



25 Competitive Infrastructure Funding Opportunities for Local Government

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TRANSPORTATION PROGRAMS

1. Rebuilding American Infrastructure Sustainably and Equitably (RAISE) Grants

Summary: This existing competitive grant program at the Department of Transportation provides \$7.5 billion with an additional \$7.5 billion subject to Congressional approval in funding for road, rail, transit, and other surface transportation of local and/or regional significance. Selection criteria safety, sustainability, equity, economic competitiveness, mobility, and community connectivity. **Applications for 2022 are now [open](#).**

Agency Releasing the Grant

U.S. Department of Transportation (USDOT)

Eligible Entities

Tribe | **City** | **County** | MPO | State DOT | **Transit Agency** | **Port Authority** | Special Purpose District (with a Transportation Function)/Multi-State or Multi-Jurisdictional Group of Eligible Entities

Eligible Project Types

Capital Projects:

- Highway, bridge, or road projects
- Public transportation projects
- Passenger and freight rail projects
- Port infrastructure investments (including inland port infrastructure and land ports of entry)
- The surface transportation components of an airport project
- Intermodal projects
- Projects to replace or rehabilitate a culvert or prevent storm-water runoff for the purpose of improving habitat for aquatic species
- Projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal government
- Any other surface transportation project that the U.S. Secretary of Transportation considers to be necessary to advance the goal of the program, including:
 - Road and non-motorized projects that are otherwise ineligible

Planning Projects:

- Activities related to the planning, preparation, or design of eligible surface transportation capital projects
- Activities related to multidisciplinary projects or regional planning, such as:
 - Development of master plans, comprehensive plans, integrated land use and transportation plans, or corridor plans

- Planning activities related to the development of a multimodal freight corridor, including those that seek to reduce conflicts with residential areas with passenger and non-motorized traffic
- Development of port and regional port planning grants, including State-wide or multi-port planning within a single jurisdiction or region
- Risk assessments and planning to identify vulnerabilities and address the transportation system's ability to withstand probable occurrence or recurrence of an emergency or major disaster

Matching Requirements

Capital Projects:

- 20% or more for projects located in urbanized areas
- 0% for projects located in rural areas

Planning Projects:

- 0% for projects located in or directly benefitting an Area of Persistent Poverty

Max. or Min Project Cost

Capital Projects:

- \$6.25 million (min) for projects located in urban areas
- \$1 million (min) for projects located in rural areas

Planning Projects:

- No (min) project cost

Additional Notes

- \$25 million (max) award size for all projects
- Ineligible projects include:
 - School bus electrification (as a standalone project)
 - Broadband deployment (as a standalone project)

2. Port Infrastructure Development Program Grants

Summary: This existing \$2 billion Department of Transportation program funds investment in the modernization and expansion of U.S. ports to remove supply chain bottlenecks, ensure long-term competitiveness, resilience, and sustainability while reducing impacts to the environment and neighboring communities. The infrastructure law expanded the program's eligibilities to include projects that improve goods movement, as well as port electrification projects, idling reduction solutions, equipment charging infrastructure and related worker training initiatives. **The Department of Transportation expects to open applications in February 2022.**

Agency Releasing the Grant

U.S. Department of Transportation (USDOT)

Eligible Entities

Tribe | **City** | **County** | State DOT | Public Agency | **Port Authority** | Special Purpose District (with a Transportation Function) | Multi-State or Multi-Jurisdictional Group of Eligible Entities/Joint Public-Private Entities

Eligible Project Types

- Projects that improve the resiliency of ports to address sea-level rise, flooding, extreme weather events, earthquakes, and tsunami inundation, as well as projects that reduce or eliminate port-related criteria pollutant or greenhouse gas emissions, including projects for:
 - Port electrification or electrification master planning
 - Harbor craft or equipment replacements/retrofits
 - Development of port or terminal micro-grids
 - Providing idling reduction infrastructure
 - Purchase of cargo handling equipment and related infrastructure
 - Worker training to support electrification technology
 - Installation of port bunkering facilities from ocean-going vessels for fuels
 - Electric vehicle charge or hydrogen refueling infrastructure for drayage, and medium or heavy-duty trucks and locomotives that service the port and related grid upgrades
 - Other related to port activities including charging infrastructure, electric rubber-tired gantry cranes, and anti-idling technologies

Eligible Projects are limited to:

- Port gate improvements
- Road improvements both within and connecting to the port
- Rail improvements both within and connecting to the port
- Berth improvements (including, but not limited to: docks, wharves, piers, and dredging incidental to the improvement project)

- Fixed landside improvements in support of cargo operations (such as silos, elevators, conveyors, container terminals, Ro/Ro structures including parking garages for intermodal freight transfer, warehouse including refrigerated facilities, cargo lay down areas, transit sheds, and other such facilities)
- Utilities necessary for safe operations (including, but not limited to: lighting, storm-water, and other such improvements that are incidental to a larger infrastructure project)
- A combination of the activities described above
- Projects addressing environmental mitigation measures, freight intelligent transportation systems, or digital infrastructure systems are eligible if those components support one of the eligible project types listed
- Development phase activities (including planning, feasibility analysis, revenue forecasting, environmental review, permitting, and preliminary engineering and design work) are eligible if the activities support one of the eligible project types listed

Matching Requirements

- 20% or more

Max. or Min Project Cost

- TBD

Additional Notes

- Projects must be located within the boundary of a port, or outside the boundary of a port (and directly related to operations of or to an intermodal connection to a coastal seaport, an inland river port, or a Great Lakes project)
- Projects must 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)
 - 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 one or more projects for development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, permitting and preliminary engineering and design work
- Ineligible projects include:
 - Vessel construction
 - Projects within a small shipyard
 - Improvements to Federally owned facilities

- Mobile equipment, such as mobile harbor cranes or vehicles and similar equipment whose utilities depends, in part, on their ability to be routinely relocated from one location to another
- Funding notes:
 - \$1 million (min) award size for all projects / No (max) award size
 - \$57.5 million (max) award size per state
 - \$18.4 million (max) award size for large project development phase activities that do not result in construction
 - Small Ports:
 - \$41.4 million reserved for small projects at small ports – \$4.14 million (max) per grant award
 - Of the \$41.4 million, \$4.14 million (max) may be used for development phase activities

3. Bus & Bus Facilities Competitive Grants

Summary: This existing \$2 billion program at the Department of Transportation provides capital funding to replace, rehabilitate, purchase, or lease buses and bus related equipment and to rehabilitate, purchase, construct, or lease bus-related facilities – as well as capital funding for low or no emissions bus projects. Fiscal Year 2021 grant selections will be announced soon. **Applications are expected to open for the Fiscal Year 2022 grant program in the first quarter of 2022.**

Agency Releasing the Grant

Federal Transit Administration (FTA)

Eligible Entities

Tribe | **City** | **County** | State DOT | Private Nonprofit Organizations (engaged in public transportation)

Eligible Project Types

- Capital projects to replace, rehabilitate, purchase, or lease buses, vans or related equipment; or to rehabilitate, purchase, construct, or lease bus-related facilities

Matching Requirements

- 20% or more

Max. or Min Project Cost

- TBD

Additional Notes

- No single grant recipient will be awarded more than 10% of the amount made available

4. National Infrastructure Project Assistance (also known as “Megaprojects” or MEGA)

Summary: This \$5 billion competitive grant program supports multi-modal, multi-jurisdictional projects of regional or national significance. Communities are eligible to apply for funding to complete critical large projects that would otherwise be unachievable without assistance. Selection criteria for the program will be posted on the [Department of Transportation](#) website in February 2022.

Agency Releasing the Grant

U.S. Department of Transportation (USDOT)

Eligible Entities

Tribe | **City** | **County** | MPO | State DOT | Special Purpose District or **Public Authority** | Partnership between Amtrak and 1 or more Eligible Entities | Group of Eligible Entities

Eligible Project Types

- Highway, bridge, intermodal freight (including public ports) or freight rail projects that provide a public benefit, transit, intercity passenger rail, or a group of any of the previously listed projects
- Highway or bridge projects carried out on the National Multimodal Freight Network, National Highway Freight Network, or National Highway System
- Freight intermodal (including public ports) or freight rail projects that provide a public benefit
- Railway-highway grade separation or elimination projects
- Intercity passenger rail projects
- Certain public transportation projects that are eligible for Federal Transit Administration (FTA) funding

Matching Requirements

- 40% or more (per grant)
- Other Federal funds may be used for a maximum of 80% Federal assistance

Max. or Min Project Cost

- \$500 million (min) for large projects
- \$100 million (min) for smaller projects

Additional Notes

- Grants may be awarded to single- or multi-year agreements
- Eligible project costs include development phase activities, construction, acquisition of real property and other activities

5. Infrastructure for Rebuilding America (INFRA) Grants

Summary: This Department of Transportation program supports highway and rail projects of regional and economic significance. Applications will open in the first quarter of 2022. Learn more about how to apply [here](#).

Agency Releasing the Grant

U.S. Department of Transportation (USDOT)

Eligible Entities

Tribe | **City** | **County** | MPO (serving an urbanized area with a population of more than 200,000) | State DOT | Public Agency | **Port Authority** | Special Purpose District (with a Transportation Function) | Multi-State or Multi-Jurisdictional Group of Eligible Entities | Federal Land Management Agency (that applies jointly with a State or group of States)

Eligible Project Types

- Highway freight projects carried out on the National Highway Freight Network
- Highway or bridge projects carried out on the National Highway System
- Freight projects
- Freight intermodal or freight rail projects
- Projects within the boundaries of public or private freight rail, water (including ports), or intermodal facilities and that are surface transportation infrastructure projects necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility
- Railway-highway grade crossing or grade separation projects
- Wildlife crossing projects
- Surface transportation infrastructure projects that are located within the boundaries of or functionally connected to an international border crossing area in the United States
- Projects for marine highway corridors as designated by the U.S. Secretary of Transportation
- Highway, bridge, or freight projects carried out on the National Multimodal Freight Network

Matching Requirements

- 40% or more for large projects
- 20% or more for small projects
- Federal shares higher than 80% may be granted for projects in states with low population density (no more than 80 persons per square mile of land area)

Max. or Min Project Cost

- Large projects have a minimum project size that is the lesser of:

- \$100 million
- 30% of a State's FY 2021 Federal aid apportionment if the project is located in one State
- 50% of the larger participating State's FY 2021 apportionment for projects located in more than one State
- Small projects are projects that do not meet the minimum project size requirements for a large project

Additional Notes

- \$25 million (min) award size for large projects
- \$5 million (min) award size for small projects
- INFRA grants may be used for up to 60% of future eligible project costs; Federal assistance other than an INFRA grant may be used to satisfy the non-Federal share of the cost of a project receiving an INFRA grant, but the total Federal assistance may not exceed 80% of future eligible project costs

6. Safe Streets and Roads for All

Summary: This new \$5 billion competitive grant program at the Department of Transportation will provide funding directly to and exclusively for local governments to support their efforts to advance “vision zero” plans and other complete street improvements to reduce crashes and fatalities, especially for cyclists and pedestrians. **Applications are expected to open in May 2022.**

Agency Releasing the Grant

U.S. Department of Transportation (USDOT)

Eligible Entities

Tribe | **City** | **County** | MPO | State DOT | Multi-Jurisdictional Group of Eligible Entities

Eligible Project Types

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

Matching Requirements

- TBD

Max. or Min Project Cost

- TBD

Additional Notes

- Recipients have 5 years to spend the grant

7. Charging and Refueling Infrastructure Grants

Summary: In addition to the \$5 billion formula program distributed to states, this \$2.5 billion discretionary grant program at the Department of Transportation will fund the strategic deployment of publicly accessible electric vehicle charging infrastructure, as well as hydrogen, propane, and natural gas fueling infrastructure, along designated alternative fuel corridors and in communities. **The Department is seeking comments on program design by January 28th [here](#), and after January 28th [here](#).**

Agency Releasing the Grant

Federal Highway Administration (FHWA)

Eligible Entities

Tribe | **City** | **County** | MPO | State | Special Purpose District or **Public Authority** (with a Transportation Function) | Multi-State or Multi-Jurisdictional Group of Eligible Entities

Eligible Project Types

- Acquisition and installation of publicly accessible 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 (for the first 5 years after installation)
- Acquisition and installation of traffic control devices
- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities

Matching Requirements

- 20% or more

Max. or Min Project Cost

- TBD

Additional Notes

- \$15 million (max) grant award size
- Facilities should be located along a designated alternative fuel corridor, except for projects under the Community grants program (where facilities can be located on any public road or in other publicly accessible locations)
- Funds must be used for projects directly related to vehicle charging and only for EV charging infrastructure that is open to the general public or to authorized commercial motor vehicle operators from more than one company
- Any EV charging infrastructure acquired or installed with program funds must be located along a designated alternative fuel corridor, unless a State determines and the Secretary of Transportation certifies that the designated alternative fuel corridors in the State are fully built out; in that case, the State

could use the funds for EV charging infrastructure on any public road or in other publicly accessible locations

8. Clean School Bus Program

Summary: This new \$5 billion competitive grant program at the Environmental Protection Agency (EPA) will provide funding to replace existing school buses with low- or zero-emission school buses. **Applications for funding will be made available [here](#) later this spring.**

Agency Releasing the Grant

U.S. Environmental Protection Agency (EPA)

Eligible Entities

Tribe | **City** | **County** | State DOT | Private Contractors | Nonprofit School Transportation Associations

Eligible Project Types

- Replacement of existing school buses with low (clean) and zero-emission school buses

Matching Requirements

- 0% or more

Max. or Min Project Cost

- TBD

Additional Notes

- Zero-Emission School Bus: a school bus that produces zero exhaust emission of any air pollutant and any greenhouse gas
- Clean School Bus: a school bus that reduces emissions and is operated entirely or in part using an alternative fuel or is a zero-emission bus
- All replacement low- and zero-emission school buses must:
- Be operated as part of the school fleet for which the award was made for not less than 5 years
- Be maintained, operated, and charged or fueled according to manufacture recommendations or state requirements
- Not be manufactured or retrofitted with a power unit or any other technology that creates pollution within the school bus, such as an unvented diesel heater

9. Reconnecting Communities

Summary: The Bipartisan Infrastructure Law creates a first-ever \$1 billion program at the Department of Transportation to reconnect communities divided by transportation infrastructure – particularly historically disadvantaged communities too often nearly destroyed or cut in half by a highway. This new competitive program will provide dedicated funding to state, local, metropolitan planning organizations, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure to address these legacy impacts. **Applications will open in the second quarter of 2022.**

Agency Releasing the Grant

U.S. Department of Transportation (USDOT)

Eligible Entities

Tribe | **City** | **County** | MPO | State DOT | Non-profit Organization

Eligible Project Types

Planning Projects:

- Planning studies to evaluate the feasibility of removing retrofitting, or mitigating an existing eligible facility to restore community connectivity

Construction Projects:

- Removal, retrofit, or mitigation of an eligible facility (a highway or other transportation facility that creates a barrier to community connectivity, includes barriers to mobility, access, or economic development, due to high speeds, grade separations, or other design factors)
- Replacement of an eligible facility with a new facility that (1) restores community connectivity and (2) is sensitive to the context of the surrounding community, and is otherwise eligible for funding under highway laws

Matching Requirements

- 20% or more

Max. or Min Project Cost

- TBD

Additional Notes

- \$2 million (max) award size for Planning projects
- \$5 million (min) award size for Construction projects
- Priority shall be given to an application from a community that is economically disadvantaged
- A grant may only be used for 50% of the cost of a Construction project, but other Federal assistance may be used for a maxim cap of 80% of the eligible project costs

10. Rural Surface Transportation Grant

Summary: This new \$2 billion competitive grant program at the Department of Transportation will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth. This amount includes specific set asides for small projects (\$200 million), rural roadway lane departure improvements (\$300 million), and the Appalachian Development Highway System (\$500 million). **Applications will open in the first quarter of 2022.**

Agency Releasing the Grant

U.S. Department of Transportation (USDOT)

Eligible Entities

Tribe | **City** | **County** | MPO | State DOT | Multi-Jurisdictional Group of Eligible Entities

Eligible Project Types

- Highway, bridge, tunnel, highway freight, safety, integrated mobility management system, a project on a publicly owned highway or bridge that provides or increases access to an agricultural, commercial, energy, or intermodal facility that supports the economy of a rural area

Matching Requirements

- 20% or more
- 0% or more for projects under Appalachian Development Highways or the Denali Commission

Max. or Min Project Cost

- TBD

Additional Notes

- \$25 million (min) award size
- Eligible project costs include:
 - Development phase activities (including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities)
 - Construction
 - Rehabilitation
 - Acquisition of real property (including land related to the project and improvements to the land)
 - Environmental mitigation
 - Construction contingencies
 - Acquisition of equipment

- Operational improvements
- Federal assistance other than a grant under the program may be used to satisfy the non-Federal share of the cost of a project carried out with a grant under the program
- Projects are expected to begin construction no later than 18 months after the obligation of funds

CLIMATE, ENERGY & ENVIRONMENT PROGRAMS

1. Building Resilient Infrastructure and Communities Program

Summary: This existing Federal Emergency Management Agency (FEMA) program will distribute \$1 billion to support communities undertaking hazard mitigation projects to reduce the risks they face from disasters and other natural hazards. FY21 applications are open until January 28th, 2022 and hundreds of millions of dollars in funding remains available. Communities will apply as sub-applicants under their states. **Applications for FY22 are expected to open no later than September 30th, 2022.**

Agency Releasing the Grant Federal Emergency Management Agency (FEMA)

Eligible Entities

Tribe | State | U.S. Territory

Eligible Project Types

- Capability and Capacity Building (C&CB) Activities
- Mitigation Projects
- Management Costs

Matching Requirements

- 25% or more

Max. or Min Project Cost

- TBD

Additional Notes

- \$1 million (max) award size per applicant (Tribe | State | U.S. Territory)
- Local governments (cities, townships, counties, special district governments, state agencies, and tribal governments (who chose to apply as sub-applicants) are considered sub-applicants and must submit sub-applications to their state/territory/tribal applicant agency)
- Projects must:
 - Be cost-effective
 - Reduce or eliminate risk and damage from future natural hazards
 - Meet either of the two latest published editions of relevant consensus-based codes, specifications, and standards
 - Align with the applicable hazard mitigation plan
 - Meet all environmental and historic preservation (EHP) requirements
- Economically disadvantaged rural communities (communities of 3,000 or fewer individuals with residents having an average per capita annual income not exceeding 80% of the national per capita income) are eligible for non-federal cost share up to 90%

2. Flood Mitigation Assistance

Summary: \$3.5 billion from this existing FEMA program can be used for projects that reduce or eliminate the risk of repetitive flood damage to buildings insured by the [National Flood Insurance Program](#). FY21 applications are open until January 28th, 2022. Communities will apply as sub-applicants under their states. **Applications for FY22 are expected to open no later than September 30th, 2022.**

Agency Releasing the Grant Federal Emergency Management Agency (FEMA)

Eligible Entities

Tribe | State | U.S. Territory

Eligible Project Types

- Projects that reduce or eliminate the risk of repetitive flood damage to buildings insured by the National Flood Insurance Program (NFIP), including:
- Project Scoping
- Technical Assistance
- Community Flood Mitigation Projects
- Management Costs

Matching Requirements

- 25% or more

Max. or Min Project Cost

- Planning sub-applications for the flood hazard component of states, local communities, tribes, and territories hazard mitigation plans and updates to plans are limited to \$100,000 per applicant for flood hazard mitigation planning with maximums of \$50,000 for state flood hazard mitigation planning and \$25,000 for local flood hazard mitigation planning
- FEMA will select eligible Technical Assistance sub-applications up to \$50,000 federal cost share for recipients to which FEMA obligated at least \$1 million federal share the previous Flood Mitigation Assistance (FMA) cycle

Additional Notes

- Applicants must have a FEMA-approved State or Tribal Hazard Mitigation plan by the application deadline and at the time of obligation of grant funds
- Local governments (cities, townships, counties, special district governments, state agencies, and tribal governments (who chose to apply as sub-applicants) are considered sub-applicants and must submit sub-applications to their state/territory/tribal applicant agency)
 - All sub-applicants must be participating in the NFIP, and not be withdrawn, on probation, or suspended

- Sub-applicants must have a FEMA-approved Local or Tribal Hazard Mitigation Plan by the application deadline and at the time of obligation of grant funds for mitigation projects (with the exception of mitigation planning).
- Projects must:
 - Be cost-effective
 - Be located in a participating NFIP Community (in good standing)
 - Align with the applicable hazard mitigation plan
 - Meet all environmental and historic preservation (EHP) requirements
- FEMA may contribute a higher federal cost share for individual property mitigation projects (acquisition, acquisition relocation, relocation, elevation, mitigation reconstruction, and/or dry floodproofing of historic or commercial structures) for Repetitive Loss (RL) and Severe Repetitive Loss (SRL) properties.
- A repetitive loss property is defined by a flood insurance policy issued for the National Flood Insurance Program (NFIP)
- FEMA may contribute up to 90% federal cost share for RL properties.
- FEMA may contribute 100% federal cost share for SRL properties

3. **Brownfields Remediation Program**

Summary: This existing EPA program will provide \$1.2 billion in grants and technical assistance to communities to assess and safely clean-up contaminated properties and offer job training programs. Communities are currently able to request funding for Targeted Brownfields Assessments through their regional EPA office. Additional competitive funding opportunities will be announced this spring.

Agency Releasing the Grant

U.S. Environmental Protection Agency (EPA)

Eligible Entities

City | County | Regional Planning Commission | State DOT | Non-Profit Organization

Eligible Project Types

- A Targeted Brownfield Assessment (TBA) encompasses one or more of the following activities:
 - An ASTM (American Society for Testing and Materials) Phase I (environmental site assessment), which includes a background and historical investigation and site inspection
 - A full site assessment, including sampling activities to identify types and concentrations of contaminants and the areas of contamination that must be cleaned up
 - The determination of how much more investigation is needed and/or the establishment of cleanup options and cost estimates based on future uses and redevelopment plans
- Eligible activities include, but are not limited to:
 - Conducting community engagement and planning at one or more brownfield sites
 - Site assessments
 - Site cleanup planning

Matching Requirements

- N/A

Max. or Min Project Cost

- \$50,000 (min)
- \$100,000 (max)

Additional Notes

- A brownfield site is a developed area where the expansion, redevelopment, or reuse of the property may be complicated by the presence (or potential presence) of a hazardous substance, pollutant, or contaminant

- Applicants should only apply on behalf of a specific site which is currently owns or can obtain ownership through some other means (e.g., tax foreclosure)
- If the site is currently not owned by the applicant, the site should be “abandoned”
- An “abandoned” site is a site where the current owner has shown no interest in the property, has not paid taxes on the property, and does not have the resources to conduct the required site assessment work
- The TBA program is not intended to assist private parties with the assessment and cleanup of their sites for redevelopment
- TBAs are considered a grant of services and are conducted by environmental consultants currently under contract with the EPA
- The TBA program does not provide assistance to conduct site cleanup or building demolition activities
- Factors to ensure a successful application include:
 - Site control and ownership transfer is not an impediment
 - There is strong municipal commitment
 - There is clear municipal/community support for the property's revitalization
 - There are adequate resources and high developer interest
 - EPA assessment assistance is crucial
 - There is State/Congressional support
 - Existing information supports directing resources to the site
 - The project area has a clear need for revitalization
 - The project is consistent with other economic redevelopment initiatives
- Regional TBA Programs
 - Region 4 – Mississippi, Tennessee
 - Region 6 – Arkansas

4. Energy Efficiency and Conservation Block Grants

Summary: This Department of Energy block grant program will provide \$550 million to states, local governments, and tribes for projects that reduce energy use, increase energy efficiency, and cut pollution. The first funding opportunity is expected for release in the Fall of 2022.

Agency Releasing the Grant

U.S. Department of Energy (DOE)

Eligible Entities

Tribe | **City** | **County** | State

Eligible Project Types

- Development and implementation of an energy efficiency and conservation strategy
- Retaining technical consultant services to assist the eligible entity in the development of an energy efficiency and conservation strategy, including:
 - Conducting residential and commercial building energy audits
 - Establishment of financial incentive programs for energy efficiency improvements
 - The provision of grants to nonprofit organization and governmental agencies for performing energy efficiency retrofits
- Development and implementation of energy efficiency and conservation programs for buildings and facilities within the jurisdiction of the eligible entity, including:
 - Program design and operation
 - Identification of the most effective methods for achieving maximum participation and efficiency rates
 - Public education
 - Measurement and verification protocols
 - Identification of energy efficient technologies
- Development and implementation of programs to conserve energy used in transportation, including:
 - Use of flex time by employers
 - Satellite work centers
 - Development and promotion of zoning guidelines or requirements that promote energy efficient development
 - Development of infrastructure, such as bike lanes and pathways and pedestrian walkways
 - Synchronization of traffic signals

- Other measures that increase energy efficiency and decrease energy consumption
 - Development and implementation of building codes and inspection services to promote building energy efficiency
- Application and implementation of energy distribution technologies that significantly increase energy efficiency, including:
 - Distributed resources
 - District heating and cooling systems
 - Activities to increase participation and efficiency rates for material conservation programs including source reduction, recycling, and recycled content procurement programs that lead to increases in energy efficiency
 - The purchase and implementation of technologies to reduce, capture, and, to the maximum extent practicable, use methane and other greenhouse gases generated by landfills or similar sources
- Replacement of traffic signals and street lighting with energy efficient lighting technologies, including:
 - Solar energy
 - Wind energy
 - Fuel cells
 - Biomass
- Programs for financing energy efficiency, renewable energy, and zero-emission transportation (and associated infrastructure), capital investments, projects, and programs, which may include loan programs and performance contracting programs, for leveraging of additional public and private sector funds, and programs that allow rebates, grants, or other incentives for the purchase and installation of energy efficiency, renewable energy, and zero-emission transportation (and associated infrastructure) measures

Matching Requirements

- TBD

Max. or Min Project Cost

- TBD

Additional Notes

- N/A

5. Grants for Energy Efficiency and Renewable Energy Improvements in Schools

Summary: This new Department of Energy Program will provide \$500 million for local government education agencies and nonprofit partners to make energy efficiency, renewable energy, and clean vehicle upgrades and improvements at public schools. **The opportunity to apply for funding is expected to be open in the Fall of 2022.**

Agency Releasing the Grant

U.S. Department of Energy (DOE)

Eligible Entities

- Group of one Local Education Agency and one or more Schools, Non-Profit Agencies, For-Profit Agencies, and/or Community Partners

Eligible Project Types

- Energy efficiency (envelope, HVAC, lighting, controls, etc.), ventilation, renewable energy, alternative vehicles, and alternative fuel vehicle infrastructure improvements

Matching Requirements

- TBD

Max. or Min Project Cost

- TBD

Additional Notes

- An official Request for Information is expected to be published in March 2022

6. Energy Improvement in Rural or Remote Areas

Summary: This new Department of Energy program will provide \$1 billion to entities in rural or remote areas (defined as cities, towns, or unincorporated areas with fewer than 10,000 inhabitants) to increase environmental protection from the impacts of energy use and improve resilience, reliability, safety, and availability of energy. Applications for funding are expected to be open in the Fall of 2022.

Agency Releasing the Grant

U.S. Department of Energy (DOE)

Eligible Entities

Tribe | **City** | **County** | State DOT | Community Based Organizations | Utilities | Universities | National Laboratories | Industry Partners/Environmental Groups

Eligible Project Types

- 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
- Increasing energy efficiency

Matching Requirements

- TBD

Max. or Min Project Cost

- TBD

Additional Notes

- N/A

7. Grants for Energy Efficiency and Resilience Code Adoption

Summary: This Department of Energy program will provide \$225 million to state energy agencies, in partnership with local building code agencies, codes and standards developers, utilities, and other entities, to enable sustained, cost-effective implementation of updated building energy codes to save customers money on their energy bills. Applications for funding are expected to be open by the end of 2022.

Agency Releasing the Grant

U.S. Department of Energy (DOE)

Eligible Entities

States and State Partnerships

Eligible Project Types

- To create or enable State or regional partnerships to provide training and materials to
- Builders, contractors, and subcontractors, architects, and other design and construction professionals, relating to meeting updated building energy codes in a cost-effective manner
- Building code officials, relating to improving implementation and compliance with building energy codes
- To collect and disseminate quantitative data on construction and codes implementation, including code pathways, performance metrics, and technologies used
- To develop and implement a plan for highly effective codes implementation, including measuring compliance
- To address various implementation needs in rural, suburban, and urban areas
- To implement updates in energy codes for
- New residential and commercial buildings (including multifamily buildings)
- Additions and alterations to existing residential and commercial buildings (including multifamily buildings)

Matching Requirements

- TBD

Max. or Min Project Cost

- TBD

Additional Notes

- N/A

8. Regional Clean Hydrogen Hubs

Summary: This new Department of Energy program will provide \$8 billion to support the development of at least four regional clean hydrogen hubs to improve clean hydrogen production, processing, delivery, storage, and end use. **Applications for funding will open in the Summer of 2022.**

Agency Releasing the Grant

U.S. Department of Energy (DOE)

Eligible Entities

Tribe | **City** | **County** | State DOT | Community Based Organizations | Utilities | Universities | National Laboratories | Technology Developers | Engineering and Construction Firms | Industry Partners | Environmental Groups

Eligible Project Types

- Projects that demonstrate the production, processing, delivery, storage, and end-use of clean hydrogen through regional clean hydrogen hubs

Matching Requirements

- TBD

Max. or Min Project Cost

- TBD

Additional Notes

- Regional clean hydrogen hubs are networks of clean hydrogen producers, potential clean hydrogen consumers, and connective infrastructure located in close proximity

9. Community Wildfire Defense Grant Program

Summary: This new \$1 billion program at the Department of Agriculture will provide grants to communities at risk from wildfire to develop or revise their community wildfire protection plans and carry out projects described within those plans. It will include a mix of formula and competitive funds. Applications are expected to open early in 2023.

Agency Releasing the Grant

U.S. Department of Agriculture (USDA)

Eligible Entities

Tribe | Community at risk from wildfire | Private Forest Owner | State Forestry Agency | Nonprofit Organization

Eligible Project Types

- Projects in communities at risk from wildfire to develop or revise community wildfire protection plans
- Projects described within community wildfire protection plans

Matching Requirements

- TBD

Max. or Min Project Cost

- TBD

Additional Notes

- N/A

BROADBAND, CYBER, AND OTHER PROGRAMS

1. Rural Development and Broadband ReConnect Program

Summary: This existing Department of Agriculture program will provide almost \$2 billion in loans and grants for projects that provide broadband in rural areas. **Applications will likely open in the 3rd quarter of 2022 (and towns in rural areas can apply to the current \$1.15B in loans and grant funding, application deadline: February 22, 2022).**

Agency Releasing the Grant

U.S. Department of Agriculture (USDA)

Eligible Entities

Tribe | **City** | **County** | State DOT | **Public Agency or Authority** | Cooperatives or Mutual Organizations | Limited Liability Companies and Limited Liability Partnerships | Corporations

Eligible Project Types

- Projects located in rural areas (geographically rural areas in which 90% of households in the area lack sufficient access to broadband service) designed to:
- Construct or improve facilities capable of delivering 100 Mbps symmetrical service to every premise in the proposed funded service area (PFSA)
- Acquire an existing system that is not currently providing sufficient access to broadband service (under certain circumstances and restrictions)

Matching Requirements

- 100 Percent Grant
 - \$25 million (max) grant size, per project
 - \$35 million (max) grant size, per project, if the PFSA meets certain guidelines
- Loan-Grant Combination (50-50)
 - \$25 million (max) grant size, per project
 - \$25 million (max) loan size, per project
 - Loan and grant amounts will always be equal
- 100 Percent Loan
 - \$50 million (max) loan size, per project
- 100 Percent Grant for Tribal Governments and Socially Vulnerable Communities
 - \$25 million (max) grant size, per project
 - \$35 million (max) grant size, per project, if the PFSA meets certain guidelines

Max. or Min Project Cost

- TBD

Additional Notes

- Service areas cannot be located in a city, town, or incorporated area with a population greater than 20,000, or in an urbanized area adjacent to a city or town with a population greater than 50,000
- Sufficient access to broadband is defined as fixed terrestrial broadband service at 100 Mbps downstream and 20 Mbps upstream
- Up to 5% of the requested amount can be used for pre-application expenses and up to 3% of this amount can be used to cover the costs of the environmental review

2. Middle Mile Grants Program

Summary: This new \$1 billion program at the Department of Commerce provides grants for the construction, improvement or acquisition of middle mile broadband infrastructure. **Applications will likely open during the second quarter of 2022.**

Agency Releasing the Grant National Telecommunications and Information Administration (NTIA)

Eligible Entities

Tribe | **City** | **County** | State DOT | Public Utility District | Economic Development Authority | Regional Planning Council | Technology or Telecommunications Company | Electric Utility | Electric Cooperative | Nonprofit Organization

Eligible Project Types

- Broadband infrastructure development (e.g., construction)

Matching Requirements

- TBD

Max. or Min Project Cost

- TBD

Additional Notes

- N/A

3. State and Local Cybersecurity Grant Program

Summary: This new \$1 billion program at the Department of Homeland Security makes available federal funds to state, local, and tribal governments to address cybersecurity risks and cybersecurity threats to information systems that they own or operate. **Applications will likely open during the third quarter of 2022.**

Agency Releasing the Grant

U.S. Department of Homeland Security (DHS)

Eligible Entities

Tribe | **City** | **County** | State | Multi-Entity Groups of 2 or More Eligible Entities

Eligible Project Types

- Develop and revise cybersecurity plans
- Implement elements of the cybersecurity plan (including individual projects)
- Address imminent cybersecurity threats (as confirmed by DHS)
- Grants management and administration (5% maximum)
- Any other appropriate activity determined by DHS

Matching Requirements

- TBD

Max. or Min Project Cost

- TBD

Additional Notes

- N/A

4. Smart Grid Investment Grant Program and Energy Sector Operational Support for Cyber Resilience Program

Summary: These two Department of Energy programs will provide \$3 billion and \$50 million, respectively, for electric utilities, including municipal and co-operative utilities, to modernize the electricity grid and increase resilience to cybersecurity threats. **Applications for the Smart Grid program are expected to be open by the end of 2022, and applications for the Cyber Resilience program are expected to be open in the Summer of 2022.**

Agency Releasing the Grant

U.S. Department of Energy (DOE)

Eligible Entities

Smart Grid Investment Program:

- Utility

Energy Sector Operational Support Program:

- Small Electric Utility | National Laboratory

Eligible Project Types

Smart Grid Investment Program:

- Purchase, design, manufacture, and installation of internal devices that allow eligible appliances to engage in Smart Grid functions
- Installation of devices or modification to associated equipment (with industrial or commercial applications) that engage in Smart Grid functions
- Purchase and installation of transmission and distribution equipment fitted with monitoring and communications devices to enable Smart Grid functions
- Purchase and installation of metering devices, sensors, control devices, and other devices integrated with and attached to an electric utility system or retail distributor or marketer of electricity that are capable of engaging in Smart Grid functions
- Purchase of software that enables devices or computers to engage in Smart Grid functions
- Purchase and installation of equipment that allows Smart Grid functions to operate and be combined or coordinated among multiple electric utilities and between that region and other regions
- Enablement of distributed electricity generators to be monitored, controlled, or otherwise integrated into grid operations and electricity flows on the grid utilizing Smart Grid functions
- Purchase and installation of devices that allow electric or hybrid-electric vehicles to engage in Smart Grid functions (but not the costs of electricity storage for the vehicle)

Energy Sector Operational Support Program:

- Enhance and periodically test
- Emergency response capabilities of the DOE
- Coordination of the DOE with other agencies, national laboratories, and private industry
- Expand cooperation of the DOE with the intelligence community for energy sector-related threat collection and analysis
- Enhance the tools of the DOE and Electricity Information Sharing and Analysis Center for monitoring the status of the energy sector
- Expand industry participation in Electricity Information Sharing and Analysis Center
- Provide technical assistance to small electric utilities for purposes of assessing and improving cyber maturity levels and addressing gaps identified in the assessment

Matching Requirements

Smart Grid Investment Program:

- TBD

Energy Sector Operational Support Program:

- TBD

Max. or Min Project Cost

Smart Grid Investment Program:

- TBD

Energy Sector Operational Support Program:

- TBD

Additional Notes

- N/A

5. Water & Groundwater Storage and Conveyance

Summary: This existing \$1 billion program at the Department of Interior provides funding for water storage projects with capacity between 2,000 and 30,000 acre-feet – as well as projects convey water to or from surface water or groundwater storage. **The Department will hold its final stakeholder sessions this month and open applications later this spring.**

Agency Releasing the Grant

U.S. Department of the Interior (DOI)

Eligible Entities

Tribe | **City** | **County** | State

Eligible Project Types

- Water storage, groundwater storage, and conveyance projects with an existing feasibility study or construction authorization

Matching Requirements

- TBD

Max. or Min Project Cost

- TBD

Additional Notes

- Small water storage and groundwater storage projects are defined as projects that have storage capacity between 2,000 acre-feet and 30,000 acre-feet and increase surface water or groundwater storage or convey water, directly or indirectly, to or from surface water or groundwater storage

6. Emergency Watershed Protection Program

Summary: This existing Department of Agriculture program will provide \$300 million in technical and financial assistance to project sponsors for the design and construction of measures to help repair damages from a recent disaster. **Applications open in February.**

Agency Releasing the Grant

U.S. Department of Agriculture (USDA) –
Natural Resources Conservation Service
(NRCS)

Eligible Entities

Tribe | City | County | State

Eligible Project Types

- Design and construction of measures to help repair damages from natural disasters and to safeguard life and property, including:
- Removal of debris from stream channels, road culverts, and bridges
- Reshaping and protection of eroded streambanks
- Correction of damaged or destroyed drainage facilities
- Establishment of vegetative cover on critically eroding lands
- Repair of levees and structures
- Repair of certain conservation practices
- Purchase of floodplain easements

Matching Requirements

- 25% or more

Max. or Min Project Cost

- TBD

Additional Notes

- Projects must demonstrate that they:
 - Provide protection from flooding or soil erosion
 - Reduce threats to life and property
 - Restore the hydraulic capacity to the natural environment to the maximum extent practical
 - Are economically and environmentally defensible and technically sound
- The EWP Program cannot be used:
 - To address the same structural issue or practice 3 times within 10 years

- For existing operation and maintenance
- To repair, rebuild, or maintain any transportation facilities, utilities, or similar facilities
- To restore projects installed by another Federal agency
- To repair nonstructural management practices
- To repair coastal erosions to beaches, dunes, and shorelines, including those along the Great Lakes
- If the recovery measures are eligible for the Emergency Conservation Program offered through the Farm Service Agency (FSA)