

Federal Opportunities for Large Scale Development to Spur Economic Growth

October 2023

The Federal Landscape Regarding Large Scale Development to Catalyze Economic Growth

Driven by an increased concern regarding the United States' global competitiveness and a desire to increase our economic resiliency, the past three years have seen historic federal investment in mechanisms to spur large-scale economic growth in communities across the country, including through the *Infrastructure Investment and Jobs Act*, also known as the Bipartisan Infrastructure Law, and the *Inflation Reduction Act*. Additionally, policymakers drove the creation of new localized innovation and development programs at the Economic Development Administration (EDA), the National Science Foundation (NSF), and other agencies through the *CHIPS and Science Act of 2022*. These opportunities coupled with a general drive to diversify from legacy industries have led regions and local communities to explore bold new strategies to catalyze growth around emerging industries and anchor institutions. This oftentimes leads to newfound needs for infrastructure and construction projects, but financing for these projects can be challenging amid competing state and local priorities. Looking toward 2024 and beyond, federal investments are likely to be much more constrained after years of healthy growth and the one-time boosts from these signature legislative packages. Interested institutions and organizations should look to take advantage now of open and pending opportunities in partnership with key stakeholders such as state and local governments, industry, and developers.

This document provides a broad overview of some of the key federal construction, infrastructure, and development funding opportunities, including longstanding federal initiatives, as well as those brought on by recent landmark legislation that are current as of the writing of this document. Importantly, this document largely explores efforts that support physical infrastructure and development, rather than capacity building or venture support.

Congressional Efforts and Pertinent Legislation

The 117th Congress (January 2021-January 2023) produced multiple landmark pieces of legislation impacting large scale development and investments in regional economic growth across the United States, including the *Inflation Reduction Act*, the *CHIPS and Science Act of 2022*, and the bipartisan *Infrastructure Investment and Jobs Act*. Information on each of these legislative packages is included below.

The Infrastructure Investment and Jobs Act

The *Infrastructure Investment and Jobs Act* (IIJA), commonly referred to as the Bipartisan Infrastructure Law, became law in November 2021. The IIJA invested \$1 trillion in U.S. infrastructure and provided \$550 billion in new spending for transportation, energy, broadband, climate resiliency, and water infrastructure as well as \$450 billion to extend surface transportation programs at the U.S. Department of Transportation for five years.

In addition to creating a number of new programs and bolstering existing ones in support of large-scale infrastructure and economic development that are included throughout the following sections of this

memorandum, the Bipartisan Infrastructure Law made some key changes to bond programs in the Internal Revenue Code of 1986 to better facilitate investment. The most relevant changes include inclusion of qualified carbon dioxide capture facilities and qualified broadband projects as types of projects that are eligible for exempt facility bonds. Further details on this provision can be found in Title IV of the Bipartisan Infrastructure Law [bill text](#).

The Inflation Reduction Act

The *Inflation Reduction Act* (IRA) is a key column of President Biden's economic strategy and was signed into law on August 16, 2022. The IRA provides \$500 billion in new spending and tax incentives to spur transformative investments to boost clean energy production, reduce healthcare costs, expand domestic manufacturing capacity, encourage domestic procurement of critical supplies, and jumpstart cutting-edge research and development. While many of the IRA's programs only offered one time funding that has already been competed there are still a number of relevant programs with funds available to access.

The IRA programs included throughout this memorandum highlight potential funding opportunities that remain available for application for state, local, territorial, and Tribal governments; nonprofit organizations; agricultural producers; manufacturers; and more. While institutions of higher education are not directly eligible for many of these programs, universities should consider exploring partnerships with their state and municipal governments and other eligible grant and tax benefit entities in order to pursue these historic federal funding opportunities.

The CHIPS and Science Act of 2022

Passed in July 2022, the *CHIPS and Science Act of 2022* was a comprehensive competitiveness bill focused on increasing innovation and protecting American economic and national security. In addition to providing \$54 billion for the development of a domestic semiconductor industry, via manufacturing and tax incentives, and workforce development programming, the *CHIPS and Science Act* authorized \$102 billion to advance major research, development, economic development initiatives across the federal government, including the Regional Technology and Innovation Hubs program at the Department of Commerce. In addition to authorizing new programs under the legislation, several of these programs received partial funding through the Fiscal Year (FY) 2023 appropriations bill and its accompanying supplemental funding package. Most of the new innovation programs will require continued annual appropriations or additional supplemental funding to support future competitions. Programs authorized by the *CHIPS and Science Act* that are relevant to large scale development are mostly focused on supporting innovation and economic development at the regional level and are meant to build on existing strengths of regions.

Context on the Federal Funding Portfolio

The federal portfolio of programming in this space has been historically limited. Most of the programs that do exist aim to support low-income or distressed communities and entities like universities are typically unable to be the lead applicant. To access funds, institutions of higher education or other non-profits will need to engage in partnerships with state and local governments, community organizations, public utilities, and/or private industry. In addition, advancement of equity has become a core pillar of investment in the Biden Administration. Entities interested in pursuing funding to conduct large scale development should consider the impact of their project on underserved or disenfranchised

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communities and draw connections to the benefits to and inclusion of these groups when possible. Awareness of the suite of available programming is important for states, regions, and anchor organizations to plan and execute new projects in qualifying areas. While the ideal federal programs to pursue are situationally dependent on the type of development, partnerships, and specific communities being impacted, Lewis-Burke recommends the following as programs that may be most helpful if pursued in partnership with relevant state, local, and industrial stakeholders:

- The U.S. Department of Treasury’s New Market Tax Credit;
- The U.S. Department of Transportation’s Reconnecting Communities Pilot Program;
- The U.S. Department of Transportation Rebuilding American Infrastructure with Sustainability and Equity Program;
- U.S. Small Business Administration’s 504 Loans Program;
- U.S. Economic Development Administration’s Public Works and Economic Adjustment Assistance Program; and
- The U.S. Department of Housing and Urban Development Community Block Grant Program

Details on each of the funding programs listed are included below along with many other potential funding opportunities for large scale development. Each funding opportunity summary includes pertinent information on eligibility, match requirements, and program deadlines for research organizations to consider as they explore new growth and development projects with state and local partners. When possible, examples of previously funded grants are included. Please contact Lewis-Burke Associates for any further questions on the programs and opportunities detailed below.

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Programs to Support Transportation Infrastructure

Department of Transportation

Strengthening Mobility and Revolutionizing Transportation (SMART) Program

The Strengthening Mobility and Revolutionizing Transportation (SMART) Program provides funding for demonstration projects that involve smart community technologies such as sensors, smart grids, delivery and logistics technologies, automation, and connected vehicles. SMART grants are split into two stages, Stage 1 which consists of Planning and Prototyping grants, and Stage 2 for Implementation Grants. In FY 2022, \$94 million was made available for Stage 1 grants with 59 projects funded. As of writing, DOT has only awarded Stage 1 grants and anticipates that only recipients of Stage 1 grants will be eligible for Stage 2 grants.

- **Deadline:** The program is authorized and funded through FY 2026. The FY 2024 Notice of Funding Opportunity (NOFO) for Stage 1 grants is expected to open in early 2024.
- **Match Requirement:** No match requirements are required for Stage 1 grants.
- **Eligibility:** State, local, and tribal government entities, along with Metropolitan Planning Organizations (MPOs), are eligible to apply. Stage 1 applicants are heavily encouraged to “build internal buy-in and partnerships with” academia and nonprofit organizations to refine their project.
- **Link for additional information:** <https://www.transportation.gov/grants/SMART>
- **Examples of previously funded projects:**
 - *City of Colorado Springs, Colorado* - \$1,776,200 to “plan, prototype, and test a multi-dimensional Perception Based Adaptive Traffic Management and Data Sharing system in the Pikes Peak Region, partnering with academia, industry, and the National Renewable Energy Laboratory (NREL).”
 - *City of Detroit, Michigan* - \$2,000,000 to “create smart intersections by leveraging existing traffic camera network to deploy AI software solutions which can predict and prevent traffic accidents”.

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- *Mandan, Hidasta, and Arikara Tribal Nation, North Dakota* - \$1,966,345 to “use drone technology for medical care and equipment delivery for the Mandan, Hidatsa and Arikara Nation.”
- More information on previously funded projects can be found at <https://www.transportation.gov/sites/dot.gov/files/2023-03/FY22%20SMART%20Project%20List.pdf>

Safe Streets and Roads for All (SS4A) Program

The Safe Streets and Roads for All (SS4A) Grant program funds initiatives, often called “Vision Zero” initiatives, to prevent roadway deaths and injuries at the regional, local, and tribal level. The program includes planning grants, used to support the creation or updating of “Safety Action Plans”, and implementation grants, which fund projects identified in a Safety Action Plan that are needed to address roadway and street safety issues. In FY 2022, 474 communities received planning grants while 37 received implementation grants, and in FY 2023 a total of \$1.18 billion was available, with at least \$250 million in funding for demonstration activities.

- **Deadline:** The program is authorized and funded through FY 2026. The FY 2024 Notice of Funding Opportunity (NOFO) is expected to open in spring 2024, with a deadline likely in summer 2024.
- **Match Requirement:** Applicants must contribute a share of at least 20 percent of eligible activity costs.
- **Eligibility:** Metropolitan Planning Organizations (MPOs) and local and tribal governmental entities are eligible to apply. An institute of higher education is an eligible applicant if it is considered a unit of local government as defined in the NOFO. To be eligible for implementation grants, the applicant must also hold ownership, maintenance, and/or safety responsibilities over a road network, or have an agreement with the agency that does.
- **Links for additional information:** <https://www.transportation.gov/grants/SS4A>
- **Examples of previously funded projects:**
 - *Bryan-College Station Metropolitan Planning Organization, Texas* - \$210,000 to develop a comprehensive safety action plan (planning grant).
 - *City of Gainesville, Florida* - \$8,000,000 for the redesign of University Avenue that will include buffered cycling paths, updated crosswalks, and speed bumps (implementation grant).
 - More information on previously funded projects can be found at <https://www.transportation.gov/grants/ss4a/2022-awards>.

Rural Surface Transportation Program

The Rural Surface Transportation Program funds projects that increase surface transportation infrastructure in rural areas that will “increase connectivity, improve the safety and reliability of the movement of people and freight, generate regional economic growth, and improve quality of life.”

Eligible projects include highway, bridge, and tunnel projects already eligible under established programs such as the National Highway Performance Program, the Surface Transportation Block Grant, and Tribal Transportation Program. Additionally, highway safety improvement projects, projects that increase access to an “agricultural, commercial, energy, or intermodal facility that supports the economy of a rural area”, and projects that develop and maintain mobility services along with mobility and transportation demand management systems are also eligible.

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In FY 2023, \$675 million was available for the program, with at least 90 percent of the funding required to be awarded in amounts equal to or greater than \$25 million.

- **Deadline:** The program is authorized and funded through FY 2026 by the Bipartisan Infrastructure Law. The last solicitation opened on **June 26, 2023**, and closed on **August 21, 2023**. The solicitation for the Rural Surface Transportation Program is part of a streamlined “common application” known as the Multimodal Project Discretionary Grant (MPDG) which includes the solicitations for the new National Infrastructure Project Assistance (Mega) Program and the standing Infrastructure for Rebuilding America (INFRA) Program. Eligible applicants can apply for one or more of the programs through the common application.
- **Match Requirement:** Federal share cannot exceed more than 80 percent of total project costs.
- **Eligibility:** Eligible applicants include state, local, and tribal governments, along with regional transportation planning organizations.
- **Links for additional information:** <https://www.transportation.gov/grants/rural-surface-transportation-grant-program>. The FY 2023 NOFO can be found at https://www.transportation.gov/sites/dot.gov/files/2023-06/MPDG%20NOFO%202023-2024%20Final_0.pdf.
- **Examples of previously funded projects:**
 - *North Carolina Department of Transportation* - \$10,400,000 to “expand on-demand transit services for up to 11 rural communities across North Carolina: Henderson, Selma, Marion, Asheboro, Burlington, the City of Wilson, Rockingham County, the City of Sanford, Castle Hayne, Salisbury, and Rocky Mount.”
 - *City of Moorhead, Minnesota* - \$26,309,600 to “construct two underpasses that will eliminate two at-grade railroad crossings on 11th street in Downtown Moorhead, as part of a comprehensive project to improve US Highway 10 and US Highway 75 through downtown Moorhead.”
 - More information on previously funded projects can be found at https://www.transportation.gov/sites/dot.gov/files/2022-12/Fact%20Sheets%20Rural%202022_0.pdf.

National Infrastructure Project Assistance (Mega) Program

The Mega Program at the Department of Transportation supports larger projects that are difficult to fund via other grant programs and likely to be of national or regional significance, such as highway, bridge, and intercity passenger and freight rail projects. In FY 2023, \$1.8 billion was made available for the program.

- **Deadline:** The program is authorized and funded through FY 2026 by the Bipartisan Infrastructure Law. The last solicitation opened on **June 26, 2023**, and closed on **August 21, 2023**. The solicitation for the Mega program is a part of a streamlined “common application” known as the Multimodal Project Discretionary Grant (MPDG) which includes the solicitations for the new Rural Surface Transportation Program and the standing Infrastructure for Rebuilding America (INFRA) Program. Eligible applicants can apply for one or more of the programs through the common application.
- **Match Requirement:** Mega grants cannot exceed more than 60 percent of the total project cost. Other federal programs may supplement Mega grants, but total federal assistance cannot exceed 80 percent of the total project cost.
- **Eligibility:** Eligible applicants include state, local, and tribal governments, along with regional transportation planning organizations, MPOS, and partnerships between Amtrak and the above entities.

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- **Links for additional information:** <https://www.transportation.gov/grants/mega-grant-program>. The FY 2023 NOFO can be found at https://www.transportation.gov/sites/dot.gov/files/2023-06/MPDG%20NOFO%202023-2024%20Final_0.pdf.
- **Examples of previously funded projects:**
 - *Santa Cruz County, California* - \$30,000,000 to fund “auxiliary lane and bus on shoulder (BOS) access on State Route 1 (SR 1); new bicycle and pedestrian overcrossings as part of the New Coastal Rail Trail (CRT) within the Santa Cruz Branch Rail Line, along with four new Zero-Emission Buses (ZEBs)”.
 - *Tulsa, Oklahoma* - \$85,000,000 to “upgrade the I-44 & US-75 interchange and make pedestrian and bicycle infrastructure improvements.”
 - More information on previously funded projects can be found at <https://www.transportation.gov/sites/dot.gov/files/2023-01/MEGA%20FY%202023%20Combined%20Fact%20Sheet.pdf>.

Neighborhood Access and Equity Grant Program

The Neighborhood Access and Equity Grant program supports grant awards designed to connect communities by supporting neighborhood equity, safety and affordable transportation access. The program will also include a special emphasis on mitigating environmental impacts and aid economically disadvantaged or underserved communities with planning and capacity building.

- **Deadline:** DOT has not indicated a deadline.
- **Match Requirement:** The Neighborhood Access and Equity Grant program will not cover more than 80 percent of total project costs, unless the project is located in a disadvantaged community.
- **Eligibility:** Joint applications from place-based partnerships headed by a lead applicant are encouraged by DOT. A partnership of two or more eligible applicants are required, which may include States and territories, units of local governments, political subdivisions of a State, tribes, metropolitan planning organizations, non profit organizations or institutions of higher education.
- **Link for additional information:** <https://www.transportation.gov/grants/rcnprogram/about-neighborhood-access-and-equity-grant-program>

Reconnecting Communities Pilot Program

The Reconnecting Communities Pilot Program supports capital and planning projects to “reconnect” disadvantaged communities that were isolated from economic development by previously constructed transportation infrastructure. The program supports planning and capital construction grants to mitigate transportation infrastructure barrier facilities through removal, replacement, retrofitting, and other methods to increase mobility and economic development within a community. In FY 2024, \$50 million will be made available for planning grants and \$150 million for capital construction grants.

- **Deadline:** The program is authorized and funded through FY 2026 by the Bipartisan Infrastructure Law. The most recent solicitation was released on **July 5, 2023** and closed on **September 28, 2023**. The Reconnecting Communities Pilot Program’s yearly solicitation is released as a joint NOFO with the Neighborhood Access and Equity (NAE) program established by the *Inflation Reduction Act*.
- **Match Requirement:** Planning grants cannot exceed more than 80 percent of the total project cost, and capital construction grants cannot exceed more than 50 percent of the total project cost. Other federal programs may supplement capital construction grants, but total federal assistance cannot exceed 80 percent of the total project cost.

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- **Eligibility:** For planning grants, state, local, and tribal governmental entities are eligible to apply, along with MPOs and non-profit entities. For capital construction grants, the owner of the facility involved or eligible applicants of the planning grants in conjunction with facility owner are eligible to apply.
- **Links for additional information:** <https://www.transportation.gov/grants/rcnprogram/about-rcp>. The most recent NOFO can be found at <https://www.transportation.gov/sites/dot.gov/files/2023-08/FY%2023%20RCN%20NOFO%20Amendment%20%231%20-%20Final%20Clean.pdf>.
- **Examples of previously funded projects:**
 - *City of Kalamazoo, Michigan* - \$12,272,799 capital construction grant to upgrade Kalamazoo and Michigan avenues with pedestrian, bicycle, and transit improvements after decades of being high-speed one-way roads. Partners include local institutions of higher education such as Western Michigan University.
 - *City of Atlanta, Georgia* - \$1,100,000 planning grant to “to study transportation improvements, infrastructure upgrades to reconnect north Downtown Atlanta neighborhoods, and the beginning stages of building a 14-acre cap park over Interstates 75 and 85.” Emory University and Georgia Department of Transportation have indicated support and partnership.
 - More information on previously funded projects can be found at <https://www.transportation.gov/sites/dot.gov/files/2023-02/RCP%20Fact%20Sheets%202022.pdf>

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT)

The PROTECT grant program, managed by the Federal Highway Administration (FHWA), provides funding to projects that will ensure that surface transportation infrastructure are resilient against natural hazards and disasters. This includes sea level rise, climate change, and extreme weather events. The program offers planning grants meant to develop resilience improvement plans, and Competitive Resilience Improvement grants intended to strengthen and protect infrastructure such as evacuation routes and at-risk roads, bridges, pedestrian walkways, and bicycle lanes. In FY 2023, \$848 million was available for the program.

- **Deadline:** The program is authorized and funded through FY 2026 by the Bipartisan Infrastructure Law. The most recent solicitation was released on **April 21, 2023** and closed on **August 18, 2023**.
- **Match Requirement:** There is no match requirement for PROTECT planning grants. For PROTECT Competitive Resilience Improvement grants, the federal share cannot exceed more than 80 percent of the total project cost.
- **Eligibility:** State, local, and tribal governmental entities, along with MPOs, are eligible to apply for both planning grants and Competitive Resilience Improvement grants.
- **Links for additional information:** <https://www.transportation.gov/rural/grant-toolkit/promoting-resilient-operations-transformative-efficient-and-cost-saving>

Prioritization Process Pilot Program

The Prioritization Process Pilot Program rewards grants to fund implementation and development of transparent processes to assess transportation projects for inclusion in final transportation plans and reports. \$50 million in funding is available over FY 2022 – FY 2026.

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- **Deadline:** There are no public deadlines or NOFOs available at this time. Interested applicants should contact FHWA to inquire about the status of the program.
- **Match Requirement:** Match requirement is unknown at this time.
- **Eligibility:** States and MPOs serving urbanized areas with a population above 200,000 are eligible to apply.
- **Links for additional information:** <https://www.whitehouse.gov/wp-content/uploads/2022/05/BUILDING-A-BETTER-AMERICA-V2.pdf#page=439>

Charging and Fueling Infrastructure Program

The Charging and Fueling Infrastructure program supports the deployment of electric vehicle charging and alternative fuel infrastructure. The program includes two tracks: Corridor Charging, which will deploy such infrastructure along designated corridors, and Community Charging, which will support infrastructure on public roads, schools, parks, and parking lots. Of note, eligible activities include “technology demonstration and deployment.” In FY 2022 and 2023, a total of \$700 million was made available.

- **Deadline:** The program is authorized and funded through FY 2026 by the Bipartisan Infrastructure Law. The most recent solicitation was released on **March 14, 2023** and closed on **June 13, 2023**.
- **Match Requirement:** Federal share cannot exceed more than 80 percent of total project costs.
- **Eligibility:** State, local, and tribal governmental entities, along with MPOs, are eligible to apply for both tracks.
- **Links for additional information:** <https://www.transportation.gov/rural/grant-toolkit/charging-and-fueling-infrastructure-grant-program>

Carbon Reduction Program

The Carbon Reduction Program provides funds for projects that intend reduce carbon dioxide emissions from highways. Under the Bipartisan Infrastructure Law, the program is organized as a formula grant where states are apportioned funding by the program. Eligible activities can include projects for the advanced transportation and congestion management technologies program, details on which are included further below. In FY 2023, \$1.258 billion in apportioned funding was made available.

- **Deadline:** The Carbon Reduction Program is a block grant program which is apportioned to the states by formula; Therefore, there are no NOFOs related to the program. The program is authorized and funded through fiscal year (FY) 2026 by the Bipartisan Infrastructure Law.
- **Match Requirement:** Individual states may require different matching requirements depending on a particular project. Interested entities should inquire with state transportation agencies and authorities.
- **Eligibility:** Interested entities should inquire with state transportation agencies and authorities on potential sub-grant opportunities and eligibility requirements.
- **Links for additional information:** https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm

Congestion Relief Program

The Congestion Relief Program provides grants to projects that advance solutions to congestion in urbanized areas with populations greater than 1 million through initiatives such as reduction of highway users during peak travel times, toll collection, and improvement of intermodal integration with highways. The Program is funded at \$50 million per year from FY 2022 – FY 2026, with the minimum grant being \$10 million.

- **Deadline:** There are no public deadlines or NOFOs available at this time. Interested applicants should contact FHWA to inquire about the status of the program.
- **Match Requirement:** Federal share cannot exceed more than 80 percent of total project costs.
- **Eligibility:** States, MPOs, and city governments in an urbanized area with a population above 1 million are eligible to apply. Priority is given to projects in areas that are experiencing recurrent congestion.
- **Links for additional information:** https://www.fhwa.dot.gov/bipartisan-infrastructure-law/docs/Congestion_Relief.pdf

Bridge Investment Program

The Bridge Investment Program, administered by FHWA, focuses on the repairing and rehabilitation of bridges considered to be in poor condition. There are three grant types: Planning Project grants, Bridge Project grants, and Large Bridge Project grants (for projects above \$100 million in project costs). Approximately \$2.5 billion has been made available per year from FY 2022 to FY 2026.

- **Deadline:** The program is authorized and funded through FY 2026 by the Bipartisan Infrastructure Law. The Large Bridge Project track is currently open for funding for FY 2023 to FY 2026. To be considered for FY 2023 and FY 2024 funding, the deadline is **November 27, 2023**. For FY 2025 and FY 2026 funds, the deadlines are **August 1, 2024**, and **August 1, 2025**, respectively. FHWA intends to issue a separate NOFO for Planning Project and Bridge Project grants.
- **Match Requirement:** Federal share cannot exceed more than 50 percent of total project costs for Large Bridge Projects.
- **Eligibility:** State, local, and tribal governments, along with MPOs, are eligible to apply.
- **Links for additional information:** <https://www.fhwa.dot.gov/bridge/bip/>
- **Examples of previously funded projects**
 - *Castleton-on-Hudson, New York* - \$21,000,000 to “rehabilitate and strengthen the eastbound superstructure of the Castleton-on-Hudson Bridge on the Berkshire Spur off the New York Thruway in Albany and Rensselaer counties.”
 - More information on previously funded projects can be found at: <https://www.fhwa.dot.gov/bridge/bip/bridgegrants2022/>.

Active Transportation Infrastructure Investment Program

The Active Transportation Infrastructure Investment Program (ATIIP), through FHWA, provides grant funding to create biking, walking, and skating transportation infrastructure in order to reduce carbon emissions and spur economic development. Funding for this program is subject to yearly appropriations. The program funded at \$45 million in FY 2023 to start operations, but no solicitations have been released as of writing.

- **Deadline:** There are no public deadlines or NOFOs available at this time.
- **Match Requirement:** There is no match requirement known at this time.
- **Eligibility:** Eligibility for the program is not known at this time. Interested applicants should contact FHWA to inquire about the status of the program and eligibility requirements.
- **Links for additional information:** <https://www.railstotrails.org/policy/funding/active-transportation-infrastructure-investment-program/>. The FY 2024 Budget request for ATIIP can be found at https://www.transportation.gov/sites/dot.gov/files/2023-03/FHWA_FY_2024_President_Budget_508.pdf, page 4.

Wildlife Crossings Pilot Program

The Wildlife Crossings Pilot Program funds projects that intend to reduce Wildlife Vehicle Collisions (WVCs) and improve habitat connectivity for wildlife. The program includes construction project grants which fund design and engineering of wildlife overpasses and/or underpasses, and non-construction grants which include planning, research, and educational ventures.

- **Deadline:** The program is authorized and funded through FY 2026 by the Bipartisan Infrastructure Law. The most recent solicitation was released on **April 4, 2023** and closed on **August 1, 2023**.
- **Match Requirement:** Federal share cannot exceed more than 80 percent of total project costs.
- **Eligibility:** State, local, and tribal governmental entities, along with MPOs, are eligible to apply.
- **Links for additional information:** <https://highways.dot.gov/federal-lands/programs/wildlife-crossings>

Advanced Transportation Technologies and Innovative Mobility Deployment Program

The Advanced Transportation Technologies and Innovative Mobility Deployment Program (ATTIMD), also known as Advanced Transportation Technology and Innovation (ATTAIN), support projects to install and operate advanced transportation technologies, such as electronic toll collection, vehicle-to-vehicle communication infrastructure, advanced public transportation systems, and other technologies to improve safety and mobility. In FY 2023, \$60 million was made available for the program.

- **Deadline:** The program is authorized and funded through FY 2026 by the Bipartisan Infrastructure Law. The most recent solicitation was released on **September 19, 2022** and closed on **November 18, 2022**. The next funding solicitation is expected in late 2023 or early 2024.
- **Match Requirement:** Federal share cannot exceed more than 80 percent of total project costs.
- **Eligibility:** State and local governmental entities, and consortia of research and academic institutions are eligible to apply.
- **Links for additional information:** <https://www.transportation.gov/rural/grant-toolkit/advanced-transportation-technologies-and-innovative-mobility-deployment>. The most recent solicitation can be found at <https://www.grants.gov/web/grants/view-opportunity.html?oppld=343624>
- **Examples of previously funded projects**
 - *University of Michigan* - \$9,859,240 for the University of Michigan Transportation Research Institute (UMTRI) to “ready the infrastructure for vehicle manufacturing collaborators to test and deploy new technologies under the Ann Arbor Connected Environment (AACE) 2.0 project.”
 - *Delaware Department of Transportation* - \$5,000,000 to “to improve safety by optimizing transportation systems before and during flood events. The project uses advanced technologies to improve detection of local road users, including pedestrians and bicyclists.”
 - More information on previously funded projects can be found at <https://highways.dot.gov/newsroom/biden-harris-administration-announces-more-52-million-advanced-technology-grants-improve>.

Transportation Access Pilot Program

The Transportation Access Pilot Program fund projects to develop and/or acquire accessibility data sets to assess transportation investments that would need to occur to increase or rectify accessibility. The program is required to be funded by the DOT operating budget and has not yet been officially established.

- **Deadline:** There are no public deadlines or NOFOs available at this time. The first solicitation is expected to be released in Fall 2023.
- **Match Requirement:** Match requirements are unknown at this time.
- **Eligibility:** State governmental entities, MPOs, and regional transportation planning organizations are eligible to apply.
- **Links for additional information:** <https://www.whitehouse.gov/wp-content/uploads/2023/02/Open-and-Upcoming-Infrastructure-Funding-Opportunities-Feb-6-2023-VF.pdf>, Page 9.

Rural and Tribal Assistance Pilot Program

The Rural and Tribal Assistance Pilot Program supports project development which can lead to future grant applicants to DOT. The program can support legal and financial advisors in order to assist in pre-development activities. In FY 2022 and FY 2023, a total of \$3.4 million in funding was available.

- **Deadline:** The program is authorized and funded through FY 2026 by the Bipartisan Infrastructure Law. The most recent solicitation opened on **August 14, 2023** and closed on **September 28, 2023**.
- **Match Requirement:** There are no matching requirements for the program.
- **Eligibility:** State, local, and regional governmental entities are eligible to apply. A project is eligible if it is in an urban area with a population of 150,000 or less.
- **Links for additional information:** <https://www.transportation.gov/buildamerica/RuralandTribalGrants>; The most recent solicitation can be found at <https://buildamerica.dot.gov/buildamerica/sites/buildamerica.dot.gov/files/2023-06/Program%20website%20version%20NOFO%20updated.pdf>.

Railroad Crossing Elimination Program

The Railroad Crossing Elimination program, through the Federal Railroad Administration, supports projects to improve or remove highway-rail and pathway-rail crossings. Track relocations, grade separations, improvement of safety and protective devices, and planning and environmental reviews are eligible projects under the program. In FY 2022, \$573 million was made available for the program.

- **Deadline:** The program is authorized and funded through FY 2026 by the Bipartisan Infrastructure Law. The most recent solicitation was released on **June 30, 2022** and closed on **October 4, 2022**.
- **Match Requirement:** Federal share cannot exceed more than 80 percent of total project costs.
- **Eligibility:** State and local government entities, along with MPOs, are eligible to apply.
- **Links for additional information:** <https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/railroad-crossing-elimination-grant-program>. The most recent solicitation can be found at <https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/railroad-crossing-elimination-grant-program>.
- **Examples of previously funded projects:**
 - *North Dakota Department of Transportation* – Up to \$30,000,000 to “support final design and construction of a grade separation and add a 10-foot shared-use path of 42nd street. The project location is nearby the University of North Dakota and residential areas and is projected to reduce delays caused by the nearby Grand Forks Yard-associated train transfers. This project will reduce 131 hours of vehicle delays and improve access to the local hospital, University of North Dakota campus, and more.”

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- *Ohio Rail Development Commission* – Up to \$7,245,000 to eliminate three grade crossings of S Town Street in Fostoria, Ohio.
- More information on previously funded projects can be found at https://railroads.dot.gov/sites/fra.dot.gov/files/2023-06/FY22-RCE-Selections_PDFa.pdf

Rail Vehicle Replacement Grants

This is a competitive grant program run by the Federal Transit Administration (FTA) that provides support for the replacement of rail rolling stock, including passenger carrying vehicles, locomotives necessary for public transportation, and revenue service vehicles. For the first round of competition, FTA awarded six states \$703 million through this program.

- **Deadline:** This program is authorized and funded through FY 2026 by the Bipartisan Infrastructure Law. The current solicitation opened on **October 10, 2023**, and will close on **December 18, 2023**.
- **Match Requirement:** Federal share cannot exceed 80 percent of the net project cost and maximum share of the grant funding cannot be more than 50 percent of the net project cost.
- **Eligibility:** This program is open to state and local governments in urbanized areas that are eligible for State of Good Repair formula funds.
- **Links for additional information:** <https://www.transit.dot.gov/grant-programs/rail-vehicle-replacement-grants>. A webinar on the 2022-2023 solicitation is available at <https://www.transit.dot.gov/funding/grants/grant-programs/competitive-grants-rail-vehicle-replacement-program-rail-program>.
- **Examples of previously funded projects**
 - *Chicago Transit Authority (CTA)* - \$200,000,000 “to buy up to 300 new electric propulsion passenger railcars to replace older rail cars, operating since the 1980s. This project will improve CTA's state of good repair needs as the average age of its rail fleet is nearly 40 years old.”
 - More information on previously funded projects can be found at <https://www.transit.dot.gov/funding/grants/grant-programs/fiscal-year-20222023-rail-vehicle-replacement-program-project>

Capital Investment Grants (CIG) Program

The Capital Investment Grants (CIG) program, operated by the Federal Transit Administration (FTA), funds fixed guideway investments included new and expanded rapid rail, commuter rail, light rail, bus rapid transit, and ferries, as well as corridor-based bus rapid transit investments that emulate the features of rail. The CIG program has three categories titled “new starts,” “small starts” and “core capacities.” In addition, the BIL established a process for bundling projects to allow sponsors to move multiple projects through the CIG program pipeline simultaneously.

- **Deadline:** May apply any time for entry into the Project Development (PD) phase, though it is best not to apply in fall during FTA’s Annual Report season.
- **Match requirement:** The federal cost share for the CIG program varies by project type, with New Starts: 60 percent, Small Starts: 80 percent, and Core Capacity: 80 percent. Total federal funds for any project type may not exceed 80 percent.
- **Eligibility:** State or local governmental authorities are eligible to apply.
- **Links for additional information:** More information on the CIG program is available at

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<https://www.transit.dot.gov/CIG>; Updated CIG Policy Guidance reflecting changes made in the BIL is available at <https://www.transit.dot.gov/sites/fta.dot.gov/files/2023-01/CIG-Policy-Guidance-January-2023.pdf>. FTA hosted webinars on the CIG program are available at <https://www.transit.dot.gov/funding/grant-programs/capital-investments/capital-investment-grants-program-regulations-guidance>.

- **Examples of previously funded projects:**

- *Metropolitan Transit Authority of Harris County, Texas* - \$1.335 billion new start to fund the development of the University Corridor Bus Rapid Transit Project, a “Bus Rapid Transit (BRT) corridor running from Westchase Park-and-Ride to Tidwell Transit Center in Houston almost entirely on exclusive bus lanes.” Three universities and three community colleges are within a half-mile of proposed stations.
- More information on previously funded projects can be found at <https://www.transit.dot.gov/funding/grant-programs/capital-investments/current-capital-investment-grant-cig-projects>.

Transportation Alternatives Program

The Transportation Alternatives (TA) program, administered by the Federal Highway Administration (FHWA), and comprises set-aside funds from the Surface Transportation Block Grant (STBG) and provides funding for a variety of smaller-scale projects including pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments. FHWA considers shared micromobility projects as eligible for the TA Set-Aside.

- **Deadline:** The application is typically due in the 1st or 2nd quarter of the fiscal year, though this varies state-by-state.
- **Match requirement:** The Federal share of eligible project costs is generally 80 percent.
- **Eligibility:** Eligible applicants include States, Tribes, localities, natural resource or public land agencies, regional transportation authorities, transit agencies, MPOs, nonprofits.
- **Links for additional information:** More information on the TA program is available at https://www.fhwa.dot.gov/environment/transportation_alternatives/.
- **Examples of previously funded projects:**
 - *Southeast Michigan Council of Governments (SEMCOG), MI* - \$1.1 million to fund the Detroit – Inner Circle Greenway Railroad Acquisition, which included installation of green infrastructure such as green streets and bioretention and repurposing of 8.3 miles of abandoned railway near Detroit.
 - **Vienna Metro Bike and Pedestrian Improvement, VA:** \$800,000 to fund construction of dedicated bicycle facilities and provide protected bike lines through a combination of implementing a road diet, narrowing the existing median, and adding trail connections behind the existing curb.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program

The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program, formerly known as both the Better Utilizing Investments to Leverage Development (BUILD) grant program and the Transportation Investment Generating Economic Recovery (TIGER) grant program is DOT’s signature programs for funding infrastructure projects across the United States. RAISE grants are awarded to surface transportation infrastructure projects that will have “significant local or regional impact” and are

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difficult to fund through other DOT grant programs. In FY 2023, the RAISE program awarded both planning and capital project grants. Planning grants are those that contribute to planning, preparation, and design including environmental analysis, feasibility studies, and other pre-construction activities. While funding cannot be used for research, the program is an opportunity for institutions of higher education to partner with state and local government offices on transportation or infrastructure projects that hold local or regional significance or improve a university's campus. Additionally, RAISE grant resources can only be utilized for pilot projects if the project will result in a permanent piece of infrastructure and these funds can be utilized for projects that support the use of emerging technology, such as automated or connect vehicles through the enabling of connected infrastructure, broadband, etc.

- **Deadline:** The application deadline for FY 2023 has passed and was due February 28, 2023.
- **Match requirement:** Grant awards will represent no more than 80 percent of the total project cost, except for in certain areas and persistent poverty and historically disadvantaged communities, for which DOT released a tool to determine if a projects location is in one of these communities, found [here](#).
- **Eligibility:** Eligible applicants include state, local, or tribal governments and their various political subdivisions, including Metropolitan Planning Organizations, transit agencies, port authorities, etc. Private universities are not eligible under this solicitation but may participate through partnerships with state and local governments.
- **Links for additional information** More information on the RAISE grant program is available at <https://www.transportation.gov/RAISEgrants>; Lewis-Burke's recent write-up of the most recent RAISE competition is available [here](#)
- **Examples of previously funded projects:**
 - *Jackson, Kentucky: Panbowl Lake Corridor Project* - \$21 million grant to make improvements to KY 15, the main artery through town, and strengthen an earthen dam that helps protect community from catastrophic flooding.
 - *New Orleans, Louisiana: New Orleans Downtown Transit Center and Connecting Corridors* - \$24.8 million grant to construct a Downtown Transit Center for the city's bus and streetcar network and make safety improvements at intersections.
 - Additional information on previously made awards is available at https://www.transportation.gov/sites/dot.gov/files/2023-06/RAISE%202023%20Fact%20Sheets_2.pdf.

Department of Energy

Carbon Capture Large-Scale Pilot Program

The Carbon Dioxide Transportation Infrastructure Finance and Innovation Program will provide funding through cooperative agreements to improve the effectiveness, cost, emissions reduction, efficiency, and environmental performance of coal and natural gas.

- **Deadline:** The FY 2023 competition is closed. It is anticipated that a FY 2024 competition will be run in early 2024. Awards from the FY 2023 competition have yet to be announced.
- **Match Requirement:** There is a required 30 percent non-federal cost share of total project costs.
- **Eligibility:** Institutions of higher education, non-profits, for-profits, Tribal Nations, state and local governments, incorporated and non-incorporated consortia are eligible to apply. These carbon capture large-scale pilot projects must be integrated with commercial plant operations and conducted in the United States.
- **Links for additional information:** <https://www.energy.gov/oced/carbon-capture-large-scale-pilot-programs>.

U.S. Fish and Wildlife Service

National Culvert Removal, Replacement, and Restoration Program

The National Culvert Removal, Replacement and Restoration Program, administered by DOT in conjunction with the U.S. Fish and Wildlife Service, funds projects to replace or repair culverts and weirs that will “meaningfully improve” passageways for anadromous fish species. In FY 2022, a total of \$196 million was made available for the program.

- **Deadline:** The program is authorized and funded through FY 2026 by the Bipartisan Infrastructure Law. The most recent solicitation was released on **October 6, 2022** and closed on **February 6, 2023**.
- **Match Requirement:** Federal share cannot exceed more than 80 percent of total project costs.
- **Eligibility:** State, local, and tribal governmental entities are eligible to apply.
- **Links for additional information:**
<https://www.fhwa.dot.gov/engineering/hydraulics/culverthyd/aquatic/culvertaop.cfm>. The most recent solicitation can be found at https://www.fhwa.dot.gov/engineering/hydraulics/culverthyd/aquatic/culvertaop_nofo.pdf.
- **Examples of previously funded projects:**
 - *Maine Department of Transportation* - \$9.2 million to replace seven crossings that are barriers to one or more native fish species to restore access to twenty miles of habitat.
 - *City of Bainbridge Island, WA* - A \$2.5 million project to remove a falling culvert and weir and replacing it with a bridge to decrease barriers to fish species.
 - Additional information on previously funded projects is available at <https://www.fhwa.dot.gov/engineering/hydraulics/culverthyd/aquatic/2022recipients.pdf>.

Programs to Support Clean Energy Infrastructure and Development

Department of Energy

Program Upgrading Our Electric Grid and Ensuring Reliability and Resiliency

Also known as the Grid Innovation Program, this is a federal financial assistance program that provides grants to support innovation in storage, transmission, and distribution infrastructure to increase energy resilience.

- **Deadline:** This program is anticipated to reopen in early 2024. In 2023, applications became available on January 13 and were due on May 19. The first round of awards for this program are expected to be announced in Winter 2023.
- **Match Requirement:** There is a fifty percent cost share for this program.
- **Eligibility:** States, Indian Tribes, local government, and public utility commissions are eligible to apply.
- **Links for additional information:** <https://www.energy.gov/clean-energy-infrastructure/grid-innovation-program#:~:text=The%20Grid%20Innovation%20Program%2C%20also,to%20demonstrate%20innovative%20approaches%20to>.

Energy Improvements in Rural or Remote Areas

The Energy Improvements in Rural or Remote Areas (ERA) program was given \$1 billion from the Bipartisan Infrastructure Law to improve energy systems in communities across the United States with less than 10,000 residents. The ERA program’s goals are to deliver benefits including improved energy

access and resilience and decreasing energy costs and environmental harm, demonstrate new rural/remote energy models, and build rural America's clean energy capacity.

- **Deadline:** There were three opportunities through the ERA program in 2023, all of which are now closed. However, the program was provided funding through FY 2026 and new funding competitions are expected to open in Spring 2024.
- **Match Requirement:** Match requirement varies by funding opportunity within the ERA program.
- **Eligibility:** Eligibility varies by funding opportunity within the ERA program but can include industry and other for-profit entities, state and local governments, institutions of higher education, utilities, community-based organizations and other non-profits, and Tribes.
- **Links for additional information:** <https://www.energy.gov/oced/energy-improvements-rural-or-remote-areas-0>.
- **Funding has only been announced for the Energizing Rural Communities Prize within the ERA programs. An example of a project funded through Phase One of that program:**
 - *Beaver Island, MI* - \$100,000 to support an energy waste assessment and energy efficiency remediation for facilities across the island.
 - Additional information on previously funded awardees is available at <https://americanmadechallenges.org/challenges/rural-energy/results>.

Advanced Energy Manufacturing and Recycling Grants

The Advanced Energy Manufacturing and Recycling Grants program supports small and medium-sized manufacturers in communities that have been impacted by coal mine or power plant closers in building or retrofitting existing facilities to produce advanced energy products.

- **Deadline:** The FY 2023 competition for the initial investment of \$350 million for is closed. The Bipartisan Infrastructure Law provided over \$700 million for the program through FY 2026, and there will be another competition most likely in FY 2024. Awards for the FY 2023 competition have yet to be announced.
- **Match Requirement:** There is a 50 percent cost share for total project costs.
- **Eligibility:** This opportunity is limited to manufacturing firms that either have less than \$100,000 in gross annual sales, have fewer than 500 employees at plant sites, or have annual energy bills totaling between \$100,000 and \$2.5 million.
- **Links for additional information:** <https://www.energy.gov/mesc/advanced-energy-manufacturing-and-recycling-grants>; A mapping tool to help determine eligibility is available at <https://arcgis.netl.doe.gov/portal/apps/experiencebuilder/experience/?id=09457c326145417595287951ed376a29>.

Renew America's Schools Program

This program supports energy upgrades at K-12 public schools in an effort to lower costs, improve air quality, and create healthier environments for students and teachers.

- **Deadline:** This program is currently closed, but DOE has indicated its intention to open a second competition in spring 2024.
- **Match requirement:** There is a five percent cost share of total allowable costs for this program.
- **Eligibility:** Consortia including one local education agency and one or more school, non-profit organizations with knowledge of energy improvements, for-profit organizations with knowledge to partner on energy improvements, and community partners are eligible to apply.
- **Links for additional information:** <https://www.energy.gov/scep/renew-americas-schools>.
- **Examples of previously funded projects:**

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- *William Ramsey Elementary School, VA* - \$4 million to replace HVAC boilers with high efficiency electric water heat pumps and install new rooftop units, improved filtration and building automation controls, LED lighting, and thermal scanning technologies.
- *Kane County School District, UT* - \$5.7 million to replace a coal-fired boiler with a high-efficiency HVAC system to cool classrooms and improve air ventilation.
- Additional information on previously funded projects is available at <https://www.energy.gov/scep/renew-americas-schools-grant>.

Transmission Siting and Economic Development (TSED) Grant Program

This grant program aims to provide grants for states, tribes, and local governments to accelerate and strengthen electric transmission siting and permitting processes.

- **Deadline:** Concept papers are due on **October 31, 2023** and full applications are due on **April 5, 2024**.
- **Match Requirement:** A cost-share of 5% or greater may be required for projects.
- **Eligibility:** TSED grants are available to state, tribal, and local government applicants.
- **Links for additional information:** <https://www.energy.gov/gdo/transmission-siting-and-economic-development-grants-program>.

Assistance for Latest and Zero Building Energy Code Adoption

The purpose of this program is to support efforts by states and territories to adopt and implement the latest building energy codes and zero energy codes.

- **Deadline:** Letters of Intent must be submitted by **November 21, 2023** and full applications will be accepted on a rolling basis until September 30, 2025.
- **Match Requirement:** No
- **Eligibility:** States and local governments with authority to adopt building energy codes are eligible to apply. DOE may reserve up to 5% of necessary administrative costs.
- **Links for additional information:** <https://www.energy.gov/scep/technical-assistance-adoption-building-energy-codes>.

Department of Agriculture

Higher Blends Infrastructure Incentive Program

To increase the sales and use of higher blends of ethanol and biodiesel by expanding the infrastructure for renewable fuels derived from U.S. agricultural products.

- **Deadline:** There will be five rolling quarterly application windows, starting 7/1/2023 through 9/30/2024.
- **Match Requirement:** Awards to successful applicants will be in the form of cost-share grants for up to 75 percent of total eligible project costs, but not to exceed \$5 million, whichever is less.
- **Eligibility:** Fueling stations, convenience stores, hypermarket fueling stations, fleet facilities, and similar entities with capital investments) for eligible implementation activities related to higher blends of fuel ethanol greater than 10 percent ethanol, such as E15 or higher, and biodiesel greater than 5 percent biodiesel, such as B20 or higher; and terminal operations, depots, midstream partners, and home heating oil distributors for eligible implementation activities related to higher blends of fuel ethanol greater than 10 percent ethanol, such as E15 or higher, and biodiesel greater than 5 percent biodiesel, such as B20 or higher.
- **Links for additional information:** <https://www.rd.usda.gov/hbiip>.
- **Examples of previously funded projects:**

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- *DNS LLC dba Westside Petro* - \$348,250 - This Rural Development investment project will install two E15 dispensers, two E85 dispensers, one B20 dispenser, one ethanol storage tank, and one biodiesel storage tank at one fueling station. This project projects to increase the amount of biofuels sold by 479,303 gallons per year.
- *Wilton Petroleum Inc.* - \$604,000 - This Rural Development investment project will install seven E15 dispensers, three B20 dispensers, two ethanol storage tanks, and three biodiesel storage tanks at two fueling stations located in Minnesota. This project projects to increase the amount of ethanol sold by 420,741 gallons per year.
- Additional information on previously funded projects is available at <https://www.rd.usda.gov/media/file/download/usda-rd-nr-hbiip-chart-06262023pdf>

Rural Energy for America Program (REAP)

The purpose of this program is to help agricultural producers and rural small businesses invest in renewable energy systems and make energy-efficiency improvements.

- **Deadline:** This program is open. Upcoming application deadlines include **December 31, 2023, March 31, 2024, June 30, 2024, and September 30, 2024.**
- **Match Requirement:** The federal share was raised to 50% for all energy efficiency projects, all zero-emission renewable energy projects, and all projects in designated energy communities and projects submitted by eligible tribal entities.
- **Eligibility:** Eligible applicants include agricultural producers with at least 50% of gross income coming from agricultural operations, and small businesses in eligible rural areas. Tribal businesses, rural electric cooperatives, and public power entities may also be eligible to apply.
- **Links for additional information:** <https://www.rd.usda.gov/inflation-reduction-act/rural-energy-america-program-reap>.
- **Examples of previously funded projects:**
 - *Michigan State University* - \$99,999 - This Rural Development investment will be used to enable a University's Farm Energy Program to conduct 35 renewable energy assessments for agricultural producers and rural small businesses throughout Michigan. These assessments will provide analysis to make a comprehensive energy plan for the operating entity.
 - *University of Oregon* - \$100,000 - This Rural Development investment will be used by a University to conduct approximately 50-80 energy audits for poultry farm producers throughout the state of Georgia. These audits will provide analysis to make energy-efficiency improvements to these operations.
 - *Berea College* - \$100,000 - This Rural Development investment will be used by a College to conduct 26 renewable energy assessments for rural small businesses and agricultural producers throughout Pennsylvania. These on-site assessments will provide analysis to install renewable energy systems aimed at reducing overall energy costs. This program strengthens American energy independence by increasing the private sector supply of renewable energy and decreasing the demand for energy through energy efficiency improvements.
 - Additional information on previously funded projects is available at [usda-rd-reap-chart-08302023.pdf](https://www.rd.usda.gov/media/file/download/usda-rd-reap-chart-08302023.pdf)

Department of Housing and Urban Development

Green and Resilient Retrofit Program

The purpose of this program is to provide grants and loans to HUD-assisted properties to improve energy or water efficiency or make the properties more resilient to climate impacts. HUD distributes funding

through three mechanisms: Elements, Leading Edge, and Comprehensive. Elements awards provide funding for owners to include proven and meaningful climate resilience and utility efficiency measures in projects that are already in the process of a recapitalization transaction. Examples of eligible Elements investments include, but are not limited to, installation of electric HVAC heat pumps, Energy Star windows, fire resistant roofs and clean energy generation systems. Leading Edge awards provide funding for ambitious retrofit activities to achieve an advanced green certification. Best for properties in the planning stages of a recapitalization effort, Leading Edge awards complement the existing financing strategy, allowing projects to reach the highest standards of utility efficiency and climate resilience and be recognized under programs like LEED and PHIUS. Comprehensive awards provide funding to properties with the highest need for climate resilience and utility efficiency upgrades, regardless of prior development or environmental retrofit experience. Awardees will have access to support in commissioning property assessments to plan a redevelopment that meets the property's specific needs as well as GRRP retrofit objectives.

- **Deadline:** This program has a rolling application submission process through **May 2024**.
- **Match Requirement:** There is no match requirement.
- **Eligibility:** Private owners of HUD-assisted multifamily buildings to make decarbonization and resilience upgrades are eligible to apply.
- **Links for additional information:** <https://www.hud.gov/grrp>.

Programs to Support Environmental Protection, Resiliency, and Conservation Activities National Oceanic and Atmospheric Administration (NOAA)

Transformational Habitat Restoration and Coastal Resilience

The purpose of this program is to help sustain our nation's fisheries, make significant strides in the recovery of threatened and endangered species, and help protect coastal communities and ecosystems from the impacts of climate change.

- **Deadline:** This program is currently open, and applications are due on **November 17, 2023**.
- **Match Requirement:** Not required, but strongly encouraged. (Cost sharing is considered in evaluation criteria.)
- **Eligibility:** Eligible applicants are institutions of higher education, non-profits, commercial (for profit) organizations, U.S. territories, and state, local, and tribal governments.
- **Links for additional information:** <https://www.fisheries.noaa.gov/grant/transformational-habitat-restoration-and-coastal-resilience-grants>.

Coastal Habitat Restoration and Resilience Grants for Tribes and Underserved Communities

The purpose of this program is to support community-driven habitat restoration and build the capacity of tribes and underserved communities to more fully participate in restoration activities.

- **Deadline:** This program is open and applications are due **December 19, 2023**.
- **Match Requirement:** Not required, but strongly encouraged. (Cost sharing is considered in evaluation criteria.)
- **Eligibility:** Eligible applicants are tribes, applicants that can demonstrate status as a tribal entity, an underserved community, or entities that partner with tribes, tribal entities, and/or underserved communities such as institutions of higher education, non-profit organizations, commercial (for profit) organizations, U.S. territories, and state, local, and Native American and Alaska Native tribal governments. As part of their applications, applicants must demonstrate their status as, or connection to, a tribe, tribal entity, and/or an underserved community.
- **Links for additional information:** <https://www.fisheries.noaa.gov/grant/coastal-habitat-restoration-and-resilience-grants-tribes-and-underserved-communities>.

Environmental Protection Agency**Consumer Recycling Education and Outreach Grant Program**

The Environmental Protection Agency's (EPA) Consumer Recycling Education and Outreach Grant Program funds projects and efforts to educate the wider public on community recycling programs and increase recycling collection rates in communities. The program includes two tracks: Track 1 for projects in disadvantaged communities, of which 40 percent of the program funds will be awarded. Track 2 includes all other projects. 20 percent of the program funds will be set-aside and awarded to low-income, rural, and Native American communities. The most recent solicitation provided \$30 million in available funding.

- **Deadline:** The program is authorized and funded through FY 2026 by the Bipartisan Infrastructure Law. The most recent solicitation opened in **November 2022** and closed on **February 15, 2023**.
- **Match Requirement:** There are no match requirements for the program.
- **Eligibility:** Eligible applicants include state and local governments, non-profit organizations, and public-private partnerships. More information on eligible projects and communities can be found on the program website.
- **Links for additional information:** <https://www.epa.gov/infrastructure/consumer-recycling-education-and-outreach-grant-program>.

Climate Pollution Reduction Grants – Implementation Grants

The purpose of this program is to support states, tribes, municipalities, tribal consortia, and territories in their efforts to reduce greenhouse gas emissions. EPA has announced two competitions for CPRG implementation grants – a general competition for applications from states, municipalities, tribes, tribal consortia, and territories, and a competition only for tribes, tribal consortia, and territories.

- **Deadline:** The General competition will close on **April 1, 2024** and the Tribes and Territories Competition will close on **May 1, 2024**.
- **Match Requirement:** There is no match requirement for this award.
- **Eligibility:** Eligibility is dependent on whether or not an entity is interested in applying for the General or Tribes and Territories competitions.
- **Links for additional information:** <https://www.epa.gov/inflation-reduction-act/cprg-implementation-grants>.

Department of Agriculture**Environmental Quality Incentives Program (EQIP)**

The purpose of this program is to help farmers, ranchers, and forest landowners integrate climate-smart conservation into working lands.

- **Deadline:** This program accepts applications year-round. Please view the [by state ranking date](#) for information on the program's current cycle in your area.
- **Match Requirement:** EQIP may provide up to 75 percent of the costs of certain conservation practices. However, socially disadvantaged, limited-resource, beginning, and veteran farmer and ranchers are eligible for cost-share rates of up to 90 percent.
- **Eligibility:** Farmers, ranchers, and forest landowners who own or rent agricultural land are eligible.
- **Links for additional information:** <https://www.nrcs.usda.gov/programs-initiatives/eqip-environmental-quality-incentives>.

Conservation Stewardship Program (CSP)

This program aims to help agricultural and forest producers that decide to enhance existing conservation efforts.

- **Deadline:** This program accepts applications year-round. Please view the [by state ranking date](#) for information on the program's current cycle in your area.
- **Match Requirement:** Not Applicable
- **Eligibility:** CSP is for working lands and is the largest conservation program in the United States. Private agricultural land, including cropland, pasture and rangeland is eligible as well as all acres of an agricultural operation under the effective control of a farmer or rancher.
- **Links for additional information:** <https://www.nrcs.usda.gov/programs-initiatives/csp-conservation-stewardship-program>.

Agricultural Conservation Easement Program (ACEP)

The purpose of this program is to help landowners, land trusts, and other entities protect, restore, and enhance wetlands or protect working farms and ranches through conservation easements.

- **Deadline:** This program accepts proposals year-round and periodically announces ranking cycles.
- **Match Requirement:** Not Applicable
- **Eligibility:** American Indian tribes, state and local governments and non-governmental organizations that have farmland, rangeland or grassland protection programs. Eligible landowners include owners of privately held land including land that is held by tribes and tribal members.
- **Links for additional information:** <https://www.nrcs.usda.gov/programs-initiatives/acep-agricultural-conservation-easement-program>.

Forest Legacy Program

The Forest Legacy Program (FLP) is a conservation program administered by the U.S. Forest Service in partnership with State agencies to encourage the protection of privately owned forest lands through conservation easements or land purchases. Since its creation in 1990, FLP has conserved over 3 million acres of forest land and expanded across the country to 53 states and territories. These "working forests" protect water quality and provide wildlife habitat, forest products, opportunities for recreation and other public benefits. Landowners may participate in the Forest Legacy Program by either selling their property outright or by retaining ownership and selling only a portion of the property's development rights; both are held by state agencies or another unit of government. The use of a conservation easement, a legal agreement between a landowner and a non-profit land trust or governmental agency, allows the land to remain in private ownership while ensuring that its environmental values are retained.

- **Deadline:** This program is currently open. Round 1 will close on **December 11, 2023** and Round 2 will close on **May 20, 2024**.
- **Match Requirement:** The program requires a minimum non-federal match of at least 25 percent of total project cost. Match can consist of state, local, private funds, donated land value, and in some cases, project costs.
- **Eligibility:** This opportunity is limited to privately owned forest lands.
- **Links for additional information:** <https://www.fs.usda.gov/managing-land/private-land/forest-legacy>.
- **Examples of previously funded projects:**
 - *Nashua Wild & Scenic Rivers and Forests Project* - \$8,615,000 to permanently conserve the Nashua River watershed through a combination of 14 conservation easements and 6

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fee simple land acquisitions. The project area includes state-designated priority habitat and is the largest habitat in the northeast U.S. for Blanding's turtle. The project is within commuting distance of three metropolitan hubs with a combined population of 6.3 million and will benefit environmental justice communities.

- *Southern Shenandoah Borderlands Project* - \$7,095,000 to protect four tracts totaling 4,364 acres through a conservation easement, conserving a scenic, undeveloped landscape that millions of passersby each year see as indistinguishable from adjoining National Park land. The project will maintain scenic views and buffer the southern tip of Shenandoah National Park, protecting it from impacts and potential development radiating from Interstate 64.

Department of the Interior

WaterSMART Drought Response Program:

The purpose of this program is to support projects that increase water management flexibility in order to help prepare for/address the impacts of drought and water supply shortages. Three categories of WaterSMART Grants are offered through separate funding opportunities: Water and Energy Efficiency Grants; Small-Scale Water Efficiency Projects; and Water Marketing Strategy Grants.

- **Deadline:** This program is open through **October 31, 2023**.
- **Match Requirement:** Yes, non-Federal cost share of 50% or more of the total project cost.
- **Eligibility:** States; tribes; irrigation districts; water districts; state, regional, or local authorities, whose members include one or more organization with water or power delivery authority; other organizations with water or power delivery authority; and nonprofit conservation organizations that are acting in partnership with and with the agreement of an entity previously described. To be eligible, applicants must be located in the Western United States or U.S. Territories. Entities located in Alaska and Hawaii are also eligible to apply.
- **Links for additional information:** <https://www.usbr.gov/watersmart/>.
- **Examples of previously funded projects:**
 - *City of Boise, City of Boise Recycled Water Program Reclamation Funding* - \$1,000,000 for the City of Boise, Idaho to develop a feasibility study as well as other planning, preliminary design, and environmental compliance activities for the City of Boise Recycled Water Program. The planning activities will inform site selection and project development for a recycled water facility, a groundwater recharge facility, and related recycled water conveyance infrastructure. The proposed recycled water facility is expected to treat up to five million gallons of used industrial water per day for groundwater recharge that will be stored for later beneficial use.
 - *Rancho California Water District, Regional Recycled Water and Groundwater Recharge Study Reclamation Funding* - \$1,000,000 for The Rancho California Water District, located in southern California, in partnership with other local water management agencies, to develop a feasibility study for a regional recycled water program. The feasibility study will explore options for expanding indirect potable reuse, including the construction of a larger brine disposal pipeline and new inland pipelines and interconnections to combine isolated infrastructure into a regional recycled water system. Once completed, the potential new project would eliminate the need to import up to 27,000 acre-feet of water annually.
 - Additional information on previously funded projects is available at <https://www.usbr.gov/watersmart/desalination/docs/FY23RecyclingDesalinationPlanningProjectDescriptions.pdf>

Federal Emergency Management Agency**Building Resilient Infrastructure and Communities**

The goal of this program is to provide funds to combat natural hazards and climate change through creating resilient infrastructure in communities and mitigate future hazards within communities. The funds may be used for “Capability – and Capacity Building activities, Hazard Mitigation Projects (construction), and Management Costs”. The money allocated to FEMA for this program comes out of the Infrastructure Investment and Jobs Act (IIJA) also known as the Bipartisan Infrastructure Law (BIL). The program aligns itself with promoting resilience and adaptation of the goals set out in the [2020-2024 DHS strategic plan](#); specifically through Goal 5. In fiscal year (FY) 2022 the BRIC program provided \$2,295,000,000 total to be split into three funding categories. First, for State/Territory allocations there was \$112,000,000 set aside, for Tribal there was \$50,000,000, and finally for the National Competition \$2,133,000,000 was set aside. Each grant would be awarded up to \$2,000,000 for a performance period of 36 months.

- **Deadline:** The application for this program was due on January 27, 2023. The BRIC program will publish a detailed report in the spring of 2024 to assist in the future of this grant program.
- **Cost Share:** The cost share for the BRIC program is 75 percent federal funds and 25 percent non-federal funds. The program allows a reduction of 25 percent to 10 percent for Economically Disadvantaged Rural Communities (ERDC) which are defined in [42 U.S.C. § 5133 \(a\)](#).
- **Eligibility:** States, U.S. Territories, District of Columbia, and Federally recognized Tribal governments are all eligible to apply.
- **Links for additional information:**
https://www.fema.gov/sites/default/files/documents/fema_fy22-bric-nofo_08052022.pdf.

Programs that Support Community Development and/or Provide Tax IncentivesDepartment of Treasury**Community Development Financial Institutions Fund Programs**

The Community Development Financial Institutions (CDFI) Fund encourages economic and community development in low-income and distressed areas across the country by federally certifying a broad array of lending institutions that have made promoting community development their primary mission. Once certified as **CDFIs**, these banks, credit unions, nonprofit loan funds, venture capital funds, etc. become eligible for financial awards and other assistance provided by the Department of Treasury’s CDFI Fund to promote community development in markets that have been bypassed by traditional financial institutions. Hence, CDFI certified institutions are a type of federally backed public-private partnership established to advance financial inclusion by increasing access to affordable capital to traditionally underserved populations and markets. Most CDFI loans go to small businesses, consumers, and residential real estate.

CDFIs are also eligible for a number of competitive grants from Treasury, to provide additional federal assistance to distressed and targeted communities including support for activities such as “mortgage lending for first-time homebuyers, flexible underwriting for community facilities, and commercial loans for businesses in low-income areas.” These programs include the [Capital Magnet Program](#), which supports the development of affordable housing, building renovations, and other economic development activities. A full list of competitive grants is [here](#).

By law, 60 percent of investments must be in an approved target market or eligible market, which includes one or more of the following: *investment areas* that have a demonstrated need for loans, equity investments, etc. or wholly located in an Empowerment Zone or Enterprise Community (a map of CDFI

regions is [here](#)), or *target populations*, which includes certain low income populations and underrepresented groups.

- **Deadlines:** There are various deadlines for CDFI compliance reports and competitive grants. For instance, Capital Magnet was due March 21, 2023. Reminders about various deadlines are often posted in the News section of the CDFI website [here](#).
- **Match Requirement:** Federal CDFI financial assistance program awards generally need to be matched dollar-for-dollar from non-federal sources. According to the [FY 2022 guidance](#), a wide range of non-federal sources can be considered.
- **Eligibility:** To be eligible for CDFI certification, an organization must meet the following criteria: “Have a primary mission of promoting community development; provide both financial and educational services; serve and maintain accountability to one or more defined target markets; Maintain accountability to a defined market; and be a legal, non-governmental entity at the time of application (with the exception of Tribal governmental entities).”
- **Links for additional information:** Maps of eligible regions for CDFI and NMTC can be found at <https://www.cdfifund.gov/cims3>; Background and additional information on the CDFI program can be found at <https://www.cdfifund.gov/programs-training/certification/cdfi>; A full list of programs to support communities through eligible community CDFIs can be found at <https://www.cdfifund.gov/programs-training/programs>; and A CRS report on CDFIs can be found at <https://crsreports.congress.gov/product/pdf/R/R47217>.
- **Examples of previously funded projects:**
 - Examples of various CDFI funded projects can be found [here](#) and [here](#), such as a \$7.5 million [mixed-use development](#) of a historic structure in Toledo.

New Markets Tax Credit (NMTC)

The competitive **New Markets Tax Credit (NMTC)** program aims to “attract private capital into low-income communities by permitting individual and corporate investors to receive a tax credit against their federal income tax in exchange for making equity investments” in **Community Development Entities (CDE)**. Treasury’s CDFI office certifies CDEs, which are corporations or partnerships that can serve as liaisons for the provision of loans and investments in underserved communities at favorable rates. CDEs apply for NMTC tax credit allocations and authority before seeking taxpayers to make investments in qualified areas and communities. The CDE then makes equity investments in qualified low-income communities (LICs) and other qualifying businesses. Investors can claim a tax credit value of up to 39 percent over seven years.

NMTC can support a broad range of investments in commercial real estate development; mixed-use real estate development (however, commercial must comprise at least 20 percent of the project’s gross income); community facilities; nursing and assisted living facilities; hotel developments; and more. NMTC support has been used to expand research parks, university buildings, incubators, and other innovation investments, as well (examples of projects can be found [here](#)). Certain investments, such as fully residential properties, golf courses, casinos, etc. are not allowed. In 2020, 48 percent of NMTC applicants received allocations. Applicants requested \$15 billion in allocation authority with only \$5 billion available.

To become a CDE, an entity must be a “domestic corporation, have a demonstrated mission of serving or providing capital to low-income communities or people, and maintain accountability to residents of low-income communities through representation on a governing or advisory board.”

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- **Deadlines:** In the 2022-2023 cycle, the allocation round opened in November 2022 and NMTC program awards were announced in September 2023 with various registration and submission deadlines along the way. A timeline can be found [here](#).
- **Match Requirement:** Not applicable.
- **Eligibility:** NMTC investments must be made in qualifying low-income communities, which include “census tracts that have at least one of the following criteria: (1) has a poverty rate of at least 20 percent; (2) is located in a metropolitan area and has a median family income below 80 percent of the greater statewide or metropolitan area median family income; or (3) is located outside a metropolitan area and has a median family income below 80 percent of the median statewide family income.” However, there are some flexibilities to also include tracts with low populations and “high migration rural communities,” which expands the definition of LIC considerably.^[1] Qualified businesses receiving support must be in an eligible tract, derive at least 50 percent of income from the LIC, have 40 percent of businesses and services in the LIC, and have “less than 5 percent of the aggregate unadjusted bases of the property attributable to collectibles or nonqualified financial property.”
- **Links for additional information:** Maps of eligible regions for CDFI and NMTC can be found at <https://www.cdfifund.gov/cims3>; A CRS report on NMTC can be found at <https://sgp.fas.org/crs/misc/RL34402.pdf>.
- **Examples of previous NMTC investments** can be found at https://www.novoco.com/sites/default/files/atoms/files/cdfi_fund_2021_nmtc_public_data_release.pdf.

State Small Business Credit Initiative (SSBCI)

SSBCI provides support for technical assistance and activities to catalyze private sector capital for small businesses, especially those in underserved communities and with entrepreneurs that have struggled to obtain capital in the past. Funding is generally provided to states and other participating jurisdictions to “implement credit and equity/venture capital programs to provide capital to small businesses.” Credit support and investment programs are aligned with regional priorities and can include programs that cover capital support, collateral for small business borrowers, loan guarantees, loan participation, and equity or venture capital for startups. All 50 states have submitted applicants for the current capital program fund; Treasury periodically announces approval of state plans following lengthy reviews. If interested in receiving funding through this program, contact your state to learn about its application process.

- **Deadline:** Please contact your State for more information <https://home.treasury.gov/policy-issues/small-business-programs/state-small-business-credit-initiative-ssbci/capital-program-list-of-programs-and-contacts>
- **Match Requirement:** SSBCI funds must be matched by private capital.
- **Eligibility:** Small businesses and startups.
- **Links for additional information:** <https://home.treasury.gov/policy-issues/small-business-programs/state-small-business-credit-initiative-ssbci>.
- **Examples of previous investments:**
 - *Global Retool Group, MI* - Global Retool Group received its first capital line of credit from Citizen’s Bank and supported by Michigan’s Strategic Fund Collateral Support program through its engagement with SSBCI.
 - A factsheet of other SSBCI investments can be found at <https://home.treasury.gov/system/files/256/State-Small-Business-Credit-Initiative-SSBCI-Fact-Sheet.pdf>.

Opportunity Zones

The Opportunity Zones program is a major initiative that was included in the *Tax Cuts and Jobs Act of 2017*. The program provides significant tax relief to individuals for channeling capital gains into qualified Opportunity Funds (QOFs) for specific investments, including stock in domestic corporations (such as local startups), capital in domestic business partnerships, or real estate improvements or developments within qualified Opportunity Zones (QOZs) that were designated by state governors in 2018, which are in effect through the end of 2026.

Tax incentives include: “(1) a temporary tax deferral for capital gains reinvested in a QOF, (2) a step-up in basis for any investment in a QOF held for at least five years (10% basis increase) or seven years (15% basis increase), and (3) a permanent exclusion of capital gains from the sale or exchange of an investment in a QOF held for at least 10 years.” While the step-up incentives have largely expired, the tax deferral and permanent exclusion after 10 years are still attractive benefits. The program had led to large-scale investments, particularly in the commercial real estate sector.

- **Deadlines:** Under the law, an investor would have had to have rolled a capital gain over by 2019 to receive the maximum benefit under the law (15 percent) of holding the investment for seven years and by the end of 2021 to receive the 10 percent base adjustment. Still, investors can defer capital gains in funds until December 31, 2026.
- **Match Requirement:** Not applicable.
- **Eligibility:** QOZ that were nominated by state governors and must have been either: “(1) a qualified low-income community (LIC), using the same criteria as eligibility under the New Markets Tax Credit (NMTC), or (2) a census tract that was contiguous with a nominated LIC if the median family income of the tract did not exceed 125 percent of that contiguous, nominated LIC.” Other important eligibility metrics include “not more than 5 percent of the census tracts designated as qualified OZs in a state can be non-LIC tracts that are contiguous to nominated LICs.” QOFs must hold 90 percent of assets in a qualified OZ stock, partnership, or business property within an OZ. As a result, some observers have noted that OZ investments have disproportionately benefited regions that were already improving prior to the subsidy.
- **Links for additional information:** <https://www.irs.gov/newsroom/opportunity-zones#:~:text=Benefits%20of%20investing%20in%20opportunity%20zones&text=If%20the%20investor%20holds%20the,15%25%20of%20the%20deferred%20gain>; and A CRS on Opportunity Zones be found at <https://sgp.fas.org/crs/misc/R45152.pdf>.

Small Business Administration

7(a) Loans

The 7(a) loan program supports small businesses with several specific initiatives, most relevant being acquiring or improving real estate and buildings, and purchasing and installation of machinery and equipment. The maximum award size is \$5 million.

- **Deadline:** Applications are accepted on a rolling basis to individual lenders.
- **Cost Sharing:** Loans are paid back monthly with fixed-rate loans.
- **Eligibility:** Eligible businesses must be operating, for profit, U.S. based, under SBA size requirements, and creditworthy but unable to obtain desired credit on reasonable terms from non-Federal, non-State, and non-local government sources.
- **Links for additional information:** <https://www.sba.gov/funding-programs/loans/7a-loans>.

504 Loans

504 loans are long-term, fixed rate loans of up to \$5.5 million for major fixed assets including the purchase or construction of existing buildings or land, new facilities, long-term machinery and equipment, as well as the modernization of existing facilities and land. The fixed asset must contribute to business and job growth in the community.

- **Deadline:** Applications are accepted on a rolling basis to individual [Certified Development Companies \(CDCs\)](#) aligned with the borrower’s geography. CDCs are defined as “non-profit corporations certified and regulated by the Small Business Administration to package, process, close, and service “504” loans.” A list of current CDCs is available [here](#).
- **Cost Sharing:** Loans may be repaid over 10, 20 or 25 years depending on terms of agreement.
- **Eligibility:** Eligible businesses must operate as a for-profit in the U.S., “have a tangible net worth of less than \$15 million, [and] have an average net income of less than \$5 million after federal income taxes for the two years preceding your application.”
- **Links for additional information:** <https://www.sba.gov/funding-programs/loans/504-loans>.

Programs in Support of Economic Development and Regional Innovation

Economic Development Administration

Regional Technology and Innovation Hub Program

The Regional Technology and Innovation Hub program was authorized through the *CHIPS and Science Act of 2022* (CHIPS+) at \$10 billion through 2027 and were funded at \$500 million in the fiscal year (FY) 2023 appropriations bill. EDA intends to make place-based investments in geographically diverse regions that have strong resources, capacity, and potential to become globally competitive in key technology areas within the next decade and ensure all outputs, including industries and job growth, remain in the United States. The program is divided into two phases, Phase 1 recently solicited applications for Strategy Development awards and consortia seeing Designation, Designated areas will then be invited to submit a Phase 2 proposal to compete for full implementation funds. Currently, EDA intends to designate at least 20 consortia this fall. To read a more in-depth analysis, Lewis-Burkes’ write up can be found [here](#).

- **Deadline:** Applications for Phase 1 were due **August 15, 2023**. The solicitation for Phase 2 Implementation grants is anticipated to be released in the Fall of 2023 for proposals that received Designation status in Phase 1.
- **Cost Sharing:** For Phase 1 Strategy grants, the general cost share will be a 20 percent local match with exceptions for underserved and Tribal governments. If the proposal’s consortium includes all or part of a small and rural or other underserved community, the match requirement could be lowered to 10 percent. If the lead applicant for the proposal is a Tribal government or the Tech Hub primarily benefits Tribal areas, the match requirement could be waived.
- **Eligibility:** The following members must be included:
 1. “Institutions of higher education, which may include Historically Black Colleges and Universities, Tribal College or Universities, and Minority-Serving Institutions;
 2. State, territorial, local, or Tribal governments or other political subdivisions of a State, including State and local agencies, or a consortium thereof;
 3. Industry groups or firms in relevant technology, innovation, or manufacturing sectors;
 4. Economic development organizations or similar entities that are focused primarily on improving science, technology, innovation, entrepreneurship, or access to capitol; and
 5. Labor organization or workforce training organizations, which may include State and local workforce development boards.”

- **Links for additional information:** The previous Phase 1 funding opportunity is available here: https://www.eda.gov/sites/default/files/2023-05/Tech_Hubs_NOFO.pdf; Additional information on the Tech Hubs program is available here: <https://www.eda.gov/funding/programs/regional-technology-and-innovation-hubs>.

Recompete Pilot Program

EDA released their funding opportunity for the Distressed Area Recompete Pilot Program (Recompete). This program was authorized by the *CHIPS and Science Act of 2022*. Recompete is a \$200 million program aimed at supporting planning and flexible implementation awards for construction and non-construction investments to address pathways to good jobs in areas with a prime age employment gap (PAEG) above the national average. EDA has indicated that applicants should demonstrate a clear understanding of the communities they seek to serve and plan to equitably benefit all members of the community in need of meaningful employment. To read a more in-depth analysis, Lewis-Burkes' write up can be found [here](#).

- **Deadline:** Phase 1 applications were due by **October 5, at 11:59 am ET**. The funding opportunity for Phase 2 is expected to be released in winter 2023. Future competitions will be dependent on annual appropriations from Congress.
- **Cost Sharing:** There is no matching requirement in Phase 1 or Phase 2.
- **Eligibility:** Local and Tribal governments, U.S. territories, political subdivisions of a State and non-profits working in cooperation with them, and economic development districts located within the local labor market or local community PAEG thresholds outlined by the funding opportunity are eligible to apply. Coalitions of eligible groups and institutions of higher education that fit into one of the eligible to apply. If an entire local community is not eligible but there are at least five contiguous Census tracts that each have a PAEG of at least 5 percent and median annual household income of less than \$75,000, the area would be eligible to apply so long as the entire proposed project is within the eligible Census tracts.
- **Links for additional information:** The most recent Recompete NOFO is available at: https://www.eda.gov/sites/default/files/2023-06/Recompete_Pilot_Program_NOFO_phase_1_vF.pdf; the Recompete Eligibility Mapping Tool: <https://disgeoportal.egs.anl.gov/Recompete/>.

Public Works and Economic Adjustment Assistance Program

The Public Works and Economic Adjustment Assistance program (PWEAA) is a signature program at the Economic Development Administration (EDA) that provides competitive funding projects that leverage regional strengths to promote economic growth and resilience in regions that meet EDA's criteria for distress. These highly flexible programs support a range of construction and non-construction activities to advance EDA's goals to enhance regional innovation and entrepreneurship, create jobs, and stimulate overall economic growth. Separate funds will be provided for the Public Works and Economic Development Facilities (Public Works) and Economic Adjustment Assistance (EAA) programs. EDA expects awards to range from \$600,000 to \$5 million for Public Works projects under this solicitation with \$121.5 million total appropriated for the program in FY 2023. EDA expects to invest \$150,000 to \$2.5 million for EAA awards in FY 2023. To read a more in-depth analysis, Lewis-Burkes' write up can be found [here](#).

- **Deadline:** Application to this funding opportunity will be accepted on a rolling basis until a new opportunity is released or funding is no longer available.

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- **Cost Share:** Cost share is required for all PWEAA funded projects. EDA's investment rate is typically 50 percent, however under this opportunity EDA may fund up to 80 percent for the total cost of a project based on the needs of the region.
- **Eligibility:** Public and private institutions of higher education are eligible to apply. EDA will also accept proposals from district organizations in EDA-designated economic development districts, Indian tribes, state and local governments, or non-profit organization. All applicant organizations must also meet the regional distress criteria outlined above to be eligible to receive funds.
- **Links for additional information:** The full PWEAA NOFO can be found at <https://www.grants.gov/web/grants/view-opportunity.html?oppId=346815>; An EDA-developed tools to access data related to economic development need are available at <https://www.eda.gov/grant-resources/tools>, including a tool to measure distress at the county level, which can be found at <https://www.statsamerica.org/distress/>.
- **Example of a Previously Funded Project:**
 - *Paradise, CA* - In 2018 Paradise California was awarded an Economic Adjustment Assistance grant of \$1.8 million dollars to support the building of a master plan that would guide recovery efforts after town was devastated by a deadly wildfire.
 - Additional information on previously funded projects are available [here](#).

Disaster Relief Supplemental

The Disaster Supplemental funding opportunity is for areas experiencing severe distress and economic harm as a result of wildfires, flooding, hurricanes, and other federally designated natural disasters that are determined by the Federal Emergency Management Agency (FEMA). The 2021 and 2022 opportunity provided \$483 million for disaster support initiatives among its six regional offices across the country:

- Atlanta Regional Office — \$160,000,000
- Austin Regional Office — \$110,000,000
- Chicago Regional Office — \$18,000,000
- Denver Regional Office — \$57,000,000
- Philadelphia Regional Office — \$103,000,000
- Seattle Regional Office — \$35,000,000

Project periods are typically 12 to 18 months for disaster and economy recovery strategy grants and 12 to 24 months for implementation grants that involve construction. To read a more in-depth analysis, Lewis-Burkes' write up can be found [here](#).

- **Deadline:** EDA will review submissions on a rolling basis until the funding opportunity is cancelled or funding has expired.
- **Cost Share:** Applicants are generally expected to match at least 20% of the funds.
- **Eligibility:** Institutions of higher education, non-profit organizations, and public-private partnerships located in or serving one or more communities that received a federal disaster declaration in 2021 and 2022 are eligible to apply. For construction projects, the applicant does not need to be located in the affected region, but applicant does need to demonstrate how the proposed project will benefit the disaster affected community.
- **Links for additional information:** The full funding announcement, which includes further details on allowable expenses, is available at <https://www.grants.gov/web/grants/view-opportunity.html?oppId=347414>; Additional information on EDA's disaster investment priorities can be found at <https://www.eda.gov/funding/investment-priorities>; Information on the location

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of FEMA federally declared disasters in 2021 or 2022, is available at <https://www.fema.gov/disasters>.

- **Examples of Previous Funded Projects**

- *Puerto Rico* - In 2017 Puerto Rico was hit by two Hurricanes, Irama and Maria. These storms destroyed an estimated \$2 billion in businesses across the island. The Economic Development Administration [invested](#) \$4.4 million in Disaster Supplemental funds in 2018 to build a STEM facility that focused on research and development for high-tech startups.
- *Austin, TX* - In 2017 Austin, TX was severely damaged during Hurricane Harvey, specifically in Port Aransas. The Economic Development Administration invested \$5 million to UT-Austin to renovate their Marine Science Institute Campus. Added by the \$1.25 million local investment, this project rebuilt buildings spurring job creation and economic recovery.

Additional information on previously funded projects are available [here](#).

Regional Commissions

Regional commissions and authorities were created to combat economic discrepancies and disadvantages and work in partnership with federal and state governments to advance place-based economic development in distressed areas across the United States. They operate independently and have money that is authorized and appropriated each fiscal year. Today, the program has grown to include eight regional commissions, though only 5 are active currently:

- [The Appalachian Regional Commission](#) (ARC);
- [The Delta Regional Authority](#) (DRA);
- [The Denali Regional Commission](#) (DRC);
- [The Northern Border Regional Commission](#) (NBRC);
- The Southwest Border Regional Commission (SBRC);
- [The Southeast Crescent Regional Commission](#) (SCRC);
- The Northern Great Plains Regional Commission (NGPRC); and
- [The Great Lakes Authority](#)*.
 - The Great Lakes authority was authorized in the FY 2023 omnibus bill but has yet to receive appropriations to carry out programming.

The commissions support several program areas to achieve their goal of addressing economic disparity and spurring development, including programs infrastructure, energy, ecology/environment and natural resources, workforce/labor, and business development. Each commission and authority will run funding opportunities through their respective regions to address regional disparities or provide economic development. Eligibility for these programs will range in each opportunity. The active regional commissions are annually funded through the appropriations process at levels ranging from \$5 million to \$195 million. There are different levels of funding for each commission based off their annual appropriation amount. Each commission operates under the leadership of a federal co-chair who is appointed by the President and approved by the Senate. The second co-chair is a state governor from one of the states within the region. Each commission is faced with varying levels of distress and need, and therefore has different ways of operating and appropriating funds. Further information on regional commissions and their activities is available [here](#).

Examples of Previously Funded Projects

- Through the Appalachian Regional Initiative for Stronger Economies (ARISE) program awarded the Smart Grid Deployment Consortium and HILLTOP Platform Expansion. This project will impact 191 counties across the Appalachian region, with the purpose of helping rural electric utilizes and energy startups. The award totaled \$10 million to support grid modeling across the region.

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- Through ARISE the Appalachian Digital Equity Accelerator (ADEA) will work with 50 cities to aid with digital equity plans, the award totaled \$6,295,509 for this project.
- Additional information on previously funded ARISE grantees and other project grantees are available [here](#).

Programs to Support Affordable Housing and Community Facilities

Department of Housing, and Urban Development

Community Development Block Grant Program

The Community Development Block Grant (CDBG) provides annual grants to states, cities, and counties to develop urban communities by providing better housing and expanding economic opportunities for low to moderate income earners. CDBG is a flexible program that seeks to empower individuals and communities to create and establish strategies tailored to the needs of the community. CDBG also engages in technical assistance activities to build the capacity of partners to CDBG grantees. CDBG funding can be used to acquire property, relocation, demolition, rehabilitation of community structures, construction and improvement of public facilities, energy conservation, renewable energy activities, and to assist businesses to carry out job creation and economic development.

- **Deadline:** Applications are accepted on a rolling basis.
- **Match Requirement:** There is no cost share or matching funds requirements.
- **Eligibility:** Principal Cities of Metropolitan Statistical Areas (MSAs), metropolitan cities with at least a population of 50,000, qualified urban counties with populations of at least 200,000, states, and insular areas. MSAs are regions that consist of a city and suburban areas that have a high-density population.
- **Links for additional information:** https://www.hud.gov/program_offices/comm_planning/cdbg.

Home Investment Partnership Program

The HOME Investment Partnership Program (HOME) provides grants to state and localities to use in partnership with local nonprofit groups to fund a broad array of activities including building, buying, and rehabilitating affordable housing or providing direct housing assistance to low-income populations. HOME funding is awarded on an annual basis and is the largest federal block grant for state and local governments to create affordable housing.

HOME funding can be distributed in the form of grants, direct loans, loan guarantees, rental assistance or security deposits, and other forms of credit enforcement. The HOME program requires that at least 15 percent of its funds must be set aside for specific activities to be carried out by a Community Housing Development Organization (CHDO), which is defined by HUD as a private-nonprofit, community-based organization that has the capacity to develop affordable housing for its community. More information on HUD CHDO set asides is available [here](#). The HOME program saw significant changes to its regulation in 2013 to enhance the efficiency and effectiveness of the program and meet the needs of the complex, changing housing environment that communities face. More information on these changes can be found [here](#).

- **Deadline:** There is no deadline for HOME funding, however, to receive HOME funds you must be engaged with a HUD designated participating jurisdiction (PJ); the deadline for PJs to submit compliance status reports has been suspended through December 31, 2023. More information is available [here](#).
- **Match Requirement:** All participating jurisdictions (PJs) must contribute or match no less than 25 cents for each dollar of HOME funds spent on affordable housing. Further information can be found [here](#).

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- **Eligibility:** Local, state, and county governments who may partner with local non-profit entities. In order to qualify for HOME funding, you must be in a HUD participating jurisdiction (PJs), which is responsible for ensuring HOME funds are executed and administered to state, local, or county governments. Further information on PJs and the administration of HOME funding is available [here](#).
- **Links for additional information:** [HOME: HOME Investment Partnerships Program - HUD Exchange](#)
- **Examples of previous awards:**
 - *Houston, TX* - The City of Houston Housing and Community Development Department led the development of [Fenix Estates](#), a 200-unit mixed-use and mixed income community development built on the vacant site of a former motel. This development is considered a supportive housing community and provides social services such as job and skill training as well as mental and physical healthcare services.
 - A full list of HOME project profiles can be found [here](#).

Department of Agriculture

Community Facilities Direct Loan and Grant Program

This program, housed in the Rural Development (RD) Office of USDA, provides funding support to build community facilities, defined as facilities that provide a service that is essential to the community's development, in rural areas. Funds may support purchase, construction, and the improvement of community facilities and equipment. Examples include health care facilities, town halls, airports, libraries, nursing homes, and more.

- **Deadline:** Applications to this funding opportunity will be accepted on a rolling basis year round.
- **Cost Share:** The cost share for this grant program is contingent on the community's population and median household income, ranging from 25 percent to 75 percent. The direct loan must be repaid in the useful life of the facility at a fixed interest rate set by the RD office.
- **Eligibility:** Public bodies, community-based nonprofit organizations, and Federally-recognized Tribes are eligible to apply in areas with no more than 20,000 residents.
- **Links for additional information:** <https://www.rd.usda.gov/programs-services/community-facilities/community-facilities-direct-loan-grant-program>.
- **Example of a Funded Project:**
 - *Alabama* - Medical West Hospital Authority was granted \$360 million in Community Facilities program funding to build a state-of-the-art, 200-bed hospital. This hospital will feature a 26-room emergency department, 12 operating rooms, eight labor and delivery rooms, and eight multi-purpose rooms.
 - Additional examples of funding projects can be found [here](#).

Community Facilities Guaranteed Loan Program

This program provides loan guarantees to lenders to build community facilities, defined as facilities that provide a service that is essential to the community's development, in rural areas. Funds may support purchase, construction, and the improvement of community facilities and equipment. Examples include health care facilities, town halls, airports, libraries, nursing homes, and more. The maximum amount of guaranteed loan is \$100 million.

- **Deadline:** Applications to this funding opportunity will be accepted on a rolling basis year round.
- **Cost Share:** The loan term may not exceed 40 years and the interest rates are negotiated between the lender and borrower, they may be fixed or variable.

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- **Eligibility:** Eligible borrowers include public bodies, Indian tribes on Federal and State reservations, Federally recognized Tribes, and Nonprofit organizations in rural areas with populations no larger than 50,000. There are some reserved funds for populations under 20,000. Lenders may be located outside of the region of services and include chartered banks, Farm Credit Banks with direct lending authority, Banks for Cooperatives, Savings and Loan Associations, Savings banks, Credit unions, State Bond Banks, and more.
- **Links for additional information:** <https://www.rd.usda.gov/programs-services/community-facilities/community-facilities-guaranteed-loan-program>.

Community Facilities Program Disaster Repair Grants

These grants can be administered through the Community Facilities Direct Loan and Grant program and the Community Facilities Guaranteed Loan program but are specifically geared towards areas, 20,000 people or less, that were damaged by [Presidentially Declared Disasters](#) in Calendar Year 2022.

- **Deadline:** Applications to this funding opportunity will be accepted on a rolling basis until funds are expended.
- **Cost Share:** Grants may cover up to 75 percent of a total project's cost.
- **Eligibility:** Eligible applicants include public bodies, Federally recognized Tribes, and community-based Nonprofit organizations in rural areas with populations no larger than 20,000. There are some reserved funds for populations under 5,000.
- **Links for additional information:** <https://www.rd.usda.gov/programs-services/community-facilities/community-facilities-program-disaster-repair-grants>.
- **Example of a Funded Project**
“In Iowa, the city of Sabula is receiving a \$225,000 Community Facilities Disaster Grant to purchase a fire tanker/pumper truck. The city's current pumper truck is nearly 20 years old, beyond its useful life and has expired equipment. This project will help the city purchase a new truck and new equipment to improve fire protection services for the city's 576 residents.”

Economic Impact Initiative Grants

This program supports essential community facilities in rural communities, specifically with populations below 20,000 and with unemployment rates greater than 19.5 percent. Projects can support facilities in health care, public facilities, community support services, public safety, educational, utility, and local food systems. This program is run through local offices, contact information by state is available [here](#).

- **Deadline:** Applications to this funding opportunity are closed right now.
- **Cost Share:** Grants may cover up to 75 percent of a total project's cost.
- **Eligibility:** Eligible applicants include public bodies, Federally recognized Tribes, and Nonprofit organizations in rural areas with populations no larger than 20,000.
- **Links for additional information:** <https://www.rd.usda.gov/programs-services/community-facilities/economic-impact-initiative-grants/az#to-apply>.
- **Example of a Funded Project**
“In Michigan, Munising Memorial Hospital will use a \$63,000 Economic Impact Initiative Grant to purchase a mobile x-ray room. The medical equipment will include a computer interface and processing software, as well as the automatic transfer of patient information and reports. This equipment will benefit more than 9,600 rural people.”

Multifamily Housing Direct Loans Loan Guarantees

This two-year pilot program began in December 2022 and aims to help borrowers finance affordable multi-family rental housing for low-income, elderly, or disabled individuals in rural communities. Projects may include buying and improving land, and providing necessary infrastructure.

- **Deadline:** Applications are now closed but the next round of funding is anticipated in December 2023.
- **Cost Share:** Loans will have a 30-year payback period.
- **Eligibility:** Each state has a list of designated eligible areas. Types of eligible entities include most state and local governments, Federally recognized Tribes, individuals, trusts, associations, nonprofits, for-profit corporations and limited partnerships.
- **Links for additional information:** <https://www.rd.usda.gov/programs-services/multifamily-housing-programs/multifamily-housing-direct-loans#overview>.

Programs to Support Broadband Infrastructure

National Telecommunications and Information Administration

Broadband Equity, Access, and Deployment (BEAD) Program

The BEAD program is a \$42.5 billion internet deployment program to fund broadband infrastructure deployment and internet adoption programs in the U.S. states and territories. It is the signature program of the Administration's "Internet for All" initiative and aims to connect every American to the internet by the end of the grant program.

- **Deadline:** Letters of interest, which states were required to submit to receive funds, were due by July 18, 2022. Allocations to each U.S. state and territory were made in June 2023. States are currently developing their initial proposals and five-year action plans to be submitted to NTIA to access their allocated funds. Initial proposals are due at the end of December 2023 and five-year action plans will be due in Fall 2024.
- **Match Requirement:** States must provide at least 25 percent of project costs as matching funds.
- **Eligibility:** Only states and U.S. territories are eligible to receive BEAD funds directly from NTIA, but they are allowed to competitively subgrant BEAD funds to relevant entities in the state. If you are interested in gaining access to sub-granted funds, contact your state broadband office as soon as possible to learn about their five-year action plan for BEAD funds and the process for applying for a subgrant after the BEAD funds are distributed.
- **Links for additional information:** <https://broadbandusa.ntia.doc.gov/funding-programs/broadband-equity-access-and-deployment-bead-program>.

Digital Equity Act Grant Programs

The Bipartisan Infrastructure Law included \$2.75 billion for three grants programs to enhance digital equity and inclusion programs across the United States. Within that amount, \$60 million was provided as a formula grant program for Digital Equity Planning Grants for states, \$1.44 billion will be provided as a formula grant for State Capacity Building Programs, and \$1.25 billion will be allocated for a competitive digital equity grant program. Eligible uses for funds include activities to help increase digital literacy of Americans.

- **Deadline:** States had to submit a letter of intent to access digital equity planning grants by July 12, 2022. Applications for the state capacity building grants are expected to open in early 2024 and the competitive digital equity grant program will be released in late 2024 or early 2025.
- **Match Requirement:** There is no cost share or matching funds requirement for the state planning grant and capacity building programs. The federal share of the total cost of each project for the competitive program will not exceed 90 percent.

- **Eligibility:** Only States and U.S. territories are eligible to receive funds for the state planning and capacity building programs, though they can be sub granted to relevant community institutions working on digital equity programs. The digital equity competitive grant program will be open to state and local governments, Indian Tribes, non-profits, community anchor institutions, local education agencies and workforce development entities.
- **Links for additional information:** <https://broadbandusa.ntia.doc.gov/funding-programs/digital-equity-act-programs>.

Programs to Modernize Research Facilities

Department of Health and Human Services

Biomedical Research Facilities Program

The Biomedical Research Facilities or C06 program provides grants to public and private nonprofit institutions of higher education and non-profit research organizations to modernize existing research facilities or construct new biomedical research facilities. The objective of the C06 program is to support the development of modern facilities that enable and enhance biomedical research with national or regional significance. Successful projects will create spaces serving multiple researchers from the applicant institution or neighboring institutions. Examples include construction of space housing a new core facility or a project consolidating core facilities to support an array of services. In addition, remodeling of laboratory space serving college- or department-wide to support specialized workflows and environments (e.g., an animal surgical suite, a gnotobiotic barrier facility, space supporting biobehavioral studies linking observations, imaging, and molecular characterization) is another relevant example. Funds for the C06 program require a specific Congressional appropriation and it is unclear that there will be funds for the program included in a fiscal year 2024 appropriations package.

- **Deadline:** Deadline for future iterations of this program will be subject to FY 2024 congressional appropriations.
- **Match Requirement:** Cost sharing is not requested or expected. If a proposed project is larger than the maximum award of \$8 million, an institution may contribute non-federal funds towards the project.
- **Eligibility:** All domestic institutions of higher education (state-controlled and private nonprofit) and nonprofits other than institutions of higher education are eligible.
- **Links for additional information:** The FY 2023 funding opportunity announcement is available at <https://grants.nih.gov/grants/guide/pa-files/PA-23-045.html>; The C06 program FAQ is available at <https://orip.nih.gov/construction-and-instruments/extramural-construction-programs/c06-program-frequently-asked-questions>.
- **Examples of previously funded projects:**
 - *Weill Medical College, Cornell University, NY* - \$8 for the modernization and expansion of the Citigroup Biomedical Imaging Center including the construction of a new positron emission tomography/computed tomography (PET/CT) suite, construction of a new modern high field nuclear magnetic resonance (NMR) spectroscopy suite, and renovation of the radiopharmaceutical production suite among other components.
 - *Emory National Primate Research Center (ENPRC), Emory University, GA* - \$7.9 million to build new animal housing to facilitate the expansion of the specific-pathogen-free (SPF) breeding colony.
 - Additional information on previously funded projects is available at <https://reporter.nih.gov/search/ua2-9AMJfUaxr9QJ5OgV0g/projects>.

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- For additional information on federal funding opportunities related to research infrastructure and equipment, please see Lewis-Burke's most recent update to our [Federal Funding Opportunities for Equipment and Infrastructure Memo](#).