

FEDERAL HIGHWAY ADMINISTRATION



Transportation Funding Opportunities for Tribal Nations



U.S. Department
of Transportation

**Federal Highway
Administration**

Updated: May 27, 2022

Overview

The Infrastructure Investment and Jobs Act, otherwise known as the Bipartisan Infrastructure Law (BIL), represents a once-in-a-generation investment in our nation's infrastructure, competitiveness, and communities and provides approximately \$550 billion in new Federal infrastructure investment.

This includes historic and critical investments in Tribal transportation through the Tribal Transportation Program (TTP), including increased funding to programs dedicated to Tribal needs and increased Tribal eligibility for new and existing discretionary grant programs. The first year of the BIL (2022) increases TTP funding by 15 percent over 2020 levels—and over the full range of the BIL (2022-2026), the law provides more than \$3 billion for the program. This dedicated historic level of funding benefits all 574 federally recognized Indian Tribes and Alaska Native Villages (Tribes).

The BIL provides substantial resources to help tribes advance projects that consider the unique circumstances affecting community members' mobility needs and allocate resources consistently with those needs, enabling the transportation network to effectively serve all community members. The Federal Highway Administration (FHWA) will work with Tribes to ensure consideration of using Federal funds for projects and inclusion of project elements that proactively address racial equity, workforce development, economic development and removing barriers to opportunity, including automobile dependence in both rural and urban communities as a barrier to opportunity, or to redress prior inequities and barriers to opportunity.



Safety continues to be the U.S. Department of Transportation's (USDOT) top priority. Tragically, based upon statistics, Native Americans remain the group most likely to lose their lives in car crashes. Dedicated safety funding within the TTP more than doubled in the BIL, giving us more opportunities to work together to improve safety in Tribal communities. The National Roadway Safety Strategy (NRSS) (issued January 27, 2022) commits the USDOT and FHWA to respond to the current crisis in traffic fatalities by "taking substantial, comprehensive action to significantly reduce serious and fatal injuries on the Nation's roadways," in pursuit of the goal of achieving zero highway deaths. FHWA recognizes that zero is the only acceptable number of deaths on our roads and achieving that is our safety goal. FHWA therefore encourages Tribes to prioritize safety in all Federal highway investments and in all appropriate projects, using relevant funding.

In addition, the BIL includes an unprecedented investment in the Tribal Transportation Bridge Program. Here, the BIL provides more than \$1 billion dollars over five years (2022-2026)—a 14-fold increase compared to the FAST Act—through dedicated set-asides from the new Bridge Investment Program and Bridge Formula Program.

Tribes are eligible to access many of the new highway programs created under the BIL, including programs focused on resilience, electric charging and alternative fuel vehicle infrastructure, and repairing and replacing culverts. Tribes can also apply for several unprecedented USDOT-led surface transportation competitive grant programs that will provide billions for infrastructure projects across the country.

Unless otherwise noted, the source of the photos in this document is FHWA.

Funding for Tribes

The purpose of this document is to provide information to Tribes on new and existing highway and bridge transportation funding programs for which Tribes are eligible. This document does not include programs subject to an annual appropriation, which have not been funded by Congress.

Federal Role and Assistance

The Federal Highway Administration's (FHWA) Office of Federal Lands Highway, and the Bureau of Indian Affairs (BIA), provide funding and support for addressing the transportation needs of the 574 federally recognized Tribes. The FHWA's Office of Tribal Transportation provides stewardship and oversight for direct funding agreements with 135 of the federally recognized Tribes and provides support for all FHWA activities affecting Tribal transportation. The BIA provides support for the remaining Tribes.



N.E. Fort Gibson Road.
Cherokee Nation, Oklahoma.

Who to Contact

FHWA.

The FHWA Office of Tribal Transportation is Tribes' first point of contact for assistance with direct funding agreements with FHWA.

For more information about the Office of Tribal Transportation, please visit:

<https://highways.dot.gov/federal-lands/programs-tribal>

The FHWA Federal-aid Highway Division Offices are the face and voice of FHWA to the States. There is a Division Office located in every state, the district of Columbia and Puerto Rico. FHWA Division Offices provide stewardship, guidance, best practices, and technical assistance with contributions from FHWA's Headquarters and technical program staff, as needed. They also ensure that the overall objectives of the Federal-aid Highway Program are met and that Federal financial resources are distributed in accordance with applicable laws and regulations. Tribal facilities may be eligible for Federal-aid programs listed in this brochure.

To contact the appropriate Division Office for your location, please visit:

<https://www.fhwa.dot.gov/about/field.cfm>

BIA.

Tribes that work directly with the BIA through program agreements or other contract authorities should contact the BIA Department of Transportation and/or the Tribe's BIA Regional Transportation Representative for more information on administration and program assistance.

For more information on BIA's role, please visit:

<https://www.bia.gov/bia/ois/division-transportation>

How to Access Funding

Federal funds are provided to Tribes within specific programs, and each program has its own eligibility criteria for allowable work. The intent of this document is to help increase Tribes' awareness of available highway and bridge Federal funds and the associated eligibility criteria.

- **Formula Funding:**

The FHWA Office of Tribal Transportation distributes Federal transportation funds as they become available. TTP formula funds (known as Tribal shares) are distributed to Tribes and the BIA. Some Tribes receive this funding according to their program agreements with FHWA. The FHWA Office of Tribal Transportation also sends funds to the BIA for Tribes that have made other arrangements to access the program. Other formula funding is distributed to State DOTs by statute, which Tribal roads and bridges may be eligible for. See your respective State DOT for your location for specifics on those funding opportunities.

For more information, please visit: <https://highways.dot.gov/federal-lands/programs-tribal/finance>.

- **Competitive Funding Opportunities (Grants):**

Tribes are eligible to apply for a number of USDOT competitive funding opportunities. Examples include the new Safe Streets and Roads for All program; Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program; Charging and Fueling Infrastructure program; Bridge Investment program; Reconnecting Communities Pilot program; and Rural Surface Transportation Grants program; and others. Generally, competitive funding is made available via a Notice of Funding Opportunity (NOFO) published at Grants.gov.

N9402 Bridge.
Navajo Nation, Arizona.



How Can We Help You?

FHWA encourages Tribes to take full advantage of BIL's opportunities, to more fully realize the transformative effects from this historic increase in funding. FHWA supports Tribes by prioritizing the critical technical assistance tools that help Tribes plan, fund, and execute successful projects.

- **FHWA Office of Tribal Transportation:** FHWA regularly provides technical and program support to its Tribal government stakeholders by offering technical assistance and project delivery training sessions on a regular basis at Tribal transportation summits and meetings, as well as on request.

Please contact your Tribal Coordinator or other FHWA Office of Tribal Transportation staff member at <https://highways.dot.gov/federal-lands/programs-tribal/contact-info> to discuss your needs or learn more about how to access training.

- **Tribal Technical Assistance Program (TTAP):** FHWA's Tribal Technical Assistance Program (TTAP) (<https://www.fhwa.dot.gov/clas/ttap/>) provides comprehensive transportation training and technical assistance to Tribal communities, building skills and expertise to improve the safety and maintenance of Tribal roads and the professional development of the Tribal transportation workforce.

FHWA is working to re-establish and operate seven TTAP Centers throughout the country and looks forward to continuing to strengthen its vital relationship with Tribes through these Centers.



HIGHWAY AND BRIDGE PROGRAMS: TRIBAL ELIGIBILITY

Program	Funding (FY22-26)	New Program	Formula/Competitive	Purpose
Dedicated Tribal Programs				
Tribal Transportation Program (TTP)	\$3.01 B		F	Provide safe and adequate transportation and public road access.
Tribal High Priority Projects Program	\$45 M		C	Funding for those whose annual allocation of funding received under the TTP is insufficient to complete the highest priority project.
Tribal Transportation Facility Bridge Program / Bridge Formula Program (BFP) Tribal Bridge Set-aside	\$825 M		C*	Replace, rehabilitate, preserve, protect, and construct new bridges.
Tribal Transportation Facility Bridge Program / Bridge Investment Program (BIP) Tribal Bridge Set-aside	\$200 M		C*	Replace, rehabilitate, preserve, protect, and construct new bridges.
Tribal Transportation Program Safety Fund (TTPSF)	\$121 M		C	Prevent and reduce transportation-related injuries and fatalities on Tribal Lands.
Tribal Technical Assistance Program (TTAP)	\$17.8 M		C	Transportation training and technical assistance.
Other Programs				
Accelerated Innovation Deployment (AID) Demonstration	\$10 M		C	Provide funding as an incentive to accelerate the deployment and adoption of proven innovative practices and technologies.
Bridge Formula Program (BFP)	\$27.5 B		F	Fund the replacement, rehabilitation, preservation, and construction of highway bridges.
Bridge Investment Program	\$12.5 B		C	Fund the planning and improvement of bridge condition, safety, efficiency, and reliability.
Charging and Fueling Infrastructure	\$2.5 B	NEW!	C	Support deployment of EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure.
Highway Safety Improvement Program (HSIP)			F	Reduce traffic fatalities and serious injuries on all public roads.
Infrastructure For Rebuilding America (INFRA) (Nationally Significant Freight and Highway Projects)	\$7.25 B		C	Advance multimodal freight and highway projects of national or regional significance that improve the safety, efficiency, and reliability of the system.
Local and Regional Project Assistance (RAISE)	\$8.275 B		C	Fund transportation infrastructure projects with significant local or regional impact.
National Culvert Removal, Replacement, and Restoration Grants	\$1 B	NEW!	C	Improve or restore passage for anadromous fish.
National Infrastructure Project Assistance "Mega-projects"	\$5 B	NEW!	C	Support multijurisdictional or regional projects of significance that may also cut across multiple modes of transportation.
National Scenic Byways	\$22 M		C	Fund improvements that merit national recognition for outstanding scenic, historic, cultural, natural recreational and archeological qualities.

* See additional details in the program description.

HIGHWAY AND BRIDGE PROGRAMS: TRIBAL ELIGIBILITY

Program	Funding (FY22-26)	New Program	Formula/Competitive	Purpose
Other Programs (Cont.)				
Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP)	\$275 M		C	Address significant challenges across the nation for transportation facilities that serve Federal and tribal lands.
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	\$1.4 B	NEW!	C	Support resilience improvements.
Reconnecting Communities Pilot	\$1 B	NEW!	C	Restore community connectivity by removing highways that create barriers.
Reduction of Truck Emissions at Port Facilities	\$400 M	NEW!	C	Reduce truck idling and emissions at ports.
Rural Surface Transportation Grants	\$2 B	NEW!	C	Improve and expand surface transportation infrastructure in rural areas.
Safe Streets and Roads for All	\$5 B	NEW!	C	Support local safety initiatives to prevent transportation-related deaths and serious injuries.
Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program	\$500 M		C	Fund demonstration projects focused on advanced smart city or community technologies and systems to improve transportation efficiency and safety.
Transportation Alternatives	\$7.2 B		C	Fund a variety of generally smaller-scale transportation projects.
Wildlife Crossing Pilot Program	\$350 M	NEW!	C	Reduce the number of wildlife-vehicle collisions and improve habitat connectivity.

*See program for additional details.

The table above is not fully inclusive of all potentially available programs. It omits programs that do not become active unless Congress passes an annual appropriations law to fund those programs.

The FHWA knows how critically important infrastructure funding is to Tribal governments. Be sure to contact FHWA to check on the latest funding opportunities, or visit:

<https://highways.dot.gov/federal-lands/programs-tribal/contact-info>

TRIBES ONLY

Tribal Transportation Program (TTP)

- **Purpose:** Provide safe and adequate transportation and public road access to and within Indian reservations, Indian lands, and Alaska Native Village communities.

- **Funding:** \$3.01 billion

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$578 million	\$590 million	\$602 million	\$613 million	\$628 million

- **Program Type:** Formula.
- **Federal Share:** 100 percent.
- **Eligible activities:** Tribes can use these funds for eligible transportation activities such as planning, design, construction, and road and bridge maintenance.
- **BIL Changes to TTP:**
 - ◇ Tribal bridges: Eliminates the current TTP set-aside of 3 percent for the Tribal Transportation Bridge Program, and instead funds Tribal bridges via set-asides from the Bridge Investment Program and Bridge Formula Program.
 - ◇ Sets aside \$9 million per year from the TTP to fund the Tribal High Priority Projects Program. (See below for additional detail on this program).
 - ◇ Increases set-aside for the TTP Safety Fund (TTPSF) from 2 percent to 4 percent. (See below for additional detail on the TTPSF.)
 - ◇ Updates bridge terminology, replacing language referring to “structurally deficient” or “functionally obsolete” bridges with terminology such as “in poor condition.”
- **Additional Information and Assistance**
 - ◇ No Benefit Cost Analysis Requirement.
 - ◇ Program website: <https://highways.dot.gov/federal-lands/programs-tribal>
 - ◇ FHWA Tribal Transportation Program Overview: <https://highways.dot.gov/federal-lands/programs-tribal/program-overview>

TRIBES ONLY

Tribal High Priority Projects Program

- **Purpose:** Provide funding to an Indian Tribe or a governmental subdivision of an Indian Tribe whose annual allocation of funding received under the TTP is insufficient to complete the highest priority project of the Tribe, or to any Indian Tribe that has an emergency or disaster occur on a tribal transportation facility that renders the facility impassible or unusable and which is not eligible under the Emergency Relief for Federally Owned Roads (ERFO) program.

- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$9 million	\$9 million	\$9 million	\$9 million	\$9 million

- **Program Type:** Competitive.
- **Federal Share:** Up to 100 percent.
- **Eligible activities:** Information will be added as it becomes available.
- **Additional Information and Assistance**
 - ◇ No Benefit Cost Analysis Requirement.
 - ◇ BIL marks the first time in over ten years that a program focused on Tribal high priority projects has received funding.
 - ◇ \$9 million per year of program funds is a set-aside from the TTP.
 - ◇ In the event of an emergency or disaster, funding under the Tribal High Priority Projects Program can be used if the work is not otherwise eligible under the ERFO or Emergency Relief (ER) Programs. For more information on ERFO, please visit <https://highways.dot.gov/federal-lands/programs/erfo>. For more information on FHWA's overall ER programs, please visit <https://www.fhwa.dot.gov/programadmin/erelief.cfm>.
 - ◇ The statutory language of the Tribal High Priority Projects Program is modeled after the former regulatory Indian Reservation Roads High Priority Projects Program (IRRHPP), which was developed through negotiated rulemaking, including the Project Scoring Matrix to evaluate applications.

TRIBES ONLY

Tribal Transportation Facility Bridge Program

The BIL funds the Tribal Bridge Program with set-asides from the Bridge Formula Program (BFP) and the Bridge Investment Program (BIP). Note that the two set-asides below (the Bridge Formula Program and the Bridge Investment Program) are jointly administered under the Tribal Transportation Bridge program, including issuance of guidance, funding availability, and overall program administration.

Bridge Formula Program (BFP) Tribal Bridge Set-aside

- **Purpose:** Funding to replace, rehabilitate, preserve, protect, and construct new bridges.

- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$165 million	\$165 million	\$165 million	\$165 million	\$165 million

- **Program Type:** Competitive. Projects will be programmed for funding after a completed application package is received and accepted by the FHWA.
- **Federal Share:** 100 percent.
- **Eligible activities:** Planning, design, engineering, preconstruction, construction, and inspection of new or replacement tribal transportation facility bridges; replace, rehabilitate, seismically retrofit, paint, apply calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and deicing composition; or implement any countermeasure for tribal transportation facility bridges classified as in poor condition, having a low load capacity, or needing highway geometric improvements, including multiple-pipe culverts.
- **Additional Information and Assistance**
 - ◇ Of the BFP funds appropriated from the General Fund per FY for this program, 3 percent are set aside for Tribal transportation facility bridges, which shall be administered as if made available under the Tribal Transportation Program.
 - ◇ Please refer to the Bridge Formula Program for details on an additional 15 percent BFP set-aside for “off-system” bridges.
 - ◇ Please reach out to your respective State DOT for specifics on their BFP funding opportunities.
 - ◇ The set aside follows the criteria in 23 CFR 661 for ranking applications.
 - ◇ No Benefit Cost Analysis Requirement.

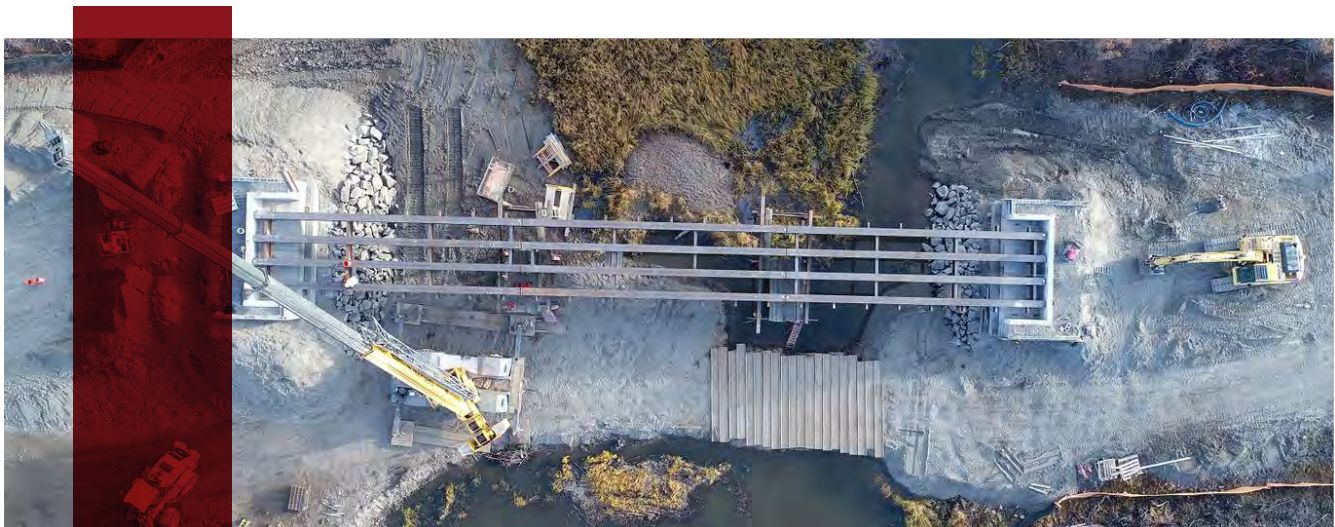
Bridge Investment Program (BIP) Tribal Bridge Set-aside

- **Purpose:** Funding to replace, rehabilitate, preserve, protect, and construct new bridges.

- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$36 million	\$38 million	\$40 million	\$42 million	\$44 million

- **Program Type:** Competitive.
- **Federal Share:** 100 percent for the funds from the General Fund.
- **Eligible activities:** To carry out any planning, design, engineering, preconstruction, construction, and inspection of new or replacement tribal transportation facility bridges; replace, rehabilitate, seismically retrofit, paint, apply calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and deicing composition; or to implement any countermeasure for tribal transportation facility bridges classified as in poor condition, having a low load capacity, or needing highway geometric improvements, including multiple-pipe culverts.
- **Additional Information and Assistance**
 - ◇ TTP funds may be used to meet matching or cost participation requirements.
 - ◇ An average of \$40 million per year is set aside for Tribal transportation facility bridges, which are considered part of the Tribal Transportation Program.



Fort Yukon Ivar's Bridge Replacement under construction.
Fort Yukon, Alaska.

**TRIBES
ONLY**

Tribal Transportation Program Safety Fund (TTPSF)

- **Purpose:** Funding dedicated to preventing and reducing transportation-related injuries and fatalities on Tribal Lands.
- **Funding:** The anticipated maximum available funding is presented below (rounded to the nearest tenths).

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$23.1 million	\$23.6 million	\$24.1 million	\$24.5 million	\$25.1 million

- **Program Type:** Competitive.
- **Federal Share:** 100 percent federal share. Applicants can propose a match.
- **Eligible projects/activities:**
 - ◇ Development and update of transportation safety plans
 - ◇ Crash data assessment, improvement, and analysis
 - ◇ Systemic roadway departure countermeasures
 - ◇ Infrastructure improvements and other eligible activities as listed in **23 U.S.C. 148(a)(4)**.
- **Additional Information and Assistance**
 - ◇ This program is a set-aside of the TTP. BIL increased the set-aside from 2 percent to 4 percent.
 - ◇ Program website: <https://highways.dot.gov/federal-lands/programs-tribal/safety/funds>
 - ◇ In addition to dedicated Tribal safety funding, safety projects on Tribal lands are also eligible for funding under other Federal-aid highway programs, including the Highway Safety Improvement Program (HSIP) and the Transportation Alternatives (TA) set-aside from the Surface Transportation Block Grant Program. (See below for additional information on HSIP and TA.).
 - ◇ No Benefit Cost Analysis Requirement.

TRIBES ONLY

Tribal Technical Assistance Program (TTAP)

- **Purpose:** Provide comprehensive transportation training and technical assistance to tribal communities, building skills and expertise to ensure the safety and maintenance of tribal roads.
- **Funding:**

Total	\$17.8 million
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- **Program Type:** Competitive.
- **Federal Share:** 100 percent.
- **Additional Information and Assistance**
 - ◇ Website: <https://www.fhwa.dot.gov/clas/ttap/>
 - ◇ Current request for applications closed on May 2, 2022
 - ◇ Awards for TTAP Center cooperative agreements are anticipated to be made by the end of FY22.
 - ◇ No Benefit Cost Analysis Requirement.



Green Bridge Rehabilitation Project under construction. Pawnee Nation, Oklahoma.



Littlewater Chapter House Access Road.
Navajo Nation, New Mexico

Accelerated Innovation Deployment (AID) demonstration

- **Purpose:** Provide funding as an incentive to accelerate the deployment and adoption of proven innovative practices and technologies in highway transportation projects.

- **Funding:** \$10 million for FY 2022.

Fiscal Year (FY)	2022
Amount	\$10 million

- **Program Type:** Competitive.
- **Federal Share:** Up to 80 percent. TTP funds may be used to meet matching or cost participation requirements.
- **Eligible projects/activities:** Eligible projects may involve any phase of a highway transportation project between project planning and project delivery including planning, financing, operation, structures, materials, pavements, environment, and construction. AID Demonstration projects must: 1) be eligible for assistance under title 23, United States Code; 2) address goals of FHWA's Technology and Innovation Deployment Program (TIDP); 3) pilot a proven transportation innovation for the applicant; and 4) be ready to initiate within six months of receiving award.
- **Additional Information and Assistance**
 - ◇ AID Demonstration is funded by the TIDP.
 - ◇ Program website: <https://www.fhwa.dot.gov/innovation/grants/>.



Bridge Formula Program (BFP)

- **Purpose:** Fund the replacement, rehabilitation, preservation, and construction of highway bridges.
- **Funding:** A minimum of 15 percent of each State's BFP apportionment shall be for use on "off-system" bridges (highway bridges located on public roads, other than bridges located on Federal-aid highways).

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$5.5 billion	\$5.5 billion	\$5.5 billion	\$5.5 billion	\$5.5 billion

- **Program Type:** Formula.
- **Federal Share:** 100 percent. No match required for funds used on an "off-system" bridge that is owned by a federally-recognized Tribe.
- **Eligible projects/activities:** Tribally owned bridges on tribal roads are eligible under the 15 percent set-aside for "off-system" bridges. Includes, but is not limited to, projects to replace, rehabilitate, preserve or protect one or more bridges.
- **Additional Information and Assistance**
 - ◇ This 15 percent set-aside for "off-system" bridges is different than the 3 percent BFP Tribal set-aside for Tribal transportation facility bridges made available under the Tribal Transportation Program. See program for details.
 - ◇ BFP Fact Sheet: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/bfp.cfm>
 - ◇ Please reach out to your respective State DOT for specifics on their BFP funding opportunities.

Green Beret Bridge Replacement.
Northern Cheyenne Tribe.
Big Horn County, Montana.



Bridge Investment Program

- **Purpose:** Fund the planning and improvement of bridge condition, safety, efficiency, and reliability.

- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$2.45 billion	\$2.49 billion	\$2.50 billion	\$2.52 billion	\$2.53 billion

- **Program Type:** Competitive.
- **Federal Share:** Flexible and in some instances higher than 80 percent based on project specifications. TTP funds may also be used as part of the non-federal match. Further details to follow.
- **Eligible projects/activities:** Includes, but is not limited to, projects to replace, rehabilitate, preserve or protect one or more bridges on the National Bridge Inventory. Also, projects to replace or rehabilitate culverts to improve flood control and improve habitat connectivity for aquatic species.
- **Additional Information and Assistance**
 - ◇ DOT and FHWA are working expeditiously to stand up this program. NOFOs, Fact Sheets and Guidance will be populated on the **FHWA BIL website** as it becomes available.



Rainbow Arch Historic Bridge Citizen Potawatomi Nation.
Pottawatomie County, Oklahoma.

NEW!

Charging and Fueling Infrastructure

- **Purpose:** Fund the strategic deployment of publicly accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure along designated alternative fuel corridors and in communities.

- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$300 million	\$400 million	\$500 million	\$600 million	\$700 million

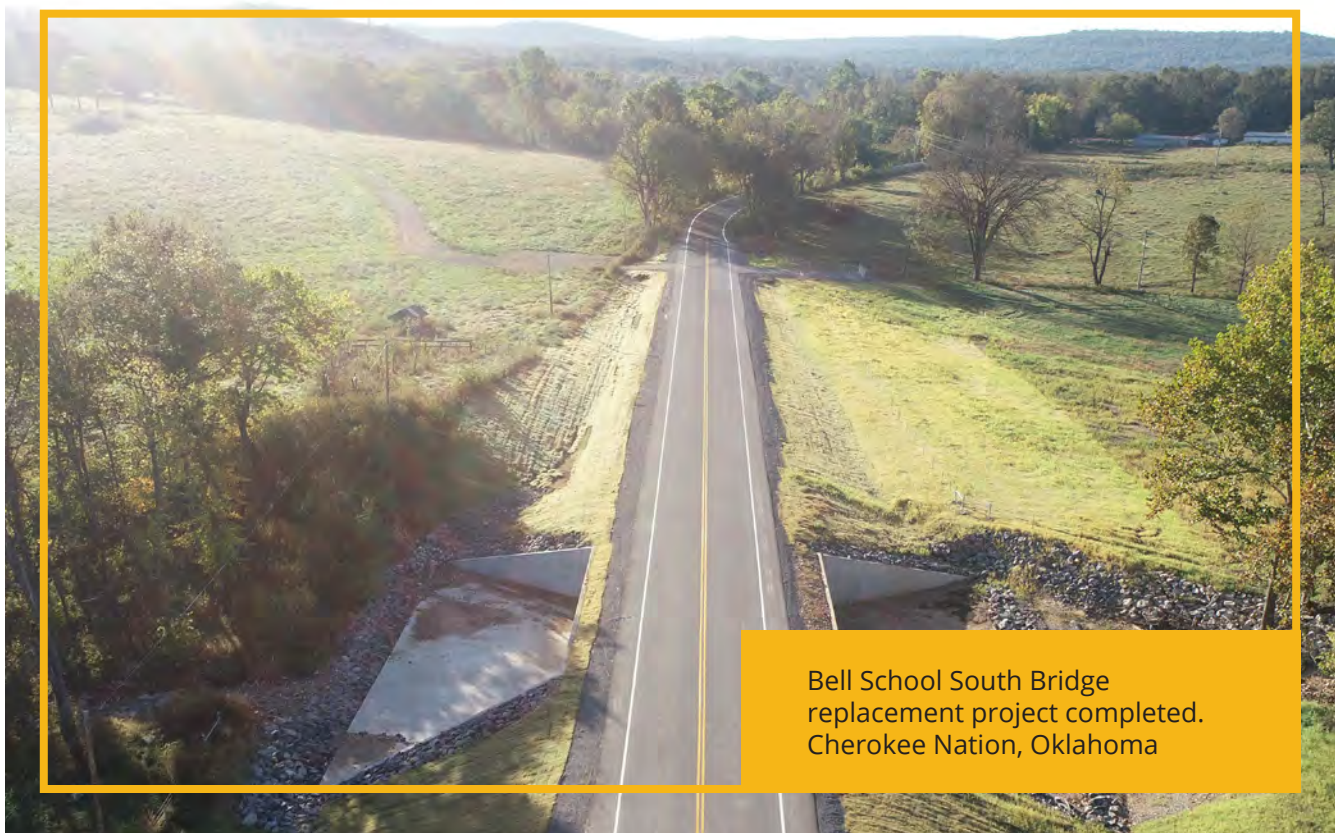
- **Program Type:** Competitive.
- **Federal Share:** Up to 80 percent. TTP funds may be used to meet matching or cost participation requirements.
- **Eligible projects/activities:** Acquisition and installation of publicly accessible charging or fueling infrastructure, or traffic control devices. For newly-installed infrastructure, the law allows use of funds to provide operating assistance for the first 5 years after installation.
- **Additional Information and Assistance**
 - ◇ DOT is required to update and redesignate alternative fuel corridors and establish a recurring process to regularly update and redesignate such corridors.
 - ◇ The law reserves 50 percent of the amounts made available each FY for Community Grants that are expected to reduce greenhouse gas emissions and to expand or fill gaps in access to publicly accessible charging and fueling infrastructure including development phase activities and acquisition and installation of infrastructure.
 - ◇ DOT and FHWA are working expeditiously to stand up this program. NOFOs, Fact Sheets and Guidance will be populated on the [FHWA BIL website](#) as it becomes available.

Highway Safety Improvement Program (HSIP)

- **Purpose:** Achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land.
- **Funding:** Of note, the funding for the Highway Safety Improvement Program is provided to State DOTs per statute. Please reach out to your respective State DOT for specifics on their HSIP funding opportunities.

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$2.980 billion	\$3.044 billion	\$3.110 billion	\$3.177 billion	\$3.246 billion

- **Program Type:** Formula.
- **Eligible projects/activities:**
 - ◇ HSIP Eligibility Guidance: https://safety.fhwa.dot.gov/hsip/rulemaking/docs/BIL_HSIP_Eligibility_Guidance.pdf
- **Additional Information and Assistance**
 - ◇ No Benefit Cost Analysis Requirement.
 - ◇ Program webpage: <https://safety.fhwa.dot.gov/hsip/>



Bell School South Bridge replacement project completed. Cherokee Nation, Oklahoma

Infrastructure For Rebuilding America (INFRA) (Nationally Significant Freight and Highway Projects)

- **Purpose:** INFRA (known statutorily as Nationally Significant Multimodal Freight & Highway Projects) awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$1.64 billion	\$1.64 billion	\$1.64 billion	\$1.54 billion	\$1.54 billion

- **Program Type:** Competitive.
- **Federal Share:** Up to 80 percent, with flexibility based on various project specifications. See NOFO for further details. TTP funds may be used to meet matching or cost participation requirements.
- **Eligible projects/activities:** Projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.
- **Additional Information and Assistance**
 - ◇ Program website: <https://www.transportation.gov/grants/infra-grants-program>
 - ◇ NOFO: <https://www.grants.gov/web/grants/view-opportunity.html?oppld=338854>



Fort Yukon Ivar's Bridge Replacement completed.
Fort Yukon, Alaska.

Local and Regional Project Assistance Program (RAISE)

- **Purpose:** Capital investments in surface transportation that will have a significant local or regional impact.

- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$2.275 billion	\$1.5 billion	\$1.5 billion	\$1.5 billion	\$1.5 billion

- **Program Type:** Competitive.
- **Federal Share:** Up to 80 percent, with flexibility for higher shares based on various project specifications. Further information to follow. TTP funds may be used to meet matching or cost participation requirements.
- **Eligible projects/activities:** Includes, but is not limited to, capital projects to highway, bridge, or other road projects eligible under title 23, intermodal projects; a project to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species while advancing the goals of the existing Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program and 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; and any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program). Planning projects which include: planning, preparation, or design of eligible surface transportation capital projects. Further information available in the NOFO.
- **Additional Information and Assistance**
 - ◇ The Local and Regional Project Assistance program codifies the RAISE program, which was previously established through appropriations acts and was formerly known as TIGER and BUILD.
 - ◇ Program website: <https://www.transportation.gov/RAISEgrants/about>
 - ◇ NOFO link if available: Current round closed on April 14 and award announcements for FY22 no later than August 12, 2022.

NEW!

National Culvert Removal, Replacement, and Restoration Grants

- **Purpose:** Fund projects that would improve or restore passage for anadromous fish.
- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$200 million	\$200 million	\$200 million	\$200 million	\$200 million
- **Program Type:** Competitive.
- **Federal Share:** Up to 80 percent.
- **Eligible projects/activities:** Repair or remove culverts to ease passage for endangered and threatened fish.
- **Additional Information and Assistance**
 - ◇ DOT and FHWA are working expeditiously to stand up this program. NOFOs, Fact Sheets and Guidance will be populated on the **FHWA BIL website** as it becomes available.

Yukon River, Alaska.



NEW!

National Infrastructure Project Assistance "Mega-projects"

- **Purpose:** Provide funding through single-year or multiyear grant agreements for eligible surface transportation projects that support multijurisdictional or regional projects of significance that may also cut across multiple modes of transportation.

- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$1 billion	\$1 billion	\$1 billion	\$1 billion	\$1 billion

- **Program Type:** Competitive.
- **Federal Share:** Up to 80 percent, with flexibility based on various project specifications. See NOFO for further details. TTP funds may be used to meet matching or cost participation requirements.
- **Eligible projects/activities:** Highway and bridge projects on the National Multimodal Freight Network, the National Highway Freight Network, or the National Highway System are eligible for the program. Other eligible projects are freight intermodal or freight rail projects that provide a public benefit, railway-highway grade separation or elimination projects, intercity passenger rail projects, and certain public transportation projects.
- **Additional Information and Assistance**
 - ◇ Half of the funding is set aside for projects with costs of \$500 million or more, and the other half is reserved for projects with costs of more than \$100 million but less than \$500 million.
 - ◇ Program website: <https://www.transportation.gov/grants/mega-grant-program>
 - ◇ NOFO: <https://www.grants.gov/web/grants/view-opportunity.html?oppld=338855>

National Scenic Byways

- **Purpose:** Fund improvements, such as byway facilities, safety improvements, and interpretive information, along roads in the United States that merit recognition at the national level for their outstanding scenic, historic, cultural, natural recreational and archeological qualities.

- **Funding:**

Fiscal Year (FY)	2021	2022
Amount	\$22 million	

- **Program Type:** Competitive.
- **Federal Share:** Up to 80 percent, with flexibility for higher shares based on various project specifications. Further information in the NOFO below. TTP funds may be used to meet matching or cost participation requirements.
- **Eligible projects/activities:**
- **Additional Information and Assistance**
 - ◇ No Benefit Cost Analysis Requirement.
 - ◇ Program website: **America's Byways (dot.gov)**
 - ◇ NOFO link: (closes June 20) **<https://www.grants.gov/web/grants/view-opportunity.html?oppld=338707>**



Whitshed road bridge.
Cordova, Alaska.

Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP)

- **Purpose:** Provide an opportunity to address significant challenges across the nation for transportation facilities that serve Federal and Tribal lands.

- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$130 million	\$55 million	\$55 million	\$55 million	\$55 million

- **Program Type:** Competitive.
- **Federal Share:** Up to 100 percent. TTP funds may be used to meet matching or cost participation requirements.
- **Eligible projects/activities:** Construction, reconstruction, and rehabilitation of nationally-significant projects that have an estimated construction cost of at least \$12.5 million, and within, adjacent to, or accessing Federal and Tribal lands.
- **Additional Information and Assistance**
 - ◇ No Benefit Cost Analysis Requirement.
 - ◇ Program website: <https://highways.dot.gov/federal-lands/programs/>
 - ◇ Requires 50/50 split between Tribal and Federal lands projects under BIL.
 - ◇ Construction projects with an estimated cost equal to and exceeding \$50 million receive priority consideration in the selection process.
 - ◇ BIL established a Federal share for Tribal projects of 100 percent.
 - ◇ BIL reduced the minimum eligible project cost from \$25 million to \$12.5 million.



Green Beret Bridge Replacement.
Northern Cheyenne Tribe.
Big Horn County, Montana.

NEW! Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grants

- **Purpose:** To support resilience improvements, including planning, improvements, community resilience, and evacuation routes, and at-risk coastal infrastructure.

- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$500 million	\$250 million	\$300 million	\$300 million	\$300 million

- **Program Type:** Competitive. Eligible entities must apply to DOT for grants.
- **Federal Share:** up to 80 percent, with flexibility for higher shares based on various project specifications. Further information to follow. TTP funds may be used to meet matching or cost participation requirements.
- **Eligible projects/activities:** Projects may include the use of natural infrastructure or the construction or modification of storm surge, flood protection, or aquatic ecosystem restoration elements that are functionally connected to a transportation improvement. Resilience planning activities, including resilience improvement plans, evacuation planning and preparation, and capacity-building, construction activities (oriented toward resilience), construction of (or improvement to) evacuation routes.
- **Additional Information and Assistance**
 - ◇ DOT and FHWA are working expeditiously to stand up this program. NOFOs, Fact Sheets and Guidance will be populated on the [FHWA BIL website](#) as it becomes available.



NEW!

Reconnecting Communities Pilot

- **Purpose:** Restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity.

- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Planning	\$50 million	\$50 million	\$50 million	\$50 million	\$50 million
Capital Construction	\$145 million	\$148 million	\$150 million	\$152 million	\$155 million
Total	\$195 million	\$198 million	\$200 million	\$202 million	\$205 million

- **Program Type:** Competitive.
- **Federal Share:** Up to 80 percent. TTP funds may be used to meet matching or cost participation requirements.
- **Eligible projects/activities:**
The program makes available two types of grants:
 - ◇ Planning grants of up to \$2 million.
 - ◇ Capital construction grants of \$5 million or greater.
- **Additional Information and Assistance**
 - ◇ Owners of eligible facilities are eligible to apply for these grants, and they may partner with any entity eligible for a planning grant. Such projects could include the removal and replacement of an eligible facility.
 - ◇ Program website: <https://www.transportation.gov/grants/reconnecting-communities>

Oglala Sioux Tribe.
Cheyenne River Bridge Replacement Project.
Custer County, South Dakota.



NEW!

Reduction of Truck Emissions at Port Facilities

- **Purpose:** To reduce truck idling and emissions at ports, including through the advancement of port electrification.

- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$80 million	\$80 million	\$80 million	\$80 million	\$80 million

- **Program Type:** Competitive.
- **Federal Share:** 80 percent. TTP funds may be used to meet matching or cost participation requirements.
- **Eligible projects/activities:** The program includes competitive grants to test, evaluate, and deploy projects that reduce port-related emissions.
- **Additional Information and Assistance**
 - ◇ BIL does not specify which entities would be eligible to apply.
 - ◇ Study: The program also includes a study to address how ports and intermodal port transfer facilities would benefit from increased opportunities to reduce emissions at ports, and how emerging technologies and strategies can contribute.
 - ◇ DOT and FHWA are working expeditiously to stand up this program. NOFOs, Fact Sheets and Guidance will be populated on the **FHWA BIL website** as it becomes available.

Green Beret Bridge Replacement.
Northern Cheyenne Tribe.
Big Horn County, Montana.



NEW!

Rural Surface Transportation Grants

- **Purpose:** Improve and expand surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve the quality of life.

- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$300 million	\$350 million	\$400 million	\$450 million	\$500 million

- **Program Type:** Competitive.
- **Federal Share:** 80 percent, with flexibility for higher shares based on various project specifications. See NOFO for further details. TTP funds may be used to meet matching or cost participation requirements.
- **Eligible projects/activities:**
 - ◇ Highway, bridge or tunnel projects eligible under National Highway Performance Program (NHPP), Surface Transportation Block Grant (STBG) Program, or the Tribal Transportation Program;
 - ◇ Highway freight projects eligible under the National Highway Freight Program;
 - ◇ Highway safety improvement projects; and
 - ◇ Highway and bridge projects that improve access and support the rural economy, among others.
- **Additional Information and Assistance**
 - ◇ The BIL defines a “rural area” as “an area that is outside an urbanized area with a population of over 200,000.”
 - ◇ Maximum grant amount is \$25 million.
 - ◇ Program website: <https://www.transportation.gov/grants/rural-surface-transportation-grant>
 - ◇ NOFO: <https://www.grants.gov/web/grants/view-opportunity.html?oppld=338856>

NEW!

Safe Streets and Roads for All

- **Purpose:** Support local initiatives to prevent transportation-related deaths and serious injuries.

- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$1 billion	\$1 billion	\$1 billion	\$1 billion	\$1 billion

- **Program Type:** Competitive.
- **Federal Share:** Up to 80 percent.
- **Eligible projects/activities:** Grant funding may be used for planning grants to develop comprehensive safety action plans, and 40 percent of the funding is set aside for this use each fiscal year. Funding may also be used for planning, design, and development activities for infrastructure projects and other strategies identified in such action plans.
- **Additional Information and Assistance**
 - ◇ Program website: <https://www.transportation.gov/SS4A>



Traffic Calming Ahead sign.
Salt River Pima-Maricopa Indian Community.
Scottsdale, Arizona.

Strengthening Mobility and Revolutionizing Transportation (SMART) Program

- **Purpose:** Conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.

- **Funding:** \$500 million

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$100 million	\$100 million	\$100 million	\$100 million	\$100 million

- **Program Type:** Competitive.
- **Eligible projects/activities:** May be used to carry out a project that demonstrate at least one of the following: coordinate automation, connected vehicles, intelligent sensor-based infrastructure, system integration, commerce delivery and logistics, leveraging use of innovative aviation technology, smart grid, and smart technology traffic signals.
- **Additional Information and Assistance**
 - ◇ DOT is working expeditiously to stand up this program. NOFO is expected in the second or third quarter of 2022. https://www.whitehouse.gov/wp-content/uploads/2022/01/BUILDING-A-BETTER-AMERICA_FINAL.pdf#page=81



Salt River Pima-Maricopa Indian Community Sidewalks. Scottsdale, Arizona.

Transportation Alternatives

- **Purpose:** Set-Aside from the **Surface Transportation Block Grant** (STBG) Program to provide funding for a variety of generally smaller-scale transportation projects.
- **Funding:** Of note, the funding for the Transportation Alternatives Program is provided to State DOTs per statute. Please reach out to your respective State DOT for specifics on their TA funding opportunities.

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$1.384 billion	\$1.411 billion	\$1.439 billion	\$1.468 billion	\$1.498 billion

- **Program Type:** Competitive.
- **Federal Share:** Up to 80 percent, with flexibility for higher shares. See Fact Sheet link below. TTP funds may be used to meet matching or cost participation requirements.
- **Eligible activities:** Pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.
- **Additional Information and Assistance**
 - ◇ No Benefit Cost Analysis Requirement.
 - ◇ Funding for this program is provided to State DOTs per statute. Please reach out to your respective State DOT for specifics on funding opportunities.
 - ◇ Program website: https://www.fhwa.dot.gov/environment/transportation_alternatives/
 - ◇ Fact Sheet: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/ta.cfm>

CMGC Project.
Pueblo of Acoma, New Mexico.



NEW!

Wildlife Crossing Pilot Program

- **Purpose:** Fund projects that seek to reduce the number of wildlife-vehicle collisions and improve habitat connectivity.

- **Funding:**

Fiscal Year (FY)	2022	2023	2024	2025	2026
Amount	\$60 million	\$65 million	\$70 million	\$75 million	\$80 million

- **Program Type:** Competitive.
- **Federal Share:** Up to 80 percent. TTP funds may be used to meet matching or cost participation requirements.
- **Eligible projects/activities:** Projects likely to protect motorists and wildlife by reducing the number of wildlife-vehicle collisions and improve habitat connectivity for terrestrial and aquatic species.
- **Additional Information and Assistance**
 - ◇ DOT and FHWA are working expeditiously to stand up this program. NOFOs, Fact Sheets and Guidance will be populated on the **FHWA BIL website** as it becomes available.
 - ◇ Not less than 60 percent of grant funds each fiscal year are reserved for projects in rural areas.



Cabazon Road Grading and Drainage Improvements, installation of cattle guard underpass. Pueblo of Zia, New Mexico.



North Valley Creek Bridge
Replacement.
Flathead Indian Reservation
Arlee, Montana.



U.S. Department of Transportation
Federal Highway Administration

Office of Tribal Transportation