

## APPENDIX E - FUNDING SOURCES

**PRESIDENT JOE BIDEN**

# **BUILDING A BETTER AMERICA**

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## **Bipartisan Infrastructure Law Tribal Playbook:**

A roadmap for delivering opportunity and investments in Indian Country

May 2022

In response to chronically underfunded infrastructure in Tribal communities, the Bipartisan Infrastructure Law (BIL) will deploy record investments to provide affordable high-speed internet, safer roads and bridges, modern wastewater and sanitation systems, clean drinking water, reliable and affordable electricity, and good paying jobs in every Tribal community. The law provides more than \$13 billion in funding to directly support Tribal communities and makes Tribes eligible to apply for or request billions in discretionary, formula, and other funding. In total, this funding represents the single largest investment in Tribal infrastructure ever. To help Tribal applicants navigate the full range of funds both available to Tribal Nations and set aside for their communities, this playbook provides an overview of the “what, when, where, and how” to apply for funds.

This playbook has two specific goals, and is organized in two parts:

- (1) **Identify programs and sources of funds specifically set aside for Tribal communities under the law.** There are over \$13 billion dollars in Tribal-specific programs or set-asides for Tribes within existing programs under the law. The first half of this document provides an outline of these funds and guidance on where to seek technical assistance and further information.
- (2) **Provide a guide to Tribal eligibility for other programs under the law** and identify specific benefits or flexibilities for Tribes and Tribal communities – like waivers for Federal matching requirements for Tribal Nations that apply for competitive funds or enhanced benefits under existing programs for members of Tribal Nations. In partnership with the Bureau of Indian Affairs, the White House also has identified more than 150 programs under the law where Tribes or Tribal entities are eligible to apply for funding.

## Part I: Tribal Set Asides

### Over \$13 billion set aside for Tribal infrastructure

Program Name	Agency	Funding	Description
<b>IHS Sanitation Facilities Construction Program</b>	HHS	\$3.5 B	Funding to build infrastructure necessary to ensure a safe supply of drinking water, reliable sewage systems, and solid waste disposal facilities.
<b>Tribal Transportation Program</b>	DOT	\$3.0 B	Funding to increase safety, mobility, and access for Tribal communities.
<b>Indian Water Rights Settlements</b>	DOI	\$2.5 B	Funding to satisfy Federal obligations under Indian water rights settlements reached as of November 15 <sup>th</sup> , 2022.
<b>Tribal Broadband Connectivity Program</b>	DOC	\$2.0 B	Funding for an existing grant program that invests in broadband infrastructure, distance learning, telehealth, and activities that promote access and adoption of these services.
<b>Clean Water and Drinking Water Grants</b>	EPA	\$0.9 B	Funding for several programs at EPA to promote safe, healthy, and clean drinking water through State Revolving Funds.
<b>Tribal Transportation Facility Bridges</b>	DOT	\$0.8 B	Funding for planning, designing, engineering, replacing, improving, or constructing bridges on Tribal lands.
<b>Safety of Dams</b>	DOI	\$0.3 B	Funding for the Bureau of Indian Affairs to improve the safety of dams, water sanitation, and other facilities.
<b>Climate Adaptation and Community Relocation</b>	DOI	\$0.2 B	Funding to pursue climate-resilient planning, and implement managed retreat, expansion, protect-in-place, and relocation options for threats associated with the climate change and environmental degradation
<b>Tribal Orphaned Wells</b>	DOI	\$0.2 B	Funding to plug, cap, and remediate orphan oil and gas wells on Tribal lands.
<b>TOTAL</b>			<b>&gt; \$13 billion</b>

### *Promoting affordable, high-speed internet*

Access to affordable, high-speed internet access is a modern-day necessity. But too often, Tribal communities have been left behind in the pursuit of universal broadband coverage at affordable rates. According to the Federal Communications Commission's 2021 Broadband Deployment Report, less than half of households living on Tribal lands possess high-speed internet at home. To close this digital divide, BIL includes billions of dollars of investments in laying the critical broadband infrastructure and lowering costs to connect families.

- *Tribal Broadband Connectivity Grant Program:* BIL allocates \$2 billion to Tribal governments, Tribal organizations, and Tribal colleges and universities for an existing grant program that invests in broadband infrastructure, distance learning, telehealth, and activities that promote access and adoption of these services. This infusion of funding through the Department of Commerce's National Telecommunications and Information Administration (NTIA) triples the Federal government's support for a critical program to connect Tribal communities to the internet. Though Tribal lands have access to other broadband funds—including in other provisions of the Bipartisan Infrastructure Law—these funds will give Tribal governments the flexibility to determine the best route to meet their communities' needs. Funds will be distributed through competitive grants that do not require matching funds. Interested parties must submit a

formal application outlining their project proposal. The application period will open following a [Tribal consultation](#) by the Department of Commerce. More information can be found on the assistance listing [here](#).

- *State Digital Equity Planning Grant Program:* BIL provides \$60 million in grants to states, territories, Tribal governments, Alaska Native entities, and Native Hawaiian organizations through a new program at the Department of Commerce's NTIA. These funds are intended to be used to develop State/Territory/Tribal digital equity plans. At least five percent of these funds, and a portion of the State Digital Equity Capacity Funds, will be distributed to Tribal governments, Alaska Native entities, and Native Hawaiian organizations to support digital equity planning. More information, including technical assistance, can be found [here](#).
- *State Digital Equity Capacity Grant Program:* BIL provides \$1.44 billion in grants to states, territories, Tribal governments, Alaska Native entities, and Native Hawaiian organizations through a new program at the Department of Commerce's NTIA. These funds can be used to advance digital equity plans, expand broadband adoption, or support technological literacy (funding to develop digital equity plans is described in the bullet above). At least five percent of funds, or more than \$70 million, will be distributed to Tribal governments, Alaska Native entities, and Native Hawaiian organizations. More information, including technical assistance, can be found [here](#).
- *Digital Equity Competitive Grant Program:* BIL provides \$1.25 billion over five years through a new program at the Department of Commerce's NTIA. These grants go to projects that support the adoption and use of high-speed internet among underserved communities, including Tribal communities. Eligible applicants include Tribal governments, Alaska Native entities, and Native Hawaiian organizations who will receive at least \$62.5 million worth of awards. More information, including technical assistance, can be found [here](#).

### *Rebuilding Roads, Bridges, and Public Transportation in Indian Country*

Rampant underinvestment in Tribal roads and bridges has placed hardships on tribal communities, negatively harming connectivity, economic development, and community safety. BIL substantially increases investments in transportation-related Tribal infrastructure to rebuild and upgrade these critical transit systems, including the estimated 145,000 miles of roads passing through Tribal lands.

- *Tribal Transportation Program:* BIL includes nearly \$3 billion in funding for the Tribal Transportation Program. Funding is deployed through a number of vehicles toward transportation projects that increase safety, mobility, and access

for Tribal communities. Federally-recognized Tribal governments are eligible to apply. Funds will be administered over five years, with additional guidance on eligible uses of funds will come in the next few months. More information on specific programs and eligibilities can be found [here](#).

- *Tribal High Priority Projects Program*: BIL sets aside \$45 million of Tribal Transportation Program funds over five years for a competitive grant program to fund a Tribe's highest priority transportation project, if other funds received under the Tribal Transportation Program are insufficient to cover total costs. Funds can also flow to Tribes that experience disasters that render transportation facilities unusable.
- *Tribal Transportation Facility Bridges*: BIL sets aside a proportion of funds under the Bridge Formula Program for Tribal bridges. Over four years, the Department of Transportation will invest \$825 million in planning, designing, engineering, replacing, improving, or constructing bridges on Tribal lands. In addition, Tribal governments are also eligible for a \$200 million set-aside from the Bridge Investment Program to improve the condition, safety, efficiency, and reliability of bridges on the National Bridge Inventory. More information, including regulations, a recorded webinar, and contact information for program staff is available [here](#).
- *Nationally Significant Federal Lands and Tribal Projects*: BIL allocates \$275 million over five years to an existing program offered by the Department of Transportation. The funding goes toward construction, reconstruction, and rehabilitation of nationally significant projects within, adjacent to, or accessing Federal and tribal lands. All applicants eligible to receive funding under the Tribal Transportation Program—which includes Tribal governments—are eligible to apply. In addition, Tribal governments are eligible for 100% cost share. More information, including program status, resources, and a webinar schedule, can be found [here](#).
- *Tribal Transit Program*: BIL includes approximately \$230 million to the Public Transportation on Indian Reservations program. This includes over \$180 million to a formula grant issued to Federally recognized Tribes and Alaska Native Village for public transportation on Tribal lands, as well as more than \$45 million in competitive funding for the same purpose. More information is available [here](#).
- *Railroad Crossing Elimination Program*: BIL invests \$3 billion for making improvements to highway and pathway rail crossings. At least 20 percent of funds are reserved for projects in rural areas or on Tribal lands. For Fiscal Year 2022, \$600 million will be made available to states, Tribes, local governments, and regional/local transportation bodies. More information is available [here](#).

## *Protecting Our Shared Environment and Promoting Clean Energy*

Since day one, the Biden-Harris Administration has made combatting the climate crisis a core priority of every aspect of its work to build a better America. Through investments in clean energy, cleaning-up pollutants, and promoting sustainable conservation practices, BIL takes critical steps to protect our planet. This is particularly true on Tribal lands, where a number of BIL program aim to mitigate environmental threats while advancing equity and environmental justice.

- *Tribal Orphaned Well Grant Program:* BIL invests nearly \$4.7 billion into direct Federal spending, grants to states and Tribes, and technical assistance for a new program to plug orphaned oil and gas wells. This includes a \$150 million program to plug, cap, and remediate orphan oil and gas wells on Tribal lands. These unplugged wells are harmful to both humans and our planet through contaminated water, methane emissions, and chemical leakage. Funds can be used for all stages of clean-up, including inventorying the number and scope of abandoned wells, removal of equipment, and site restoration. Application guidance is projected to be published later this year. More information about the structure of the broader orphaned wells program is available [here](#).
- *Tribal Climate Resilience - Community Relocation:* BIL allocates \$130 million for Tribal governments to plan and implement managed retreat, expansion, protect-in-place, and relocation options for threats associated with the climate change and environmental degradation. More information, including details about the 2022 Request for Proposals, can be found [here](#).
- *Tribal Climate Resilience – Adaptation Planning:* BIL allocates \$86 million for Tribal governments to pursue climate-resilient planning. These funds can be deployed towards a variety of activities related to risk assessment, monitoring, and coastal management, among other eligible purposes. More information, including details about the 2022 Request for Proposals, can be found [here](#).
- *Energy Efficiency and Conservation Block Grant:* BIL funds a \$550 million investment in a new grant program at the Department of Energy for state, local, and Tribal governments to reduce their fossil fuel footprint and bolster conservation efforts. Funds can go toward a wide array of uses energy-efficient uses, ranging from standing up inspection services for efficiency certification to funding methane capture projects to installing renewable energy technology. The program sets aside 2% of funds—or \$11 million—exclusively for grants and technical assistance to Tribal applicants. More information can be found [here](#).

- *Electric Grid Resilience Programs:* BIL provides funding under several programs for enhancing the resilience of the electrical grid. Under the Preventing Outages and Enhancing the Resilience of the Electric Grid Program, DOE allocates \$459 million annually via formula, over a period of five years, to states, territories, and Tribes to improve the resilience of the electric grid against disruptive events. The Department of Energy is inviting comment through June 2 on the structure of the program, more information can be found [here](#). Additional information on another grid resilience program, Program Upgrading Our Electric Grid and Ensuring Reliability and Resiliency, that Tribes are eligible for is available [here](#).
- *Hazardous Fuels Treatments:* BIL appropriates up to a combined \$50 million to the Departments of Agriculture and Interior for implementation of the Tribal Forestry Protection Act. This funding will be used to support work on Forest Service or Bureau of Land Management land that poses a fire, disease, or other threat to Tribal forest land, rangeland or tribal communities. More information can be found [here](#).

### *Ensuring Clean and Safe Water, and Upgrading Sanitation Systems*

The Biden-Harris Administration believes that access to reliable wastewater systems and safe drinking water is a right for every family. However, a series of water challenges threaten access to that right for communities across the country, especially on Tribal lands. BIL programs provide several opportunities for Tribal communities to pursue sustainable and safe water systems.

- *Indian Health Service Sanitation Facilities Construction Program:* BIL provides a total of \$3.5 billion to the Indian Health Service to address the projects on the IHS Sanitation Deficiency System list. This funding will support the infrastructure necessary to ensure a safe supply of drinking water, reliable sewage systems, and solid waste disposal facilities to promote high-quality health care and disease prevention in Tribal communities. More information about the Division of Sanitation Facilities Construction is available [here](#).
- *Indian Water Rights Settlement Completion Fund:* BIL authorized \$2.5 billion to satisfy Federal obligations under Indian water rights settlements reached as of November 15<sup>th</sup>, 2022. This package includes funding for numerous settlements with various Tribes. The Department of Interior has already allocated \$1.7 billion in settlements. Full details about funding recipients is available [here](#).
- *Clean and Drinking Water State Revolving Funds:* BIL issues \$43.4 billion in additional funding for several programs to promote safe, healthy, and clean drinking water through State Revolving Funds. Each of these EPA funding streams includes a 2% Tribal set-aside, meaning that Tribal governments are



eligible to receive approximately \$868 million. The Tribal funding will be allocated as follows: \$234M for Clean Water SRF, \$234M for Drinking Water SRF, \$100M to address emerging contaminants in clean (\$20M) and drinking (\$80M) water, and \$300M in Lead Service Line Removal Funding. EPA Regions are responsible for working with the Indian Health Service (IHS) and the tribes, to identify, prioritize, and select projects to receive funding from its share of the program funds. More information about the Tribal Drinking Water program is available [here](#) and more information about the Tribal Clean Water program is available [here](#).

- *Fish Passage Restoration*: BIL apportions \$400 million for restoring fish passage. Of this, \$60 million is set aside for Tribes and partnerships with Tribes to remove in-stream barriers. Funds, which take the form of grants, cooperative agreements, and Federal spending, will be dispersed through the National Oceanic and Atmospheric Administration at the Department of Commerce. In addition, a separate program for fish passage at the Department of the Interior will deploy and additional \$200 million for similar projects. More information about fish passage restoration efforts is available [here](#).
- *Safety of Dams, Water Sanitation, And Other Facilities*: BIL provides \$200 million to improve the safety of dams, water sanitation, and other facilities. These funds will be allocated to the Bureau of Indian Affairs and dispersed to Tribal governments to reduce the risk of dam failure. More information about the program is available [here](#).
- *Tribal Irrigation and Power Systems*: BIL allocates \$50 million in funding to Tribal governments for deferred maintenance and deficiencies at seventeen irrigation projects on Tribal lands. More information about BIA's Branch of Irrigation and Power is available [here and a press release on the latest round of announced projects is available here](#).
- *Underground Injection Control Grants*: BIL provides \$50 million for a competitive grant program for states and Tribes to support efforts to safeguard drinking water sources from contamination. Seven percent of the overall UIC grant program is set aside for Tribes. BIL funding specifically targets support to wells used for carbon sequestration. More information about the program is available [here](#).

### *Investing in Tribal Cybersecurity*

Strengthening our national cyber defenses is a paramount priority for the Biden-Harris Administration. Over the past several months, the Administration has issued executive orders, worked to create public-private partnerships, and bolstered cyber defense at the



Federal level. Through the State and Local Cybersecurity Grant program, BIL also makes critical investments to keep Tribal data, governments, and communities safe from the threat of cyber-attacks.

- *State and Local Cybersecurity Grant Program:* BIL allocates \$1 billion toward mitigating cybersecurity risks and cybersecurity threats to governmental information security systems. Tribal governments—as well as states and territories—are eligible to apply for these grants. A base level of three percent—or \$30 million—of the overall grant funds are reserved for Tribal governments. In addition, BIL tasks the Department of Homeland Security with preparing a report and recommendations on Tribal government cybersecurity to Congress. Applications for these funds are projected to open in the third quarter of 2022.

## **Part II: Additional Opportunities for Tribal Applicants**

Beyond this historic guaranteed investment, BIL also offers billions of dollars in competitive and other funding that Tribes and Tribal entities are eligible to apply for. The following section lists some of the opportunities that may be most responsive to challenges and opportunities facing Tribal communities. These programs range from broadband infrastructure to water system assistance and land clean-up. In many cases, though money is not set aside explicitly for Tribal communities, Tribal applicants are eligible to receive additional benefits.

### *Promoting affordable, high-speed internet:*

*Affordable Connectivity Program:* BIL provided the Federal Communications Commission with \$14.2 billion to subsidize the cost of internet service for lower-income households. Households on Tribal lands are eligible to receive a subsidy of up to \$75 per month for internet. Eligible households can also receive a one-time discount of up to \$100 to purchase a laptop, desktop or tablet. The Administration has also secured commitments from 20 leading internet service providers to offer ACP-eligible households high-speed, high-quality internet plans for no more than \$30 per month. Eligible families who pair their ACP benefit with one of these plans can receive high-speed internet at no cost. More information about the Affordable Connectivity Program can be found at [GetInternet.Gov](https://www.getinternet.gov).

- *Middle Mile Grants Program:* BIL provided the Department of Commerce with \$1 billion for construction of middle mile broadband infrastructure. As a result of historical inequities, Tribal lands are often situated in “internet deserts” without any internet service. Moreover, even when Tribal households and businesses have internet access, they are often faced with exorbitant rates because the cost of

providing service is higher on many Tribal lands. The new Middle Mile Grants Program funds vital middle mile infrastructure, which facilitates access to broader internet infrastructure. Tribal governments, other Native entities, electric cooperatives, and nonprofits are eligible to apply. In addition, Tribes may receive a cost share waiver. Applications are projected to open in Q2 of 2022. Additional information on this program can be found [here](#).

- *ReConnect Program*: BIL apportions \$1.926 billion for projects funded by the Department of Agriculture's ReConnect Program. These funds will be used to provide loans and grants to construct, improve, or acquire the infrastructure needed to deploy high-speed internet to rural areas across the country. USDA has waived the 25% matching funds requirement for grant proposals that would serve socially vulnerable communities or submitted by Federally recognized Tribes. BIL expanded this waiver to Alaska Native Corporations, and to proposals serving colonias or persistent poverty counties. For individual questions, please contact Tedd Buelow, Rural Development Tribal Coordinator at [tedd.buelow@usda.gov](mailto:tedd.buelow@usda.gov), or Laurel Leverrier, Assistant Administrator for Rural Utilities Service – Telecommunications Program at [laurel.leverrier@usda.gov](mailto:laurel.leverrier@usda.gov). More information about the ReConnect program is available [here](#).

*Rebuilding Roads, Bridges, and Public Transportation in Indian Country:*

- *Nationally Significant Freight and Highway Projects (INFRA)*: BIL invests \$8 billion in a competitive grant process for multimodal freight and highway projects. Tribal governments are eligible to apply, and BIL amended the law to include a minimum 30 percent set-aside for small projects, largely intended for rural areas. More information about the program is available in the [combined FY22 funding opportunity](#) released in March.
- *National Infrastructure Project Assistance (MEGA)*: BIL establishes a new program at the Department of Transportation to provide grants for highway or bridge projects, freight intermodal (including public ports) or freight rail projects, railway-highway grade separation or elimination projects, intercity passenger rail projects, or public transportation projects of national or regional significance. BIL provides \$5 billion over five years in competitive grants for these projects. Tribal governments and consortia of Tribal governments are eligible to apply. More information about the program is available in the [combined FY22 funding opportunity](#) released in March.
- *Rural Surface Transportation Program*: BIL provides \$2 billion dollars to a new Rural Surface Transportation grant program, including \$300 million for FY22. These funds can be deployed to rural areas, including on Tribal lands. The goals include increasing connectivity, safety, and economic growth. More information

about the program is available in the [combined FY22 funding opportunity](#) released in March.

- *Bridge Investment Program:* BIL invests \$12.2 billion over four years through the new Bridge Investment Program to support projects that improve bridge safety, efficiency, and reliability. States, metropolitan planning organization, local governments, and Tribal governments are eligible to apply. Additional information on application release is forthcoming and will be available [here](#).
- *Local and Regional Project Assistance:* BIL expands the Department of Transportation's existing RAISE (previously "BUILD/TIGER") competitive grants program to provide \$7.5 billion over four years. Eligible parties, including Tribal governments, can apply for grants for highways, bridges, passenger rail, ports, airports, and other surface transportation projects of local or regional significance. More information is available [here](#).
- *Safe Streets and Roads for All Program:* BIL includes \$5 billion for a new competitive Safe Streets and Roads for All program. Studies show that Tribal communities have been disproportionately impacted by roadway fatalities. Recipients, including Tribal governments, can use funds to support "vision zero" plans and other investments in transportation systems that reduce fatalities. More information is available [here](#).
- *Highway Safety Programs:* BIL invests nearly \$2 billion in formula funding for highway safety programs through the Department of Transportation. Part of this money will flow directly to Tribes, with additional opportunities available through competitive grants. Tribes may also receive a cost share waiver, meaning they do not need to provide matching funds.
- *Reconnecting Communities Pilot Program:* BIL establishes a pilot program at the Department of Transportation to provide grants to conduct feasibility studies, planning activities, and construction activities on existing eligible transportation facilities that create barriers for community connection. The law apportions \$1 billion to this effort through competitive grants to eligible facilities. More information is available [here](#).
- *Bus and Bus Facilities:* BIL includes over \$3.1 billion in formula funding for Bus and Bus Facilities, and nearly \$2 billion for competitive grants. Tribal governments are eligible to receive money from both grant programs to rehabilitate, replace, purchase or lease buses or bus-related facilities. More information is available [here](#).

- *National Culvert Removal, Replacement, & Restoration Grant:* BIL allocates \$200 million for the National Culvert Removal, Replacement, and Restoration Program at the Department of Transportation. This program will provide grants to states, local governments, and Tribes to remove or improve culverts in service of improved fish passage.
- *Grants for Charging and Fueling Infrastructure:* BIL creates several programs for deployment of fueling infrastructure such as electric vehicle chargers. EV charging deployment can support a transition to clean and affordable electric vehicles. Tribes are eligible applicants for \$2.5 billion in funding for community-based charging and alternative fuels corridors. Grant details will be available soon. More information is available [here](#).

*Protecting Our Shared Environment and Promoting Clean Energy:*

- *Clean School Bus Program:* BIL provides the Environmental Protection Agency with \$5 billion over five years to replace existing school buses with clean school buses and zero emission school buses. Tribes, Tribal organizations, or Tribally-controlled schools responsible for the purchase of school buses or providing school bus service for a Bureau of Indian Affairs (BIA) funded school are eligible to apply. The program gives priority for applications that propose to replace buses that serve BIA-funded school districts and school districts that receive basic support payments under [section 7703\(b\)\(1\) of title 20](#) for children who reside on Tribal land. Information about Clean School Bus funding programs may be found at [www.epa.gov/cleanschoolbus](http://www.epa.gov/cleanschoolbus) and questions may be directed to [CleanSchoolBus@epa.gov](mailto:CleanSchoolBus@epa.gov).
- *Battery Manufacturing and Recycling Grants and Battery Material Processing Grants:* BIL apportions \$3 billion each to two grant programs that promote manufacturing, processing, and recycling for batteries. In both grant programs, the law directs the Secretary to prioritize applicants who partner with Tribes. More information is available [here](#) and [here](#).
- *Solid Waste Management and Recycling:* BIL invests \$350 million in funding for new grant programs focused on local waste management infrastructure and recycling programs, improving consumer education and outreach on recycling, and reducing contamination of the recycling and organics waste streams. More information is available [here](#). To receive periodic updates on grants related to recycling and supporting a circular economy for all, sign up [here](#) or email [EPAREcycles@epa.gov](mailto:EPAREcycles@epa.gov).
- *Brownfields Projects:* BIL authorizes \$1.5 billion in additional funding to support the EPA's Brownfields program to help communities, states, and Tribal nations to

clean up Brownfields in a safe and sustainable manner. Brownfields are sites whose development or expansion is constrained by the presence of toxic contaminants. \$1.2 billion of this funding will go to competitive grants, while \$300 million will fund state and Tribal Nation response programs. Potential applicants for brownfields grants should become familiar with application guidelines and determine which priority sites are eligible for funding. More information about available brownfields grants and other available resources for communities can be found [here](#). Information about BIL's historic investments in the program is available [here](#).

- *Pacific Coastal Salmon Recovery Fund*: BIL provides \$172 million to support recovery efforts for Pacific coastal salmon through the National Oceanic and Atmospheric Administration at the Department of Commerce. These investments will protect, restore, and conserve Pacific salmon and steelhead and their habitats through competitive funding to the states of Alaska, Washington, Oregon, Idaho, Nevada, and California and Federally recognized tribes of the Columbia River and Pacific Coast (including Alaska), or their representative Tribal commissions and consortia. More information is available [here](#).
- *Energy Improvement in Rural and Remote Areas*. BIL allocates \$1 billion to provide financial assistance to increase environmental protection from the impacts of energy use and improve resilience, reliability, safety and availability of energy in rural or remote areas of the U.S. Tribal groups are eligible to apply for funding. The Department of Energy expects to provide technical assistance funding for this program beginning in summer of 2022. More information is available [here](#).
- *Clean Hydrogen Manufacturing Recycling Research, Development and Demonstration Program*. BIL allocates \$500 million to provide Federal financial assistance to advance new clean hydrogen production, processing, delivery, storage and use equipment manufacturing technologies and techniques. Priority will be given to projects that operate in partnership with Tribal energy development organizations, Indian Tribes, Tribal organizations, Native Hawaiian community-based organizations. The Department of Energy anticipates publishing a Notice of Intent on program design in summer of 2022. More information is available [here](#).
- *Regional Clean Hydrogen Hubs*. BIL allocates \$8 billion to support the development of at least four regional clean hydrogen hubs to improve clean hydrogen production, processing, delivery, storage and end use. These efforts will contribute to a broader strategy for a national clean hydrogen network. Potential recipients include technology developers, industry, national labs, utilities, state, local, and Tribal governments, among others. The Department of Energy

anticipates an initial funding opportunity announcement in fall of 2022. More information can be found [here](#).

### *Ensuring Clean and Safe Water, and Upgrading Sanitation Systems:*

- *Planning Assistance to State and Tribes:* BIL apportions \$30 million to states and Tribes for planning assistance related to water resource challenges through the Army Corps of Engineers. Tribal cost share requirements for projects are waived, up to \$200,000.

### *Additional programs*

- *Regional Commissions:* BIL provided \$1.38 billion to the regional commissions, which are Federal-state partnerships that invest in infrastructure and workforce and business development in distressed communities across the United States. Tribal entities located in the commissions' regions are eligible to apply for grants. The commissions include Appalachian Regional Commission, Delta Regional Authority, Denali Commission, Northern Border Regional Commission, and Southeast Crescent Regional Commission.
- *Tribal Benefits for Infrastructure Permitting Assistance - Permitting Council:* The Permitting Council is a unique Federal agency charged with improving the transparency, predictability, and outcomes of the Federal environmental review and authorization process for certain critical infrastructure projects in the following industry sectors: renewable and conventional energy production, electricity transmission, surface transportation, aviation, ports and waterways, water resource projects, broadband, pipelines, manufacturing, mining, and carbon capture.

Established in 2015 by Title 41 of the Fixing America's Surface Transportation Act (FAST-41), the Permitting Council is comprised of 16 members, including the Executive Director (Permitting Council Chair), the Deputy Secretary (or equivalent) from 13 Federal agencies, the Chair of the Council on Environmental Quality, and the Director of the Office of Management and Budget. FAST-41 is intended to facilitate good project management practices, foster a high level of communication and collaboration, and provide transparency to achieve a high-quality, accountable, and effective project review and permitting process.

FAST-41 coverage is voluntary – project sponsors must apply for and receive FAST-41 coverage to receive the benefits of the FAST-41 program, which include:

- (i) a coordinated and comprehensive permitting timetable posted on the Federal Permitting Dashboard that contains all Federal environmental reviews and permits needed to begin project construction;



- (ii) mandatory interagency coordination in processing all project-related reviews and authorizations;
- (iii) mandatory Federal consultation with the project sponsor on all permitting timetable modifications;
- (iv) unique elevation procedures that allow agency principles to directly resolve covered project permitting issues; and
- (v) access to funding opportunities to make the project review and permitting process more efficient.

The BIL lowers the barriers to FAST-41 access for infrastructure projects that are sponsored by an Indian Tribe, an Alaska Native Corporation, a Native Hawaiian organization, the Department of Hawaiian Home Lands, or the Office of Hawaiian Affairs, if that project is also intended to be located on lands owned or under the jurisdiction of the same project sponsor.

Additionally, the BIL grants the Permitting Council Executive Director new authority to transfer Federal funds to Tribal governments to facilitate timely and efficient environmental reviews and authorizations for FAST-41 covered projects (e.g., Historical Preservation Act section 106 reviews, NEPA review, Government-to-Government consultations, etc.).

For more information, please visit the Permitting Council’s website [here](#); or email at [fast.fortyone@fpisc.gov](mailto:fast.fortyone@fpisc.gov)

## **Additional Information**

### **Infrastructure Guidebook**

A complete Guidebook to the Bipartisan Infrastructure Law for state, local, Tribal, and territorial governments, and other partners—including detailed information about awarding agencies, funding amounts, availability, and eligible uses—can be found [here](#).

### **Agency Contact Information**

Department of Transportation: [intergov@dot.gov](mailto:intergov@dot.gov)

Department of Interior: [OIEA@ios.doi.gov](mailto:OIEA@ios.doi.gov)

Department of Commerce: [CommerceIGA@doc.gov](mailto:CommerceIGA@doc.gov)

Department of Energy: [DL-RegionalSpecialists@hq.doe.gov](mailto:DL-RegionalSpecialists@hq.doe.gov)

Department of Agriculture: [EIA@usda.gov](mailto:EIA@usda.gov)

Environmental Protection Agency: [State&Local@epa.gov](mailto:State&Local@epa.gov)

Federal Emergency Management Agency:

<https://www.fema.gov/grants/mitigation/building-resilient-infrastructure-communities>



*Disclaimer:* This guide is designed to help users familiarize themselves with the Bipartisan Infrastructure Law. Nothing contained in this document constitutes guidance from the U.S. government on any law, program, policy, application process, or funding eligibility. Applicants for funding should consult official agency or program specific guidance for additional information.

FEDERAL HIGHWAY ADMINISTRATION



# Transportation Funding Opportunities for Tribal Nations



U.S. Department  
of Transportation

**Federal Highway  
Administration**


# 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.

Images throughout this document unless otherwise noted were taken by FHWA employees. Special thanks to all contributors.

## 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.



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

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 can also assist. 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.

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
<b>Dedicated Tribal Programs</b>				
Tribal Transportation Program (TTP)	\$3.01 B		<b>F</b>	Provide safe and adequate transportation and public road access.
Tribal High Priority Projects Program	\$45 M		<b>C</b>	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		<b>C</b>	Replace, rehabilitate, preserve, protect, and construct new bridges.
Tribal Transportation Facility Bridge Program / Bridge Investment Program (BIP) Tribal Bridge Set-aside	\$200 M		<b>C</b>	Replace, rehabilitate, preserve, protect, and construct new bridges.
Tribal Transportation Program Safety Fund (TTPSF)	\$121 M		<b>C</b>	Prevent and reduce transportation-related injuries and fatalities on Tribal Lands.
Tribal Technical Assistance Program (TTAP)	\$17.8 M		<b>C</b>	Transportation training and technical assistance.
<b>Other Programs</b>				
Accelerated Innovation Deployment (AID) Demonstration	\$10 M		<b>C</b>	Provide funding as an incentive to accelerate the deployment and adoption of proven innovative practices and technologies.
Bridge Investment Program	\$12.5 B		<b>C</b>	Fund the planning and improvement of bridge condition, safety, efficiency, and reliability.
Charging and Fueling Infrastructure	\$2.5 B	<b>NEW!</b>	<b>C</b>	Support deployment of EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure.
Highway Safety Improvement Program (HSIP)			<b>C</b>	Reduce traffic fatalities and serious injuries on all public roads.
Infrastructure For Rebuilding America (INFRA) (Nationally Significant Freight and Highway Projects)	\$7.25 B		<b>C</b>	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		<b>C</b>	Fund transportation infrastructure projects with significant local or regional impact.
National Culvert Removal, Replacement, and Restoration Grants	\$1 B	<b>NEW!</b>	<b>C</b>	Improve or restore passage for anadromous fish.
National Infrastructure Project Assistance "Mega-projects"	\$5 B	<b>NEW!</b>	<b>C</b>	Support multijurisdictional or regional projects of significance that may also cut across multiple modes of transportation.
National Scenic Byways	\$22 M		<b>C</b>	Fund improvements that merit national recognition for outstanding scenic, historic, cultural, natural recreational and archeological qualities.
Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP)	\$275 M		<b>C</b>	Address significant challenges across the nation for transportation facilities that serve Federal and tribal lands.

## HIGHWAY AND BRIDGE PROGRAMS: TRIBAL ELIGIBILITY

Program	Funding (FY22-26)	New Program	Formula/Competitive	Purpose
<b>Other Programs (Cont.)</b>				
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.

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

	Bipartisan Infrastructure Law (BIL)				
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**
  - ◇ 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:**

	Bipartisan Infrastructure Law (BIL)				
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**
  - ◇ 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:** Formula.
- **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.
  - ◇ 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).
  - ◇ Please reach out to your respective State DOT for specifics on their BFP funding opportunities.
  - ◇ BFP Fact Sheet: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/bfp.cfm>



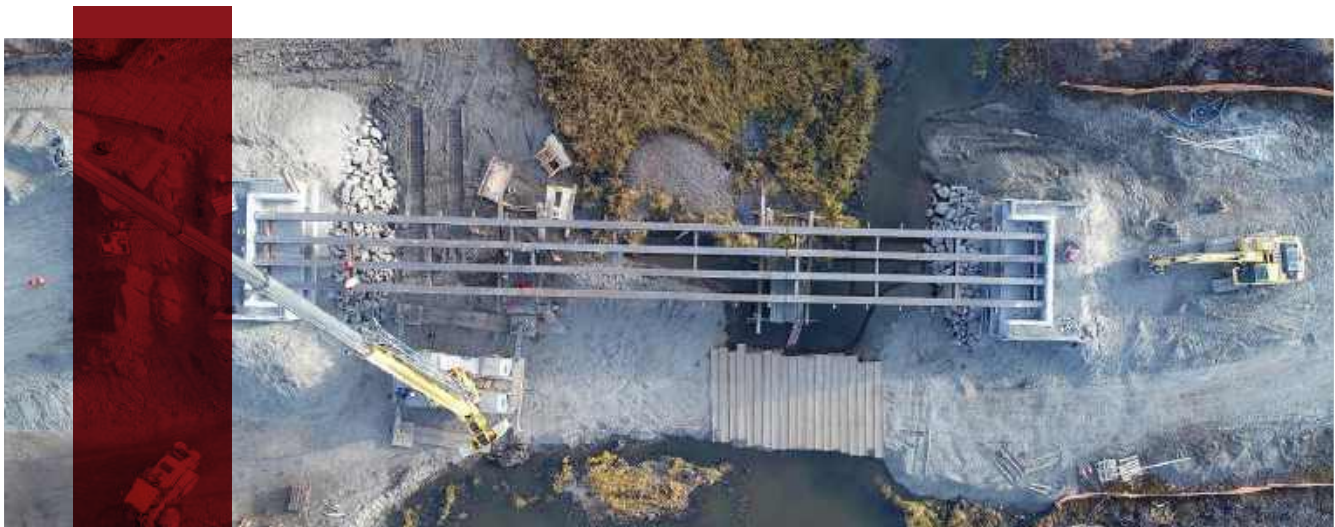
## Bridge Investment Program (BIP) Tribal Bridge Set-aside

- **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.).

# 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:**

<b>Total</b>	<b>\$17.8 million</b>
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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.



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

## 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.
- **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.
  - ◇ TTP funds may be used to meet matching or cost participation requirements.
  - ◇ Program website: <https://www.fhwa.dot.gov/innovation/grants/>.



The Saint Michael Roadway Improvement Project.  
Tribal Village of Saint Michael Bering Sea, Alaska.



## 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

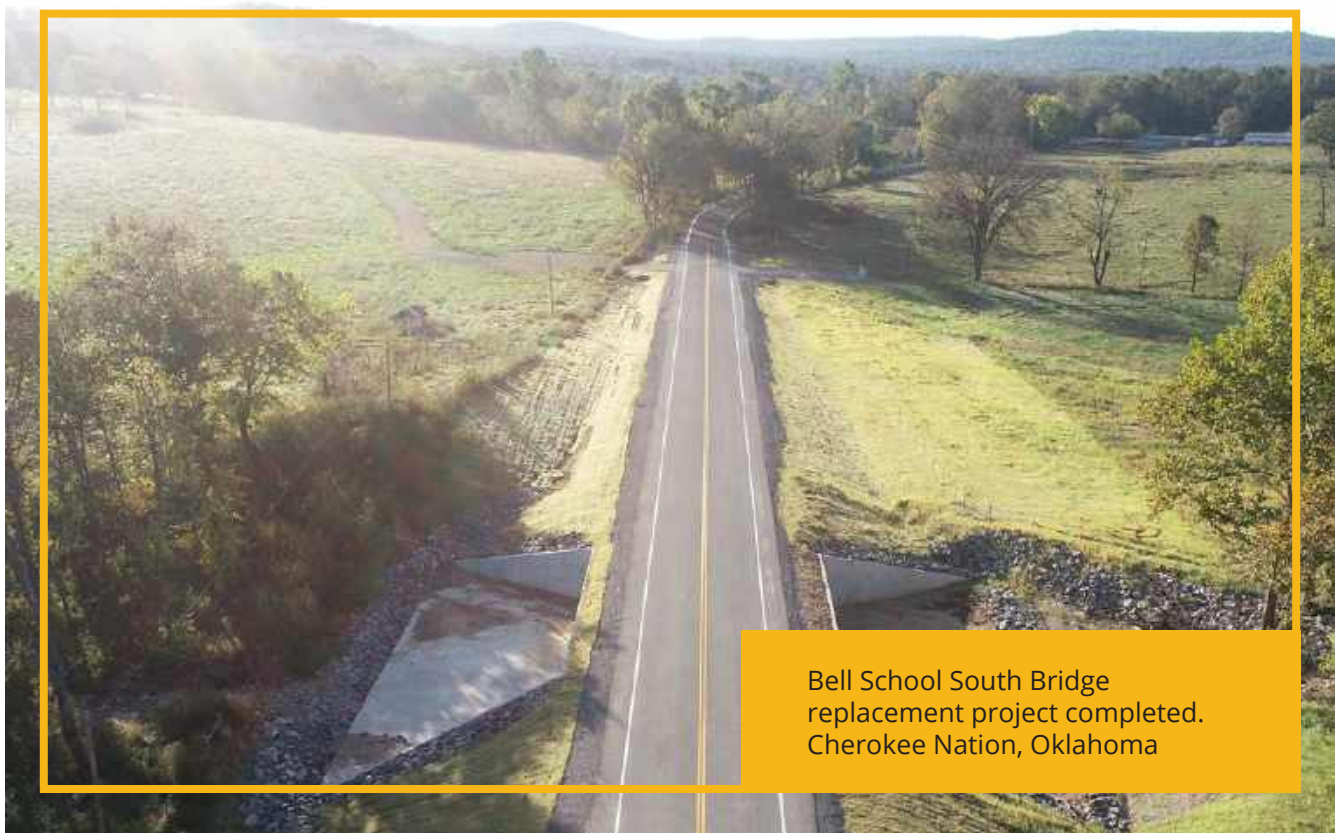
- **Program Type:** Competitive.
- **Federal Share:** Up to 80 percent.
- **Eligible projects/activities:** Acquisition and installation of publicly accessible charging or fueling infrastructure, or traffic control devices. For newly-installed infrastructure, the law allows use of funds to provide operating assistance for the first 5 years after installation.
- **Additional Information and Assistance**
  - ◇ TTP funds may be used to meet matching or cost participation requirements.
  - ◇ 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](https://safety.fhwa.dot.gov/hsip/rulemaking/docs/BIL_HSIP_Eligibility_Guidance.pdf)
- **Additional Information and Assistance**
  - ◇ 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.
- **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**
  - ◇ TTP funds may be used to meet matching or cost participation requirements.
  - ◇ 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.
- **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.
  - ◇ TTP funds may be used to meet matching or cost participation requirements
  - ◇ 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.
- **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.
  - ◇ TTP funds may be used to meet matching or cost participation requirements.
  - ◇ 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.
- **Eligible projects/activities:**
- **Additional Information and Assistance**
  - ◇ TTP funds may be used to meet matching or cost participation requirements.
  - ◇ 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.
- **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**
  - ◇ TTP funds may be used to meet matching or cost participation requirements.
  - ◇ 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.
- **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**
  - ◇ TTP funds may be used to meet matching or cost participation requirements .
  - ◇ 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.
- **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**
  - ◊ TTP funds may be used to meet matching or cost participation requirements.
  - ◊ 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.
- **Eligible projects/activities:** The program includes competitive grants to test, evaluate, and deploy projects that reduce port-related emissions.
- **Additional Information and Assistance**
  - ◇ TTP funds may be used to meet matching or cost participation requirements.
  - ◇ 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.
- **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.
  - ◇ TTP funds may be used to meet matching or cost participation requirements.
  - ◇ 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](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
- **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**
  - ◇ TTP funds may be used to meet matching or cost participation requirements.
  - ◇ 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/](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.
- **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**
  - ◇ TTP funds may be used to meet matching or cost participation requirements.
  - ◇ 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**

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Office of Tribal Transportation