

Program	Formula or Competitive	Funding (5 years, unless noted)	Description	Criteria	Federal Share	Agency	Port	State	Partners	Notes	NOFO Release	NOFO Close	NOFO \$
Cyber Response and Recovery Fund	Competitive/Cooperative Agreement	\$100 million	Allows DHS to declare a Significant Incident (demonstrable harm to: national security interests, foreign relations, or economy of U.S.; or public confidence, civil liberties, or public health and safety of the people of the U.S.) following a breach of public and private network that allows the CISA to provide direct support to those entities as they respond and recover from significant cyberattacks and breaches.	Recipients: Federal, state, local, Tribal, public, private sector entities. Funding is triggered by the Secretary's determination of significant incident.		DHS	Yes	Yes	Yes		Funding triggered by DHS Sec. determination of significant incident.		
State and Local Cybersecurity Program	Competitive	\$1 billion	To address cybersecurity risks and cybersecurity threats to information systems owned or operated by, or on behalf of, State, local, or Tribal governments. Develop, revise, or implement the Cybersecurity Plan (more details on plan available). 1% of funds to each state with any remaining funds apportioned based on population.	State, local, Tribal Government.	Starts at 90% for 2022 and declines 10% each year.	DHS	Yes	Yes	Yes	States should aim to make awarded funds available to local gov'ts 45 days after receipt.			
Flood and Inundation Mapping and Forecasting, Water Modeling, and Precipitation Studies	Various	\$492 million	NOAA will deliver operational, continental-scale coastal and inland flood models and mapping capabilities including flood forecasts and projections that will provide actionable decision support services equitably delivered to communities across the nation	Recipients: States, Counties, Cities, Special Districts, Tribes, Public or Private Higher-Ed Institutions, nonprofits		DOC	Yes	Yes	Yes		Q2 2022		
Marine Debris - removal	Various	\$150 million	Removal and cleanup of significant legacy debris such as abandoned and derelict vessels and derelict fishing gear, as well as other priority debris types that pose a threat to Trust resources, the economy, or navigation.	501c3, State agencies, local government, municipal government, Tribes, Educational Institutions, For-Profit orgs		DOC	Yes	Yes	Yes	Funding available for 2 years following each annual tranche. Through NOAA.	Q2 2022		
Habitat Restoration	Competitive	\$491 million	Purpose of restoring marine, estuarine, coastal, and Great Lakes ecosystem habitat as well as constructing or protecting ecological features that protect coastal communities from flooding or coastal storms. Projects: protect and restore habitat to sustain fisheries, recover protected species, maintain resilient coastal ecosystems and communities.	Recipients: 501c3s, state and territorial gov't agencies, local governments, municipal governments, Tribes, educational institutions, or commercial orgs.		DOC	Yes	Yes	Yes		Q2 2022		
Fish Passage	Competitive	\$400 million	Restoring fish passage by removing in-stream barriers and providing technical assistance pursuant to sec. 117 of MSA. Engineering and design, future project development phases, and building the capacity of new and existing restoration partners to design projects and manage multi-faceted construction efforts.	501c3, State agencies, local government, municipal government, Tribes, Educational Institutions, For-Profit orgs		DOC	Yes	Yes	Yes	Funding available for 2 years following each annual tranche. Through NOAA.	Q2 2022		
Marine Debris - research and education	Competitive	\$50 million	Research (physical and social science, engineering, and legal) and increasing capacity and expertise through education to eliminate barriers to marine debris prevention and removal.	States, counties, cities, special districts, Tribes, Public and private higher ed institutions, nonprofits, small businesses, and/or individuals.		DOC	Yes	Yes	Yes	Funding available for 2 years following each annual tranche. Through NOAA.	Q2 2022		
Major Rehabilitation for Rivers and Harbors	Direct Federal	\$1.5 billion	USACE funding for construction of authorized coastal navigation projects at ports and harbors, such as deepening and widdening of federal navigation channels.	In partnership with Port Authorities		DOD	Yes	No	No		Multiple contract awards in FY 22		
Aquatic Ecosystem Restoration Projects - USACE	Direct Federal	\$1.9 billion	Funds the construction of authorized water resources projects to increase aquatic ecosystem restoration, including \$1 billion for multipurpose projects and programs that include aquatic ecosystem restoration as a purpose.	Authorized federal aquatic ecosystem restoration projects and programs. USACE in partnership with State, local, and Tribal governments		DOD	Yes	Yes	Yes		contract awards through 2022		

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Carbon Capture Demonstration Projects Program	Cooperative Agreement	\$2.5 billion	To establish a carbon capture technology program for the development of 6 facilities to demonstrate transformational technologies that will significantly improve the efficiency, effectiveness, costs, emissions reductions, and environmental performance of coal and natural gas use, including in manufacturing and industrial facilities.	Demo projects: (i) 2 designed to capture CO2 from a natural gas electric generation facility; (ii) 2 designed to capture CO2 from a coal electric generation facility; (iii) 2 designed to capture carbon from an industrial facility not purposed for electric generation.		DOE	Yes	Yes	Yes	Technology developers, industry, utilities, national laboratories, engineering and construction firms, state and local govts, Tribes, environmental groups, and community based organizations.			
Energy Storage Demonstration Pilot Program	Competitive, Cooperative Agreements	\$335 million	To carry out 3 energy storage system demonstration projects -- lots of eligible uses including: improving security of critical infrastructure and emergency response systems; improve the liability of transmission and distribution; integrate renewable energy resource production; integrate fast charging of electric vehicles, etc.	Eligible entities: technology developers, industry, state and local governments, Tribes, community based organizations, national labs, universities, utilities.		DOE	Yes	Yes	Yes		Q3 2022		
Program Upgrading Our Electric Grid and Ensuring Reliability and Resiliency	Competitive, Cooperative Agreements	\$5 billion	To demonstrate innovative approaches to transmission, storage, and distribution infrastructure to harden and enhance resilience and reliability; and B) to demonstrate new approaches to enhance regional grid resilience, implemented through States by public and rural electric cooperative entities on a cost-shared basis.	coordinate and collaborate with electric sector owners and operators		DOE	Yes	Yes	Yes	States, combo of 2 or more states, Tribes; units of local government, and/or public utility commissions.	Q4 2022		
Clean Hydrogen Manufacturing and Recycling Program	Competitive, Cooperative Agreements	\$500 million	Establish a clean hydrogen manufacturing and recycling program to support a clean hydrogen domestic supply chain	Priority to projects that increase efficiency and cost-effectiveness in manufacturing, use of resources; support domestic supply chain; operate in partnership with Tribes; located in economically distressed areas of major natural gas producing regions		DOE	Yes	Yes	Yes	DOE to work in crosscutting manner with National Energy Technology Lab, National Renewable Energy Lab, and Idaho National to carry out regional hubs and manufacturing/recycling program			
Regional Clean Hydrogen Hubs	Competitive	\$8 billion	New -- establish at least four regional clean hydrogen hubs to demonstrate the production, processing, delivery, storage, and end-use of clean hydrogen	feedstock diversity produced from: fossil fuels, renewable energy, nuclear energy; end-use diversity in: electric power generation sector, industrial sector, residential and commercial heating sector, transportation sector. 2 hubs chosen in regions with the most natural gas resources.		DOE	Yes	Yes	Yes		Summer 2022		
Energy efficiency and conservation block grant program (EECBG)	Competitive	\$550 million	Projects that reduce energy use, increase energy efficiency, and cut pollution/fossil fuel emissions. Eligible uses: develop and implement an energy efficiency and conservation strategy; retaining technical consultant services to assist the eligible entity in developing such a strategy; conduct residential and commercial building energy audits; establish financial incentive programs for energy efficiency improvements; provision of grants to nonprofits and govt agencies for performing energy retrofits; develop and implement energy efficiency and conservation programs for building and facilities (more details avail); develop and implement programs to conserve energy in transportation (incl. bike lanes, pedestrian walkways); additional details -- develop, implement, install in/on govt building renewable energy tech. (++more eligible projects)	States, Local Government, Tribes		DOE	Yes	Yes	Yes	dkf: is the Port eligible for this program?	Q2 2022		
Ecosystem - Fish Passage	Competitive/Federal Direct	\$200 million	For the removal of barriers and for technical assistance under the National Fish Passage Program.	Recipients: open		DOI	Yes	Yes	Yes	Run through USFWS			

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Aquatic Ecosystem Restoration and Protection Projects - Reclamation projects	Competitive, Direct Federal	\$250 million	New program that addresses aquatic ecosystems in connection to Reclamation projects. It provides broad authority for Reclamation to fund fish passage improvements and aquatic habitat enhancement, including the removal of dams or other aging infrastructure if such projects are supported by a broad multi-stakeholder group and if it maintains the water security of all involved.	Recipients - Open		DOI	Yes	Yes	Yes	Bureau of Reclamation	Q3 2022		
Railroad Rehabilitation and Improvement Financing (RRIF)	Loan	\$320 million	Loan program to finance rail construction and upgrades. Eligible projects include landside port infrastructure for seaports serviced by rail			DOT	Yes						
Transportation Infrastructure Finance and Innovation Act of 1998 amendments (TIFIA)	Loan	\$1.25 billion	Loan program: Amended to increase utilization, streamline the application process for assistance, and increase transparency in the vetting process for projects seeking TIFIA funds. <u>Airport projects now eligible.</u>	For surface transport projects including highway, transit, intercity passenger rail, some freight rail, intermodal freight transfer facilities, some modifications inside a port terminal, electrification of buses, ferries, trains, and associated infrastructure.		DOT	Yes	Yes	Yes	States, localities, other public authorities, and private entities undertaking projects sponsored by public authorities. Airport projects now eligible.			
Carbon Reduction Program for transportation emissions	Formula	\$6.4 billion	Allocates money to states to invest in low carbon tech. Among other things, the program can be used for efforts to reduce environmental and community impacts of freight movement. It can also be used for purchasing, installing, maintaining publicly accessible EV charging stations and alternative fueling stations. Transportation emissions = on-road highway sources of CO2	Eligible projects include a project to establish or operate a traffic monitoring, management, and control facility or program...(more details), infrastructure-based intelligent transportation systems capital improvements...and the development of a carbon reduction strategy. <u>2 years after enactment a State, with an MPO, shall develop a carbon reduction strategy to supports reducing GHGs.</u> States can request technical assistance in development of carbon reduction strategy.		DOT	Yes	Yes	Yes	New program; 65% of funding under this program would be suballocated by population. Eligible projects also include reducing transportation emissions (on-road highway sources) <u>at port facilities through electrification</u>	Dependent on FY 22 budget		
National Highway Freight Program	Formula	\$7.15 billion	Increases the number of highway miles a State may designate as critical urban freight corridors up from 75 to 150 miles. Raises cap on percent of program funds that may be used for eligible multimodal projects from 10% to 30% cap and adds LOCK, dam, and marine highway projects as eligible so long as they're connection to the national highway freight network AND are likely to reduce on-road mobile source emissions		80%	DOT	Yes	Yes	Yes	Some % apportioned to MPOs; Port could work/partner through PSRC			
Metropolitan Planning	Formula	\$2.28 billion	for multimodal transportation planning and programming in metropolitan areas. Planning includes collection and analysis of data on demographics, trends, and system performance; travel demand and system performance forecasting; ID and prioritization of transport system improvement needs; coordination of planning process and decision-making with public elected officials, stakeholders.			DOT	Yes	No	Yes	Funds through PSRC	FY 22 released Dec. 2021; FY 23 released Oct. 2022		
State of Good Repair	Formula	\$21.6 billion	Assist in funding capital projects for existing fixed guideway systems (rail, bus rapid transit, and passenger ferries) and high intensity bus systems to maintain public transit systems in a <u>state of good repair.</u>	Capital projects		DOT	Yes	Yes	Yes	Apportioned funds -- States, counties, cities, special districts, Tribes			
Buses and Bus Facilities	Formula	\$3.16 billion	Capital funding to replace, rehab, purchase or lease buses and bus-related equipment and to rehabilitate, purchase, construct or lease bus-related facilities			DOT	Yes	Yes	Yes	Formula funding			

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Highway Safety Research & Development	Competitive, Cooperative Agreements	\$970 million	Research and development activities with respect to highway and traffic safety systems and conditions, human behavioral factors and their effect on highway and traffic safety, other activities on highway and traffic safety			DOT	Yes	Yes	Yes	States, counties, cities, special districts, Tribes (Fed/non-Fed recognized), public or private higher-ed, nonprofits, small businesses	Multiple NOFOs for specific elements anticipated		
Transportation Research, Development, Demonstration, and Deployment Projects	Competitive, Cooperative Agreements	\$132 million	Funding to assist innovative projects and activities that advance and sustain safe, efficient, equitable, climate-friendly public transportation.	Explore novel approaches to improve public transportation service--especially for transit dependent individuals; other activities that help transit agencies meet equity, safety, climate change and transformation goals for a safer, cleaner, socially just and connected public transport		DOT	Yes	Yes	Yes	States, counties, special districts, Tribes, public transport agencies, private or nonprofit orgs, Institutions of higher education, tech or community colleges			
Strategic Innovation for Revenue Collection	Competitive, Cooperative Agreements	\$75 million	Requires DOT to test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to help maintain the long-term solvency of the Highway Trust Fund through pilot projects at the State, local, and regional level	Road usage fee and other user-based alternative revenue mechanisms		DOT	Yes	Yes	Yes	States, MPOs, local government			
Healthy Streets Program	Competitive	\$500 million	Goal to mitigate urban heat islands, improve air quality, and reduce the extent of impervious surfaces, storm water runoff and flood risks, and heat impacts to infrastructure and road users. Funds can be used to assess hot spots/heat islands; tree canopy assessment; tree equity assessment	Deploy cool pavements and porous pavements and to expand tree cover. Priority to projects in low-income or disadvantaged communities; entities with community benefits agreement, partnering with youth or civilian corps. Eligible entities: State, MPO, unit of local gov, Tribe, nonprofit working with above entity.	80%	DOT	Yes?	Yes	Yes	Federal share up to 100% possible for economic hardship.			
Electric Vehicle Charging and Fueling Infrastructure Program ( <u>Corridor Charging</u> )	Competitive	\$1.25 billion	Deploy electric vehicle charging and alternative fueling infrastructure along designated alternative fuel corridors and in communities.	Acquisition and installation of publicly accessible EV charging or alternative fueling infrastructure (hydrogen, propane, natural gas), acquisition and installation of traffic control devices.		DOT	Yes	Yes	Yes		Sometime in 2022		
Electric Vehicle Charging and Fueling Infrastructure Program ( <u>Community Charging</u> )	Competitive	\$1.25 billion	To install electric vehicle charging and alternative fuel in locations on public roads, schools, parks, and in publicly accessible parking facilities.	Applications must include a description of how the eligible entity has considered public accessibility relative to the proposed project, collaborative engagement with stakeholders, the location of the proposed project, responsiveness to technology advancements, and the long-term operation and maintenance of the proposed project. <u>Priority:</u> projects that expand access in rural areas, low- and moderate-income neighborhoods, communities with low ratio of private parking spaces to households or a high ratio of multi-unit dwellings to single family homes. Geographic diversity between rural and urban and meets current or anticipated market demands for charging or fueling infrastructure.	up to 80%	DOT	Yes	Yes	Yes	FHWA: Eligible entity: State or local authorities (plus MTOs, Tribes, special purpose gov) that own publicly accessible transportation facilities. Projects related to propane infrastructure are limited to infrastructure for medium- and heavy-duty vehicles.	Sometime in 2022		
Port Infrastructure Development Program (PIDP)	Competitive	\$2.25 billion (10 years)	Funds the resiliency, modernization and expansion of U.S. ports while reducing impacts to nearby communities. Long list of eligible projects in addition to those specified in statute incl. resiliency (sea-level rise, earthquakes), reducing GHGs: electrification, hydrogen, cargo-handling equipment; development of microgrid; worker training to support electrification; install bunkering facilities for OGV fuel; Planning OK		up to 80%	DOT	Yes	No	No	MARAD: Adds funds to existing program. First round of funding available \$475 million (see Biden Admin release on early ports action plan).	2/14/2022	5/16/2022	\$450 million

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Reduction of Truck Emissions at Port Facilities	Competitive	\$400 million	Study technology and strategies to reduce idling truck emissions at ports and fund projects to reduce truck emissions, including electrification	Awards are intended to test, evaluation, and deploy projects that reduce port-related emissions	0.8	DOT	Yes			New program, on hold pending a full-year budget. No specific recipients identified.	On hold pending a full-year budget		
Infrastructure for Rebuilding America (INFRA) also Nationally Significant Multimodal Freight and Highway Program (NSMFHP)	Competitive	\$7.25 billion	For use on projects that improve freight movement, including multimodal connections with regional or national significance. Adds wildlife crossings, surface transport improvements functionally connected to an int'l border crossing, projects on the National Multimodal Freight Network, and marine highway projects functionally connected to national highway freight network as eligible activities.	Eligible entity: States, MPO, unit of local gov, political subdivision of a state of local gov, special purpose district; Tribe, multijurisdictions together. Adds enhancement of freight resilience to natural hazards or other disasters (high winds, flooding, rockslides) as an additional consideration when making grants. Criteria: eval based on how projects address climate change, environmental justice, and racial equity	60%/80%	DOT	Yes	Yes	Yes	Federal share depends on project type. NOFO anticipated Q1 2022. \$750 m set aside for States, MPOs, special purpose district, port authorities with transport function, local gov	anticipated Q1 2022		
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Competitive	\$7.5 billion	Supports surface transportation projects with significant local or regional significance	Incl: surface transportation components of certain eligible airport projects; replace or rehab culverts;		DOT	Yes	Yes	Yes	\$5 billion set aside for multimodal projects	1/14/2022	4/14/2022	\$1.5B
Consolidated Rail Infrastructure and Safety Improvements (CRISI)	Competitive	\$5 billion	Projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.	wide range of freight and passenger rail capital, safety technology deployment, planning, environmental analyses, research, workforce development and training.		DOT	Yes	Yes	Yes	Existing program. States, group of states, Interstate compact, political subdivision of a state, Amtrak or other rail providing intercity rail, Class II/III railroads, Tribes, TRB	Final selections in progress for Spring 2022.		
Railroad Crossing Elimination Program	Competitive	\$3 billion	Dedicated funding to eliminate at-grade railroad crossings (highway-rail or pathway-rail) where there is a conflict with the community; focus on improving the safety and mobility of people and goods	Grade separation or closure, track relocation, improvement or installation of protective devices or measures to improve safety, other means to improve safety. Planning, environmental review, and design of an eligible project type		DOT	Yes	Yes	Yes	NEW. States, political subdivision of State, Tribe, local government or group of local govts, public port authority, MPO, group of above entities.	FY 22 funds released in Dec. 2021; FY23 released Oct. 2022		
Promoting Resilient Operations for Transformative, Efficient, Cost saving Transportation (PROTECT) - Discretionary	Competitive	\$1.4 billion	Support planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. Planning, strengthen and protect evacuation routes, increase resilience of surface transportation infrastructure from the impacts of sea level rise, flooding, wildfires, extreme weather events, other natural disasters.	Eligible entities: State, MPO, local government, special purpose district or public authority with transportation function, Tribe. Different eligibilities for at-risk coastal infrastructure grants. Highway, transit, and certain port projects eligible		DOT	Yes	Yes	Yes	"certain port projects eligible"	TBD		
Advanced Transportation Technologies & Innovative Mobility Deployment	Competitive	\$900 million	To deploy, install, and operate advanced transportation technologies	Should improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment		DOT	Yes	Yes	Yes	State or local government, transit agency, MPO, or multi-jurisdictional group			
Strengthening Mobility and Revolutionizing Transportation (SMART)	Competitive	\$500 million	Supports demonstration projects to improve transportation efficiency and safety, including innovative technological solutions for efficient goods movement. Projects could include autonomous or connected vehicles, intelligent transportation systems, use of GPS data, reduced emissions			DOT	Yes	Yes	Yes	State, political subdivision, Tribe, public transit agency/authority, public toll authority, MPO, 2 or more groups together.	Q3 2022		
National Culvert Removal, Replacement, and Restoration	Competitive	\$1 billion	For the removal, replacement, and restoration of culverts to address flow of water through roads, bridges, railroad tracks, and trails	Priority to projects that: improve passage for anadromous fish stocks listed as threatened or endangered; those that might become threatened, etc.; prey for other endangered species (SRKW); stocks identified as climate resilient.	0.8	DOT	Yes	Yes	Yes	State, unit of local government, Tribe			
Urbanized Area Passenger Ferry Program	Competitive	\$150 million	Passenger ferry capital projects in urbanized areas	States, counties, cities, special districts, Tribes		DOT	Yes	Yes	Yes		Spring 2022		

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Pilot Program for Transit Oriented Development	Competitive	\$68 million	Provides funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment	Grants may be made for site specific and comprehensive planning must examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use of development near transit stations.		DOT	Yes	Yes	Yes	State or local government authorities that are FTA grant recipients (Port?)			
Reconnecting Communities pilot program	Competitive	\$1 billion	New pilot program through which eligible entities may apply for planning funds to study the feasibility and impacts of removing retrofiting, or mitigating an existing transportation facilities that create barriers to mobility, access, or economic dev, and for construction funds to carry out project to remove, mitigate, eligible facility with new facility. \$150M for planning grants; \$350M for capital construction grants	Eligible entities: Planning = State, unit of local gov't, Tribe, MPO, nonprofit; Capital Construction = owner of eligible facility + partnered with any of the above. Eligible facility: limited access highway; viaduct; other principal arterial	Up to 80%	DOT	Yes	Yes	Yes	FHWA. Unit of local gov't?	Q2 2022		
National Infrastructure Project Assistance (AKA - Megaprojects or MEGA)	Competitive	\$5 billion	Provide single or multi-year grants to projects generating national or regional economic, mobility, or safety benefits for large and smaller scale projects. Multi-modal, multi-jurisdictional. Eligible projects include highway or bridge projects, freight intermodal or freight rail projects, railway-highway grade separation or elimination, intercity passenger rail, and certain public transportation project	Eligible projects: highway or bridge on nat'l multimodal freight network, national hwy systems, a freight intermodal (incl. public ports) or freight rail project that provides public benefit; railway-highway grade separation; intercity passenger rail; public transport project related to any of the above.	up to 80%	DOT	Yes	Yes	Yes	State (or group of states), MPO, local gov't, political subdivision, special purpose district/public authority with transport function/port authority; Tribe, partnership of any of the above, any of the above w/Amtrak	~Feb 2022		
Federal-State Partnership for Intercity Passenger Rail Grants	Competitive	\$36 billion	Authorizes \$1.5 billion a year for the Federal-State Partnership for Intercity Passenger Rail grants program. Program is expanded beyond just Amtrak/State-owned assets to allow expansion of or construction on new intercity passenger rail routes, in addition to capital projects that address state-of-good-repair. Planning, environmental review, and final design of an eligible project or group of projects is eligible.	Preference to projects for which Amtrak is not the sole applicant; that improve the financial performance reliability, service frequency, or address the state of good repair of an Amtrak route; identified in, consistent with, a corridor inventory prepared under the Corridor Identification and Development Program.		DOT	Yes	Yes	Yes	States or group of states, political subdivision of a state, public agency or publicly chartered authority, Amtrak, Tribe. At least 45% of funds dedicated to the NE corridor, and 20% for the National Network must benefit a long-distance route.	Summer 2022		
Buses and Bus Facilities	Competitive	\$1.96 billion	Assists in financing buses and bus facilities capital projects incl: replacing, rehabilitating, purchasing, or leasing buses or related equip; rehab, purchase, construct or lease bus-related facilities. Increases minimum allotment for States from \$1.75m to \$4m and encourages utilization of innovative procurement practices. Lower-emission buses and vehicles are eligible for at least 25% of funds. Zero emission vehicle grant apps must include a zero-emission fleet transition plan, including a <u>workforce transition plan</u> , and provides funding for such activities.	Eligible applicants: designated recipients that allocate funds to fixed route bus operators, State or local gov't that operate fixed route bus service, Tribes.	80%	DOT	Yes	Yes	Yes	Funding starts at \$447m in 2022 increasing to \$490m in 2026.	Expected in Q1 2022		
Low or No Emission Bus Grants	Competitive	\$5.6 billion	Provides capital funding to replace, rehab, purchase, or lease buses and bus related equipment and to rehab, purchase, construct, or lease bus-related facilities.	States, counties, cities, special districts, Tribes		DOT	Yes	Yes	Yes		Q1 2022		
Bridge Investment Program	Competitive	\$12.2 billion	Support projects to improve bridge and culvert condition, safety, efficiency, and reliability. \$100m set aside for planning, feasibility analysis, revenue forecasting.	Projects to replace, rehab, preserve or protect one or more bridges on the National Bridge Inventory. Projects to replace or rehab culverts to improve flood control and improve habitat connectivity for aquatic species.		DOT	Yes	Yes	Yes	State, MPO, local gov't, special purpose gov't or public authority with transportation function			

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Pilot Program for Enhanced Mobility	Competitive	\$24 million	Competitive program to improve coordinated access and mobility	Capital projects		DOT	Yes	Yes	Yes	States, Counties, special districts, Tribes (federally and non-federally recognized), nonprofit orgs.			
Surface Transportation Private Activity Bonds		\$500 million	Increases the current cap on these bonds from 15B to \$30B to allow state and local governments to enter into additional public-private partnerships to supplement future surface transportation projects with private investment	State and local government		DOT	Yes	Yes	Yes				
Drinking water State revolving fund	Formula	\$11.7 billion/\$40 million (to WA)	Provides below market-rate loans and grants to fund water infrastructure improvements to protect public health and the environment. Reduces the cost share for the first two year to 10%.			EPA	Yes	Yes	Yes	States run a competitive process for replacing lead service lines. \$152.9m total across multiple programs. Formula allocations: <a href="https://www.epa.gov/system/files/documents/2021-12/fy-2022-bil-srfs-allotment-summary-508.pdf">https://www.epa.gov/system/files/documents/2021-12/fy-2022-bil-srfs-allotment-summary-508.pdf</a>			
Superfund Remedial	Competitive/Cooperative Agreement	\$3.5 billion	Additional funding for the Hazardous Substance Superfund	Recipients: industry partners, federal, states, local governments, special districts, Tribes		EPA	Yes	Yes	Yes		Ongoing		
Pilot Programs for Alternative Water Source Projects	Competitive	\$125 million	Reauthorizes existing grant program for alternative water source projects - engineering, design, construction, and final testing of alt. water source projects to meet critical needs. Provides alternative sources of water through conserving, managing, reclaiming, or reusing water, wastewater, or stormwater for groundwater recharge, potable reuse, or other purposes			EPA	Yes?		Yes				
Consumer Recycling Education and Outreach Grant Program	Competitive	\$75 million	Program to help EPA educate household consumers about their residential and community recycling program and help decrease contamination in the recycling stream and support recycling infrastructure. Eligible entities include a State, unit of local government, Tribe, nonprofit org, public-private partnership.			EPA	Yes?	Yes	Yes	"Unit of local government" = special purpose gov/port?			
National Estuary Program - Puget Sound	Competitive	\$89 million	Following the Puget Sound National Estuary Program's approved Comprehensive Conservation and Management Plan; ecosystem and wetland restoration, stormwater treatment and control, nature-based infrastructure, community resilience, resilient shorelines, and environmental education, Tribal support.			EPA	Yes	Yes	Yes	"Broad eligibilities" for funding recipients	TBD		
Airport Infrastructure Grants	Formula	\$15 billion (SEA = \$240 million)	Airport Improvement Projects such as runways and taxiways, terminal development projects, noise, multimodal, or airport-owned towers.			FAA	Yes				Dec. 2021		\$45.3M to SEA
Airport Terminal Program	Competitive	\$5 billion	Capital improvements for airport terminal development; access roads servicing airport traffic; walkways that lead directly to or from an airport passenger terminal building; multimodal terminal development; projects for on-airport rail access. As well as projects for relocating, reconstructing, repairing or improving an airport-owned control tower.	Recipients: public agency, private entity, state, Tribal Government owning a public use National Plan of Integrated Air Systems airport.	80%	FAA	Yes	Yes	No		2/22/2022	3/28/2022	\$1B
Building Resilient Infrastructure and Communities (BRIC) Program	Competitive	\$1 billion	A pre-disaster mitigation program supporting states, local communities, Tribes and territories undertaking hazard mitigation projects to reduce the risks they face from disasters and natural hazards. Capability and capacity-building; mitigation projects; management costs.	Must submit application through the State as a sub-applicant		FEMA	Yes	Yes	Yes	Note that applicants apply through the State as sub-applicants. See: <a href="https://mil.wa.gov/emergency-management-division">https://mil.wa.gov/emergency-management-division</a> . BRIC prioritizes programs with partnerships	FY 22 applications in Fall 2022		