



# Competitive Grant Opportunities in IIJA/BIL

Baltimore Regional Transportation Board

*February 22, 2022*



# IJA/BIL Competitive Grant Programs

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Nationally Significant Multimodal Freight and Highway Projects (INFRA)
- New National Infrastructure Project Assistance (a.k.a. “MEGA”)
- New National Culvert Removal, Replacement, and Restoration Grants
- New Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program
- New Safe Streets and Roads for All Grant Program
- New Bridge Investment Program
- New Congestion Relief Program
- New Charging and Refueling Infrastructure Program
- New PROTECT (Resiliency) Grants
- New Healthy Streets Program
- New Reconnecting Communities Pilot Program
- New Active Transportation Infrastructure Investment Program
- Fixed Guideway Capital Investment Grants
- Bus & Bus Facilities Grants
- Low and No Emissions Bus Grants
- New All Stations Accessibility Program
- New Electric or Low-Emitting Ferry Program
- Port Infrastructure Development Program
- Clean School Bus Program Funding

# Competitive IIJA/BIL Grant Programs

- IIJA – Infrastructure Investments and Jobs Act
- BIL – Bipartisan Infrastructure Law
- IIJA = BIL – Same thing, IIJA being rebranded BIL
- All funding in \$ Billions unless otherwise noted
- *New Programs Noted – Contingent on Full Year Funding*
- US DOT Agencies Administering
  - Office of the Secretary (OOTS)
  - Federal Highway Administration (FHWA)
  - Federal Transit Administration (FTA)

# Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

(00TS)

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

- Notice of Funding Opportunity (NOFO) for first half (\$1.5 B) released
- Applications due April 14, 2022
- Selections no later than August 12, 2022
- ELIGIBLE ENTITIES - A State, territory, unit of local government, a public agency or publicly chartered authority
- PROJECTS - A highway or bridge project, transit project, a passenger rail or freight rail transportation project, a port infrastructure investment, and any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goal of the program.

# Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

(00TS)

- Minimum grant in an urbanized area - \$5M
- Grants are capped at \$25M
- Secretary shall evaluate applications to the extent the project – improves safety, improves environmental sustainability, improves the quality of life of rural areas or urbanized areas, increases economic competitiveness and opportunity, including increasing tourism opportunities; contributes to a state of good repair; and improves mobility and community connectivity.
- The Federal share is 80% but may be higher at the Secretary's discretion in rural areas or areas of persistent poverty.
- Not more than 50% of the funds are allocated to urbanized areas.
- Not less than 1% of the total amount made available shall be awarded for projects in historically disadvantaged communities or areas of persistent poverty.
- Not less than 5% of the annual amounts shall be made available for the planning, preparation, or design of eligible projects.
- The Secretary shall take into consideration geographical and modal diversity when making awards.

# Nationally Significant Multimodal Freight and Highway Projects (INFRA)

(00TS)

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

- Applications will open in the first quarter of 2022.
- ELIGIBLE ENTITIES - State or a group of States, MPO that serves an urbanized area with a population of more than 200,000
- PROJECTS - A highway freight project carried out on the National Highway Freight Network, a highway or bridge project carried out on the National Highway System, a freight project that is—(I) a freight intermodal or freight rail project; or (II) within the boundaries of a public or private freight rail, water (including ports), or intermodal facility and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility.

# Nationally Significant Multimodal Freight and Highway Projects (INFRA)

(OOTS)

- MATCH: 60% federal share is continued. 80% federal share for small projects
- Additional considerations for the Secretary in making a grant: the enhancement of freight resilience to natural hazards or disasters, including high winds, heavy snowfall, flooding, rockslides, mudslides, wildfire, wildlife crossing onto the roadway, or steep grades; whether the project will improve the shared transportation corridor of a multistate corridor organization, if applicable; **and prioritizing projects located in States in which neither the State nor an eligible entity in that State has been awarded a grant under this section.**
- There is established a \$150m/year State Incentives Pilot Program that gives priority to applicants that offer a greater non- federal share relative to other applicants in the program. Project sponsor must offer to provide at least a 50% match to get into the pilot program.

# New National Infrastructure Project Assistance (a.k.a. “MEGA”)

(00TS)

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

- Selection criteria will be posted on the USDOT website in February 2022.
- ELIGIBLE ENTITIES – State or group of States, MPO, unit of local government, political subdivision of a State, special purpose district or public authority
- PROJECTS – A Highway, bridge, intermodal freight (including public ports) or freight rail project that provides a public benefit, transit or intercity passenger rail.
  - Must have eligible project costs reasonably anticipated to equal or exceed \$500M unless it is a smaller project under the set-aside.
  - 50% of the funds are set-aside for projects that cost between \$100M and \$500M.
- Eligible projects costs include development phase activities, construction, acquisition of real property and other activities.



# New National Infrastructure Project Assistance

(OOTS)

- Grant may be awarded for single-year or multi-year agreements.
- The Secretary may only provide a full grant in a single year if all reviews required under NEPA with respect to the applicable project have been completed before the receipt of any program funds.
- Applications must include a plan for data collection and analysis on the projects impact and accuracy of any forecast prepared during the development phase. Further information should be included in the NOFO.
- The Secretary shall ensure geographical distribution and a balance between rural and urban areas.
- A grant may not exceed 60% of cost, but other Federal funds may be used for a maximum 80% Federal assistance.
- The Secretary will assign a rating to each project. In awarding grants, the Secretary shall give priority to projects to which the Secretary has assigned a rating of “highly recommended.”
- 90 days after enactment, the Secretary is required to publish a notice that explains the rating system that will be used to evaluate applications.
- Congress can take legislative action to disapprove funding for a project.

# New National Culvert Removal, Replacement, and Restoration Grants

(00TS)

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

- ELIGIBLE ENTITIES – State, unit of local government
- PROJECTS – A project for the replacement, removal, and repair of culverts or weirs that— would meaningfully improve or restore fish passage for anadromous fish; and with respect to weirs, may include— infrastructure to facilitate fish passage around or over the weir; weir improvements.
- Priority shall be given to projects that would improve fish passage for anadromous fish stocks listed as (or could reasonably become) an endangered species or a threatened species
- Federal share is 80%.

# New Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program

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

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

# New Safe Streets and Roads for All Grant Program

(00Ts)

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

- Applications are expected to open in May 2022.
- ELIGIBLE ENTITIES – MPOs, a political subdivision of a State and multijurisdictional group of entities previously listed.
- PROJECTS – A project to develop a comprehensive safety action plan, to conduct planning, design, and development activities for projects and strategies identified in a comprehensive safety action plan, or to carry out projects and strategies identified in a comprehensive safety action plan. The grants support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives.
- Not less than 40% of the funds shall be awarded to develop a comprehensive safety action plan.
- The Federal share is 80%.

# New Bridge Investment Program

2022	2023	2024	2025	2026	TOTAL	
\$2.447	\$2.487	\$2.497	\$2.522	\$2.547	\$12.500	Guaranteed
\$0.600	\$0.640	\$0.650	\$0.675	\$0.700	\$3.625	Subject to Future Appropriation
\$3.047	\$3.127	\$3.147	\$3.197	\$3.247	\$15.765	Total Potential Funding

- **ELIGIBLE ENTITIES** - A State or a group of States, MPO that serves an urbanized area with a population of over 200,000, a unit of local government or a group of local governments, a political subdivision of a State or local government, a special purpose district or public authority with a transportation function.
- **PROJECTS** - A project to replace, rehabilitate, preserve, or protect one or more bridges on the National Bridge Inventory. An eligible project includes (i) bundle bridges regardless of the financial characteristics of each bridge; and a project to replace or rehabilitate culverts for the purpose of improving flood control and improved habitat connectivity for aquatic species.

# New Bridge Investment Program

(FHWA)

- Eligible project costs – (1) Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; (2) construction, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements directly related to improving system performance; and (3) expenses related to the protection of a bridge, including seismic or scour protection.
- Defines a large project as one costing greater than \$100M.
- Grants for large projects may not exceed 50% of the eligible project costs.
- 50% of the amounts for the program that are derived from the Highway Trust Fund (50% of \$3.25B) are reserved for large projects.
- Non-large projects – grants must be not less than \$2.5M and be adequate to fully fund the project.
- Federal share of other eligible projects is 80%.
- Federal assistance from others may be used to satisfy the non-federal share.
- Total Federal assistance for off-system bridges is capped at 90%.

# New Congestion Relief Program

(FHWA)

2022	2023	2024	2025	2026	TOTAL	
\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.250	Guaranteed
						Subject to Future Appropriation
\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.250	Total Potential Funding

- **ELIGIBLE ENTITIES** - A State, for the purpose of carrying out a project in an urbanized area with a population of more than 1,000,000. MPO, city, or municipality, for the purpose of carrying out a project in an urbanized area with a population of more than 1,000,000.
- **PROJECTS** - Deployment and operation of an integrated congestion management system; high occupancy vehicle toll lanes, cordon pricing, parking pricing, or congestion pricing; deployment and operation of mobility services, commuter buses, commuter vans, express operations, paratransit, and on-demand microtransit; and incentive programs that encourage travelers to carpool
- Minimum award is \$10M.
- Federal share is 80%.

# New Charging and Refueling Infrastructure Program

(FHWA)

2022	2023	2024	2025	2026	TOTAL	
\$0.300	\$0.400	\$0.500	\$0.600	\$0.700	\$2.500	Guaranteed
						Subject to Future Appropriation
\$0.300	\$0.400	\$0.500	\$0.600	\$0.700	\$2.500	Total Potential Funding

- **ELIGIBLE ENTITIES** - A State or political subdivision of a State; a metropolitan planning organization; a unit of local government; or public authority
- At a minimum, the application shall include a description of how the applicant considered accessibility of the facility, engagement with stakeholders, location of the station or fueling site, technology advancements, long-term operation and maintenance and assessment of the estimated emission reduction
- An eligible entity receiving a grant shall only use the funds to contract with a private entity for acquisition and installation of publicly accessible facility.
- Maximum grant is \$15M.
- Up to 80% Federal share.



# New Charging and Refueling Infrastructure Program

(FHWA)

- Facilities should be located along the alternative fuel corridor establish under federal law, except for projects under the Community grants program where facilities can be located on any public road or in other publicly accessible locations
  - 50% of the funds are reserved for Community grants.
  - In addition to the eligible entities, Community grants may also be awarded to a State or local authority with ownership of publicly accessible facilities.
  - Eligible projects - development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; and the acquisition and installation infrastructure that is directly related to the charging or fueling of a vehicle, including any related construction or reconstruction and the acquisition of real property directly related to the project.
- Operating assistance may be provided to a private operator for the first 5 years.
- An eligible entity may use a portion of the funds to acquire and install traffic control devices located in the right-of-way to provide directional information.
- Priority shall be given to projects in rural areas, low and moderate-income neighborhoods, and communities with few private parking spaces or a high ratio of multi-unit dwellings.

# New PROTECT (Resiliency) Grants

2022	2023	2024	2025	2026	TOTAL	
\$0.250	\$0.250	\$0.300	\$0.300	\$0.300	\$1.400	Guaranteed
						Subject to Future Appropriation
\$0.250	\$0.250	\$0.300	\$0.300	\$0.300	\$1.400	Total Potential Funding

- **ELIGIBLE ENTITIES** — States or political subdivision of a State, MPO, a unit of local government, a special purpose district or public authority with a transportation function, including a port authority, an Indian tribe, a Federal land management agency that applies jointly with a State or group of States, a multi-State or multijurisdictional group of entities listed previously.
- **PROJECTS** – Construction activities to improve the ability of an existing surface transportation asset to withstand 1 or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, wildfires, extreme weather events, and other natural disasters.
  - Highway, transit (including service), ports, intercity passenger rail.

# New PROTECT (Resiliency) Grants

- Grant types:
  - Planning grants
  - Resilience Grants
    - Resilience Improvement Grants
    - Community Resilience and Evacuation Route Grants
    - At-Risk Coastal Infrastructure Grants
- Planning grants receive 100% Federal share.
- Resilience grants receive 80% Federal share, but 100% for Tribal projects.
- Other Federal funds may be used as the non-Federal share.
- Not more than 40% of a Resilience grant may be used for the construction of new capacity.
- Not more than 10% of a Resilience grant may be used for development phase activities such as planning, environmental review, and other such activities.
- 25% of the funds are set-aside for rural areas outside an urbanized area over 200,000 in population.

# New Healthy Streets Program

(FHWA)

2022	2023	2024	2025	2026	TOTAL	
\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	Guaranteed
\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.500	Subject to Future Appropriation
\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.500	Total Potential Funding

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

# New Reconnecting Communities Pilot Program

(FHWA)

2022	2023	2024	2025	2026	TOTAL	
\$0.195	\$0.198	\$0.200	\$0.202	\$0.205	\$1.000	Guaranteed
						Subject to Future Appropriation
\$0.195	\$0.198	\$0.200	\$0.202	\$0.205	\$1.000	Total Potential Funding

- Applications will open in the second quarter of 2022.
- ELIGIBLE ENTITIES – State, unit of local government, MPO, Non-profit organization.
- PROJECTS
  - Planning - planning studies to evaluate the feasibility of removing, retrofitting, or mitigating an existing eligible facility to restore community connectivity.
  - Construction - the removal, retrofit, or mitigation of an eligible facility (a highway or other transportation facility that creates a barrier to community connectivity, including barriers to mobility, access, or economic development, due to high speeds, grade separations, or other design factors); and the replacement of an eligible facility with a new facility that— (i) restores community connectivity; and (ii) is sensitive to the context of the surrounding community; and otherwise eligible for funding under highway laws.

# New Reconnecting Communities Pilot Program

(FHWA)

- Planning grants may not exceed \$2M. Federal share is 80%.
- Construction grants must be \$5M and above. A grant may only be used for 50% of the cost of the project, but other Federal assistance may be used for a maximum cap of 80% of the eligible project costs.
- Priority shall be given to an application from a community that is economically disadvantaged.

# New Active Transportation Infrastructure Investment Program

(FHWA)

2022	2023	2024	2025	2026	TOTAL	
						Guaranteed
\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$1.000	Subject to Future Appropriation
\$0.200	\$0.200	\$0.200	\$0.200	\$0.200	\$1.000	Total Potential Funding

- ELIGIBLE ENTITIES - MPO, regional planning organization & State
- PROJECTS - Projects to provide safe and connected active transportation facilities in an active transportation network or active transportation spine.
- Not less than 30% of the funds for constructing active transportation networks that connect people with public transportation, businesses, workplaces, schools, residences, recreation areas, and other community activity centers
- Not less the 30% of the funds to eligible projects that construct active transportation spines.
- 80% federal share, but 100% for disadvantaged communities.

# Fixed Guideway Capital Investment Grants

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

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



# Fixed Guideway Capital Investment Grants

- ELIGIBLE ACTIVITIES –
  - New Starts and Small Starts: Design and construction of new fixed-guideways or extensions to fixed guideways (projects that operate on a separate right-of-way exclusively for public transportation, or that include a rail or a catenary system).
  - Small Starts (<\$400M, Request <\$150M)): Design and construction of corridor-based bus rapid transit projects operating in mixed traffic that represent a substantial investment in the corridor and emulate the features of rail.
  - Core Capacity: Design and construction of a corridor-based investment in an existing fixed guideway system that improves capacity not less than 10 percent in a corridor that is at capacity today or will be in 10 years. The project may not include elements designed to maintain a state of good repair.
  - Joint intercity rail/public transportation project: Design and construction elements attributable to the public transportation portion of the total project cost based on projected use of the new segment or expanded capacity of the project corridor, not including elements designed to achieve a state of good repair.

# Bus & Bus Facilities Grants

2022	2023	2024	2025	2026	TOTAL	
\$0.376	\$0.384	\$0.394	\$0.402	\$0.412	\$1.968	Guaranteed
						Subject to Future Appropriation
\$0.376	\$0.384	\$0.394	\$0.402	\$0.412	\$1.968	Total Potential Funding

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

# Low and No Emissions Bus Grants

2022	2023	2024	2025	2026	TOTAL	
\$1.122	\$1.123	\$1.125	\$1.127	\$1.129	\$5.626	Guaranteed
						Subject to Future Appropriation
\$1.122	\$1.123	\$1.125	\$1.127	\$1.129	\$5.626	Total Potential Funding

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

# New All Stations Accessibility Program

2022	2023	2024	2025	2026	TOTAL	
\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$1.750	Guaranteed
						Subject to Future Appropriation
\$0.350	\$0.350	\$0.350	\$0.350	\$0.350	\$1.750	Total Potential Funding

- The program is to upgrade the accessibility of legacy rail fixed guideway public transportation systems for people with disabilities, including those who use wheelchairs.
- ELIGIBLE ENTITIES – States and local government authorities
- The Federal share is 80% of net project costs.

# New All Stations Accessibility Program

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

# New Electric or Low-Emitting Ferry Program

2022	2023	2024	2025	2026	TOTAL	
\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$5.000	Guaranteed
						Subject to Future Appropriation
\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$5.000	Total Potential Funding

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

# Port Infrastructure Development Program

2022	2023	2024	2025	2026	TOTAL	
\$0.450	\$0.450	\$0.450	\$0.450	\$0.450	\$2.250	Guaranteed
						Subject to Future Appropriation
\$0.450	\$0.450	\$0.450	\$0.450	\$0.450	\$2.250	Total Potential Funding

- **ELIGIBLE ENTITIES** – State, political subdivision of a State, public agency or a lead entity previously described jointly with a private entity
- **PROJECTS OR PACKAGE OF PROJECTS THAT** - is either within the boundary of a port or outside the boundary of a port (but is directly related to port operations or to an intermodal connection to a port) and, will be used to improve the safety, efficiency, or reliability of — the loading and unloading of goods; the movement of goods into, out of, around, or within a port (such as for highway or rail infrastructure, intermodal facilities, freight intelligent transportation systems, and digital infrastructure systems); or environmental mitigation measures and operational improvements directly related to enhancing the efficiency of ports and intermodal connections to ports; or to provide financial assistance to 1 or more projects for development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, permitting, and preliminary engineering and design work.

# Clean School Bus Program Funding

- This Clean School Bus Program will provide funding to replace existing school buses with low- or zero-emission school buses.
- EPA will offer a total of \$5 billion between fiscal years 2022 and 2026 to fund the replacement of existing school buses with low- or zero-emission school buses. Each year, \$500 million will be available exclusively for electric school buses and \$500 million will be available for electric buses and multiple types of cleaner alternative fuel school buses.



Thanks to Association of  
Metropolitan Planning  
Organizations (AMPO)

## For More Information

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