks or threats on locally-owned information systems.

Additional Details: While only states and tribal governments are eligible recipients of formula funding, states must pass down at least 80 percent of the funds they receive to local governments. The law also stipulates that 25 percent of funds must go to projects in rural areas.

Update: Applications will likely open during the third quarter of 2022.

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Environmental Protection Agency

ADVANCED DRINKING WATER TECHNOLOGIES GRANT PROGRAM

Program Description: This program will award competitive grants to the operator of a public water system (serving less than 100,000 people) to identify and/or deploy new or emerging drinking water infrastructure technology that is proven to enhance the treatment, monitoring, affordability, efficiency, and safety of drinking water.

Funding: \$50 million over five years.

Federal Cost Share: 90 percent (the EPA Administrator can waive the local cost share if an eligible entity is unable to pay, or would experience significant financial hardship).

Eligible Projects: Technology that can address cybersecurity vulnerabilities that enhance treatment, monitoring, affordability, efficiency, or safety of the drinking water provided.

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CLEAN WATER INFRASTRUCTURE RESILIENCY AND SUSTAINABILITY PROGRAM

Program Description: This program will award competitive grants to increase the resilience of publicly owned treatment works to a natural hazard or cybersecurity vulnerabilities.

Funding: \$125 million over five years.

Federal Cost Share: 75 percent or 90 percent for small (fewer than 10,000 people) or disadvantaged communities. The EPA Administrator has the authority to waive the local cost share.

Eligible Projects: Eligible activities include conservation of water; the enhancement of water use efficiency; the enhancement of wastewater and stormwater management; and, the enhancement of energy efficiency or the use and generation of recovered or renewable energy in the management, treatment, or conveyance of wastewater or stormwater, among other things.

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MIDSIZE AND LARGE DRINKING WATER SYSTEM INFRASTRUCTURE RESILIENCE AND SUSTAINABILITY PROGRAM

Program Description: This program will provide competitive grants to assist midsize and large drinking water systems reduce their cybersecurity vulnerabilities and increase their resilience to natural hazards and extreme weather events.

Funding: \$250 million over five years.

Federal Cost Share: N/A

Eligible Projects: Grant funding can be used for planning, design, construction, implementation, operation, or maintenance of a program or project that increases resilience to natural hazards and extreme weather events, or reduces cybersecurity vulnerabilities. This includes projects that promote water conservation, create desalination facilities, relocate or renovate existing vulnerable water systems, enhance water supply, and implement measures to increase resiliency to natural hazards, cybersecurity vulnerabilities, or extreme weather events. Funds can also be used to form regional water partnerships to collaboratively address documented water shortages.

Additional Details: Half of all grant funds will go to entities that serve between 10,000 and 100,000 people, while the other half is reserved for areas that serve over 100,000 people.

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REDUCE, REUSE, RECYCLING EDUCATION AND OUTREACH GRANTS

Program Description: The Reduce, Reuse, Recycling Education and Outreach Grant program will provide competitive grants to help improve the effectiveness of residential and community recycling programs through public education and outreach. The goal is to encourage the collection of recycled materials that are sold to an existing or developing market.

Funding: \$75 million over five years.

Federal Cost Share: N/A

Eligible Projects: Eligible activities include those that inform the public about residential or community recycling programs; provide information about the recycled materials that are accepted as part of a residential or community recycling program that provides for the separate collection of residential solid waste from recycling materials; and, increase collection rates and decrease contamination in residential and community recycling programs.

Additional Details: Twenty percent of funding will be allocated to low-income communities, rural communities, and tribes.

Update: The administration anticipates beginning stakeholder outreach and engagement in the second quarter. The funding opportunity is on pace to open in the fourth quarter of this year.

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SOLID WASTE INFRASTRUCTURE FOR RECYCLING INFRASTRUCTURE

Program Description: This program will provide competitive grants to implement a strategy to improve post-consumer materials management and infrastructure; support improvements to local post-consumer materials management and recycling programs; and assist local waste management authorities in making improvements to local waste management systems

Funding: \$275 million over five years.

Federal Cost Share: N/A

Eligible Projects: Eligible projects include implementing a strategy to improve post-consumer materials management and infrastructure; supporting improvements to local post-consumer materials management and recycling programs; and assisting local waste management authorities in making improvements to local waste management systems.

Update: The administration anticipates beginning stakeholder outreach and engagement in the second quarter. The funding opportunity is on pace to open in the fourth quarter of this year.

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OPERATIONAL SUSTAINABILITY OF SMALL PUBLIC WATER SYSTEMS

Program Description: This program will provide competitive grants to help improve the ability of small public water systems to respond to water infrastructure failures. It will focus on the asset management of drinking water systems, pumps, wells, valves, treatment systems, and other pertinent activities.

Funding: \$250 million over five years

Federal Cost Share: 90 percent. The EPA Administrator has the ability to waive the local cost share.

Eligible Projects: Projects shall improve the operational sustainability of one or more small systems (serves fewer than 10,000 people) through the development of a detailed asset inventory; the development of an infrastructure asset map; deployment of leak detection technology; deployment of metering technology; and training in asset management strategies, techniques, and technologies for appropriate staff, among other things.

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RURAL AND LOW-INCOME WATER ASSISTANCE PILOT PROGRAM

Program Description: The Rural and Low-Income Water Assistance Pilot Program will provide competitive grants for community water systems to develop and implement programs to assist qualifying households with need in maintaining access to drinking water and wastewater services.

Funding: Funds for the pilot program are subject to the availability of appropriations.

Federal Cost Share: N/A

Eligible Projects: Types of assistance may include direct financial assistance, a lifeline rate, bill discounting, special hardship provisions, a percentage-of-income payment plan, or debt relief for the eligible entity of the community water system owned by the eligible entity for arrears payments if it is determined by the EPA Administrator to be in the interest of public health.

Additional Details: EPA will award up to 40 grants under this pilot.

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STORMWATER CONTROL INFRASTRUCTURE PROJECT GRANTS

Program Description: The purpose of this program is to carry out stormwater control infrastructure projects that incorporate new and emerging, but proven, stormwater control technologies.

Funding: \$50 million over five years

Federal Cost Share: 80 percent

Eligible Projects: Planning and development grant projects may include planning and designing stormwater control infrastructure projects; and identifying and developing standards necessary to accommodate stormwater control infrastructure projects, among others. Implementation

grant projects may include installing new and emerging stormwater control infrastructure technologies; and protecting or restoring interconnected networks of natural areas that protect water quality, among others.

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WASTEWATER EFFICIENCY GRANT PILOT PROGRAM

Program Description: This pilot program will provide competitive grants to publicly owned treatment works in creating or improving waste-to-energy systems.

Funding: \$100 million over five years.

Federal Cost Share: N/A

Eligible Projects: Grant funding can be used for the installation or upgrading of sludge collection systems, anaerobic digesters, methane capture or transfer systems, and other emerging technologies that transform waste to energy.

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WATER DATA SHARING PILOT PROGRAM

Program Description: The Water Data Sharing Pilot Program will provide competitive grants to help establish systems that improve the sharing of information concerning water quality, water infrastructure needs, and water technology, including cybersecurity technology.

Funding: \$75 million over five years.

Federal Cost Share: N/A

Eligible Projects: Establishing a website or data hub to exchange water data, including data on water quality or water technology, including new and emerging, but proven, water technology. Inter-county communications initiatives related to water data.

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Department of Commerce

BROADBAND EQUITY, ACCESS, AND DEPLOYMENT PROGRAM

Program Description: The Broadband Equity, Access, and Deployment (BEAD) program will provide formula grants to states for broadband planning and deployment. States are required to distribute funds to eligible entities through a competitive grant program.

Funding: \$42.45 billion over five years.

Federal Cost Share: 75 percent (though the Commerce Secretary would have the ability to reduce or waive the local match).

Eligible Projects: Planning (e.g. broadband data collection and mapping); broadband infrastructure deployment (e.g. construction), to promote broadband adoption, including through the provision of affordable internet-connected devices; to provide WiFi or reduced-cost internet access to multi-family housing units; and, for other uses that the National Telecommunications and Information Administration determines are necessary to facilitate the goals of the program.

It should be noted that the IJA specifies that the first priority for broadband deployment is projects that primarily reach unserved locations (those below 25/3 Mbps), followed by those that primarily reach underserved locations (those below 100/20 Mbps), and then serving community anchor institutions (1/1 Gbps).

Additional Details: Each state will receive an initial allocation of \$100 million to support planning efforts, including building capacity in state broadband offices and outreach and coordination with local communities. Leveraging those initial planning funds, each state will be required to submit a 5-year action plan. The remaining funding will be distributed based on a formula that considers the number of unserved and high-cost locations in the state as determined by maps to be published by the Federal Communications Commission in 2022.

Update: The National Telecommunications and Information Administration (NTIA) at the Department of Commerce is currently seeking comments on the BEAD program. The request for comment can be accessed [here](#).

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STATE DIGITAL EQUITY COMPETITIVE GRANT PROGRAM

Program Description: The Digital Equity Competitive Grant Program will provide grants to promote the meaningful adoption and use of broadband services across the targeted populations in the IJJA, including low-income households, aging populations, incarcerated individuals, veterans, individuals with disabilities, individuals with a language barrier, racial and ethnic minorities, and rural inhabitants.

Funding: \$1.25 billion over five years.

Federal Cost Share: 90 percent (though the Commerce Secretary would have the ability to reduce or waive the local match).

Eligible Projects: Developing and implementing digital inclusion activities that benefit covered populations, facilitating the adoption of broadband by covered populations in order to provide educational and employment opportunities to those populations, and constructing, upgrading, expanding, or operating new or existing public access computing centers for covered populations through community anchor institutions.

Update: NTIA is currently seeking comments on broadband programs in the IJJA, which can be accessed [here](#). The agency intends to submit an additional request for comment to address the Digital Equity Competitive Grant Program.

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ENABLING MIDDLE MILE BROADBAND INFRASTRUCTURE

Program Description: This program will provide competitive grants to support projects for the construction, improvement, or acquisition of middle-mile broadband infrastructure. The program will also 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.

Funding: \$1 billion over five years.

Federal Cost Share: 70 percent.

Eligible Projects: Projects must connect middle-mile infrastructure to last-mile networks that provide or plan to provide broadband service to households in unserved areas; connecting noncontiguous trust lands; or, offer wholesale broadband service at reasonable rates on a carrier-neutral basis.

Status: NTIA is currently seeking comments on broadband programs in the IJA, including the Enabling Middle Mile Broadband Infrastructure Program. The request for comment can be accessed [here](#). Applications for this program will likely open during the second quarter of 2022.

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Department of Energy

CARBON DIOXIDE TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION (CIFIA)

Program Description: The CIFIA program will help provide flexible, low-interest loans for carbon dioxide (CO₂) transportation infrastructure projects. In addition, the IJA authorizes program dollars for initial excess capacity on new infrastructure to facilitate future growth.

Funding: \$2.1 billion over five years.

Federal Cost Share: 80 percent.

Eligible Projects: Funding can be used for development-phase activities, as well as construction, reconstruction, rehabilitation, replacement, and acquisition of real property, environmental mitigation, construction contingencies, and acquisition and installation of equipment.

Update: Applications are estimated to open in the fourth quarter.

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COST-EFFECTIVE CODES IMPLEMENTATION FOR EFFICIENCY AND RESILIENCE

Program Description: This program will provide competitive grants for projects that enable sustained, cost effective implementation of updated building energy codes.

Funding: \$225 million over five years.

Federal Cost Share: N/A

Eligible Projects: Eligible projects are any updates to existing building energy codes, not necessarily updates to meet present-day building codes.

Update: Applications for funding are expected to be open by the end of 2022.

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ELECTRIC GRID RELIABILITY AND RESILIENCE RESEARCH, DEVELOPMENT AND DEMONSTRATION

Program Description: This program will provide competitive grants for projects that demonstrate innovative approaches to transmission, storage, and distribution infrastructure to harden resilience and reliability and to demonstrate new approaches that enhance regional grid resilience.

Funding: \$5 billion over five years.

Federal Cost Share: 80 percent for research and development and 50 percent for demonstration and commercial application activities.

Eligible Projects: Eligible projects should improve the resilience, safety, reliability, and availability of energy; and, environmental protection from adverse impacts of energy generation.

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UPGRADING OUR ELECTRIC GRID AND ENSURING RELIABILITY AND RESILIENCY

Program Description: The purpose of this competitive grant program is to coordinate and collaborate with electric sector owners and operators to demonstrate innovative approaches to transmission, storage, and distribution infrastructure to harden and enhance resilience and reliability; and, to demonstrate new approaches to enhance regional grid resilience.

Funding: \$5 billion over five years.

Federal Cost Share: 80 percent for research and development, with an exemption for basic or fundamental research and development, and 50 percent for demonstration and commercial application activities.

Eligible Projects: Eligible projects include improving siting or upgrading transmission and distribution lines; reducing greenhouse gas emissions from energy generation by rural or remote areas; providing or modernizing electric generation facilities; developing microgrids; and, increasing overall energy efficiency.

Additional Details: \$1 billion will be reserved for rural areas (cities, towns, or unincorporated areas that have a population of less than 10,000 inhabitants).

Update: Applications for funding are expected to be open during the fourth quarter.

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RURAL AND MUNICIPAL UTILITY ADVANCED CYBERSECURITY GRANT AND TECHNICAL ASSISTANCE PROGRAM

Program Description: This program will provide competitive grants and technical assistance for utilities to detect, respond to, and recover from cybersecurity threats.

Funding: \$250 million over five years.

Federal Cost Share: N/A

Eligible Projects: Projects that deploy advanced cybersecurity technologies for electric utility systems and increase the participation of eligible entities in cybersecurity threat information sharing programs.

Update: Applications for funding are expected to open in the fourth quarter.

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TRANSMISSION FACILITATION PROGRAM

Program Description: The Transmission Facilitation Program will provide competitive grants to facilitate the construction of electric power transmission lines and related facilities.

Funding: \$50 million over five years.

Federal Cost Share: N/A

Eligible Projects: Constructing a new or replacing electrical power transmission lines, increasing the transmission capacity of existing electrical power transmission lines, and connecting an isolated microgrid to existing transmission, transportation, or telecommunications infrastructure corridor.

Additional Details: In addition to the funding authorized for the Transmission Facilitation Program, the Department of Energy may accept loans from the Department of the Treasury of up to \$2.5 billion to carry out the program.

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ENERGY EFFICIENCY AND CONSERVATION BLOCK GRANT PROGRAM

Program Description: This program will provide formula and competitive grants to assist eligible entities in implementing strategies to reduce fossil fuel emissions, to reduce total energy use, or to improve energy efficiency in the transportation sector, the building sector, and other appropriate sectors.

Funding: \$550 million

Federal Cost Share: N/A

Eligible Projects: Funding under this program can be used to: develop and implement an energy efficiency and conservation strategy; retain technical consultant services to assist in the development of such a strategy; conduct residential and commercial building energy audits; establish financial incentive programs for energy efficiency improvements; develop and implement energy efficiency and conservation programs for buildings and facilities within the jurisdiction of the eligible entity; and, developing and implementing programs to conserve energy used in transportation, among other things.

Additional Details: It should be noted that 68 percent of the funding will be distributed to eligible local governments, 28 percent is reserved for states, and two percent to Indian tribes. The final two percent will be available for competitive grants.

Update: The first funding opportunity is expected to open in the fall of 2022.

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CARBON UTILIZATION PROGRAM

Program Description: The Carbon Utilization Program will provide competitive grants to procure and use products derived from captured carbon oxides.

Funding: \$310 million over five years.

Federal Cost Share: N/A

Eligible Projects: Grant funding can be used to procure and use commercial or industrial products that use or are derived from anthropogenic carbon oxides; and demonstrate significant net reductions in greenhouse gas emissions compared to incumbent technologies, processes, and products.

Update: The administration anticipates that applications will open in the fourth quarter of 2022.

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ENERGY IMPROVEMENT IN RURAL AND REMOTE AREAS

Program Description: This program will provide financial assistance to increase environmental protection from the impacts of energy use and improve resilience, reliability, safety, and availability of energy in rural or remote areas of the United States.

Funding: \$1 billion over five years.

Federal Cost Share: N/A

Eligible Projects: Overall cost-effectiveness of energy generation, transmission, or distribution systems; siting or upgrading transmission and distribution lines; reducing greenhouse gas emissions from energy generation by rural or remote areas; providing or modernizing electric generation facilities; developing microgrids; and, increasing energy efficiency.

Additional Details: A rural or remote area under this program is one that has a population of less than 10,000 inhabitants.

Update: Applications are expected to open in the fall of 2022.

DEPARTMENT OF THE INTERIOR

COMMUNITY WILDFIRE DEFENSE GRANT PROGRAM

Program Description: The Community Wildfire Defense Grant Program will provide both competitive and formula grants to develop or revise a community wildfire protection plan, and to carry out projects described within those plans.

Funding: \$500 million over five years.

Federal Cost Share: 75 percent to 90 percent, based on project type.

Eligible Projects: Projects that reduce the likelihood of experiencing uncharacteristically severe effects from a potential wildfire by focusing on areas strategically important to reducing the risks associated with wildfires; and, projects that maximize the retention of large trees, as appropriate for the forest type, to the extent that the trees promote fire-resilient stands, among others.

Update: Applications are expected to open early in 2023.

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LARGE-SCALE WATER RECYCLING AND REUSE PROGRAM

Program Description: This program will provide competitive grants to plan, design, and build large-scale water recycling and reuse projects that provide substantial water supply and other benefits.

Funding: \$1 billion.

Federal Cost Share: 25 percent.

Eligible Projects: Projects that reclaim and reuse municipal, industrial, domestic, or agricultural wastewater, or impaired groundwater or surface water; has a total estimated cost of \$500 million 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 reclamation laws.

Update: Funding opportunities, which were recently posted to [grants.gov](https://www.grants.gov), will close on March 15th. The administration is expected to publish additional program criteria for large projects later this year.

MULTI-BENEFIT PROJECTS TO IMPROVE WATERSHED HEALTH

Program Description: This program will provide competitive grants for habitat restoration projects in river basins that have been impacted by Bureau of Reclamation water projects.

Funding: \$100 million.

Federal Cost Share: 50 to 75 percent, based on project type.

Eligible Projects: Restoration of native species; mitigation against the impacts of climate change to fish and wildlife habitats; protection against invasive species; restoration of aspects of the natural ecosystem; enhancement of commercial, recreational, subsistence, or tribal ceremonial fishing; and, enhancement of river-based recreation.

Update: Applications for program funding are expected to open in May of 2022.

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SMALL WATER STORAGE AND GROUNDWATER STORAGE PROJECTS

Program Description: This program will provide competitive grants for projects that create water storage facilities that are likely to increase water management flexibility and reduce impacts on environmental resources.

Funding: \$100 million over five years.

Federal Cost Share: 25 percent, or \$30 million, whichever is less.

Eligible Projects: Projects that meet one or more of the following criteria: projects that are likely to provide a more reliable water supply for states, tribes, and local governments; projects that are likely to increase water management flexibility and reduce impacts on environmental resources from projects operated by federal and state agencies; projects that are regional in nature; projects with multiple stakeholders; and, projects that provide multiple benefits.

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NATIONAL CULVERT REMOVAL, REPLACEMENT, AND RESTORATION

Program Description: This program will provide competitive grants to replace, remove, and repair culverts or weirs that would meaningfully improve or restore fish passage for anadromous fish; infrastructure to facilitate fish passage around or over the weir; and, weir improvements.

Funding: \$1 billion over five years (an additional \$4 billion is authorized from the General Fund, but will be subject to the availability of appropriations)

Federal Cost Share: 80 percent

Eligible Projects: Projects that would improve fish passage for anadromous fish stocks identified as endangered or threatened, as prey for endangered, threatened, or protected species, or identified as climate resilient stocks. Eligible projects also include those that would open up more than 200 meters of upstream habitat before the end of the natural habitat.

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AQUATIC ECOSYSTEM RESTORATION AND PROTECTION PROJECTS

Program Description: This program will support projects that design, study, and construct aquatic ecosystem restoration and protection projects to improve the health of fisheries, wildlife or aquatic habitat, including through habitat restoration and improved fish passage via the removal or bypass of barriers to fish passage.

Funding: \$250 million.

Federal Cost Share: 65 percent.

Eligible Projects: The program is currently under development, but funding will be available to projects that design, study, and construct aquatic ecosystem restoration and protection projects to improve the health of fisheries, wildlife or aquatic habitat.

Additional Details: Priority will be given to projects that are jointly developed and supported by a diverse array of stakeholders including representatives of irrigated agricultural production, hydroelectric production, potable water purveyors and industrial water users, Indian Tribes, commercial fishing interests, and nonprofit conservation organizations; affect water resources management in two or more river basins while providing regional benefits not limited to fisheries restoration; are a component of a broader strategy or plan to replace aging facilities with one or more alternate facilities providing similar benefits; and, contribute to the restoration of anadromous fish species listed under the *Endangered Species Act*.

Update: Applications are expected to open in the third quarter of 2022.

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PREVIOUSLY AUTHORIZED PROGRAMS

In addition to the new formula and competitive grant opportunities authorized by the IIJA, the law also renewed, and in some cases expanded, a number of existing programs of direct interest to counties. A snapshot of a number of key programs is included below.

U.S. Department of Transportation

The IIJA authorizes and updates a number of core federal aid highway and transit programs, as well as several major discretionary grant programs of interest to counties, such as Local and Regional Project Assistance Grants (RAISE) and the Nationally Significant Freight & Highway Projects (INFRA). Additional information on existing DOT programs can be accessed [here](#).

U.S. Environmental Protection Agency

The IIJA includes robust funding for a number of existing programs that fall under the purview of the EPA, including the Clean Water State Revolving Fund and the Drinking Water State Revolving Fund. The Act also authorizes federal support for EPA's Water Infrastructure Financing and Innovation Act (WIFIA) program, as well as funding for water infrastructure improvements for small and underserved communities and to reduce lead exposure and replace lead service lines. Additional information on EPA programs can be found [here](#).

U.S. Department of the Interior

The IIJA authorizes funds for a number of Interior Department programs, including those under the purview of the Bureau of Reclamation, including: the Title XVI Water Reclamation and Reuse Program; WaterSMART Cooperative Watershed Management Program; and, the WaterSMART Water and Energy Efficiency Program. The Act also includes funds for water and groundwater storage activities, as well as conveyance and water recycling purposes. Furthermore, the IIJA provides funding for wildfire reduction and fuels management activities. More details on Interior programs included in the IIJA is accessible [here](#).

U.S. Department of Agriculture

The bipartisan infrastructure law reauthorizes, funds, and expands various USDA programs. Among other programs, the new law authorizes additional resources for wildfire mitigation accounts (Hazardous Fuels Management; Prescribed Fires), broadband (ReConnect Program; Rural Broadband Access Loan and Loan Guarantee Program), and, watershed protection programs (Emergency Watershed Protection Program; Watershed and Flood Prevention Operations; Watershed Rehabilitation Program).

U.S. Department of Commerce

In addition to the new broadband programs that will be rolled out by the National Telecommunications and Information Administration (NTIA), the IIJA authorizes funding for a number of key programs administered by the National Oceanic and Atmospheric Administration

(NOAA), including Habitat Restoration and Community Resilience Grants, the Marine Debris Program, and the Pacific Coastal Salmon Recovery Fund.

U.S. Department of Homeland Security

The IIJA modifies the Building Resilient Infrastructure and Communities (BRIC) program and other authorities under the purview of DHS. Additional information on the DHS provisions included in the law can be found [here](#).

U.S. Department of Energy

The law authorizes funds for DOE’s Weatherization Assistance Program and various energy conservation programs. DOE has established a one-stop shop for the IIJA, which can be accessed [here](#).

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