



The Vermont Federal Funding Guidebook

A GUIDEBOOK TO THE BIPARTISAN
INFRASTRUCTURE LAW, INFLATION
REDUCTION ACT, AND MORE

(Adapted from the Building A Better America Guidebook)

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Introduction

The ***Vermont Federal Funding Guidebook*** is an adaptation of the White House’s [Building a Better America Guidebook](#). The WH’s Guidebook is a large document (459 pages) and contains all programs created or expanded through the Bipartisan Infrastructure Law (BIL) - almost 400 in total. Many of these programs are not applicable to Vermont’s municipalities either because municipalities are not eligible applicants (ex. programs for institutions of higher education), or because the programs are not relevant (ex. Denali Commission Broadband Funding). VLCT has culled the ~400 programs and curated only the those that Vermont towns, cities, and villages might consider as they look to advance their local projects.

VLCT’s Guidebook **is intended to be a roadmap to the available funding** - not just BIL but other new and existing federal funding opportunities germane to municipal operations. It explains, in as much detail as currently available, how much funding is available at the program level. The primary goal is to help VLCT’s membership know what to apply for, who to contact for help, and how to get ready to execute their local project(s).

VLCT’s Guidebook **is a living document**. The initial version (December 15, 2022, V. 1.0) is not an attempt to capture every possible federal program, authorization, or expenditure—rather, it provides VLCT’s members with a deeper view into funding either available now or soon to be available. Programs from the Inflation Reduction Act (IRA) and others will be added when new information is released. Programs contained in the initial version of VLCT’s Guidebook will be updated with new information as it is issued and will include the date of the update so users can track various opportunities. Many programs contain a “Next Milestone” section which may now contain outdated details at the date of this edition – federal agencies are running behind and when they release new information, these programs will be updated. This document is loaded with active links (blue text that is underlined, just hover your mouse over them and click or Ctrl+click to follow the link) to websites that contain more details, useful information, and resources. Consider bookmarking this document for quick, easy reference.

Additional Resources & Actions

The American Rescue Plan (ARPA), signed into law in 2021, has provided over \$200 million in critical resources to every town, city, and village in Vermont that chose to accept this funding. ARPA is being used to support Vermont’s local governments’ response to the COVID-19 public health emergency, including in making the investments needed to ensure a durable and equitable economic recovery. From the beginning, VLCT has suggested that ARPA recipients be patient and strategic and look for opportunities to leverage their awards to make transformational investments for their communities’ futures. The time to leverage local ARPA awards has arrived.

There is broad recognition that local capacity may be strained due to the pandemic, the need to account for heightened cybersecurity, climate and other known hazard risks, the effects of historic underinvestment, or just the challenges of day-to-day governance. A community's lack of capacity to apply for federal funds can create significant inequities – and for many communities, this will be their first time applying for federal funds either through the State of Vermont or directly from a suite of federal agencies. Many funding streams in the Bipartisan Infrastructure Law specifically set aside funds for disadvantaged communities. This approach is being taken with other federal funding programs as well, like those contained in the Inflation Reduction Act. Known as the [Justice40 Initiative](#), the White House is committed to ensuring environmental justice for disadvantaged communities and that they receive benefits from all available resources in relevant programs. The State of Vermont also is looking to address inequities in funding distribution for their ARPA programs.

Disclaimer

This Guidebook is a non-exhaustive listing of funding opportunities designed to help users familiarize themselves with the universe of applicable programs available to them. Nothing contained in this document constitutes guidance from VLCT or the U.S. government on any law, program, policy, application process, or funding eligibility. Applicants for funding should consult official agency or program specific guidance for additional information.

Transportation

Roads, Bridges and Major Projects

Challenge: One in five miles, or 173,000 total miles, of our highways and major roads and more than 43,500 bridges are in poor condition. Bridges in poor condition pose heightened challenges in rural communities, which often may rely on a single bridge for the passage of emergency service vehicles.

Solutions: The Bipartisan Infrastructure Law reauthorizes federal surface transportation programs for five years and invests approximately \$400 billion over that period to repair our roads and bridges and support transformational projects that will create good-paying union jobs, boost regional and the national economy, make our transportation system safer and more resilient.

The Bipartisan Infrastructure Law includes a five-year reauthorization for the Federal Highway Administration at the Department of Transportation. A major component of this reauthorization is \$273.2 billion in Federal-aid highway formula funding for States. In December 2021, the Federal Highway Administration announced that it disbursed to all 50 states and the District of Columbia a total of \$52.5 billion of this formula funding for Fiscal Year 2022; this represents a more than 20 percent increase over Fiscal Year 2021 formula funding. (See the Fiscal Year 2022 State apportionment [here](#)).

Getting Ready:

Federal-Aid Highway Formula Funding and Bridge Formula Program – The Federal Highway Administration distributes Federal-Aid Highway Formula funding and Bridge Formula Program funding to State departments of transportation. In Vermont, the Agency of Transportation (VTrans) “programs” projects (selects them) for funding through a statewide project prioritization process. Regional Transportation Advisory Committees assist VTrans to prioritize projects. The final program, which must be approved annually by the Legislature, is called the State Transportation Improvement Plan (STIP). In Chittenden County, projects are prioritized in the Chittenden County STIP prior to being incorporated into the State STIP. Municipalities should contact their Regional Planning Commission for information about how projects are added to the State of Chittenden County STIP.

Competitive Grant Programs – To prepare for upcoming application openings, potential recipients should begin to work with stakeholders to develop a list of priority projects that would be suited for applications for competitive grant funding programs such as the Bridge Investment Program, RAISE, MEGA, and INFRA.

Existing Resources:

- Information on the Federal Highway Administration’s implementation of the Bipartisan Infrastructure Law is available [here](#).
- Information on Federal Highway Administration’s resources for technical assistance and local support is available [here](#).
- Information on the Department of Transportation’s INFRA program is available [here](#).
- Information on Department of Transportation’s RAISE program is available [here](#).
- Information about the Vermont Agency of Transportation is available [here](#).

Program Name	Agency Name	Funding Amount
National Highway Performance Program	Department of Transportation	\$148,000,000,000
Bridge Formula Program	Department of Transportation	\$26,675,000,000
Bridge Investment Program	Department of Transportation	\$12,200,000,000
Local and Regional Project Assistance Grants (RAISE)	Department of Transportation	\$7,500,000,000
Nationally Significant Freight & Highway Projects (INFRA)	Department of Transportation	\$7,250,000,000
National Infrastructure Project Assistance (Megaprojects)	Department of Transportation	\$5,000,000,000
Federal Lands Access Program	Department of Transportation	\$1,487,875,000
Transportation Infrastructure Finance and Innovation Act	Department of Transportation	\$1,250,000,000
Rural Surface Transportation Grant Program	Department of Transportation	\$1,000,000,000
National Culvert Removal, Replacement, & Restoration Grant	Department of Transportation	\$1,000,000,000
Advanced Transportation Technologies & Innovative Mobility	Department of Transportation	\$900,000,000
State Incentives Pilot Program (Set-aside within Nationally Significant Freight and Highway Projects - INFRA)	Department of Transportation	\$750,000,000
Reconnecting Communities Pilot Program	Department of Transportation	\$1,000,000,000
Nationally Significant Federal Lands and Tribal Projects	Department of Transportation	\$27 5,000,000
Grants for Planning, Feasibility Analysis, and Revenue Forecasting (Bridge Investment Program Set-aside)	Department of Transportation	\$100,000,000
Accelerated Implementation and Deployment of Advanced Digital Construction Management Systems (Set-aside)	Department of Transportation	\$100,000,000
Strategic Innovation for Revenue Collection (Set-aside)	Department of Transportation	\$7 5,000,000

National Highway Performance Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding Amount: \$148,000,000,000

Period of Availability: 4 year

Funding Mechanism: Formula Grant

New Program: No - Existing Program with Changed Eligibilities

Recipients: States (including District of Columbia)

Description: The Bipartisan Infrastructure Law continues the National Highway Performance Program. The purposes of this program are:

- To provide support for the condition and performance of the National Highway System.
- To provide support for the construction of new facilities on the National Highway System.
- To ensure that investments of federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the National Highway System.
- To provide support for activities to increase the resiliency of the National Highway System to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters.

Eligible Uses: Highway and bridge projects, generally on the National Highway System¹, plus certain bridge projects on non-National Highway System federal-aid highways

Next Milestone: First round of funds (Fiscal Year 2022) was released to state transportation departments in December 2021. Next round of funding (Fiscal Year 2023) will be released in October 2022. Guidance to be released on changes in eligibilities.

Vermont Update as of 12/02/22

This grant to States can be used to support projects in the [State Transportation Improvement Program \(STIP\)](#). Contact your [Regional Planning Commission](#) to discuss how projects are recommended for inclusion in the STIP.

¹ Not all projects are required to be on the National Highway System. For example, new 23 U.S.C. 119(k), allows states to use up to 15 percent of National Highway Performance Program funds each fiscal year for protective features, if the protective feature is designed to mitigate the risk of recurring damage or the cost of future repairs from extreme weather events, flooding, or other natural disasters on a non-National Highway System federal-aid highway or bridge. See also 23 U.S.C. 119(d)(2)(G).

Bridge Formula Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding Amount: \$26,675,000,000

Period of Availability: 4 year

Funding Mechanism: Formula Grant

New Program: Yes

Recipients: States (including District of Columbia and Puerto Rico)

Description: The Bridge Formula Program will provide funds to states by formula for bridge replacement, rehabilitation, preservation, protection, or construction projects on public roads. This program includes three set-asides: 15 percent will be set-aside for use on off-system bridges; 3 percent will be set-aside for use on Tribal Transportation Facility bridges; and 0.5 percent will be set-aside for administrative expenses of the Federal Highway Administration.

Eligible Uses: Replace, rehabilitate, preserve, protect, and construct bridges on public roads.

Next Milestone: First round of Bridge Formula Program funds (Fiscal Year 2022) was released to state transportation departments in January 2022 along with guidance on use of funding. Next round of Program funding (Fiscal Year 2023) will be released in October 2022.

Vermont Update as of 12/02/22

This grant to States can be used to support projects in the [State Transportation Improvement Program \(STIP\)](#). Contact your [Regional Planning Commission](#) to discuss how municipal projects are recommended for inclusion in the STIP.

Bridge Investment Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding Amount: \$12,200,000,000

Period of Availability: 4 year

Funding Mechanism: Competitive Grant

New Program: Yes

Recipients: State, metropolitan planning organization (representing an area with a population of more than 200,000), local government, special purpose district or public authority with a transportation function, federal land management agency, Tribal government.

Description: The Bridge Investment Program will support projects to improve bridge and culvert condition, safety, efficiency, and reliability.

Eligible Uses: Projects to replace, rehabilitate, preserve, or protect one or more bridges on the National Bridge Inventory. Projects to replace or rehabilitate culverts to improve flood control and improve habitat connectivity for aquatic species.

Next Milestone: Forthcoming.

Vermont Update as of 11/01/22

Municipalities can compete for this national grant. Eligible bridges must be on the [National Bridge Inventory](#). Eligible projects will address one of the following: a) bridge will be in poor condition or in fair condition and at risk of falling into poor condition within the next three years; b) bridge does not meet current geometric design standards; c) bridge will be a threat to future transportation efficiency if not addressed; or d) bridge addresses long-term resiliency, such as scour or seismic hazard.

Planning and implementation grants are available. There is no minimum or maximum award amount for Planning grants. Awards for Bridge projects range from \$2.5-\$100 million. Large Bridge projects have a minimum award of \$50 million, and projects costs must be greater than \$100 million. Projects for planning grants must be associated with a project that would be eligible for a Bridge or Large Bridge grant. Large Bridge applications can bundle multiple bridges into a single application and include culverts if they are on the National Bridge Inventory. Geographic diversity and the needs of rural and urban communities will be considered when making awards.

Information about the 2022 grant program can be found [here](#). The first Planning grant awards were announced in October 2022.

Local and Regional Project Assistance Grants (RAISE)

Federal Agency: Department of Transportation

Bureau or Account: Office of the Secretary

Funding Amount: \$7,500,000,000

Period of Availability: 4 year

Funding Mechanism: Competitive Grant

New Program: No

Recipients: (

- (A) a State;
- (B) (B) the District of Columbia;
- (C) any territory or possession of the United States;
- (D) a unit of local government;
- (E) a public agency or publicly chartered authority established by 1 or more States;
- (F) a special purpose district or public authority with a transportation function, including a port authority;
- (G) a Tribal government or a consortium of Tribal governments;
- (H) a partnership between Amtrak and 1 or more entities described in (A) through (F); and
- (I) a group of entities described in (A) through (G).

Description: The RAISE program provides supplemental funding for grants to the State and local entities listed above on a competitive basis for projects that will have a significant local/regional impact.

Eligible Uses: Projects eligible under RAISE include—

- a highway or bridge project eligible for assistance under title 23, United States Code;
- a public transportation project eligible for assistance under chapter 53 of title 49, United States Code;
- a passenger rail or freight rail transportation project eligible for assistance under title 49, United States Code;
- a port infrastructure investment, including inland port infrastructure and
- a land port-of-entry;
- the surface transportation components of certain eligible airport projects;
- a project for investment in a surface transportation facility located on Tribal land, the title or maintenance responsibility of which is vested in the Federal Government;
- a project to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species; and

- any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goal of the program.

Next Milestone: Applications will open in the first quarter of 2022.

Vermont Update as of 11/29/22

Several Vermont municipalities have been successful competing for this national grant. In 2022, both capital construction projects and planning projects were awarded funding. Minimum and maximum grant award sizes vary. Generally, they are \$1-\$25 million for rural projects and \$5-25 million for urban projects. A Benefit Cost Analysis is required for capital projects. Matching funds equal to 20% of total project cost is required; match may be reduced to 0% for projects in an Area of Persistent Poverty or a Historically Disadvantaged Community. Projects are evaluated on merit, readiness, and economic analysis. The 2022 [Notice of Funding Availability](#) is helpful to assess project competitiveness.

Nationally Significant Freight & Highway Projects (INFRA)

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding Amount: \$7,250,000,000

Period of Availability: 4 year

Funding Mechanism: Competitive Grant

New Program: No

Recipients:

- (A) A State or a group of States.
- (B) A metropolitan planning organization that serves an urbanized area (as defined by the Bureau of the Census) with a population of more than 200,000 individuals.
- (C) A unit of local government or a group of local governments.
- (D) A political subdivision of a State or local government.
- (E) A special purpose district or public authority with a transportation function, including a port authority.
- (F) A Federal land management agency that applies jointly with a State or group of States.
- (G) A Tribal government or a consortium of Tribal governments.
- (H) A multistate corridor organization.
- (I) A multistate or multijurisdictional group of entities described in this paragraph.

Description: The Nationally Significant Freight & Highway Projects program, also known as “INFRA”, awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

Eligible Uses: Projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.

Next Milestone: Applications will open in the first quarter of 2022. Learn more about how to apply [here](#).

Vermont Update as of 11/29/22

[INFRA](#) grants focus on enhancing freight and people movement in the United States. Project awards begin at \$5 million, and projects have a maximum 60% cost share requirement. A

[Benefit-Cost Analysis](#) is required to apply for this grant. Projects awarded funding under this program may require approval by VTrans or the Chittenden County Regional Planning Commission (as applicable) as part of the [Statewide Transportation Improvement Program \(STIP\)](#) or the Chittenden County [Transportation Improvement Program \(TIP\)](#). Projects should have received or have substantially completed all Federal, State, and local permits and approvals at the time of application submission. Projects reasonably must be expected to begin construction 18 months from grant agreement execution. Consideration will be given to promoting geographic diversity and balancing the needs of rural and urban areas. The 2022 [Notice of Funding Opportunity](#) for this annual grant provides more details about the program.

National Infrastructure Project Assistance (Megaprojects)

Federal Agency: Department of Transportation

Bureau or Account: Office of the Secretary

Funding Amount: \$5,000,000,000

Period of Availability: Available until expended

Funding Mechanism: Competitive Grant

New Program: Yes

Recipients:

- (A) a State or a group of States;
- (B) a metropolitan planning organization;
- (C) a unit of local government;
- (D) a political subdivision of a State;
- (E) a special purpose district or public authority with a transportation function, including a port authority;
- (F) a Tribal government or a consortium of Tribal governments;
- (G) a partnership between Amtrak and 1 or more entities described in subparagraphs (A) through (F); and
- (H) a group of entities described in any of subparagraphs (A) through (G).

Description: The National Infrastructure Project Assistance Program will support large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.

Eligible Uses: Projects eligible under the Megaprojects program include—

- a highway or bridge project carried out on the National Multimodal Freight Network, the National Highway Freight Network, or the National Highway System;
- a freight intermodal (including public ports) or freight rail project that provides a public benefit;
- a railway-highway grade separation or elimination project;
- an intercity passenger rail project; and
- certain public transportation projects that are eligible for Federal Transit Administration funding of title 49, United States Code

Next Milestone: Selection criteria for the program will be posted on the Department of Transportation website in February 2022.

Vermont Update as of 11/01/22

[INFRA Mega](#) grants support large, complex projects. This is no minimum project award, but project size cannot be less than \$100 million. Projects have a maximum 60% cost share requirement. A [Benefit-Cost Analysis](#) is required to apply for this grant. Projects awarded funding under this program may require approval by VTrans or the Chittenden County Regional Planning Commission (as applicable) as part of a [Statewide Transportation Improvement Program \(STIP\)](#) or the Chittenden County [Transportation Improvement Program \(TIP\)](#). Projects should have received or have substantially completed all Federal, State, and local permits and approvals at the time of application submission. Projects reasonably must be expected to begin construction 18 months from grant agreement execution. Consideration will be given to promoting geographic diversity and balancing the needs of rural and urban areas.

Federal Lands Access Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding Amount: \$1,487,875,000

Period of Availability: 4 year

Funding Mechanism: Formula Grant

New Program: No

Recipients: States

Description: The Federal Lands Access Program invests in the Nation's infrastructure by funding and supporting transportation facilities owned by State, county, local, and Tribal governments which provide access to lands owned and operated by the Federal Government.

Eligible Uses: Projects that improve multimodal transportation on roads, bridges, trails, transit systems, and other transportation facilities that access the Federal estate on infrastructure owned (or maintained) by States and local governments, with an emphasis on high-use Federal recreation sites and Federal economic generators.

Next Milestone: Forthcoming.

Vermont Update as of 12/02/22

The [Federal Lands Access Program](#) consists of multiple programs to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. These programs supplement State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.

This grant to States can be used to support projects in the [State Transportation Improvement Program \(STIP\)](#). Contact your [Regional Planning Commission](#) to discuss how projects are recommended for inclusion in the STIP.

Transportation Infrastructure Finance and Innovation Act

Federal Agency: Department of Transportation

Bureau or Account: Office of the Secretary

Funding Amount: \$1,250,000,000. Transportation Infrastructure Finance and Innovation Act will have a total of \$75 billion in lending capacity under the Bipartisan Infrastructure Law.

Period of Availability: 4 year

Funding Mechanism: Loan

New Program: No

Recipients: States (including District of Columbia and Puerto Rico), localities, or other public authorities, as well as private entities undertaking projects sponsored by public authorities

Description: The Transportation Infrastructure Finance and Innovation Act Program provides Federal credit assistance to eligible surface transportation projects.

Eligible Uses: Surface transportation projects, including highway, transit, intercity passenger rail, some types of freight rail, intermodal freight transfer facilities, and some modifications inside a port terminal, and electrification of buses, ferries, trains, and associated infrastructure. The Bipartisan Infrastructure Law specifically provides new eligibility under the Transportation Infrastructure Finance and Innovation Act Program for airport projects and expanded authority for transit-oriented development.

Next Milestone: Forthcoming.

Vermont Update as of 11/30/22

The Transportation Infrastructure Finance and Innovation Act (TIFIA) provides credit assistance for projects that would otherwise have been significantly delayed because of funding limitations or difficulties accessing the capital markets. Projects must be of national or regional significance and leverage substantial non-Federal and private co-investment. Projects also must be shovel ready with all permitting and licensing complete and have substantial private co-investment.

Traditionally, TIFIA has been used for large, complex transportation projects. [TIFIA Lite](#) allows experienced borrowers with strong credit and small, shovel-ready projects to access an expedited application process for projects requiring a loan of up to \$100 million. TIFIA's [Rural Project Initiative](#) can assist eligible projects that cost between \$10 and \$100 million.

Preapplication coordination with the US Department of Transportation is required. All applicants must demonstrate relevant experience, strong qualifications, a sound project approach, all necessary funding commitments, and a project that can demonstrate financial feasibility. TIFIA credit assistance is available in the form of either secured (direct) loans, loan guarantees, and standby lines of credit. Learn more on the [TIFIA website](#).

Rural Surface Transportation Grant Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding Amount: \$1,000,000,000

Period of Availability: 4 year

Funding Mechanism: Competitive Grant

New Program: Yes

Recipients: State, Regional transportation planning organizations, Local governments, Tribal governments

Description: Rural Surface Transportation Grant Program will support projects to 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.

Eligible Uses: Highway, bridge, or tunnel projects eligible under the National Highway Performance Program, Surface Transportation Block Grant Program, or the Tribal Transportation Program; highway freight project eligible under the National Highway Performance Program; highway safety improvement project; project on a publicly-owned highway or bridge improving access to certain facilities that support the economy of a rural area; integrated mobility management system, transportation demand management system, or on-demand mobility services

Next Milestone: TBD

Vermont Update as of 11/16/22

Municipalities can compete for this national grant. A [Benefit Cost Analysis](#) is required. Projects should have received or have substantially completed all Federal, State, and local permits and approvals at the time of application submission. At least 90% of Rural grant funds must be allocated to projects costing at least \$25 million; up to 10% may be for grants of less than \$25 million. 25% of Rural program funds is reserved for projects that complete designation routes of the Appalachian Development Highway System. Information at <https://www.transportation.gov/grants/rural-surface-transportation-grant>.

Municipalities can prepare for the next round of grants by registering for a unique entity identifier on SAM.gov and registering for a grant account on Grants.gov.

National Culvert Removal, Replacement, & Restoration Grant

Federal Agency: Department of Transportation

Bureau or Account: Office of the Secretary

Funding Amount: \$1,000,000,000

Period of Availability: Available until expended

Funding Mechanism: Competitive Grant

New Program: Yes

Recipients: A State; a unit of local government; or an Indian Tribe.

Description: The Office of the Secretary's National Culvert Removal, Replacement and Restoration program provides supplemental funding for grants to a State, local government, or an Indian Tribe on a competitive basis for projects that replace, remove, and/or repair culverts or weirs.

Eligible Uses: Establish an annual competitive grant program to award grants to eligible entities for projects for the replacement, removal, and repair of culverts or weirs that—

- '(1) would meaningfully improve or restore fish passage for anadromous fish; and
- (2) with respect to weirs, may include--
 - (A) infrastructure to facilitate fish passage around or over the weir; and
 - (B) weir improvements.

Next Milestone: TBD

Vermont Update as of 11/16/22

Municipalities can compete for this national grant. Anadromous fish are migratory fish. They are born in freshwater, but immediately swim to sea and live there until they are ready to breed. Examples in Vermont are salmon, steelhead, brown and Lake trout, and sturgeon.

The [Notice of Funding Opportunity](#) (NOFO) has been posted. Applications are due 02/06/23 via [Grants.gov](#). Projects should address climate change, sustainability, and environmental justice. There is no minimum or maximum award size, Anticipated awards range from \$100,000 to \$2 million. This is a reimbursable grant, although alternative funding arrangements may be considered on a case-by-case basis. Projects may be up to five years in length. Joint applications are accepted. Information about the grant is available on the Federal Highway Administration's [Culvert AOP Program grant website](#).

Advanced Transportation Technologies & Innovative Mobility Deployment

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding Amount: \$900,000,000

Period of Availability: Available until expended

Funding Mechanism: Competitive Grants, Cooperative Agreements, other contracts

New Program: No

Recipients: State or local government, a transit agency, metropolitan planning organization, or a multi-jurisdictional group or a consortia of research institutions or academic institutions.

The term “multi-jurisdictional group” means any combination of State governments, local governments, metropolitan planning agencies, or transit agencies that has signed a written agreement to implement the advanced transportation technologies deployment initiative across jurisdictional boundaries.

Description: The Advanced Transportation Technologies & Innovative Mobility Deployment program will make competitive grants to deploy, install, and operate advanced transportation technologies.

Eligible Uses: Grants should improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment

Next Milestone: TBD

Vermont Update as of 11/07/22

Municipalities can compete for this national grant. FHWA encourages partnerships with the private sector or public agencies; organizations representing transportation and technology leaders; or other transportation stakeholders. Applications are due ~mid-November annually with 5-10 awards nationwide.

Deployment of the following advanced technologies is eligible:

- advanced transportation technologies to improve emergency evacuation and responses by Federal, State, and local authorities.
- integrated corridor management systems.
- advanced parking reservation or variable pricing systems.
- electronic pricing, toll collection, and payment systems.
- technology that enhances high occupancy vehicle toll lanes, cordon pricing, or congestion pricing.
- integration of transportation service payment systems.

- advanced mobility access and on-demand transportation service technologies, such as dynamic ridesharing and other shared-use mobility applications and information systems to support human services for elderly and disabled individuals.
- retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology, subject to the condition that the retrofitted technology operates only within the existing spectrum allocations for connected vehicle systems.
- advanced transportation technologies, in accordance with research areas described in the DOT's 5-year transportation research and development strategic plan.

Projects must be included in the [Chittenden County Transportation Improvement Program](#) (TIP), the [State Transportation Improvement Program](#) (STIP), [Chittenden County Long Range Transportation Plan](#), and/or [State Long Range Transportation Plan](#). The program includes set aside of up to 20% for rural areas, and a cost share of up to 20%.

Information is available at <https://ops.fhwa.dot.gov/bipartisan-infrastructure-law/index.htm>.

State Incentives Pilot Program

(Set-aside within Nationally Significant Freight and Highway Projects - INFRA)

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding Amount: \$750,000,000

Period of Availability: 4 year

Funding Mechanism: Competitive Grant

New Program: Yes

Recipients: States, Metropolitan Planning Organizations, Tribal governments, special- purpose districts and port authorities with a transportation function, and local governments

Description: INFRA awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people.

Eligible Uses: Projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.

Next Milestone: Applications will open in the first quarter of 2022.

Vermont Update as of 11/30/22

See information on [INFRA grants](#). The State Incentives Pilot Program gives priority to applicants that offer a greater non-federal share relative to other applicants in the program. The project sponsor must offer to provide at least a 50% match to access the pilot program. Funds from a secured loan may be used to satisfy the non-federal share. 10% of the program funds each year are reserved for small projects. 25% of the program funds each year are reserved for rural projects. If a municipality is able to provide a 50% match, the municipalities should speak with the project's VTrans project manager to ascertain whether accelerating their state-funded municipal project is possible. The project likely would need to be included in the [State Transportation Improvement Program](#) or the [Chittenden County Transportation Improvement Program](#) to qualify.

Reconnecting Communities Pilot Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding Amount: \$1,000,000,000

Period of Availability: Available until expended

Funding Mechanism: Competitive Grant

New Program: Yes

Recipients: Owner of an eligible facility (may partner with any of the eligible entities for a planning grant)

Description: Reconnecting Communities Pilot Program will restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development

Eligible Uses: Grants (\geq \$5 million) for capital construction projects, including the removal and replacement of eligible facilities. Planning grants (\leq \$2 million).

Next Milestone: The Department will issue Notice of Funding Opportunity on Grants.gov on a yet to be determined date.

Vermont Update as of 11/14/22

Municipalities can compete for this national grant aimed at reconnecting communities that were previously cut off from economic opportunities by transportation infrastructure. Planning Grants fund the study of removing, retrofitting, or mitigating an existing facility to restore community connectivity; to conduct public engagement; and other transportation planning activities. Capital Construction Grants fund projects to remove, retrofit, mitigate, or replace an existing eligible facility with a new facility that reconnects communities. Capital projects require a [Benefit Cost Analysis](#). Engaging economically disadvantaged communities is a program goal.

The next application deadline is expected to be in Federal Fiscal Year 2023. Information from the first round of Reconnecting Communities Pilot Program grants is available [here](#). Municipalities can begin preparing for this grant by registering for a unique entity identifier on SAM.gov, registering for a grant account on Grants.gov, and building a partnership for their project.

Nationally Significant Federal Lands and Tribal Projects

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding Amount: \$275,000,000

Period of Availability: 4 year

Funding Mechanism: Competitive Grant

New Program: No

Recipients: Any entity eligible to receive funding under the Tribal Transportation Program, Federal Lands Transportation Program, or Federal Lands Access Program. In addition, a State, county, or local government may apply if sponsored by an eligible Federal land management agency or Indian tribe.

Description: The Nationally Significant Federal Lands and Tribal Projects program provides funding for the construction, reconstruction, and rehabilitation of nationally- significant Federal lands transportation projects and Tribal transportation projects.

Eligible Uses: Eligible projects are projects that are on a Federal lands transportation facility, a Federal lands access facility, or a Tribal transportation facility.

Next Milestone: TBD

Vermont Update as of 12/02/22

The [Federal Lands Access Program](#) consists of multiple programs to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. These programs supplement State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.

Vermont's small size means it is not very competitive for [Nationally Significant Federal Lands and Tribal Projects](#) program grants. The program was modified in five ways.

- The minimum project size was reduced from \$25 million to \$12.5 million.
- Federal funds now can serve as the non-Federal share of the project.
- 50% of available funds were set aside for eligible tribal transportation projects.
- The Federal share of projects on tribal projects was increased to 100%.
- At least one project must be in a unit of the National Park System with not less than 3 million annual visitors.

The next call for applications is expected in summer 2023.

Grants for Planning, Feasibility Analysis, and Revenue Forecasting (Bridge Investment Program Set-aside)

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding Amount: \$100,000,000

Period of Availability: 4 year

Funding Mechanism: Competitive Grant

New Program: Yes

Recipients: State, Metropolitan Planning Organization (w/ population greater than 200,000), Local government, Special purpose district or public authority with a transportation functions, federal land management agency, Tribal government

Description: The Bridge Investment Program will support projects to improve bridge (and culvert) condition, safety, efficiency, and reliability.

Eligible Uses: Projects to replace, rehabilitate, preserve, or protect one or more bridges on the National Bridge Inventory. Projects to replace or rehabilitate culverts to improve flood control and improve habitat connectivity for aquatic species.

Next Milestone: TBD

Vermont Update as of 11/21/22

This grant can fund locally owned bridges that aren't high in the [state's priority list](#). Bundling of multiple bridge projects or of bridge and culvert projects is permitted. Successful planning grant award winners may then apply for a Bridge or Large Bridge Project. Planning grants can be used to develop the required Benefit Cost Analysis for construction grants. There is no minimum or maximum award amount for Planning grants. Consortium applications among a group of municipalities is permitted.

Reviewing the [2022 Notice of Funding Opportunity](#) is recommended before investing time organizing a future project for this grant.

Strategic Innovation for Revenue Collection (Set-aside)

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding Amount: \$75,000,000

Period of Availability: Available until expended

Funding Mechanism: Grants, Cooperative Agreements, other contracts

New Program: No

Recipients: States, Metropolitan Planning Organizations, and Local governments

Description: Requires Department of Transportation to test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to help maintain the long-term solvency of the Highway Trust Fund, through pilot projects at the State, local, and regional level.

Eligible Uses: Road usage fee and other user-based alternative revenue mechanisms projects.

Next Milestone: TBD

Vermont Update as of 12/02/22

This grant is part of FHWA's transportation research funding. Municipalities with revenue collection ideas can apply but might be better served by discussing the ideas with VTrans.

Passenger and Freight Rail

Challenge: U.S. passenger rail lags behind the rest of the world in reliability, speed, and coverage. The Bipartisan Infrastructure Law is a once-in-a-generation opportunity to position our railways to play a central role in our transportation and economic future. Our rail networks have the potential to offer safe, reliable, efficient, and climate-friendly alternatives to driving or flying.

Solutions: The Bipartisan Infrastructure Law invests \$66 billion in advanced appropriations and authorizes up to an additional \$36 billion over the next five years for Department of Transportation's rail programs. This includes funding to modernize the Northeast Corridor, bring world-class rail service to areas outside the northeast and mid-Atlantic; refurbish Amtrak's fleet and facilities; and upgrade freight rail service in rural communities and on shared freight-passenger routes. This legislation enables the Federal Railroad Administration to lay the foundation for a sustainable rail investment program, on par with other modes of transportation, that advances safe, clean, equitable, and efficient world-class passenger and freight rail.

Getting Ready:

Potential applicants should start to identify projects now. More information about the new rail programs in the Bipartisan Infrastructure Law can be found on the Federal Rail Administration's dedicated Bipartisan Infrastructure Law page [here](#). All new Notices of Funding Opportunities will be posted [here](#).

Existing Resources:

- Details about Federal Rail Administration's competitive discretionary grant programs can be found [here](#), as well as information on Amtrak can be found [here](#). More information about the new rail programs in the Bipartisan Infrastructure Law can be found on [Federal Rail Administration's dedicated Bipartisan Infrastructure Law page](#).
- Federal Rail Administration provides technical assistance to grantees through webinars and other on-demand resources. Additional information about Federal Rail Administration's [competitive grants application process](#), [state](#) and [regional rail planning, training and guidance](#), and recordings of [past webinars](#) can be found on Federal Rail Administration's website.
- Federal Rail Administration also provides oversight and subject matter expertise to projects funded under the Railroad Rehabilitation & Improvement Financing loan program that is managed by the Department's Build America Bureau. More information on Railroad Rehabilitation & Improvement Financing can be found [here](#).

Program Name	Agency Name	Funding Amount
Federal-State Partnership for Intercity Passenger Rail Grants	Department of Transportation	\$36,000,000,000
Consolidated Rail Infrastructure and Safety Improvement Grants	Department of Transportation	\$5,000,000,000
Railroad Crossing Elimination Program	Department of Transportation	\$3,000,000,000
Restoration & Enhancement Grant Program	Department of Transportation	\$250,000,000

Federal-State Partnership for Intercity Passenger Rail Grants

Federal Agency: Department of Transportation

Bureau or Account: Federal Railroad Administration

Funding Amount: \$36,000,000,000

Period of Availability: Available until expended

Funding Mechanism: Competitive Grant

New Program: No but has been substantially revised

Recipients:

- States, including the District of Columbia.
- A group of States.
- An Interstate Compact.
- A public agency or publicly chartered authority established by 1 or more States.
- A political subdivision of a State.
- Amtrak, acting on its own behalf or under a cooperative agreement with 1 or more States.
- Federally recognized Indian Tribe.
- Any combination of the entities above.

Description: To fund capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service, including privately operated intercity passenger rail service if an eligible applicant is involved.

Eligible Uses:

- (1) projects to replace, rehabilitate, or repair infrastructure, equipment, or a facility used for providing intercity passenger rail service to bring such assets into a state of good repair;
- (2) projects to improve intercity passenger rail service performance, including reduced trip times, increased train frequencies, higher operating speeds, improved reliability, expanded capacity, reduced congestion, electrification, and other improvements, as determined by the Secretary;
- (3) projects to expand or establish new intercity passenger rail service; and
- (4) a group of related projects described previously.

The planning, environmental review, and final design of an eligible project or group of projects is also eligible. Preference to eligible projects:

- (1) for which Amtrak is not the sole applicant;
 - (2) the improve the financial performance, reliability, service frequency, or address the state
-

of good repair of an Amtrak route; and

- (3) that are identified in, and consistent with, a corridor inventory prepared under the Corridor Identification and Development Program pursuant to section 25101.

Next Milestone: Evaluate applications and make selections under Fiscal Year 2021 Notice of Funding Opportunity, targeting summer for announcements. Conduct stakeholder outreach regarding expanding Fed-State program, as well as development of Northeast Corridor inventory, which must be established by November 14, 2022.

Estimated released date of Fiscal Year 2022 funds is TBD.

Vermont Update as of 12/02/22

Municipalities can compete for this national grant. Local projects would fare better in partnership with VTrans and as part of a larger effort. Preapplication coordination is required.

Consolidated Rail Infrastructure and Safety Improvement Grants

Federal Agency: Department of Transportation

Bureau or Account: Federal Railroad Administration

Funding Amount: \$5,000,000,000²

Period of Availability: Available until expended

Funding Mechanism: Competitive Grant

New Program: No

Recipients:

- States, including the District of Columbia.
- A group of States.
- An Interstate Compact.
- A public agency or publicly chartered authority established by 1 or more States.
- A political subdivision of a State.
- Amtrak and other rail carriers providing intercity rail passenger transportation.
- Class II/III Railroads and associations that represent Class II/III Railroads.
- Rail carriers & equipment manufacturers, in partnership with at least 1 of the first 5 entities above.
- Federally recognized Indian Tribes.
- Transportation Research Board.
- University Transportation Centers engaged in rail-related research.
- Non-profit labor organizations representing rail employees.

Description: To fund projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.

Eligible Uses: Eligible projects include a wide range of freight and passenger rail capital, safety technology deployment, planning, environmental analyses, research, workforce development, and training projects. New eligibilities include: (1) measures to prevent trespassing on railroad property; (2) preparation of emergency plans for communities through which hazardous materials are transported by rail; (3) research, development, and testing to advance innovative rail projects; and (4) rehabilitating, remanufacturing, procuring, or overhauling locomotives to

² \$5.0 billion is provided through the Bipartisan Infrastructure Law in advance appropriations, and an additional \$5.0 billion is authorized, *subject to appropriation*, in Division B for a total program level of \$10.0 billion over five years.

reduce emissions.

Next Milestone: Finalize selections from Fiscal Year 2021 Notice of Funding Opportunity, targeting spring 2022 for announcement. Estimated released date of Fiscal Year 2022 funds is TBD.

Vermont Update as of 12/02/22

Municipalities can compete for this national grant, but would fare better in partnership with VTrans and as part of the [State Transportation Improvement Program](#). Three types of eligible projects that may interest municipalities include: highway-rail grade crossing improvement projects, projects that enhance multimodal connections are eligible, and preparation of emergency plans for communities through which hazardous materials are transported by rail. A [Benefit-Cost Analysis](#) is required. Project readiness, especially related to environmental compliance, is a strong factor for project awards. Projects must have a project management plan.

Railroad Crossing Elimination Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Railroad Administration

Funding Amount: \$3,000,000,000³

Period of Availability: Available until expended

Funding Mechanism: Competitive Grant

New Program: Yes

Recipients:

- States, including the District of Columbia, Puerto Rico, and other United States territories and possessions.
- A political subdivision of a State.
- Federally recognized Indian Tribes.
- A unit of local government or a group of local governments.
- A public port authority.
- A metropolitan planning organization.
- A group of the entities described above.

Description: To provide funds for the mitigation or elimination of hazards at railway- highway crossings.

Eligible Uses:

- (1) grade separation or closure, including through the use of a bridge, embankment, tunnel, or combination thereof;
- (2) track relocation;
- (3) improvement or installation of protective devices, signals, signs, or other measures to improve safety related to a separation, closure, or track relocation project;
- (4) other means to improve the safety if related to the mobility of people and goods at highway-rail grade crossings (including technological solutions);
- (5) the planning, environmental review, and design of an eligible project type.

Next Milestone: Estimated released date of Fiscal Year 2022 funds is TBD

³ \$3.0 billion is provided through the Bipartisan Infrastructure Law in advance appropriations, and an additional \$2.5 billion is authorized, *subject to appropriation*, in Division B for a total program level of \$5.5 billion over five years.

Vermont Update as of 12/02/22

Municipalities can compete for this national grant. Local projects would fare better in partnership with VTrans. Projects with multiple applicants are not accepted, but corridor wide improvement projects with a single applicant and multiple project partners are accepted. Minimum grant size is \$1 million, except for planning grants. Environmental readiness is a factor in the review process.

Restoration & Enhancement Grant Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Railroad Administration

Funding Amount: \$250,000,000⁴

Period of Availability: Available until expended

Funding Mechanism: Competitive Grant

New Program: No

Recipients:

- States, including the District of Columbia.
 - An entity implementing an interstate compact. A public agency/publicly chartered authority established by 1 or more States.
 - A political subdivision of a State.
 - Federally recognized Indian Tribes.
 - Amtrak & Other Intercity Passenger Rail Carriers.
 - Rail Carriers in partnership with at least 1 of the entities described above.
-

Description: To provide operating assistance to initiate, restore, or enhance intercity passenger rail service.

Eligible Uses:

- (1) establishing new services;
- (2) additional frequencies;
- (3) service extensions;
- (4) offering new on-board services.

Examples of eligible expenses can include: train engineer staffing, fuel, train dispatching, station management, and overhead.

Key Changes: New priority to applications for routes selected under the Corridor Identification and Development Program and operated by Amtrak. Grants may provide operating assistance for up to six years, and may not exceed: 90 percent of the projected net operating costs for the first year of service; 80 percent of the projected net operating costs for the second year of

⁴ Advance Appropriated Restoration and Enhancement funding is not authorized individually, and exists as a \$250 million set-aside from the \$16 billion National Network advance appropriation. \$250 million is provided through the Bipartisan Infrastructure Law as a set-aside from the National Network advance appropriation, and an additional \$250 million is authorized, *subject to appropriation*, in Division B for a total program level of \$500 million over five years.

service; 70 percent of the projected net operating costs for the third year of service; 60 percent of the projected net operating costs for the fourth year of service; 50 percent of the projected net operating costs for the fifth year of service; and 30 percent of the projected net operating costs for the sixth year of service.

Next Milestone: Estimated released date of Fiscal Year 2022 funds remains TBD.

Vermont Update as of 12/02/22

Municipalities can compete for this national grant. Vermont municipalities generally do not operate passenger rail service or railroad stations. Contact VTrans if your municipality might have an eligible project.

Public Transportation

Challenge: America’s public transit infrastructure has faced decades of underinvestment– with an estimated \$105 billion repair backlog, representing more than 27,000 buses and vans, 2,000 rail cars, 200 passenger stations, 300 maintenance facilities, and hundreds of miles of track, guideway, signals, and power systems in need of repair or replacement. Communities of color are twice as likely to take public transportation, and many of these communities lack sufficient public transit options.

Switching from personal vehicle use to public transit can also reduce greenhouse gas emissions for the transportation sector, which is now the largest single source of emissions in the country.

Solutions: The Bipartisan Infrastructure Law invests \$91.2 billion to repair and modernize transit. The legislation supports expanded public transportation choices nationwide, replacing thousands of deficient transit vehicles, including buses, with clean, zero emission vehicles, and improving accessibility for the elderly and people with disabilities.

Getting Ready:

Potential recipients can prepare to receive funding by identifying the biggest hurdles they can expect to face (e.g. maps for broadband).

Bipartisan Infrastructure Law Program Changes – All potential recipients can learn about Bipartisan Infrastructure Law changes to the Federal transit program by reviewing the [Federal Transit Administration Program Fact Sheets](#).

Formula Grant Programs – Potential recipients can review upcoming [Federal Transit Administration Apportionment Notices](#) which will include both funding program levels and specific Fiscal Year 2022 funding information.

Competitive Grant Programs – Potential recipients can review the [Federal Transit Administration Notices of Funding Opportunity](#) for competitive grant programs. Notices will be published throughout 2022.

To sign up for Federal Transit Administration updates regarding grant programs and other news, please visit [here](#).

Existing Resources:

- The American Rescue Plan includes \$30.5 billion in federal funding to support public transportation systems. Information on American Rescue Plan funding can be found [here](#).
- A full list of Federal Transit Administration grant programs can be found [here](#).
- A list of Federal Transit Administration -sponsored technical assistance centers can be found [here](#).

Program Name	Agency Name	Funding Amount
Strengthening Mobility and Revolutionizing Transportation (SMART) Grants	Department of Transportation	\$500,000,000

Strengthening Mobility and Revolutionizing Transportation (SMART) Grants

Federal Agency: Department of Transportation

Bureau or Account: Office of the Secretary

Funding Amount: \$500,000,000

Period of Availability: Available until expended

Funding Mechanism: Competitive Grant

New Program: Yes

Recipients:

- (A) A State;
- (B) a political subdivision of a State;
- (C) a Tribal government;
- (D) a public transit agency or authority;
- (E) a public toll authority;
- (F) a metropolitan planning organization; and
- (G) a group of 2 or more eligible entities described in any of the above.

Description: The Office of the Secretary's Strengthening Mobility and Revolutionizing Transportation Grant program provides supplemental funding grants to rural, mid-sized, and large communities to conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.

Eligible Uses:

In general, a Strengthening Mobility and Revolutionizing Transportation grant may be used to carry out a project that demonstrates at least one of the following:

- (1) Coordinate Automation
- (2) Connected Vehicles
- (3) Intelligent, sensor-based infrastructure
- (4) Systems integration
- (5) Commerce delivery and logistics
- (6) Leveraging use of innovative aviation technology
- (7) Smart grid
- (8) Smart technology traffic signals.

Next Milestone: A Notice of Funding Opportunity is expected in the second or third quarter of 2022.

Vermont Update as of 11/21/22

SMART grants focus on using technology interventions to solve real-world challenges facing communities. Municipalities can compete for this national demonstration grant. Partnership applications are accepted. Only recipients of Planning and Prototyping Grants are eligible for Implementation Grants. Recipients of Planning grants use them to build internal buy-in and partnerships, prototype their concepts, and report on results. There is no project minimum award for planning. The maximum planning award is ~\$2 million. Implementation grants integrate ideas with the existing transportation system and refine the concept.

The Department of Transportation's [grant program webpage](#) is a great place to start if you have a potential project. It includes the FY22 Notice of Funding Opportunity, webinars, and ideas for projects that could be eligible for this grant. The next funding opportunity is expected to be late 2023.

Airports and Federal Aviation Administration Facilities

Challenge: The United States built modern aviation, but many of our airports lag behind our competitors. According to some rankings, no U.S. airport ranks in the top 25 of airports worldwide.

Solutions: The Bipartisan Infrastructure Law invests \$25 billion to address repair and maintenance needs, reduce congestion and emissions, and modernize our National Aerospace System.

Getting Ready:

Potential recipients such as airport owners/operators should begin to identify what the primary airside and/or landside needs are and begin to develop a strategy and plan as to how this additional funding would be used to address the airport needs and challenges. Potential recipients will work with their local Federal Aviation Administration Airports District Office to ensure all requirements to receive funding are met (i.e. airspace, on an approved airport layout plan, and National Environmental Policy Act, etc.). For the two competitive grant programs (Airport Owned Contract Tower Program or Airport Terminal Program), airport owners/operators will need to apply based on the requirements in the Notice of Funding Opportunity issued for each competitive program.

Existing Resources:

- The Airport Improvement Program and Supplemental Discretionary Programs includes approximately \$3.75 billion annually for capital improvement programs at eligible U.S. airports. See more on the Airport Improvement Program and Discretionary Program [here](#).

Program Name	Agency Name	Funding Amount
Airport Infrastructure Grants	Department of Transportation	\$15,000,000,000
Airport Terminal Program	Department of Transportation	\$5,000,000,000

Airport Infrastructure Grants

Federal Agency: Department of Transportation

Bureau or Account: Federal Aviation Administration

Funding Amount: \$15,000,000,000

Period of Availability: 5 year

Funding Mechanism: Grant

New Program: Yes

Recipients: Public agency, Private entity, state and Tribal Government owning a public use National Plan of Integrated Airport Systems airport. Airports eligible for Airport Infrastructure Grants include Primary airports, certain cargo airports, and most general aviation/commercial service airports that are not primary airports but in the National Plan of Integrated Airport Systems. This amounts to approximately 3,100 airports.

Description: The funds are allocated in the 3 buckets: Primary Allocation, Non-Primary Allocation, Contract Towers

Eligible Uses: Project eligibility tracks Passenger Facility Charge eligibility. with the exception of Debt Service. The Bipartisan Infrastructure Law specifically states the funds cannot be used for Debt Service.

Next Milestone:

May 2022 – Federal Aviation Administration will issue guidance and begin issuing grants for specific projects based on the Fiscal Year 2022 airport allocations announced on December 16, 2021.

May 2022- Federal Aviation Administration will issue the Notice of Funding Opportunity for the competitive \$20 million (annual) airport owned airport traffic contract tower program.

Vermont Update as of 11/23/22

The Burlington International Airport is the only municipal airport eligible for this grant.

Ten airports in Vermont will received annual allocations of funding: Burlington International, Edward Knapp, Southwest Vermont Regional, William Morse, Franklin County, Middlebury, Morrisville-Stowe, Northeast Kingdom International, Caledonia County, and Hartness.

Airport Terminal Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Aviation Administration

Funding Amount: \$5,000,000,000

Period of Availability: 5 year

Funding Mechanism: Grant

New Program: Yes

Recipients: Public agency, Private entity, state and Tribal Government owning a public use National Plan of Integrated Airport Systems airport. Secretary of the Interior for Midway Island Airport, the Republic of the Marshall Islands, Federated States of Micronesia and Republic of Palau.

Description: Provide grants to eligible airports for capital improvements for airport terminal development to upgrade, modernize, and rebuild terminals and sponsor-owned Airport Traffic Control Towers. This includes bringing airport facilities into conformity with current standards; constructing, modifying, or expanding facilities as necessary to meet demonstrated aeronautical demand; enhancing environmental sustainability; encouraging actual and potential competition; and providing a balanced system of airports to meet the roles and functions necessary to support civil aeronautical demand

Eligible Uses: Capital improvements for airport terminal development generally defined as development of an airport passenger terminal building, including terminal gates; access roads servicing exclusively airport traffic that leads directly to or from an airport passenger terminal building; walkways that lead directly to or from an airport passenger terminal building; multimodal terminal development; projects for on- airport rail access projects; and projects for relocating, reconstructing, repairing, or improving an airport-owned air traffic control tower.

Next Milestone: February 2022 – Issue Notice of Funding Opportunity for the Fiscal Year 2022 competitive program.

Vermont Update as of 11/02/22

Vermont municipalities have access to this grant if they are normally eligible for Airport Improvement Program (AIP) discretionary grants. The FY22 and FY23 Notice of Funding Opportunities (NOFO) and other resources are available [here](#).

Ports and Waterways

Challenge: The United States' underfunded port and waterway infrastructure has real costs to families, our economy, and our global competitiveness. The surge of both imports and exports moving through outdated infrastructure as we recover from the COVID pandemic has strained our ports and their intermodal connections and slowed the global supply chain. To support our growing economy, we must strengthen our supply chain and invest in the transportation systems that move cargo to, through, and from our ports.

Solutions: The Bipartisan Infrastructure Law invests over \$16.7 billion to improve infrastructure at coastal ports, inland ports and waterways, and land ports of entry along our borders.

Getting Ready:

Potential recipients can begin to prepare now by working with their sponsors to:

- (1) identify project needs and attend webinars covering both “How to Apply” and “Benefit Cost Analysis” development;
- (2) read the “Frequently Asked Questions” section of the U.S. Maritime Administration’s website and submit questions to the PIDPGrants@dot.gov;
- (3) adhere to the requirements of the Notice of Funding Opportunity;
- (4) submit applications prior to the deadline on grants.gov;
- (5) avoiding beginning any of the work outlined in a project application while applications are still pending;
- (6) notify the U.S. Maritime Administration if any of the scope, schedule, or budget items have changed since application submission; and
- (7) wait patiently until a notification is made that awards have been announced.

Existing Resources:

- The Department of Transportation offers other funding opportunities through programs such as RAISE and INFRA and loans through programs such as Transportation Infrastructure Finance and Innovation Act and Railroad Rehabilitation and Improvement Financing to support port projects. More information about these opportunities can be found [here](#).

Program Name	Agency Name	Funding Amount
Reduction of Truck Emissions at Port Facilities	Department of Transportation	\$400,000,000

Reduction of Truck Emissions at Port Facilities

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding Amount: \$400,000,000

Period of Availability: 4 year

Funding Mechanism: Competitive Grant

New Program: Yes

Recipients: None specified

Description: Reduction of Truck Emissions at Port Facilities program will study and award competitive grants to reduce truck idling and emissions at ports, including through the advancement of port electrification.

Eligible Uses: Competitive grants are intended to test, evaluate, and deploy projects that reduce port-related emissions

Next Milestone: On hold, pending a full-year budget.

Vermont Update as of 12/02/22

Information has not been released about this funding opportunity. “Ports” include both maritime and land-based ports of entry, such as Vermont’s international border stations).

Safety

Challenge: The United States has one of the highest traffic fatality rates in the industrialized world, double the rate in Canada and quadruple that in Europe. Even as people drove less because of the pandemic, an estimated 38,680 people died in motor vehicle crashes in 2020, of which an estimated 6,236 were people walking and 891 people were biking. Additionally, safety concerns remain across modes, from the risk of vehicle/train collisions at railroad grade crossings to aging natural gas pipelines throughout the country.

Solutions: The Bipartisan Infrastructure Law includes nearly \$38 billion to improve the safety of the United States transportation system by helping states and territories support a broad array of traffic safety priorities, including the safety of drivers and vulnerable road users, safety at railroad crossings, and replacement or repair of obsolete natural gas pipelines.

Getting Ready:

The Bipartisan Infrastructure Law creates new discretionary grant programs, like Safe Streets and Roads for All, and provides additional funding for existing programs. State, regional, local, and Tribal governments are encouraged to engage with the Department about upcoming opportunities, the requirements associated with them, and the timeframes when application opportunities will occur.

The Bipartisan Infrastructure Law also updates Federal aid formula program requirements and eligibilities, and States should expect updated guidance from Federal Highway Administration, Federal Motor Carrier Safety Administration, and National Highway Traffic Safety Administration in the coming months.

Program Name	Agency Name	Funding Amount
Safe Streets and Roads for All	Department of Transportation	\$5,000,000,000
Railroad Crossing Elimination Grants	Department of Transportation	\$3,000,000,000
High Priority Activities Program	Department of Transportation	\$432,500,000
Wildlife Crossings Pilot Program	Department of Transportation	\$350,000,000

Safe Streets and Roads for All

Federal Agency: Department of Transportation

Bureau or Account: Office of the Secretary

Funding Amount: \$5,000,000,000

Period of Availability: Available until expended

Funding Mechanism: Competitive Grant

New Program: Yes

Recipients:

- (A) A metropolitan planning organization;
- (B) a political subdivision of a State;
- (C) a federally recognized Tribal government; and
- (D) a multijurisdictional group of entities described in any of subparagraphs (A) through (C).

Description: Safe Streets and Roads for All provides supplemental funding to support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives.

Eligible Uses: The term “eligible project” means a project—

- (A) to develop a comprehensive safety action plan;
- (B) to conduct planning, design, and development activities for projects and strategies identified in a comprehensive safety action plan; or
- (C) to carry out projects and strategies identified in a comprehensive safety action plan.

Next Milestone: Applications are expected to open in May 2022.

Vermont Update as of 11/01/22

Municipalities and [Regional Planning Commissions](#) can compete for this national grant. Applicants for supplementation planning grants and implementation grants must have completed a comprehensive safety action plan. Some Vermont municipalities may have existing [Safe Routes to School](#) or [Complete Streets](#) plans that qualify as action plans.

Information is available at <https://www.transportation.gov/grants/SS4A>. The Resources page links potential applicants to a self-certification eligibility worksheet to determine whether an applicant’s existing action plan is substantially similar to the required action plan.

Railroad Crossing Elimination Grants

Federal Agency: Department of Transportation

Bureau or Account: Federal Railroad Administration

Funding Amount: \$3,000,000,000

Period of Availability: Available until expended

Funding Mechanism: Competitive Grant

New Program: Yes

Recipients:

- (A) A State, including the District of Columbia, Puerto Rico, and other United States territories and possessions.
- (B) A political subdivision of a State.
- (C) Federally recognized Indian Tribe.
- (D) A unit of local government or a group of local governments.
- (E) A public port authority.
- (F) A metropolitan planning organization.
- (G) A group of entities described above.

Description: To fund highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.

Eligible Uses: Eligible projects include:

- (A) a grade separation or closure, including through the use of a bridge, embankment, tunnel, or combination thereof;
- (B) track relocation;
- (C) the improvement or installation of protective devices, signals, signs, or other measures to improve safety, provided that such activities are related to a separation or relocation project described previously;
- (D) other means to improve the safety and mobility of people and goods at highway-rail grade crossings (including technological solutions); and
- (E) a group of related projects described previously that would collectively improve the mobility of people and goods. The planning, environmental review, and design of projects previously described are also eligible. an eligible project described in paragraphs (1) through (5).

Next Milestone: First round of funds (Fiscal Year 2022) was released December 2021. Next round of funding (Fiscal Year 2023) to be released October 2022.

Vermont Update as of 12/02/22

Municipalities can compete for this national grant. Local projects would fare better in partnership with VTrans. Projects with multiple applicants are not accepted, but corridor wide improvement projects with a single applicant and multiple project partners are accepted. Minimum grant size is \$1 million, except for planning grants. Environmental readiness is a factor in the review process.

High Priority Activities Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Motor Carrier Safety Administration

Funding Amount: \$432,500,000

Period of Availability: Mixture of available until expended and 4-year funding

Funding Mechanism: Grant and Cooperative Agreement

New Program: No

Recipients: States, local governments, federally recognized Indian tribes, other political jurisdictions as necessary, and any person

Description: The High Priority Activities grant program is a discretionary (competitive) grant program designed to provide Federal financial assistance to enhance states' commercial vehicle safety plan activities, including commercial vehicle inspections, traffic enforcement, and outreach while supporting innovative technology development and/or new project(s) not included in the commercial vehicle safety plan that will have a positive impact on commercial vehicle safety. Other applicants, such as academia and safety associations are also eligible for these grants that improve safety.

Overall, this grant supports safety programs and innovative technology deployment with a goal of increasing efficiency improvements in exchanging commercial vehicle safety data.

Eligible Uses: The grant program provides financial assistance to carry out activities and projects that augment motor carrier safety which include:

- supporting participation in performance and registration information systems management;
- conducting safety data improvement projects;
- increasing public awareness and education on commercial vehicle safety;
- targeting unsafe driving in areas identified as high risk crash corridors;
- improving the safe and secure movement of hazardous materials;
- improving safe transportation of goods and persons in foreign commerce;
- demonstrating new technologies to improve commercial vehicle safety, and otherwise improving safety and compliance with commercial vehicle safety regulations; and
- supporting and maintaining commercial safety information systems and networks.

Next Milestone: The Federal Motor Carrier Safety Administration will issue a Notice of Funding Opportunity for this program in February 2022.

Vermont Update as of 12/02/22

Municipalities can compete for this national grant. The FY21 Notice of Funding Opportunity and other information is available [here](#). Past awards indicate states, universities, national nonprofits, and cities with populations over 200,000 receive the grants.

Wildlife Crossings Pilot Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding Amount: \$350,000,000

Period of Availability: 4 year

Funding Mechanism: Grant

New Program: Yes

Recipients: State highway agency (or equivalent), Metropolitan Planning Organizations, Local government, Regional transportation authority, Special purpose district or public authority with a transportation function, Indian Tribe, Federal land management agency

Description: The Wildlife Crossings Pilot program will support projects that seek to reduce the number of wildlife-vehicle collisions, and in carrying out that purpose, improve habitat connectivity

Eligible Uses: Projects to reduce wildlife-vehicle collisions

Next Milestone: TBD

Vermont Update as of 12/08/22

Municipalities can compete for this national grant to reduce the number of wildlife-vehicle collisions and improve habitat connectivity. At least 60% of grant funds are to be awarded for projects located in rural areas. The program is under development.

Electric Vehicles, Buses and Ferries

Challenge: Building a network of electric vehicle chargers and supporting the transition to electrification across all types of vehicles is critical to reduce emissions and help to combat the climate crisis. U.S. market share of plug-in electric vehicle sales is only one-third the size of the Chinese electric vehicle market.

Solutions: The Bipartisan Infrastructure Law includes a \$7.5 billion investment in electric vehicle charging to help build out a national network of 500,000 electric vehicle chargers. This investment will make electric vehicles accessible to all Americans, create good-paying jobs across the country, and ensure a convenient, reliable, affordable, and equitable charging experience for all users. The Bipartisan Infrastructure Law provides funding for deployment of electric vehicle chargers along highway corridors to facilitate long-distance travel and within communities to provide convenient charging where people live, work, and shop.

In addition, there are investments from the Bipartisan Infrastructure Law for specific vehicles to transition to electric- school buses, transit buses and even passenger ferries to reduce emissions for their riders including children and low-income families that bear the greatest burdens of pollution while trying to meet their mobility needs.

Getting Ready:

- Identify a staff lead on electric vehicle charging to provide guidance, share lessons learned, and coordinate with state and federal staff.
- Connect with State Departments of Transportation who will receive the Formula Program funds and other electric vehicle planning entities like the State Departments of Energy or Environment. Work with them to identify current and potential Alternative Fuel Corridors in and near your community.
- Reach out to school districts and transit agencies to ensure they are preparing for upcoming funding opportunities and know where to go for technical assistance.
- Stay tuned for more information from the Joint Office of Energy and Transportation and the technical assistance and capacity building they will provide.
- Learn more about the technologies, case studies, and lessons learned on the Alternative Fuels Data Center (afdc.energy.gov).
- Watch for upcoming funding opportunities from Environmental Protection Agency, Department of Energy, and Department of Transportation for competitive grants funded through the Bipartisan Infrastructure Law investments.
- Watch for Federal Highway Administration formula program guidance and apportionment tables in February.

Existing Resources:

- Read this [Department of Transportation Report](#) on charging infrastructure.
- Check out the Department of Energy's [Alternative Fuels Data Center](#).
- Read more on the Environmental Protection Agency's [Clean School Bus Program](#) and the Department of Transportation [Low or No Emission Vehicle Program](#).

Program Name	Agency Name	Funding Amount
Charging and Fueling Infrastructure Grants (Community Charging)	Department of Transportation	\$1,250,000,000
Charging & Fueling Infrastructure Grants (Corridor Charging)	Department of Transportation	\$1,250,000,000
Clean School Bus Program	Environmental Protection Agency	\$5,000,000,000
Electric Drive Vehicle Battery Recycling And 2nd Life Apps	Department of Energy	\$200,000,000

Charging and Fueling Infrastructure Grants (Community Charging)

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding Amount: \$1,250,000,000

Period of Availability: 4 year

Funding Mechanism: Competitive Grant

New Program: Yes

Recipients: State or political subdivision of a State, Metropolitan Planning Organization, Local government, Special purpose district or public authority with a transportation function, Indian Tribe, Territory

Description: Program funds will be made available each fiscal year for Community Grants, to install electric vehicle charging and alternative fuel in locations on public roads, schools, parks, and in publicly accessible parking facilities. These grants will be prioritized for rural areas, low- and moderate-income neighborhoods, and communities with low ratios of private parking, or high ratios of multiunit dwellings.

Eligible Uses: Acquisition and installation of publicly accessible electric vehicle charging or alternative fueling infrastructure, operating assistance (for the first 5 years after installation), acquisition and installation of traffic control devices.

Next Milestone: Federal Highway Administration will publish a Notice of Funding Opportunity in 2022.

Vermont Update as of 11/01/22

Municipalities can compete for this national grant. At least 50 percent of the funding must be used for projects that expand access to EV charging and alternative fueling infrastructure within rural areas, low- and moderate-income neighborhoods, and communities with a low ratio of private parking spaces. A low parking ratio means fewer spaces per square foot are available, so parking is harder to find.

The grant program is under development. Municipalities can begin preparing for a grant application by registering on SAM.gov and on Grants.gov, learning about EV charging, and reviewing the [Electric Vehicle Charging Justice40 Map](#) and [Rural EV Toolkit](#). The Map displays US Departments of Energy and Transportation interim guidance on disadvantaged communities. Projects in other areas may be eligible based on population served.

Charging & Fueling Infrastructure Grants (Corridor Charging)

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding Amount: \$1,250,000,000

Period of Availability: 4 year

Funding Mechanism: Competitive Grant

New Program: Yes

Recipients: State or political subdivision of a State, Metropolitan Planning Organizations, Local government, Special purpose district or public authority with a transportation function, Indian Tribe, Territory

Description: Deploy electric vehicle charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors and in communities.

Eligible Uses: Acquisition and installation of publicly accessible electric vehicle charging or alternative fueling infrastructure, operating assistance (for the first 5 years after installation), acquisition and installation of traffic control devices.

Next Milestone: Federal Highway Administration will publish a Notice of Funding Opportunity in 2022.

Vermont Update as of 11/01/22

States are required to use these funds to build out designated Alternative Fuel Corridors and to implement state deployment plans. Once “full build out” is certified to have been achieved, states can choose to subgrant funds to entities, such as municipalities. Information is available at <https://vtrans.vermont.gov/planning/nevj>.

Vermont’s [deployment plan](#) was approved by the Federal Highway Administration on 09/27/22. For FY2022, Vermont’s goal is to install or upgrade fast charging infrastructure in 15 priority locations along I-89, I-91, US 7, US 2, and VT 9 within one mile of interchanges. Via these priorities, infrastructure may be installed or upgraded in St. Albans, South Burlington, Berlin, Randolph, White River Junction, Derby, St. Johnsbury, Bradford, Springfield, Brattleboro, Middlebury, Rutland, Manchester, Bennington, and Wilmington as funding allows.

VTrans will seek additional public feedback over the next year to determine collective priorities should funding be available after full build out of the Alternative Fuel Corridors is achieved.

Clean School Bus Program

Federal Agency: Environmental Protection Agency

Bureau or Account: State and Tribal Assistance Grants

Funding Amount: \$5,000,000,000

Period of Availability: Available until expended

Funding Mechanism: Grant, Rebate and Contract

New Program: Yes

Recipients: Local or State Governmental Entities; An Eligible Contractor; A Nonprofit School Transportation Association; Or an Indian Tribe

Description: State or local governments, eligible contractors, and nonprofit school transportation associations are authorized to receive grant funds. Fifty percent of the funds are authorized for zero-emission school buses, and 50 percent of the funds are authorized for alternative fuels and zero-emission school buses. Funds may be prioritized for rural or low-income communities and entities that have matching funds available. The Environmental Protection Agency Administrator is authorized to provide funds to cover up to 100 percent of the costs for the replacement of the bus.

Eligible Uses: State or local governments, eligible contractors, and nonprofit school transportation associations are authorized to receive grant funds. Fifty percent of the funds are authorized for zero-emission school buses, and 50 percent of the funds are authorized for alternative fuels and zero-emission school buses. Funds may be prioritized for rural or low-income communities and entities that have matching funds available. The Environmental Protection Agency Administrator is authorized to provide funds to cover up to 100 percent of the costs for the replacement of the bus.

Next Milestone: Applications for funding will be made available [here](#) later this spring.

Vermont Update as of 11/23/22

Municipalities that provide bus service or own a school bus fleet can apply for this grant. Vermont school districts and private school bus contractors were awarded funding through the 2022 [Clean School Bus Rebate Program](#). Buses being replaced must be a) model year 2010 or older diesel-powered school buses, b) have a Gross Vehicle Weight Rate of 10,0001 pounds or more, c) be operational at the time of application submission, and d) have provided services to a public school district at least three days per week during the most recent school year at the time of application. The bus being replaced must be scrapped (no resale, no continuing service in alternate form). Applicants can use a portion of their award for charging infrastructure. Look for subsequent program announcements in May.

Electric Drive Vehicle Battery Recycling And 2nd Life Apps

Federal Agency: Department of Energy

Bureau or Account: Energy Efficiency and Renewable Energy

Funding Amount: \$200,000,000

Period of Availability: Available until expended

Funding Mechanism: Cooperative Agreement

New Program: Yes

Recipients:

- (1) Institutions of higher education.
- (2) National Laboratories.
- (3) Nonprofit and for-profit private entities.
- (4) State and local governments.
- (5) Consortia of entities described in paragraphs (1) through (4).

Description: To expand an existing program at Department of Energy for research, development, and demonstration of electric vehicle battery recycling and second-life applications for vehicle batteries.

Eligible Uses:

- (1) To conduct research, development, testing, evaluation of solutions to increase the rate and productivity of electric drive vehicle battery recycling; and
- (2) for research, development, and demonstration projects to create innovative and practical approaches to increase the recycling and second-use of electric drive vehicle batteries.

Next Milestone: Estimated application opening in the first quarter of 2022.

Vermont Update as of 12/02/22

Municipalities can compete for this national grant. Local projects may fare better in partnership with the State or an institution of higher education.

Climate, Energy, and the Environment

Climate, Energy, and the Environment

Clean Energy and Power

Challenge: Our energy system is in desperate need of modernization and reform to increase resilience and bring low-cost clean energy to more Americans. Power outages cost the U.S. economy up to \$70 billion every year and one in three U.S. households face challenges paying their energy bills. Many promising clean energy technologies that can help to meet our climate goals work in the lab but have yet to be demonstrated at scale. Too many of our homes, schools, and offices are inefficient, contributing to high energy bills and air pollution. And for too long, we have ceded ground on manufacturing to our global competitors.

Solutions: The Bipartisan Infrastructure Law is the largest investment in clean energy infrastructure in American history. It will modernize our power grid by building and upgrading thousands of miles of resilient transmission lines to reduce outages and energy costs and facilitate the expansion of clean energy. It will invest in energy efficiency and clean energy improvements in our homes, schools, businesses, and communities to make them cleaner and more affordable. And it will fund new programs to support the development, demonstration, and deployment of cutting-edge clean energy technologies to accelerate our transition to a zero-emission economy, while also creating good paying jobs and investing in manufacturing in communities across the country.

Getting Ready:

The power and clean energy provisions in the Bipartisan Infrastructure Law cover a variety of technologies, funding across competitive and formula formats, and potential recipient including state, local, territorial, and Tribal governments, clean energy companies, utilities, and others. To guide program design and help potential recipients prepare to apply for and receive funding, Department of Energy will issue requests for information, notices of intent, webinars, and other stakeholder engagement opportunities.

To stay apprised of these opportunities, potential applicants can go [here](#) for the latest announcements and upcoming engagements.

Existing Resources:

- The Department of Energy has stood-up centralized [one-stop shop](#) online for Bipartisan Infrastructure Law program information.
- Please review the Department of Energy's recent Notice of Intent on its "[Building a Better Grid Initiative](#)" which lays out a plan for forthcoming actions on grid modernization.
- The United States Geological Service is leading an ongoing effort to identify areas that

may contain undiscovered critical mineral resources, as the enhancement of our domestic mineral supply decreases our national reliance on foreign sources of minerals fundamental to our economy and security. Read more on their Earth Mapping Resources Initiative [here](#).

Program Name	Agency Name	Funding Amount
Regional Clean Hydrogen Hubs	Department of Energy	\$8,000,000,000
Program Upgrading Our Electric Grid and Ensuring Reliability and Resiliency	Department of Energy	\$5,000,000,000
Preventing Outages and Enhancing the Resilience of the Electric Grid Grants	Department of Energy	\$5,000,000,000
Battery Manufacturing and Recycling Grants	Department of Energy	\$3,000,000,000
Battery Materials Processing Grants	Department of Energy	\$3,000,000,000
Deployment of Technologies to Enhance Grid Flexibility	Department of Energy	\$3,000,000,000
Carbon Capture Demonstration Projects Program	Department of Energy	\$2,537,000,000
Carbon Dioxide Transportation Infrastructure Finance and Innovation	Department of Energy	\$2,100,000,000
Energy Improvement in Rural and Remote Areas	Department of Energy	\$1,000,000,000
Carbon Capture Large-Scale Pilot Programs	Department of Energy	\$937,000,000
Rehabilitation of High Hazard Potential Dams	Department of Homeland Security	\$585,000,000
Hydroelectric Incentives	Department of Energy	\$553,600,000
Energy Efficiency and Conservation Block Grant Program	Department of Energy	\$550,000,000
Grants for Energy Efficiency and Renewable Energy Improvements at Public Schools	Department of Energy	\$500,000,000
Energy Storage Demonstration Pilot Grant Program	Department of Energy	\$355,000,000
Carbon Utilization Program	Department of Energy	\$310,140,781
Energy Efficiency Revolving Loan Fund Capitalization Grant Program	Department of Energy	\$250,000,000
Long-Duration Energy Storage Demonstration Initiative and Joint Program	Department of Energy	\$150,000,000

Program Name	Agency Name	Funding Amount
National Dam Safety Program	Department of Homeland Security	\$215,000,000
Hydroelectric Production Incentives	Department of Energy	\$125,000,000
Watershed Rehabilitation Program	Department of Agriculture	\$118,000,000
Section 243 Hydroelectric Efficiency Improvement Incentives (Sec 40332)	Department of Energy	\$7 5,000,000
Energy Efficient Transformer Rebates	Department of Energy	\$10,000,000

Regional Clean Hydrogen Hubs

Federal Agency: Department of Energy

Bureau or Account: Office of Clean Energy Demonstration

Funding Amount: \$8,000,000,000

Period of Availability: Available until expended

Funding Mechanism: Grants

New Program: Yes

Recipients: Technology Developers, Industry, Utilities, Universities, National Laboratories, Engineering and Construction firms, State and Local Governments, Tribal, Environmental Groups, and Community Based Organizations.

Description: To support the development of at least 4 regional clean hydrogen hubs to improve clean hydrogen production, processing, delivery, storage, and end use.

Eligible Uses: Projects that demonstrate the production, processing, delivery, storage, and end-use of, clean hydrogen through regional clean hydrogen hubs, which are networks of clean hydrogen producers, potential clean hydrogen consumers, and connective infrastructure located in close proximity.

Next Milestone: Applications for funding will open in the Summer of 2022.

Vermont Update as of 12/05/22

Municipalities can compete for this national grant. Local projects may fare better in partnership with a research institution, the business community, and other partners. Preapplication coordination is required.

Program Upgrading Our Electric Grid and Ensuring Reliability and Resiliency

Federal Agency: Department of Energy

Bureau or Account: Office of Clean Energy Demonstration

Funding Amount: \$5,000,000,000

Period of Availability: Available until expended

Funding Mechanism: Cooperative Agreement or Grants

New Program: Yes

Recipients: State, combination of 2 or more States; Indian Tribes; units of local government, and/or public utility commissions.

Description: To provide federal financial assistance to demonstrate innovative approaches to transmission, storage, and distribution infrastructure to harden and enhance resilience and reliability; and to demonstrate new approaches to enhance regional grid resilience.

Eligible Uses: To coordinate and collaborate with electric sector owners and operators—

- (A) to demonstrate innovative approaches to transmission, storage, and distribution infrastructure to harden and enhance resilience and reliability; and
- (B) to demonstrate new approaches to enhance regional grid resilience, implemented through States by public and rural electric cooperative entities on a cost-shared basis.

Next Milestone: Estimated application opening date, 4th quarter 2022

Vermont Update as of 12/05/22

Municipal utilities can compete for this national grant. One of three topic areas must be addressed: grid resilience, smart grid, or grid innovation. Addressing flood resilience and storm events, approaches using adaptive storage technologies or microgrid deployment, and undergrounding existing distribution and transmission lines are possible under the grid resilience topic. Both simple and complex projects can be funded through this grant. All projects require submission of a concept paper for Department of Energy review prior to submission of an application. Projects also must include some level of teaming with other partners. The [2022 Notice of Funding Opportunity](#) provides information about this grant.

Preventing Outages and Enhancing the Resilience of the Electric Grid Grants

Federal Agency: Department of Energy

Bureau or Account: Electricity

Funding Amount: \$5,000,000,000

Period of Availability: Available until expended

Funding Mechanism: Grant

New Program: Yes

Recipients: Electric Grid Operators, Electricity Storage Operators, Electricity Generators, Transmission Owners and Operators, Distribution Providers, Fuel Suppliers, States, Tribes

Description: To make grants to eligible entities, States, and Tribes to prevent outages and enhance the resilience of the electric grid.

Eligible Uses: To carry out activities that are supplemental to existing hardening efforts and reduce the risk of power lines causing a wildfire; or reduce the likelihood and consequences of disruptive events.

Next Milestone: Estimated application opening date, 4th quarter 2022

Vermont Update as of 12/05/22

Municipal utilities can compete for this national grant. 30% of the total funding has been set aside for small utilities that sell no more than 4 million MWH of electricity per year.

Addressing flood resilience and storm events, approaches using adaptive storage technologies or microgrid deployment, and undergrounding existing distribution and transmission lines are possible under the grid resilience topic. All projects require submission of a concept paper for Department of Energy review prior to submission of an application. Projects also must include some level of teaming with other partners. The [2022 Notice of Funding Opportunity](#) provides significant information about this grant.

Battery Manufacturing and Recycling Grants

Federal Agency: Department of Energy

Bureau or Account: Energy Efficiency and Renewable Energy

Funding Amount: \$3,000,000,000

Period of Availability: Available until expended

Funding Mechanism: Grant

New Program: Yes

Recipients:

- (1) Institutions of higher education.
- (2) National Laboratories.
- (3) Nonprofit and for-profit private entities.
- (4) State and local governments.
- (5) Consortia of entities described in paragraphs (1) through (4)

Description: To provide grants to ensure that the United States has a viable domestic manufacturing and recycling capability to support a North American battery supply chain.

Eligible Uses: Demonstration projects, construction of commercial-scale facilities, and retrofit or retooling of existing facilities for battery component manufacturing, advanced battery manufacturing, and recycling.

Next Milestone: Estimated application opening date, 3rd quarter 2022.

Vermont Update as of 12/05/22

The grant aims to accelerate the development of a resilient supply chain for high-capacity batteries.

Municipalities can compete for this national grant. Partnerships with an institution of higher education and businesses are highly recommended. This program funds grants in three areas:

- (1) new commercial-scale battery material processing facilities.
- (2) Projects to retool, retrofit or expand existing battery material processing facilities.
- (3) Demonstration projects for processing battery materials.

The US Department of Energy's [Notice of Intent](#) provides additional detail.

Battery Materials Processing Grants

Federal Agency: Department of Energy

Bureau or Account: Energy Efficiency and Renewable Energy

Funding Amount: \$3,000,000,000

Period of Availability: \$600,000,000 appropriated annually for fiscal years 2022 through 2026 (to remain available until expended)

Funding Mechanism: Grant

New Program: Yes

Recipients:

- (1) Institutions of higher education.
- (2) National Laboratories.
- (3) Nonprofit and for-profit private entities.
- (4) State and local governments.
- (5) Consortia of entities described in paragraphs (1) through (4)

Description: To provide grants for battery materials processing to ensure that the United States has a viable battery materials processing industry. Funds can also be used to expand our domestic capabilities in battery manufacturing and enhance processing capacity.

Eligible Uses: Demonstration projects, construction of commercial-scale facilities, and retrofit or retooling of existing battery material processing facilities.

Next Milestone: Estimated application opening date, 3rd quarter 2022.

Vermont Update as of 12/05/22

The grant supports accelerating development of a resilient supply chain for high-capacity batteries.

Municipalities can compete for this national grant. Partnerships with an institution of higher education and businesses are highlight recommended. This grant funds the midstream component of battery manufacturing and recycling: materials processing, component processing and manufacturing, and cell manufacturing.

The US Department of Energy's [Notice of Intent](#) provides additional detail.

Deployment of Technologies to Enhance Grid Flexibility

Federal Agency: Department of Energy

Bureau or Account: Electricity

Funding Amount: \$3,000,000,000

Period of Availability: \$600,000,000 appropriated annually for fiscal years 2022 through 2026 (to remain available until expended)

Funding Mechanism: Grant

New Program: Yes

Recipients: Utilities

Description: Funding and expansion of eligible activities under the Smart Grid Investment Matching Grant Program established under section 1306 of the Energy Independence and Security Act of 2007.

Eligible Uses: Qualifying Smart Grid investments including for installation, that allow buildings to engage in demand flexibility or Smart Grid functions.

Next Milestone: Applications for the Smart Grid program are expected to be open by the end of 2022.

Vermont Update as of 12/05/22

The grant seeks to deploy and catalyze technology solutions that increase the flexibility, efficiency, reliability, and resilience of the electric power system.

Municipalities can compete for this national Smart Grid grant. Partnerships with an institution of higher education and businesses are recommended. Among the potential project opportunities in this grant are devices and software, including installation, that allow buildings to engage in demand flexibility or Smart Grid function, and in the case of utility companies, expenditures incurred by an electric utility to purchase and install operational fiber and wireless broadband communication networks to enable data flow between distribution system components.

The US Department of Energy's [Notice of Intent](#) provides additional detail.

Carbon Capture Demonstration Projects Program

Federal Agency: Department of Energy

Bureau or Account: Office of Clean Energy Demonstration

Funding Amount: \$2,537,000,000

Period of Availability: Available until expended

Funding Mechanism: Cooperative Agreement

New Program: Yes

Recipients: Technology Developers, Industry, Utilities, Universities, National Laboratories, Engineering and Construction firms, State and Local Governments, Tribal, Environmental Groups, and Community Based Organizations.

Description: To establish a carbon capture technology program for the development of 6 facilities to demonstrate transformational technologies that will significantly improve the efficiency, effectiveness, costs, emissions reductions, and environmental performance of coal and natural gas use, including in manufacturing and industrial facilities.

Eligible Uses: Of the demonstration projects carried out —

- (A) 2 shall be designed to capture carbon dioxide from a natural gas electric generation facility;
- (B) 2 shall be designed to capture carbon dioxide from a coal electric generation facility; and
- (C) 2 shall be designed to capture carbon dioxide from an industrial facility not purposed for electric generation.

Next Milestone: TBD

Vermont Update as of 12/05/22

This program is designed to accelerate the deployment of carbon capture technology through funding of feasibility studies, project development, and project construction. While municipalities can compete for this national grant, most Vermont municipalities do not have partnerships with facility developers/operators.

Carbon Dioxide Transportation Infrastructure Finance and Innovation Program

Federal Agency: Department of Energy

Bureau or Account: Fossil Energy and Carbon Management

Funding Amount: \$2,100,000,000

Period of Availability: Available until expended

Funding Mechanism: Loan / Grant

New Program: Yes

Recipients: State / Local / Public Authority

Description: To establish and carry out a carbon dioxide transportation infrastructure finance and innovation program.

Eligible Uses: Projects that--

- (A) are large-capacity, common carrier infrastructure;
- (B) have demonstrated demand for use of the infrastructure by associated projects that capture carbon dioxide from anthropogenic sources or ambient air;
- (C) enable geographical diversity in associated projects that capture carbon dioxide from anthropogenic sources or ambient air, with the goal of enabling projects in all major carbon dioxide-emitting regions of the United States; and
- (D) are sited within, or adjacent to, existing pipeline or other linear infrastructure corridors, in a manner that minimizes environmental disturbance and other siting concerns.

Next Milestone: Estimated application opening date, 4th quarter 2022

Vermont Update as of 11/21/22

While municipalities can compete for this national grant, most municipalities are not engaged in partnerships for the large-scale carbon capture transportation initiatives needed to access these loans and grants. Pre-application consultation with the Department of Energy is recommended. Learn more from the [2022 Carbon Dioxide Transportation Infrastructure Program Guide](#).

Energy Improvement in Rural and Remote Areas

Federal Agency: Department of Energy

Bureau or Account: Office of Clean Energy Demonstration

Funding Amount: \$1,000,000,000

Period of Availability: Available until expended

Funding Mechanism: Cooperative Agreement

New Program: Yes

Recipients: Industry Partners, Utilities, National Laboratories, Universities, State and Local Governments, Community Based Organizations, Tribal, and Environmental Groups.

Description: To provide financial assistance to increase environmental protection from the impacts of energy use and improve resilience, reliability, safety, and availability of energy in rural or remote areas of the United States.

Eligible Uses:

- (1) Overall cost-effectiveness of energy generation, transmission, or distribution systems;
- (2) siting or upgrading transmission and distribution lines;
- (3) reducing greenhouse gas emissions from energy generation by rural or remote areas;
- (4) providing or modernizing electric generation facilities;
- (5) developing microgrids; and
- (6) increasing energy efficiency.

Next Milestone: Applications for funding are expected to be open in the Fall of 2022.

Vermont Update as of 11/07/22

This grant program is under development. Municipalities can prepare by registering for a unique entity identifier on SAM.gov and registering for a grant account on Grants.gov.

Eligible uses include:

- (1) Overall cost-effectiveness of energy generation, transmission, or distribution systems.
 - (2) siting or upgrading transmission and distribution lines.
 - (3) reducing greenhouse gas emissions from energy generation by rural or remote areas.
 - (4) providing or modernizing electric generation facilities.
 - (5) developing microgrids.
 - (6) increasing energy efficiency.
-

Carbon Capture Large-Scale Pilot Programs

Federal Agency: Department of Energy

Bureau or Account: Office of Clean Energy Demonstration

Funding Amount: \$937,000,000

Period of Availability: Available until expended

Funding Mechanism: Cooperative Agreement

New Program: Yes

Recipients: Technology Developers, Industry, Utilities, Universities, National Laboratories, Engineering and Construction firms, State and Local Governments, Tribal, Environmental Groups, and Community Based Organizations.

Description: To establish a carbon capture technology program for the development of transformational technologies that will significantly improve the efficiency, effectiveness, costs, emissions reductions, and environmental performance of coal and natural gas use, including in manufacturing and industrial facilities.

Eligible Uses: Pilot projects that—

- (A) represent the scale of technology development beyond laboratory development and bench scale testing, but not yet advanced to the point of being tested under real operational conditions at commercial scale;
- (B) represent the scale of technology necessary to gain the operational data needed to understand the technical and performance risks of the technology before the application of that technology at commercial scale or in commercial-scale demonstration; and
- (C) are large enough—
 - (i) to validate scaling factors; and
 - (ii) to demonstrate the interaction between major components so that control philosophies for a new process can be developed and enable the technology to advance from large-scale pilot project application to commercial-scale demonstration or application.

Next Milestone: Estimated application opening date, TBD

Vermont Update as of 12/05/22

This grant funds feasibility studies, design, and/or construction and operation of large-scale, pilot, carbon capture facilities. Municipalities are eligible for the grant. Previous awardees were universities and private research companies testing new technologies.

Rehabilitation of High Hazard Potential Dams

Federal Agency: Department of Homeland Security - Federal Emergency Management Agency

Bureau or Account: Federal Assistance

Funding Amount: \$585,000,000

Period of Availability: Available until expended

Funding Mechanism: Grant

New Program: No

Recipients: States

Description: The Rehabilitation of High Hazard Potential Dams Grant Program makes available federal funds to eligible states for pass through to non-federal governmental organizations or nonprofit organizations for the rehabilitation of dams that fail to meet minimum state/territory dam safety standards and pose an unacceptable risk to the public.

Eligible Uses: Eligible activities include repair, removal, or any other structural or nonstructural measures to rehabilitate an eligible high hazard potential dam. The Federal Emergency Management Agency's Rehabilitation of High Hazard Potential Dams grant program provides technical, planning, design, and construction assistance for eligible rehabilitation activities that reduce dam risk and increase community preparedness.

Vermont Update as of 12/05/22

The Vermont Department of Environmental Conservation administers an [Unsafe Dam State Revolving Fund](#) to providing funding to municipalities, nonprofit entities, and private individuals, for the reconstruction, repair, removal, breaching, draining, or other action necessary to reduce the threat of a dam or portion of a dam determined to be unsafe under Vermont law. Financing from the Fund is in the form of a 100% loan or a 25% grant/75% loan based on the types of actions that will be taken by the owner. Only work required by an unsafe dam order is an eligible cost, including services provided by an engineer.

The Vermont [Dam Safety Program](#) currently is working with dam owners who qualify for this program. DEC has hired a consultant to assess dams. Based on assessment outcomes, dams will be prioritized for implementation funding through DEC's program.

Hydroelectric Incentives

Federal Agency: Department of Energy

Bureau or Account: Energy Efficiency and Renewable Energy

Funding Amount: \$553,600,000

Period of Availability: Available until expended

Funding Mechanism: Incentive payments

New Program: Yes

Recipients: Non-Federal owners of qualified hydroelectric facilities

Description: To make incentive payments to the owners or operators of qualified hydroelectric facilities for capital improvements.

Eligible Uses:

- (1) Improving grid resiliency;
- (2) improving dam safety to ensure acceptable performance under all loading conditions (including static, hydrologic, and seismic conditions); and
- (3) environmental improvements.

Next Milestone: Estimated application opening date, TBD

Vermont Update as of 12/05/22

Municipalities can compete for this national grant if they own a FERC-licensed hydroelectric dam that was placed in service before the enactment of this program. The dam must be in compliance with all applicable Federal and State requirements or would be brought into compliance as a result of the capital improvements proposed under this program. Capital improvements must increase the operational efficiency of an existing facility by at least 3%. Incentive payments shall not exceed 30% of the costs of the applicable capital, improvement. Not more than \$5 million will be provided to any facility in any Fiscal Year.

Projects are wide-ranging. In addition to spillway maintenance and upgrades and dam stability improvements, applicants can propose projects such as managing accumulated sediments, adding or improving fish passage, and improving recreation access.

The US Department of Energy (DOE) estimated an application opening date in the second quarter of 2023. Funds will be available until expended. DOE's grant website can be found at <https://www.energy.gov/bil/maintaining-enhancing-hydroelectricity-incentives>.

Energy Efficiency and Conservation Block Grant Program

Federal Agency: Department of Energy

Bureau or Account: Energy Efficiency and Renewable Energy

Funding Amount: \$550,000,000

Period of Availability: Available until expended

Funding Mechanism: Block and Competitive Grants

New Program: Yes

Recipients: State/Local Government/Tribes

Description: To assist states, local governments, and Tribes to reduce energy use, reduce fossil fuel emissions, and improve energy efficiency.

Eligible Uses:

- (1) Development and implementation of an energy efficiency and conservation strategy
- (2) retaining technical consultant services to assist the eligible entity in the development of such a strategy, including goal formation and progress measurement methods, strategy development, stakeholder annual report development and publication; and other services to assist with strategy implementation;
- (3) conducting residential and commercial building energy audits;
- (4) establishment of financial incentive programs for energy efficiency improvements;
- (5) the provision of grants to nonprofit organizations and governmental agencies for the purpose of performing energy efficiency retrofits;
- (6) development and implementation of energy efficiency and conservation programs for buildings and facilities within the jurisdiction of the eligible entity, including—
 - (A) design and operation of the programs;
 - (B) identifying the most effective methods for achieving maximum participation and efficiency rates;
 - (C) public education;
 - (D) measurement and verification protocols; and
 - (E) identification of energy efficient technologies;
- (7) development and implementation of programs to conserve energy used in transportation, including—
 - (A) use of flex time by employers;
 - (B) satellite work centers;
 - (C) development and promotion of zoning guidelines or requirements that promote

- energy efficient development;
- (D) development of infrastructure, such as bike lanes and pathways and pedestrian walkways;
- (E) synchronization of traffic signals; and
- (F) other measures that increase energy efficiency and decrease energy consumption;
- (8) development and implementation of building codes and inspection services to promote building energy efficiency;
- (9) application and implementation of energy distribution technologies that significantly increase energy efficiency, including distributed resources; and district heating and cooling systems;
- (10) activities to increase participation and efficiency rates for material conservation programs, including source reduction, recycling, and recycled content procurement programs that lead to increases in energy efficiency;
- (11) the purchase and implementation of technologies to reduce, capture, and, to the maximum extent practicable, use methane and other greenhouse gases generated by landfills or similar sources;
- (12) replacement of traffic signals and street lighting with energy efficient lighting technologies, including light emitting diodes; and any other technology of equal or greater energy efficiency;
- (13) development, implementation, and installation on or in any government building of the eligible entity of onsite renewable energy technology that generates electricity from renewable resources, including solar energy, wind energy, fuel cells; and biomass;
- (14) programs for financing energy efficiency, renewable energy, and zero-emission transportation (and associated infrastructure), capital investments, projects, and programs, which may include loan programs and performance contracting programs, for leveraging of additional public and private sector funds, and programs that allow rebates, grants, or other incentives for the purchase and installation of energy efficiency, renewable energy, and zero-emission transportation (and associated infrastructure) measures.

Next Milestone: The first funding opportunity is expected for release in the Fall of 2022.

Vermont Update as of 12/02/22

There are three opportunities for municipalities to access [Energy Efficiency and Conservation Block Grants](#) (EECBG).

- (1) *Formula Grants to Cities and Counties:* The top 10 most populace cities and counties in each state will receive direct awards from the US Department of Energy (DOE). The draft Notice of Intent indicated DOE interpreted “cities” to be “local government”. It listed the eligible Vermont municipalities as the Towns of Bennington, Brattleboro, Colchester,

Essex, Hartford, Milton, and Williston, and the Cities of Burlington, Rutland, South and Burlington. The draft Notice of Intent provided expected allocations based on a national formula. The minimum award to any municipality is \$75,000. For Vermont, the county allocations will be provided to the county court system. All counties *except* Essex, Grand Isle, Lamoille Counties would receive funds based on the draft Notice of Intent.

(2) *Formula Grants to States:* Cities, towns, and villages with a population less than 35,000 or those that are not one of the ten most populous cities in the state can apply for EECBG funds through the State of Vermont. The law requires each state to pass through at least 60 percent of the total EECBG funding it receives to cities and counties that do not receive funding directly from DOE.

(3) *National Competitive Grants:* Cities, towns, and villages that are not one of the ten most populous cities in the state can apply for a competitive grant from the DOE.

Specific information about accessing the three opportunities has not been released by the Department of Energy. Municipalities can begin preparing for this grant by:

- determining which projects in their communities may be a good fit for the programs (see Eligible Uses above).
- reaching out to their neighbors, [Regional Planning Commission](#), and VLCT to discuss opportunities for collaboration.
- considering how energy projects and programs can benefit disadvantaged communities and populations. The federal [Justice40 Initiative](#) mandates that 40% of overall benefits of certain Federal investments, including energy, must flow to disadvantaged communities.
- considering how these funds might be leveraged with Vermont's [Municipal Energy Resilience Program](#) and other opportunities.

The estimated application opening date is 1st Quarter of 2023.

Grants for Energy Efficiency and Renewable Energy Improvements at Public School Facilities

Federal Agency: Department of Energy

Bureau or Account: Energy Efficiency and Renewable Energy

Funding Amount: \$500,000,000

Period of Availability: Available until expended

Funding Mechanism: Grant

New Program: Yes

Recipients: Consortium of One Local Education Agency and one or more Schools, Non-Profits, For-Profits, and Community Partners

Description: To provide competitive grants to make energy efficiency, renewable energy, and alternative fueled vehicle upgrades and improvements at public schools.

Eligible Uses: Energy efficiency (envelope, HVAC, lighting, controls, etc.), ventilation, renewable energy, alternative vehicles, and alternative fuel vehicle infrastructure improvements.

Next Milestone: An official Request for Information is expected to be published in March 2022. The opportunity to apply for funding is expected to be open in the Fall of 2022.

Vermont Update as of 12/05/22

Municipalities can compete for this national grant if they own school buildings and partner with their local education agency. Teaming is encouraged. Energy improvements can be in two areas:

- (1) High-impact energy efficiency and health improvements will result in direct reduction to school energy costs, increase energy efficiency, and lead to improvements in teach and student health, including indoor air quality.
- (2) Innovative energy technology packages include any improvement, repair, or renovation to a school that incorporates two or more of the following: energy efficiency measures, installation of renewable energy technologies, alternative fueled vehicle infrastructure on school grounds, and purchase or lease of alternative fueled vehicles to be used by the school.

The Department of Energy (DOE) anticipates making ~20-100 awards nationwide. Awards may vary between \$500,000 and \$15 million. A 5% match is required. Environmental justice will be considered. See DOE's [Energy Justice Dashboard](#) to identify "disadvantaged" schools in Vermont. [Applications](#) are being accepted now.

Energy Storage Demonstration Pilot Grant Program

Federal Agency: Department of Energy

Bureau or Account: Office of Clean Energy Demonstration

Funding Amount: \$355,000,000

Period of Availability: Available until expended

Funding Mechanism: Grant or Cooperative Agreement

New Program: Yes

Recipients: Technology Developers, Industry, State and Local Governments, Tribal Organizations, Community Based Organizations, National Laboratories, Universities, and Utilities.

Description: To enter into agreements to carry out 3 energy storage system demonstration projects.

Eligible Uses:

- (1) To improve the security of critical infrastructure and emergency response systems.
- (2) To improve the reliability of transmission and distribution systems, particularly in rural areas, including high-energy cost rural areas.
- (3) To optimize transmission or distribution system operation and power quality to defer or avoid costs of replacing or upgrading electric grid infrastructure, including transformers and substations.
- (4) To supply energy at peak periods of demand on the electric grid or during periods of significant variation of electric grid supply.
- (5) To reduce peak loads of homes and businesses.
- (6) To improve and advance power conversion systems.
- (7) To provide ancillary services for grid stability and management.
- (8) To integrate renewable energy resource production.
- (9) To increase the feasibility of microgrids (grid-connected or islanded mode).
- (10) To enable the use of stored energy in forms other than electricity to support the natural gas system and other industrial processes.
- (11) To integrate fast charging of electric vehicles.
- (12) To improve energy efficiency.

Next Milestone: Estimated application opening date, 3rd quarter 2022.

Vermont Update as of 12/05/22

Municipalities can compete for this national grant. Only three projects are expected to receive awards nationwide. Information about the program is not available.

Carbon Utilization Program

Federal Agency: Department of Energy

Bureau or Account: Fossil Energy and Carbon Management

Funding Amount: \$310,140,781

Period of Availability: Available until expended

Funding Mechanism: Grant

New Program: Yes

Recipients: State / Local / Public Utility

Description: To establish a grant program for state and local governments to procure and use products derived from captured carbon oxides.

Eligible Uses: An eligible entity shall use a grant received under this paragraph to procure and use commercial or industrial products that-- (i) use or are derived from anthropogenic carbon oxides; and (ii) demonstrate significant net reductions in lifecycle greenhouse gas emissions compared to incumbent technologies, processes, and products.

Next Milestone: Estimated application opening date, 4th quarter 2022

Vermont Update as of 11/01/22

Municipalities and public utilities can compete for this national grant. The grant program is under development. Municipalities also can prepare by registering for a unique entity identifier on SAM.gov and registering for a grant account on Grants.gov.

Examples of products derived from captured carbon oxides are carbon nanotubes and fiber; additives for concrete, plastic and coatings; certain thermoplastics; Breathe, a methanol product used to make resins and other products; and bio-composite foamed plastics used for green construction and environmentally friendly products.

Energy Efficiency Revolving Loan Fund Capitalization Grant Program

Federal Agency: Department of Energy

Bureau or Account: Energy Efficiency and Renewable Energy

Funding Amount: \$250,000,000

Period of Availability: Available until expended

Funding Mechanism: Formula Grant

New Program: Yes

Recipients: States

Description: To provide capitalization grants to States to establish a revolving loan fund under which the State shall provide loans and grants for energy efficiency audits, upgrades, and retrofits to increase energy efficiency and improve the comfort of buildings.

Eligible Uses: Residential and commercial energy audits, upgrades, and retrofits.

Next Milestone: TBD

Vermont Update as of 12/05/22

The State of Vermont will receive \$674,070 through this formula grant to states. Public buildings, nonprofit organizations, and industrial sector buildings are eligible under the commercial sector.

A state may use up to 25% of the funds to provide grants or technical assistance to eligible recipients. States were encouraged to use grants judiciously and to prioritize loans.

Long-Duration Energy Storage Demonstration Initiative and Joint Program

Federal Agency: Department of Energy

Bureau or Account: Office of Clean Energy Demonstration

Funding Amount: \$150,000,000

Period of Availability: Available until expended

Funding Mechanism: Cooperative Agreement or Other (TBD)

New Program: Yes

Recipients: Tec Technology Developers, Industry, State and Local Governments, Tribal Organizations, Community Based Organizations, National Laboratories, Universities, and Utilities.

Description: To establish a demonstration initiative composed of demonstration projects focused on the development of long-duration energy storage technologies.

Eligible Uses: Projects that --

- (1) demonstrate promising long-duration energy storage technologies at different scales; and
- (2) help new, innovative long-duration energy storage technologies become commercially viable.

Next Milestone: Estimated application opening date, 3rd quarter 2022.

Vermont Update as of 12/05/22

Vermont municipalities are not likely to be the prime recipient of funds. They could partner with another recipient to host a demonstration project on municipal land.

National Dam Safety Program

Federal Agency: Department of Homeland Security - Federal Emergency Management Agency

Bureau or Account: Federal Assistance

Funding Amount: \$148,000,000 for States, plus \$67,000,000 for program operations.

Period of Availability: Available until expended

Funding Mechanism: Grant, Direct Federal Spending

New Program: No

Recipients: States

Description: To encourage the establishment and maintenance of effective state programs intended to ensure dam safety, to protect human life and property, and to improve state dam safety programs.

The National Dam Safety Program is a partnership of states, federal agencies and other stakeholders to encourage and promote the establishment and maintenance of effective federal and state dam safety programs to reduce the risk to human life and property.

Eligible Uses: Eligible activities are those that 1) Reduce risks to life and property associated with dams; 2) Increase awareness of the risks associated with dams and the benefit of state dam safety programs; and 3) Advance the state of practice of dam safety and dam risk management. Examples include conducting dam safety inspections, performing condition assessments of dams, development of Emergency Action Plans, implementing regulatory enforcement actions, conducting public awareness and outreach activities, and professional development for dam safety officials and dam owners.

Next Milestone: TBD

Vermont Update as of 12/05/22

Municipal dam owners should contact the [Vermont Dam Safety Program](#) to discuss opportunities for Emergency Action Plan development and professional development.

Hydroelectric Production Incentives

Federal Agency: Department of Energy

Bureau or Account: Energy Efficiency and Renewable Energy

Funding Amount: \$125,000,000

Period of Availability: Available until expended

Funding Mechanism: Direct Subsidy

New Program: No

Recipients: Non-Federal Owners of Qualified Hydroelectric Facilities

Description: To provide incentives for the operation of hydroelectric facilities.

Eligible Uses: Incentives for hydroelectric facilities added to an existing dam or conduit which Department of Energy determines is eligible.

Next Milestone: Estimated application opening date, 2022

Vermont Update as of 12/05/22

Municipalities can compete for this national incentive payments if they own an energy generating hydroelectric facility that is currently producing energy and will continue to do so for the life of the incentive earned. Specific criteria apply and can be reviewed in [guidance](#) released by the Department of Energy in 2021. Several private dams in Vermont have obtained this federal incentive.

Watershed Rehabilitation Program

Federal Agency: Department of Agriculture

Bureau or Account: National Resources Conservation Service

Funding Amount: \$118,000,000

Period of Availability: Available until expended

Funding Mechanism: Technical and financial assistance

New Program: No

Recipients: Local Sponsor or Legal Subdivision of State or Tribal Government. Eligible Sponsors Include Cities, Counties, Towns, Conservation Districts, Or Any Federally- Recognized Native American Tribe or Tribal Organization.

Description: Provides planning, design and construction for Department of Agriculture assisted dams to extend their service life and meet current safety requirements.

Eligible Uses: Rehabilitate high hazard watershed dams previously installed under the following four authorities: PL 83-566, PL 78-534, RC&D, Pilot Program.

Next Milestone: Estimated application opening date, 1st quarter 2022

Vermont Update as of 12/05/22

NRCS prioritizes dams for rehabilitation based on the risks to life and property if a dam failure would occur. The Watershed Rehabilitation Program allows sponsors to construct or augment existing water supplies based on current and future water supply demands. Costs associated with additional or new water supply storage purposes added to the rehabilitation project may be cost-shared with watershed rehabilitation funds. Cost share for new water supply storage purposes will be considered on a case-by-case basis. If cost-share is authorized, the cost-share rate will be up to 65 percent of the eligible project cost allocated to the new water supply storage purpose. Learn more about this program, including a fact sheet, letter of assistance request template, and the Vermont Watershed Program manager, at <https://www.nrcs.usda.gov/programs-initiatives/watershed-rehabilitation#news-events>.

Section 243 Hydroelectric Efficiency Improvement Incentives (Sec 40332)

Federal Agency: Department of Energy

Bureau or Account: Energy Efficiency and Renewable Energy

Funding Amount: \$75,000,000

Period of Availability: Available until expended

Funding Mechanism: Direct Subsidy

New Program: Yes

Recipients: Owners or operators of hydroelectric facilities at existing dams

Description: To incentivize upgrades to hydroelectric facilities to increase their efficiency.

Eligible Uses: Capital improvements to hydroelectric facilities at existing dams to improve the efficiency of such facilities by at least 3 percent.

Next Milestone: Estimated application opening date, TBD

Vermont Update as of 12/05/22

Municipalities can compete for this national incentive payments if they own an energy generating hydroelectric facility that is currently producing energy and will continue to do so for the life of the incentive earned. Specific criteria apply and can be reviewed in [guidance](#) released by the Department of Energy in 2021. Incentives can be earned for improvements that build grid resilience, ensure dam safety, and improve the environment.

Energy Efficient Transformer Rebates

Federal Agency: Department of Energy

Bureau or Account: Energy Efficiency and Renewable Energy

Funding Amount: \$10,000,000

Period of Availability: Available until expended

Funding Mechanism: Rebate/Grant

New Program: Yes

Recipients: Owners of industrial or manufacturing facilities, commercial buildings, or multifamily residential buildings, a utility, or an energy service company that purchase a qualified transformer to replace an energy-inefficient transformer

Description: To provide rebates to industrial or manufacturing facility owners, commercial building owners, multifamily building owners, utilities, or energy service companies for the replacement of a qualified energy inefficient transformer with a qualified energy efficient transformer.

Eligible Uses: Rebate for the replacement of a qualified energy inefficient transformer with a qualified energy efficient transformer.

Next Milestone: Estimated application opening date, 2nd quarter 2022

Vermont Update as of 12/05/22

Municipal utilities can compete for this national incentive. The Department of Energy (DOE) released its [draft Guidance on Establishing a Rebate Program for Energy Efficient Transformers](#) earlier this year. The draft Guidance defines what a qualified energy efficient and energy inefficient transformer means. The incentives are first come, first serve basis.

Water

Challenge: The nation has underinvested in water infrastructure for too long, putting communities at risk. Lead pipes, watermain breaks, PFAS contamination, and failing wastewater management systems threaten the safety and security of Americans across the country. Long-term drought and water shortages in many areas of the nation, fueled by climate change, have laid bare underinvestment in water reuse, conveyance, and storage infrastructure.

Solutions: The legislation's \$55 billion investment represents the largest investment in drinking water, wastewater, water reuse, conveyance, and water storage infrastructure in American history, including dedicated funding to replace lead service lines and address the dangerous chemical PFAS (per- and polyfluoroalkyl).

Getting Ready:

The majority of the water funding will move through the State Revolving Fund programs. Water utilities, non-profits, drinking water providers, and other potential recipients should begin to work with local stakeholders and state program contacts to identify potential projects, with a focus on prioritizing projects serving disadvantage communities. The Environmental Protection Agency and other agencies will provide technical assistance to help these disadvantaged communities overcome barriers to receiving loans and grants for water improvements. Potential recipients of the lead service line funding are also encouraged to accelerate the development and use of lead service-line inventories, which can help guide the design of replacement projects eligible for these funds. Additional national program guidance will be issued soon to state water primacy agencies.

Existing Resources:

- Funds from State and Local Fiscal Recovery Funds as part of the American Rescue Plan can be used to support necessary improvements in water, including for the State Revolving Funds, lead service line replacement programs, and other projects that assist systems most in need to provide clean drinking water. See more about the guidance that permitted the use of these funds [here](#).
- Funding through the CARES act State and Local Fiscal Recovery Funds can also be used to make necessary investments to improve access to clean drinking water.
- Funding is available for water infrastructure through Environmental Protection Agency's existing State Revolving Funds and grant programs under the Water Improvements for the Nation Act, including \$25 million in 2022 to improve drinking water quality in small, underserved, and disadvantaged communities; and additional funding for lead testing in school and child care drinking water grants, and reducing lead in drinking water grants.
- Department of Agriculture funds are also available through the Water and Waste Disposal Loan and Grant Program.

- Department of Housing and Urban Development Community Block Development Block Grant funds are available for a wide range of community needs, including lead reduction initiatives.

Program Name	Agency Name	Funding Amount
Drinking Water State Revolving Fund Lead Service Lines Replacement	Environmental Protection Agency	\$15,000,000,000
Drinking Water State Revolving Fund	Environmental Protection Agency	\$11,713,000,000
Clean Water State Revolving Fund	Environmental Protection Agency	\$11,713,000,000
Water Infrastructure Improvements for the Nation Small and Underserved Communities Emerging Contaminates Grant Programs	Environmental Protection Agency	\$5,000,000,000
Drinking Water State Revolving Fund Emerging Contaminants (incl. PFAS)	Environmental Protection Agency	\$4,000,000,000
Clean Water State Revolving Fund- Emerging Contaminants	Environmental Protection Agency	\$1,000,000,000

Drinking Water State Revolving Fund Lead Service Lines Replacement

Federal Agency: Environmental Protection Agency

Bureau or Account: State and Tribal Assistance Grants

Funding Amount: \$15,000,000,000

Period of Availability: Available until expended

Funding Mechanism: Loans and Grants

New Program: No

Recipients: States initially receive funding, then provide funds to Water Utilities and/or Municipal and Other Eligible Entities. Tribes and Territories are also eligible to receive a portion of State Revolving Fund funds.

Description: Drinking Water State Revolving Fund funding as described in the Drinking Water State Revolving Fund program, below, with eligible projects limited to lead service line replacement and associated activities related to identification, planning, design, and removal. Under the Bipartisan Infrastructure Law, 49 percent of funds shall be eligible to be grants or 100 percent principal forgiveness loans.

Eligible Uses: States receive a capitalization grant with no state match required. The states provide low interest loans, principal forgiveness, and/or grants to replace lead service lines. Further information will be forthcoming.

Next Milestone: Applicants apply through their State Revolving Fund program. State deadlines vary.

Vermont Update as of 11/01/22

The Vermont Drinking Water State Revolving Fund (DWSRF) program provides subsidized low-cost financing to municipal and privately-owned public water systems for capital improvements that improve public health protection and facilitate compliance with the Safe Drinking Water Act. Annually, the Vermont Department of Environmental Conservation publishes a DWSRF [Intended Use Plan](#) (IUP) that explains how funding will be used each year. To obtain funding for construction, a project must either be included on the program's annual priority list (or be accepted as an "emergency" project) and must meet readiness to proceed criteria.

Municipalities can submit projects for inclusion on the priority list via a simple, 4-page application on the [priority list webpage](#). Projects that do not execute a loan in a given year must reapply via a new application to maintain funding eligibility for the next year. The Intended Use Plan lists all submitted projects, but only the top ranked projects are considered to be in the "fundable" range. Municipalities can review the Intended Use Plan to confirm whether a project has been designated for funding in the current plan.

Information available at <https://dec.vermont.gov/water-investment/water-financing/dwsrf>.

Drinking Water State Revolving Fund

Federal Agency: Environmental Protection Agency

Bureau or Account: State and Tribal Assistance Grants

Funding Amount: \$11,713,000,000

Period of Availability: Available until expended

Funding Mechanism: Loans and Grants

New Program: No

Recipients: States initially receive funding, then provide funds to Water Utilities and/or Municipal and Other Eligible Entities. Tribes and Territories are also eligible to receive a portion of State Revolving Fund funds.

Description: The Drinking Water State Revolving Fund is a financial assistance program to help water systems and states to achieve the health protection objectives of the Safe Drinking Water Act. States are required to give priority for the use of Drinking Water State Revolving Fund project funds to: Address the most serious risks to human health, ensure compliance with the requirements of the Safe Drinking Water Act, and assist systems most in need on a per household basis according to state affordability criteria. Not all drinking water compliance problems, however, can be solved through capital financing of infrastructure improvements. Under the Bipartisan Infrastructure Law, 49 percent of funds shall be eligible to be grants or 100 percent principal forgiveness loans.

Eligible Uses: Capitalization grants are available to each State, and Tribes and territories for the purpose of establishing a Drinking Water State Revolving Fund. This revolving fund provides loans and grants to water systems for eligible infrastructure projects including: construction of expansion of drinking water treatment plants and/or distribution systems; improving drinking water treatment; fixing leaky or old pipes (water distribution); improving sources of water supply; replacing or constructing finished water storage tanks; other infrastructure projects needed to protect public health.

Next Milestone: Applicants apply through their State Revolving Fund program. State deadlines vary.

Vermont Update as of 11/01/22

The Vermont Drinking Water State Revolving Fund (DWSRF) program provides subsidized low-cost financing to municipal and privately-owned public water systems for capital improvements that improve public health protection and facilitate compliance with the Safe Drinking Water Act. Annually, the Vermont Department of Environmental Conservation publishes a DWSRF [Intended Use Plan](#) (IUP) that explains how funding will be used each year. To obtain funding for construction, a project must either be included on the program's annual priority list (or be accepted as an "emergency" project) and must meet readiness to proceed criteria.

Municipalities can submit projects for inclusion on the priority list via a simple, 4-page application on the [priority list webpage](#). Projects that do not execute a loan in a given year must reapply via a new application to maintain funding eligibility for the next year. The Intended Use Plan lists all submitted projects, but only the top ranked projects are considered to be in the “fundable” range. Municipalities can review the Intended Use Plan to confirm whether a project has been designated for funding in the current plan.

Information available at <https://dec.vermont.gov/water-investment/water-financing/dwsrf>.

Clean Water State Revolving Fund

Federal Agency: Environmental Protection Agency

Bureau or Account: State and Tribal Assistance Grants

Funding Amount: \$11,713,000,000

Period of Availability: Available until expended

Funding Mechanism: Loans and Grants

New Program: No

Recipients: States initially receive funding, then provide funds to Water Utilities and/or Municipal and Other Eligible Entities. Tribes and Territories are also eligible to receive a portion of State Revolving Fund funds.

Description: The Clean Water State Revolving Fund program is a federal-state partnership that provides communities low-cost financing for a wide range of water quality infrastructure projects. Under the Bipartisan Infrastructure Law, 49 percent of Clean Water State Revolving Fund funds shall be eligible to be grants or 100 percent principal forgiveness loans. The Clean Water State Revolving Fund program provides capitalization grants to States, which will provide a long-term source of State financing for construction of wastewater treatment facilities and implementation of other water quality management activities.

Eligible Uses: Capitalization grants are available to each State and to Tribes and territories for the purpose of establishing a Clean Water State Revolving Fund. State Revolving Fund programs provide financial assistance to local communities and publicly owned treatment systems for construction of wastewater and stormwater treatment facilities and collection systems; nonpoint source pollution management; construction, repair, or replacement of decentralized wastewater treatment systems; construction of nature-based infrastructure solutions; and other uses associated with the management of wastewater and stormwater.

Next Milestone: Applicants apply through their State Revolving Fund programs. State deadlines vary.

Vermont Update as of 11/01/22

The Vermont Clean Water State Revolving Fund (CWSRF) program provides funding for Vermont's Clean Water projects in the form of low interest loans to municipalities and private entities for eligible projects. Clean Water projects include wastewater, stormwater, and watershed projects and asset management and resiliency plans. Projects also may address water and energy consumption, and security of treatment works. public health protection and facilitate compliance with the Safe Drinking Water Act.

Annually, the Vermont Department of Environmental Conservation publishes a CWSRF [Intended Use Plan](#) (IUP) that explains how funding will be used each year. To obtain funding for construction, a project must either be included on the program's annual priority list (or be

accepted as an “emergency” project) and must meet readiness to proceed criteria.

Municipalities can submit projects for inclusion on the priority list via a simple, 4-page application on the [priority list webpage](#). Projects that do not execute a loan in a given year must reapply via a new application to maintain funding eligibility for the next year. The Intended Use Plan lists all submitted projects, but only the top ranked projects are considered to be in the “fundable” range. Municipalities can review the Intended Use Plan to confirm whether a project has been designated for funding in the current plan.

Clean Water SRF recipients are required to follow the Qualifications-Based Selection Process and Request for Qualifications (QBS-RFQ), develop Fiscal Sustainability Plans (FSP), and Cost and Effectiveness Guidelines (C&E). Information available at <https://dec.vermont.gov/water-investment/water-financing/cwsrf>.

Water Infrastructure Improvements for the Nation

Small and Underserved Communities Emerging Contaminants Grant Program

Federal Agency: Environmental Protection Agency

Bureau or Account: State and Tribal Assistance Grants

Funding Amount: \$5,000,000,000

Period of Availability: Available until expended

Funding Mechanism: Grant

New Program: No

Recipients: States initially receive funding, then provide funds through grants to water utilities and other eligible entities in small and/or underserved/disadvantaged communities. Tribes and territories are also eligible to receive funds under this program.

Description: This grant program provides grants to public water systems in small and underserved/disadvantaged communities that are unable to finance activities needed to comply with drinking water regulations. Bipartisan Infrastructure Law prioritizes the funding to focus on small and disadvantaged communities in addressing emerging contaminants, including PFAS.

Eligible Uses:

- Projects eligible for assistance include efforts that benefit small and disadvantaged communities in testing and remediating emerging contaminants, including PFAS, including water filtration.
- "Disadvantaged Community" is one determined by the state to be disadvantaged under the affordability criteria established by the state under its authorities in the Safe Drinking Water Act, or may become a disadvantaged community as a result of carrying out a project or activity.
- "Small Community" is one that has a population 10,000 or fewer individuals and lacks the capacity to incur debt sufficient to finance a project to comply with the SDWA.

Next Milestone: More information will be forthcoming. Applicants will apply through their state. State deadlines vary.

Vermont Update as of 12/05/22

This funding to states will be distributed through the Vermont Drinking Water State Revolving Fund (DWSRF) program. This program provides subsidized low-cost financing to municipal and privately-owned public water systems for capital improvements that improve public health protection and facilitate compliance with the Safe Drinking Water Act. Annually, the Vermont Department of Environmental Conservation publishes a DWSRF [Intended Use Plan](#) (IUP) that explains how funding will be used each year. To obtain funding for construction, a project must

either be included on the program’s annual priority list (or be accepted as an “emergency” project) and must meet readiness to proceed criteria.

Municipalities can submit projects for inclusion on the priority list via a simple, 4-page application on the [priority list webpage](#). Projects that do not execute a loan in a given year must reapply via a new application to maintain funding eligibility for the next year. The Intended Use Plan lists all submitted projects, but only the top ranked projects are considered to be in the “fundable” range. Municipalities can review the Intended Use Plan to confirm whether a project has been designated for funding in the current plan.

Information available at <https://dec.vermont.gov/water-investment/water-financing/dwsrf>.

Drinking Water State Revolving Fund Emerging Contaminants (incl. PFAS)

Federal Agency: Environmental Protection Agency

Bureau or Account: State and Tribal Assistance Grants

Funding Amount: \$4,000,000,000

Period of Availability: Available until expended

Funding Mechanism: Grant

New Program: No

Recipients: States initially receive funding, then provide funds to Water Utilities and/or Municipal and Other Eligible Entities. Tribes and Territories are also eligible to receive a portion of State Revolving Fund funds.

Description: Drinking Water State Revolving Fund funding as described in the Drinking Water State Revolving Fund program, with eligible projects limited to those that address emerging contaminants, such as PFAS.

Eligible Uses: States apply for a capitalization grant with no state match required. The states provide loans with principal forgiveness or grants to fund drinking water infrastructure projects to address emerging contaminants, including PFAS. Further information will be forthcoming.

Next Milestone: Applicants apply through their State Revolving Fund program. State deadlines vary.

Vermont Update as of 11/01/22

The Vermont Drinking Water State Revolving Fund (DWSRF) program provides subsidized low-cost financing to municipal and privately-owned public water systems for capital improvements that improve public health protection and facilitate compliance with the Safe Drinking Water Act. Annually, the Vermont Department of Environmental Conservation publishes a DWSRF [Intended Use Plan](#) (IUP) that explains how funding will be used each year. To obtain funding for construction, a project must either be included on the program's annual priority list (or be accepted as an "emergency" project) and must meet readiness to proceed criteria.

Municipalities can submit projects for inclusion on the priority list via a simple, 4-page application on the [priority list webpage](#). Projects that do not execute a loan in a given year must reapply via a new application to maintain funding eligibility for the next year. The Intended Use Plan lists all submitted projects, but only the top ranked projects are considered to be in the "fundable" range. Municipalities can review the Intended Use Plan to confirm whether a project has been designated for funding in the current plan.

Information available at <https://dec.vermont.gov/water-investment/water-financing/dwsrf>.

Clean Water State Revolving Fund-Emerging Contaminants

Federal Agency: Environmental Protection Agency

Bureau or Account: State and Tribal Assistance Grants

Funding Amount: \$1,000,000,000

Period of Availability: Available until expended

Funding Mechanism: Grant

New Program: No

Recipients: States initially receive funding, then provide funds to Water Utilities and/or Municipal and Other Eligible Entities. Tribes and Territories are also eligible to receive a portion of State Revolving Fund funds.

Description: Clean Water State Revolving Fund funding as described in the Clean Water State Revolving Fund program, with eligible projects limited to those that address emerging contaminants, such as PFAS.

Eligible Uses: States apply for a capitalization grant with no state match required. The states provide loans with principal forgiveness or grants to fund clean water infrastructure projects to address emerging contaminants, including PFAS. Further information will be forthcoming.

Next Milestone: Applicants apply through their State Revolving Fund programs. State deadlines vary.

Vermont Update as of 11/01/22

Emerging Contaminants are unstudied chemicals and microbial constituents that have not historically been considered contaminants and are ubiquitous in the environment globally. Vermont addresses emerging contaminants its Solid Waste Management Program. Vermont's focus is perfluorinated compounds (ex. PFOA, PFOS). The Agency of Natural Resources is implementing its [PFAS Road Map](#). One action in the Road Map is to work with municipalities to identify and characterize PFAS sources to wastewater treatment facilities. Updates are available at <https://dec.vermont.gov/fpas/fpoa>.

The Vermont Clean Water State Revolving Fund (CWSRF) program provides funding for Vermont's Clean Water projects in the form of low interest loans to municipalities and private entities for eligible projects. Clean Water projects include wastewater, stormwater, and watershed projects and asset management and resiliency plans. Projects also may address water and energy consumption, and security of treatment works. Information available at <https://dec.vermont.gov/water-investment/water-financing/cwsrf>. The program is described briefly elsewhere in this document.

Environmental Protection Agency Geographic Programs

(Existing programs)

Program Name	Agency Name	Funding Amount
Geographic Programs – Lake Champlain	Environmental Protection Agency	\$40,000,000,000
National Estuary Program Grants	Environmental Protection Agency	\$132,000,000

Geographic Programs - Lake Champlain

Federal Agency: Environmental Protection Agency

Bureau or Account: Geographic Programs

Total Funding: \$40,000,000; Available until expended

Funding Recipient: Broad Eligibilities

Funding Mechanism: Grant

Description: The Lake Champlain Basin Program coordinates and funds efforts that benefit the Lake Champlain Basin's water quality, fisheries, wetlands, wildlife, recreation, and cultural resources, in partnership with government agencies from New York, Vermont, and Québec, private organizations, local communities, and individuals.

Eligible Uses: Ecosystem and wetland restoration, stormwater treatment and control, nature-based infrastructure, community resilience, resilient shorelines, and environmental education

Funding Opportunity Availability (Estimated): TBD

Vermont Update as of 11/01/22

The [Lake Champlain Basin Program](#) (LCBP) offers annual grants to implement its management plan, *Opportunities for Action*. The plan focuses on four goals: clean water, healthy ecosystems, thriving communities, and an informed and involved public. LCBP's [grant programs](#) focus on these goals. Application deadlines for specific programs vary. Open grants are announced as Request for Proposals at <https://www.lcbp.org/about-us/grants-rfps/request-for-proposals-rfps/>.

LCBP's website has a [searchable database](#) with project abstracts to help municipalities and other potential applicants refine ideas and link to successful grantees and projects. Its [Grantee Toolkit](#) helps applicants shape proposals and budgets and includes presentations from grant writing workshops.

National Estuary Program Grants

Federal Agency: Environmental Protection Agency

Bureau or Account: Geographic Programs

Total Funding: \$132,000,000; Available until expended

Funding Recipient: 28 Federally Recognized Local National Estuary Programs

Funding Mechanism: Grant

Description: The National Estuary Program goal is to protect and restore the water quality and resources of estuaries and associated watersheds designated by the Environmental Protection Agency Administrator as estuaries of national significance. The 28 estuaries of national significance, or National Estuary Programs, use an ecosystem-based management approach to help achieve their protection and restoration goals.

Eligible Uses: Each National Estuary Program characterizes the priority problems in its estuary and surrounding watershed, develops a long-term Comprehensive Conservation and Management Plan that identifies actions to address those problems, and identifies partners, to implement those actions. Implementation of Comprehensive Conservation and Management Plans can include the following actions: protecting and restoring habitat, including wetlands; supporting water quality protection and restoration, including Total Maximum Daily Load plan implementation; monitoring and addressing toxics and pathogen loads and contamination; implementing stormwater management, reducing non-point source pollution impacts, and promoting the adoption of green infrastructure approaches; preventing the spread of aquatic invasive species and/or managing their impacts; developing and implementing nutrient reduction strategies; conducting climate vulnerability assessments and developing and implementing climate change adaptation strategies and using adaptation tools to promote coastal resilience; and developing and implementing strategies to provide opportunities for residents of urban minority and/or underserved communities to have greater access to urban waters, participate in urban ecosystem restoration, and participate in capacity-building/educational activities. In addition to Comprehensive Conservation and Management Plan implementation, National Estuary Programs and other eligible recipients address urgent and challenging issues that threaten the ecological and economic well-being of coastal areas.

Funding Opportunity Availability (Estimated): TBD

Vermont Update as of 11/01/22

The Connecticut River is part of the Long Island sound estuary. Roughly half of Vermont municipalities fall within the [Long Island Sound Watershed](#). These municipalities are eligible for Long Island Sound Futures Fund grants related to nitrogen prevention. Vermont grantees have been successful in securing grants. Information available at <https://longislandsoundstudy.net/about/grants/lis-future-fund/>. The 2022 Request for Proposals is closed. The application materials, webinars, and other program information is available.

Planning projects can include community engagement, planning, prioritization, feasibility/alternative analyses, site assessment and conceptual design, and final design and permits. Implementation grants fund shovel-ready projects that result in quantifiable nitrogen pollution prevention or reduction (ex. Combined sewer overflows, pervious cover, stormwater runoff, green infrastructure, riparian buffers, wastewater, etc. A [Pollution Prevention Calculator](#) is used to determine the pounds of nitrogen prevented from entering the system for different project types.

Resilience

Challenge: Millions of Americans feel the effects of climate change each year when their roads wash out, power goes down, homes are destroyed by wildfires, or schools get flooded. Last year alone, the United States faced 20 extreme weather and climate-related disaster events with losses exceeding \$1 billion each – a cumulative price tag of more than \$145 billion. People of color and underserved communities are disproportionately vulnerable to the climate crisis and are more likely to experience the negative health and environmental effects of climate-related and extreme weather events. Further, the country’s critical infrastructure is at risk from a wide variety of additional hazards. Investments in the Bipartisan Infrastructure Law prioritize this “all hazards” approach to protecting our infrastructure with an emphasis on designing projects that will be resilient in the face of cybersecurity threats and climate and extreme weather-related risks.

Solutions: The Bipartisan Infrastructure Law makes our communities safer and our infrastructure more resilient to the impacts of climate change and cyber-attacks, with an investment of more than \$50 billion to protect against droughts, heat, floods and wildfires, in addition to a major investment in weatherization. The legislation is the largest investment in the resilience of physical and natural systems in American history.

Getting Ready:

Resilience-related funding opportunities vary significantly by program. States and communities should be pro-active in reaching out to the Department of Transportation for transportation-related resilience funding and to the Interior Department’s Bureau of Reclamation regarding western water grant opportunities. State officials who are working closely with U.S. Forest Service and the Department of the Interior wildfire teams should not hesitate to approach federal officials and identify mutually-beneficial strategies for reducing dangerous fuel loads across federal and state lands. Tribal officials should contact the Bureau of Indian Affairs at the Department of Interior to learn about the full range of climate resilience funding that may be available to them.

Existing Resources:

In addition to specific funding made available through Bipartisan Infrastructure Law, communities and states that are seeking federal funding for locally-important resilience investments should explore potential opportunities under existing resilience-focused programs at the Federal Emergency Management Administration and the Department of Housing & Urban Development. Both Departments have robust resilience funding programs, including the Federal Emergency Management Agency’s [Building Resilient Infrastructure & Communities](#) program.

Program	Agency Name	Funding
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) – Formula	Department of Transportation	\$7,299,999,998
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) – Discretionary	Department of Transportation	\$1,400,000,000
Carbon Reduction Program	Department of Transportation	\$6,419,999,998
Preventing Outages and Enhancing the Resilience of the Electric Grid Grants	Department of Energy	\$5,000,000,000
Flood Mitigation Assistance Grants (National Flood Insurance Act Sec 1366)	Department of Homeland Security	\$3,500,000,000
Inland Flood Risk Management (FRM) Projects	Army Corps of Engineers	\$2,500,000,000
Aquatic Ecosystem Restoration (AER) Projects	Army Corps of Engineers	\$1,900,000,000
State and Local Cybersecurity Grant Program	Department of Homeland Security	\$1,000,000,000
Building Resilient Infrastructure and Communities (Robert T. Stafford Action Section 203(i))	Department of Homeland Security	\$1,000,000,000
Community Wildfire Defense Grant Program For At-Risk Communities	Department of Agriculture	\$1,000,000,000
Watershed And Flood Prevention Operations	Department of Agriculture	500,000,000
Habitat Restoration	Department of Commerce	\$491,000,000
Continuing Authorities Program (CAP) (Under Flood Control Act And River And Harbor Act)	Army Corps of Engineers	\$465,000,000
Flood Control And Costal Emergencies	Army Corps of Engineers	\$251,000,000
Rural And Municipal Utility Advances Cybersecurity Grant and Technical Assistance Program	Department of Energy	\$250,000,000
Ecosystem – Fish Passage	Department of the Interior	\$200,000,000

Program	Agency Name	Funding
Water-Related Environmental Infrastructure Assistance	Army Corps of Engineers	\$200,000,000
Pollution Prevention Grants	Environmental Protection Agency	\$100,000,000
Cyber Response and Recovery Fund	Department of Homeland Security	\$100,000,000
Advanced Energy Security Program	Department of Energy	\$50,000,000
Flood Plain Management Services	Army Corps of Engineers	\$45,000,000
Section 118 Of Water Resources Development Act of 2020	Army Corps of Engineers	\$30,000,000
Volunteer Fire Assistance	Department of Agriculture	\$20,000,000
Firewood Banks	Department of Agriculture	\$8,000,000
Water Infrastructure Finance and Innovation Program Account	Army Corps of Engineers	\$7 5,000,000
Energy Sector Operational Support for Cyber Resilience Program	Department of Energy	\$50,000,000

Promoting Resilient Operations for Transformative, Efficient, and Cost- Saving Transportation (PROTECT) - Formula

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding Amount: \$7,299,999,998

Period of Availability: 4 year

Funding Mechanism: Formula

New Program: Yes

Recipients: States (including District of Columbia)

Description: The PROTECT Formula Program will support planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

Eligible Uses: States may use PROTECT Formula Program funds to conduct resilience planning, strengthen and protect evacuation routes, and increase the resilience of surface transportation infrastructure from the impacts of sea level rise, flooding, wildfires, extreme weather events, and other natural disasters. Highway, transit, and certain port projects are eligible.

Next Milestone: First round of funds apportioned in December 2021. However, funding was not distributed due to the continuing resolution.

Vermont Update as of 11/01/22

Through FFY2026, VTrans will receive \$37,331,531 over five years through this state formula grant. The funds will support projects in the [State Capital Program](#).

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

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding Amount: \$1,400,000,000

Period of Availability: 4 year

Funding Mechanism: Competitive Grant

New Program: Yes

Recipients: State (or political subdivision of a State), MPO, local government, special purpose district or public authority with a transportation function, Tribe, Federal land management agency (applying jointly with State(s)); Different eligibilities apply for at- risk coastal infrastructure grants.

Description: PROTECT Grants will support planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

Eligible Uses: Recipients may use PROTECT Formula Program funds to conduct resilience planning, strengthen and protect evacuation routes, and increase the resilience of surface transportation infrastructure from the impacts of sea level rise, flooding, wildfires, extreme weather events, and other natural disasters. Highway, transit, and certain port projects are eligible.

Next Milestone: Pending under Continuing Resolution.

Vermont Update as of 11/23/22

Municipalities can compete for this national grant. Information for the PROTECT Discretionary grants has not been released.

Municipalities can begin preparing for this grant now by reviewing potential projects in your municipality's Local Hazard Mitigation Plan and in VTrans' [Transportation Resilience Planning Tool](#) (TRPT). The TRPT provides risk levels, vulnerability scores, and strategies with ballpark implementation costs. Municipalities also can prepare by registering for a unique entity identifier on SAM.gov and registering for a grant account on Grants.gov.

Carbon Reduction Program

Federal Agency: Department of Transportation

Bureau or Account: Federal Highway Administration

Funding Amount: \$6,419,999,998

Period of Availability: 4 year

Funding Mechanism: Formula Grant

New Program: Yes

Recipients: States (including District of Columbia)

Description: The Carbon Reduction Program will provide formula grants to States to reduce transportation emissions or the development of carbon reduction strategies.

Eligible Uses: States may use Carbon Reduction Program funds for projects that support the reduction of transportation emissions, including: the construction, planning, and design of trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation; public transportation projects; and congestion management technologies.

Next Milestone: First round of funds apportioned in December 2021. However, funding was not distributed due to the continuing resolution.

Vermont Update as of 12/08/22

VTrans hired Cambridge Systematics to draft the VTrans Carbon Reduction Strategy. The Strategy will include a methodology to estimate the effect of the Transportation Capital Program on Green House Gas emissions, assess potential future policy, program, and funding options to reduce transportation GHG emissions, and develop an investment strategy to reduce transportation emissions. The Strategy is due to VTrans on 09/30/23 and to FHWA by 11/15/23. It is likely that new technologies (clean vehicles and fuels) will be the Plan's focus. The Plan also may focus on transit services, bicycle and pedestrian infrastructure, Travel Demand Management (TMD), land use strategies, and pricing strategies. The results are expected to be applied to the analysis of future capital programs.

Municipalities may be able to access these funds as part of the [State Transportation Improvement Program](#).

Preventing Outages and Enhancing the Resilience of the Electric Grid Grants⁵

Federal Agency: Department of Energy

Bureau or Account: Electricity

Funding Amount: \$5,000,000,000

Period of Availability: Available until expended

Funding Mechanism: Competitive Grant

New Program: Yes

Recipients: Electric Grid Operators, Electricity Storage Operators, Electricity Generators, Transmission Owners and Operators, Distribution Providers, Fuel Suppliers, States, Tribes

Description: To make grants to eligible entities, States, and Indian Tribes to prevent outages and enhance the resilience of the electric grid.

Eligible Uses: To carry out activities that are supplemental to existing hardening efforts and reduce the risk of power lines causing a wildfire; or reduce the likelihood and consequences of disruptive events.

Next Milestone: Estimated application opening date, 4th quarter 2022

Vermont Update as of 12/06/22

Municipalities that operate utilities are best positioned for this nationally competitive grant. The grant requires applicants to submit a concept paper. The Department of Energy (DOE) reviews the concepts and invites a subset of applicants to submit a full application. DOE is particularly interested in applications for adaptive storage deployment, microgrid deployment, and the undergrounding of existing distribution and transmission lines in ways that mitigate hazards.

One of three topic areas must be addressed: grid resilience, smart grid, or grid innovation. Both simple and complex projects can be funded through this grant. In the selection process, DOE will prioritize applications that address community transformation or the ability to leverage capital investments. Projects must include some level of teaming with other partners. The [2022 Notice of Funding Opportunity](#) provides significant information about this grant.

⁵ Program is also referenced in the “Power” section.

Flood Mitigation Assistance Grants (National Flood Insurance Act Sec 1366)

Federal Agency: Department of Homeland Security – Federal Emergency Management Agency

Bureau or Account: National Flood Insurance Fund

Funding Amount: \$3,500,000,000

Period of Availability: Available until expended

Funding Mechanism: Grant

New Program: No

Recipients: States, local, Tribal, territorial governments, and local communities

Description: The Flood Mitigation Assistance program makes federal funds available to states, U.S. territories, federally recognized Tribal governments, and local communities to reduce or eliminate the risk of repetitive flood damage to buildings and structures.

Eligible Uses: These grants are focused on projects that reduce flood risks posed to repetitively flooded properties insured under the National Flood Insurance Program. Federal Emergency Management Agency is distributing Fiscal Year 2021 Flood Mitigation Assistance funding amount as follows:

- Project scoping (previously advance assistance) to develop community flood mitigation projects and/or individual flood mitigation projects that will subsequently reduce flood claims against the National Flood Insurance Program.
- Projects that address community flood risk for the purpose of reducing National Flood Insurance Program flood claim payments.
- Technical assistance to maintain a viable Flood Mitigation Assistance program over time.
- Planning sub-applications for the flood hazard component of State, Local, Territory, and Tribal Hazard Mitigation Plans and plan updates.

Next Milestone: Applications for Fiscal Year 2022 are expected to open no later than September 30, 2022

Vermont Update as of 12/06/22

Applications for [this program](#) are submitted to Vermont Emergency Management and ranked by the State Hazard Mitigation Committee before submission to the Federal Emergency Management Agency (FEMA). Non-federal, matching funds equaling 25% of the total project cost is required. Match may be lower for repetitive loss or severe repetitive loss properties. Applicants to this program should plan for an extended timeline.

Inland Flood Risk Management Projects

Federal Agency: Department of Defense Army Corps of Engineers

Bureau or Account: Construction

Funding Amount: \$2,500,000,000

Period of Availability: Available until expended

Funding Mechanism: Direct Federal

New Program: No

Recipients: The Army Corps will use this funding to construct authorized federal flood damage reduction projects.

Description: This program funds the construction of projects that help to reduce the risk of damage in a flood, including \$750 million for multi-purpose projects or programs that include flood risk management benefits as a purpose.

Eligible Uses: Eligible federal projects to reduce the risk of damage from riverine flooding.

Next Milestone: The Army Corps will be issuing multiple contract awards during Fiscal Year 2022.

Vermont Update as of 12/07/22

The US Army Corps of Engineers (ACOE) provides community partners with planning services, management approaches, models, tools, and engineering advances to help reduce the threat to life and recue property damage from riverine flooding. It can develop floodplain data or Flood Insurance Studies, conduct special studies related to flood risk and floodplain management, and assist municipalities to construct projects that result from studies.

Vermont municipalities access US Army Corps of Engineer services through referrals from Vermont Emergency Management or the Vermont Agency of Natural Resources. Both can provide coaching about Vermont's experience with ACOE programs so municipalities can evaluate whether to pursue an ACOE program.

Aquatic Ecosystem Restoration Projects

Federal Agency: Department of Defense – Army Corps of Engineers

Bureau or Account: Construction

Funding Amount: \$1,900,000,000

Period of Availability: Available until expended

Funding Mechanism: Direct Federal

New Program: No

Recipients: In partnership with State, local, and Tribal governments the Corps would use funding to construct federally authorized aquatic ecosystem restoration projects.

Description: This program funds the construction of authorized water resources projects to increase aquatic ecosystem restoration, including \$1 billion for multi- purpose projects or programs that include aquatic ecosystem restoration as a purpose.

Eligible Uses: Authorized federal aquatic ecosystem restoration projects and programs.

Next Milestone: The Army Corps will be issuing multiple contract awards during Fiscal Year 2022.

Vermont Update as of 12/07/22

The US Army Corps of Engineers (ACOE) plans, designs, and builds projects to restore aquatic ecosystems for fish and wildlife. Projects must be in the public interest and cost effective. Projects are limited to \$10 million in Federal cost. All efforts under this program begin with a feasibility study. If a study recommends a plan of implementation, the ACOE prepares designs and specifications, obtains permits, and manages construction.

The ACOE contributes the first \$100,000 of study costs. Thereafter, match is required: 50% match for studies and 35% match for design and construction. Local project sponsors must provide any required lands, easements, rights-of-way, relocations, and dredged or excavated material disposal areas.

Information and contact information for requests are available at <https://www.nae.usace.army.mil/Missions/Public-Services/Continuing-Authorities-Program/Section-206/>. It is advisable to discuss the municipality's need and proposed project with Vermont Emergency Management's [Recovery and Mitigation Section staff](#) prior to contacting the ACOE as they can provide coaching about Vermont's experience with ACOE programs.

State and Local Cybersecurity Grant Program

Federal Agency: Department of Homeland Security

Bureau or Account: Cybersecurity and Infrastructure Security Agency

Funding Amount: \$1,000,000,000

Period of Availability: Available until expended

Funding Mechanism: Grant

New Program: Yes

Recipients: State, territorial, and Tribal governments or multi-entity groups of two or more eligible entities.

Description: The State and Local Cybersecurity Grant Program makes available federal funds to state, local, and Tribal governments to address cybersecurity risks and cybersecurity threats to information systems that they own or operate.

Eligible Uses: Develop and revise cybersecurity plans; implement elements of the cybersecurity plan (including individual projects); address imminent cybersecurity threats, as confirmed by the Department of Homeland Secretary, acting through the Cybersecurity and Infrastructure Security Agency Director; grants management and administration (5 percent maximum); any other appropriate activity determined by the Department of Homeland Security Secretary, acting through the Cybersecurity and Infrastructure Security Agency Director.

Next Milestone: Applications will likely open during the third quarter of 2022.

Vermont Update as of 12/07/22

Through this program, the State of Vermont will receive \$2,310,302 in funding to develop and begin implementing a State Cybersecurity Plan. The State is required to pass through at least 80% of the federal award as grants to local governments within 45 days of the State receiving its funds. Local governments include counties, municipalities, local public authority, school district, special district, intrastate district, regional or interstate government entity, agency or instrumentality of a local government, or other public entity. Match may be required. The State is strategizing about its approach currently.

Grant recipients must develop a Cybersecurity Plan within one year, establish a Cybersecurity Planning Committee to support the Plan's development, and identify project to implement. FEMA has provided a checklist for the Plan's required contents. Part of the award includes a required internet-based scan of an applicant's web applications to check for known vulnerabilities and weak configurations with recommendations for enhancing security.

Building Resilient Infrastructure and Communities (Robert T Stafford Act Section 203(i))

Federal Agency: Department of Homeland Security – Federal Emergency Management Agency

Bureau or Account: Disaster Relief Fund

Funding Amount: \$1,000,000,000

Period of Availability: Available until expended

Funding Mechanism: Grant

New Program: No

Recipients: States, local, Tribal, and territorial governments

Description: The Building Resilient Infrastructure and Communities program makes federal funds available to states, U.S territories, federally recognized Tribal governments, and local communities for hazard mitigation activities.

Eligible Uses: Federal Emergency Management Agency will provide financial assistance to eligible Building Resilient Infrastructure and Communities applicants for the following activities:

- Capability and Capacity-Building – Activities, which enhance the knowledge, skills, expertise, etc., of the current workforce to expand or improve the administration of mitigation assistance. This includes activities in the following sub-categories: building codes activities, partnerships, project scoping, mitigation planning and planning-related activities, and other activities;
- Mitigation Projects – Cost-effective projects designed to increase resilience and public safety; reduce injuries and loss of life; and reduce damage and destruction to property, critical services, facilities, and infrastructure from natural hazards and the effects of climate change; and
- Management Costs – Financial assistance to reimburse the recipient and subrecipient for eligible and reasonable indirect costs, direct administrative costs, and other administrative expenses associated with a specific mitigation measure or project in an amount up to 15 percent of the total amount of the grant award, of which not more than 10 percent of the total award amount may be used by the recipient and 5 percent by the subrecipient for such costs generally.

Next Milestone: Applications for Fiscal Year 2022 are expected to open no later than September 30, 2022.

Vermont Update as of 12/07/22

This program replaced FEMA’s Pre-Disaster Mitigation program. The grant can be used to scope or implement projects or municipalities can chose to participate in the State’s application if the

municipality wants to update their Local Hazard Mitigation Plan (LHMP) or develop a new LHMP. Applications are submitted to the Vermont Emergency Management, which prioritizes Vermont projects for submission to FEMA.

Municipalities must have an approved LHMP at the time of application submittal and application award for project-based grants. Match is 25% of the total project cost. Economically Disadvantaged Rural Communities (EDRCs) are eligible for a match reduction to 10% of the total project cost. EDRCs are communities of 3,000 or fewer people with residents having an average per capita annual income no more than 80% of the national per capita income, based on the best available data. Implementation projects require a Benefit Cost Analysis. Phased projects (planning then implementation) are permitted.

Information about Vermont's deadline is available at <https://vem.vermont.gov/non-disaster-based-funding>. Information about the grant program is available on [FEMA's BRIC website](#).

Community Wildfire Defense Grant Program For At-Risk Communities

Federal Agency: Department of Agriculture

Bureau or Account: Forest Service

Funding Amount: \$1,000,000,000

Period of Availability: Each annual \$100 million tranche has a 4-yr period of availability

Funding Mechanism: Grant

New Program: Yes

Recipients: Private Forest Owners, Communities At Risk From Wildfire, Tribal Communities, State Forestry Agencies And Other Nonprofit Organizations

Description: Provide grants to communities at risk from wildfire to develop or revise their community wildfire protection plans and carry out projects described within those plans. It will include a mix of formula and competitive funds.

Eligible Uses: Under development

Next Milestone: Applications are expected to open early in 2023.

Vermont Update as of 12/07/22

The Community Wildfire Defense Grant [database](#) indicates that more than 120 Vermont municipalities qualify as “At Risk” and are eligible to apply for this grant. At Risk was determined via a combination of wildfire hazard potential and risk to homes. Of these municipalities, communities that are low-income and/or have been impacted by a severe disaster in the last ten years would be most competitive.

Model projections of future climate in Vermont identify a likely increase in the frequency of fire weather occurrence, including an increase in temperature and greater variance in rainfall. In areas already affected by wildfire hazard, the fire season is likely to increase in duration, and include a greater number of days with weather that could support fire spread because of longer periods without rain during fire seasons. Climate projections indicate that there could also be an increase in the severity of fire.¹

This grant can fund development or implementation of a Community Wildfire Protection Plan (CWPP). Implementation project applicants must have a CWPP or FEMA-Approved Hazard Mitigation Plan in place at the time of grant fund obligation. Projects to develop a plan require a 10% match. Implementation projects require a 25% match. Underserved communities may request a match waiver. Implementation project types that may be of interest to Vermont municipalities including land use planning, zoning updates, emergency management exercises, landscape fuel treatments (thinning, prescribed burns, etc.), and community engagement.

Information about the grant, including the FY22 Notice of Funding Opportunity, is available at <https://www.fs.usda.gov/managing-land/fire/grants>. Municipalities interested in this program

can contact Dan Dillner, Forest Fire Supervisor with the Vermont Department of Forests, Parks, and Recreation, at dan.dillner@vermont.gov or 802-777-3079 to discuss their ideas.

¹Source: Think Hazard, Global Facility for Disaster Reduction and Recovery,
<https://www.thinkhazard.org/en/report/3259-united-states-of-america-vermont/WF>

Watershed And Flood Prevention Operations

Federal Agency: Department of Agriculture

Bureau or Account: National Resources Conservation Service

Funding Amount: \$500,000,000

Period of Availability: Available until expended

Funding Mechanism: Technical and financial assistance

New Program: No

Recipients: Local Sponsor Or Legal Subdivision Of State Or Tribal Government. Eligible Sponsors Include Cities, Counties, Towns, Conservation Districts, Or Any Federally-Recognized Native American Tribe Or Tribal Organization.

Description: Provides planning, design and construction of measures that address resource concerns in a watershed.

Eligible Uses: Flood Prevention, Watershed Protection, Public Recreation, Public Fish and Wildlife, Agricultural Water Management, Municipal and Industrial Water Supply, or Water Quality Management.

Next Milestone: Estimated application opening date, 1st quarter 2022.

Vermont Update as of 11/01/22

The [Watershed and Flood Prevention Operations Program](#) (WFPO) funds conservation projects planned and implemented through partnerships of a government agency, landowners, and citizens. Communities identify resource problems to be addressed and practices to be installed, and then carry out major portions of a watershed plan, such as obtaining easements, rights of ways, permits and local cost-share funding. Projects must have a [local sponsor](#) to act as fiscal agent and provide project management and oversight throughout the different phases of construction, implementation, and project lifespan. Learn about sponsor eligibility [here](#) and cost share (match) by purpose [here](#).

Project sponsors request assistance through their [local NRCS office](#). The first step is developing a preliminary feasibility study. This study helps communities consider sustainable climate resilient solutions to address concerns. After a feasibility study is conducted, a watershed plan is chosen, reviewed, approved, and authorized. Once authorized, projects sponsors gain access to NRCS's financial and technical resources to help implement their plan. Project sponsors then help landowners carry out the authorized watershed conservation measures.

Vermont USDA NRCS programs are described at <https://www.nrcs.usda.gov/conservation-basics/conservation-by-state/vermont>.

Habitat Restoration

Federal Agency: Department of Commerce

Bureau or Account: National Oceanic and Atmospheric Administration

Funding Amount: \$491,000,000

Period of Availability: 2 years for each annual tranche

Funding Mechanism: Grant

New Program: No

Recipients: Non-Profit 501(C) Organizations, State And Territorial Government Agencies, Local Governments, Municipal Governments, Tribal Governments And Organizations, Educational Institutions, Or Commercial (For-Profit) Organizations.

Description: The National Oceanic and Atmospheric Administration's Office of Habitat Conservation will implement the habitat restoration funds through a competitive grants process with the purpose of restoring marine, estuarine, coastal, and Great Lakes ecosystem habitat as well as constructing or protecting ecological features that protect coastal communities from flooding or coastal storms.

Eligible Uses: The National Oceanic and Atmospheric Administration's Office of Habitat Conservation protects and restores habitat to sustain fisheries, recover protected species, and maintain resilient coastal ecosystems and communities. Typical projects include removing dams and other barriers, reconnecting coastal wetlands, and rebuilding coral and oyster reefs. The Office of Habitat Conservation will provide technical assistance from project conception to completion and explore ways in which this funding can be used to support underserved communities.

Next Milestone: Estimated application opening date, 2nd quarter 2022.

Vermont Update as of 11/28/22

Municipalities can compete for this national grant. Lake Champlain retained its federal research funds as part of its rescinded 1998 "Great Lakes Designation". It may be difficult to link a Vermont project to restoring marine, estuarine, coastal, or Great Lakes ecosystem habitat. Restoration of riverine habitats while strengthening the resilience of coastal communities and ecosystems is eligible. Learn more [here](#).

Continuing Authorities Program (Under Flood Control Act And River And Harbor Act)

Federal Agency: Department of Defense – Army Corps of Engineers

Bureau or Account: Construction

Funding Amount: \$465,000,000

Period of Availability: Available until expended

Funding Mechanism: Direct Federal

New Program: No

Recipients: The Army Corps will use this funding to plan, design, and construct small water resources projects.

Description: Funds eligible small Army Corps projects, including \$115 million for restoring fish and wildlife passage.

Eligible Uses: A variety of water resources projects which must meet program eligibility requirements, including a total federal cost limit of ~\$10 million.

Next Milestone: The Army Corps will be issuing multiple contract awards during Fiscal Year 2022.

Vermont Update as of 12/07/22

The Army Corps of Engineers' (ACOE) Continuing Authorities Program is a collection of Congressional authorities established to allow for expedited project development and approval. These Authorities are for smaller (under \$10 million), less complex water resource projects. Eligible projects are feasibility studies, design plans, and construction.

The ACOE has Continuing Authorities for five program areas:

- Flood damage reduction,
- Emergency streambank and shoreline protection,
- Aquatic ecosystem restoration,
- Product modifications for improvement of the environment, and
- Snagging and clearing for flood risk reduction.

Each program is described [here](#). The webpage includes sample request letters for each program. It is advisable to discuss the municipality's need and proposed project with Vermont Emergency Management's [Recovery and Mitigation Section staff](#) prior to contacting the ACOE as they can provide coaching about Vermont's experience with ACOE programs.

Flood Control and Coastal Emergencies

Federal Agency: Department of Defense – Army Corps of Engineers

Bureau or Account: Flood Control and Coastal Emergencies

Funding Amount: \$251,000,000

Period of Availability: Available until expended

Funding Mechanism: Direct Federal

New Program: No

Recipients: The Army Corps will use this funding to prepare for, respond to, and help in the recovery following a flood, hurricane, or other natural disaster

Description: Funds Corps of Engineers preparedness measures, certain Corps of Engineers operations during a flood, hurricane, or other natural disaster, and the repair of certain projects following such a natural disaster.

Eligible Uses: Certain eligible work related to emergency preparedness, emergency operations, and recovery after a flood, hurricane, or other natural disaster.

Vermont Update as of 12/07/22

Through this program, the Army Corps is authorized to undertake activities including disaster preparedness, Advance Measures, emergency operations (Flood Response and Post Flood Response), rehabilitation of flood control works threatened or destroyed by flood, protection or repair of federally authorized shore protective works threatened or damaged by coastal storms, and provision of emergency water due to drought or contaminated source.

Vermont municipalities access US Army Corps of Engineer services through referrals from Vermont Emergency Management or the Vermont Agency of Natural Resources. Both can provide coaching about Vermont's experience with ACOE programs so municipalities can evaluate whether an ACOE program matches the municipality's needs.

Rural And Municipal Utility Advances Cybersecurity Grant and Technical Assistance Program

Federal Agency: Department of Energy

Bureau or Account: Cybersecurity, Energy Security, and Emergency Response

Funding Amount: \$250,000,000

Period of Availability: Available until expended

Funding Mechanism: Grant / Cooperative Agreement / Contract

New Program: Yes

Recipients: Rural Electric Cooperatives, Municipally-Owned Electric Utilities, Other State-Owned Utilities, Small Investor-Owned Utilities

Description: To provide grants and technical assistance to, and enter into cooperative agreements with, eligible entities to protect against, detect, respond to, and recover from cybersecurity threats.

Eligible Uses: (1) to deploy advanced cybersecurity technologies for electric utility systems; and (2) to increase the participation of eligible entities in cybersecurity threat information sharing programs.

Next Milestone: Estimated application opening date, 4th quarter 2022.

Vermont Update as of 12/07/22

Municipal utilities can compete for these grants. Priority will be given to eligible utilities that have limited cybersecurity resources, are critical to the reliability of the bulk power system, or those that support our national defense infrastructure.

Program development is in progress. The Department of Energy (DOE) is [soliciting information](#) from eligible entities through December 19, 2022 to assist it with framing the program. Response to the request will help frame key challenges and opportunities, partnerships, and equity.

Ecosystem - Fish Passage

Federal Agency: Department of the Interior

Bureau or Account: Fish and Wildlife Service

Funding Amount: \$200,000,000

Period of Availability: Available until expended

Funding Mechanism: Grant, Direct Federal Spending

New Program: No

Recipients: Open

Description: For the removal of barriers and for technical assistance under the National Fish Passage Program. The National Fish Passage Program is an existing program that relies on a network of U.S. Fish and Wildlife Service biologists and engineers stationed throughout the country,

Eligible Uses: Funds will be distributed through a combination of competitive contracts, Tribal grants and other grants, and co-operative agreements.

Vermont Update as of 12/08/22

Municipalities can compete for this national grant. Activities may include project planning and feasibility studies, engineering and design, permitting, on-the-ground fish passage restoration, near-term implementation monitoring, project outreach, and capacity to manage these project-related activities. The priority is on-the-ground construction. Proposals that focus on the removal of barriers will score higher in some evaluation criteria than proposals that focus on establishing passage around a barrier. Proposals may include multiple project sites. The award range is \$100,000-\$2 million.

Applicants must work with a Fish and Wildlife Conservation Office Biologist to be considered for funding. To begin this process, submit a Letter of Intent to your [Regional Fish Passage Coordinator](#). The letter of intent is a brief document that outlines the applicant's intent to work with the Service to propose a project.

Water-Related Environmental Infrastructure Assistance

Federal Agency: Department of Defense – Army Corps of Engineers

Bureau or Account: Construction

Funding Amount: \$200,000,000

Period of Availability: Available until expended

Funding Mechanism: Direct Federal

New Program: No

Recipients: In partnership with State, local, and Tribal governments, the Corps would use funding to construct federally authorized environmental infrastructure projects.

Description: The program funds engineering and construction of authorized environmental infrastructure projects which provides safe water supply, waste disposal and pollution control to cities and towns to protect human health and safeguard the environment

Eligible Uses: Authorized environmental infrastructure projects

Next Milestone: The Army Corps will be issuing multiple contract awards during Fiscal Year 2022.

Vermont Update as of 12/12/22

The US Army Corps of Engineers (ACOE) offers technical assistance, rather than direct grants, to municipalities for design and construction of infrastructure. This assistance supports publicly owned and operated facilities, such as water distribution works, stormwater collection, surface water protection projects, and environmental restoration, among others. This direct funding will support existing ACOE projects.

Vermont municipalities access US Army Corps of Engineer services through referrals from Vermont Emergency Management or the Vermont Agency of Natural Resources. Both can provide coaching about Vermont's experience with ACOE programs so municipalities can evaluate whether an ACOE program matches the municipality's needs.

Pollution Prevention Grants

Federal Agency: Environmental Protection Agency

Bureau or Account: State and Tribal Assistance Grants

Funding Amount: \$100,000,000

Period of Availability: Available until expended

Funding Mechanism: Grant

New Program: No

Recipients: States, Tribes, State-Sponsored Institutions, Tribal Institutions

Description: Grantees deliver technical assistance to businesses – including those communities with environmental justice concerns – to identify and adopt source reduction practices and technologies that benefit businesses, communities, and local economies. Pollution Prevention means reducing or eliminating pollutants from entering any waste stream or otherwise being released into the environment prior to recycling, treatment, or disposal.

Eligible Uses: Specific technical assistance available to businesses seeking information about source reduction opportunities, including funding for experts to provide on-site technical advice to businesses and to assist in the development of source reduction plans; targeted assistance to businesses for whom lack of information is an impediment to source reduction; or training in source reduction techniques (where such training may be provided through local engineering schools or other appropriate means).

Next Milestone: Available 1st quarter 2022

Vermont Update as of 11/01/22

This federal grant opportunity is not available to municipalities. However, the Vermont Department of Conservation has a current grant focused on collaborating with scientific experts and businesses in the metal finishing and aerospace industries to identify [per- and polyfluoroalkyl substances \(PFAS\)](#) in business operations and to reduce or eliminate PFAS entering wastewater and the environment. When PFAS enters a municipal wastewater treatment facility (WWTF) through residential and industrial wastewater, the chemicals cannot be removed or destroyed. PFAS largely pass through the WWTF and are either discharged to Vermont lakes and rivers or [accumulate in sludge or biosolids](#). Information available at <https://dec.vermont.gov/pfas/p2-grant>.

Cyber Response and Recovery Fund

Federal Agency: Department of Homeland Security

Bureau or Account: Cybersecurity and Infrastructure Security Agency

Funding Amount: \$100,000,000

Period of Availability: 5 year

Funding Mechanism: Contract, grant, cooperative agreement

New Program: Yes

Recipients: Federal, State, Local, Tribal, and Territorial, Public, and private sector entities

Description: This fund is a provision of the Cyber Response and Recovery Act (Section 70601 of the Bipartisan Infrastructure Law). It is based on a Cyberspace Solarium Commission recommendation, and at a high level, is a cyber Stafford Act which also establishes a fund (the Cyber Response and Recovery Fund) that the Cybersecurity and Infrastructure Security Agency can tap into in the event of a significant cyber incidents when other resources are insufficient.

Eligible Uses: Coordinate asset response activities and engage in response and recovery activities, including grants or cooperative agreements in response to significant cyber incidents.

Next Milestone: Funding is triggered by the Secretary's determination of a significant incident.

Vermont Update as of 12/08/22

This program is the cyber equivalent of FEMA's disaster recovery program, in which the federal government pays a portion of state and local disaster recovery damages when a federal disaster declaration is made. Funds may only be received after an emergency declaration from the US Secretary of Homeland Security. A declaration of a significant incident only can be made after other resources available (local, state, etc.) are insufficient to respond to the incident. There is no cost share requirement.

The program primarily is intended to fund technology. Funding is provided for hardware or software to replace, update, improve, harden, or enhance the functionality of existing hardware, software or systems. Support may be provided for asset response activities and technical assistance, such as vulnerability assessments and mitigation, technical incident mitigation, malware analysis, analytic support, threat detection and hunting, and network protections.

This program is under development.

Advanced Energy Security Program

Federal Agency: Department of Energy

Bureau or Account: Electricity

Funding Amount: \$50,000,000

Period of Availability: Available until expended

Funding Mechanism: Interagency Agreement with Commerce, National Laboratory funding

New Program: Yes

Recipients: Utilities, National Labs, Bulk Power System Vendors

Description: To increase the functional preservation of electric grid operations or natural gas and oil operations in the face of threats and hazards.

Eligible Uses:

- (A) develop capabilities to identify vulnerabilities and critical components that pose major risks to grid security if destroyed or impaired;
- (B) provide modeling at the national level to predict impacts from natural or human-made events;
- (C) add physical security to the cybersecurity maturity model;
- (D) conduct exercises and assessments to identify and mitigate vulnerabilities to the electric grid, including providing mitigation recommendations;
- (E) conduct research on hardening solutions for critical components of the electric grid;
- (F) conduct research on mitigation and recovery solutions for critical components of the electric grid; and
- (G) provide technical assistance to States and other entities for standards and risk analysis.

Next Milestone: Estimated application opening date, 4th quarter 2022.

Vermont Update as of 12/08/22

Municipal utilities are eligible recipients for this grid resiliency program. The program is under development. The initial description suggests applicability to Vermont is uncertain.

Flood Plain Management Services

Federal Agency: Department of Defense – Army Corps of Engineers

Bureau or Account: Investigations

Funding Amount: \$45,000,000

Period of Availability: Available until expended

Funding Mechanism: Direct federal

New Program: No

Recipients: Funds certain technical assistance provided by the Army Corps

Description: The Army Corps provides site-specific flood and flood plain data and assistance to States, Tribes, and local communities

Eligible Uses: Labor and related work performed by the Army Corps

Next Milestone: Ongoing program

Vermont Update as of 12/08/22

The US Army Corps of Engineers (ACOE) provides community partners with planning services, management approaches, models, tools, and engineering advances to help reduce the threat to life and recue property damage from riverine flooding. Types of studies conducted through this program include floodplain delineation/hazard, dam failure analyses, hurricane evacuation, flood warning, floodway, flood damage reduction, storm water management, flood proofing, and inventories of flood prone structures. The ACOE typically provides these services at 100% federal expense (no match) to municipalities.

Requests for assistance should be in the form of a [letter of request](#) that includes the location and nature of the problem to be investigated. The request can be submitted by the State or the municipality. For information, call Brian Balukonis, Flood Risk Management Program Manager at 978-318-8643. It is advisable to discuss the municipality's need and proposed study with Vermont Emergency Management's [Recovery and Mitigation Section staff](#) prior to contacting the ACOE as they can provide coaching about Vermont's experience with ACOE programs.

Section 118 Of Water Resources Development Act of 2020

Federal Agency: Department of Defense—Army Corps of Engineers

Bureau or Account: Investigations

Funding Amount: \$30,000,000

Period of Availability: Available until expended

Funding Mechanism: Direct Federal

New Program: Yes

Recipients: In partnership with State, local, and Tribal governments, the Army Corps would use funding to carryout feasibility studies

Description: Pilot program to carry out feasibility studies for flood risk management and hurricane and storm damage risk reduction projects that incorporate natural features or nature-based features for rural communities and economically disadvantaged communities

Eligible Uses: All eligible parties requiring work for the qualifying infrastructure

Next Milestone: The Army Corps will develop a spend plan allocating these funds in Fiscal Year 2023.

Vermont Update as of 12/08/22

The US Army Corps of Engineers (ACOE) provides community partners with planning services, management approaches, models, tools, and engineering advances to help reduce the threat to life and recue property damage from riverine flooding. It can develop floodplain data or Flood Insurance Studies, conduct special studies related to flood risk and floodplain management, and assist municipalities to construct projects that result from studies.

This pilot program serves rural and economically disadvantaged communities. Draft guidance describes “economically disadvantaged communities” as meeting one of more of the following: has a per capita income of 80% or less of the national average; has an unemployment rate for the most recent 24-month period for which data are available that is at least 1% greater than the national average unemployment rate; Indian country as defined in 18 U.S.C 1151; or U.S. Territories. Final guidance is under development.

Vermont municipalities access US Army Corps of Engineer services through referrals from Vermont Emergency Management or the Vermont Agency of Natural Resources. Both can provide coaching about Vermont’s experience with ACOE programs so municipalities can evaluate whether an ACOE program matches the municipality’s needs.

Volunteer Fire Assistance

Federal Agency: Department of Agriculture

Bureau or Account: Forest Service

Funding Amount: \$20,000,000

Period of Availability: Each annual \$4 million tranche has a 4-yr period of availability

Funding Mechanism: Grant, Financial Assistance, Technical Assistance

New Program: No

Recipients: Community And State. National Association Of State Foresters, State Forestry Agencies, National Volunteer Fire Council And The International Association Of Fire Chiefs

Description: The Volunteer Fire Assistance program focuses on increasing the capacity of local fire departments to provide initial attack on wildfires by providing additional firefighter training and assistance to departments with purchasing equipment. Recipients match grants dollar-for-dollar to maximize the value of the Federal investment. Rural fire departments also play a key role in educating constituents about fire adaptation and mitigation and help meet expanded fire protection needs within the wildland urban interface. Together, these initiatives combine to create more fire-adapted communities.

Eligible Uses: Excess personal property used by State and local fire forces receiving assistance.

Next Milestone: Estimated application opening date, 2nd quarter 2022.

Vermont Update as of 12/14/22

The Volunteer Fire Assistance (VFA) Program provides financial, technical, and other assistance to state foresters to organize, train, and equip fire departments in rural areas and rural communities. Funding must be matched on a 50-50 percent basis by non-federal dollars.

Through this program, the Vermont Department of Forests, Parks, and Recreation Forestry Division offers the [Wildland Fire Equipment Purchasing Program](#). Volunteer fire departments serving towns with a population of 10,000 or less can use this program to purchase protection gear and equipment. A link to the Wildland Fire Equipment catalog and the Online Order Form are available on the program webpage.

Firewood Banks

Federal Agency: Department of Agriculture

Bureau or Account: Forest Service

Funding Amount: \$8,000,000

Period of Availability: Each annual \$1.6 million tranche has a 4-yr period of availability

Funding Mechanism: Financial Assistance

New Program: Yes

Recipients: State, Tribe, Local Units Of Government, Non-Government Organizations

Description: Under development

Eligible Uses: Under development

Next Milestone: Estimated application opening date, 1st quarter 2023.

Vermont Update as of 12/08/22

In October 2022, the US Forest Service awarded a grant of \$712,000 to the Alliance for Green Heat to expand firewood banks in 2022 and to add more banks in 2023.

Through its Firewood Bank Financial Assistance Program, the Alliance will provide grants of \$1,000-\$15,000 to support firewood banks with a primary focus on existing banks. Through this program, almost any items needed to run a firewood bank is an eligible expense except for food & drink, entertainment, lobbying, and items over \$5,000.

To be eligible, a firewood bank or organization must provide free year-round, seasonal, or emergency firewood to heat homes. A firewood bank must have a bank account, insurance, and [federal unique entity identifier \(UEI\)](#) to receive funding. Applications are being accepted on a rolling basis until the end of summer 2023 or until funds are fully expended. Learn more and apply at www.firewoodbanks.org.

Interested in learning more about firewood banks Vermont? Check out this [map](#) for contact information of municipal and non-profit firewood bank sponsors.

Water Infrastructure Finance and Innovation Program Account

Federal Agency: Department of Defense – Army Corps of Engineers

Bureau or Account: Water Infrastructure Finance and Innovation

Funding Amount: \$75,000,000 (Including \$64 million for loans and \$11 million for administration of the program)

Period of Availability: Available until expended

Funding Mechanism: Credit Assistance

New Program: Yes

Recipients: State, local government, public utility or private primary owners of dams identified in the National Inventory of Dams, where the Federal Government is not a joint owner (pursuant to PL 116-260; Water Resources Reform and Development Act 2014, as amended; and 85 FR 39189)

Description: Federal credit program to provide credit assistance to creditworthy borrowers for projects to maintain, upgrade and repair dams identified in the National Inventory of Dams owned by non-federal entities.

Eligible Uses: All qualifying non-federal dam safety projects under the Army Corps Water Infrastructure Finance and Innovation Program Account program.

Vermont Update as of 12/08/22

The US Army Corps of Engineers (ACOE) provides long-term, low cost loans for maintaining, upgrading, and repairing dams for any non-Federal borrows. The program is open to projects or bundles of projects that have a total cost of \$20 million or more. It can finance up to 49% of project costs and requires a dedicated source of repayment (i.e. taxes, user fees, etc.). The ACOE published a draft rule for this new program in June 2022. It expects to publish the final rule in spring 2023.

Eligible projects include any project for flood damage reduction, storm damage reduction, environmental restoration, inland harbor or waterway navigation improvement, acquisition of real property or an interest in real property, and a combination of there. All phases of project development and construction are eligible. Dams must be on the [National Inventory of Dams](#). They can be any condition; they do not have to be classified as “high hazard” dams.

Learn more [here](#). To discuss this program and your project’s financing needs, email CWIFP@usace.army.mil to request a meeting. Municipalities are advised to discuss their needs and proposed project with staff from Vermont Emergency Management or Vermont Agency of Natural Resources staff prior to contacting the ACOE.

Energy Sector Operational Support for Cyber Resilience Program

Federal Agency: Department of Energy

Bureau or Account: Cybersecurity, energy security, and emergency response

Funding Amount: \$50,000,000

Period of Availability: Available until expended

Funding Mechanism: National Laboratory Funding

New Program: Yes

Recipients: Small Electric Utilities, National Labs

Description: To support a program to build energy sector operational support for cyber resilience.

Eligible Uses:

- Enhance and periodically test the emergency response capabilities of the Department; and the coordination of the Department with other agencies, the National Laboratories, and private industry;
- Expand cooperation of the Department with the intelligence community for energy sector-related threat collection and analysis;
- Enhance the tools of the Department and Electricity Information Sharing and Analysis Center for monitoring the status of the energy sector;
- Expand industry participation in Electricity Information Sharing and Analysis Center; and
- Provide technical assistance to small electric utilities for purposes of assessing and improving cyber maturity levels and addressing gaps identified in the assessment.

Next Milestone: TBD

Vermont Update as of 12/08/22

Municipal utilities may be able to access technical assistance for improving cyber maturity through this program. Program development is underway. The Department of Energy estimates applications will be accepted beginning 2023. Monitor opportunities [here](#).

Environmental Remediation

Challenge: In thousands of rural and urban communities around the country, hundreds of thousands of orphaned oils and gas wells, abandoned mines, brownfields and Superfund sites sit idle— sources of blight and pollution. These sites pose serious safety hazards, while also causing ongoing air, water, and other environmental damage. Further, many of these sites are located in disadvantaged communities that have suffered from years of disinvestment.

Solutions: The bill will invest \$21 billion in environmental remediation – the largest investment in addressing legacy pollution in American history. These projects will remediate environmental harms, address the legacy pollution that harms the public health of communities, create good-paying union jobs, and advance long overdue environmental justice.

Getting Ready:

Potential grant applicants should begin to inventory sites and launch community-led stakeholder engagement sessions to determine eligibility for funding remediation work, as well as assess the needs of the local workforce from a training standpoint, so jobs created by these projects can employ members of affect communities.

Abandoned Mine Land Reclamation: Begin discussions with communities, watershed groups, and recreation interests (such as fishing groups) to identify acid mine drainage problems that may be newly eligible for funding given the broader allowable uses of Bipartisan Infrastructure Bill funding.

Orphan Well Plugging: Begin outreach to communities near orphaned well sites to identify sites that have the most significant impacts or are preventing other beneficial uses of the land. Work with your state geologic surveys to identify other areas that may need to be inventoried for orphaned wells.

Superfund Site Clean-Up: Environmental Protection Agency Superfund site teams will work to ensure communities have the information and support they need to meaningfully participate in the remedial process, including holding a public meeting prior to the start of construction, engaging communities in discussions about redevelopment opportunities, and offering technical assistance and job training opportunities.

Brownfield Remediation: Potential applicants for brownfields grants should become familiar with application guidelines and determine which priority sites are eligible for funding. Please see the following webpages for additional information

Existing Resources:

- More information about available technical assistance resources can be found [here](#) for the Brownfields Program.
 - [Types of Brownfield Grant Funding](#)

- [Tips for Applying](#)
- More information about resources available to communities for addressing Superfund sites can be found at the links below:
 - [Superfund Technical Assistance Needs Assessment](#)
 - [Superfund Technical Assistance Grant](#)
 - [Superfund Technical Assistance Services for Communities](#)
 - [Superfund Community Advisory Group support](#)
 - [Superfund Job Training Initiative](#)
 - [Superfund Redevelopment Program](#)

Program Name	Agency Name	Funding Amount
Superfund Remedial	Environmental Protection Agency	\$3,500,000,000
Brownfield Projects	Environmental Protection Agency	\$1,200,000,000
Clean Energy Demonstration Program on Current and Former Mine Land	Department of Energy	\$500,000,000
Brownfield Categorical Grants	Environmental Protection Agency	\$300,000,000

Superfund Remedial

Federal Agency: Environmental Protection Agency

Bureau or Account: Hazardous Substance Superfund

Funding Amount: \$3,500,000,000

Period of Availability: Available until expended

Funding Mechanism: Contract, Cooperative Agreement, Interagency Agreements

New Program: No

Recipients: Industry Partners, Federal, States, Local Governments, Special Districts, Tribal Governments

Description: Environmental Protection Agency's Superfund program is responsible for cleaning up some of the nation's most contaminated land. To protect public health and the environment the Superfund program focuses on making a visible and lasting difference in communities, ensuring that people can live and work in healthy, vibrant places.

Eligible Uses: Environmental Protection Agency enters contracts and interagency agreements to conduct work at Superfund sites. Environmental Protection Agency can also award Superfund cooperative agreements with states, tribes, or local governments to lead or support work in the Superfund program.

Next Milestone: Ongoing.

Vermont Update as of 11/21/22

The Vermont Department of Environmental Conservation conducts most non-federal activities related to [Superfund sites in Vermont](#). The EPA intends to use these federal funds to address or accelerate remediation and health projects at existing sites.

Municipalities concerned about a property that may have environmental contamination should contact DEC's [Site Management Section](#).

Brownfields Projects

Federal Agency: Environmental Protection Agency

Bureau or Account: State and Tribal Assistance Grants

Funding Amount: \$1,200,000,000

Period of Availability: Available until expended

Funding Mechanism: Cooperative Agreement

New Program: No

Recipients: States, Counties, Cities/Townships, Tribal Governments (Federally Recognized), Public Housing Authorities, Indian Housing Authorities, Nonprofits With 501(C)(3) Status

Description: Environmental Protection Agency's Brownfields Program provides funds to empower states, communities, tribes, and nonprofit organizations to prevent, inventory, assess, clean up, and reuse brownfield sites. Environmental Protection Agency provides technical and financial assistance for brownfields activities that protect human health and the environment, encourage sustainable reuse, promote partnerships, strengthen local economies, and create jobs. By providing funds and technical assistance to assess, cleanup, and plan for site reuse, Environmental Protection Agency enables communities to overcome the environmental, legal, and fiscal challenges associated with brownfields properties. Environmental Protection Agency's investments in communities across the country help local leaders eliminate uncertainties, clean up contaminated properties, and transform brownfield sites into community assets.

Eligible Uses: Eligible activities include, but are not limited to, conducting community engagement and planning at one or more brownfield sites, site assessments, site cleanup planning and direct site cleanup.

Next Milestone: Additional competitive funding opportunities will be announced in Fall.

Vermont Update as of 12/08/22

Municipalities can compete for a national grant or partner with other municipalities or their [Regional Planning Commission](#). These are annual grants. Information available at <https://www.epa.gov/brownfields/solicitations-brownfield-grants>.

Municipalities with a potentially eligible property also can access brownfield funds through their [Regional Planning Commission](#) and the Vermont Departments of [Environmental Conservation](#) and [Economic Development](#). For all three, site owners and developers work within standards set by VT DEC and, when applicable, the Vermont Department of Health.

Clean Energy Demonstration Program on Current and Former Mine Land

Federal Agency: Department of Energy

Bureau or Account: Office of Clean Energy Demonstration

Funding Amount: \$500,000,000

Period of Availability: Available until expended

Funding Mechanism: Cooperative Agreement

New Program: Yes

Recipients: Industry Partner, Project Developers

Description: To establish a program to demonstrate the technical and economic viability of carrying out clean energy projects on current and former mine land.

Eligible Uses:

- (A) Solar.
- (B) Micro-grids.
- (C) Geothermal.
- (D) Direct air capture.
- (E) Fossil-fueled electricity generation with carbon capture, utilization, and sequestration.
- (F) Energy storage, including pumped storage hydropower and compressed air storage.
- (G) Advanced nuclear technologies.

Next Milestone: Estimated application opening date, 2023.

Vermont Update as of 12/08/22

This program is under development. Project selection will prioritize job creation, greenhouse gas emission reduction, technological innovation and commercial deployment, lowest levelized cost of generated or stored energy, and projects with the shortest project time from permitting to completion. Municipalities may be project developers; the project selection priorities suggest private developers may fair better in the competition.

Brownfields Categorical Grants

Federal Agency: Environmental Protection Agency

Bureau or Account: State and Tribal Assistance Grants

Funding Amount: \$300,000,000

Period of Availability: Available until expended

Funding Mechanism: Cooperative Agreement

New Program: No

Recipients: States, Tribal Governments (Federally Recognized)

Description: Unlike many Environmental Protection Agency cleanup programs States and Tribal Nations are responsible for developing brownfields cleanup standards and policy and conducting or overseeing the assessment and cleanup of brownfield sites within their jurisdictions. This funding is intended for states and tribes that have the required management and administrative capacity within their government to administer a federal grant. The primary goal of this funding is to ensure that state and Tribal response programs include, or are taking reasonable steps to include, certain elements of an environmental response program and that the program establishes and maintains a public record of sites addressed.

Eligible Uses: Eligible activities include, but are not limited to, the following:

- Developing legislation, regulations, procedures, ordinances, guidance, etc. that establish or enhance the administrative and legal structure of a response program;
- Establishing and maintaining the required public record described in Section V of this guidance;
- Operation, maintenance and long-term monitoring of institutional controls and engineering controls;
- Conducting limited site-specific activities, such as assessment or cleanup, provided such activities establish and/or enhance the response program;
- Purchasing environmental insurance; and
- Capitalizing revolving loan funds for cleanup.

Next Milestone: Estimated 3rd quarter 2022.

Vermont Update as of 12/08/22

States can use a limited amount of this funding for site assessment or cleanup. Municipalities also can access State and/or Federal brownfield funding through the Vermont Departments of [Environmental Conservation](#) or [Economic Development](#), or [Regional Planning Commissions](#). In all cases, site owners and developers work within standards set by VT DEC and, when applicable, the Vermont Department of Health.

Broadband

Broadband

Challenge: Ensure that all Americans have access to affordable, reliable, high-speed internet service. High quality internet service is necessary for Americans to do their jobs, to participate equally in school learning, health care, and to stay connected. Yet, by one definition, more than 30 million Americans live in areas where there is no broadband infrastructure that provides minimally acceptable speeds – a particular problem in rural communities throughout the country. And, according to the latest Organisation for Economic Co-operation and Development data, among 35 countries studied, the United States has the second highest broadband costs.

Solutions: The Bipartisan Infrastructure Law invests roughly \$65 billion to help ensure that every American has access to reliable high-speed internet through a historic investment in broadband infrastructure deployment. The legislation will also help lower prices for internet service and help close the digital divide, so that more Americans can make full use of internet access.

Getting Ready:

The Broadband Equity, Access and Deployment Program and the State Digital Equity Planning and Capacity Grants: To prepare to receive funding from the National Telecommunications and Information Administration

from the Broadband Equity, Access and Deployment and State Digital Equity Planning and Capacity Grant programs, States should identify and solidify their state broadband leadership teams and begin coordinating across state agencies and with Tribal and local governments and other stakeholders to begin to develop a strategy and plan for identifying and meeting the state's broadband deployment, affordability, and equity challenges.

Affordable Connectivity Program: In order to make sure low-income households in your communities can take advantage of the Affordable Connectivity Program, State, Tribal, and local leaders, internet service providers, and non-profits should identify opportunities to effectively reach out to low-income households and inform them about the program.

The Tribal Broadband Connectivity Program: Tribal leaders should identify and solidify their broadband planning, deployment and affordability programs and plan to participate in Tribal consultations, and National Telecommunications and Information Administration webinars and other information sessions regarding the Tribal Broadband Connectivity Program.

The Broadband ReConnect Program: Rural companies, government officials, and residents interested in bringing better broadband to your communities should participate in Rural Utilities Service webinars to learn about the funding opportunity provided by the Broadband ReConnect Program.

Existing Resources:

- The American Rescue Plan included \$350 billion in State and Local Fiscal Recovery Funds, administered by the Department of the Treasury, which can be used to provide broadband affordability and deployment programs to respond to the negative economic impacts of the pandemic and to meet the necessary investments to expand affordable access to broadband. See more [here](#).
- Broadband deployment projects and digital connectivity projects are eligible uses for funding from the \$10 billion Capital Projects Program, administered by the Department of the Treasury and funded by the American Rescue Plan. Each State has been allocated more than \$100 million under that program, each Territory has been allocated more than \$14 million, and each Tribal government has been allocated \$167,000 under that program. See more [here](#).
- The Broadband ReConnect Program at the Department of Agriculture, is accepting applications, through February 22, 2022, for \$1.15 billion in grants and loans for broadband deployment in rural areas. See [here](#) for more information.

Program Name	Agency Name	Funding Amount
Broadband Equity, Access, And Deployment Program	Department of Commerce	\$42,450,000,000
Distance Learning, Telemedicine, And Broadband Program: Reconnect Program	Department of Agriculture	\$1,926,000,000
State Digital Equity Competitive Grant	Department of Commerce	\$1,250,000,000
Middle Mile Grants Program	Department of Commerce	\$1,000,000,000
Distance Learning, Telemedicine, And Broadband Program: Broadband Loans	Department of Agriculture	\$74,000,000
Affordable Connectivity Program – Outreach Grants	Federal Communications Commission	TBD
Broadband Deployment Locations Map	Federal Communications Commission	\$10,000,000

Broadband Equity, Access, And Deployment Program

Federal Agency: Department of Commerce

Bureau or Account: National Telecommunications and Information Administration

Funding Amount: \$42,450,000,000

Period of Availability: Available until expended

Funding Mechanism: Grant

New Program: Yes

Recipients: States, Territories, District of Columbia

Description: Appropriates \$42.45 billion for states, territories, the District of Columbia, and Puerto Rico to use for broadband planning, deployment, and adoption projects. Each state, the District of Columbia, and Puerto Rico will receive an allocation of at least \$100 million and the United States Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands will each receive \$25 million. Each state will receive initial funding of \$5 million and each territory will receive initial funding of \$1.25 million to support broadband planning efforts including building capacity in state broadband offices and outreach and coordination with local communities. Leveraging those initial planning funds each state and territory will submit a 5-year action plan, which shall be informed by collaboration with local and regional entities. The remaining funding will be distributed based on a formula that considers the number of unserved and high-cost locations in the state, based on the maps to be published by the Federal Communications Commission in 2022. The first priority for deployment is for providing broadband to projects that primarily reach unserved locations (those below 25/3 Mbps), followed by those that primarily reach underserved locations (those below 100/20 Mbps), and then serving community anchor institutions (1/1 Gbps).

Eligible Uses: Planning (e.g. broadband data collection and mapping); broadband infrastructure deployment (e.g. construction), to promote broadband adoption, including through the provision of affordable internet-connected devices; to provide Wi-Fi or reduced-cost internet access to multi-family housing units; and for other uses that the National Telecommunications and Information Administration determines are necessary to facilitate the goals of the program.

Vermont Update as of 12/08/22

This program provides funding to States aimed at providing broadband service to unserved and underserved locations. The Vermont Community Broadband Board coordinates development and implementation of universal community broadband solutions. Access it's funding directory [here](#).

Distance Learning, Telemedicine, and Broadband Program: Reconnect Program

Federal Agency: Department of Agriculture

Bureau or Account: Rural Utilities Service

Funding Amount: \$1,926,000,000

Period of Availability: Available until expended

Funding Mechanism: Direct Loan/Grant/Combo

New Program: No

Recipients: Corporations; Limited Liability Companies and Limited Liability Partnerships; Cooperatives or Mutual Organizations; States or Local governments, including any agency, subdivision, instrumentality of political subdivision thereof; Territories or Possessions of The United States; and Indian Tribes, as defined in Section 4 Of the Indian Self-Determination and Education Assistance Act (25 U.S.C. §450B)

Description: The ReConnect Program offers loans, grants, and loan-grant combinations to build infrastructure and install equipment that provides modern, reliable, high-speed Internet service in rural America.

Eligible Uses: ReConnect Program funds can be used to fund the costs of construction, improvement, or acquisition of facilities and equipment needed to provide broadband service capable of delivering 100 Mbps symmetrical service and the acquisition of an existing system not currently providing sufficient access to broadband service, under certain circumstances, and with restrictions. Up to five percent of the award may be used for preapplication expenses.

Next Milestone: Estimated application opening date, 3rd quarter 2022.

Vermont Update as of 12/08/22

To be eligible for USDA's ReConnect Program, at least 50% of households in the proposed service area must lack sufficient access to broadband, a project must be capable of service every premise in the service area, and be in a rural area with a population of 20,000 or less or an urbanized area contiguous and adjacent to a city or town with a population greater than 50,000. Requirements and funding for grants, loans or grant/loan combinations vary. Learn more [here](#).

State Digital Equity Competitive Grant

Federal Agency: Department of Commerce

Bureau or Account: National Telecommunications and Information Administration

Funding Amount: \$1,250,000,000

Period of Availability: Available until expended

Funding Mechanism: Grant

New Program: Yes

Recipients: Local Education Agency; State Governments, including any political subdivisions of the State; Tribal/Native American Governments; Alaska Native Entities; and Native Hawaiian Organizations, Non-Profit Organizations; Community Anchor Institutions; and Work Force Development Programs

Description: As part of the Digital Equity Act programs, \$2.75 billion was dedicated to establishing three grant programs that promote digital inclusion and equity to ensure that all individuals and communities have the skills, technology, and capacity needed to reap the full benefits of our digital economy. The goal of these programs is to promote the meaningful adoption and use of broadband services across the targeted populations in the Act, including low-income households, aging populations, incarcerated individuals, veterans, individuals with disabilities, individuals with a language barrier, racial and ethnic minorities, and rural inhabitants. The Digital Equity Competitive Grant Program is a \$1.25 billion discretionary grant program distributed via annual grant programs over five years to implement digital equity projects. Eligible applicants include specific types of political subdivision, agency, or instrumentality of a state; Tribal governments; nonprofit entities; community anchor institutions; local educational agencies; and entities that carry out workforce development programs.

Eligible Uses: Broadband adoption/digital literacy/tech support, digital equity programs

Next Milestone: Estimated application opening date, TBD.

Vermont Update as of 11/28/22

States applied for Digital Equity Planning Grants in July 2022 to develop Digital Equity Plans. These plans identify barriers to digital equity and strategies for overcoming those barriers. States have one year to develop their Plans. Digital Equity Competitive Grants allow States and other entities to compete for funds to implement the State's Digital Equity Plan. Vermont is expected to receive \$518,154. Depending on the strategies identified in the Vermont Digital Equity Plan, municipalities could apply for a Competitive Grant to implement Vermont's Plan in their communities.

Middle Mile Grants Program

Federal Agency: Department of Commerce

Bureau or Account: National Telecommunications and Information Administration

Funding Amount: \$1,000,000,000

Period of Availability: Fiscal Years 2022-2026

Funding Mechanism: Grant

New Program: Yes

Recipients: States, Counties, Cities/Townships and their subdivisions; Tribal governments; Native entities; Public Utility Districts; Economic Development Authorities, Regional Planning Councils; Technology and Telecommunications Companies; Electric Utilities; Electric Cooperatives; and Nonprofits.

Description: Establishes and funds a \$1 billion program for the construction, improvement or acquisition of middle mile infrastructure. The purpose of the grant program is to expand and extend middle mile infrastructure to reduce the cost of connecting unserved and underserved areas to the internet backbone. Eligible applicants include States, political subdivisions of a State, Tribal governments, technology companies, electric utilities, utility cooperatives, public utility districts, telecommunications companies, telecommunications cooperatives, nonprofit foundations, nonprofit corporations, nonprofit institutions, nonprofit associations, regional planning councils, Native entities, or economic development authorities.

Eligible Uses: Broadband infrastructure deployment (e.g., construction)

Next Milestone: Estimated application opening date, 2nd quarter 2022.

Vermont Update as of 11/28/22

Municipalities can compete for this national grant, although most middle mile infrastructure is constructed by traditional Internet Service Providers, large technology companies, and electric utilities. The funding range is \$5-10 million. A 30% match is required. Registration is required and application submission occurs in the [NTIA grants portal](#). The first round of applications was due September 2022. Learn more [here](#).

Distance Learning, Telemedicine, and Broadband Program: Broadband Loans

Federal Agency: Department of Agriculture

Bureau or Account: Rural Utilities Service

Funding Amount: \$74,000,000

Period of Availability: Available until expended

Funding Mechanism: Direct Loan

New Program: No

Recipients: Corporation; Limited Liability Company; Cooperative or Mutual Organization; A State or Local Unit of Government; Indian Tribe or Tribal Organization Individuals and Partnerships Are Not Eligible.

Description: The Rural Broadband Access Loan and Loan Guarantee Program (Broadband Program) make loans and loan guarantees to finance construction, improvement, or acquisition of facilities and equipment needed to provide high speed broadband service in eligible rural areas.

Eligible Uses: Broadband infrastructure: broadband loans provide funding on a technology-neutral basis for financing: the construction, improvement, and acquisition of facilities required to provide broadband service, including facilities required for providing other services through the same facilities; the cost of leasing facilities required to provide service at the broadband Lending speed if such lease qualifies as a capital lease under Generally Accepted Accounting Principles; and the acquisition of such facilities, under certain circumstances and with restrictions. For additional detail see 7 CFR 1738

Next Milestone: Estimated application opening date: TBD

Vermont Update as of 12/08/22

This program is under development.

To be eligible for USDA's Broadband ReConnect Program, at least 50% of households in the proposed service area must lack sufficient access to broadband, a project must be capable of service every premise in the service area, and must be located in a rural area with a population of 20,000 or less or an urbanized area contiguous and adjacent to a city or town with a population greater than 50,000. Requirements and funding via grant and/or loan vary. Learn more [here](#).

Affordable Connectivity Program - Outreach Grants

Federal Agency: Federal Communications Commission

Bureau or Account: Wireline Competition Bureau

Funding Amount: TBD

Period of Availability: Available until expended

Funding Mechanism: The Federal Communications Commission may provide grants to outreach partners to educate consumers about the Affordable Connectivity Program

New Program: Yes

Recipients: TBD, Pending Rulemaking

Description: To help inform and educate consumers about the Affordable Connectivity Program, the Commission may provide grants to outreach partners.

Vermont Update as of 12/08/22

The [Affordable Connectivity Program](#) helps ensure that qualifying low-income households can afford the broadband they need for work, school, healthcare and more. Entities applying for Outreach Grants will facilitate program promotion and increase awareness and participation in it.

Municipalities are eligible applicants. It is most likely that the State or non-profits working with hard-to-reach populations, such as underrepresented groups, persons with disabilities, persons who live in rural or Tribal areas, and others who are or have been historically underserved, marginalized, or adversely affected by persistent poverty or inequality, will be successful applicants.

The FCC issued a [Notice of Funding Opportunity](#). Applications are due via grants.gov on January 9, 2023.

Broadband Deployment Locations Map

Federal Agency: Federal Communications Commission

Bureau or Account: Wireline Competition Bureau

Funding Amount: \$10,000,000

Period of Availability: Available until expended

Funding Mechanism: N/A

New Program: Yes

Recipients: N/A

Description: The Federal Communications Commission shall consult with all relevant Federal agencies to establish an online mapping tool to provide a locations overview of the overall geographic footprint of each broadband infrastructure deployment project funded by the Infrastructure Act, the Coronavirus Aid, Relief and Economic Security Act, the Consolidated Appropriations Act of 2021, the American Rescue Plan Act of 2021 or any other federal amounts appropriated or any Federal program authorized after the date of enactment of the Infrastructure Act to fund broadband infrastructure deployment.

Eligible Uses: Mapping

Vermont Update as of 11/23/22

On November, 18, 2022, the Federal Communications Commission released an [updated map](#) detailing broadband availability nationwide that will be used to allocate \$42 billion in federal funds to states and territories to help expand access to affordable high-speed internet. The agency will update the map every six months with data supplied by internet service providers (ISPs) and allow states, local communities, and the public to submit challenges to its accuracy. This map displays service availability at the level of individual structures. The National Telecommunications and Information Administration (NTIA) will use the map to allocate Broadband Equity, Access, and Deployment (BEAD) funds based on the number of unserved locations in jurisdictions and cost.

States and municipalities can challenge the data provided by ISPs. The State of Vermont challenged the FCC's data in October 2022. Challenges can be submitted at any time; however, they must be submitted by January 13, 2023, to be considered in the NTIA's BEAD allocations. The FCC hosted a [webinar](#) in October 2022 that discussed how to challenge the data.

Other Programs

Other Programs

Funding in this section is grouped by agency, with additional information on the Environmental Protection Agency's solid waste recycling programs. This section is not inclusive of all regional commission funding in the Bipartisan Infrastructure Law for commissions that received less than \$100 million.

Program Name	Agency Name	Funding Amount
Northern Border Regional Commission	Northern Border Regional Commission	\$150,000,000
Fish Passage	Department of Commerce	\$400,000,000
Marine Debris	Department of Commerce	\$150,000,000
Marine Debris	Department of Commerce	\$50,000,000
Asset Concessions	Department of Transportation	\$100,000,000
Solid Waste Infrastructure for Recycling Infrastructure Grants	Environmental Protection Agency	\$275,000,000
Reduce, Reuse, Recycling Education and Outreach Grants	Environmental Protection Agency	\$75,000,000

Regional Commission Programs

Northern Border Regional Commission

Federal Agency: Northern Border Regional Commission

Bureau or Account: Northern Border Regional Commission

Funding Amount: \$150,000,000

Period of Availability: Available until expended

Funding Mechanism: Grant

New Program: No

Recipients: States, Counties, Cities / Townships, Special Districts, Tribal Governments (federally recognized), Tribal Governments (other than federally recognized), Independent School Districts, Public Higher-Ed Institutions, Private Higher-Ed Institutions, Public Housing Authorities, Indian Housing Authorities, Nonprofits with 501(c)(3) status, Nonprofits - without 501(c)(3) status

Description: The Northern Border Regional Commission catalyzes regional, collaborative, and transformative community economic development approaches that alleviate economic distress and position the region for economic growth.

Eligible Uses: Still pending final decisions, but may include:

- Transportation infrastructure;
- Basic public infrastructure (such as water and wastewater);
- Telecommunications infrastructure;
- Renewable and alternative energy sources

Next Milestone: Estimated funds will be released in November 2022.

Vermont Update as of 11/01/22

The [Northern Border Regional Commission](#) (NBRC) is a Federal-State partnership that invests in economic and infrastructure projects in the most distressed counties of Maine, New Hampshire, Vermont, and New York. All Vermont counties qualify for NBRC assistance.

Municipalities and non-profits can compete for grants through the NBRC's [State Economic and Infrastructure Development Investment Program](#) (SEID). Prospective SEID applicants should contact Kristie Farnham, VT NBRC Program Manager, at (802) 398-5268 or Kristie.Farnham@vermont.gov in advance of submitting a Letter of Intent. SEID grant information is made available in March with required Letters of Interest due in April. Invitations to Apply are sent in May. It is advisable for prospective applicants to consult with their [Regional Development Corporation](#) and [Regional Planning Commission](#) in advance of any submission.

NBRC also provides funding through a [Regional Forest Economy Partnership Program](#) (RFEP). The 2022 RFEP program has not been announced.

Department of Commerce Programs

Fish Passage

Federal Agency: Department of Commerce

Bureau or Account: National Oceanic and Atmospheric Administration

Funding Amount: \$400,000,000

Period of Availability: 2 years for each annual tranche

Funding Mechanism: Grant

New Program: No

Recipients: Non-Profit 501(C) Organizations, State and Territorial Government Agencies, Local Governments, Municipal Governments, Tribal Governments and Organizations, Educational Institutions, Or Commercial (For-Profit) Organizations

Description: Restoring fish passage by removing in-stream barriers and providing technical assistance pursuant to section 117 of the Magnuson-Stevens Fishery Conservation and Management Reauthorization Act of 2006 (16 U.S.C. 1891a).

Eligible Uses: On the ground fish passage restoration projects, engineering and design, future project development phases, and building the capacity of new and existing restoration partners to design projects and manage multi-faceted construction efforts

Next Milestone: Estimated application opening date, 2nd quarter 2022.

Vermont Update as of 11/28/22

Municipalities can compete for this national grant. It may be difficult to link a Vermont project to restoration of migratory fish passage. The 2022 Notice of Funding Opportunity is available [here](#).

Marine Debris

Federal Agency: Department of Commerce

Bureau or Account: National Oceanic and Atmospheric Administration

Funding Amount: \$150,000,000

Period of Availability: 2 year

Funding Mechanism: Various

New Program: No

Recipients: Non-Profit 501(C) Organizations, State and Territorial Government Agencies, Local Governments, Municipal Governments, Tribal Governments and Organizations, Educational Institutions, Or Commercial (For-Profit) Organizations

Description: The mission of the National Oceanic and Atmospheric Administration Marine Debris Program is to investigate and prevent the adverse impacts of marine debris. The National Oceanic and Atmospheric Administration Marine Debris Program envisions the global ocean and its coasts free from the impacts of marine debris.

Eligible Uses: Removal and cleanup of significant legacy debris such as abandoned and derelict vessels and derelict fishing gear, as well other priority debris types, that pose a threat to National Oceanic and Atmospheric Administration trust resources, the economy or navigation safety. Prevention of the re-accumulation of marine debris, as well as preventing common consumer debris from entering the marine environment.

Assessment of the scope, scale, and distribution of marine debris in the environment through marine debris monitoring and detection investments.

Next Milestone: Estimated application opening date, 2nd quarter 2022.

Vermont Update as of 11/28/22

Municipalities can compete for this national grant. The grant applies to trash in the ocean or Great Lakes. To be competitive, applicants must make a connection between the debris to be cleaned up and how it might end up in an ocean or the Great Lakes. Large debris would be derelict vessels or fishing gear. [NOAA's funding opportunities website](#) notes that the 2022 funding opportunity is closed, and that NOAA is uncertain whether there will be a 2023 competition.

Marine Debris

Federal Agency: Department of Commerce

Bureau or Account: National Oceanic and Atmospheric Administration

Funding Amount: \$50,000,000

Period of Availability: 2 years for each annual tranche

Funding Mechanism: Grant

New Program: No

Recipients: States, Counties, Cities / Townships, Special Districts, Tribal Governments (Federally Recognized), Tribal Governments (Other Than Federally Recognized), Public Higher-Ed Institutions, Private Higher-Ed Institutions, Nonprofits With 501(C)(3) Status, Nonprofits - Without 501(C)(3) Status, Small Businesses, Businesses (Other Than Small Businesses), And / Or Individuals

Description: The mission of the National Oceanic and Atmospheric Administration Marine Debris Program is to investigate and prevent the adverse impacts of marine debris. The National Oceanic and Atmospheric Administration Marine Debris Program envisions the global ocean and its coasts free from the impacts of marine debris.

Eligible Uses: Research (physical and social science, engineering, and legal) and increasing capacity and expertise through education to eliminate barriers to marine debris prevention and removal.

Next Milestone: Estimated application opening date, 2nd quarter 2022

Vermont Update as of 12/12/22

Municipalities can compete for this national grant. It is very unlikely they would be funded. This is a research grant, and the grant applies to trash in the ocean or Great Lakes. To be competitive, applicants must make a connection between the debris to be cleaned up and how it might end up in an ocean or the Great Lakes. See [NOAA's funding opportunities website](#).

Department of Transportation Programs

Asset Concessions

Federal Agency: Department of Transportation

Bureau or Account: Office of the Secretary

Funding Amount: \$100,000,000

Period of Availability: Available until expended

Funding Mechanism: Grant

New Program: Yes

Recipients: States, Counties, Cities / Townships, Special Districts, Tribal Governments (federally recognized), Tribal Governments (other than federally recognized), Independent School Districts, Public Higher-Ed Institutions, Private Higher-Ed Institutions, Public Housing Authorities, Indian Housing Authorities, Nonprofits with 501(c)(3) status, Nonprofits - without 501(c)(3) status, Small Businesses, Businesses (other than small businesses), and / or Individuals

Description: TBD - New Program

Eligible Uses: An eligible entity may use amounts made available from a grant under this section for technical assistance to build the organizational capacity of the eligible entity to develop, review, or enter into an asset concession.

Vermont Update as of 11/23/22

Asset concessions are public private partnerships in which public assets are leased to private investors. During the lease period, the private concessionaire has the right to collect user fees (ex. tolls) in exchange for upfront payments and/or an obligation to operate, maintain, and improve the facility. Asset recycling uses the proceeds from the lease or sale of government-owned assets to private sector investors to invest in new infrastructure projects. Examples of asset concessions might be leasing the roof of a parking garage or municipal highway garage for renewable energy generation or leasing a vacant municipal lot for development of a privately-owned parking facility.

Municipalities can compete for this national grant if they want to contract for development or operations or maintenance of one or more assets. Information for the grant has not been released.

Solid Waste Management and Recycling

Challenge: Approximately half of global greenhouse gas emissions are the result of natural resource extraction and processing. Increasing recycling reduces climate, environmental, and social impacts of materials use, and keeps valuable resources in use instead of in landfills. Municipal solid waste management has long suffered from a lack of investment. Some communities that lack waste management infrastructure do not have curbside waste collection services, recycling, or composting programs, which increases the burden on our landfills, decreases their capacity, and increases greenhouse gas emissions. Mismanaged waste also can compound social and economic conditions in historically underserved and overburdened communities. Batteries can start fires throughout the municipal waste management system from transportation, transfer facilities, to materials recycling facilities, scrap yards, and landfills, causing air pollution issues in already overburdened communities and threaten worker and first responder safety. When discarded improperly, such as in household trash or recycling, critical materials inside batteries are lost and cannot be recycled into new batteries.

Solutions: The Bipartisan Infrastructure Law is an historic investment in the health, equity, and resilience of American communities. With unprecedented funding to support local waste management infrastructure and recycling programs, this funding will help expand access to recycling and composting programs nationwide, modernize existing solid waste management infrastructure, improve consumer education and outreach, and help reduce contamination of the recycling and organics waste streams. By establishing a common set of best practices for battery recycling and a voluntary battery labeling program, the funding also will help make it easier for the American people to recycle their batteries while keeping workers, nearby communities, and waste management and recycling facilities safe.

Getting Ready:

Eligible recipients should begin thinking about the solid waste management infrastructure needs to advance their programs.

Existing Resources:

These are new programs.

Solid Waste Infrastructure for Recycling Infrastructure Grants

Federal Agency: Environmental Protection Agency

Bureau or Account: State and Tribal Assistance Grants

Funding Amount: \$275,000,000

Period of Availability: Available until expended

Funding Mechanism: Cooperative Agreements and/or Grants

New Program: Yes

Recipients: States (including the District of Columbia, a territory or possession of the United States, or any political subdivision of a State, Tribe, or territory), Tribes, InterTribal Consortia consistent with the requirements in 40 CFR 35.504(A), Former Indian Reservations in Oklahoma (As Determined by The Secretary of The Interior), and Alaskan Native Villages as defined in Public Law 92–203.

Description: Communities across the country are burdened by pollution impacts from inefficient waste management systems. This historic investment will transform recycling and solid waste management across the country while creating jobs.

Eligible Uses: Provide grants to implement a strategy to improve post-consumer materials management and infrastructure; support improvements to local post-consumer materials management and recycling programs; and assist local waste management authorities in making improvements to local waste management systems.

Next Milestone:

- Stakeholder outreach and engagement to inform development of grant program to begin: (Estimated): 2nd quarter 2022
- Funding Opportunity Availability: (Estimated) 4th quarter 2022

Vermont Update as of 11/01/22

This grant to states is under development. The grant allows for states to assist local waste management authorities in making improvements to local waste management systems. The Vermont Department of Conservation issues Solid Waste Implementation Plan [grants](#) to [solid waste management entities](#) (districts, alliances, and municipalities).

Municipalities with DEC-approved solid waste management plans can prepare by registering for a unique entity identifier on SAM.gov and registering for a grant account on Grants.gov.

Reduce, Reuse, Recycling Education and Outreach Grants

Federal Agency: Environmental Protection Agency

Bureau or Account: State and Tribal Assistance Grants

Funding Amount: \$75,000,000

Period of Availability: Available until expended

Funding Mechanism: Cooperative Agreements and/or Grants

New Program: Yes

Recipients: States, a Unit of Local Government, Tribal Governments (federally recognized), A Native Hawaiian Organization, The Department of Hawaiian Homelands, The Office of Hawaiian Affairs, A Non-Profit Organization, Or A Public-Private Partnership

Description: Communities across the country are burdened by pollution impacts from inefficient waste management systems. This historic investment will transform public education and outreach regarding how to reduce, reuse, and recycle right.

Eligible Uses: To award grants focused on improving material recycling, recovery, management, and reduction. To improve the effectiveness of residential and community recycling programs through public education and outreach. Funded projects should inform the public about residential or community recycling programs, provide information about the recycled materials that are accepted, increase collection rates and decrease contamination.

Next Milestone:

- Stakeholder outreach and engagement to inform development of grant program to begin: (Estimated): 2nd quarter 2022
- Funding Opportunity Availability: (Estimated) 4th quarter 2022

Vermont Update as of 11/01/22

Municipalities can compete for this national grant or work with a solid waste organization. The grant program is under development. Municipalities can begin preparing for a grant application by registering on SAM.gov and on Grants.gov.

Appendix

Agency Contact Information

Department of Transportation: intergov@dot.gov

Department of Energy: DL-RegionalSpecialists@hq.doe.gov

Environmental Protection Agency: State&Local@epa.gov

Department of Interior: OIEA@ios.doi.gov

Department of Commerce: CommercelGA@doc.gov

Department of Agriculture: EIA@DepartmentofAgriculture.gov

Department of Homeland Security: dhs.iga@hq.dhs.gov

Department of Health & Human Services: [Contacts](#) for Division of Energy Assistance

Supporting Underserved Communities

For many underserved communities across the country, the Bipartisan Infrastructure Law presents a unique opportunity to apply for and receive significant federal funding to rectify the harms of decades of disinvestment. For communities of color, environmental justice communities, energy communities, communities experiencing persistent poverty and inequality, rural communities, disability communities, Tribal Nations, and U.S. territories, the Bipartisan Infrastructure Law presents a once-in-a-generation opportunity to make long overdue investments in local infrastructure, while narrowing the racial and gender wealth gap, expanding economic opportunity, and advancing climate justice. A primary goal of this guidebook is to make it easier for underserved and overburdened communities who may have more limited municipal capacity to navigate the funding available under the law and help launch local planning efforts.

To ensure that the Bipartisan Infrastructure Law advances equity, racial justice, gender equality, and environmental justice, agencies will take steps to ensure that every program is accessible for underserved communities by providing technical assistance and simplifying the federal funding process. As stated in Executive Order 14052,

Bipartisan Infrastructure Law programs are subject to the President's Justice40 Initiative - which provides that 40% of the benefits of relevant climate, clean energy, affordable and sustainable housing, clean water, and other investments flow to disadvantaged communities.

Below is an illustrative, but not comprehensive, set of highly impactful sources of funding that underserved, disadvantaged, low-income, and overburdened communities can utilize to make transformative investments. In addition to this illustrative set of programs, we will continue to develop tools to increase the ability of underserved communities to access equitable investment across all Bipartisan Infrastructure Law programs.

Clean and Drinking Water State Revolving Funds – The law contains nearly \$44 billion to strengthen the nation's drinking water and wastewater systems through the Environmental Protection Agency's State Revolving Funds programs. These programs, administered by the state, make grants and loans eligible to communities for drinking water and wastewater infrastructure investments. On December 2nd, Environmental Protection Agency Administrator Michael Regan requested every state target these resources towards disadvantaged communities, particularly those who have struggled to access State Revolving Fund funding in the past. His letter noted that the agency intends to evaluate and approves states' intended use plans for these funds—strongly urging states to maximize the potential to remove barriers and prioritize the distribution of grant funds to disadvantaged communities. To further aid states, tribes, local governments and water systems, the Environmental Protection Agency will also provide technical assistance to help disadvantaged communities overcome barriers in applying for and receiving loans and grants through the State Revolving Funds. **The Environmental Protection Agency has already released Fiscal Year 2022 state [allocation tables](#) for the State Revolving Funds.**

Superfund Clean-up Program – The Bipartisan Infrastructure Law provides \$3.5 billion for the

Environmental Protection Agency's Superfund program to clean up some of the nation's most contaminated sites. The Environmental Protection Agency enters contracts and interagency agreements to conduct work at Superfund sites. The Environmental Protection Agency can also award Superfund cooperative agreements with states, tribes, or local governments to lead or support work in the Superfund program. **Applications are accepted on an ongoing basis.**

Reconnecting Communities – The Bipartisan Infrastructure Law creates new \$1 billion program at the Department of Transportation to reconnect communities divided by transportation infrastructure – particularly historically disadvantaged communities too often nearly destroyed or cut in half by a highway. This new competitive program will provide dedicated funding to state, local, metropolitan planning organizations, and Tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure to address these legacy impacts. **Applications will open in the second quarter of 2022.**

Natural Gas Distribution Infrastructure Safety & Modernization Grants – This new \$1 billion Department of Transportation program provides funding to municipalities or community owned utilities to repair, rehabilitate, or replace natural gas distribution pipeline systems or to acquire equipment to reduce incidents and fatalities and economic losses. Funding is prioritized based on the risk profile of the pipelines, potential job creation, and potential benefit to disadvantaged and rural communities. **This new program is under development.**

Energy Improvement in Rural or Remote Areas – This new Department of Energy program will provide \$1 billion to entities in rural or remote areas (defined as cities, towns, or unincorporated areas with fewer than 10,000 inhabitants) to increase environmental protection from the impacts of energy use and improve resilience, reliability, safety, and availability of energy. **Applications for funding will open by September 2022.**

Advanced Energy Manufacturing and Recycling Grants – This new \$750 million program at the Department of Energy provides grants to small- and medium- sized manufacturers to enable them to build or retrofit manufacturing and industrial facilities to produce or recycle advanced energy products in communities where coal mines or coal power plants have closed. The law directs the Secretary of Energy to prioritize minority owned businesses. **Applications are expected to open in the third quarter of 2022.**

Solar Research and Development Cooperative Agreements – This existing program at the Department of Energy received \$40 million under the law to fund research, development, demonstration, and commercialization activities to improve solar energy technologies. The law prioritizes projects in economically distressed areas or areas disproportionately affected by pollution, as well as those carried out in collaboration with Tribal organizations, minority-serving institutions, and others.

Applications are expected to open in the third quarter of 2022.

Direct Benefit Programs

Affordable connectivity program – This existing Federal Communications Commission Benefit program, which received \$14.2 billion under the law, helps ensure low-income households can afford access to high-speed internet. The program provides an up-to \$30 monthly benefit to

cover a household internet bill, as well as a one-time discount of up-to \$100 to purchase a laptop, desktop, or tablet computer. **Learn more about the program [here](#).**

Weatherization Assistance Program – This existing Department of Energy program will provide \$3.5 billion to improve home energy efficiency for low-income families, reducing energy costs, improving household comfort and safety, and cutting pollution. The funding flows first to state and Tribal governments, who in turn fund a network of local community action agencies, nonprofit organizations, and local governments that provide the weatherization services. **The first tranche of funds will be released in first quarter of 2022.**

Low Income Home Energy Assistance Program – This existing Department of Health and Human Services program received \$500 million (\$100 million / year for five years) to help assist eligible low-income households with their heating and cooling energy costs, bill payment assistance, energy crisis assistance, weatherization, and energy-related home repairs. **State allocations for Fiscal Year 2022 were announced on January 24th and came on the heels of historic funding for this program in the American Rescue Plan.**

Recommendations on Infrastructure Implementation

Adapted from U.S. Conference of Mayors Factsheet on how local governments can begin to prepare to receive infrastructure funds – access full factsheet [here](#).

Getting Ready to Apply for and Receive Federal Infrastructure Funds

Building a Better America is a shared endeavor no one can do alone. Investing federal infrastructure dollars will require significant coordination between cities, states, Tribal governments, community stakeholders, and other key partners.

Municipalities can begin to coordinate across their departments and with planning partners to:

- (1) Prioritize their community's capital needs and develop a project pipeline – taking time to think about the projects previously considered impossible due to lack of funding or regional coordination. This is a once-in-a-generation funding opportunity that will require bold, inclusive thinking.
- (2) Review the Vermont Federal Funding Guidebook to identify federal funding streams to target.
- (3) Ensure all transit, railway, road, highway, and bridge projects are a part of the Chittenden County Regional Planning Commission Transportation Improvement Plan or State Transportation Improvement Plan.
- (4) Begin mapping sites for electric vehicle and alternative fuel charging stations.
- (5) Inventory and map the lead pipes in your community. Read through the Biden-Harris Lead Pipe and Paint Action Plan [here](#) for additional federal resources for this effort.
- (6) Work with the VT Public Service Department (PSD), the Vermont Community Broadband Board (VCBB) and your communications union district (CUD), as applicable, to ensure your city or region's needs are appropriately mapped and inventoried.
- (7) Establish relationships with the regional offices for key federal agencies, who can help direct you to resources and provide technical assistance.

The American Rescue Plan also provided over \$350 billion in critical resources to every state, county, city, and unit of local government to support their response to the COVID- 19 public health emergency, including in making the investments needed to ensure a durable and equitable economic recovery. Municipalities should look to leverage those resources to help prepare for the transformative investments included in the Bipartisan Infrastructure Law, the Inflation Reduction Act and any other programs currently available, including training the workers needed to build high quality infrastructure; hiring back the public sector workers needed to help manage potential federal investments; and getting a jump start on water, sewer, and broadband projects that could complement investments from the infrastructure law.

Local capacity may be strained due to the pandemic, historic underinvestment, or just the

challenges of day-to-day governance. A municipality's lack of capacity to apply for federal funds can create significant inequities – and for many communities, this will be their first time applying for funds from a suite of federal agencies. While many funding streams in the Bipartisan Infrastructure Law specifically set aside funds for disadvantaged communities, the White House Infrastructure Implementation Team will be engaging states, Tribal governments, territories, federal agencies, philanthropies, and others to leverage all available resources to quickly deliver the necessary technical assistance and capacity to underserved communities.