

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

0220-05912-0000

Date: December 17, 2021

To: Honorable Members of the City Council

From: Matthew W. Szabo, City Administrative Officer

Sharon Tso, Chief Legislative Analyst

Subject: **INFRASTRUCTURE INVESTMENT AND JOBS ACT FUNDING  
OPPORTUNITIES (C.F. 21-1015)**

### **RECOMMENDATION**

That the City Council note and file this report as it is for informational purposes only.

### **SUMMARY**

The Infrastructure Investment and Jobs Act provides \$1.2 trillion to improve roads, bridges, pipes, ports, airports, broadband, and other public infrastructure nationwide over the next 10 years. Council instructed the Offices of the City Administrative Officer and the Chief Legislative Analyst to report on the available categories and criteria of funding opportunities provided in the bill. To the extent information is available, Attachment 1 Summary of Relevant Funding Opportunities provides a list of opportunities to which the City may qualify and highlights grant opportunities the City may apply for with the federal government. Many of the competitive grant programs are new, and it is anticipated that funding procedures and guidelines will be released in the months to come as federal agencies begin the process of establishing these new programs. In addition, for formula grants that will be distributed from the federal government through the State, it is anticipated that the state agencies may also require time to set up the necessary administrative procedures to properly distribute and monitor these funds. Our Offices will continue to monitor funding opportunities and provide updates to Attachment 1 to both the Council and City Departments as information becomes available.

### **BACKGROUND**

#### **1. Basis for Report.**

This report is in response to Council-adopted Motion (Krekorian - Blumenfield - O'Farrell - Martinez - Harris-Dawson - Price - Cedillo) instructing the City Administrative Officer and the Chief Legislative Analyst to report within 15 days of final passage of the federal infrastructure bill on the available categories and criteria for funding and to relay that information to the Council and all City departments including proprietaries (C.F. 21-1015).

## 2. Summary on the Infrastructure Bill.

On November 15, 2021, President Biden signed HR 3684 (deFazio), the Infrastructure Investment and Jobs Act (IIJA), into law. The bill will provide \$1.2 trillion in funding to improve roads, bridges, pipes, ports, airports, broadband, and other public infrastructure nationwide over a 10-year period.

Of the \$1.2 trillion in total funding in the IIJA, \$973 billion is programmed over the next five years, including \$552 billion in new spending beyond baseline federal spending levels. Table 1 below summarizes the \$552 billion in new federal investments followed by a description of each broad category. Table 2 provides a further breakdown of the Transportation funding category and is also followed by a description of each subcategory.

Table 1 IIJA Major Funding Categories Summary	
Funding Category	Funding (in Billions)
Broadband	\$ 65.0
Energy and Power	73.0
Environmental Remediation	21.0
Resiliency	46.0
Water Infrastructure	55.0
Western Water Infrastructure	8.3
Transportation	284.0
<b>GRAND TOTAL</b>	<b>\$ 552.3</b>

- **Broadband.** Funds to improve broadband internet access in rural areas and make high-speed internet more available for lower income households and tribal communities.
- **Energy and Power.** Includes the Energy Infrastructure Act, which includes funds for grid reliability and resiliency and support for a Grid Deployment Authority; critical minerals and supply chains for clean energy technology; key technologies like carbon capture, hydrogen, direct air capture, and energy efficiency; and energy demonstration projects from the Energy Act of 2020.
- **Environmental Remediation.** Funds to clean up brownfield and superfund sites, reclaim abandoned mine lands, and plug orphan oil and gas wells, improving public health and creating good-paying jobs.

- **Resiliency.** Funding for cybersecurity to address critical infrastructure needs, waste management, flood and wildfire mitigation, drought, and coastal resiliency, ecosystem restoration, heat stress, and weatherization.
- **Water Infrastructure.** Funding for the Drinking Water and Wastewater Infrastructure Act of 2021. Provides funding for lead service line replacement and to address per-and polyfluoroalkyl substances (PFAS), chemicals found in various consumer goods that can leach through soil and contaminate drinking water. Supports water infrastructure in tribal communities.
- **Western Water Infrastructure.** Funds for the Bureau of Reclamation western water infrastructure, including for aging infrastructure, water storage, water recycling and reuse, the WaterSMART program, which funds water conservation and water management planning efforts and drought contingency plans.
- **Transportation.** Funds the improvement and modernization of the nation's transportation infrastructure. This category represents over 50 percent of the new IIJA spending. Table 2 provides a further breakdown of the Transportation funding followed by a description of each subcategory.

Table 2 Transportation Funding Category Breakdown (Funding in Billions)	
Airports	\$ 25.0
Clean Buses and Ferries	7.5
Electric Vehicle Chargers	7.5
Ports and Waterways	17.0
Passenger and Freight Rail	66.0
Reconnecting Communities	1.0
Roads and Bridges	110.0
Safety	11.0
Public Transit	39.0
<b>TOTAL</b>	<b>\$ 284.0</b>

- **Airports.** Increases funds for an Airport Improvement grant program for runways, gates, and taxiways as well as a new Airport Terminal Improvement program for terminals, concessions, and multimodal connections. Improves Air Traffic Control infrastructure.
- **Clean Buses and Ferries.** Funding for the replacement of existing school buses with zero emission and clean school buses and replacement of existing ferries with low carbon ferries and to assist states with operational costs for essential rural ferries.

- **Electric Vehicle Chargers.** Funds for alternative fuel corridors and to build out a national network of electric vehicle charging infrastructure to facilitate long distance travel and to provide convenient charging locations.
- **Ports and Waterways.** Funding for waterway and coastal infrastructure, inland waterway improvements, port infrastructure, and land ports of entry through the Army Corps of Engineers, Department of Transportation, Coast Guard, General Services Administration, and Department of Homeland Security.
- **Passenger and Freight Rail.** Provides funding for the Amtrak National Network for new service and dedicated funding to the Northeast Corridor. Increases funding for freight rail and safety.
- **Reconnecting Communities.** Funds for projects that remove barriers to opportunity caused by legacy infrastructure.
- **Roads and Bridges.** Includes the Surface Transportation Reauthorization Act and Surface Transportation Investment Act. Funds a new, dedicated grant program to replace and repair bridges and increases funding for the major project competitive grant programs.
- **Safety.** Funds highway safety programs, pedestrian safety programs, and pipeline safety and repair.
- **Public Transit.** Funds nation's transit system repair backlog. Expands transit systems, supports clean transit options, and increases accessibility for seniors and persons with disabilities.

### 3. Relevant funding opportunities.

Using resources provided by the Mayor's Office, advocacy groups, and federal agencies, our Offices compiled a summary of various programs (Attachment 1) to which the City may potentially qualify for funding over the next five years, except where noted. Attachment 1 is not intended to be a comprehensive list of all the IIJA available funding opportunities. The program description, method of funding distribution, eligible recipients and uses of the funds, anticipated City Department that may qualify for program funding, and other relevant information is provided if this information is currently available.

### 4. New programs and grant guidelines.

At this time, while the skeletal framework of the programs and funding levels have been established, many of the details are still unavailable. It is anticipated that federal agencies will take at least six months to develop guidelines and procedures, and complete other processes relevant to establishing new programs. The timeline for existing programs is expected to be shorter. In addition, many of the funding opportunities are anticipated to flow through the federal-counterpart state agencies, which could potentially lead to a further delay on the timing when the City can apply for funding.

## 5. Next steps.

Our Offices will continue to monitor funding opportunities and provide updates to Attachment 1 as information becomes available. In addition, as part of Council's instruction (C.F. 21-1015), our Offices will further report on developing an internal review process to prioritize applications for federal and state grant infrastructure funding. This will ensure that City departments have consistent instructions. This attachment will be distributed to all City departments. General Managers will be requested to review and identify additional programs to which their departments may qualify for funding and provide our Offices with points of contact for each relevant program. Once the internal review process is approved, all Departments will be requested to provide a list of projects that should be prioritized along with a description and action plan of what steps need to be taken to make the projects more competitive. This will also allow the City to coordinate its efforts, maximize staffing resources, and ensure that Mayor and Council priorities are reflected in the applications.

## **FISCAL IMPACT STATEMENT**

This report is for informational purposes only and will not result in a General Fund impact.

## **FINANCIAL POLICIES STATEMENT**

To the extent that this report provides a resource for City Departments to pursue potential federal and state grant opportunities while also taking into consideration the financial support of these programs beyond grant funding, it is in compliance with the City's Financial Policies.

Attachment 1 - Summary of Relevant Funding Opportunities

Categories	Program	Competitive/ Formula	Eligible Recipients	Eligible Uses/Notes	Five-Year Program Amount (in Billions)	Potential Relevant City Departments
Broadband	Broadband Equity, Access, and Deployment Department of Commerce, National Telecommunications and Information Administration (NTIA)	Formula	States, territories, and DC	A formula-based grant program to states, territories and the District of Columbia to build broadband infrastructure to provide service to unserved and underserved areas, anchor institutions, and multi-tenant buildings with a substantial number of unserved or underserved households. States may make subgrants in accordance with plans as approved by NTIA. The program does not favor particular technologies or providers. Projects would have to meet a minimum download/upload build standard of 100/20 megabits per second.  Projects will have a federal share of 75 percent. Funding includes 10 percent set-aside for high-cost areas and each state and territory receives an initial minimum allocation. Funding provided in FY2022 only. If a state fails to apply for funding, a local government could apply on their behalf.	42.45	ITA
Broadband	Enabling Middle Mile Broadband Infrastructure Department of Commerce, National Telecommunications and Information Administration	Competitive	State, <b>political subdivision of a state</b> , tribal government, telecommunications companies, <b>electric</b> utilities, utility cooperative, etc.	Program for the construction, improvement or acquisition of middle-mile infrastructure. The "middle mile" refers to the installation of a dedicated line that transmits a signal to and from an internet Point of Presence. Competition of middle-mile routes is necessary to reach unserved areas, reduce capital expenditures, and lower operating costs. Applications that connect middle mile and last mile networks or plan to provide service in unserved areas, among other criteria, will be prioritized.	1.00	TBD
Broadband	Broadband Grant Program Digital Equity Grant Program and State Digital Equity Capacity Department of Commerce, National Telecommunications and Information Administration	Competitive	State, <b>local</b> , and tribal governments, non-Profit organizations, schools, entity that carries out a workforce development program	Department of Commerce's competitive Digital Equity Grant Program (\$1.25 B). Grants to support efforts to achieve digital equity, promote digital inclusion activities, and spur greater adoption of broadband among covered population.  State Digital Equity Capacity Grant Program (\$1.5 B) is broken into planning and capacity grants. The planning grants provide funding to states to develop digital equity plans, which are required in order for states to be eligible for the capacity grants. Capacity grants are designed to provide states with funding to support their digital inclusion priorities, strategies, and initiatives.  Projects will have a federal share of 90 percent.	2.75	BSL, ITA, Aging, DOD, EWDD, LAPL
Energy and Power	Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program DOT, Office of the Secretary	Competitive	State; <b>political subdivision of a State</b> ; metropolitan planning organization; public transit agency or authority; public toll authority; tribe; group of eligible entities	Program provides funding for demonstration projects that incorporate innovative transportation technologies or uses of data to improve transportation efficiency and safety  Eligible projects include coordinated automation; connected vehicles; intelligent, sensor-based infrastructure; systems integration; commerce delivery and logistics; drones, smart grid technologies; both development and construction phase activities are eligible costs.	3.00	DOT, ITA
Energy and Power	Carbon Utilization Program (NEW) Department of Energy	Competitive	State, unit of <b>local government</b> , public utility or agency	Program to procure and use products derived from captured carbon oxides and demonstrate significant net reductions in lifecycle greenhouse gas emissions compared to incumbent technologies, processes and products. An eligible entity shall use grant funds to procure and use commercial or industrial products that use or are derived from anthropogenic carbon oxides; and demonstrate significant net reductions in lifecycle greenhouse gas emissions compared to incumbent technologies, processes, and products.	0.31	GSD (Fuel), LAFD (fire extinguishers)
Energy and Power	Carbon Dioxide Transportation Infrastructure Finance and Innovation (CIFIA) Program (NEW) Department of Energy (DOE)	Loans	Entity proposing to carry out the project submits a letter of interest prior to submission of an application and project meets program criteria	Program will provide flexible, low-interest loans for carbon dioxide transport infrastructure projects and grants for initial excess capacity on new infrastructure to facilitate future growth.  Eligible projects include those for common carrier carbon dioxide transportation infrastructure or associated equipment, including pipeline, shipping, rail, or other transportation infrastructure and associated equipment, that will transport or handle carbon dioxide captured from anthropogenic sources or ambient air.	2.10	TBD
Energy and Power	Transmission Facilitation Program (NEW) Department of Energy (DOE)	Loans	Entity seeking to carry out an eligible project	Provides \$2.5 billion to establish a revolving loan fund to facilitate the construction of new or replacement power transmission lines. The DOE may enter into contracts of up to 50 percent of planned capacity, which it may sell after determining the project has reached sufficient financial viability. The DOE may also enter into public-private partnerships for eligible projects.	2.50	DWP
Energy and Power	Battery Material Processing Grants Department of Energy, Office of Fossil Energy	Competitive	States and <b>local governments</b>	Program aims to improve the recycling rates and second-use adoption rates of electric drive vehicle batteries.  Eligible research, development, and testing include, but is not limited to: Technology to increase the efficiency of electric vehicle battery recycling and maximize the recovery of critical materials; Expanded uses for critical materials recovered from EV batteries; Product design and construction to facilitate disassembly and recycling; Strategies to increase consumer participation in recycling; Second uses of EV batteries; Commercialization and scale-up of battery recycling technologies  Other eligible projects include: Demonstration projects for advanced battery component manufacturing and recycling (no less than \$50 million); Construction of one or more new commercial-scale advanced battery component manufacturing or recycling facility (no more than \$100 million); Reloading, retrofitting or expanding existing battery processing facilities (no more than \$50 million)  The IIJA also establishes within the Office of Energy Efficiency and Renewable Energy a battery manufacturing and recycling grant program to support and sustain a North American battery supply chain, continues the Lithium-Ion Battery Recycling Prize and convene a task force on battery producer requirement, and establishes several programs within the Department of Energy (DOE) that would provide grants for battery recycling research, development and demonstration, states and units of local government to assist in the establishment or enhancement of State battery collection, recycling, and reprocessing programs and retailers that sell batteries for the implementation or establishment of a system to collect used batteries.  Funding authority includes \$3 billion for FY22-26 for battery material processing grants, \$3 billion for FY22-26 for battery manufacturing and recycling grants, \$10 million for FY22 for the recycling prize, and \$125 million for the battery recycling programs at DOE.	6.14	LASAN



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Energy and Power	Energy Efficiency and Conservation Block Grant Program Department of Energy, Office of Energy Efficiency and Renewable Energy	Competitive Formula	State, local, tribal, and territorial governments	Program provides funding for eligible projects which includes: 1) development and implementation of energy efficiency and conservation programs for buildings and facilities within the jurisdiction of the eligible entity (a) design and operation of the programs; (b) identifying the most effective methods for achieving maximum participation and efficiency rates; (c) public education; (d) measurement and verification protocols; and (e) identification of energy efficient technologies; 2) development and implementation of programs to conserve energy used in transportation, including use of flex time by employers; development of infrastructure, such as bike lanes and pathways and pedestrian walkways; synchronization of traffic signals; and other measures that increase energy efficiency and decrease energy consumption; 3) development and implementation of building codes and inspection services to promote building energy efficiency; 4) replacement of traffic signals and street lighting with energy efficient lighting technologies, including light emitting diodes; and any other technology of equal or greater energy efficiency; 5) development, implementation, and installation on or in any government building of the eligible entity of onsite renewable energy technology that generates electricity from renewable resources, including (a)solar energy; (b)wind energy; (c)fuel cells; and (d)biomass.  Expanded eligible projects include 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	0.55	GSD, Personnel, CAO, LADBS, DOT, LASAN, BSL
Energy and Power	Hydropower Related Incentives	Competitive	Operators of qualified facilities	Funding provided in FY 2022 only.  Hydroelectric efficiency improvement incentives: \$75 million is authorized in FY 2022 for hydroelectric efficiency improvement incentives. Owner or operator of a turbine or other generating device which generates hydroelectric energy for sale that will be added to an existing dam or conduit are eligible for these funds.  Hydroelectric capital improvement incentives: \$553.6 million is authorized in FY 2022 for incentive payments to the owners and operators of hydroelectric facilities for capital improvements related to maintaining and enhancing hydroelectricity generation by improving grid resiliency, improving dam safety, and environmental improvements. Owners or operators of hydroelectric facilities at existing dams are eligible for these payments to make the capital improvements.	0.63	TBD
Energy and Power	Energy Efficiency Revolving Loan Fund Capitalization Grant Program Department of Energy	Loans Competitive	States	Program to conduct commercial energy audits, residential energy audits, or energy upgrades or retrofits	0.25	DWP, GSD
Energy and Power	Regional Direct Air Capture Hubs (NEW) Carbon Removal Department of Energy	Unknown	Direct air capture projects or a component project of a regional direct air capture hub	Program for projects that contribute to the development of four regional direct air capture hubs. Applications will be solicited no later than 180 days after enactment.	3.50	TBD
Energy and Power	Regional Clean Hydrogen Hubs Department of Energy	Competitive	Open	Program to develop at least four regional clean hydrogen hubs to demonstrate the production, processing, delivery, storage, and end-use of clean hydrogen.	8.00	TBD
Energy and Power	Carbon Capture Technology Program Department of Energy, National Energy Technology Laboratory	Competitive	Industry stakeholders, including any industry stakeholder operating in partnership with the National Laboratories, institutions of higher education, multi-institutional collaborators, and other appropriate entities.	Program for the development of transformational technologies that will significantly improve the efficiency, effectiveness, costs, emissions reductions, and environmental performance of coal and natural gas use, including in manufacturing and industrial facilities. The ILJA expands DOE's Program to include front-end engineering and design (FEED) for carbon dioxide transport infrastructure necessary to deploy Carbon Capture Utilization and Storage (CCUS) technologies.	0.10	TBD
Energy and Power	Large Scale Carbon Storage Commercialization Program Carbon Storage Validation and Testing	Other	As determined by the Secretary of Transportation	Program provides funding for the development of new or expanded commercial large-scale carbon sequestration projects and associated carbon dioxide transport infrastructure, including funding for the feasibility, site characterization, permitting, and construction stages of project development.	2.50	TBD
Environmental Remediation	Brownfields Restoration Projects Environmental Protection Agency	Competitive	Local, State Governments	Program to assess, safely clean up, and sustainably reuse contaminated properties. All state cost share requirements for this section have been waived.  The funds can be used to carry out Brownfields projects authorized under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This CERCLA funding will be available in grants, interagency agreements and associated program support costs.  Raises grant caps for half of the competitive grant funding under this section to \$600 million. The remaining \$300 million has been dedicated for Brownfields categorical grants to support the development and progress being made under state-led Brownfields efforts.	1.50	BOE, CAO, LASAN
Environmental Remediation	Enhanced Aquifer Use and Recharge Environmental Protection Agency (EPA)	Unknown	State, local, or tribal government and appropriate research center that receives funds must establish a formal research relationship for the purpose of coordinating efforts.	Program, subject to the availability of appropriations, to provide funding to carry out groundwater research on enhanced aquifer use and recharge in support of sole-source aquifers. The Administrator will use not less than 50 percent of any funding made available to provide one grant to a state, local, or tribal government to carry out activities that would directly support that research. The remainder of the funding shall be provided to one research center, which shall establish a formal research relationship for the purpose of coordinating efforts under this program.	0.03	DWP

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Environmental Remediation	Superfund: Environmental Remediation Hazardous Substance Superfund Environmental Protection Agency	Competitive	State and <b>local</b> governments	Program will invest in clean-ups and continue moving forward on remedial actions for Superfund sites. The state's cost-share requirements has been waived and encourages the Administrator to consider the unique needs of Tribal communities with Superfund sites, without changing the process for prioritizing Superfund clean-up sites. <a href="https://www.epa.gov/superfund">https://www.epa.gov/superfund</a>	3.50	TBD
Resiliency	Highway Trust Fund - Promoting Resilient Operations for Transformative, Efficient and Cost Saving Transportation (PROTECT) Program (NEW) Department of Transportation - Federal Highway Administration	Competitive Formula	Formula: State Competitive: State or political subdivision of a state, metropolitan planning organization, unit of <b>local government</b> , tribe government, etc.	Program to improve the resiliency of transportation infrastructure. Planning grants for eligible entities to conduct resilience planning, pre-design, design, or the development of data tools to simulate transportation disruption scenarios, including vulnerability assessments. Resilience grants may be used to construct or improve the ability of an existing surface transportation asset to withstand one or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, wildfires, extreme weather events, and other natural disasters.  In addition to a formula component (\$7.3B), the new PROTECT program will also provide competitive grants (\$1.4B).  The program creates four subgrants to distribute the funds: Planning Grants (\$140 million) Resilience Improvement Grants (\$980 million) Community Resilience and Evacuation Route Grants (\$140 million) At-Risk Coastal Infrastructure Grants (\$140 million)  The federal cost share ranges from 80 to 100 percent for various projects eligible under this section. There are also opportunities to reduce the local match requirements by meeting a voluntary resiliency planning requirement.	8.70	BOE DOT, BSS, LASAN, Planning, POLA
Resiliency	Healthy Streets Program (NEW) Department of Transportation, Federal Highway Administration	Competitive	State, <b>local</b> , and tribal governments, metropolitan planning organizations, and a nonprofit organizations working in coordination with other eligible entities	Program funds may be used for one or more of the following activities: (1) Conducting an assessment of urban heat islands to identify hot spot areas of extreme heat or elevated air pollution. (2) Conducting a comprehensive tree canopy assessment, which shall assess the current tree locations and canopy, including (A) an inventory of the location, species, condition, and health of existing tree canopies and trees on public facilities; and (B) an identification of (i) the locations where trees need to be replaced; (ii) empty tree boxes or other locations where trees could be added; and (iii) flood-prone locations where trees or other natural infrastructure could mitigate flooding. (3) Conducting an equity assessment by mapping tree canopy gaps, flood-prone locations, and urban heat island hot spots as compared to (A) pedestrian walkways and public transportation stop locations; (B) low-income communities; and (C) disadvantaged communities. (4) Planning activities, including developing an investment plan based on the results of the assessments carried out under paragraphs (1), (2), and (3). (5) Purchasing and deploying cool pavements to mitigate urban heat island hot spots. (6) Purchasing and deploying porous pavement to mitigate flooding and stormwater runoff in (A) pedestrian-only areas; and (B) areas of low-volume, low-speed vehicular use. (7) Purchasing of trees, site preparation, planting of trees, ongoing maintenance and monitoring of trees, and repairing of storm damage to trees, with priority given to (A) to the extent practicable, the planting of native species; and (B) projects located in a neighborhood with lower tree cover or higher maximum daytime summer temperatures compared to surrounding neighborhoods. (8) Assessing underground infrastructure and coordinating with local transportation and utility providers. (9) Hiring staff to conduct any of the activities described in paragraphs (1) through (8).  Priority will be given to eligible entities that propose projects to be carried out in a low income or disadvantaged community, has entered into a community benefits agreement with community representatives, or partnered with a qualified youth or conservation corps. The federal cost share for this program is 80 percent, with a waiver of up to 100 percent available at the discretion of USDOT. Maximum grant award is \$15 million.	0.50	BSS, RAP, Planning, BOE, GSD, BPW, LASAN
Resiliency	Preventing Outages and Enhancing the Resilience of the Electric Grid Grant Program (NEW) Department of Energy	Competitive	<b>Electric grid operator</b> , electric storage operator, electric generator, transmission owner or operator, distribution provider or fuel supplier are eligible to apply for the program.	Program to carry out a variety of eligible activities to reduce the likelihood and consequence of impacts to the electric grid due to extreme weather, wildfire and natural disaster.  Eligible activities should be supplemental to existing hardening efforts of the eligible entity planned for any given year; and reduce the risk of any power lines owned or operated by the eligible entity causing a wildfire; or increase the ability of the eligible entity to reduce the likelihood and consequences of disruptive events.  Grants are eligible for applications no later than 180 days after enactment	5.00	DWP
Resiliency	Weatherization Assistance Program Department of Energy, Office of Energy Efficiency and Renewable Energy	Competitive	State and tribal government. <b>Local government</b> may apply if a state fails to apply within 90 days on which final regulations are promulgated.	Program to increase the energy efficiency of dwellings owned or occupied by low-income persons, reduce their total residential energy expenditures, and improve their health and safety, especially low-income persons who are particularly vulnerable such as the elderly, the handicapped, and children.  Eligible projects include those that repair or replace cooling and heating systems and ducts, repair or replace water heaters, install insulation, repair roof and wall leaks, install and replace inefficient lighting systems, perform combustion appliance safety testing, repair and replace vent systems, evaluate for mold and moisture hazards, install mechanical ventilation to ensure adequate indoor air quality.  <a href="https://www.energy.gov/eere/wap/weatherization-assistance-program">https://www.energy.gov/eere/wap/weatherization-assistance-program</a>	3.50	DWP, CIRD, DOD, Aging



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Categories	Program	Competitive/ Formula	Eligible Recipients	Eligible Uses/Notes	Five-Year Program Amount (in Billions)	Potential Relevant City Departments
Resiliency	Wildfire Risk Mitigation	Unknown	Unknown	<p>\$3.4 billion will be directed to the U.S. Forest Service and the U.S. Department of the Interior to reduce the threat of wildfire on federal lands through mechanical thinning, timber harvests, prescribed burns, community wildfire protection grants and collaborative led projects. Agencies will have to come up with a plan to treat 10 million acres of forestland by 2027 for wildfire risk reduction within the Wildland-Urban Interface and near critical drinking water sources.</p> <p>The bill creates a new categorical exclusion for forest management activities to establish fuel breaks to protect critical infrastructure from wildfire, including roads, water infrastructure, pipelines and transmission lines.</p> <p>An additional \$2.1 billion is provided for ecosystem restoration through Good Neighbor Agreements, invasive species eradication, cross-boundary management projects and stewardship contracts.</p> <p>Program is established to prioritize maintenance of authorized roads and trails within the National Forest System.</p>	5.50	LAFD
Resiliency	US Forest Service Legacy Roads and Trail Remediation Program (NEW)	Unknown	Unknown	<p>Additionally, the Forest Service will be allowed to decommission existing and previously closed roads and trails after proposed closures have undergone public comment, and the agency ensures closures do not impede resource, recreational or emergency access. The Forest Service will also be able to close some unauthorized user-created roads and trails not identified on agency maps, which may create conflict with users, local governments and other interested parties.</p>	0.25	RAP
Resiliency	Cybersecurity Grant Program Rural and Municipal Utility Advanced Cybersecurity Grant and Technical Assistance Program Department of Energy	Competitive	A rural electric cooperative, a utility owned by a political subdivision of a State, such as a municipally owned electric utility, a utility owned by any agency, authority, corporation, or instrumentality of 1 or more political subdivisions of a State, and etc.	<p>Program provides grants and technical assistance for utilities to detect, respond to, and recover from cybersecurity threats.</p> <p>Eligible recipients can apply for competitive grants and technical assistance, as well as to enter into cooperative agreements with other eligible entities to meet the program's goal of protecting and responding to cyber threats against electric utility systems.</p>	0.25	DWVP
Resiliency	Enhanced Grid Security (NEW) Department of Energy in consultation with Department of Homeland Security	Unknown	Utilities	<p>Cybersecurity for the Energy Sector RD&amp;D program (\$250 million). Program to develop advanced cybersecurity applications and technologies for the energy sector.</p> <p>Energy Sector Operational Support for Cyber Resilience Program (\$50 million). Program to enhance and test emergency response capabilities of DOE</p> <p>Modeling and Assessing Energy Infrastructure Risk (\$50 million). Program to increase the functional preservation of electric grid operations or natural gas and oil operations in the face of threats and hazards</p>	0.35	DWVP
Resiliency	State and Local Cybersecurity Grant Program (NEW) Department of Homeland Security	Formula	From states to Recipients (Local government)	Program provides grants to support state cybersecurity planning and coordination, and to improve cybersecurity preparedness of local governments. Local governments are eligible for these funds as subgrantees of states following apportionments made to states by the U.S. Department of Homeland Security based on total population and rural population figures.	1.30	ITA
Resiliency	Safeguarding Tomorrow Through Ongoing Risk Mitigation (STORM) Act	Other	States	The STORM Act provides capitalization grants to States to establish revolving funds to provide hazard mitigation assistance to reduce risks from disasters and natural hazards, and other related environmental harm.	0.50	TBD
Resiliency	Building Resilient Infrastructure and Communities (BRIC) Program Department of Homeland Security, Federal Emergency Management Agency (FEMA)	Competitive	States, local communities, tribes, and territories.	<p>Program replaces the FEMA Pre-Disaster Mitigation Program, provides funding to strengthen the resilience of critical infrastructure, such as transportation, energy, water supply and communications; undertake hazard mitigation projects; and, reduce the risks from disasters and natural hazards. The projects will have a 75 percent federal cost share.</p> <p><a href="https://www.fema.gov/grants/mitigation/building-resilient-infrastructure-communities">https://www.fema.gov/grants/mitigation/building-resilient-infrastructure-communities</a>  <a href="https://www.fema.gov/fact-sheet/notice-funding-opportunity-fiscal-year-2021-building-resilient-infrastructure-and">https://www.fema.gov/fact-sheet/notice-funding-opportunity-fiscal-year-2021-building-resilient-infrastructure-and</a></p>	1.00	POLA, DWP, Airport, EMD, DOT, ITA
Resiliency	Program Upgrading Our Electric Grid Reliability and Resiliency Department of Energy and FERC	Competitive	States, local, and tribal governments, public utility commission.	Program provides Federal financial assistance to demonstrate innovative approaches to transmission, storage, and distribution infrastructure to harden resilience and reliability and to demonstrate new approaches to enhance regional grid resilience, implemented through States by public and publicly regulated entities on a cost-shared basis.	6.00	DWVP
Resiliency	Consumer Recycling Education and Outreach Grant Program (NEW) RECYCLE Act (S.923) Environmental Protection Agency	Competitive	State, local, and tribal governments, a nonprofit organization, or a public-private partnership.	Energy Infrastructure Federal Financial Assistance Program (\$5 billion) Rural or Remote Areas (\$1 billion)	0.08	LASAN
Resiliency	Save Our Seas Act 2.0, Post-Consumer Materials Management Grants (NEW) Environmental Protection Agency	Competitive	State, local, and tribal governments and public water systems.	Program focused on improving material recycling, recovery, management and reduction by helping educate households and consumers about their residential and community recycling program. This helps decrease contamination in the recycling stream and helps support recycling infrastructure.	0.28	DWVP, LASAN
Resiliency	State, Local, Tribal, and Territorial (SLTT) Grant Program Federal Emergency Management Agency (FEMA) in consultation with CISA acting as the subject matter expert	Competitive	State, local, tribal, and territorial governments	Program to provide Federal cybersecurity assistance to state, local, tribal, and territorial entities.	1.00	ITA

Attachment 1 reflects opportunities funded by both new (\$552 B) and baseline (\$421 B) spending levels included in the IJA over the next five years.

Attachment 1 - Summary of Relevant Funding Opportunities

Categories	Program	Competitive/ Formula	Eligible Recipients	Eligible Uses/Notes	Five-Year Program Amount (in Billions)	Potential Relevant City Departments
Resiliency	Cost-effective codes implementation for efficiency and resilience (NEW) Department of Energy, Building Technologies Office	Competitive	Relevant state agency or partnership	Program to enable sustained, cost-effective implementation of updated building energy codes	0.23	BOE
Resiliency	Cyber Response and Recovery Fund Department of Homeland Security, Cybersecurity and Infrastructure Security Agency (CISA)	Unknown	Public and Private networks subject to cyberattacks/ breaches.	This provision allows the Secretary of Homeland Security to declare a Significant Incident following a breach of public and private networks and a fund that allows the CISA to provide direct support to public or private entities as they respond and recover from significant cyberattacks and breaches.	0.10	ITA, POLA
Resiliency	USDA Natural Resources Conservation Service Watershed Program Department of Agriculture	Unknown	Federal, state, <b>local</b> , and tribal governments	Program provides \$500 million for Watershed and Flood Prevention Operations (WFPO) and \$118 million for Watershed Rehabilitation Programs. Both programs are critically important to Western and Midwestern states being hit by drought. WFPO helps units of federal, state, local, and tribal governments protect and restore watersheds up to 250,000 acres.	0.62	DWP
Resiliency	Midsize and Large Drinking Water System Infrastructure Resilience and Sustainability Program (NEW)	Competitive	<b>Public water system that serves a community with a population of 10,000 or more</b>	Program for public water systems serving 10,000 or more individuals to improve resilience to natural hazards and to address cybersecurity vulnerabilities. Eligible uses of funds would include various water conservation, desalination, construction, and watershed management activities, among other.	0.25	DWP
Resiliency	National Flood Insurance Fund - Flood Mitigation Assistance Grants Department of Homeland Security, Federal Emergency Management Agency	Competitive	State and <b>local</b> governments	Program for projects that reduce or eliminate the risk of repetitive flood damage to buildings insured by the National Flood Insurance Program.	3.50	BOE
Transportation - Airports	Airport Improvement Program - Airport Infrastructure Grants Department of Transportation, Federal Aviation Administration	Competitive Formula	<b>Airport</b>	Program provides funding for runways, taxiways, terminal development projects, noise, multimodal, or airport-owned towers. The bill also clarifies that no AIP funds can go toward debt service.	15.00	LAWA
Transportation - Airports	Groundside Airport Improvements (NEW) - Airport Terminal Program Department of Transportation, Federal Aviation Administration	Competitive	<b>Airport</b>	Program for terminal development and other landside projects including terminal projects for small hub airports, non-hub, and nonprimary airports guaranteeing that communities of all sizes benefit.  Eligible projects include on-airport rail access projects; and relocating, reconstructing, repairing or improving an airport-owned traffic control tower.  The federal cost share of a project will be 80 percent for large and medium-size airports and 95 percent for small and nonprimary airports. Projects that would increase access and capacity will be prioritized.	5.00	LAWA
Transportation - Airports	Air Traffic Control Infrastructure Federal Aviation Administration (FAA)	Unknown	FAA-owned ATC facilities	Funding to upgrade Federal Aviation Administration (FAA) air traffic control facilities and equipment.	5.00	LAWA
Transportation - Clean Buses and Ferries	Grants for Buses and Bus Facilities Program	Competitive Formula	State and <b>Local governments</b>	Program provides funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program, the Low or No Emission competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.	5.87	DOT
Transportation - Electric Vehicle Chargers	Charging and Fueling Infrastructure Grants (NEW) - Alternative Fuel Corridors Department of Transportation, Federal Highway Administration	Competitive	State, <b>local</b> , tribal and territorial governments; metropolitan planning organization; special purpose district or public; transportation authorities; entity owned by eligible entities; group of eligible entities	Program provides funding to contract with a private entity for acquisition and installation of publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, or natural gas fueling infrastructure that is directly related to the charging or fueling of a vehicle. The infrastructure must be located within a designated alternative fuel corridor. A portion of the funds may be used to provide to a private entity operating assistance for the first 5 years of operations after the installation of publicly available electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, or natural gas fueling infrastructure while the facility transitions to independent system operations.	2.50	DOT, GSD
Transportation - Ports and Waterways	Reduction of Truck Emissions at Port Facilities (NEW) Department of Transportation, Federal Highway Administration	Competitive	Ports and intermodal port transfer facilities.	Program to reduce idling and emissions at port facilities. The federal cost share for this program is 80 percent. USDOT will be required to issue a Notice of Funding Opportunity to solicit applications by no later than April 1 each year.	0.40	POLA
Transportation - Ports and Waterways	Port Infrastructure Development Program (PIDP) Department of Transportation, Maritime Administration	Competitive	Port authority, a commission or its subdivision or agent under existing authority, a State or <b>political subdivision of a State or local government</b> , a Tribal government, a public agency, etc.	PIDP grants can improve port infrastructure, including intermodal connections, or reduce or eliminate pollutants and greenhouse gas emissions  Newly eligible projects include: improvements to address sea-level rise, flooding and/or extreme weather; port electrification; procuring new equipment; and, installing electric vehicle/alternative refueling infrastructure.	2.25	POLA
Transportation - Ports and Waterways	Marine Highway Program (MHP) Department of Transportation, Maritime Administration	Competitive	State governments (including State departments of transportation), metropolitan planning organizations, port authorities, and tribal governments, or private sector operators of marine highway services within designated Marine Highway Projects	Program works to expand the use of America's navigable waters, working to expand marine highway service options and facilitate their further integration into the U.S. transportation system.	0.03	POLA

Attachment 1 - Summary of Relevant Funding Opportunities

Categories	Program	Competitive/ Formula	Eligible Recipients	Eligible Uses/Notes	Five-Year Program Amount (in Billions)	Potential Relevant City Departments
Transportation - Ports and Waterways	Various Programs US Army Corps of Engineers (USACE)	Unknown	Unknown	Program to undertake civil works activities, including planning and construction of water resource projects and maintenance of navigation improvements and other infrastructure. Federal share requirements: Feasibility studies varies by project. Total of \$17.1 billion in funding provided to the USACE for construction (\$11.615 billion), operations and maintenance (\$4 billion), Mississippi River and Tributaries (\$808 million), Flood Control and Coastal Emergencies (\$251 million), Regulatory Program (\$160 million), Investigations (\$150 million), Water Infrastructure Finance and Innovation Act (\$75 million), and Expenses (\$40 million)	17.10	POLA
Transportation - Public Transit	Public Transit Innovation Program Department of Transportation - Federal Transit Administration	Competitive	State and <b>local</b> governments, public transportation providers, institutes of higher education, community colleges, technical schools, private entities, non-profits	Program to fund public transportation research projects that will develop and/or deploy new and innovative ideas, practices, technologies, and approaches of national significance that will improve public transportation.	0.13	DOT
Transportation - Public Transit	Pilot Program for Innovative Coordinated Access and Mobility Department of Transportation - Federal Transit Administration	Competitive	State or <b>local</b> governments that operate a public transportation service	Program to fund capital projects to improve the coordination of non-emergency medical transportation for persons who are transportation disadvantaged.	0.02	DOT, DOD, Aging
Transportation - Public Transit	Capital Investment Grant (CIG) Program Department of Transportation - Federal Transit Administration	Competitive	State or <b>local</b> government	Program to assist in financing:  (1) New fixed guideway capital projects or small start projects, including the acquisition of real property, the initial acquisition of rolling stock for the system, the acquisition of rights-of-way, and relocation, for fixed guideway corridor development for projects in the advanced stages of project development or engineering; and  (2) Core capacity improvement projects, including the acquisition of real property, the acquisition of rights-of-way, double tracking, signalization improvements, electrification, expanding system platforms, acquisition of rolling stock associated with corridor improvements increasing capacity, construction of infill stations, and such other capacity improvement projects as the Secretary determines are appropriate to increase the capacity of an existing fixed guideway system corridor by at least 10 percent. Core capacity improvement projects do not include elements to improve general station facilities or parking, or acquisition of rolling stock alone.	23.00	BOE, DOT
Transportation - Rail	Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Program Department of Transportation, Federal Railroad Administration	Competitive	State, interstate compact, public agency, <b>political subdivision of a state</b> , Amtrak, non-profit labor organization, etc.	Program provides assistance in financing the cost of improving passenger and freight rail transportation systems in terms of safety, efficiency, or reliability. Eligible projects include development and implementation of measures to prevent trespassing; research and development to advance innovative rail projects; and, preparation of emergency plans for communities through which hazardous materials are transported by rail.	5.00	POLA
Transportation - Rail	Enhanced Mobility of Seniors and Individuals with Disabilities Program Federal Transit Administration	Competitive	State or <b>local government</b> entity that operates a public transportation service	Program provides resources to eliminate barriers to access for seniors and persons with disabilities.  Project examples include: buses and vans wheelchair lifts, ramps, and securement devices transit-related information technology systems, including scheduling/routing/one-call systems mobility management programs acquisition of transportation services under a contract, lease, or other arrangements.	2.19	DOT, BOE, BSS, DOD, Aging
Transportation - Reconnecting Communities	Reconnecting Communities Pilot Program (NEW) Department of Transportation, Federal Highway Administration	Competitive	State, <b>local governments</b> , and metropolitan planning organizations (MPO).	Program through which eligible entities may apply for planning funds to study the feasibility and impacts of removing, retrofitting, or mitigating any existing transportation facilities that create barriers to mobility, access, or economic development, and for construction funds to carry out a project to remove, retrofit or mitigate an eligible facility and, if appropriate, to replace it with a new facility.  Planning grants (\$650 million). Up to \$2 million per recipient and match of 20 percent to perform the necessary planning functions to establish the feasibility and impacts of removing or mitigating physical infrastructure barriers, including within communities, to improve accessibility and facilitate economic development, and conduct public engagement. Applications will be evaluated on criteria including the age of the facility, its impact on accessibility and its current role in meeting traffic demands.  Capital construction grants (\$2.35 billion). Must be at least \$5 million. Match of 50 percent. USDOT will make awards to the owner of an eligible facility, including at-grade crossings, limited access highways, viaducts and other principal arterial facilities acting as a barrier. The facility owner could partner with a county to carry out eligible projects, including the removal, retrofit or mitigation of an eligible facility and the replacement of an existing facility with a new facility that restores connectivity.  Technical assistance (\$15 million).	3.02	Planning, BOE, DOT

Attachment 1 - Summary of Relevant Funding Opportunities

Categories	Program	Competitive/ Formula	Eligible Recipients	Eligible Uses/Notes	Five-Year Program Amount (in Billions)	Potential Relevant City Departments
Transportation - Roads and Bridges	Highway Trust Fund - Carbon Reduction Program (NEW) Department of Transportation - Federal Highway Administration	Formula	State	Program aims to reduce transportation emissions. Eligible projects include a project to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems, a public transportation project that is eligible for assistance under section 142 (Public Transportation), the construction, planning, and design of on-road and off-road trail facilities for pedestrians and bicyclists, a project for advanced transportation and congestion management technologies, a project for the deployment of infrastructure based intelligent transportation systems capital improvements, the installation of vehicle to infrastructure communications equipment, including retrofitting dedicated short-range communications (DSRC) technology, a project to replace street lighting and traffic control devices with energy-efficient alternatives, and the development of a carbon reduction strategy.  A state will be required to sub-allocate 65 percent of funds apportioned for this purpose on a per-capita basis to counties and other local governments in the same way STBGP funds are distributed.	6.41	DOT (ATSAC), BSL, GSD (Fleet), RAP, BOE
Transportation - Roads and Bridges	Highway Trust Fund - Congestion Mitigation and Air Quality (CMAQ) Improvement Program Department of Transportation - Federal Highway Administration	Formula	State	Program provides funds to States for transportation projects designed to reduce traffic congestion and improve air quality, particularly in areas of the country that do not attain national air quality standards. Expanded program eligibility includes lock and dam modernization or rehabilitation projects and certain marine highway corridor, connector, or crossings projects if such projects are functionally connected to the Federal-aid highway system and are likely to contribute to the attainment or maintenance of a national ambient air quality standard, shared micromobility, including bike share and shared scooter systems, as well as for the purchase of medium- or heavy-duty zero emission vehicles and related charging equipment.	13.20	GSD (Fleet), BOE
Transportation - Roads and Bridges	Highway Trust Fund - Highway Safety Improvement Program (HSIP) Department of Transportation - Federal Highway Administration	Formula	State	Program aims to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Eligible projects include leading pedestrian intervals, construction or installation of features, measures, and road designs to calm traffic and reduce vehicle speeds, installation or upgrades of traffic control devices for pedestrians and bicyclists, roadway improvements that provide separation between pedestrians and motor vehicles or between bicyclists and motor vehicles, and a pedestrian security feature designed to slow or stop a motor vehicle as an eligible highway safety improvement project.  Restores flexibility to fund certain non-infrastructure activities and behavioral safety projects, such as educational campaigns about traffic safety and enforcement activities, and allows a State to spend up to 10 percent of its HSIP funding on such projects.  If 15 percent or greater of total annual road fatalities are pedestrians/cyclists, then the state must spend at least 15 percent of its HSIP funds to address user safety.	15.56	DOT, BOE, BSS
Transportation - Roads and Bridges	Highway Trust Fund - Metropolitan Planning Department of Transportation - Federal Highway Administration	Formula	State, metropolitan planning organization	For the development of long-range transportation plans and transportation improvement programs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State	2.28	TBD
Transportation - Roads and Bridges	Highway Trust Fund - National Highway Freight Program	Formula	State	Program focused on improving the movement of freight on the National Highway Freight Network. Funds are distributed to States by formula for eligible highway-focused work, though States may use a percentage of the funds for public or private freight rail, water facilities (including ports), and intermodal facilities.	7.15	POLA
Transportation - Roads and Bridges	Highway Trust Fund - National Highway Performance Program (NHPP) Department of Transportation - Federal Highway Administration	Formula	State	Project funds may be used at a facility located on the National Highway System for the purpose of supporting progress toward the achievement of national performance goals for improving infrastructure condition, safety, congestion reduction, system reliability, or freight movement on the National Highway System. Other eligible activities include but not limited to: a) Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvement of segments of the National Highway System; b) Training of bridge and tunnel inspectors, as described in section 144; c) Inspection and evaluation, as described in section 144, of bridges and tunnels on the National Highway System, and inspection and evaluation of other highway infrastructure assets on the National Highway System, including signs and sign structures, earth retaining walls, and drainage structures; and d) Capital and operating costs for traffic and traveler information monitoring, management, and control facilities and programs.  Expanded eligible projects include those that increase resiliency to the impacts of sea level rise, extreme weather events, flooding, and other natural disasters, such as earthquakes and rockslides. NHPP funds can also be used for resiliency, cybersecurity, and underground utility infrastructure.	148.00	BOE, DWP
Transportation - Roads and Bridges	Highway Trust Fund - Railway Highway Crossing (Section 130) Program Department of Transportation - Federal Highway Administration	Formula	State	Emphasizes eligibility for projects to reduce pedestrian fatalities and injuries from trespassing at grade crossings or near railway-highway crossings  Removal of requirement that at least half of the funds set aside for the Section 130 Program must be for the installation of protective devices at railway-highway crossings. Increased Federal share for projects funded under the Section 130 program from 90 to 100 percent, as well as clarifies that the replacement of functionally obsolete warning devices is an eligible expense.	1.23	BOE, DOT



Attachment 1 - Summary of Relevant Funding Opportunities

Categories	Program	Competitive/ Formula	Eligible Recipients	Eligible Uses/Notes	Five-Year Program Amount (in Billions)	Potential Relevant City Departments
Transportation - Roads and Bridges	Highway Trust Fund - Surface Transportation Block Grant Program (STBGP) Department of Transportation - Federal Highway Administration	Formula	State	Expand eligible projects to include construction of wildlife crossing structures, electric vehicle charging infrastructure and vehicle-to-grid infrastructure, installation and deployment of intelligent transportation technologies, projects that facilitate intermodal connections between emerging transportation technologies, resilience features, cybersecurity protections, and rural barge landings, docks, and waterfront infrastructure projects, and the construction of certain privately owned ferry boats and terminals  Includes \$7.2 billion over five years for the Transportation Alternatives Program (TAP). Increased by becoming 10 percent of the entire STBGP before other set-asides. The percentage states are required to sub-allocate to local governments based on population increases from 50 to 59 percent, and an option is available for states to sub-allocate up to 100 percent.  Includes \$5.18 Billion off-system bridge set aside	72.00	BOE, DOT, GSD, POLA, ITA
Transportation - Roads and Bridges	National Infrastructure Project Assistance (NIPA) Grants (NEW) Department of Transportation - Office of the Secretary	Competitive	State, <b>local</b> and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments.	Program supports multi-modal, multi-jurisdictional projects of national or regional significance. Communities are eligible to apply for funding to complete critical large projects that would otherwise be unachievable without assistance.  Projects may include highway and bridge projects, at-grade rail crossings, intercity passenger rail systems, public transit. These projects may also be bundled if the total costs can reasonably be expected to exceed \$500 million. Projects of regional and national significance that also provide public benefit will be given priority in award selection.  DOT will publish project evaluation and selection criteria within 90 days after the enactment of the bill.	10.00	POLA, DOT, BOE
Transportation - Roads and Bridges	Nationally Significant Freight and Highway Project (INFRA) Grant Program renamed to Nationally Significant Multimodal Freight and Highway Program (NSMFHP) Department of Transportation, Federal Highway Administration	Competitive Formula	State, <b>local</b> and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments.	Program supports highway and rail projects of regional and national economic significance.  Eligible projects to include wildlife crossings, surface transportation improvements functionally connected to an international border crossing, projects on the National Multimodal Freight Network, and marine highway projects functionally connected to the National Highway Freight Network as eligible activities.  Included the enhancement of freight resilience to natural hazards or disasters such as high winds, heavy snowfall, flooding, rockslides, mudslides, wildfire, or steep grades as an additional consideration by the Secretary when making NSMFHP grants.	8.00	POLA
Transportation - Roads and Bridges	Bridge Investment Program Department of Transportation, Federal Highway Administration	Competitive Formula	State, <b>local</b> , and tribal governments, special purpose districts, and groups of eligible entities	Eligible projects includes rehabilitating or replacing bridges, including culverts, and eligibility for large projects and bundling of smaller bridges. The federal share for projects varies by type of project. Off-system bridges are eligible.  While states will receive the BIP formula funds, the bill creates a 15 percent set-aside within the program to address off-system bridges, much like STBG.	36.74	BOE
Transportation - Roads and Bridges	Wildlife Crossings Pilot Program (NEW) Department of Transportation, Federal Highway Administration	Competitive	<b>Local government</b> , State DOT, MPO or regional entity; special purpose district; tribe; federal land management; group of eligible entities	Program provides grants for projects designed to reduce wildlife-vehicle collisions and improve habitat connectivity	0.35	DOT, BOE, RAP
Transportation - Roads and Bridges	Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program Local and Regional Project Assistance Department of Transportation, Office of the Secretary	Competitive	State, <b>local</b> and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments.	Formerly called TIGER/BUILD grant program, the program supports surface transportation projects of local and/or regional significance. Eligible projects include highway or bridge projects, passenger or freight rail projects, port infrastructure projects, and surface transportation components of airport projects, among other surface transportation projects.  Grant award amounts are limited to \$25 million, and the 50/50 split for urban-rural project selection remain.	7.50	BOE, DOT, POLA, LAWA
Transportation - Roads and Bridges	Surface Transportation Private Activity Bonds Department of Transportation	Other	State and <b>local government</b>	This plan increases the current cap on these bonds from \$15 billion to \$30 billion, as currently \$14.98 billion has been issued or allocated. This increase will allow state and local governments to enter into additional public-private partnerships to supplement future surface transportation projects with private investment.	0.50	TBD
Transportation - Roads and Bridges	Congestion Relief Program (NEW) Department of Transportation, Federal Highway Administration	Competitive	State, <b>local governments</b> , and metropolitan planning organizations (MPO)	Program for projects in large urbanized areas (more than 1 million people) to advance innovative, integrated and multimodal solutions to congestion relief in the most congested metropolitan areas of the United States.	0.25	DOT, BSS, BOE
Transportation - Roads and Bridges	National Motor Vehicle Per-Mile User Fee Pilot Highway Trust Fund	Other	Volunteer participants as determined by the Secretary of Transportation	Directs the Secretary, in coordination with the Secretary of the Treasury, to establish a pilot program to demonstrate a national motor vehicle per-mile user fee. In carrying out the pilot program, the Secretary, in coordination with the Secretary of the Treasury, shall provide different methods that volunteer participants can choose from to track motor vehicle miles traveled, solicit volunteer participants from all 50 States, the District of Columbia, and the Commonwealth of Puerto Rico, ensure an equitable geographic distribution by population among volunteer participants, and include commercial vehicles and passenger motor vehicles. For the purposes of the pilot program, the Secretary of the Treasury shall establish, on an annual basis, per-mile user fees for passenger motor vehicles, light trucks, and medium- and heavy-duty trucks, which amount may vary between vehicle types and weight classes to reflect estimated impacts on infrastructure, safety, congestion, the environment, or other related social impacts.	Unknown	TBD

Attachment 1 - Summary of Relevant Funding Opportunities

Categories	Program	Competitive/ Formula	Eligible Recipients	Eligible Uses/Notes	Five-Year Program Amount (in Billions)	Potential Relevant City Departments
Transportation - Roads and Bridges	Prioritization Process Pilot Program Department of Transportation, Federal Highway Administration	Competitive	State and Metropolitan Planning Organizations	Establishes a prioritization process pilot program to support data-driven approaches to transportation planning. This section authorizes the Secretary to award grants to selected States and MPOs to fund the development and implementation of publicly accessible, transparent prioritization processes to assess and score projects according to locally determined priorities; and to use such evaluations to inform the selection of projects to include in transportation plans. The purpose of the pilot program is to support data-driven approaches to planning that, on completion, can be evaluated for public benefit. If a grant recipient has fully implemented a prioritization process, they may use any additional remaining grant funds for any transportation planning purpose. In the event that the inclusion or exclusion of a project on a transportation improvement program (TIP) or statewide transportation improvement program (STIP) deviates from the long-term transportation plan, the eligible entity is required to provide a public explanation for the decision.	0.05	TBD
Transportation - Safety	Stopping Threats on Pedestrians (NEW) Department of Transportation	Competitive	State and <b>Local government</b>	Pilot program grants may not exceed \$2 million  Program provides funds for bollard installation, defined as a "project to install raised concrete or other metal posts on a sidewalk adjacent to a roadway to are designed to slow or stop a vehicle," to prevent pedestrian injuries and acts of terrorism in areas used by large numbers of pedestrians. The federal share is up to 100 percent.	0.03	DOT, GSD, BSS, POLA, LAWA, BOE
Transportation - Safety	Railroad Crossing Elimination Program (NEW)	Competitive	State, <b>local</b> , and tribal governments, public port authority, metropolitan planning organization, a group of eligible entities	Program for projects that make improvements to highway and pathway rail crossings, such as eliminating highway rail at-grade crossings that are frequently blocked by trains, adding gates or signals, relocating track, or installing a bridge. Planning, environmental review and design activities related to an eligible project are eligible costs. The program would improve the safety of communities, improve the mobility of people and goods, and reduce the impacts of rail operations on underserved communities. At least 20 percent of grant funds are reserved for projects located in rural areas or on Tribal lands	2.50	BOE, POLA
Transportation - Safety	Safe Streets and Roads for All Grant Program Department of Transportation, Office of the Secretary	Competitive	<b>Local</b> and tribal governments, Metropolitan planning organizations, and groups of eligible entities	Program provides grants to develop and carry out safety plans to prevent death and injury on roads and streets, known as Vision Zero and Toward Zero Deaths national strategies.	5.00	DOT, BSS, BOE, Planning
Transportation - Transit	Active Transportation Infrastructure Investment Program (NEW) Department of Transportation	Competitive	Open	Program funds eligible projects which includes creating an active transportation network connecting destinations within or between communities, including schools, workplaces, residences, businesses, recreation areas, and other community areas; or creating an active transportation spine connecting two or more communities, to integrate active transportation facilities with transit services, where available, to improve access to public transportation.	1.00	DOT
Transportation - Transit	Urbanized Area Formula Grant Program Department of Transportation, Federal Transit Administration	Formula	State, <b>local</b> , transit agencies	Program makes federal resources available to urbanized areas for transit capital and operating assistance in urbanized areas and for transportation-related planning.	33.54	DOT
Water - Infrastructure	Small Water Storage and Groundwater Storage Projects Department of Interior	Competitive	Non-Federal project sponsor of any project in a Reclamation State, including the State of Alaska or Hawaii.	Program provides funding for planning, design, and construction of projects for which a feasibility study has been completed. Eligible projects will also increase water capacity storage of not less than 2,000 acre-feet and not more than 30,000 acre feet; and increases surface water or groundwater storage; or conveys water, directly or indirectly, to or from surface water or groundwater storage. DOT to issue guidelines for feasibility studies for small storage projects not later than 60 days after the enactment of ILUA.	0.10	DWP
Water - Infrastructure	Drinking Water State Revolving Fund Program Lead Service Line Replacement Address Water Contaminants	Loans Competitive	State	Program funds lead service line replacement projects and associated activities directly connected to the identification, planning, design, and replacement of lead service lines. Corrosion control is not eligible for funding.  Capitalization grants. Forty-nine percent of funds provided to states for capitalization grants will be made available through grants to counties and other local governments to address lead in drinking water by replacing service lines and carrying out associated activities that are directly connected to identifying, planning, designing, and replacing lead service lines.	15.00	DWP
Water - Infrastructure	Clean Water State Revolving Fund Program Emerging Contaminants Address Water Contaminants Environmental Protection Agency EPA	Competitive	To be distributed by the State	Program provides funding for capitalization grants to address emerging contaminants and provided to eligible recipients as loans with 100 percent forgiveness or as grants.	1.00	DWP
Water - Infrastructure	Drinking Water State Revolving Fund Program Emerging Contaminants - PFA Address Water Contaminants Environmental Protection Agency (EPA)	Competitive	To be distributed by the State	Program provides funding for capitalization grants to address emerging contaminants with a focus on perfluoroalkyl and polyfluoroalkyl substances (PFAS). Funding will be provided to eligible recipients as loans with 100 percent principal forgiveness or grants.	4.00	DWP
Water - Infrastructure	Assistance for Small and Disadvantaged Communities Programs Environmental Protection Agency	Competitive	State with high numbers of underserved communities.	Program administered by the EPA and distributed to states that have demonstrated high numbers of underserved communities.	0.25	TBD
Water - Infrastructure	Pipeline Hazardous Materials Safety Administration Modernization Pipeline Hazardous Materials Safety Administration (PHMSA)	Competitive	Utilities	Program provides grants to community owned utilities to replace outdated cast iron and bare steel distribution pipeline	1.00	DWP



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Categories	Program	Competitive/ Formula	Eligible Recipients	Eligible Uses/Notes	Five-Year Program Amount (in Billions)	Potential Relevant City Departments
Water Infrastructure	Reducing Lead in Drinking Water Environmental Protection Agency	Competitive	<b>Community water systems:</b> water systems located in an area governed by an Indian Tribe, non-transient non-profit organizations serving a public water system; <b>municipalities;</b> and state, interstate, or inter-municipal agencies.	Program to reduce lead in drinking water in disadvantaged communities through infrastructure and/or treatment improvements or facility remediation in schools and child care facilities. The goal of the program is to address conditions that contribute to increased concentrations of lead in drinking water  Eligibility is expanded to include a qualified nonprofit organization with experience in lead reduction, as determined by the Administrator and makes disadvantaged communities and low-income renters a priority.	0.50	DWP
Water Infrastructure	Clean Water State Revolving Fund Program - General Program Environmental Protection Agency	Loans Other	State	The Clean Water Act (CWA) CWSRF program is generally a loan program, however, states have limited (generally up to 30 percent) and conditional authority to provide recipients with additional subsidization, such as forgiveness of principal. Appropriations acts in recent years have required states to use 10 percent of their federal grant amounts to provide additional subsidization.  To the extent there are sufficient applications, a state will be required to use a minimum of 10 percent of CWSRF for grants, negative interest loans, and loan forgiveness, or to buy, refinance or restructure debt for disadvantaged communities as determined by the state. The amount for additional subsidies cannot exceed 30 percent.	11.71	DWP
Water Infrastructure	Drinking Water State Revolving Fund General Program Environmental Protection Agency	Loans Other	State	The Safe Drinking Water Act (SDWA) DWSRF program is generally a loan program, however, states are conditionally required to use at least 6 percent of their annual grants to provide eligible recipients with additional subsidization, such as forgiveness of principal. States have conditional authority to provide further subsidization (generally up to 35 percent). Appropriations acts in recent years have required states to use 14 percent of their federal grant amounts to provide additional subsidization.  The minimum percentage of funds that must go to disadvantaged communities would increase from 6 percent to 12 percent. Buy America requirements will apply to any upgrades made with these funds. Financial assistance program that help water systems achieve the health protection objectives of the Safe Drinking Water Act. States required to give out funds as 49 percent principal forgiveness/grants; 51 percent loans.	11.71	DWP
Water Infrastructure	Technical Assistance and Grants for Emergencies Affecting Public Water Systems Environmental Protection Agency	Other	State or <b>publicly owned water systems</b>	Program to provide grants to states or drinking water systems in emergency situations "to assist in responding to and alleviating any emergency situation" to include cybersecurity events and heightened exposure to lead.	0.18	DWP
Water Infrastructure	Rural and low-income Water Assistance Pilot Program Environmental Protection Agency	Other	<b>Municipality,</b> tribal government or entity <b>that owns or operates a community water system,</b> treatment works, or <b>municipal separate storm sewer system</b>	Program must be established within 2 years of enactment. Program to provide grants for household drinking water and/or wastewater rate assistance based on the results of the study performed under Section 50108 of the bill. Eligible uses of the funds would include direct household assistance, lifeline rates, bill discounting, percent of income billing, and special hardship provisions; directs EPA to make no more than 40 grants, which would be awarded as follows: - 8 to rural drinking water or wastewater systems or states, - 8 to eligible entities that own or operate a medium water provider serving between 100,001 to 500,000 individuals, and - 8 to water service providers that serve more than 500,000 individuals, and - 8 to drinking water or wastewater or municipal storm sewer systems serving disadvantaged communities. This section does not include an authorization of appropriations. Requires EPA to report to Congress on the implementation of this grant program within two years of the first funds' disbursement and annually thereafter.	Unknown	DWP, LASAN
Water Infrastructure	Lead Contamination in School Drinking Water (NEW) Environmental Protection Agency	Competitive	<b>Municipalities or other entity that owns or operates a community water system,</b> treatment works, or <b>municipal separate storm sewer system.</b>	Program must be established within 2 years of enactment  Program expands the existing Voluntary School and Child Care Program Lead Testing Grant Program to include activities such as compliance monitoring and lead remediation; expands eligible entities to include water systems, qualified nonprofit organizations, and tribal consortia.	0.20	DWP, LASAN
Water Infrastructure	Wastewater Efficiency Grant Pilot Program (NEW) Environmental Protection Agency	Competitive	<b>Publicly owned treatment works</b>	Program for publicly owned treatment works (POTW) to create or improve waste-to-energy systems. Grants may not exceed \$4 million per recipient	0.10	LASAN
Water Infrastructure	Pilot Program for Alternative Water Source Projects (NEW) Environmental Protection Agency	Competitive	<b>Eligible entities are entities that have authority under State law to develop or provide water for municipal, industrial, and agricultural uses in an area of the State that is experiencing critical water supply needs.</b>	Program provides funding for engineering, design, construction, and final testing of alternative water source projects designed to meet critical water supply needs. Includes stormwater as an eligible project type	0.13	DWP

Attachment 1 - Summary of Relevant Funding Opportunities

Categories	Program	Competitive/ Formula	Eligible Recipients	Eligible Uses/Notes	Five-Year Program Amount (in Billions)	Potential Relevant City Departments
Water Infrastructure	Sewer Overflow and Stormwater Reuse Municipal Grants Environmental Protection Agency	Competitive	To be distributed by the State	For planning, design, and construction of treatment works to intercept, transport, control, treat, or reuse municipal combined sewer overflows, sanitary sewer overflows, or stormwater, and any other measures to manage, reduce, treat, or recapture stormwater or subsurface drainage water eligible for assistance under section 1383(c).	1.40	LASAN
Water Infrastructure	Clean Water Infrastructure Resiliency and Sustainability Program Environmental Protection Agency (EPA)	Competitive	State and <b>local</b> governments, interstate or intermunicipal agencies	Program provides funding for planning, designing, or constructing projects that increase the resilience of a publicly owned treatment works to a natural hazard or cybersecurity vulnerabilities through: the conservation of water; the enhancement of water use efficiency; the enhancement of wastewater; and, stormwater management by increasing watershed preservation and protection. Additional uses include: reclamation and reuse of wastewater and stormwater, the modification or relocation of an existing publicly owned treatment works, conveyance or discharge system at risk of being significantly impaired or damaged by a natural hazard; energy efficiency enhancement; and addressing cybersecurity vulnerabilities.	0.13	LASAN
Water Infrastructure	Connexion to Publicly Owned Treatment Works Facilities (NEW)	Competitive	An eligible entity that is an owner or operator of a publicly owned treatment works may reimburse an individual that has already incurred the cost by reducing the amount or provide direct payment to the individual.	Program that assists or is seeking to assist low-income or moderate-income individuals with connecting the household of the individual to the publicly owned treatment works. A qualified individual is a member of a low-income or moderate-income household, the members of which have a combined income (for the most recent 12-month period for which information is available) equal to not more than 50 percent of the median nonmetropolitan household income for the State or territory in which the household is located.	0.20	LASAN
Water Infrastructure	Water Data Sharing Pilot Program (NEW) Environmental Protection Agency	Competitive	State, counties, or <b>local</b> governments	Program to create systems that improve the sharing of information between states and local governments regarding water quality, infrastructure needs, and water technology. States may establish a regional consortia to carry out certain water projects.	0.08	DWP
Water Infrastructure	Stormwater Infrastructure Technology (2 NEW) Environmental Protection Agency	Competitive	State, tribal, or <b>local</b> government; or public entity that manages stormwater or wastewater resources or other related water infrastructure	<p>Program to carry out stormwater control infrastructure projects that incorporate new and emerging, but proven stormwater control technologies. Competitive grants include 1) Planning and Development Grants limited to \$200,000, and 2) Implementation Grants limited to \$2 million.</p> <p>Directs EPA to establish a grant program to support the creation of centers of excellence for stormwater control infrastructure technologies at research institutions or nonprofit organizations</p> <p>Directs EPA to provide grants to state, local, and tribal governments to carry out stormwater infrastructure projects that involve new and emerging technologies; prioritizes grant awards to small, rural, and disadvantaged communities with municipal combined storm and sanitary systems; authorizes appropriations of \$10 million annually for FY2022 through FY2026.</p> <p>This section creates a grant program to assist research institutions, nonprofits, and institutions of higher education with research on new and emerging stormwater control technology. The goal of the program is to improve the effectiveness, cost efficiencies, and protections of public safety and water quality in their operations. The eligible research includes stormwater and sewer overflow reduction, project enhancement, and other infrastructure.</p> <ul style="list-style-type: none"> <li>• The section authorizes appropriations of \$5 million for each of fiscal years 2022 through 2026 to establish Centers of Excellence for stormwater control infrastructure and create a public website to share the results of the research.</li> <li>• This section also creates a grant program to fund the development of standards, create fee structures, and develop and deliver training and educational materials for stormwater.</li> <li>• This section authorizes appropriations for the grant program of \$10 million for each of fiscal years 2022 through 2026 at a 20-percent non-federal cost share.</li> </ul>	0.08	LASAN
Western Water Infrastructure	Large-Scale Water Recycling and Reuse Projects Department of Interior	Competitive	State, <b>local</b> , and tribal governments, irrigation district, water district, wastewater district, or other organization with water or power delivery authority, etc.	Program for planning, design, and construction of large-scale water recycling and reuse projects that provide substantial water supply and other benefits to the Reclamation States.	0.45	DWP
Western Water Infrastructure	Multi-Benefit Projects to Improve Watershed Health Department of Interior	Competitive	State, <b>local</b> , and tribal governments, an organization with power or water delivery authority, a regional authority, or a nonprofit conservation organization.	Program for habitat restoration projects in river basins that have been impacted by Bureau of Reclamation water projects.	0.10	DWP
Western Water Infrastructure	WaterSMART grants Bureau of Reclamation	Competitive	Irrigation and water districts, tribes, states and other entities with water or power delivery authority	Program that seeks to work cooperatively with states, tribes, and local entities as they plan for and implement actions to increase water supply through investments to modernize existing infrastructure and attention to local water conflicts. Bureau of Reclamation provides a 50 percent cost-share.	0.40	TBD