

The background of the entire page is a photograph of an electric vehicle charging station. A blue charging cable is plugged into the station, and a bright green cable is visible. The background is a soft-focus scene of green trees and a warm, golden sky, suggesting a sunset or sunrise. The bottom portion of the image is overlaid with a dark green, jagged-edged graphic that resembles a mountain range or a torn paper effect.

Transportation Funding in and Near National Parks

NPCA & Partners Field Guide to Federal Grants

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Foreword

This guide was developed to provide National Parks Conservation Association (NPCA) staff and partners the resources and contacts necessary to pursue federal funding for transportation and transit projects in and near national parks. The funding opportunities detailed in this guide provide avenues of funding beyond national park base funding, fees and other traditional sources of funding. National Park Service (NPS) base funding and fees are stretched thin and securing funding through the Department of Transportation (DOT) or other federal funding can help parks immensely without impacting their individual park budgets.

Some NPCA regional offices have successfully pursued these funding avenues in recent years. Some examples include:

- Southwest Regional Office helped obtain \$27.5 million for the Grand Canyon National Park Shuttle Bus Fleet Replacement project in Arizona.
- Midwest Regional Office leveraged federal funding through a local metropolitan planning organization to develop a transportation plan for Pullman National Historical Park.
- Southwest Regional Office worked with partners and Zion National Park to secure \$33.4 million to replace the shuttle bus fleet in and adjacent to the park.
- Suncoast Regional Office helped secure \$60 million to support the critical next phase of bridging and elevating Tamiami Trail to restore historic freshwater flow to Everglades National Park and Florida Bay.

NPCA would like to help other regional staff and partners secure funding for transportation and transit needs in and near parks. This guide is designed to help you get started.

While this guide is predominantly focused on DOT grant programs, also included is a list of electric vehicle (EV) charging infrastructure funding sources for national park gateway communities, some of which are administered by the Department of Energy. Many of these programs were created or expanded by the 2021 Infrastructure Investment and Jobs Act. Gateway communities are integral in providing EV infrastructure and transit connections to enhance visitor experiences and reduce climate impacts.

This guide is organized in three main categories of DOT funding:

- 1 Direct sources of funding for national park needs;
- 2 Competitive sources of funding for federal land management agencies and tribes; and
- 3 Broad sources of funding that many federal entities can compete for.

Introduction to Federal Agencies

United States Department of Transportation



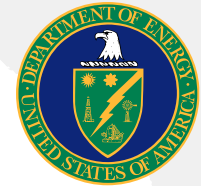
The U.S. Department of Transportation (DOT) is one of the executive departments of the U.S. government. It has several operating administrations and bureaus, each with its own management and organizational structure. DOT and its operating administrations provide funding for various programs to invest in transportation infrastructure, safety, and innovation across the country. NPCA advocates for a portion of these funds to be allocated in national parks landscapes.

The Department's operating administrations consist of:

- Federal Aviation Administration (FAA)
- Federal Highway Administration (FHWA)
- Federal Motor Carrier Safety Administration (FMCSA)
- Federal Railroad Administration (FRA)
- Federal Transit Administration (FTA)
- National Highway Traffic Safety Administration (NHTSA)
- Maritime Administration (MARAD)
- Pipeline and Hazardous Materials Safety Administration (PHMSA)

Along with its operating administrations, DOT also includes the Build America Bureau (Bureau), which is responsible for driving transportation infrastructure development projects in the United States, and the Volpe Center aimed at advancing transportation innovation for the public good.

United States Department of Energy



The U.S. Department of Energy (DOE) is responsible for administering national energy policy. The agency promotes energy efficiency and the use of renewable energy and develops policies and regulations concerning the use of natural gas, coal, and electric energy. In recent years, DOE has been tasked with enhancing the United States' energy grid to incorporate new innovative technologies such as electric vehicles and related charging infrastructure.

Through the Joint Office of Energy and Transportation, DOE and DOT have been working together to make electric vehicle ownership more widespread and more accessible by building a nationwide EV charging network. This effort has aligned resources and expertise across the two departments toward leveraged outcomes, providing support and expertise to a multitude of programs that seek to deploy this network. The venture has prioritized both rural and urban communities that have been previously underserved by EV charging infrastructure. Of note for NPCA and its partners, the Administration has made significant investments to formula and discretionary grant programs in recent years that will fund various projects to expand highway, transit, and maritime electrification.

This guide includes information related to FHWA, FTA, FRA, and OST programs as those are the programs with NPS or park landscape project applicability.

National Park Service Transportation Assets

The National Park Service transportation system provides over 300 million visitors per year with access to America's most treasured landscapes and historic sites. This transportation system also contributes to economic benefits and connects national parks with nearby communities.

To improve access for visitors and connect parks and communities, the NPS is creating a 21st century transportation system through investments in transit, trails, and technology. These multimodal transportation investments ensure a national park system that is responsive to increased visitor demand and enables car-free trips.

National parks also depend on transportation assets surrounding its locations such as highways, train stations, rail lines, transit infrastructure, bus stops, and many others to deliver people to and from parks safely and efficiently. This toolkit focuses on funding opportunities that can assist all these systems.

The National Park Service transportation system contains internal assets such as:



NPS Funding and Transportation Priorities

Federal Funding Sources for the National Parks

The National Park Service (NPS) is primarily funded by Congress through the annual appropriations cycle and each national park unit has a unique annual operational budget. National parks also receive funding through park entrance and user fees, private philanthropy, and other federal funding sources allocated by the Environmental Protection Agency, DOT, and other agencies.

The NPS develops a budget each February for the next fiscal year, which starts October 1. The budget, published in what NPS calls the Green Book, defines NPS's goals and objectives and the funding necessary to accomplish them. The NPS budget is rolled up into the budget for the Department of the Interior and then with the rest of the Executive Branch and submitted to Congress for its review and approval. That proposed budget is then used as justification for the annual appropriations bill passed by Congress through the Interior, Environment and Related Agencies Appropriations Subcommittee that holds jurisdiction over the Department of the Interior and the NPS. These appropriations fund the NPS operating budget for the next fiscal year.

While many of the programs run by NPS are funded through the annual appropriations process, the building, operation, maintenance, and improvement of NPS transportation assets are mainly supported by funds from revenues generated by the Highway Trust Fund (HTF).

How Transportation Agencies are Funded

Through the same appropriations process that funds the DOI, Congress appropriates funding to DOT and DOE for its operating budget and authorizes transportation programs based on national priorities. DOT and its operating administrations then provide that funding to authorized programs to invest in transportation projects. For FY23, DOT received \$87.33 billion in congressional appropriations.

Meanwhile, the Highway Trust Fund finances most federal government spending for highways and mass transit. Revenues for the trust fund come from transportation-related excise taxes, primarily federal taxes on gasoline and diesel fuel.

How the NPS Backlog Fits with Transportation Projects

Roads, bridges, and transit are integral parts of the national park experience, but over the course of multiple decades, deteriorating assets led to a backlog of repairs that will cost billions of dollars to fix. In FY23, the National Park Service estimated to need roughly \$22 billion to address overdue maintenance nationwide.

Congress addressed part of the deferred maintenance backlog when it passed the Great American Outdoors Act (GAOA), which was signed into law in August 2020. The bill directed up to \$1.3 billion per year of non-taxpayer funds over five years to address priority park repairs through the National Parks and Public Lands and Legacy Restoration Fund. The GAOA represents the largest congressional investment in the National Park Service in its 100-year plus history. However, **only one third of the GAOA funds may be used for transportation projects.** The transportation funding authorized through the Infrastructure Investment and Jobs Act also serves as an important and necessary funding source for NPS transportation projects.



The Infrastructure Investment and Jobs Act of 2021

In November 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) into law. The IIJA is the largest long-term infrastructure investment in our nation's history. It provided \$550 billion over fiscal years 2022 through 2026 in new federal investment in transportation infrastructure, including roads, bridges, mass transit, rail, and aviation, as well as energy, water, resilience, waste, and broadband infrastructure. The law includes several authorizing bills, including the Surface Transportation Reauthorization Act of 2021, Surface Transportation Investment Act, Drinking Water and Wastewater Infrastructure Act and the Energy Infrastructure Act, among others.

In what is being called a “once-in-a-generation investment,” the IIJA included billions in spending to:

- rebuild roads and bridges (\$110 billion),
- improve public transit systems (\$39.2 billion),
- expand passenger and freight rail (\$66 billion),
- upgrade ports and waterways (\$16.6 billion),
- upgrade airports (\$25 billion),
- invest in broadband infrastructure (\$65 billion),
- fix water systems (\$55 billion),
- modernize the power sector (\$65 billion),
- improve climate resilience (\$47.2 billion).

The IIJA provided massive funding improvements to existing DOT and DOE formula and discretionary grant programs as well as created a variety of new programs to increase transportation development nationwide. IIJA reauthorized and enhanced formula programs that the NPS relies on for transportation funding, and reauthorized and allocated additional funding to grant programs the national parks can leverage to complete additional projects in a variety of modal areas.

Inflation Reduction Act

In August 2022, President Biden signed the Inflation Reduction Act (IRA) into law. Among other items, the IRA invests in domestic energy production including prioritizing clean energy and electrification. The law directed \$369 billion in federal spending related to clean energy and included provisions to improve access to EVs and EV charging infrastructure, and created several EV-related programs across multiple Federal agencies, including DOT, DOE, and the Department of the Treasury.

Grant Programs

Formula Grant Funding Programs

Formula grant programs allocate funding to recipients based on formulas set by Congress. For major highway and infrastructure programs, transit, rail, and other modal transportation programs under the DOT umbrella, formula funding is set according to the IIJA and through the congressional appropriations process. DOT distributes these funds to states, federally-recognized Tribal recipients, and transit agencies. The funds may be further allocated to localities at state, Tribal, or agency discretion.

Formula vs Discretionary Funding

There are two main funding streams through federal agencies: formula, also known as mandatory funding, and discretionary. Formula grants are required by law to be awarded if the recipients meet certain predetermined conditions. Discretionary grants permit agencies to exercise judgment in selecting recipients through a competitive grant process.

Discretionary Grant Funding Programs

DOT administers competitive discretionary grant programs through its operating administrations and the Office of the Secretary. Discretionary grants are often distributed through a competitive selection process targeted to interested and eligible applicants, including state and local governments, transit providers, universities, research institutions, law enforcement agencies, nonprofit organizations, and others. Each program office solicits applications and selects projects based on program eligibility, evaluation criteria, and departmental or program priorities. Discretionary grant programs award funding to support projects addressing specific program purposes.



Applying for Grant Programs

Eligible Applicants:

Types of applicants are often grouped into six categories:

- 1 State governments, agencies, and authorities:** State departments of transportation, other state agencies, and interstate compacts.
- 2 Tribal governments:** Federally recognized tribes.
- 3 Local governments and agencies:** Federal agencies, communities, counties, municipalities, local law enforcement, public transportation authorities, and metropolitan planning organizations. NPS is contained in this group.
- 4 Transportation providers and operators:** Airports, rail carriers, port authorities, transit providers, and private sector transportation companies.
- 5 Non-profit organizations:** Private and public non-profit organizations.
- 6 Academic and research institutions:** Accredited institutions of higher education.

Process Overview:

The discretionary grant funding process begins with congressional legislation and concludes with the closeout of the awarded project. The grant lifecycle is broken down into three main phases: Pre-Award, Award, and Post-Award:

1. Pre-Award: Funding opportunity announcement, applicant solicitation, and application submission.
2. Award: Application evaluation, award decisions, and grant recipient notifications.
3. Post-Award: Project execution, monitoring, and closeout.

There is usually a 60-90 day period between a funding opportunity announcement and the deadline for applications. Dates will be outlined in the Notice of Funding Opportunity (NOFO).

Evaluation Criteria:

Evaluation criteria give insight into what a program is looking for when making a decision to award funds. Clear and specific evaluation criteria help applicants understand if their project would be a good fit for a particular grant program and it assists program managers in making informed decisions about high-value projects based on that funding cycle's criteria. For the exact evaluation criteria used by a particular program in their application review process, refer to the program's current NOFO or visit the program's webpage. Criteria are often broken down within the categories of Project Planning and Scope, Project Performance and Execution, Funding Indicators, and Project Impact.

How Would NPS Partner Groups be Involved in the Process?

As a federal government agency, the NPS cannot directly bid for DOT discretionary grant awards. However, national park staff can keep eligible entities, such as state, local, and tribal governments, transit agencies, port authorities, metropolitan planning organizations (MPOs), nonprofit and private sector groups, and other political subdivisions of state or local governments apprised of transportation needs in a park that falls in one of these agencies' jurisdictions. Multiple entities can submit joint applications for federal grant awards, and NPS can act as a key player in providing insight, information, and recommendations to those groups. In many cases, national park partner groups and nonprofits can submit applications for grant awards without the sponsorship of a larger public entity. NPCA and other national park partners should remain engaged with state and local officials, as well as national park staff, to ensure that their applications address the needs of the park and cover the required criteria to receive an award.

Keeping state and local officials and agencies informed of park needs and projects of significance is also a great way to position parks to capitalize on formula funds that state and local governments receive from Federal agencies.

Benefit Cost Analysis:

Some programs may use benefit-cost analysis (BCA) to assess potential investments. A benefit-cost analysis is a systematic process for identifying, quantifying, and comparing expected benefits and costs of an investment. A BCA is different than an economic impact statement because it looks at overall benefit to users and the significance of the project in enhancing overall scope of transportation efficiency, rather than just focusing on local or regional economic activity impacts. BCA may be used to evaluate whether a project provides significant economic benefits to users, relative to the resources required to implement that project. In other words, the goal of BCA is to help determine whether the proposed project cost is justified given its expected benefits. Factors included in a BCA are: measures of safety, the effect of system and service performance, trip time, reliability, competitiveness, infrastructure resilience, efficiencies for improved integration with other modes, or the ability to meet existing or anticipated demand.



If there is a comprehensive transportation plan already completed or underway in a park, try establishing a group of federal, state, and local transportation and transit providers to implement the plan. Consistently meeting with these providers can maximize the applications and leverage other funds to provide access to the park. See the list of funding sources on page 48 for ideas of what could be applicable.

ROUTES Applicant Toolkit

DOT launched the Rural Opportunities to Use Transportation for Economic Success (ROUTES) initiative in October 2019. This initiative aims to help the Department enhance discretionary grant funding opportunity processes. Although the toolkit was originally aimed at assisting projects in rural communities, the tools and information provided are useful for any grant application both in rural and urban communities.

The applicant toolkit is designed for all levels of grant applicant experience, aiming to enhance access to DOT resources for rural transportation projects. Specifically, this toolkit illustrates key applicant activities when participating in the DOT discretionary grants process, catalogues DOT discretionary grant programs by applicant type and eligible project activities in a DOT Discretionary Grant Funding Matrix, and provides resources for applicants to maximize the potential for award success.

The roadmap provided below can be useful to NPCA staff and partner groups. It lays out the process from the beginning to the end of grant-making following these steps:

- Legislation: Program authorization and funding appropriation by Congress.
- Pre-Award: Funding opportunity announcement, applicant solicitation and submission.
- Award: Application evaluation, award decisions, and grant recipient notifications.
- Post-Award: Project execution, monitoring, and closeout

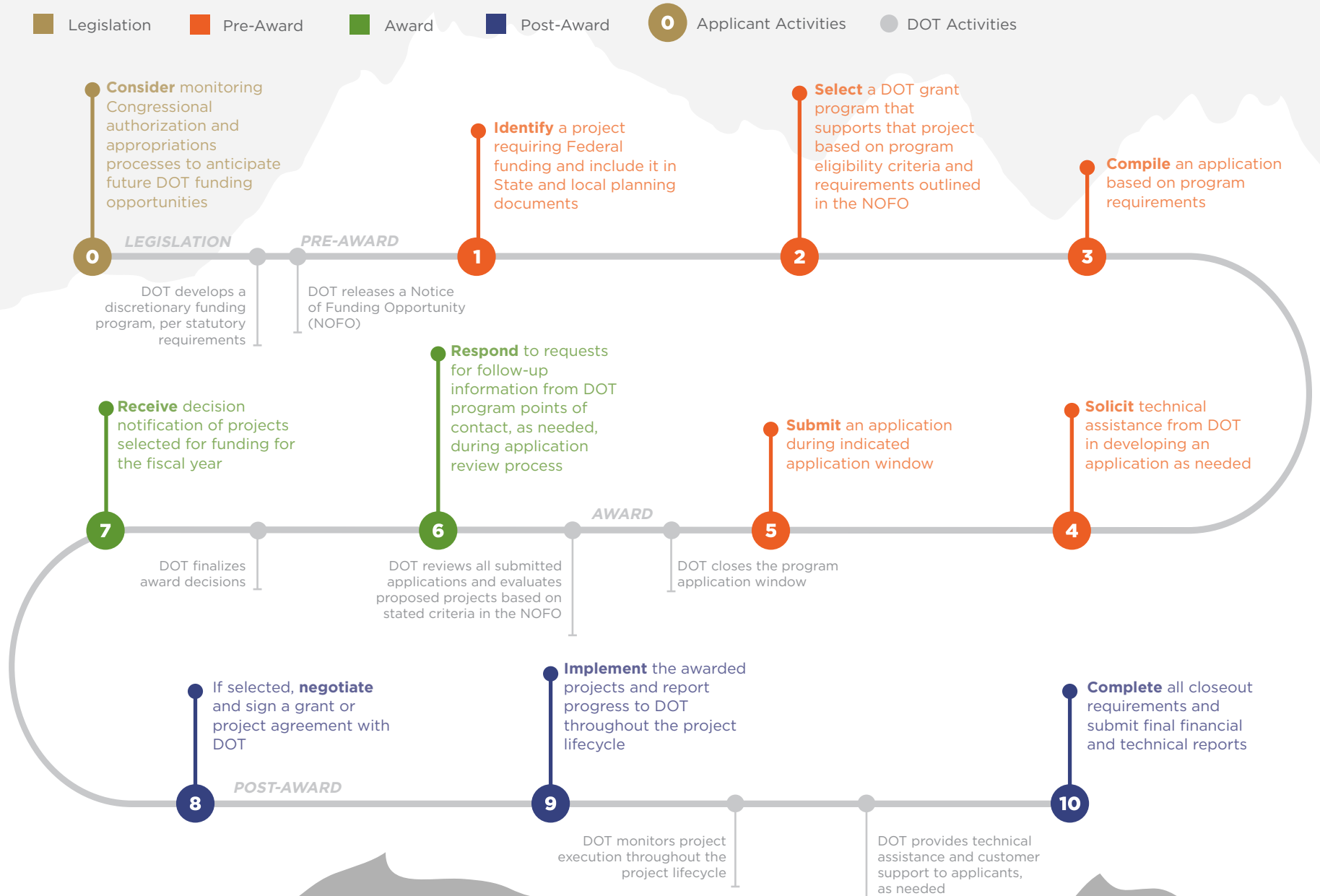
The ROUTES initiative now also includes the **Charging Forward Rural EV Toolkit**. This toolkit is meant to be a one-stop resource to help rural communities scope, plan, and identify ways to fund EV-charging infrastructure. A rural organization or individual—such as a property owner, business, town, Tribe, or planning or transit agency—can use the toolkit to identify key partners for a project, take advantage of relevant planning tools, and identify available funding or financing to help make that project a reality.

While the toolkit includes some resources for individuals interested in charging their personal EVs at home, the majority of information in this toolkit is most relevant to rural entities seeking to install charging stations for broader public or private use. The toolkit focuses on infrastructure for light-duty electric passenger vehicles (such as sedans, sport utility vehicles, and pickup trucks), but also addresses funding opportunities and planning considerations for other types of electric vehicles and devices, including micro-mobility, transit and school buses, medium- and heavy-duty vehicles, and agricultural equipment such as tractors. As such, this toolkit generally uses the term “EV” to refer to light-duty electric passenger vehicles and clarifies where applicable when “EV” refers to other types of electric vehicles (e.g., electric buses).

Use the numbered steps on the following chart to navigate general applicant activities during the DOT discretionary grant funding process. DOT activities are also included for reference. Note that specific steps may differ by program.



Applicant Roadmap



Applicant Checklist

1. Identify a Project; Include in Planning Documents	
2. Select a DOT Grant Program To Utilize	
3. Compile an Application	
4. Solicit Technical Assistance from DOT	
5. Submit an Application	
6. Respond to DOT Follow Up Requests	
7. Receive Decision Notification	
8. If Selected, Negotiate and Sign Agreement	
9. Implement Awarded Project	
10. Complete all Closeout Requirements	

For more information on the grant funding process and supporting resources, please visit the Grants.gov **Grants 101** page and review the [Grant Lifecycle Timeline](#).

LEGISLATION

Authorization and Appropriation

- Monitor program authorization and appropriations legislation and anticipate funding opportunities in the coming fiscal year by referring to materials from the [House Appropriations Subcommittee on Transportation, and Housing and Urban Development, and Related Agencies](#) and the [Senate Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies](#)

AWARD

Evaluation and Selection

- Refer to the "DOT Applicant Considerations" section of this toolkit for tips on how to craft your application for the DOT evaluation and review (page 80)
- Monitor funding announcements on the [DOT grants website](#)
- Read [press releases](#) about selected awards on the DOT webpage to learn about other projects

PRE-AWARD

Solicitation and Submission

- Use the "DOT Discretionary Funding Matrix" in this toolkit to explore possible funding programs (page 17)
- Refer to the "Maximizing Award Success" section of this toolkit for information on compiling an application, planning for environmental reviews and other application components (page 73)
- Leverage the [Federal Grant Applicant Resources](#) page for additional information on account registration, eligibility, training, and FAQs
- [Explore Federal Grant Pre-Award](#) guidance
- Contact the DOT Program Point of Contact for information on program-specific assistance

POST-AWARD

Execution and Monitoring

- Consider the reporting requirements for an award. General information about a program's reporting requirements can be found in the respective program NOFO. DOT NOFOs can be found on the [Federal Grants](#) website and the program's website (hyperlinked in the "DOT Mode and Resource Descriptions" section of this toolkit, page 34)
- Comply with relevant local, State, and Federal regulations
- Contact the DOT Program Point of Contact for additional guidance throughout the post-award phase



Page numbers referenced in the chart above correspond to pages in the ROUTES toolkit: https://www.transportation.gov/sites/dot.gov/files/2021-06/R.O.U.T.E.S.%20Applicant%20Toolkit_FINAL%20508%20-%205.pdf









DOT Funding Opportunities

This toolkit focuses primarily on DOT's discretionary grant funding programs. However, a variety of potential funding and financing options should be considered to support transportation needs. The following is a list of grant opportunities at the Department of Transportation and its operating administrations that can serve as a resource for NPCA staff and partners as they work with communities to enhance transportation assets and options for the national parks.

Legend

\$ = Under \$300,000,000
\$\$ = \$300,000,000 - \$1,000,000,000
\$\$\$ = Over \$1,000,000,000

General Categories Funded

-  Highways/Roads
-  Bridges/Tunnels
-  Transit
-  Rail
-  Intermodal
-  Pedestrian/Bicycle
-  Parking/Rest Stops
-  EV Charging



Program Name	Formula or Competitive	Project Location	Eligible Applicants	General Categories Funded	Match Requirement	Amount of Funding	More Information
FHWA - Federal Lands Transportation Program (FLTP)	Formula	Inside the Federal Land	FLMAs		N/A	\$\$	16
FHWA - Federal Lands Access Program (FLAP)	Formula	Inside or Adjacent to Federal Land	States		N/A	\$\$	18
FHWA - Nationally Significant Federal Lands and Tribal Projects	Competitive	Inside or Adjacent to Federal Land	States, FLMAs, MPOs, Local Governments, Tribes		10% for non-tribes	\$	20
FTA - Buses and Bus Facilities Competitive Grant Program	Competitive	Adjacent to National Parks	States, Local Governments, Transit Agencies		20%	\$\$	22
FTA - Low or No Emission Grant Program (Low-No Program)	Competitive	Adjacent to National Parks	States, Local Governments, Transit Agencies		Between 10% and 15%	\$	24
FTA - Passenger Ferry Grant Program	Competitive	Adjacent to National Parks	States, Local Governments, Transit Agencies		Between 10% and 20%	\$	26
FHWA - Wildlife Crossings Safety Pilot Program	Competitive	Inside or Adjacent to Federal Land	States, FLMAs, MPOs, Local Governments, Tribes		Between 10% and 20%	\$	28
OST - Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants	Competitive	Inside or Adjacent to Federal Land	States, MPOs, Local Governments, Tribes		20%	\$\$\$	30
OST - Multimodal Project Discretionary Grant (MPDG)	Competitive	Inside or Adjacent to Federal Land	States, MPOs, Local Governments, Tribes		Between 20% and 40%	\$\$\$	32
FRA - Consolidated Rail Infrastructure and Safety Improvements Program (CRISI)	Competitive	Inside or Adjacent to Federal Land	States, MPOs, Local Governments, AMTRAK, Short Lines		20%	\$\$\$	35
OST - Rural and Tribal Infrastructure Advancement	Competitive	Adjacent to National Parks	States, Local Governments, Tribes		N/A	\$	37
FHWA - Bridge Investment Program	Competitive	Inside or Adjacent to Federal Land	States, FLMAs, MPOs, Local Governments, Tribes		Between 10% and 20%	\$\$	39
DOE - National Electric Vehicle Infrastructure Formula Program	Formula	Adjacent to National Parks	States		20%	\$\$\$	42
FHWA - Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Formula	Inside or Adjacent to Federal Land	States, Local Governments, Transit Agencies		Between 10% and 20%	\$\$\$	43
FHWA - National Highway Performance Program (NHPP)	Formula	Adjacent to National Parks	States		Between 10% and 20%	\$\$\$	44
FHWA - Surface Transportation Block Grant Program	Formula	Adjacent to National Parks	States		N/A	\$\$\$	45
FHWA - Charging and Fueling Infrastructure (CFI) Discretionary Grant Program	Competitive	Adjacent to National Parks	States, MPOs, Local Governments, Tribes		20%	\$\$	46
DOE - Assisting Federal Facilities with Energy Conservation Technologies (AFFECT)	Competitive	Adjacent to National Parks	FLMAs		N/A	\$	47

Direct Sources of Funding

Federal Lands Transportation Program (FLTP) - Federal Highway Administration

Improving National Park Service transportation infrastructure

The Federal Lands Transportation Program (FLTP) was established to improve the transportation infrastructure owned and maintained by the following Federal Lands Management Agencies (FLMAs): National Park Service (NPS), US Fish and Wildlife Service (FWS), USDA Forest Service (USFS), Bureau of Land Management (BLM), US Army Corps of Engineers (USACE), Bureau of Reclamation and independent Federal agencies with land and natural resource management responsibilities. FLTP was reauthorized by the IIJA and provides annual funds to these federal agencies for transportation infrastructure investment.

The FLMAs have discretion when managing their program within the FLTP. The Federal Highway Administration (FHWA), however, is ultimately responsible for ensuring the program is administered according to the statutory requirements. This includes conformity to highway planning, design, construction, maintenance, and safety standards.

This program allows for investment in federal lands transportation facilities for variety of activities including program administration, transportation planning, research, preventive maintenance, engineering, rehabilitation, restoration, construction, and reconstruction of facilities, as well as capital, operations, and maintenance of transit facilities, or projects on eligible public roads within or adjacent to, or that provides access to, federal lands open to the public.

In recent years. The IIJA provided a funding boost to FLTP for fiscal years 2022-2026.

NPS lists their anticipated FLTP projects in the annual President’s Budget.

Previously, NPS received:

2022	2023	2024
\$332,427,450	\$338,867,450	\$346,237,450

NPS is set to receive the following allocations for FY24-FY26:

2025	2026
\$353,607,450	\$360,047,450



FHWA Contact:
 Jeff Mann
 Senior Program and Technical Manager
 Office of Federal Lands Highway
Jeffrey.Mann@dot.gov
 703-404-6230



[Program Overview](#)
[NPS FLTP Accomplishments](#)

National Park Asset

FLTP example project:

Virginia / D.C. - Arlington Memorial Bridge Rehabilitation (2020)

Amount:

Approximately \$227,000,000

Description:

The Arlington Memorial Bridge has served as a monument to the sacrifices and valor of our nation's military since 1932. At its dedication in 1932, the bridge was the longest, heaviest, and fastest drawbridge in the world.

Major construction began in summer 2018. Access for 68,000 daily vehicles was maintained, with some temporary closures and shifts in traffic patterns. More than 450 precast concrete panels were placed to completely rehabilitate the bridge deck. In addition to rehabilitating the bridge's structural elements, the project rehabilitated historic elements and improved safety on the adjacent roadways.

NPS and FHWA rehabilitated the bridge to prepare it to stand strong for another century. A formal reopening ceremony with the Secretary of Interior was held in December 2020. As one of the largest transportation projects in NPS history, the rehabilitation of Arlington Memorial Bridge gave new life to our capital's ceremonial entrance while respecting its character, history, and national significance.



Subscribe to [DOT](#) and [FHWA](#) press releases to hear about funding opportunities!

Federal Lands Access Program (FLAP) - Federal Highway Administration

Improving transportation facilities near federal lands

The Federal Lands Access Program (FLAP) was established to improve transportation facilities that provide access to, are adjacent to, or are located within federal lands. FLAP supplements state and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. FLAP is designed to provide flexibility for a wide range of transportation projects in the 50 states, D.C. and Puerto Rico.

FLAP is funded by contract authority from the Highway Trust Fund and subject to obligation limitations. Funds are allocated to individual states using a formula based on road mileage, number of bridges, land area, and visitation in the federal lands in that state. Projects are selected by a state-based Programming Decision Committee (PDC). The PDCs request project applications through a call for projects. The frequency of the calls is established by the PDCs.

The Office of Federal Lands Division Office, with jurisdictional responsibility in that state, will issue the call for projects on the PDC's behalf. The notification of the call for projects will include applicable FLMAs in each state so they are equally informed. The Division Office will post the information online while FHWA will include the information via an interactive map on their website.

The IIJA provided a funding boost to FLAP for fiscal years 2022-2026.

2022	2023
\$332,427,450	\$338,867,450

NPS is set to receive the following allocations for FY24-FY26:

2024	2025	2026
\$346,237,450	\$353,607,450	\$360,047,450

FHWA Contact:

Jeff Mann
 Senior Program and Technical Manager
 Office of Federal Lands Highway
Jeffrey.Mann@dot.gov
 703-404-6230



[Program Overview and Call for Project Interactive Map](#)

National Forest Land

FLAP example project:

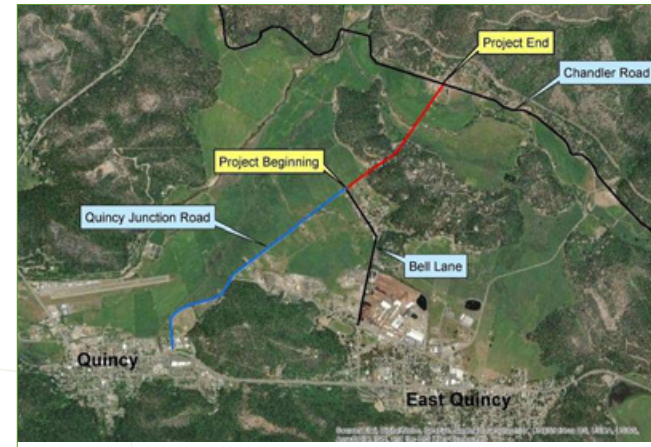
California - Quincy Junction Road (2017)

Amount:

Approximately \$3,200,000

Description:

Quincy Junction Road in Plumas County National Forest provides access from the town of Quincy to multiple trail connections in the Plumas National Forest. In the project area, Quincy Junction Road and the bridge over Greenhorn Creek have no shoulders or other accommodations for use by cyclists, pedestrians, and equestrians.



Program Point of Contacts are there for a reason - contact them if you have questions!

Competitive Sources of Funding

Nationally Significant Federal Lands and Tribal Projects (NSFLTP) - Federal Highway Administration (FHWA)

Addressing challenges across the nation for transportation facilities that serve federal lands

The Nationally Significant Federal Lands and Tribal Projects (NSFLTP) is a source of financial support for projects of national importance that are located on, near, or provide access to federal and tribal lands. The funds from this program are allocated towards the building, rebuilding, and refurbishing of transportation infrastructure that benefits federal and tribal lands.

The NSFLTP provides discretionary funding for projects that have an estimated construction cost of at least \$12.5 million. 50% of the funding available per year must be for federal lands, transportation facilities or federal land access transportation facilities and the other 50% is for Tribal land transportation facilities. In addition, at least one project must be for an NPS unit with at least 3 million annual visitors.

Federal Land Management Agencies (FLMA) and Indian tribal groups may sponsor applications on behalf of:

- A State or group of States;
- A metropolitan planning organization (MPO);
- A unit of local government or group of local governments;
- A political subdivision of a State or local government;
- A special purpose district or public authority with a transportation function, including a port authority;
- A group of FLMAs;
- A consortium of Tribal governments; or
- A multi-State or multijurisdictional group of public entities

The IJA authorized \$355 million annually to NSFLTP for fiscal years 2022-2026. \$300 million comes from the General Fund and must be appropriated by Congress every year and \$55 million from the Highway Trust Fund. Below is a summary of recent and upcoming NSFLTP funding rounds:

	NOFO Date	Award Date	Funding Amount	Number of Awards
FY21	October 21	January 9	\$100,000,000	2
FY22	August 17	June 16	\$130,548,129	7
FY23	July 16	TBD	\$88,290,000	TBD

2024	2025	2026
Up to \$55,000,000	Up to \$355,000,000	Up to \$355,000,000



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[Grant Program Overview](#)
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National Park with NPCA Advocacy

NSFLTP example project:

Zion National Park Fleet Replacement and Access Project (2020)

Amount awarded through NSFLTP:

\$33,435,000

Entire project amount:

\$45,000,000 (approximately)

Description:

The \$33 million grant from NSFLTP Program combined with additional funding from the National Park Service, Iron and Washington counties and Zion National Park Forever Project provided the necessary funding to replace Zion's propane-powered buses with 36 zero-emission electric shuttle buses and 27 charging stations over several years. The replacement of the fleet totals \$45 million.

The shuttle system began in July 2000 with a fleet of 30 propane-powered buses that operate on transportation loops within the park and to the neighboring town of Springdale, Utah. In 2019, \$6.6 individuals rode the Zion shuttle buses, taking countless private vehicles off the road.

The shuttle buses were 10 years beyond their projected bus life cycle and replacement parts were hard to secure with some parts no longer being manufactured. Zion National Park and partners worked tirelessly over several years to secure this funding.

NPCA's role: NPCA used materials and information provided by Zion National Park and the Zion Forever Project that laid out the real and immediate need to replace the shuttle buses. NPCA used that information in regional media interviews and to educate and lobby elected officials and decisions-makers locally and at the federal level.

Key supporters: Sen. Mitt Romney (R-UT), Rep. Chris Stewart (R-UT-2), Governor Spencer Cox (R- UT), Iron and Washington Counties, Zion National Park Forever Project, National Parks Conservation Association, Utah Clean Cities Coalition



<https://www.sltrib.com/news/nation-world/2020/08/15/zion-national-parks/>



Read the NOFO in full. Program requirements can change year over year.

Buses and Bus Facilities Competitive Grant Program - Federal Transit Administration (FTA)

Updating the network of buses and bus facilities

The Buses and Bus Facilities Competitive Grant Program offers financial resources to state and local governmental bodies for the replacement, repair, or acquisition of buses and associated equipment, as well as the repair, purchase, construction, or leasing of facilities related to buses. The funds are distributed via a competitive grant process and encompass EV infrastructure.

No single grant recipient may be awarded more than 10% of total available funding, and at least 10% of total available funding must be used for projects in rural areas. Applicants are required to provide 20% of the net project cost with a higher share permitted for projects to comply with the Americans with Disabilities Act or the Clean Air Act. Projects selected under the program are eligible for a maximum 80% federal share.

Eligible applicants include entities that allocate funds to fixed route bus operators, states or local governmental entities that operate fixed route bus service, and Indian tribes. Eligible subrecipients include private nonprofit organizations engaged in public transportation.

On February 8, 2024, FTA announced \$390,000,000 in available funding for the FY 2024 Grants for the Buses and Bus Facilities program.

The IJA provided over \$3 billion to the Buses and Bus Facilities Competitive Grant Program for fiscal years 2022-2026. This funding is still subject to the normal Congressional appropriations process. Below is a summary of recent and upcoming Buses and Bus Facilities funding rounds:

	NOFO Date	Award Date	Funding Amount	Number of Awards
FY21	September 20	March 14	\$410,000,000	70
FY22	January 30	August 11	\$464,000,000	50
FY23	January 27	April 13	\$469,445,424	68
FY24	February 8	Anticipated August 2024	\$390,000,000	TBD

2024	2025	2026
\$632,711,140	\$645,781,441	\$662,198,464



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[Grant Program Overview](#)
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[FY23 Awards](#)

National Park Access with NPCA Advocacy

Bus and Bus Facilities example project:
Maine - Maine Department of Transportation (2020)

Amount:
\$9,000,000

Description:

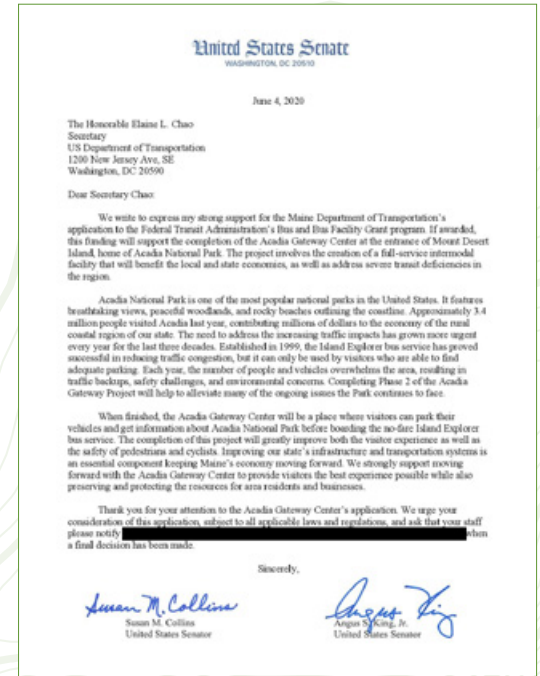
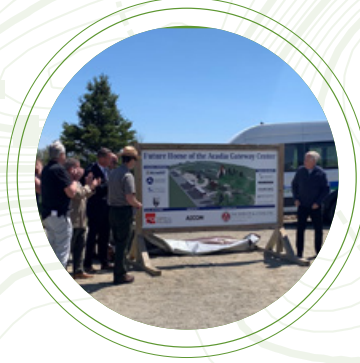
The Maine Department of Transportation received funding to help build an intermodal welcome center at the Acadia Gateway Center in Trenton, Maine, near the entrance to Acadia National Park. Additional funding is expected from Friends of Acadia, Acadia National Park and other sources to pay for other phases of the project yet underway. The Acadia Gateway Center will be a place where visitors can park their cars, access park information, purchase entrance passes and hop on the Island Explorer shuttle to explore all that Acadia has to offer.

NPCA's role:

NPCA has long advocated for Acadia's Transportation Plan which prioritizes the use of the free Island Explorer shuttle bus to ease traffic congestion in the park. NPCA supported the creation of the Acadia Gateway Center to establish a 'home base' for shuttles and visitor parking. Once the Transportation Plan was final, NPCA played a critical role in helping to acquire federal funding for the project. Regional staff talked to the Maine congressional delegation to raise the importance of securing federal funds to match state funds for construction. Government Affairs staff made sure officials at DOT prioritized the Acadia Gateway Center.

Key supporters:

U.S. & Maine Departments of Transportation, Maine Office of Tourism, Maine Tourism Association, Downeast Transportation, Efficiency Maine, Friends of Acadia, Maine Congressional Delegation



LEFT:
Renderings of facility from DOT application
ABOVE:
Letter from Maine delegation to Secretary of Transportation



Utilize federal, state, and local government officials to contact federal agencies to advocate on behalf of a requested project

Low or No Emission Grant Program (Low-No Program) - Federal Transit Administration (FTA)

Providing funding for the transition to environmentally-friendly buses and bus infrastructure

The Low or No Emission Grant Program provides financial assistance to state and local government entities for the procurement or leasing of transit buses with zero or low emissions, in addition to the acquisition, construction, and leasing of necessary supporting facilities. This encompasses EV infrastructure. FTA’s FY24 Low- and No-Emission and Bus and Bus Facilities programs will provide nearly \$1.5 billion from the IIJA for transit projects.

Proposals for funding eligible projects in rural (non-urbanized) areas must be submitted as part of a consolidated state proposal. States and other eligible applicants also may submit consolidated proposals for projects in urbanized areas. According to the FY24 NOFO, applicants must provide 20% of the net project cost.

This program can help gateway communities enhance their clean transit options to parks and the surrounding areas.

Moreover, the federal share of the cost of leasing or purchasing a transit bus is not to exceed 85 percent of the total transit bus cost. The Federal share in the cost of leasing or acquiring low- or no-emission bus-related equipment and facilities is 90 percent of the net project cost.

The IIJA authorized and provided advanced appropriations of \$5.25 billion over five years for the Low-No Emissions Grant Program. Below is a summary of recent and upcoming Low-No Program funding rounds:

	NOFO Date	Award Date	Funding Amount	Number of Awards
FY21	March 18	June 25	\$182,000,000	49
FY22	March 4	August 16	\$1,170,000,000	81
FY23	January 27	June 26	\$1,169,000,000	83

2024	2025	2026
\$1,200,000,000	\$1,200,000,000	\$1,200,000,000



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Transportation Access to Local Parks

Low-No example project:
Idaho - Idaho Department of Transportation (2021)

Amount awarded:
\$2,549,000

Description:
The Idaho Department of Transportation received funds to purchase electric buses and associated charging infrastructure on behalf of Mountain Rides in Blaine County. The project will improve air quality and benefit the residents of Bellevue and Hailey, many of whom are transit dependent, provide better connectivity to local park sites, and continue Mountain Rides' transition to electrify its entire fleet.



Make sure applications cover important selection criteria that agency personnel will use during the review process including sustainability, equity advancement, and environmental remediation.

Passenger Ferry Grant Program - Federal Transit Administration (FTA)

Improving ferry access around the United States

The Passenger Ferry Grant program offers competitive financial support for initiatives that bolster passenger ferry systems in urban locales. These funds represent a fundamental investment in the improvement and refurbishment of public ferry systems within cities, as well as projects adjacent to certain national parks. This funding criteria also includes electric vessel infrastructure.

Funds are awarded based on factors such as the age and condition of existing ferry boats, terminals and related infrastructure; benefits to such as increased reliability; project readiness; and connectivity to other modes of transportation. Services to rural areas are eligible if the origin or destination is an urbanized area.

The program provides grants to eligible applicants that qualify for Urbanized Area Formula (Section 5307) funding and public entities engaged in providing transportation passenger ferry service in urban areas.

Notably, the IJJA established a new program, the Ferry Service for Rural Communities Program, to make funding available competitively to assist in the financing of capital, planning, and operating assistance for eligible ferry services. Coastal national parks can benefit from this program through enhanced access and connectivity.

Applicants must provide 20% of the net project cost. Transportation Development Credits or toll credits, accrued when capital investments are made in Federally-approved tolled facilities, could be used to fulfill the matching requirement.

The FY23 NOFO announced approximately \$50.1 million in competitive grants under the Passenger Ferry Grant Program and approximately \$170 million in competitive grants under the Rural Ferry Program. Below is a summary of recent and upcoming Passenger Ferry Grant funding rounds:

	NOFO Date	Award Date	Funding Amount	Number of Awards
FY21	August 6	February 18	\$38,000,000	11
FY22	July 11	September 6	\$36,500,000	8
FY23	May 18	November 30	\$220,200,000	13

2024	2025	2026
\$114,000,000	\$116,000,000	\$118,000,000



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City Ferry Project

Ferry example project:
Maine - Casco Bay Island Transit District (2020)

Amount:
\$3,200,000

Description:

The Casco Bay Island Transit District in Portland, Maine, received funding to purchase a new electric hybrid propulsion system to power a new passenger ferry vessel as part of a vehicle replacement project. The funding was for the use of an innovative, low-emission propulsion system to power their new vessel. The funding meant Casco Bay Lines was one of the first public passenger ferry systems in the United States to fully utilize diesel-electric hybrid propulsion and quick-charging technology. The project was supported by U.S. Senators Susan Collins and Angus King, Congresswoman Chellie Pingree, the Governor's Office of Policy Innovation and the Future, Maine Department of Transportation, City of Portland, PACTS (MPO) Policy Committee, Greater Portland Council of Governments, Maine Clean Communities, Friends of Casco Bay and the Island Institute.



Check on agency websites for additional information such as slide decks, webinars, and technical assistance opportunities from applicant review teams

Wildlife Crossings Safety Pilot Program - Office of the Secretary (OST) & Federal Highway Administration (FHWA)

Enhancing safety and improving habitat connectivity along transportation corridors

The IJA established a new wildlife crossing pilot program (WCPP) to provide grants for projects designed to reduce wildlife-vehicle collisions and improve habitat connectivity.

The law allocates \$350 million across a five-year span for competitive funding to cities, states, and Tribes. This funding is intended for the development of infrastructure such as bridges, tunnels, culverts, fences, and other structures that facilitate safe wildlife crossings over or under roads. These initiatives, which have been adopted by several states in recent years, have demonstrated their effectiveness in decreasing incidents of wildlife-vehicle collisions. This not only reduces human casualties but also contributes to the wellbeing of wildlife populations.

Federal land management agencies are eligible applicants for this program. Supporting local economic development and improvement of visitation opportunities is listed as a grant selection consideration. Should a federal land management agency receive a grant, the pilot program will be administered by FHWA.

Eligible applicants for this program include state DOTs, metropolitan planning organizations, local governments and regional transportation authorities, special purpose districts or public authorities with a transportation function, tribes, and FLMAs.

The IJA provided over \$350 million to the Wildlife Crossings Safety Pilot Program for fiscal years 2022-2026. This funding is still subject to appropriations from the Highway Trust Fund. Below is a summary of recent and upcoming Wildlife Crossings Safety Pilot funding rounds:

	NOFO Date	Award Date	Funding Amount	Number of Awards
FY22/23	April 4	December 2023	\$110,000,000	19

* The NOFO released in April 2023 provided funding awards under both fiscal years.

2024	2025	2026
\$70,000,000	\$75,000,000	\$80,000,000



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[Program Overview](#)
[FY 22-23 Awards](#)
[FY 22-23 NOFO](#)

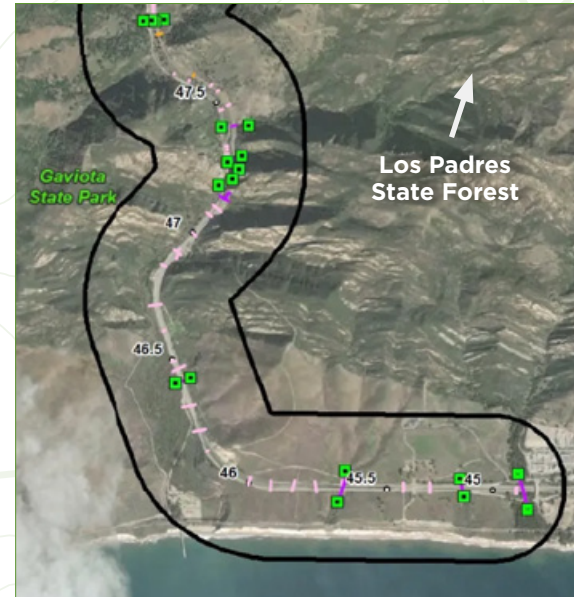
Wildlife Bypass to Federal Lands

WCPP example project:
Gaviota Pass Wildlife Connectivity and Vehicle Collision Reduction Project

Amount:
\$8,000,000

Description:
The California Department of Transportation received \$8 million to reduce wildlife vehicle collisions and connect animal habitats between protected state and federal park lands on either side of US 101. Improvements include increasing the size of an existing culvert and installing 2.5 miles of fencing, allowing wildlife to safely cross the highway and move eastward to the adjacent Los Padres National Forest.

CLOCKWISE FROM TOP: Project site that funding was received for; Larger project Study Zone; Culvert to be expanded underneath US 101. Source: CalTrans



Get creative and look for a variety of programs to fund portions of larger projects.

Broad Sources of Funding

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants - Office of the Secretary (OST)

Investment in projects of national importance

RAISE grants (formerly known as BUILD and TIGER) are for investments in surface transportation infrastructure and are awarded on a competitive basis to projects that will have a significant local or regional impact. RAISE funding can support roads, bridges, transit, rail, ports, intermodal transportation and deployment of EV infrastructure. This program typically funds planning and capital projects.

RAISE can be helpful to gateway communities because the program delivers necessary investments for transportation and transit projects to areas with insufficient resources to complete the entire project on their own.

Projects for RAISE funding are evaluated based on merit criteria that include safety, environmental sustainability, mobility and community connectivity, or quality of life. Within these criteria, the Department prioritized projects that could demonstrate improvements to racial equity, reduced impacts of climate change and create good-paying jobs.

In 2023, the Biden Administration provided \$100 million to projects that supported access to parks, including in underserved communities. Examples of these projects included the D.C./MD Capital Trails Network, the Eastern Panhandle Rural Multimodal facility in West Virginia, the Lowell Bridge Preservation and New Bedford Waterfront Projects in Massachusetts and the Olympic Trail in Washington.

The IIJA authorized the RAISE program \$1.5 billion in grants annually for fiscal years 2022-2026. Below is a summary of recent and upcoming RAISE funding rounds:

	Application Deadline	Award Date	Funding Amount	Number of Awards
FY22	April 14	August 2022	\$2,200,000,000	161
FY23	February 28	June 2023	\$2,260,000,000	162
FY24	February 28	TBD	\$1,500,000,000	TBD

2025	2026
\$1,500,000,000	\$1,500,000,000



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[FY23 Awards](#)

National Park with NPCA Advocacy

RAISE (TIGER) example project:

Missouri: CityArchRiver Bi-State Transportation Loop (2011)

Amount awarded:

\$20,000,000

Description:

The vision for the Gateway Arch – CityArchRiver “Framing a Modern Masterpiece” – was launched in 2009. Two years prior, a local businessman had proposed a new museum on the grounds of the Gateway Arch National Park (Arch), right in the center of the Arch sightlines. NPCA neutralized the threat in this historically significant cultural landscape by proposing a design competition to solve many visitor issues at the Arch. The TIGER grant was awarded to implement part of the vision by creating a “lid” over the I-94 connection between Illinois and Missouri and rerouting downtown streets in front of the Arch. This made for safer pedestrian access to the Arch from the Old Courthouse where the Dred Scott case was heard in 1857, while creating access for millions of visitors to downtown St. Louis. The entire \$385 million project was completed in 2018.

NPCA’s role:

NPCA was on the Governing Board of the international design competition that created the vision for this transformational project. NPCA staff lobbied alongside the Mayor of St. Louis, MoDOT officials, and local philanthropists to secure support for this TIGER grant. And we played a key role in securing NPS funding for portions of the \$385 million project, including deferred maintenance funds and other capital funding sources.

Key supporters:

Missouri Congressional delegation, Missouri Department of Transportation, City of St. Louis, key St. Louis philanthropists who provided \$10 million for the funding match, Department of the Interior, and others.



Multimodal Project Discretionary Grant (MPDG) - Office of the Secretary (OST)

Improving the transportation supply chain through multimodal investment

The IIJA established two new programs (Mega and Rural) and reauthorized one preexisting program (INFRA), which are now collectively referred to as Multimodal Project Discretionary Grants (MPDG).

INFRA: Also known as the Nationally Significant Multimodal Freight and Highways Projects grants program, the INFRA grant program provides dedicated, discretionary funding for projects that address issues facing our nation's freight and highway networks. This program prioritizes construction projects and any project larger than \$100 million minimum is considered under the scope of the project category, while those under \$100 million are considered small projects.

Mega: Also known as the National Infrastructure Project Assistance grants program. The Mega Program supports large and complex projects that are difficult to fund by other means and likely to generate significant economic, mobility, or safety benefits. Funds can be used for development-phase activities and/or construction. The minimum project size is \$100 million.

Rural: The Rural Surface Transportation Grant Program funds projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate economic growth while improving quality of life. This program funds both Development-Phase Activities and Construction. There is no minimum project size.

DOT is combining these three programs into a single NOFO to provide a more efficient application process for project sponsors. While they remain distinct programs for the purposes of award, the programs share many common characteristics. Because of these shared characteristics, it is possible for many projects to be eligible and considered for multiple programs using a single application. The MPDG program includes EV infrastructure eligibilities.

One of the main criteria for MPDG is the focus on economic impacts, freight movement, and job creation. Within this criteria, reviewers will evaluate how a project “enhances recreational and tourism opportunities by providing access to federal lands (including national parks, national forests, national recreation areas, national wildlife refuges, and wilderness areas) or state parks or increasing economic activity along rural main streets or downtowns”.

MPDG is important because it can provide parks and gateway communities the resources to invest in transportation infrastructure to enhance, restore, and construct facilities and infrastructure necessary to expand capacity and efficiency for visitors.



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[INFRA Grant Program Overview](#)
[MEGA Grant Program Overview](#)
[Rural Grant Program Overview](#)
[FY23 MPDG NOFO](#)
[FY23 INFRA Awards](#)
[FY23 MEGA Awards](#)
[FY23 Rural Awards](#)

Past and Future MPDG Funding:

The IIJA authorized provided over \$7 billion to INFRA for fiscal years 2022-2026. Below is a summary of recent and upcoming INFRA funding rounds:

	NOFO Date	Award Date	Funding Amount	Number of Awards
FY21	February 25	July 8	\$905,000,000	24
FY22	March 25	September 15	\$1,500,000,000	26
FY23	June 26	January 24	\$2,918,000,000	28

2024	2025	2026
\$1,000,000,000	\$900,000,000	\$900,000,000

The IIJA authorized provided over \$5 billion to MEGA for fiscal years 2022-2026. Below is a summary of recent and upcoming MEGA funding rounds:

	NOFO Date	Award Date	Funding Amount	Number of Awards
FY22	March 25	December 28	\$1,200,000,000	9
FY23	June 26	January 30	\$1,800,000,000	9
FY24	June 26	January 24	\$2,100,000,000	11

2024	2025	2026
\$1,000,000,000	\$1,000,000,000	\$1,000,000,000

The IIJA authorized provided over \$2 billion to RURAL for fiscal years 2022-2026. Below is a summary of recent and upcoming RURAL funding rounds:

	NOFO Date	Award Date	Funding Amount	Number of Awards
FY22	March 25	December 22	\$274,000,000	12
FY23	February 25	December 14	\$645,000,000	18

2024	2025	2026
\$645,000,000	\$645,000,000	\$645,000,000

Safety and Access Improvements

MPDG example project:
South Dakota - US 385 Safety Improvements (2023)

Amount:
\$66,743,607

Description:
Highway safety improvements on US385 in Pennington County, from Sheridan Lake to the Pennington/Lawrence County Line.

Rural Surface Transportation Grant



US 385 Safety Improvements

Award: \$66,743,607

Pierre, South Dakota

Applicant: South Dakota Department of Transportation

Project Description:

The project will construct approximately 15 miles of highway safety improvements on US385 in Pennington County, from Sheridan Lake to the Pennington/Lawrence County Line. Improvements include widening shoulders to 8 feet, providing a 30-foot clear zone, addressing deficient horizontal and vertical curves, replacing four major drainage structures, installing 2 grade separated trail crossings, replacing and extending drainage pipes, and surfacing.

Project Benefits:

The project is strong in Safety and may result in quality of life benefits as well. Segments of the project area experience a high number of automobile and motorcycle crashes due to geometric deficiencies that will be addressed by this project. US 385 is the principal north-south route through the Black Hills, and this project improves access to a variety of recreation sites in the Black Hills National Forest, National Park Service Monuments or National Parks, and South Dakota State Park sites.



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If you're wondering if your community has applied for INFRA or RAISE in the past, DOT posts previous applications on their respective webpages.

Consolidated Rail Infrastructure and Safety Improvements Program (CRISI) - Federal Railroad Administration (FRA)

Enhancing passenger and freight rail infrastructure

Consolidated Rail Infrastructure and Safety Improvements Program (CRISI) was created to improve intercity passenger and freight rail systems. Specifically, the CRISI program allows applicants to fund a wide range of projects within the United States to improve railroad safety, efficiency, and reliability; mitigate congestion at both intercity passenger and freight rail chokepoints; support more efficient travel and goods movement; enhance multi-modal connections; and lead to new or substantially improved Intercity Passenger Rail Transportation corridors.

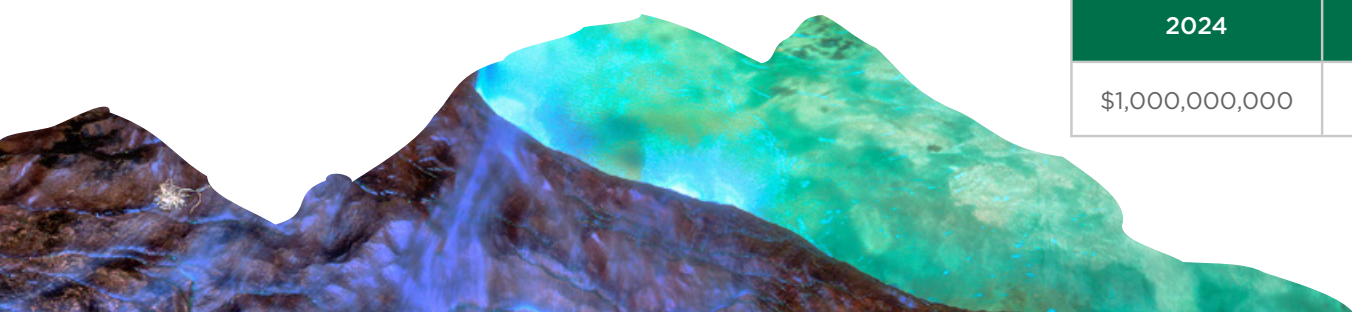
This program invests in railroad infrastructure projects that improve safety, support economic growth, bolster the labor force, increase capacity and supply chain resilience, apply innovative technology, and explicitly address climate change, gender equity and racial equity.

Programs like CRISI can help fund projects to bring visitors to and from national parks and provide enhanced accessibility options for gateway communities.

The IIJA appropriated the Consolidated Rail Infrastructure and Safety Improvements Program \$1 billion in grants annually for the fiscal years 2022-2026. Below is a summary of recent and upcoming CRISI funding rounds:

	NOFO Date	Award Date	Funding Amount	Number of Awards
FY21	August 26	September 23	\$362,000,000	46
FY22	September 2, 2022	September 25, 2023	\$1,427,462,902	70
FY23/24	March 2024	TBD	Expected to combine FY23 and FY24 funding amounts	TBD

2024	2025	2026
\$1,000,000,000	\$1,000,000,000	\$1,000,000,000



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[Grant Program Overview](#)
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[FY22 Awards](#)

Historic Railroad Bridge

CRISI example project:
Colorado – Animas River Bridge Replacement (2020)

Amount:
up to \$1,945,019

Description:
Durango & Silverton Narrow Gauge Railroad replaced a bridge over the Animas River on a tourist narrow gauge rail line that connects Durango and Silverton. The new bridge built approximately 15 feet upstream of the existing structure and would allow the applicant to be in full compliance with FRA's Bridge Safety Standard.



ABOVE:

The Durango-Silverton Narrow Gauge Railroad received a federal grant to help build a new and safer bridge to cross the Animas River, the U.S. Department of Transportation announced Sept. 23, 2020. *The Daily Times File Photo*



Letters of support from business and community leaders are helpful for applications. It's all about building a voice for your project!

Rural and Tribal Infrastructure Advancement - Office of the Secretary (OST)

Providing assistance to rural communities and tribes for transportation infrastructure improvements

The Rural and Tribal Assistance Pilot Program (RTA) provide technical assistance for projects in rural and Tribal communities. The grants, which require no local match, may be used to hire staff or advisors to assist with early development-phase activities, such as preliminary engineering and design, environmental review, and financial feasibility analysis.

This program is important to gateway communities as the grants can help support the completion of projects for communities that may lack the requisite resources for advanced infrastructure development.

Eligible project sponsors may receive grant funds to select advisors to assist with planning activities, including: feasibility studies, project planning, revenue forecasting and funding and financing options analyses, preliminary engineering and design work, environmental review, economic assessments and cost-benefit analyses, public benefits studies, statutory and regulatory framework analyses, value-for-money (VFM) studies, evaluations of costs to sustain the project, and evaluation opportunities for private financing and project bundling.

The IJA authorized provided over \$10 million to RTA for fiscal years 2022-2026.

	NOFO Date	Award Date	Funding Amount	Number of Awards
FY23	March 2023	November 2023	\$3,400,000	13

The following is a breakdown of the upcoming funding cycles by year:

2024	2025	2026
\$2,000,000	\$2,200,000	\$2,400,000



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Remote Accessibility Investment

RTA example project:
Igiugig Village Council (Alaska)

Amount:
\$129,676

Description:
Funding will go towards the design and permitting for Diamond Point integrated breakwater and barge landing near the Katmai National Park and Preserve.



Having a well-developed grant application that matches all program criteria is important. Be sure to start developing your application far in advance of the notice of funding opportunity so that only minor changes are required before final submission.

Bridge Investment Program - Office of the Secretary (OST) & Federal Highway Administration (FHWA)

Improving bridge infrastructure in the United States

As part of its historic investment in bridge infrastructure, the IJIA created a new competitive grant program to assist state, local, federal and Tribal entities in rehabilitating or replacing bridges, including culverts, and eligibility for large projects and bundling of smaller bridges.

The program is funded in part by contract authority from the Highway Trust Fund and from advance appropriations from the General Fund. Eligible projects include efforts to replace, rehabilitate, preserve or protect one or more bridges on the National Bridge Inventory and projects that replace or rehabilitate culverts to improve flood control and improve habitat connectivity for aquatic species. At least 50% of the program’s funding is reserved for large projects under this program and there are options for multi-year funding agreements.

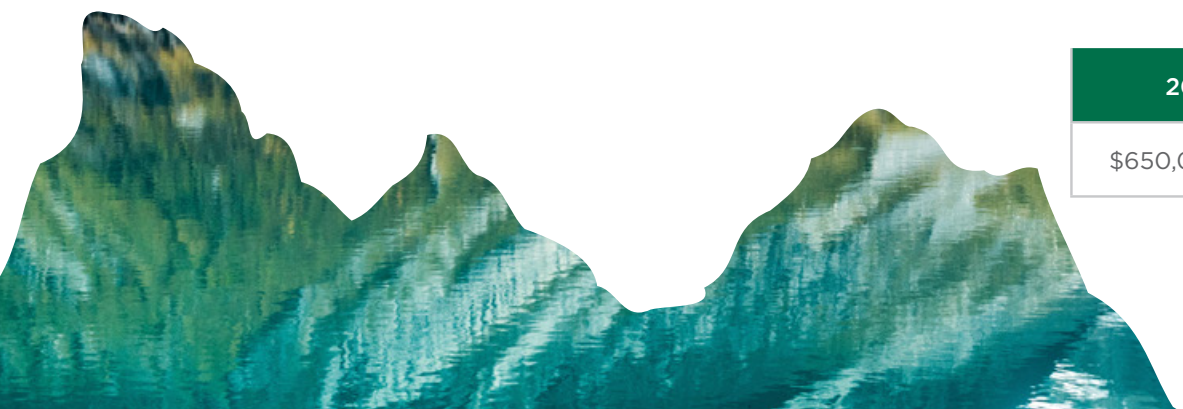
Federal land management agencies are eligible to receive grants directly using this program and agencies may use other federal funds to cover the remaining share of project costs. The Secretary has the authority to prioritize projects based on previous federal grant application history.

The IJIA provided over \$3 billion to the Bridge Investment Program for fiscal years 2022-2026. This funding is still subject to the normal Congressional appropriations process. Below is a breakdown of recent and upcoming funding rounds for the Bridge Investment Program.

FY 22 Bridge Grant Award Recipients – 9 Projects, \$295,748,713
 FY 22 Large Bridge Grant Award Recipients – 4 Projects, \$2,087,150,000
 FY 22 Planning Grant Award Recipients – 24 Projects, \$20,000,000

Fiscal Year	Planning Application Deadline	Project Application Deadline
FY25	October 1, 2024	November 1, 2024
FY26	October 1, 2025	November 1, 2025

2024	2025	2026
\$650,000,000	\$675,000,000	\$700,000,000



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[FY24 NOFO](#)
[Program Overview](#)
[FY22 Bridge Awards](#)
[FY22 Planning Awards](#)
[FY22 Large Bridge Awards](#)

Congressional Earmarks

Another mechanism available to fund transportation priorities in the national parks is earmarks. An earmark is a provision inserted into an annual appropriations bill that directs funds to a specific recipient while circumventing the merit-based or competitive funds allocation process.

Now referred to as “community project funding” in the House and “congressionally directed spending” in the Senate, earmarking allows lawmakers to direct funding from federal agencies to specific projects in their home states or districts. Additionally, the House included their version of earmarks, “member designated projects,” in their surface transportation reauthorization bill. Most often invoked in regard to the annual federal appropriations process, earmarks can also be used for authorizing measures, such as infrastructure legislation.

The use of earmarks was brought back during the 117th Congress so that lawmakers could have more authority over funding opportunities for local and regional projects of significance. The earmark process begins with Members of Congress posting a form on their respective websites or sending out press releases to their constituents on how to submit requests. Members may receive dozens of requests to consider, which they will rank in order of priority when they submit them to the Appropriations Committee for approval. Depending on the amount of funding set aside for earmarks, Members may only receive funding for a few of their requests. Earmark requests that have the support of more than one Member tend to receive greater consideration for funding. NPCA staff and national park partner groups can work to identify park needs and sources of funding and contact their local Members of Congress and federal agencies to express support for projects.

Earmark requests related to the National Park Service are funneled through the House and Senate Interior, Environment, and Related Agencies Appropriations Subcommittee. For FY22, Congresswoman Ann Kirkpatrick (D-AZ) requested \$4,124,500 in funding for National Park Service land acquisition in Saguaro National Park.

Previously the earmarks process has been utilized to benefit projects in and around national parks. Examples include:

- \$2 million for NPS transportation improvements to Historic Jamestown, Virginia
- \$25 million to develop and reconstruct Two Medicine Bridge, U.S. 2, east of Glacier National Park
- \$5 million was awarded for a pedestrian/utility bridge in Yellowstone National Park



Electric Vehicle Charging Infrastructure

The Biden Administration has set a goal to make half of all new vehicles sold in the U.S. in 2030 zero-emissions vehicles, and to build a network of EV charging stations to help make EVs accessible to all Americans for both local and long-distance trips. Publicly accessible charging stations will play a key role in achieving a large-scale national transition to EVs.

The IIJA and Inflation Reduction Act contained billions of dollars in federal funding for EV charging stations and related infrastructure. Many of the programs listed in the previous section, such as the RAISE, INFRA, RURAL, and Bus grant opportunities include eligibilities for the deployment of charging infrastructure. Below are a few additional formula and discretionary programs available to gateway communities to access funding to help build out electric vehicle infrastructure.

DOT and the Joint Office of Energy and Transportation have a central repository for all EV and EV charging-related resources that provides information on Electric Vehicle Infrastructure, National Electric Vehicle Infrastructure (NEVI) Formula Program, Electric Vehicle Charger Reliability and Accessibility Accelerator, the Charging and Fueling Infrastructure Discretionary Grant Program, and Alternative Fuel Corridors. The document titled *Federal Funding is Available For Electric Vehicle Charging Infrastructure On the National Highway System* serves as a comprehensive guide to all DOT funding and financing programs with EV eligibilities.

Additionally, FHWA has designated alternative fuel corridors to support installation of EV charging, hydrogen, propane, and natural gas fueling infrastructure at strategic locations along major national highways. The designation of Alternative Fuel Corridors has grown in importance because it is now tied to funding provisions under the IIJA.



Formula Programs

National Electric Vehicle Infrastructure Formula Program - Federal Highway Administration (FHWA)

Funding to states to strategically deploy EV charging infrastructure

The National Electric Vehicle Infrastructure (NEVI) Formula Program provides funding to states to not only deploy EV charging infrastructure but also establish an interconnected network to facilitate data collection, access, and network reliability. Funding under this program has been initially directed to designated Alternative Fuel Corridors for electric vehicles to build out this national network, particularly along the Interstate Highway System.

When the national network is fully built out, funding may be used on any public road or in other publicly accessible locations, including gateway communities. EV charging stations must be non-proprietary, allow for open-access payment methods, be publicly available or available to authorized commercial motor vehicle operators from more than one company.

FHWA distributes the NEVI Program Formula Program funds each fiscal year with every state receiving an amount equal to the state FHWA funding formula determined by a pre-determined formula. To receive funding, states must submit plans to the FHWA and the Joint Office of Energy and Transportation for review and public posting annually, describing how the state intends to distribute NEVI funds. The FHWA announced approval of all initial state plans in September 2022 and updated state NEVI plan updates are due annually on August 1.

Previous NEVI funding amounts by year:

2022	2023	2024
\$1,000,000,000	\$1,000,000,000	\$1,000,000,000

The allocations for FY25-FY26 are:

2025	2026
\$1,000,000,000	\$1,000,000,000



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[Grant Program Overview](#)
[Fiscal Year 2024 EV Infrastructure Deployment Plans](#)
[5-year National Electric Vehicle Infrastructure Funding by State](#)

Congestion Mitigation and Air Quality Improvement Program (CMAQ) - Federal Highway Administration (FHWA)

The purchase of medium-duty or heavy-duty zero emission vehicles and related charging equipment.

The CMAQ program provides a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet certain national air quality standards.

Many types of projects are eligible under the CMAQ program including electric vehicles and charging stations, diesel engine replacements and retrofits, transit improvements, bicycle and pedestrian facilities, shared micro mobility projects including shared scooter systems, and more. In addition to improving air quality and reducing congestion, CMAQ projects can improve equitable access to transportation services, improve safety, and promote application of new and emerging technologies.

Funding is allocated to State DOTs on an annual basis, providing a consistent source of support for projects that align with CMAQ objectives. State Department of Transportations and Metropolitan Planning Organizations work in tandem to channel CMAQ funds toward projects that match the program eligibility.

The NPCA Midwest Regional Office received funding from the Chicago Metropolitan Agency for Planning (CMAP), the region’s Metropolitan Planning Organization, to develop a transportation plan for Pullman National Monument. The funding came from CMAP’s Local Technical Assistance program, which is funded by CMAQ.

Previous CMAQ funding amounts by year:

2022	2023	2024
\$2,536,000,000	\$2,587,000,000	\$2,639,000,000

The allocations for FY25-FY26 are:

2025	2026
\$2,692,000,000	\$2,746,000,000



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[DOE Program Page](#)

National Highway Performance Program (NHPP) - Federal Highway Administration (FHWA)

The addition of electric vehicle charging stations at National Highway System facilities.

The purposes of the National Highway Performance Program are to provide support for the National Highway System including the construction of new facilities, as well as support for activities to increase the resiliency of the highway system in mitigating the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters. A new feature of this program includes developing preferential parking for carpools associated with a facility, including the addition of electric vehicle charging stations.

The IIJA directs FHWA to apportion funding as a lump sum for each state, then divide that total among apportioned programs. Each state’s NHPP apportionment is calculated based on a percentage specified in law. The IIJA allows states to transfer up to 50% of the NHPP funds to other formula federal-aid highway programs. This flexibility allows the state to make investment choices based on the most pressing preservation needs. States are subject to performance management processes that include meeting minimum conditions for interstate pavements and reporting standardized data to carry out the performance-based approach.

Gateway communities can access these funds from their state or local DOT or metropolitan planning organization in order to carry out projects such as expanding EV parking options for carpools at a National Highway System facility. National Highway System facilities are broadly defined and can include a variety of facilities that serve major population centers, international border crossings, ports, airports, public transportation facilities, and other intermodal transportation facilities and other major travel destinations, meet national defense requirements, or serve interstate and interregional travel and commerce. These could include rest stops, transit centers, and intermodal facilities if the facility is deemed to meet these conditions.

Previous NHPP funding amounts by year:

2022	2023	2024
\$28,439,000,000	\$29,008,000,000	\$29,588,000,000

The allocations for FY25-DY26 are:

2025	2026
\$30,180,000,000	\$30,784,000,000



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[Program Overview](#)
[IIJA Fact Sheet](#)

Surface Transportation Block Grant Program - Federal Highway Administration (FHWA)

The installation of electric vehicle charging infrastructure and vehicle-to-grid infrastructure

The Surface Transportation Block Grant Program (STBG) promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs.

STBGs provide the most flexible of all federal-aid highway programs, allowing wide discretion for recipients to use funds as needed to meet state and local transportation priorities. This includes any activities relating to construction of highways or other eligible facilities (including acquisition of right-of-way) as consistent with state and metropolitan long-range transportation plans. Activities and projects designed to improve climate resilience of transportation facilities, infrastructure, and systems, as well as related planning and vulnerability assessment activities, are eligible uses for STBG funding.

While STBG funding is generally flexible, there are some limitations. For example, STBG-funded projects in general cannot be on local roads or rural minor collectors, except that states can use up to 15% of their rural suballocation on minor collector roads, and STBG-funded projects may otherwise occur on local roads or rural minor collectors if they relate to bridges and tunnels, safety, fringe and parking facilities, recreational trails, pedestrian and bicycle projects, or fit within several other exception categories.

STBG funding is suballocated from the states and localities to recipients handling projects on federal-aid highways, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

Previous NHPP funding amounts by year:

2022	2023	2024
\$13,835,000,000	\$14,112,000,000	\$14,394,000,000

The allocations for FY25-FY26 are:

2025	2026
\$14,682,000,000	\$14,976,000,000



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[Program Overview](#)
[IIJA Fact Sheet](#)

Discretionary Programs

Charging and Fueling Infrastructure (CFI) Discretionary Grant Program - Federal Highway Administration (FHWA)

Deployment of publicly accessible electric vehicle charging and alternative fueling infrastructure

The Charging and Fueling Infrastructure Discretionary Grant Program (CFI) is a new competitive grant program created by the IIJA to strategically deploy publicly accessible electric vehicle charging and alternative fueling infrastructure in the places people live and work - urban and rural areas alike - in addition to along designated Alternative Fuel Corridors.

This program provides two funding categories of grants: (1) Community Charging and Fueling Grants (Community Program); and (2) Alternative Fuel Corridor Grants (Corridor Program).

- Corridor Charging: To deploy electric vehicle charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors.
- Community Charging: To install electric vehicle charging and alternative fuel in locations on public roads, schools, parks, and in publicly accessible parking facilities. Communities could work to place these charging locations near national park units.

Eligible applicants for this program include state and local governments, Indian tribes, MPOs, and regional transportation providers and operators.

Previous CFI funding amounts by year:

	NOFO Date	Award Date	Funding Amount	Number of Awards
FY22/23	June 2023	January 2024	\$622,570,000	47

The allocations for FY24-FY26 are:

2024	2025	2026
\$500,000,000	\$600,000,000	\$700,000,000



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[Program Overview](#)
[FY22 and FY23 Grant Award Recipients](#)

Assisting Federal Facilities with Energy Conservation Technologies (AFFECT) - Department of Energy (DOE)

Helping federal agencies achieve net-zero goals through facility improvements

The AFFECT program is managed by DOE's Federal Energy Management Program (FEMP) and provides funding to federal agencies to help meet energy and water-related goals by identifying affordable solutions, facilitating public-private partnerships, and leveraging best practices to promote energy leadership. The AFFECT program seeks applications from federal agencies that would use the funding to make upgrades to new and existing federal buildings and help them achieve net-zero through initiatives like efficiency and conservation improvements, electrification, on-site clean energy generation, and sustainable design. The IIJA authorized \$250 million for this program.

AFFECT funding may be spent on any of the equipment and/or technical assistance and other services related to the planning, development, or implementation of an eligible project. Applicants are limited to federal government agencies. Federal agencies may opt to be supported by their private sector partners when developing applications for potential projects that meet the FEMP application requirements.

In March 2023, DOE announced the first phase of funding from the IIJA to help federal agencies implement net-zero building projects. This is the first of three disbursements. **Phase 1 funding included \$104 million for 31 federal agency projects.**

Acadia National Park, through the Department of Interior, received a grant to construct a new LEED Silver designed 32,000 square foot facility on the existing McFarland Hill headquarters campus in the town of Bar Harbor, Maine. The proposed energy conservation measures are a roof-top photovoltaic system and twelve bidirectional electric vehicle charging stations (EVSE).



Glossary of Terms

Advanced appropriations - Appropriations made to become available one year or more beyond the year for which the appropriations act is passed. Often, these appropriations are provided for programs outside of the normal congressional appropriations process such as in the IJA.

Americans with Disabilities Act - The federal civil rights law enacted in 1990 that prohibits discrimination against individuals with disabilities in various areas of public life, including employment, education, transportation, and all public and private places that are open to the general public.

Annual budget - A federal agency plan for projected expenditures over a fiscal year.

Apportionment - Set levels of spending to specific entities based on percentages determined by a formula.

Appropriations - Funding provided for government agencies by the US Treasury to operate over the course of the fiscal year. This process is completed through a series of 12 separate appropriations bills, each generated by a specific subcommittee in the House and Senate, covering individual federal agencies or groupings of agencies.

Authorizations - Legislation stating that federal funding can be spent for specific purposes and at certain levels.

Benefit Cost Analysis (BCA) - Used to evaluate projects grant applications and define the overall benefit to users and the significance of the project in enhancing overall scope of transportation efficiency.

Budget proposal - The President submits a budget to Congress by the first Monday in February every year. Election years often delay the process a few months. The budget contains estimates of federal government income and spending for the upcoming fiscal year and also recommends funding levels for the federal government.

Build America Bureau - The arm of U.S. Department of Transportation that supports the development of transportation infrastructure projects through financing options.

Bureau of Reclamation - A federal agency under the U.S. Department of the Interior, which oversees water resource management, specifically as it applies to the oversight and operation of the diversion, delivery, and storage projects that it has built throughout the western United States for irrigation, water supply, and attendant hydroelectric power generation.

Clean Air Act - The United States' primary federal air quality law, intended to reduce and control air pollution nationwide.

Contract Authority - Authority Congress provides to agencies of the Federal Government to enter into obligations, but is distinct from other forms of budget authority because it does not also provide the spending resources required to meet those obligations.

Culverts - Tunnels carrying land/water under a road or railway, acting as a bridge for traffic to pass on it.

Deferred maintenance - Also known as backlog, this refers to repairs that have been postponed for more than a year due to budget constraints.

Discretionary Grant Program - A grant in which a federal agency selects the recipient based on merit and eligibility.

DOT- United States Department of Transportation

Entrance Fee - A fee charged for entry at a national park.

EV - An electric powered vehicle.

Federal Lands Management Agencies (FLMA) - Agencies that manage public lands in the United States for conservation, recreation, and resource extraction.

Ferry System - A form of transportation, usually a boat, but sometimes a ship, used to carry (or ferry) primarily passengers, and sometimes vehicles and cargo as well, across a body of water.

Formula Grant Program - A type of mandatory grant that is awarded based on statistical criteria for specific types of work.

General Fund - The US Treasury's fund account which consists of assets and liabilities used to finance the daily and long-term operations of the U.S. Government as a whole. It also includes accounts used in management of the budget of the U.S. Government.

Heavy-duty vehicle - Class 7-8 vehicles (26,001 lbs - >33,000 lbs)

Highway Trust Fund (HTF) - The primary U.S. transportation fund which is used to finance most federal government spending for highway and mass transit projects. Revenues for the trust fund come from transportation-related excise taxes, primarily federal taxes on gasoline and diesel fuel. The HTF consists of two accounts, the Highway Account and the Mass Transit Account.

Leasing - A contract by which one party conveys land, property, services, etc., to another for a specified time, usually in return for a periodic payment.

Light-Duty Vehicles - Class 1-2 vehicles (<6,000 lbs - 10,000 lbs)

Medium-duty vehicle - Class 3-6 vehicles (10,001 lbs - 26,000 lbs)

Metropolitan Planning Organization - The policy board of an organization created and designated to carry out the metropolitan transportation planning process.

National Bridge Inventory - A database, compiled by the Federal Highway Administration, with information about all bridges and tunnels in the United States that have roads passing above or below.

National Parks and Public Lands and Legacy Restoration Fund - A fund established by the Great American Outdoors Act to support deferred maintenance projects in the National Park Service.

Notice of Funding Opportunity (NOFO) - A Federal funding opportunity announcement which includes a project description, application deadline, and the entities that are eligible to apply.

Planning Grant - A type of grant that supports the planning stages of a project.

Procurement - The action of obtaining or procuring resources for a project.

Transit - A type of transportation service where passengers do not travel in their own vehicles (e.g., buses, trains).

Transportation Development Credits - Credits that can be used to fund the local match requirement in federal transportation projects.

Urbanized Area Formula Grants (Section 5307) - Federal formula funding available to governors and other recipients for transit capital and operating assistance and transportation-related planning in urbanized areas.

User Fee - A fee that is paid by the users of a particular service provided by the government.

Value-for-Money (VFM) Studies - Studies that are conducted to assess whether or not an organization has obtained the maximum benefit from the goods and services it acquires and/or provides, within the resources available to it.

Volpe Center - The DOT center of transportation and logistics research.



