



National Highway Performance Program

PROGRAM OVERVIEW

FY 22-26 PROGRAM AMOUNT

 Nation
\$148 billion


 Georgia
\$4.8 billion

PURPOSE

Support for the condition and performance of the National Highway System (NHS), construction of new facilities on NHS, achieve NHS performance targets, and increase the resiliency of the NHS to mitigate the cost of damages from extreme weather events.

ELIGIBLE PROJECTS

 Highways


 Any other transportation facility on or associated with the NHS


NEW ELIGIBILITIES

- Underground utility infrastructure
- Resiliency improvements
- Natural infrastructure (e.g. raingardens and bioswales)
- Protections from cybersecurity threats

ADDITIONAL PROVISIONS

 **Bundling Eligible** States may save costs and time by bundling multiple eligible bridge projects into one project agreement.


 **Plan Consistency** Projects must be consistent with Statewide Transportation Improvement Program and State and Metropolitan Long Range Transportation Plans.


 **Asset Management Plans** Requires consideration of extreme weather and resilience in lifecycle cost and risk management analyses.

Highway Safety Improvement Program (HSIP)

PROGRAM OVERVIEW

FY 22-26 PROGRAM AMOUNT

 Nation
\$15.6 billion

 Georgia
\$507 million

PURPOSE

Provides for the safety of all road users by reducing traffic fatalities and serious injuries on all public roads.

ELIGIBLE PROJECTS



Highways



Bicycle and pedestrian paths and separation projects



Railway-highway crossings



Traffic control devices



Noninfrastructure activities related to education, research, enforcement, emergency services, and Safe Routes to School

ADDITIONAL PROVISIONS



Vulnerable Road User Safety Assessment Each State is required to create a Vulnerable Road User Safety Assessment using a Safe System Approach.





Modal Equity If total annual fatalities of vulnerable road users in the State represents 15% or more of total annual crash fatalities in the State, the State shall obligate at least 15% of their HSIP funding the following year to address vulnerable road user safety.

Railway-Highway Crossings Program

PROGRAM OVERVIEW

FY 22-26 PROGRAM AMOUNT

 Nation
\$1.2 billion

 Georgia
\$44 million

PURPOSE

Coordinate departmental efforts to prevent or reduce trespasser deaths along railroad ROW and at or near railway-highway crossings.

ELIGIBLE PROJECTS

 Railway-highway crossings

 Grade separation projects


 Protective devices

 Replacement of warning devices


 Pedestrian safety improvements at crossings

ADDITIONAL PROVISIONS

 **Federal Share** 100%

 **Closed Public Crossings Incentive**
Increases the maximum incentive payment that a State may pay a local government for closing a public at-grade railway-highway crossing from \$7,500 to \$100,000, subject to certain conditions.


 **Set-Aside** Eliminates the 50% set-aside for “protective devices.”


 **Report Data** Increases amount a State may use for data compilation and analysis in support of annual RHCP report from 2% to 8%

Surface Transportation Block Grant

PROGRAM OVERVIEW

FY 22-26 PROGRAM AMOUNT

 Nation
\$64.8 billion

 Georgia
\$2.3 billion

PURPOSE

Preserve and improve the conditions and performance on any Federal-aid highway, bridge, and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects. Most flexible Federal-aid highway program.

ELIGIBLE PROJECTS



Highways



Bridges and tunnels



Transit capital projects



Recreational trails



Protective features to enhance resiliency



Electric vehicle charging



Vulnerable road user safety assessments



NEW ELIGIBILITIES

- Wildlife crossing projects
- Intermodal connections of emerging technologies
- Cybersecurity threat protection

ADDITIONAL PROVISIONS



- Sub-Allocation** New population categories for sub-allocation:
- < 5,000
 - **[NEW]** 5,000 –49,999
 - **[NEW]** 50,000 –200,000
 - >200,000





Rural Areas Up to 15% of funds for non-Federal aid highways in rural areas.

National Highway Freight Program

PROGRAM OVERVIEW

FY 22-26 PROGRAM AMOUNT

 Nation
\$7.2 billion

 Georgia
\$233 million

PURPOSE

Improve the efficient movement of freight on the National Highway Freight Network.

ELIGIBLE PROJECTS



Highways



Bridges and tunnels



Highway freight



Railway-highway crossing



Intermodal projects



Development phase activities



NEW ELIGIBILITIES

- Environmental mitigation and highway resiliency
- Modernization or rehabilitation of lock, dam, or marine highway corridor

ADDITIONAL PROVISIONS



Federal Share Up to 100% for certain safety improvements.



Critical Freight Corridors Allows the designation of more miles as critical rural freight corridors and critical urban freight corridors.





Freight Plan State freight plans required to obligate NHFP funds.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

PROGRAM OVERVIEW

FY 22-26 PROGRAM AMOUNT






 Nation
\$13.2 billion

 Georgia
\$385 million

PURPOSE

Invest in projects that reduce congestion, improve air quality, and help meet requirements of Clean Air Act.

ELIGIBLE PROJECTS

-  Transportation projects that reduce emissions
-  Diesel retrofits, replacements and emission control
-  Electric vehicle charging and alternative fueling
-  Shared micromobility
-  Purchase of medium/heavy duty zero emission vehicles


ADDITIONAL PROVISIONS


-  **Rail and Transit Operating Assistance** Funds may be used for rail or transit operating assistance in association with certain CMAQ projects in certain areas.
-  **Equity** Requires prioritizing disadvantaged communities or low-income populations when obligating funds to reduce PM2.5 emissions.

Metropolitan Planning Program

PROGRAM OVERVIEW

FY 22-26 PROGRAM AMOUNT

 Nation
\$2.3 billion

 Georgia
\$53 million


PURPOSE

Funds Metropolitan Planning Organizations. Establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas


USE OF FUNDS


Activities to carry out the metropolitan transportation planning process


ADDITIONAL PROVISIONS

 **MPO Representation** Requirement to consider equitable and proportional representation of population of metropolitan planning area when MPO designates officials or representatives for the first time.

 **Public Participation** Encourage MPOs to use social media and web-based tools to foster public participation and to solicit public feedback.

 **Consistent Planning Data** When more than one MPO is designated within an urbanized area, requires the MPOs to ensure consistency of planning data to the maximum extent practicable.


 **Travel Demand Data and Modeling** Requirements for DOT to support State/ MPO travel demand data and modeling including a study, data, and evaluation tool.


 **Safe and Accessible Transportation Options** Requirement that each MPO use $\geq 2.5\%$ of funds on one or more activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)

PROGRAM OVERVIEW

FY 22-26 PROGRAM AMOUNT

 Nation
\$7.3 billion

 Georgia
\$239 million

PURPOSE

Increase the resilience of the transportation system. Includes funding for evacuation routes, coastal resilience, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.

ELIGIBLE PROJECTS



Highways



Transit



Ports



Improvements to evacuation routes



Development phase activities

PROGRAM GOALS

- Make surface transportation assets more resilient to severe weather events and natural disasters.
- Continued operation or rapid recovery of surface transportation.
- Access to emergency service facilities and critical destinations.
- Protect coastal infrastructure at long-term risk to sea level rise.
- Protect natural infrastructure.
- Improve ecosystem conditions.

ADDITIONAL PROVISIONS





Federal Share Higher share if State develops resilience improvement plan and incorporates it into long-range plan.

Carbon Reduction Program

PROGRAM OVERVIEW

FY 22-26 PROGRAM AMOUNT

 Nation
\$6.4 billion

 Georgia
\$211 million


PURPOSE

To reduce transportation emissions and develop carbon reduction strategies.

ELIGIBLE PROJECTS

-  Pedestrian facilities
-  Bicycle and other nonmotorized infrastructure
-  Transit
-  Street lighting and traffic control devices
-  Development phase activities
-  Carbon reduction strategies
-  Travel demand programs

ADDITIONAL PROVISIONS


-  **Carbon Reduction Strategy**
Requires State, in consultation with MPOs, to develop (and update at least every 4 years) a carbon reduction strategy and submit it to DOT for approval. DOT must certify that a State's strategy meets the statutory requirements.

National Electric Vehicle Formula Program

PROGRAM OVERVIEW

FY 22-26 PROGRAM AMOUNT

 Nation
\$5 billion

 Georgia
\$135 million

PURPOSE

Strategically deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, reliability.

ELIGIBLE PROJECTS



EV charging infrastructure acquisition, installation, operations, and maintenance



Related traffic control devices



Data sharing

ADDITIONAL PROVISIONS



State Plan State must submit plan to DOT describing planned use of funds. If State doesn't submit or carry out plan, DOT may withhold or withdraw funds and redistribute within the State or to other States.





Set-Aside Sets aside 10% of funding for discretionary grants to State and local governments that require additional assistance to strategically deploy EV charging infrastructure.

Bridge Formula Program

PROGRAM OVERVIEW

FY 22-26 PROGRAM AMOUNT

 Nation
\$27.5 billion

 Georgia
At least \$225 million

PURPOSE

Improve the condition of bridges in the United States by reducing the number of bridges in poor condition or in fair condition and at risk of falling into poor condition within the next 3 years.

ELIGIBLE PROJECTS

 Bridges


 Culverts

DISTRIBUTION FORMULA


Each State receives at least \$45M per FY


- 75% of funding based on relative costs of replacing State's poor condition bridges
- 25% of funding based on relative costs of rehabilitating State's fair condition bridges

ADDITIONAL PROVISIONS

 **Off-System Bridge Projects**
Benefits for "off-system" (non-Federal-aid highway) bridge projects

- 15% of funds reserved for such projects

 • 100% Federal share if owned by a local agency or Federally-recognized Tribe within the State or to other States.

 **Tribal Set-Aside** Sets aside 3% of the program's funds for Tribal transportation facility bridges.

Rural Area Formula Grants

PROGRAM OVERVIEW



FY 22-26 PROGRAM AMOUNT



Nation
\$4.6 billion



PURPOSE

Provide capital, planning, and operating assistance to states and federally recognized Indian tribes to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.

ELIGIBLE PROJECTS



Public transportation capital projects



Planning activities for public transportation



Operating costs for public transportation



Job access and reverse commute projects




Acquisition of public transportation services

Rebuilding American Infrastructure Sustainably and Equitably (RAISE)

ALSO KNOWN AS LOCAL AND REGIONAL PROJECT ASSISTANCE

PROGRAM OVERVIEW








 **FY 22-26 PROGRAM AMOUNT**

 **\$7.5 billion**

 **PURPOSE**

Surface transportation projects of local or regional significance.

ELIGIBLE PROJECTS

-  Highways
-  Bridges
-  Pedestrian facilities
-  Bicycle and other nonmotorized facilities
-  Passenger and freight rail
-  Ports
-  Airports


COMPETITIVE PRIORITIES

-  Safety
-  Sustainability
-  Equity
-  Quality of Life for Rural and Suburbanized Areas
-  Economic Competitiveness
-  State of Good Repair
-  Mobility and Connectivity
-  Collaboration
-  Innovative Technologies and Techniques
-  Project Readiness
-  Cost Effectiveness

Infrastructure for Rebuilding America (INFRA)

PROGRAM OVERVIEW

FY 22-26 PROGRAM AMOUNT

 \$8 billion

PURPOSE

Multimodal freight and highway projects that generate national or regional economic, mobility, and safety benefits.



ELIGIBLE PROJECTS

-  Highway freight
-  NHS highways and bridges
-  Railway-highway crossings
-  Intermodal freight
-  Wildlife crossing projects
-  Culvert replacement and rehabilitation
-  Marine or inland waterway corridors

COMPETITIVE PRIORITIES

-  National or Regional Economic Vitality
-  Climate Change and Environmental Justice
-  Racial Equity and Barriers to Opportunity
-  Leveraging Federal Funding
-  Innovative Technologies and Program Delivery

ADDITIONAL PROVISIONS

-  **Flexibility** Up to 30% of INFRA funds per FY may be used for non-highway freight projects.
-  **Set-Aside** Sets aside $\geq 15\%$ of grant funding for small projects and at least 30% of the set-aside amount for projects in rural areas.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)

PLANNING GRANTS

PROGRAM OVERVIEW

FY 22-26 PROGRAM AMOUNT



\$140 million


PURPOSE

Enable communities to assess vulnerabilities to current and future weather events and natural disasters and changing conditions, including sea level rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities.

ELIGIBLE PROJECTS

-  Develop State or metropolitan resilience improvement plan
-  Development of data tools to simulate disruption scenarios
-  Resilience design
-  Vulnerability assessment
-  Community response strategies

ADDITIONAL PROVISIONS

-  **Federal Share** Higher share if State develops resilience improvement plan and incorporates it into its long-range plan.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)

RESILIENCE GRANTS

PROGRAM OVERVIEW

FY 22-26 PROGRAM AMOUNT



\$980 million

PURPOSE

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.

ELIGIBLE PROJECTS



Resurfacing, reconstruction, or other improvement to surface transportation facility



Natural infrastructure



Flood prevention



Stormwater controls



Relocating roadways and raising bridges



Resilience projects to address vulnerabilities

COMPETITIVE PRIORITIES



Cost-Benefit The benefits of the proposed activity exceed the costs of the activity.



High Risk There is a high risk of failure due to the impacts of weather events, natural disasters, or changing conditions.



Associated Plan The proposed project is included in the applicable resilience plan.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)

COMMUNITY RESILIENCE & EVACUATION ROUTE GRANTS

PROGRAM OVERVIEW

FY 22-26 PROGRAM AMOUNT



\$140 million

PURPOSE

Strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events.

ELIGIBLE PROJECTS



Evacuation route improvements



Evacuation route expansion



Intelligent transportation systems



Shoulders



New or redundant evacuation routes



Improvements to access to emergency services, utilities, and critical destinations

COMPETITIVE PRIORITIES



Cost-Benefit The benefits of the proposed activity exceed the costs of the activity.



Recurrence Cost-effective improvements due to future occurrence or recurrence of emergency events that are likely to occur in the geographic area in which the evacuation route is located.



Projected Changes Consideration of changes in development patterns, demographics, and extreme weather events based on the best available evidence and analysis.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)

AT-RISK COASTAL INFRASTRUCTURE GRANTS

PROGRAM OVERVIEW

FY 22-26 PROGRAM AMOUNT



\$140 million

PURPOSE

Enhance the resilience of infrastructure that faces increased long-term future risks of a weather event, a natural disaster, or changing conditions to improve public safety and avoid larger future maintenance or rebuilding costs.

ELIGIBLE PROJECTS



Highways



Bridges and tunnels



Pedestrian facilities



Bike infrastructure



Culverts and other associated infrastructure

COMPETITIVE PRIORITIES



Long-Term Costs Reductions in larger future maintenance or rebuilding costs.



Addressing Risks Addresses the risks from a current or future weather event or natural disaster, including coastal flooding, coastal erosion, wave action, storm surge, or sea level change.



Coastal Access Provides emergency access to coastal homes, businesses, and destinations.




Evacuation Route Access Provides access to evacuation routes.


Bridge Investment Program

PROGRAM OVERVIEW

FY 22-26 PROGRAM AMOUNT

\$12.5 billion

 Large projects minimum award **\$50 million**

 Other projects minimum award **\$2.5 million**

PURPOSE

Improve bridge and culvert condition, safety, efficiency, and reliability.


LARGE PROJECTS

An eligible project with total costs of greater than \$100 million.

ELIGIBLE PROJECTS

 Bridges


 Culverts

 Development phase activities


ADDITIONAL PROVISIONS

 **Federal Share**

- 50% for large projects
- 80% for all other projects

 **Shovel Ready** Project is reasonably expected to begin construction within 18 months.

 **Engineering** Project is based on results of preliminary engineering.

 **Bundling Eligible** Save costs bundling multiple eligible bridge projects into one project agreement.

Bridge Investment Program

CONTINUED

COMPETITIVE PRIORITIES



Cost-Benefit The benefits of the proposed activity exceed the costs of the activity.



Safety Reduction of crashes.



Mobility Benefits Congestion reduction and reliability improvements.



Resiliency Long-term resiliency to extreme weather events, flooding, or other natural disasters.



Economic Development National and regional economic benefits.



Environmental Benefits Including wildlife connectivity.



Multimodal Benefits to nonvehicular and public transportation users.



Innovation Benefits of using innovative design, construction techniques, and technologies.



Bridge Condition Project improves the condition of a bridge in poor condition or fair condition and at risk of falling into poor condition within the next 3 years.



Maintenance Reductions in maintenance costs, including cost savings to the Federal budget.



Ongoing Support Supported by other Federal or non-Federal financial commitments or revenues to fund ongoing maintenance preservation.



Associated Plan Consistent with the objectives of an applicable asset management plan and State asset management plan.



Long-Term Costs Costs avoided by the prevention of closure or reduced use of bridge to be improved by the project.


Rural Surface Transportation Program

DISCRETIONARY FUNDING

NEW

PROGRAM OVERVIEW

FY 22-26 PROGRAM AMOUNT

 \$2 billion

PURPOSE

Improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generating regional economic growth and improve quality of life.

ELIGIBLE PROJECTS



Highways



Bridges



Highway freight



On-demand mobility



Transportation demand management



Highway safety improvement projects

PROGRAM GOALS

- Increase connectivity.
- Improve the safety and reliability of the movement of people and freight.
- To generate regional economic growth and improve the quality of life.

ADDITIONAL PROVISIONS



Bundling Eligible Applicants may bundle multiple eligible projects into one project agreement.



Set-Aside Sets aside each FY:

- Small Projects (<\$25m): ≤10%
- Appalachian Development Highway System Routes: 25%
- States with high rural roadway lane departure fatalities: 15%

National Infrastructure and Project Assistance (MEGA Projects)

PROGRAM OVERVIEW

FY 22-26 PROGRAM AMOUNT

\$5 billion



Minimum award
\$100 million

PURPOSE

Support regional or nationally significant projects that would otherwise be unachievable without assistance.

ELIGIBLE PROJECTS



Highways



Bridges



Highway freight



Freight rail



Railway-highway crossings



Intermodal freight



Intercity passenger rail

ADDITIONAL PROVISIONS



Bundling Eligible Applicants may bundle multiple eligible projects into one project agreement.



Set-Aside Sets aside 50% of grant funding for projects costing more than \$100 million but less than \$500 million, and 50% for projects costing \$500 million or more.

Active Transportation Infrastructure Investment

PROGRAM OVERVIEW

FY 22-26 PROGRAM AMOUNT

\$1 billion



Minimum award
\$15 million for Construction



Minimum award
\$100,000 for Planning

PURPOSE

Provide safe and connected active transportation facilities in an active transportation network or spine.

ELIGIBLE PROJECTS



Active transportation facilities

USE OF FUNDS

Active transportation networks Not less than 30% of program funds

Action transportation spines Not less than 30% of program funds

Planning grants > \$3,000,000 each FY

ADDITIONAL PROVISIONS



Bundling Eligible Applicants may bundle multiple eligible projects into one project agreement.

COMPETITIVE PRIORITIES



Substantially advance walking and biking



Equity



Safety



Environmental protection



Access to jobs & destinations



Community support



Active transportation plan in place



Economic competitiveness





Quality of life

Safe Streets and Roads for All

PROGRAM OVERVIEW

FY 22-26 PROGRAM AMOUNT

 **\$5 billion**

 Applications expected to open
May 2022

PURPOSE


Implement local safety plans (Vision Zero) with the goal of preventing fatalities on streets.


ELIGIBLE PROJECTS

 Comprehensive safety action plan

 Planning, design, or development of projects identified in safety action plans

ADDITIONAL PROVISIONS


 **Modal Equity** Requires considering the likelihood of a project significantly reducing or eliminating fatalities and serious injuries among all transportation modes.

 **Planning Grants** At least 40% of program funds each FY


COMPETITIVE PRIORITIES

 Low-cost, high-impact strategies

 Substantially reduce fatalities


 Achievable within proposed timeframe

 Evidence-based strategies

 Robust engagement

 Innovative techniques and technologies

 Safety

 Equity

Strengthening Mobility and Revolutionizing Transportation (SMART)

PROGRAM OVERVIEW

 **FY 22-26 PROGRAM AMOUNT**
\$1 billion

 **PURPOSE**
Demonstration projects focused on smart city technologies and systems to improve efficiency and safety.

ELIGIBLE PROJECTS

Development and construction phase activities for innovative smart city and transportation technologies.



ADDITIONAL PROVISIONS

-  Transit options that can be integrated with other systems
-  Population density
-  Safety
-  Reduce congestion
-  Continuity in leadership
-  Access to jobs & destinations
-  Resiliency
-  Equity

COMPETITIVE PRIORITIES


-  Repeatable and scalable
-  Encourage data sharing
-  Private-sector innovation
-  Skilled and inclusive workforce
-  Performance measures
-  Safeguard individual privacy
-  Encourage broader technology adoption
-  Promote industry cybersecurity practices
-  Cost savings

Culvert Removal, Replacement, and Restoration

DISCRETIONARY FUNDING

PROGRAM OVERVIEW


FY 22-26 PROGRAM AMOUNT

 \$800 million

PURPOSE

Replace, remove, and repair culvert or weirs that would improve or restore fish passages where roads and waterways meet.

ADDITIONAL PROVISIONS

 **Fish Passages** The projects that would improve fish passage for endangered species, threatened species, etc.

 **Stream Habitats** The projects that would open more than 200 m of upstream habitat before the end of the natural habitat.

NEW

Multi-State Freight Corridor Planning

DISCRETIONARY FUNDING

NEW

PROGRAM OVERVIEW



FY 22-26 PROGRAM AMOUNT

\$25 million



Maximum award
\$2 million for New Compacts



Maximum award
\$1 million for Existing Compacts



PURPOSE

To provide grants to multi-State freight compacts, or States seeking to form a multi-State freight compact, that seek to improve a route or corridor that is part of the National Multimodal Freight Network.

Railroad Crossing Elimination Program

DISCRETIONARY FUNDING

NEW

PROGRAM OVERVIEW

FY 22-26 PROGRAM AMOUNT

\$2.5 billion



Minimum award
\$1 million

PURPOSE

Eliminate highway at-grade crossings that are frequently blocked by trains, adding gates or signals, relocating track, or installing a bridge.

ELIGIBLE PROJECTS



Railway-highway crossings



Grade separation projects



Protective devices



Signs and signals



Track relocation



Development phase activities

COMPETITIVE PRIORITIES



Safety at crossings



Mobility of people and goods



Environmental protection



Emergency service access



Economic benefits



Improve access to communities separated by rail crossings



Innovative technologies, design, and construction techniques



Mobility of multiple modes of transportation

Congestion Relief Program

PROGRAM OVERVIEW

FY 22-26 PROGRAM AMOUNT

\$250 million



Minimum award
\$10 million

PURPOSE

Advance innovative, integrated, and multimodal solutions to reduce congestion and the related economic and environmental costs in the most congested metropolitan areas of the United States.

ELIGIBLE PROJECTS



Congestion management



Congestion pricing and tolls



Mobility services



Incentive programs



Development phase activities

PROGRAM GOALS

- Reduce highway congestion, reduce economic and environmental costs associated with that congestion, and optimize existing highway capacity and usage of transit systems.
- Improve intermodal integration with highways and highway operations.
- Shift highway users to off-peak travel times or to nonhighway travel modes.
- Price parking, use of roadways including in designated geographic zones.

ADDITIONAL PROVISIONS



Financial Effects Analysis of and mitigation measures for the potential effects of the project on low-income drivers.

Reconnecting Communities

PLANNING GRANTS

PROGRAM OVERVIEW

FY 22-26 PROGRAM AMOUNT

\$1 billion



Minimum award
\$5 million for Small Projects



Minimum award
\$25 million for Large Projects

PURPOSE

Planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure to restore community connectivity.

ELIGIBLE FACILITIES



Highway or other transportation facility that creates a barrier to community connectivity due to high speeds, grade separations, or other design factors.

ELIGIBLE ACTIVITIES



Planning studies and public engagement activities to evaluate the feasibility of removing, retrofitting, or mitigating an existing eligible facility to restore community connectivity, including evaluations of:



Surrounding traffic patterns



Effect on mobility of freight and people



Capacity of the network to maintain mobility needs



Cost



Alternative roadway designs or other ROW uses



Economic impact



Environmental impacts

Reconnecting Communities

CAPITAL CONSTRUCTION GRANTS

DISCRETIONARY FUNDING

NEW

PROGRAM OVERVIEW

FY 22-26 PROGRAM AMOUNT

\$1 billion



Minimum award
\$5 million

PURPOSE

Planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure to restore community connectivity.

ELIGIBLE FACILITIES



Highway or other transportation facility that creates a barrier to community connectivity due to high speeds, grade separations, or other design factors.

ELIGIBLE ACTIVITIES



The removal, retrofit, replacement, or mitigation of an eligible facility to restore community connectivity.

ADDITIONAL PROVISIONS



Federal Share 50%; Other Federal assistance may be used to satisfy the non-Federal share up to 80% of the total project cost.

COMPETITIVE PRIORITIES



Mobility and access improvements



Appropriateness of removing or retrofitting eligible facility



Freight impacts



The benefits of the proposed activity exceed its costs



Inclusive economic development



Results of feasibility study



Degree eligible facility is out of context



Local hiring

Reductions of Truck Emissions at Port Facilities

DISCRETIONARY FUNDING

NEW

PROGRAM OVERVIEW

 **FY 22-26 PROGRAM AMOUNT**



\$250 million

 **PURPOSE**

To reduce idling at port facilities.

PROGRAM GOALS

- Study how ports and intermodal port transfer facilities would benefit from increased opportunities to reduce emissions at ports, including through the electrification of port operations
- Study emerging technologies and strategies that may help reduce port-related emissions from idling trucks
- Coordinate and provide funding to test, evaluate, and deploy projects that reduce port-related emissions from idling trucks, including through the advancement of port electrification and improvements in efficiency, focusing on port operations, including heavy-duty commercial vehicles and other related projects

Grants for Charging and Fueling Infrastructure

DISCRETIONARY FUNDING

NEW

PROGRAM OVERVIEW

FY 22-26 PROGRAM AMOUNT

\$2.5 billion



Maximum award
\$15 million

PURPOSE

Provide convenient charging and alternative hydrogen/propane/natural gas fueling along designated alternative fuel corridors and in communities.

ELIGIBLE PROJECTS



Electric vehicle charging and alternative fueling infrastructure



Related traffic control devices



Operating assistance

PROGRAM PRIORITY

- Rural areas
- Low- and moderate-income neighborhoods
- Communities with low ratio of private parking spaces
- Communities with high ratio of multiunit dwellings

COMPETITIVE PRIORITIES



Geographic diversity



Market demands for charging or fueling infrastructure



Improve alternative fueling corridor networks



Accelerate construction of charging or fueling infrastructure



Support long-term competitive market for charging or fueling infrastructure



Prior experience of contractor



Public accessibility



Collaborative engagement with stakeholders

Healthy Streets Program

DISCRETIONARY FUNDING

NEW

PROGRAM OVERVIEW

FY 22-26 PROGRAM AMOUNT

\$500 million



Maximum award
\$15 million

PURPOSE

To deploy cool pavements and porous pavements and to expand tree cover.

ELIGIBLE PROJECTS



Urban heat island or tree canopy assessment



Related equity assessment



Cool and porous pavements



Stormwater flooding mitigation



Purchasing of trees and site preparation



Underground infrastructure assessment



Planning activities

COMPETITIVE PRIORITIES



Low-income communities and disadvantaged communities



Community benefits agreements



Partnerships with youth or conservation corps



Safety



Health outcomes



Environmental protection



Quality of life


Wildlife Crossing Safety Pilot Program

DISCRETIONARY FUNDING


NEW

PROGRAM OVERVIEW


 **FY 22-26 PROGRAM AMOUNT**
\$350 million


 **PURPOSE**
Support projects that seek to reduce the number of wildlife-vehicle collisions, and in carrying out that purpose, improve habitat connectivity.

ELIGIBLE PROJECTS

 Projects to reduce wildlife-vehicle collisions and improve habitat connectivity for terrestrial and aquatic species.

ADDITIONAL PROVISIONS

 Sets aside at least 60% of grant funds for projects in rural areas.

 Documentation that State highway agency or equivalent was consulted

COMPETITIVE PRIORITIES

-  Motorist and wildlife protection
-  Leverage Federal investment through non-Federal contributions
-  Support economic development and visitation opportunities
-  Innovative technologies and advanced design techniques
-  Educational and outreach opportunities
-  Monitoring and research to identify best practices

Pollinator-Friendly Practices on Roadside and Highway Rights-of-Way

PROGRAM OVERVIEW

FY 22-26 PROGRAM AMOUNT

\$10 million



Maximum award
\$150 thousand



PURPOSE

Benefit pollinators on roadsides and highway rights-of-way, including the planting and seeding of native, locally appropriate grasses and wildflowers, including milkweed.

ELIGIBLE PROJECTS



To implement, improve, or further develop a Pollinator-Friendly Practices Plan. Such plan is one that includes:



Mowing practices that promote early successional vegetation and limit disturbance during periods of highest use by target pollinator species on roadsides and highway ROW.



Implementation of an integrated vegetation management plan that includes approaches such as mechanical tree and brush removal, targeted and judicious use of herbicides, and mowing, to address weed issues on roadsides and highway ROW.



Planting or seeding of native, locally appropriate grasses and wildflowers, including milkweed, on roadsides and highway ROW to enhance pollinator habitat, including larval host plants.



Removing nonnative grasses from planting and seeding mixes, except for use as nurse or cover crops.



Obtaining expert training or assistance on pollinator-friendly practices.

Invasive Plant Elimination Program

PROGRAM OVERVIEW



FY 22-26 PROGRAM AMOUNT

\$15.6 million



PURPOSE

To eliminate or control existing invasive plants or prevent introduction of or encroachment by new invasive plants or prevent introduction of or encroachment by new invasive plants along and in areas adjacent to transportation corridor rights-of-way.

ELIGIBLE PROJECTS



Carry out activities to eliminate or control existing invasive plants or prevent introduction of or encroachment by new invasive plants along and in areas adjacent to transportation corridor ROW.

ADDITIONAL PROVISIONS



Prioritization Projects that utilize revegetation with native plants and wildflowers, including those that are pollinator-friendly.



Prohibition Funds may not be used for costs relating to mowing a transportation corridor ROW or the adjacent area unless:

- Mowing is identified as the best means of treatment according to best management practices or
- Mowing is used in conjunction with another treatment



Coordination A State shall coordinate with units of local government, political subdivisions of the State, and Tribal authorities carrying out eligible activities; as well as local regulatory authorities for adjacent railroad ROW; and State Federal, and Tribal land management agencies.



Report A State receiving a grant shall provide to the Secretary an annual report on the treatments carried out.

Stopping Threats on Pedestrians

PROGRAM OVERVIEW



FY 22-26 PROGRAM AMOUNT

\$25 million



PURPOSE

To implement bollard installation projects to prevent pedestrian injuries and acts of terrorism in areas used by large numbers of pedestrians.

ELIGIBLE PROJECTS



Any project where raised concrete or metal posts on a sidewalk adjacent to a roadway can be installed.

ADDITIONAL PROVISIONS



Project Description Description of the proposed bollard installation project.



Problem Description Description of the pedestrian injury or terrorism that exists in the area.



Mitigation Analysis Analysis of how the project will mitigate the given risks.

All Stations Accessibility Program

DISCRETIONARY FUNDING

NEW

PROGRAM OVERVIEW



FY 22-26 PROGRAM AMOUNT

\$1.75 billion



PURPOSE

Provide funding to legacy transit and commuter rail authorities to upgrade existing stations to meet or exceed accessibility standards under ADA.

ELIGIBLE PROJECTS



Repair, modification, retrofit, or relocation of infrastructure for passenger use



Planning activities for station accessibility projects