

To: Transportation Committee
From: CRCOG Bipartisan Infrastructure Law Coordination Team
Date: January 13, 2023
Subject: Bipartisan Infrastructure Law (BIL) Updates

The following documents are enclosed, for your review in advance of the January 23 Transportation Committee Meeting:

- Revised Memorandum and Application Checklist for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) FY2023 Discretionary Grant Program
- Memorandum: Summary of U.S. Department of Transportation's Upcoming Key Notices of Funding Opportunity

Additionally, CRCOG is seeking information from Member Towns about what federal discretionary grant programs you or other agencies/entities in your town have applied for. Please provide this information so that CRCOG and the State may gain a greater understanding of which federal programs are of most interest to you and the region.

To: CRCOG Transportation Committee

From: Kyle Shiel, Principal Planner

Date: December 21, 2022

Subject: RAISE Discretionary Grants, FY 23

About: The Rebuilding American Infrastructure with Sustainability and Equity, [\(RAISE\) Discretionary Grant program](#), provides funding to invest in road, rail, transit and port projects. A total of \$1.5 billion is available for FY 2023. The Bipartisan Infrastructure law (BIL) specifies that the minimum award is \$5 million; except for projects located in rural areas where the minimum award size is \$1 million. Grants may not be greater than \$25 million.

Deadline and Award: Submittal deadline is **February 28, 2023**, at 11:50pm. Awards will be announced by late June 2023.

Eligible Projects: The funds are evaluated and awarded on a competitive basis, for surface transportation infrastructure projects that will improve: “safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness and opportunity including tourism; state of good repair; partnership and collaboration; and innovation.” Demonstrated project readiness and cost effectiveness are additional considerations.

Planning grants are also available. Per the BIL, the Department will award at least five percent of available funds (\$75 million of the \$1.5 billion) for the planning, preparation or design of eligible projects.

Review & Selection Process: US DOT will consider whether anticipated project benefits are clear, data-driven and significant. The review and selection process consists of Merit Criteria Review; Project Readiness Review (consisting of Technical Capacity Assessment, Environmental Risk Assessment, Financial Completeness Assessment); Economic Analysis; and Senior Review. The summary rubric in Table 1 describes the metrics considered; for a comprehensive overview, please consult the NOFO. The combination of individual criteria ratings will inform one overall Merit Rating: Highly Recommended, Acceptable or Unacceptable.

Senior US DOT management will review all “Recommended” projects to determine if the benefits of a particular criterion are so significant that the project merits advancing for second-tier analysis. Such projects can only be advanced if it scores high in one or more of the priority criteria of safety, environmental sustainability, mobility and community connectivity, or quality of life, and the benefits in that criterion are exceptional. Second-tier analysis for capital projects consists of (1) an Economic Analysis; (2) an Environmental Risk Assessment; (3) a Financial Completeness Assessment and (4) Technical Capacity Assessment. Second-tier analysis for planning projects consists of (1) a Financial Completeness Assessment and (2) a Technical Capacity Assessment.

Eligible Applicants: States, local municipalities, public authorities with a transportation function, and a multi-State or multijurisdictional group of eligible entities may apply. Multiple jurisdictions may

submit a joint application and should identify a lead applicant as the primary point of contact and also identify the primary recipient of the award. Joint applications should include a description of the roles and responsibilities of each applicant.

Cost-Sharing: The Federal cost share may not exceed 80% for urban projects that are NOT either located in an Area of Persistent Poverty (APP) or a Historically Disadvantaged Community (HDC).

Federal cost share may exceed 80% for projects in rural areas, Area of Persistent Poverty (APP), or Historically Disadvantaged Community (HDC). CRCOG has a mapping application outlining the specific regional location of these areas [here](#). DOT does not use an applicant's cost share when evaluating applications on merit.

RAISE is a reimbursable program. Recipients must pay project costs as incurred and for reimbursement. Recipients must have access to sufficient non-RAISE funding sources to manage cash flow associated with the project.

Project Readiness Guidelines: RAISE funds must be obligated within two years of the end of the fiscal year for which they are authorized. Due to this requirement, it is critical that applications include evidence of project milestones achieved and remaining (including planning, NEPA, and permitting milestones), as well as financial capacity and commitment in order to demonstrate project readiness.

Pre-Construction Requirements: Applicants should demonstrate that they can reasonably expect to complete all of the following activities and pre-construction requirements so that all Grant funds are obligated in advance of the statutory deadline. The applicant should be able to demonstrate that any unexpected delays will not put RAISE Grant funds at risk of expiring before they can be fully obligated.

- *State & Local Planning* - Projects may require approval by the Metropolitan Planning Organization or State as part of the Long-Range Plans and Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP). Applicants should coordinate with CRCOG and CT DOT to ensure that the project will be included in the appropriate plan if required.
- *Environmental Approvals* - Projects should have received or have substantially completed all Federal, State and local permits and approvals, including National Environmental Policy Act ("NEPA") analysis, at the time the application is submitted.
- *Right-of-Way and Design* - Applicants should demonstrate, through their project schedule that they reasonably expect to have right-of-way acquisition and design completed, as well as any other needed approvals or pre-construction steps. Applicants may expect that DOT may obligate funds for right-of-way acquisition and design completion only after planning and environmental approvals are obtained.

Additional Requirements: Each applicant to the RAISE grants program should provide a benefit-cost analysis (BCA) for their proposed project. Applicants should consult the "[Benefit-Cost Analysis Guidance for Discretionary Grant Programs](#)" when preparing a BCA for a RAISE Grant application.

CRCOG Staff Comments: Please contact [Kyle Shiel](#) with questions or comments related to this opportunity. CRCOG staff are available to provide letters of support for individual municipal applications. If your community is interested in submitting a multijurisdictional application, please reach out no later than January 2nd 2023, as there may be potential opportunities for CRCOG to assist in assembling a more competitive application.

Selection Criteria	Project Elements Likely to Score High
<p style="text-align: center;">Safety</p>	<p>Safety is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only), and significant benefits that targets a known, documented safety problem, by doing one or more of the following:</p> <ul style="list-style-type: none"> • Protect non-motorized travelers and communities from safety risks; or • Reduce fatalities and/or serious injuries to bring them below the state-wide average for underserved communities; or • Incorporate and cite specific actions and activities identified in the Department’s National Roadway Safety Strategy plan
<p style="text-align: center;">Environmental Sustainability</p>	<p>Environmental sustainability is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only), and significant benefits that explicitly considers climate change and environmental justice, by doing one or more of the following:</p> <ul style="list-style-type: none"> • Reduce transportation-related air pollution and greenhouse gas emissions in underserved communities; or • Address the disproportionately negative environmental impacts of transportation on underserved communities such as by reducing exposure to elevated levels of air, water, and noise pollution; or • Align with the applicant’s State, regional, county, or city decarbonization plan; or • Implement transportation-efficient land use and design, such as drawing on the features of historic towns and villages that had a mix of land uses, compact and walkable development patterns, accessible green space, and neighborhood centers; or • Reduce vehicle miles traveled specifically through modal shift to transit or active transportation; or • Reduce emissions specifically by shifting freight to lower-carbon travel modes; or • Incorporate energy efficient investments, such as electrification or zero emission vehicle infrastructure; or • Improve the resilience of at-risk infrastructure to withstand extreme weather events and natural disasters caused by climate change, such as by using best-available climate data sets, information resources, and decision-support tools, and incorporating best practices identified by the Department (for example in the Department’s Nature- Based Solutions for Coastal Highway Resilience Implementation Guide) and other Federal resources; or • Remove, replace, or restore culverts for the purpose of improving passage of aquatic species; or • Avoid adverse environmental impacts to air or water quality, wetlands, and endangered species
<p style="text-align: center;">Quality of Life</p>	<p>Quality of life is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only) and significant benefits, by doing one or more of the following:</p> <ul style="list-style-type: none"> • Increase affordable transportation choices by improving and expanding active transportation usage or significantly reducing

Selection Criteria	Project Elements Likely to Score High
	<p>vehicle dependence, particularly in underserved communities; or</p> <ul style="list-style-type: none"> • Reduce transportation and housing cost burdens by integrating mixed-use development and a diversity of housing types, including affordable housing, with multimodal transportation infrastructure; or • Coordinate and integrate land use, affordable housing, and transportation planning in order to create more livable communities and expand travel choices; or • Improve access to daily destinations like jobs, healthcare, grocery stores, schools, places of worship, recreation, or parks through transit and active transportation; or • Implement transit-oriented development that benefits existing residents and businesses, low-income and disadvantaged communities, and minimizes displacement; <p>or</p> <ul style="list-style-type: none"> • Improve public health by adding new facilities that promote walking, biking, and other forms of active transportation; or • Mitigate urban heat islands to protect the health of at-risk residents, outdoor workers, and others; or • Proactively addresses equity.
<p style="text-align: center;">Mobility & Community Connectivity</p>	<p>Mobility and community connectivity is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only) and significant benefits, by doing one or more of the following:</p> <ul style="list-style-type: none"> • Improve system-wide connectivity with access to transit, micro-mobility, and mobility on-demand; or • Implement plans, based on community participation and data, that identifies and addresses gaps in the existing network; or • Remove physical barriers for individuals by reconnecting communities to direct, affordable transportation options; <p>or</p> <ul style="list-style-type: none"> • Include transportation features that increase the accessibility for non-motorized travelers for underserved communities, such as through a Complete Streets approach; or • Incorporate Universal Design including details of how the improvements go beyond ADA requirements; or • Directly increasing intermodal and multimodal freight movement; or • Consider last-mile freight plans in a Complete Streets and multimodal approach
<p style="text-align: center;">Economic Competitiveness & Opportunity</p>	<p>Economic competitiveness is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only), and significant benefits, by doing one or more of the following:</p> <ul style="list-style-type: none"> • Improve intermodal and/or multimodal freight mobility, especially for supply chain bottlenecks; or • Facilitate tourism opportunities; or • Inclusive economic development such as the utilization of Minority Business Enterprises, Minority Owned Businesses, Woman Owned Businesses, and Veteran Owned Businesses; or • Promote wealth building; or • Promote long-term economic growth and other broader economic and fiscal benefits; or • Promote robust job creation by supporting good-paying jobs directly related to the project with free and fair choice to join a

Selection Criteria	Project Elements Likely to Score High
	<p>union, expand training programs, and implement policies such as targeted hiring preferences that will promote the entry and retention of underrepresented populations into those jobs including women, people of color, and people with convictions; or</p> <ul style="list-style-type: none"> Promote greater public and private investments in land-use productivity, including rural main street revitalization or locally driven density decisions that support equitable commercial and mixed-income residential development
<p>State of Good Repair</p>	<p>State of good repair is a primary project purpose AND the project has clear, direct, data-driven (for capital projects only) and significant benefits, by doing one or more of the following:</p> <ul style="list-style-type: none"> Restore and modernize (such as through road diets and complete streets approaches) the existing core infrastructure assets that have met their useful life; or Reduce construction and maintenance burdens through efficient and well-integrated design; or Create new infrastructure in remote communities that will be maintained in a state of good repair; or Address current or projected system vulnerabilities for underserved communities; or Prioritize improvement of the condition and safety of existing transportation infrastructure within the existing footprint
<p>Partnership & Collaboration</p>	<p>Project has, or demonstrates plans to, support and engage diverse people and communities that go above and beyond, by doing one or more of the following:</p> <ul style="list-style-type: none"> Engage residents and community-based organizations to ensure equity considerations for underserved communities are meaningfully integrated throughout the lifecycle of the project, for example, by citing and describing how the project aligns with the Department’s Promising Practices for Meaningful Public Involvement in Transportation Decision-Making Guide; or Coordinate with other types of projects such as economic development, commercial or residential development near public transportation, power/electric infrastructure projects, or broadband deployment; or Partner with Minority Business Enterprises, Minority Owned Businesses, Woman Owned Businesses, and Veteran Owned Businesses; or Partner with high-quality workforce development programs with supportive services to help train, place, and retain underrepresented communities in good-paying jobs or registered apprenticeships; or Partner and engage with unions and/or worker organizations in the development of the project and the lifecycle of the project, including the maintenance or operation of the completed project; or Partner with communities or community groups representative of historically underrepresented groups to develop workforce strategies; or Establish formal public-private partnerships or joint ventures to expand or create new infrastructure or economic development capacity; or

Selection Criteria	Project Elements Likely to Score High
	<ul style="list-style-type: none"> Participate in a non-DOT Federal capacity-building program, such as the Department of Housing and Urban Development’s Thriving Communities Technical Assistance or the Environmental Protection Agency’s Environmental Justice Thriving Communities Technical Assistance Centers Program.
<p style="text-align: center;">Innovation</p>	<p>Project has, or demonstrates plans for, one or more of the following innovative benefits.</p> <p><i>Innovative Technologies</i></p> <ul style="list-style-type: none"> Enhance the environment for electric, connected, and automated vehicles to improve the detection, mitigation, and documentation of safety risks; or Use low-carbon materials; or Use caps, land bridges, or underdecks <p><i>Innovative Project Delivery</i></p> <ul style="list-style-type: none"> Use practices that facilitate accelerated project delivery such as single contractor design-build arrangements, congestion management, asset management, or long-term operations and maintenance <p><i>Innovative Financing</i></p> <ul style="list-style-type: none"> Secure TIFIA, RRIF, or private activity bond financing; or Use congestion pricing or other demand management strategies

Table 1: Summary of RAISE program merit criteria; For the complete rubric, please consult the [NOFO](#). The combination of individual criterion ratings will inform one overall Merit Rating: Highly Recommended, Recommended, Acceptable, or Unacceptable. Highly Recommended projects require six or more of the eight merit criteria ratings as “high” and none of the merit criteria ratings as “non-responsive.” Recommended projects will consist of at least one, but no more than five, of the merit criteria ratings as “high”, no more than three of the merit criteria ratings as “low”, and none as “non-responsive.”

RAISE 2023 Application Checklist				
	Information	File Name	NOFO Section	Page Limit
1	<input type="checkbox"/> SF-424	SF-424	D.2	N/A
2	<input type="checkbox"/> Project Information Form (Excel)	FY 2023 RAISE Project Information Form	D.2	N/A
3	<input type="checkbox"/> Project Description	Project Description	D.2.i	5 pages
4	<input type="checkbox"/> Project Location File (Shapefile, GEOJSON, KML/KMZ, or CSV)	Project Location File	D.2.ii	N/A
5	<input type="checkbox"/> Project Budget	Project Budget	D.2.iii	5 pages
6	<input type="checkbox"/> Funding Commitment Documentation	Funding Commitments	D.2.iii.e	N/A
7	<input type="checkbox"/> Merit Criteria	Merit Criteria Narrative	D.2.iv and E.1.i	15 pages
8	<input type="checkbox"/> Project Readiness	Project Readiness	D.2.v and E.1.ii	5 pages
9	<input type="checkbox"/> Benefit-Cost Analysis Narrative*	BCA Narrative	D.2.vi and E.1.iii.	N/A
10	<input type="checkbox"/> Benefit-Cost Analysis Calculations* (Excel)	BCA Calculation	D.2.vi and E.1.iii.	N/A
11	<input type="checkbox"/> Letters of Support (optional)	Letters of Support	D2.iv And E.1.i	N/A

*Only capital project applications submit Benefit-Cost Analysis narratives and calculations.

To: Transportation Committee
From: CRCOG Bipartisan Infrastructure Law (BIL) Coordination Team
Date: January 13, 2023
Subject: Summary of U.S. Department of Transportation's Upcoming Key Notices of Funding Opportunity

On January 6, 2023, the U.S. Department of Transportation (U.S. DOT) updated their list of Key Notices of Funding Opportunity (NOFO). Below is a summary of the discretionary grant programs that may be most applicable to CRCOG, based on a review of available information provided by U.S. DOT at the time of writing this memorandum. This is not an inclusive or exhaustive list and does not currently include programs for which NOFOs have already been issued (e.g., Rebuilding American Infrastructure with Sustainability and Equity, RAISE).

Please visit [U.S. DOT's website](#) for a complete list of programs, links to program websites/fact sheets, and anticipated opening/closing dates. We expect U.S. DOT to update this list from time to time, and additional information will be available about each program once the NOFOs are issued. CRCOG will continue preparing memoranda and/or updating the [BIL Webpage](#) and notifying you of updates as new NOFOs are issued.

While specific information about local cost share for programs may not be available at this time, please plan for this accordingly as you identify potential projects and prepare budgets and capital improvement plans for your municipalities.

Safe Streets and Roads for All Grant Program (SS4A)

Brief Program Description: The U.S. DOT's SS4A grant program serves to significantly reduce or eliminate fatalities and serious injuries on roadways for all users. U.S. DOT allocated \$1 billion in FY2022 to achieve this goal by supporting planning, infrastructure, behavioral, and operational initiatives through two types of grants: Action Plan Grants and Implementation Grants.

FY2023 NOFO Opening Date: April 2023

Funding Amount: TBD for FY2023

Eligible Applicants: CRCOG, Municipalities, Others

Two Application Types:

Action Plan Grant: CRCOG applied for SS4A Round 1 funding to update the Regional Transportation Safety Plan to serve as the region's Action Plan – U.S. DOT expects to announce awards for SS4A Round 1 in early 2023.

Implementation Grant: Town of Farmington submitted a Joint Application on behalf of five CRCOG Member Towns for SS4A Round 1 funding to implement projects cited in local and regional action plans.

Visit the [SS4A Program Website](#) for examples of each type of application.

CRCOG anticipates assisting Member Towns in preparing applications that will further the region's goals towards achieving Vision Zero. Many projects may already be referenced in [CRCOG's Regional Transportation Safety Plan](#), which we have self-certified to serve as the region's current comprehensive safety action plan, or other local plan your municipality may

have adopted. If that is the case, then an Implementation Grant may be the best next step in the implementation process.

Transit-Oriented Development (TOD) Pilot Program

Brief Program Description: The Federal Transit Administration's (FTA's) TOD program was initially developed in the Moving Ahead for Progress in the 21st Century (MAP-21) Act, which was enacted in 2012. BIL amendments expanded eligible activities to include site-specific plans in addition to comprehensive plans. The program will fund efforts associated with an eligible transit project that will seek funding through [FTA's Capital Investment Grants Program](#). A major goal of the program is to focus growth surrounding transit stations to create compact, mixed-use communities with easy access to jobs and services. See the [TOD Pilot Program Fact Sheet](#) for more information.

FY2023 NOFO Opening Date: April 2023

Funding Amount: \$13 million for FY2023

Eligible Applicants: State, local government authorities

Multimodal Project Discretionary Grant Opportunity (MPDG)

Brief Program Description: This U.S. DOT program offers the opportunity to apply for three discretionary grant opportunities (Mega, INFRA, and Rural) using one application. Visit [U.S. DOT's MPDG website](#) for information about each of the three grants, and descriptions of projects that were awarded funding in Round 1 - FY 2022.

Mega is known as the National Infrastructure Project Assistance Program. The program funds large, complex projects that are likely to generate national or regional economic, mobility, or safety benefits, but are difficult to fund by other means.

INFRA is known as the Nationally Significant Multimodal Freight and Highway Projects Program, or Infrastructure for Rebuilding America. This program funds multimodal freight and highway projects of national or regional significance. The program serves to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

Rural is short for the Rural Surface Transportation Grant. This program supports 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 regional economic growth and improve quality of life.

FY2023 NOFO Opening Date: Spring 2023

Funding Amounts:

Mega: \$5 billion total over FY2022-FY2026

INFRA: \$8 billion total over FY2022-FY2026

Rural: \$2 billion total over FY2022-FY2026

Eligible Applicants: State, CRCOG, Municipalities, Others

Thriving Communities

Limited information about Round 2 – FY2023 - of this program is available now. Please stay tuned if this program is of interest to you. You may wish to visit the [Program Website](#) that was used for Round 1 – FY2022.

FY2023 NOFO Opening Date: Spring 2023

Reconnecting Communities Program and Neighborhood Access and Equity Grant Program

Brief Program Description: [U.S. DOT's Reconnecting Communities Program](#) is dedicated to funding planning grants, capital construction grants, and technical assistance to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities.

U.S. DOT will prioritize its technical assistance to economically disadvantaged communities, as may be defined per the NOFO.

FY2023 NOFO Opening Date: Late Spring 2023

Funding Amount:

Planning Grant: \$50 million for FY2023

Capital Construction: \$148 million for FY2023

Eligible Applicants:

Planning Grant: State, CRCOG, Municipalities, Others

Capital Construction: Facility Owner (as Lead Applicant, or a Joint Applicant with eligible applicant(s) to Planning Grants)

All Stations Accessibility Program

Brief Program Description: The [Federal Transit Administration's \(FTA's\) All Stations Accessibility Program](#) (ASAP) funds capital projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems for people with disabilities. A main goal of this program is to increase the number of existing stations or facilities for passenger use that meet or exceed the new construction standards of Title II of the Americans with Disabilities Act of 1990 (ADA). See the [ASAP Fact Sheet](#) for more information.

FY2023 NOFO Opening Date: July 2023

Funding Amount: \$350 million for FY2023

Eligible Applicants: State, local government authorities

Bridge Investment Program

Brief Program Description: The Federal Highway Administration (FHWA) Bridge Investment Program (BIP) seeks to reduce the number of existing bridges in poor condition, or in fair condition at risk of falling to poor condition. Applicants can use up to 5 percent of BIP funding for eligible projects that consist solely of culvert replacement or rehabilitation, as may be defined per the NOFO. See the [BIP Fact Sheet](#) for more information.

There are three types of projects:

- Large Bridge Projects (total eligible costs >\$100 million)
- Bridge Projects (total eligible costs <= \$100 million)
- Planning Grants

Funding Amount: Estimated to be \$2.487 billion in FY2023

Eligible Applicants: State, CRCOG, Municipalities, Others

Railroad Crossing Elimination Program

Brief Program Description: The [Federal Railroad Administration Railroad Crossing Elimination Program](#) funds highway-rail or pathway-rail grade crossing improvement projects for the purpose of improving the safety and mobility of people and goods.

FY2023 NOFO Opening Date: Summer 2023

Funding Amount: TBD for FY2023

Eligible Applicants: State, CRCOG, Municipalities, Others

Consolidated Rail Infrastructure & Safety Improvements Grant Program (CRISI)

Brief Program Description: The [Federal Railroad Administration \(FRA\) CRISI Program](#) funds projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.

As you may recall, in Fall 2022, CRCOG issued [two letters of support](#) related to this grant. The first letter was issued in support of the Connecticut Department of Transportation's (CTDOT) application for the New Haven-Hartford-Springfield (NHHS) Rail Program Phase 3B Doubletrack Project in West Hartford, Windsor, Windsor Locks, and Enfield, CT. The second letter was issued to the Massachusetts' Department of Transportation (MassDOT) in support of their project, entitled *Connecting the Commonwealth: Early Actions for the Inland Route*.

FY2023 NOFO Opening Date: Fall 2023

Funding Amount: TBD for FY2023

Eligible Applicants: State, CRCOG, Municipalities, Others

Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program

Brief Program Description: [U.S. DOT's SMART Program](#) was established to provide funding for demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety. Autonomous vehicles, connected vehicles, smart traffic signals, and sensor-based infrastructure that collects data to inform transportation-related operations and performance are a few examples.

There are two stages of the program:

- Stage 1 Planning and Prototyping Grants
- Stage 2 Implementation Grants

U.S. DOT expects that only recipients of Stage 1 grants will be eligible for Stage 2 grants. See the [SMART Program Fact Sheet](#) for more information.

FY2023 NOFO Opening Date: Fall 2023

Funding Amount: \$100 million for FY2023

Eligible Applicants: State, CRCOG, Municipalities, Others

National Culvert Removal, Replacement, and Restoration Grants

Brief Program Description: This Federal Highway Administration (FHWA) Grant Program funds the replacement, removal, and improvement of culverts or weirs that would meaningfully improve or restore fish passage for anadromous fish. Anadromous fish species are born in freshwater such as streams and rivers, spend most of their lives in the marine environment, and migrate back to freshwater to spawn. Salmon are the most widely known examples of anadromous fish, but this category of fish also includes sturgeon, river herring, striped bass, and other species.

See the FHWA Grant Program [Fact Sheet](#) for more information.

FY2023 NOFO Opening Date: Winter 2023 - 2024

Funding Amount: Estimated to be \$800 million for FY2023

Eligible Applicants: State, CRCOG, Municipalities, Others

Please contact [Elizabeth Sanderson](#), BIL Coordinator, if you would like additional information or are interested in applying for BIL discretionary grants.