

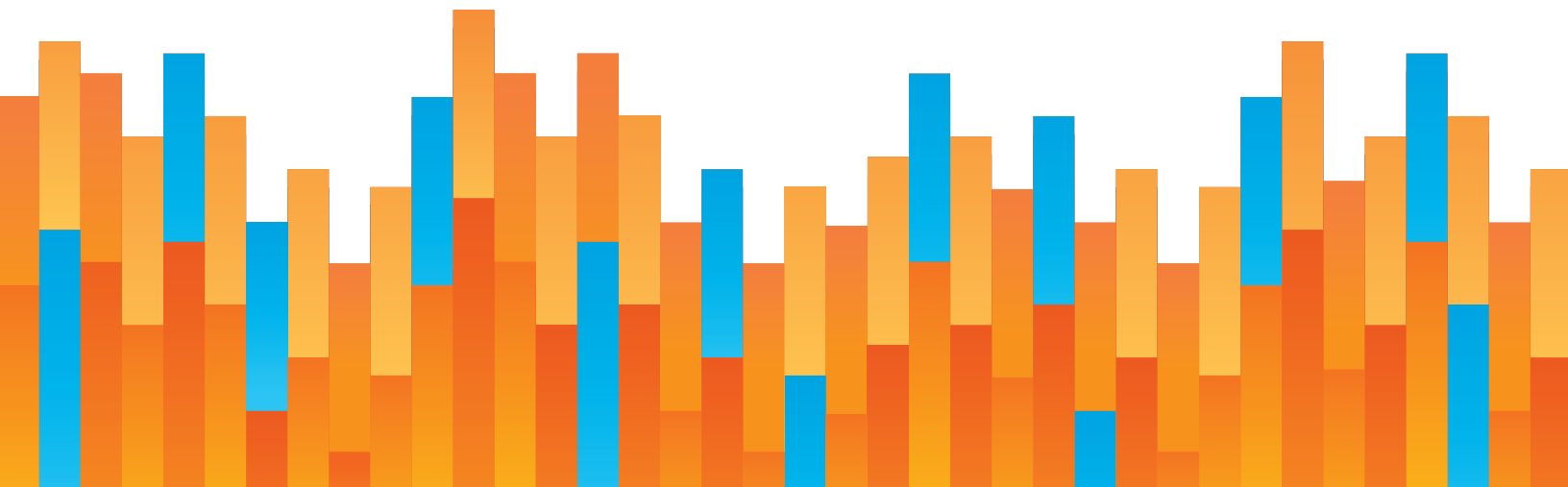


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REINING IN DISCRETIONARY GRANT FUNDING

by Baruch Feigenbaum

June 2026





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PART 1

INTRODUCTION

The federal government first started providing large-scale federal transportation funding with matching dollars for states to construct the Interstate Highway System. Since then, most federal transportation aid has been awarded by formula. This complex formula-aid funding is distributed based on congressionally determined criteria including population, highway lane-miles, and bridges. These formulas are typically crafted as part of multi-year surface transportation reauthorization bills that guide policy and funding.

Beginning in 1970, the Department of Transportation (DOT) began awarding a small amount of discretionary transportation funding on an intermittent basis. Starting in 2009, as part of the American Reinvestment and Recovery Act, these awards supported by the general fund and known as discretionary grants became a sizable annual share of federal transportation funding. These grants' qualifying criteria supersede congressional criteria, allowing the White House to circumvent the congressional selection process to address special, important projects.

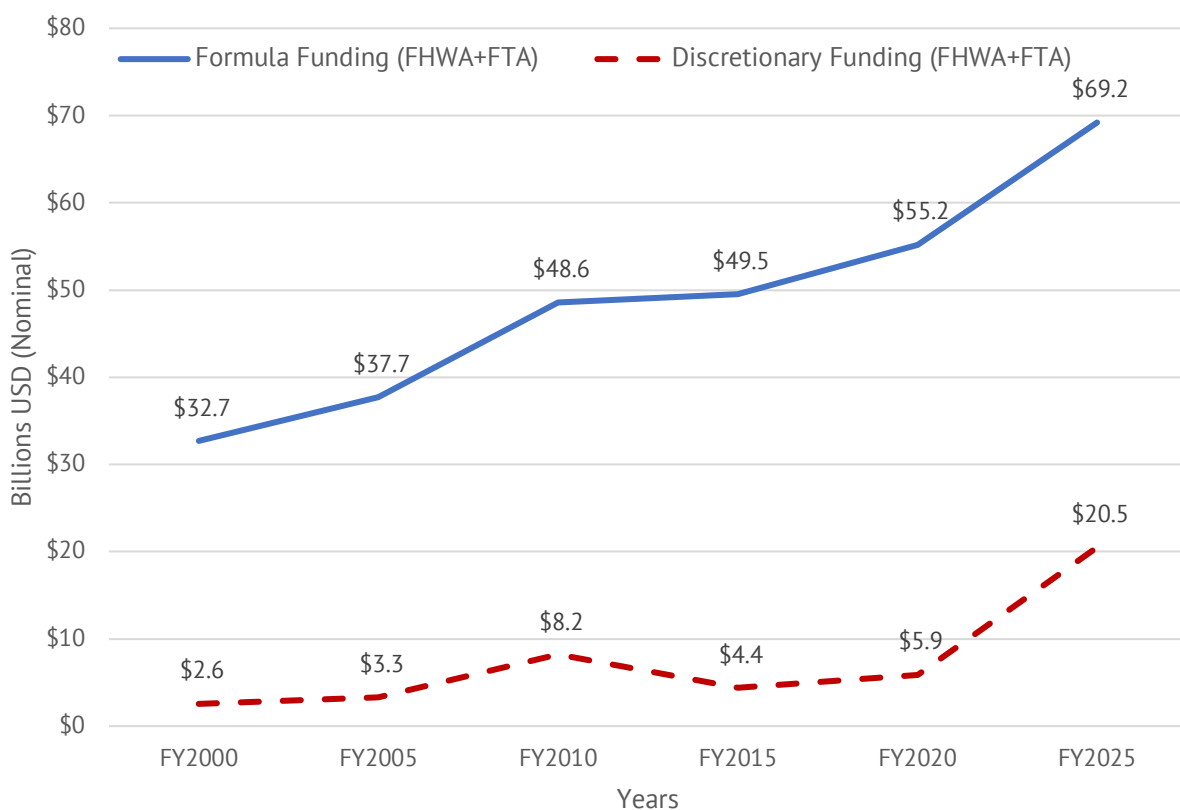
Discretionary grant funding grew over time to hundreds of billions of dollars. In the Fixing America's Surface Transportation (FAST) reauthorization bill, discretionary funding was 10%–13% of the total, an increase from the 8%–10% in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).¹ In the Infrastructure

¹ "Surface Transportation Funding and Programs Under the Fixing America's Surface Transportation Act (FAST Act; P.L. 114-94)," Congressional Research Service, 18 Feb. 2016. www.congress.gov/crs_external_products/R/PDF/R44388/R44388.3.pdf (13 Feb. 2026)

Investment and Jobs Act (IIJA), discretionary grant funding grew to \$200 billion and was spread over 101 different programs. An amount that fell within the range of a rounding error 15 years before, funding for discretionary programs ballooned to comprise approximately one-fifth of total transportation spending by 2022.² Further, the Department of Transportation processed the grant programs very slowly. Transferring spending decisions to the White House, combined with the inability to reward funding, has created a bipartisan consensus that discretionary grants should be reduced in size.

Figure 1 compares formula funding to discretionary funding across the 21st century in the United States Department of Transportation.

FIGURE 1: DEPARTMENT OF TRANSPORTATION FORMULA FUNDING AND DISCRETIONARY FUNDING



Sources: CRS R48845, Surface Transportation Reauthorization: Federal Highway Programs, congress.gov/crs-product/R48845, CRS R43327, Airport Improvement Program, congress.gov/crs-product/R43327

² Marc Scribner, Robert Poole, and Baruch Feigenbaum, “Recommendations for the surface transportation reauthorization bill,” Reason Foundation, 8 Sept. 2025. www.reason.org/testimony/recommendations-for-the-surface-transportation-reauthorization-bill/ (13 Feb. 2026).

While reducing the size would help, more-significant problems plague this program, which should also be addressed. In theory, discretionary grants should be an advantage over formula programs because the grant recipients receive funding based on quantitative metrics—for example how much a new roadway reduces congestion or how much a reduction in transit headway time increases ridership—instead of congressionally created formulas, which are often written to benefit politicians on the revenue and/or transportation committees.

In reality, the discretionary grant program metrics have often been just as political as formula funding, with preference from Executive Branch decision-makers shown to projects whose representatives are in congressional leadership positions, on the revenue and transportation committees, or meet some other political objective. For examples, past project guidelines have tweaked the criteria to reward rural districts (to increase support), active transportation projects (because congressional leadership preferred these projects), and economic development projects (to build infrastructure not funded by another federal program). In other words, discretionary grants allow the White House, instead of taxpayers' congressional representatives, to control an increasing amount of transportation infrastructure funding, at times even diverting those funds from transportation entirely.



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Improving the discretionary grant funding process calls for determining how it went awry over the years and returning it to a small, focused, useful program. To this end, the following sections of this brief examine the relevant history of discretionary grant funding, detail common criticisms, and develop basic criteria for focusing on the best projects. The appendix details a comprehensive descriptive list of the IJJA's 101 discretionary grants measured against the recommended criteria.

PART 2

HOW AND WHY DISCRETIONARY GRANTS GREW OVER TIME

USDOT has been awarding discretionary grants since before the department (in its present form) existed. The first official awards were issued in 1965 to the Massachusetts Bay Transportation Authority (MBTA) under the Urban Mass Transportation Act, one year before DOT was created.³ Through the George W. Bush administration, grants were a small share of overall U.S. transportation funding, less than 5% of the total. The grants were often awarded to shape one or two policy goals. For example, the Urban Partnership Program and Congestion Demonstration Reduction Grants provided grants to regions that used pricing to reduce congestion.⁴

However, the size and scope of the grants soon changed greatly, which leaders justified by economic recession. In 2009, the country was going through the Great Recession, the worst economic downturn since the Great Depression. Generally, with the same party in control of Congress and the White House, Congress tends to become more comfortable with ceding

³ “Federal Transit Administration History,” Federal Transit Administration, U.S. Department of Transportation, 28 Feb. 2025. www.transit.dot.gov/about/brief-history-mass-transit (13 Feb. 2026).

⁴ “Program Areas,” Federal Highway Administration Office of Operations, U.S. Department of Transportation. www.ops.fhwa.dot.gov/program_areas/programareas.htm (13 Feb. 2026).

power to the Administration. With those conditions in place at the time, congressional leaders and the White House sought to 1) improve the economy and 2) make infrastructure investments. This was the reason that “generating economic recovery” was in the name of a transportation program passed in 2009: Transportation Investment Generating Economic Recovery, or TIGER. Operating between 2009 and 2016, TIGER awarded more than \$5 billion in funding to projects in all 50 states, the District of Columbia, and Puerto Rico.⁵

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Generally, with the same party in control of Congress and the White House, Congress tends to become more comfortable with ceding power to the Administration.

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In 2017 a new administration changed the name of the grants from TIGER to Better Utilizing Investments to Leverage Development (BUILD). However, the overall size and scope of the grants remained the same minus some geographic adjustments. And many in Congress remained supportive of the program. BUILD grants focused more on rural investments, awarding \$3.8 billion in the first four years.⁶

A change of administration in 2021 returned the focus to urban transportation problems including transit (rail and bus) and active transportation (cycling and walking), renaming the grants Rebuilding American Infrastructure with Sustainability and Equity (RAISE). In just four years (five rounds of grants), RAISE grants were awarded \$10 billion in funding.⁷

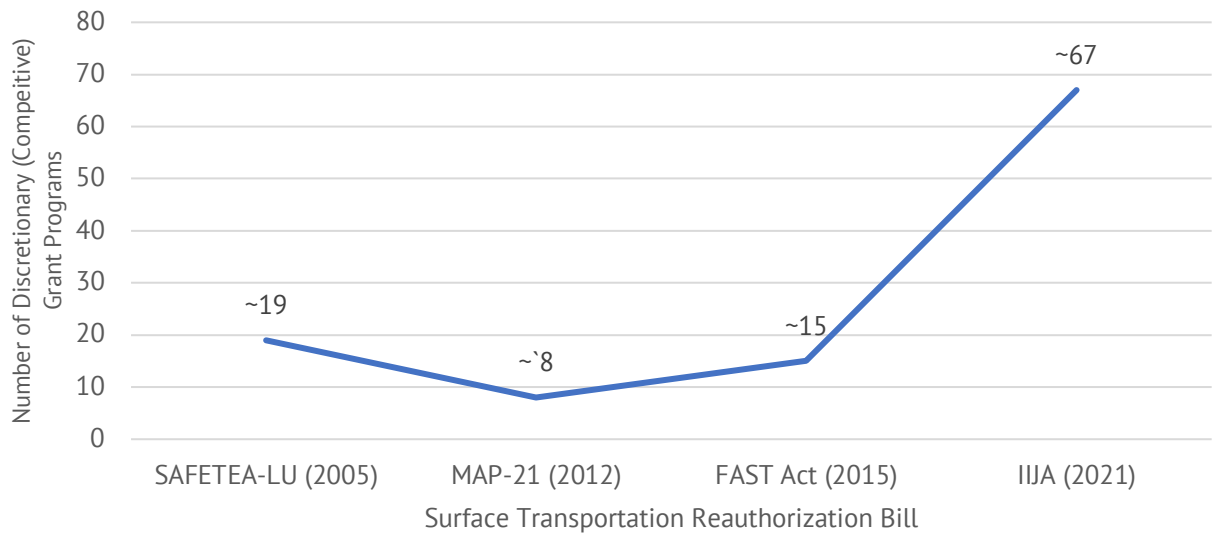
Grants expanded the most in 2022-2026, with the passage of the surface transportation reauthorization bill known as the Infrastructure Investment and Jobs Act, or IIJA. Under this Act, 101 different discretionary grants were authorized. With this significant leap, discretionary grants greatly eroded the percentage of formula funding for surface transportation programs. Figure 2 shows the growth in discretionary grant programs across the 21st century.

⁵ “TIGER grants Archives,” SMART Union. www.smart-union.org/tag/tiger-grants/ (13 Feb. 2026).

⁶ Federal Highway Administration. BUILD Discretionary Grants.

⁷ “Awarded Projects for TIGER/RAISE/BUILD from 2009 to 2025,” transportation.gov, U.S. Department of Transportation. www.transportation.gov/BUILDgrants/awarded-projects (13 Feb. 2026).

FIGURE 2: GROWTH IN DISCRETIONARY GRANT PROGRAMS



Sources: All data points are constructed estimates. The IIJA figure is from GAO 25-107166. Other sources include CRS RL33119, SAFETEA-LUCRS RL33119, SAFETEA-LU Selected Major Provisions; CRS R42793, Federal-Aid Highway Program Under MAP-21: In Brief; CRS R42921, New Starts Program Under MAP-21; CRS R44388, Fixing America's Surface Transportation Act: A Summary; CRS R47022, Federal Highway Programs: In Brief; CRS R48845, Surface Transportation Reauthorization: Federal Highway Programs.

In 2024, the current administration renamed the RAISE grants the BUILD Grants again, but preserved the new increased funding through IIJA. As of the writing of this report, the second Trump administration has not awarded any discretionary transportation funding. This inaction does reduce spending, but simply refusing to disburse spending does not fix the long-term problems of discretionary grants.

PART 3

A SHIFT IN POWER

The shift from congressionally created formula to discretionary grants has been about more than mere funding. Discretionary grant funding criteria depart from congressionally created formulas to quantitative metrics developed and assessed by the Executive Branch. As discretionary grant funding has eroded multiyear surface transportation funding, so Congress' authority, and therefore the Legislative Branch's authority, over transportation has ceded to the Executive Branch. This program has gained traction over the years, being increasingly tied to greater funding, as the Executive Branch has done an end run around congressional authority. And it is only one of many programs falling prey to this shift in power.

DETOURS AROUND PROJECT EVALUATION: EARMARKS

The discretionary grant program is functionally different from 20 years ago when most of the power of discretionary spending rested with Congress in the form of Legislative Branch earmarks. The Safe, Accountable, Flexible, Efficient, Transportation Equity Act (SAFETEA-LU) passed in 2005 included 5,091 earmarked projects totaling \$14.8 billion.⁸

⁸ Jeff Davis, "The Last Time a Surface Transportation Bill Was Earmarked: SAFETEA-LU's 'Above-the-Line' Highway Earmarks," Eno Center for Transportation, 17 March 2021. www.enotrans.org/article/the-last-time-a-surface-transportation-bill-was-earmarked-safetea-lus-above-the-line-highway-earmarks/ (13 Feb. 2026).

The downside of earmarking came to light with the “Bridge to Nowhere,” a project in Alaska with enormous costs and little measurable outcome. As a result, this example of pork barrel spending had its earmark removed, tainting the earmarking practice and leading to a 10-year moratorium on its use when Republicans controlled the House.

By 2009, as the country began reeling from a deep recession, Executive Branch earmarks made a faster way—again via an end run around Congress—to direct funds to areas in need while meeting social and economic goals. They also provided a means of continuing funding for these projects, regardless of which party held Congress.

Congress reinstated earmarks in 2021, but with extensive guardrails, like caps on spending and transparency requirements, to avoid abuse.

3.1

HOW THE EVALUATION PROCESS MOVED FROM THE LEGISLATIVE BRANCH TO THE EXECUTIVE BRANCH

Discretionary grants generally abide by the following process: Congress creates the program and appropriates funding, then authority is transferred to the United States Department of Transportation. The modal grants are typically housed in a specific division. For example, the Federal Highway Administration oversees roadway grants. The intermodal grants, like the Rural Surface Transportation Grant Program, are typically housed in the Office of the Secretary of Transportation (OST), which tends to have a higher share of political appointees than other divisions.⁹ For each discretionary grant program, a combination of political and career staff develops the exact criteria for receiving and disbursing the funding. For example, while Congress might dictate a grant on electric vehicle charging, the exact details of what type of charging station technologies are required to receive the grant are left to the DOT. Once DOT decides on the grant language and gets it cleared by legal, technical, and senior political staff, it issues a Notice of Funding Opportunity, which indicates money is available for a specific program or project. In this way, over time, every step of the process has been ceded to the Executive Branch, with Congress increasing funding amounts with every new Act passed.

⁹ “Finance and Grants,” [transportation.gov](https://www.transportation.gov), U.S. Department of Transportation, 20 Oct. 2025. www.transportation.gov/policy/transportation-policy/grants (13 Feb. 2026).

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3.2

CONGRESS HAS POWER

Yet, to stanch the erosion of its authority, Congress still has some cards to play. While the White House benefits from being able to award discretionary grants to specific projects and specific localities, Congress creates and authorizes grant programs. However, just as Congress authorized all of the spending in IJA, Congress could eliminate it in annual appropriations. For a past example, TIGER was not a statutory program and required annual funding approval. But this power can only be wielded if the Legislative Branch elects to do so.

When Congress creates programs that cede selection and funding authority to the Executive Branch, then these projects no longer meet the criteria established by the representatives of the people, allowing for increasingly vast funds to be controlled by the White House, which is represented by a single party. Unsurprisingly, the frequent change in administrations creates a whipsaw effect, as Democrat and Republican administrations fund different project types based on what their core constituencies support. The following section examines two illustrative case studies.¹⁰

¹⁰ Patty Murray, “Sen. Murray Introduces TIGER Act to Boost Investment, Infrastructure in WA State,” murray.senate.gov, Office of U.S. Senator Patty Murray, 10 July 2015. www.murray.senate.gov/sen-murray-introduces-tiger-act-to-boost-investment-infrastructure-in-wa-state/ (13 Feb. 2026).

3.3

TIGER GRANTS CASE STUDY

An earlier Reason Foundation report titled “Evaluating and Improving TIGER Grants” focused on the first three rounds of TIGER grants.¹¹ The brief had some important takeaways on the subject.

Specifically, a Reason Foundation analysis that evaluated the Transportation Investment Generating Economic Recovery (TIGER) I, TIGER II Capital, TIGER II Planning, and TIGER III discretionary grant programs at the U.S. Department of Transportation (USDOT) found several problems.

The metrics that USDOT used to evaluate the applications lacked quantitative components. Despite DOT’s emphasis on “rigorous” selection criteria and “project-specific performance measurement,” the quality of analysis was poor. While DOT provided general explanations for its requirements, its definitions were vague and lacked quantitative metrics. Some concepts, such as Livability, were difficult to rank, but quantitative metrics have nonetheless been developed and reviewed by subject experts for each criterion.

USDOT provided limited information to the public explaining the process, and its press releases contained some incorrect information.

Grant funding was not determined by rigorous application of USDOT’s own evaluation criteria: USDOT funded almost as many “Recommended” projects (25) as “Highly Recommended” projects (26). Meanwhile, only 23% of the 110 projects ranked “Highly Recommended” were funded. The TIGER Review Team offered no official written explanation for its selections. The Review Team, composed of political staff instead of career employees, offered notes in draft form and a memo, but these limited explanations only raised more questions because, in many cases, the projects selected were no deemed better than the projects that were not, despite White House guidance to ensure projects were merit-based.

Many of the “transportation” projects awarded funding to environment or economic development causes with, at best, a tenuous connection to moving people and goods.

Many of the projects were purely local in nature with no plausible national nexus, such as recreational trails or local transit lines.

¹¹ Baruch Feigenbaum, “Evaluating and Improving TIGER Grants,” Reason Foundation, reason.org, April 2012. https://reason.org/wp-content/uploads/2012/04/improving_transportation_tiger_grants.pdf 28 Apr 2026.

While there hasn't been a similar criticism of the Trump administration's discretionary grants, they have some of the same problems, particularly quality of analysis and funding projects in rural areas with mediocre scores compared with projects in urban areas with good scores.

3.4

CASE STUDY: INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) GRANTS

Similar to the TIGER grants, the project documentation of RAISE grant programs has been severely deficient. Details on why certain projects were awarded funding over other projects has not been provided. Local projects and those unrelated to transportation continue to receive funding.

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Despite a nearly 10% increase in USDOT staff, grants weren't processed in a timely manner.

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But an even bigger problem emerged, as discretionary grant funding went from too much to too little. Despite a nearly 10% increase in USDOT staff, grants weren't processed in a timely manner.¹² For instance, as of January 31, 2025, the National Infrastructure Investments grant program—currently known as Better Utilizing Investments to Leverage Development (BUILD), and previously Rebuilding American Infrastructure with Sustainability and Equity (RAISE), and TIGER—had only obligated 20.4% and outlaid just 2.4% of funds available under its \$10 billion in IIJA budget authority.¹³ USDOT claimed that the grants were slowed due to external “accountability” factors. But an analysis of the program showed that much of the internal documentation was missing, which belies accountability justifications. Regardless, discretionary grants fail to serve a purpose if USDOT does not disburse the funds for needed projects.

¹² Eric Katz, “See where and how Biden grew the federal workforce,” *Government Executive*, 3 Jan. 2025. www.govexec.com/workforce/2025/01/see-where-and-how-biden-grew-federal-workforce/401945/ (13 Feb. 2026).

¹³ “BUILD Discretionary Grants,” Federal Highway Administration Office of Operations Freight Management and Operations, U.S. Department of Transportation. www.ops.fhwa.dot.gov/freight/infrastructure/tiger/ (13 Feb. 2026).

PART 4

COMMON CRITICISMS

Recent discretionary grant programs have faced four main criticisms: the political awarding of funds, the funding split between rural and urban areas, whether the projects funded are truly transportation in nature, and whether federal dollars are funding national projects.

#1 Political Awarding of Funds: For discretionary grants, the party in control of the White House has disproportionately funded projects in districts with the same political identification. However, this has been more magnified in the TIGER program, probably due to the emphasis on environmental and social goals, resulting in more urban projects. In TIGER I and II Democrats received 69% of the funding while controlling 58% of the congressional seats, an 11% difference.¹⁴ In TIGER III Democrats were only 47% of the members (in the minority) and still received 69% of the funds. This is too large a gap between congressional representation and awarding of funds.

#2 Geographic Requirements: Many discretionary grants require geographic equity. The Better Utilizing Investments to Leverage Development (BUILD) grants required that 50% of project funding be awarded to rural areas with largely GOP support, despite the fact that only 20% of the U.S. population lives in a rural area.¹⁵ The TIGER I program required that

¹⁴ Baruch Feigenbaum, “Improving Transportation with TIGER Grants,” Reason Foundation, 2012. www.reason.org/wp-content/uploads/2012/04/improving_transportation_tiger_grants.pdf (13 Feb. 2026).

¹⁵ “FY 2026 BUILD Frequently Asked Questions,” transportation.gov, U.S. Department of Transportation. www.transportation.gov/BUILDgrants/FAQs (13 Feb. 2026).

funding be awarded proportionally to all four geographic areas. This resulted in projects scored Highly Recommended being denied funding in the West while projects scored Recommended were funded in the South.¹⁶ In this way, requiring geographic equity skews merit-based project evaluation.

#3 Not Transportation: A transportation program should also be funding projects that improve transportation, not those that are focused on economic development, environmental, or other causes. To the extent that those problems are worth funding at the national level, they should be funded by other agencies.

#4 Not National: Historically, federal transportation funding should support national projects. This includes Interstate highways, aviation improvements, freight and passenger rail, and maritime projects. It does not include urban transit systems, active transportation, or local road projects, which are inherently regional or local. The logic for funding the Interstate Highway System or air traffic control system at the federal government is the national benefit. During the first three rounds of TIGER Grants, more than 60% of the funded projects were active transportation and transit.¹⁷ In every recent discretionary grant program, at least 25% of the projects have been local in nature.

“Rural America: How Does the U.S. Census Bureau Define ‘Rural?’,” census.gov, U.S. Census Bureau, Aug. 9, 2017. www.census.gov/library/stories/2017/08/rural-america.html (13 Feb. 2026).

¹⁶ Baruch Feigenbaum, “Evaluating and Improving the Transportation Investment Generating Economic Recovery (TIGER) Grants,” Reason Foundation, 5 April 2012. www.reason.org/wp-content/uploads/2012/04/improving_transportation_tiger_grants.pdf (13 Feb. 2026).

¹⁷ Ibid.

PART 5

CONCLUSIONS AND RECOMMENDATIONS

Limited discretionary grant programs can play a useful role, but the current grants lack focus, purpose, and direction. Congress would be wise to drastically reduce their number and set some guardrails in the next surface transportation reauthorization.

Before discussing policy reforms, lawmakers must address the most significant problem: each transportation mode has too many separate discretionary programs with different goals, criteria, and timelines. This fragmentation prevents USDOT from maintaining a consistent national purpose, spreads resources thinly across numerous misaligned programs, and stops a clear cost/benefit framework from shaping investments. Multiple overlapping grant programs per mode create duplication, unclear priorities, and inconsistent results. A streamlined structure with fewer, more-focused programs would reduce complexity, improve transparency, and ensure awards reflect the highest national return on investment.

First, limit grant programs to one per mode. Today, highways, transit, freight, rail, and ports each have multiple discretionary programs with slightly different objectives. This dilutes federal purpose and makes it hard to select the highest-value projects. The Trump administration began canceling some programs, but a permanent, less legally controversial solution is for Congress to consolidate and refocus programs in the next surface transportation reauthorization bill. A single grant program per mode would clarify

cost/benefit comparisons and ensure funding supports impactful investments, allowing the Executive Branch to address specific transportation problems, especially those that have slipped between the funding cracks, without threatening to upend congressional oversight. Restoring the remainder of the funding back into Congress' multi-year surface transportation purse would return the lion's share of transportation funding to oversight by taxpayers' elected representatives, whose dual-party negotiating process is more likely to cull egregiously wasteful projects like the Bridge to Nowhere than would an administration with favored interest in a single party's base. But reducing the number of programs is only a start. Whatever discretionary grants remain should be improved.

Second, as shown in Reason's "Evaluating and Improving the Transportation Investment Generating Economic Recovery Grants" and underscored in this report, discretionary grant programs lack meaningful transparency. It is not clear why Project A was selected over Project B, and applicants often receive little information about how their proposals were evaluated. The public has no reliable way to track whether USDOT is administering the programs effectively. DOT has argued that transparency would allow applicants to "game the system," yet some small jurisdictions have won multiple grants—suggesting the system is already being gamed by those who understand it. DOT should create a dedicated website to track every discretionary grant from application to award to completion. This should include evaluation scores, timelines, and post-grant assessments to determine whether the award produced measurable benefits. Transparency would strengthen accountability and ensure federal dollars generate the highest return.

Third, USDOT discretionary grant programs lack focus, have become overtly political, and cannot be executed in a timely manner. Since Congress authorizes these funds, legislators should reduce, consolidate, and refocus discretionary grant programs. Congress should codify quantitative scoring weights in statute to prioritize projects based on performance criteria such as reducing congestion, improving mobility, enhancing safety, and facilitating interstate commerce. By grounding selection in measurable benefits rather than political influence, discretionary grants can better reflect federal transportation objectives and deliver greater value to taxpayers.

Fourth, awarding project funding should require a quantitative cost-benefit selection process. USDOT evaluates states on their project selection systems, yet for federal grants no evaluation tool exists. Any tool would compare a project's costs with its ability to reduce congestion and improve safety. Improving travel time reliability or generating economic

development may also receive weighting. Similar projects would be evaluated against each other, and the projects with the highest overall score would receive funding.

Fifth, grants should fund transportation projects only. Federal transportation funding should not be used for environmental or community development projects. The federal government has other programs to fund those projects, if they are justified.

Sixth, grants should focus on the core national transportation priorities of reducing congestion, improving mobility, improving safety, and facilitating interstate commerce. The federal government has limited transportation funding, and it does not have the resources for local light rail lines or recreational trails.

Seventh, funding projects should be based on need, not geography. There are transportation needs in urban and rural areas. Americans who live in one geography travel to the other on a daily basis. There should not be a minimum grant size devoted to one type of geography.

Improving the runaway problems of the discretionary grant funding program will require Congress to reclaim its legislative authority by removing funding for the lion’s share of the 101 IJA approved discretionary grants. Table 1 provides a comprehensive summary of IJA approved projects and lists whether each of the 101 programs is federal or not, transportation-related or not, the political orientation of the district, the rural/urban orientation of the district, and more information about the grant. A full spreadsheet with tabs for each project accompanies this report.

TABLE 1: DISCRETIONARY GRANT OVERVIEW

Category	No. Projects	Pct Projects
Federal	29	33.3
Non-Federal	58	66.7
Mixed	11	12.6
Transportation	60	70.6
Non-Transportation	25	29.4
Mixed	1	1.2
Rural	15	17.2
Urban	29	33.3
Mixed	43	49.4
Democrat	11	12.6
Republican	6	6.9
Mixed	70	80.5

To assist in re-examining all approved grants in the program, the Appendix of this report lists each of the 101 IJA-funded discretionary grant-awarded projects. We recommend evaluating each project against Reason's common sense criteria derived from the recommendations listed above. As a sample, Table 2 takes eight projects randomly selected from the BUILD program, and determines which are transportation-related, federal in scope, and the partisan representation of the area receiving the grants.

TABLE 2: SELECTED BUILD DISCRETIONARY PROJECTS

Project	Transportation?	Federal?	D/R/B	Total
Crescent City Intermodal Freight Rail, AL and TN	Yes	Yes	Both	\$105M
Otay Mesa I-805/I-905 Entry	Yes	Yes	Dem	\$20M
Villanow Street Revitalization	No	No	Both	\$6M
Des Moines Multimodal Hub	No	No	Rep	\$5M
BWI Airport Ground Transportation and People Mover	Yes	Yes	Both	\$0.8M
Zero Emission Bus Design	Yes	No	Dem	\$6.9M
Philadelphia Area Pedestrian and Bicycle Network	Yes	No	Dem	\$23M
Texas State Highway 161	Yes	Yes	Both	\$20M

As Table 2 shows, for a representative sample from the BUILD program, projects are funded in both Democratic and Republican districts. The majority of projects are transportation related, whereas the federal split is closer to 50/50. Funding amounts range from less than \$1 million to more than \$105M, with higher value projects more likely to be federal in nature and related to transportation.

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APPENDIX

In order to evaluate the effectiveness of the grants and determine whether the common criticisms were valid, we examined all of the discretionary grant programs authorized under the Infrastructure Investment and Jobs Act (IIJA). For each of the 101 programs (88 that provided data), we gathered the following information: award year, sponsor, project, area, area type, grant awarded, federal purpose, House members, Senate members, and a brief description of the project. This information is detailed in 101 subsections cataloging the different programs.

Airport Improvement Program

The Airport Improvement Program (AIP) provides grants to public agencies—and occasionally private owners and entities—for the planning and development of public-use airports.¹⁸ The grants can cover up to 95% of overall costs depending on airport type, and projects that improve an airport’s safety, capacity, security, and environmental conditions are eligible.¹⁹

The program is transportation-related, as it funds aviation infrastructure projects such as runway repavings at commercial service airports, and apron or taxiway construction at general aviation airports. It is a federal program administered nationwide, with funding reaching every state. The awards are bipartisan in distribution, although more funding goes

¹⁸ “Overview: What Is AIP & What Is Eligible?” Federal Aviation Administration, 2 Aug. 2022. www.faa.gov/airports/aip/overview (13 Feb. 2026).

¹⁹ “Airport Improvement Program (AIP),” transportation.gov, U.S. Department of Transportation, 17 April 2023. www.transportation.gov/rural/grant-toolkit/airport-improvement-program-aip (13 Feb. 2026).

to Democratic areas due to larger commercial airports being located in major cities, while more total projects occur in Republican areas where general aviation airports are more common. The funding is split across urban and rural areas, reflecting the mix of large commercial airports in urban regions and smaller general aviation facilities in rural areas. While not the most egregious use of federal funding, local general aviation projects serve a smaller, wealthier subset of users and could be funded locally, and for commercial airports, uncapping the passenger facility charge would provide a more efficient, user-pay alternative.

Airport Terminal Program

The Airport Terminal Program funds competitive grants that address air infrastructure at commercial service airports.²⁰ The program provides approximately \$5 billion over five years (about \$1 billion annually) for terminal development projects that improve aging infrastructure.²¹ Funding is subject to caps by airport type, with large hub airports receiving up to 55% of total funding, medium hub airports up to 15% , small hub airports up to 20% , and at least 10% allocated to non-hub and non-primary airports.²²

The program is transportation-related, as it funds airport terminal infrastructure projects. It is a federal program administered by the U.S. Department of Transportation and the Federal Aviation Administration. The funding is distributed across both Democratic and Republican areas, though larger airports receive more funding, benefiting Democratic districts and urban areas. The funding is split across urban and rural areas, as projects are located in both large metro areas and smaller regional areas. This program meets all the criteria for a federal transportation discretionary grant program, but the funding could also be provided through formula grants.

²⁰ “Airport Terminal Program (ATP),” faa.gov, Federal Aviation Administration. www.faa.gov/iija/airport-terminals (13 Feb. 2026).

²¹ “Infrastructure Investment and Jobs Act (IIJA) Airport Terminal Program (ATP),” transportation.gov, U.S. Department of Transportation. www.transportation.gov/rural/grant-toolkit/infrastructure-investment-and-jobs-act-iija-airport-terminal-program-atp (13 Feb. 2026).

²² “FAA Releases Notice of Funding Opportunity for FY26 Airport Terminal Program Grants,” aaae.org, American Association of Airport Executives, 8 Dec. 2025. www.aaae.org/uscta-alerts/faa-releases-notice-of-funding-opportunity-for-fy26-airport-terminal-program-grants (13 Feb. 2026).

All Stations Accessibility Program

The All Stations Accessibility Program funds capital programs to repair, improve, modify, retrofit, or relocate transit infrastructure to make it more accessible to persons with disabilities.²³ While improving transit for those with disabilities is a worthy goal, particularly because many of these riders cannot commute by other modes—research suggests a significant share of people with disabilities cannot drive, and are by definition transit-dependent customers—transit is inherently a local service that should be funded at the local or regional level.²⁴

The program is transportation-related, as it funds transit infrastructure accessibility improvements. It is a federal program that provides funding to local transit systems. The awards are not equally distributed, as projects tend to be located in central cities and larger metropolitan areas, resulting in more funding going to Democratic areas. The funding is primarily urban, reflecting where most transit systems and accessibility projects are located. While well-intentioned, the program funds improvements to a service that is inherently local and therefore should be funded at the local level.

Appalachian Regional Initiative for Stronger Economies

The Appalachian Regional Initiative for Stronger Economies (ARISE) supports economic transformation through multi-state projects in the Appalachian region.²⁵ The program funds planning, construction, operations and maintenance, workforce development, and training to promote regional economic development.

The program is not primarily transportation-related, as the project is primarily about economic development. While transportation projects can lead to new economic development, increasing the tax base, these projects fund downtown redevelopments rather than transportation projects per se, although some funded projects may include transportation components as part of broader economic development initiatives. It is a

²³ “All Stations Accessibility Program (ASAP),” transit.dot.gov, Federal Transit Administration, 2 March 2026. www.transit.dot.gov/ASAP (13 Feb. 2026).

“FY 2026 Notice of Funding Opportunity: All Stations Accessibility Program,” transit.dot.gov, Federal Transit Administration, 2 March 2026. www.transit.dot.gov/notices-funding/fy-2026-notice-funding-opportunity-all-stations-accessibility-program (13 Feb. 2026).

²⁴ Ibid.

²⁵ “Appalachian Regional Commission (ARC),” transportation.gov, U.S. Department of Transportation, 17 March 2025. www.transportation.gov/rural/grant-toolkit/key-grant-programs/arc (13 Feb. 2026).

federal program supporting local or multi-state regional areas, not national projects. The funding is not equally distributed on a partisan basis, as projects are concentrated in rural areas and therefore overwhelmingly benefit Republican districts. The funding is primarily rural rather than urban or split.

Areas of Persistent Poverty

The Areas of Persistent Poverty (AoPP) Program provides competitive grants to support planning, engineering, and technical studies that improve transit access and mobility in economically distressed communities.²⁶ The program funds projects such as route redesigns, microtransit planning, bus stop upgrades, facility modernization, and zero-emission transition studies that aim to connect low-income residents with jobs, schools, and healthcare opportunities.²⁷

The program is transportation-related, as it funds projects focused on improving public transit accessibility and mobility. It is a federal program administered nationwide, although it targets local and regional transit systems rather than interstate travel. The awards are distributed across both Democratic and Republican districts. The funding is split across urban and rural areas, as the program supports transit improvements in economically distressed communities in both settings. While its goals are laudable, these community-scale transit planning activities would be more efficiently funded at the state or metropolitan level, where agencies better understand local needs and priorities.

Assistance for Local Emergency Response Training (ALERT)

The Assistance for Local Emergency Response Training (ALERT) Program provides federal grants to train emergency responders, particularly in rural or volunteer departments, to handle hazardous materials incidents involving flammable liquids such as crude oil and ethanol transported by rail.²⁸ The training follows National Fire Protection Association

²⁶ “Areas of Persistent Poverty Program,” transit.dot.gov, Federal Transit Administration, 20 July 2023. www.transit.dot.gov/grant-programs/areas-persistent-poverty-program (13 Feb. 2026).

²⁷ “Fiscal Year 2023 Competitive Funding Opportunity: Areas of Persistent Poverty Program,” Federal Register 88 Fed. Reg. 1314 (9 Jan. 2023). www.govinfo.gov/content/pkg/FR-2023-01-09/pdf/2023-00168.pdf (13 Feb. 2026).

²⁸ “Assistance for Local Emergency Response Training (ALERT),” phmsa.dot.gov, Pipeline and Hazardous Materials Safety Administration, 17 Nov. 2023. www.phmsa.dot.gov/grants/hazmat/assistance-local-emergency-response-training-alert (13 Feb. 2026).

(NFPA) standards and is delivered through organizations such as the Short Line Safety Institute, the International Association of Fire Chiefs, and Texas A&M Engineering Extension Service.²⁹

The program is transportation-related, as it supports freight rail safety and hazardous materials response. It is federal in nature since most rail lines cross state boundaries and require national coordination. The funding is distributed across both Democratic and Republican districts. The funding is split across rural and urban areas, reflecting the presence of both volunteer and municipal emergency response departments. While this program serves a critical national safety role, especially for small and volunteer fire departments with limited resources, states could consider adopting similar localized training programs to complement federal efforts and strengthen coordination between regional and federal response teams.

Aviation Maintenance Technical Workers Workforce Development Program

The Aviation Maintenance Technical Workers Workforce Development Program provides federal grants to support schools, colleges, and industry partners in training the next generation of aircraft maintenance technicians.³⁰ The program funds initiatives that expand technical education, create apprenticeships, and strengthen curriculum for careers in aircraft systems, inspection, and repair to meet workforce needs across the aviation sector.³¹

The program is transportation-related, as all projects are focused on the aviation industry. It is a federal program with a national scope, with awards distributed across the country. The awards are bipartisan, with funding distributed across both Democratic and Republican districts. The funding is primarily concentrated in urban areas, where training institutions

“Assistance for Local Emergency Response Training (ALERT),” [transportation.gov](https://www.transportation.gov/rural/grant-toolkit/assistance-local-emergency-response-training-alert), U.S. Department of Transportation, 15 Jan. 2025. www.transportation.gov/rural/grant-toolkit/assistance-local-emergency-response-training-alert (13 Feb. 2026).

²⁹ “NFPA 470 Hazardous Materials Rail Specialist Training (HAZ026),” [teex.org](https://www.teex.org/class/haz026), Texas A&M Engineering Extension Service. www.teex.org/class/haz026 (13 Feb. 2026).

“Training,” [shortlinesafety.org](https://www.shortlinesafety.org/training), Short Line Safety Institute. www.shortlinesafety.org/training (13 Feb. 2026).

³⁰ “Aviation Workforce Development Grants—Maintenance Technical Workers,” [faa.gov](https://www.faa.gov/about/office_org/headquarters_offices/ang/grants/awd/technical), Federal Aviation Administration, 19 March 2025. www.faa.gov/about/office_org/headquarters_offices/ang/grants/awd/technical (13 Feb. 2026).

³¹ “Schools Nationwide Receive \$10 Million in FAA Grants to Develop the Next Generation of Aviation Professionals,” [faa.gov](https://www.faa.gov/newsroom/schools-nationwide-receive-10-million-faa-grants-develop-next-generation-aviation), Federal Aviation Administration, 2 March 2023. www.faa.gov/newsroom/schools-nationwide-receive-10-million-faa-grants-develop-next-generation-aviation (13 Feb. 2026).

and industry partners are located. While its goal of addressing skilled labor shortages in aviation is well founded, partnerships with state and local workforce boards could help align training more closely with regional employer demand and ensure sustainable job placement outcomes.

Aviation Research Grants Program

The Aviation Research Grants Program provides federal funding to advance innovative research that improves aviation safety, efficiency, and environmental performance.³² The program supports projects conducted by universities, nonprofit research institutions, and industry partners focused on topics such as air traffic management, aircraft technology, and human factors.

The program is transportation-related, as it funds aviation research and development projects. It is a federal program administered by the FAA through its Acquisition and Grants Group.³³ The awards are distributed competitively across both Democratic and Republican districts, reflecting a politically mixed recipient base. The funding is split across urban and rural areas, as universities and research institutions are located in both settings. Awards are provided to academic and nonprofit institutions, reflecting a geographically diverse distribution of recipients.

Better Utilizing Investments to Leverage Development (BUILD) Grants

The Better Utilizing Investments to Leverage Development (BUILD) Program, formerly known as the TIGER Grant Program, provides competitive grants for surface transportation projects that will have a significant local or regional impact.³⁴ Administered by the U.S. Department of Transportation, BUILD funds highway, bridge, public transit, port, and rail projects that improve safety, mobility, and economic growth, especially in areas that lack access to other federal transportation funding.

³² “Funding Opportunities,” [faa.gov](https://www.faa.gov/about/office_org/headquarters_offices/ang/grants), Federal Aviation Administration, 8 Jan. 2026. www.faa.gov/about/office_org/headquarters_offices/ang/grants (13 Feb. 2026).

³³ “FAA Aviation Research Grants,” [faa.gov](https://www.faa.gov/about/office_org/headquarters_offices/ang/grants/research), Federal Aviation Administration, 20 Nov. 2024. www.faa.gov/about/office_org/headquarters_offices/ang/grants/research (13 Feb. 2026).

³⁴ “Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program (formerly TIGER),” [transit.dot.gov](https://www.transit.dot.gov/funding/grants/better-utilizing-investments-leverage-development-build-transportation-grants-program), Federal Transit Administration. www.transit.dot.gov/funding/grants/better-utilizing-investments-leverage-development-build-transportation-grants-program (13 Feb. 2026).

The program is transportation-related, as it funds surface transportation projects including highways, bridges, transit, ports, and rail. It is a federal program administered by the U.S. Department of Transportation. The awards are bipartisan in distribution, with a substantial portion of funding directed to rural communities, many of which are in Republican-leaning districts. The funding is split across urban and rural areas, as the program supports projects in both types of communities. States and local governments could strengthen project sustainability by increasing their own contributions to reduce dependence on federal discretionary awards.

Bridge Investment Program

The Bridge Investment Program (BIP) is a competitive discretionary grant program that funds projects to replace, rehabilitate, preserve, and protect bridges, and it also offers planning grants for early-stage project development.³⁵ Administered by the Federal Highway Administration (FHWA) under 23 U.S.C. § 124, the Bridge Investment Program funds projects that improve the safety, efficiency, and reliability of the movement of people and freight over bridges and enhances long-term resiliency against extreme weather, flooding, and other natural hazards.³⁶ Funding is divided into three categories: Planning Grants, Bridge Projects (up to \$100 million), and Large Bridge Projects (over \$100 million).

The program is transportation-related, as it funds bridge infrastructure projects that support the movement of people and freight. It is a federal program administered by the Federal Highway Administration, though recipients contribute non-federal matching funds. The awards are distributed across both Democratic and Republican districts. The funding is split across both urban and rural areas. The program addresses an urgent national infrastructure need by targeting bridges in poor condition or at risk of closure, but states could further strengthen outcomes by prioritizing long-term maintenance and life-cycle cost management to reduce repeated federal dependence.

³⁵ “Bridge Investment Program (BIP) Questions and Answers,” Federal Highway Administration, [fhwa.dot.gov, www.fhwa.dot.gov/bridge/bip/qa.cfm](https://www.fhwa.dot.gov/bridge/bip/qa.cfm) (13 Feb. 2026).

³⁶ 23 U.S.C. § 124. www.uscode.house.gov/view.xhtml?req=granuleid:USC-prelim-title23-section124 (13 Feb. 2026).

Building Pathways to Infrastructure Jobs H-1B Skills Training Grant

The Building Pathways to Infrastructure Jobs (H-1B Skills Training) Grant Program provides competitive funding to workforce development boards, higher-education institutions, and nonprofits to train workers for infrastructure-related sectors such as clean energy, broadband, and advanced manufacturing.³⁷ Administered by the U.S. Department of Labor’s Employment and Training Administration, the grants expand apprenticeship and credential programs targeting underserved and underrepresented workers, helping them gain the skills needed for in-demand technical and construction trades.

The program is non-transportation in focus, emphasizing workforce development across multiple industries rather than direct transportation infrastructure projects. It is federal, as it is administered by the U.S. Department of Labor and funded through federal H-1B visa fees. Awards are distributed across both Democratic and Republican districts. The funding is split across urban and rural areas. While it supports national workforce priorities tied to the Infrastructure Investment and Jobs Act, its broad scope means many projects focus more on general job training than on transportation-specific outcomes.

Building Resilient Infrastructure and Communities Program

The Building Resilient Infrastructure and Communities (BRIC) Program provided competitive grants to help states, local governments, tribes, and territories implement hazard-mitigation projects that reduce risks from natural disasters.³⁸ Administered by the Federal Emergency Management Agency (FEMA), the program was funded through the Disaster Relief Fund and the Infrastructure Investment and Jobs Act and supported pre-disaster mitigation efforts such as flood control, wildfire protection, drainage improvements, and resilient infrastructure design.

The program is not primarily transportation-related, though some resilience projects involved transportation assets such as roads or bridges. It is a federal program funded through FEMA but implemented by state, local, and tribal entities that identified and

³⁷ “Building Pathways to Infrastructure Jobs Grant Program,” U.S. Department of Labor, Employment and Training Administration, [dol.gov](https://www.dol.gov/sites/dolgov/files/ETA/grants/Building%20Pathways%20to%20Infrastructure%20Jobs_FOA-ETA-23-31.pdf), 5 April 2023. www.dol.gov/sites/dolgov/files/ETA/grants/Building%20Pathways%20to%20Infrastructure%20Jobs_FOA-ETA-23-31.pdf (13 Feb. 2026).

³⁸ “Fiscal Year 2024 Building Resilient Infrastructure and Communities (BRIC),” Federal Emergency Management Agency, simpler.grants.gov, 13 Feb. 2025. www.simpler.grants.gov/opportunity/ed475910-6348-4885-b8f1-fa421a4c3684 (13 Feb. 2026).

managed projects. The awards were not explicitly partisan, as funding was distributed across states, localities, and tribes. The funding was split across urban and rural areas depending on project need and exposure to natural disaster risks. On April 4, 2025, FEMA announced the termination of the program, canceling the FY 2024 funding opportunity and withdrawing unobligated funds, which prompted lawsuits from multiple states and congressional efforts, including the Save BRIC Act, seeking to reinstate the program.³⁹

Capital Investment Grants

The Capital Investment Grants program provides discretionary funding for major public transit capital projects, including heavy rail, commuter rail, light rail, streetcar, and bus rapid transit. Administered by the Federal Transit Administration (FTA), the program funds projects through three categories—New Starts, Small Starts, and Core Capacity—each following a multi-year rating and approval process before construction. CIG projects typically receive a federal share of up to 60% for New Starts and up to 80% for Small Starts and Core Capacity, with total federal participation capped at 80%.⁴⁰

The program is transportation-related, as it funds public transit capital infrastructure projects. It is a federal program that is implemented by local transit agencies that plan, design, and manage construction. The awards are concentrated in large metropolitan areas, primarily benefitting Democratic districts. The funding is primarily urban, as most projects are located in large metropolitan areas. It does not have a national focus, and transit capital projects are best managed through state and regional funding partnerships that ensure stronger cost control and user accountability.

Charging and Fueling Infrastructure Grant Program

The Charging and Fueling Infrastructure (CFI) Grant Program provides competitive funding for electric vehicle (EV) charging and alternative fueling stations, including hydrogen, propane, and natural gas.⁴¹ Administered by the Federal Highway Administration (FHWA),

³⁹ “Update on FEMA Ending the Building Resilient Infrastructure and Communities Program,” Federal Emergency Management Agency, 16 April 2025. www.oregon.gov/oem/Memos%20and%20Executive%20Orders/20250416_FEMA-Advisory-Update-FEMA-Ending-BRIC-Program.pdf (13 Feb. 2026).

⁴⁰ 49 U.S.C. § 5309. www.uscode.house.gov/view.xhtml?req=granuleid:USC-prelim-title49-section5309 (13 Feb. 2026).

⁴¹ “Charging and Fueling Infrastructure (CFI) Program,” fhwa.dot.gov, Federal Highway Administration. www.fhwa.dot.gov/environment/cfi/ (13 Feb. 2026).

the program supports both Community and Corridor projects to expand access along designated Alternative Fuel Corridors and within local communities.⁴²

The program is transportation-related, as it funds charging and alternative fueling infrastructure that supports vehicle travel and corridor connectivity. It is a federal program that is locally implemented by state departments of transportation, local governments, regional planning organizations, and tribal entities. Awards are distributed across Democratic and Republican districts, reflecting a bipartisan distribution of funding. The program funds projects in both urban and rural areas, supporting Community and Corridor projects in different geographic settings. While the program advances zero-emission mobility and includes environmental components of transportation projects, states and regions could strengthen outcomes by developing performance-based partnerships that reflect local demand and prioritize cost-effective deployment.

Clean School Bus Rebates Program (CSB)

The Clean School Bus (CSB) Rebates Program provides funding to replace older diesel school buses with zero-emission and low-emission models.⁴³ Administered by the U.S. Environmental Protection Agency (EPA) under the Bipartisan Infrastructure Law, the program improves air quality and reduces greenhouse gas emissions while modernizing school transportation fleets. Funding supports school districts, tribal organizations, and school bus contractors purchasing electric, propane, or compressed natural gas buses.⁴⁴

The program is transportation-related, as it funds school bus fleet replacements used for student transportation. It is a federal program administered by the EPA but locally executed by school districts and fleet operators. The awards are bipartisan, with funding distributed across both Democratic and Republican districts. The funding is split across urban and rural areas, reflecting the nationwide distribution of school transportation systems. While school buses are transportation-related, the program focuses on retrofitting the power source, which is an environmental, not transportation, goal, and offering more flexibility and competition among technology providers could help districts achieve emissions reductions more cost-effectively.

⁴² Ibid.

⁴³ “Clean School Bus Program Rebates,” epa.gov, U.S. Environmental Protection Agency. www.epa.gov/cleanschoolbus/clean-school-bus-program-rebates (13 Feb. 2026).

⁴⁴ “Clean School Bus Program,” epa.gov, U.S. Environmental Protection Agency, 3 March 2026. www.epa.gov/cleanschoolbus (13 Feb. 2026).

Commercial Driver's License Program Implementation (CDLPI) Grant

The Commercial Driver's License Program Implementation (CDLPI) Grant provides federal funding to improve states' compliance with national commercial driver licensing standards under 49 CFR Parts 383 and 384.⁴⁵ Administered by the Federal Motor Carrier Safety Administration (FMCSA), the program supports projects that enhance the accuracy, security, and efficiency of state licensing systems, reduce testing backlogs, improve data exchange, and strengthen enforcement against fraud and disqualification violations.

The program is transportation-related, as it supports commercial driver licensing systems tied to highway safety and freight movement. It is a federal program administered by FMCSA that provides funding to state driver licensing agencies, universities, and transportation organizations. The awards are bipartisan in distribution, reaching both Democratic and Republican districts. The funding is split across urban and rural areas, reflecting nationwide participation by states and organizations. In 2024, awards were distributed to 41 states and several national organizations, including the American Association of Motor Vehicle Administrators, and while the program advances safety and standardization, driver licensing remains a state responsibility and states could achieve longer-term efficiency by modernizing their licensing systems and integrating cost-effective digital tools for testing and compliance monitoring.⁴⁶

Commercial Motor Vehicle High Priority Enforcement Training and Support (HP-ETS) Grant Program

The Commercial Motor Vehicle High Priority Enforcement Training and Support (HP-ETS) Grant Program provides federal funding to enhance commercial motor vehicle (CMV) safety through specialized enforcement training and technical assistance.⁴⁷ Administered by the Federal Motor Carrier Safety Administration (FMCSA), the program supports nonprofit

⁴⁵ "Commercial Driver's License Program Implementation Grant," [fmcsa.dot.gov](https://www.fmcsa.dot.gov), Federal Motor Carrier Safety Administration, 9 Oct. 2025. www.fmcsa.dot.gov/mission/grants/commercial-drivers-license-program-implementation-grant (13 Feb. 2026).

⁴⁶ "Grant Awardees," [fmcsa.dot.gov](https://www.fmcsa.dot.gov), Federal Motor Carrier Safety Administration. www.fmcsa.dot.gov/grantawardees (13 Feb. 2026).

⁴⁷ "FMCSA Opens Grant Application Cycle for Enforcement Training and Support Grant Program," [fmcsa.dot.gov](https://www.fmcsa.dot.gov), Federal Motor Carrier Safety Administration, 10 Dec. 2024. www.fmcsa.dot.gov/newsroom/fmcsa-opens-grant-application-cycle-enforcement-training-and-support-grant-program (13 Feb. 2026).

organizations with expertise in conducting enforcement and compliance training for non-federal employees involved in CMV safety programs.

The program is transportation-related, as it focuses on commercial motor vehicle safety and enforcement training. It is a federal program administered by FMCSA. The awards are not yet fully determined in partisan distribution, as additional information is pending a FOIA request. The geographic distribution between urban and rural areas is also pending further data. The program focuses on improving law enforcement readiness, standardizing CMV safety procedures, and reducing violations that contribute to crashes, with additional information on recent award recipients, training outcomes, and geographic distribution to be incorporated once received.

Commercial Motor Vehicle Operator Safety Training (CMVOST) Grant

The Commercial Motor Vehicle Operator Safety Training (CMVOST) Grant provides funding to help institutions train individuals for commercial driving careers and expand access to commercial driver's license (CDL) programs.⁴⁸ Administered by the Federal Motor Carrier Safety Administration (FMCSA), the program supports community colleges, technical schools, and nonprofit organizations that prepare new drivers to meet federal safety and licensing requirements, with priority given to veterans and underserved populations.

The program is transportation-related as it supports the training of commercial drivers within the freight and trucking system. It is a federal program, although it is state-focused since licensing is administered at the state level. Awards are distributed across both Democratic and Republican districts. The funding is split across urban and rural areas, with recent grantees including community colleges in Texas, Iowa, Maryland, and Oregon. While the program strengthens the nation's commercial driver workforce pipeline, it is primarily workforce-related rather than transportation infrastructure-focused and could improve long-term efficiency by aligning training outcomes with industry demand and credentialing standards.

⁴⁸ "Commercial Motor Vehicle Operator Safety Training (CMVOST) Grant," ai.fmcsa.dot.gov, Federal Motor Carrier Safety Administration. www.ai.fmcsa.dot.gov/Grants/CMVOST.aspx (13 Feb. 2026).

Community Facilities Grant Program

The Community Facilities Grant Program provides federal funding to develop essential public facilities and services in rural areas.⁴⁹ Administered by the U.S. Department of Agriculture’s Rural Development agency, the program supports projects such as healthcare centers, public safety buildings, educational facilities, and community service centers that improve the quality of life in underserved communities.⁵⁰ Eligible applicants include public bodies, community-based nonprofits, and federally recognized tribes serving rural areas with populations of 20,000 or fewer. Program rules and eligibility are established under USDA regulations for Community Facilities grants.

The program is non-transportation related, as it funds public facilities such as healthcare centers, public safety buildings, educational facilities, and community service centers. It is a federal program administered through the U.S. Department of Agriculture, with projects implemented locally by eligible rural recipients. The funding has historically been bipartisan, as appropriations for Agriculture, Rural Development, Food and Drug Administration, and Related Agencies are typically passed with broad coalition support rather than along strict party lines. The funding is primarily rural, as the program is limited to communities with populations of 20,000 or fewer. Additional information on recent grant recipients, award sizes, and geographic distribution is pending a FOIA request and will be incorporated once received.

Community Infrastructure Fund

The Community Infrastructure Fund provides funding for essential infrastructure improvements that support economic development and public safety in local communities.⁵¹ Administered through state and local partnerships, the program finances projects such as water and sewer upgrades, wastewater treatment improvements, and limited transportation infrastructure extensions that promote business growth and community resilience.

⁴⁹ “Community Facilities Direct Loan & Grant Program,” rd.usda.gov, U.S. Department of Agriculture, Rural Development. www.rd.usda.gov/programs-services/community-facilities/community-facilities-direct-loan-grant-program (13 Feb. 2026).

⁵⁰ Ibid.

⁵¹ “Community Infrastructure Fund,” transportation.gov, U.S. Department of Transportation. www.transportation.gov/rural/grant-toolkit/community-infrastructure-fund (13 Feb. 2026).

The program is transportation-related only in a limited capacity, as it primarily focuses on non-transportation infrastructure while including some transportation extensions. It is a federal program that is implemented locally by city and county governments through state and local partnerships. The funding is concentrated in Republican-leaning districts rather than being equally distributed. The program primarily supports rural and mixed areas across states such as Alabama, Arkansas, Illinois, Kentucky, Louisiana, Missouri, and Mississippi. The program strengthens basic infrastructure capacity in small communities but could benefit from stronger performance-based criteria to ensure long-term value and sustainability of local investments.

Community Safety Grant (CSG)

The Community Safety Grant (CSG) provides federal funding to improve hazardous materials safety, emergency preparedness, and public awareness at the community level.⁵² Administered by the Pipeline and Hazardous Materials Safety Administration (PHMSA), the program supports training and outreach initiatives that help state and local entities plan for and respond to hazardous materials incidents. Eligible activities include developing risk assessments, conducting safety workshops, and providing enforcement training for personnel responsible for compliance with hazardous materials transportation regulations.

The program is transportation-related, as it supports hazardous materials transportation safety and emergency response activities. It is a federal program administered under PHMSA's Hazardous Materials Safety Program, with funding awarded nationwide to nonprofit organizations and safety partners. The awards are bipartisan in distribution, reaching both Democratic and Republican districts. The funding is split across urban and rural areas, as training and preparedness programs are delivered in communities of all types. The CSG program plays an important role in strengthening community readiness for hazardous materials emergencies, but it could be improved by establishing performance-based measures to ensure training produces measurable safety and response outcomes.

⁵² "FY 2025 Competitive Academic Agreement Program (CAAP) Notice of Funding Opportunity (NOFO) Memo," Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation. www.files.simpler.rants.gov/opportunities/efea7157-46c7-4614-b0fa-862e94cae728/attachments/534ca692-8287-4749-a982-e9e254ff19f5/FY_2025_CAAP_NOFO_Memo.pdf (13 Feb. 2026).

Commuter Authority Rail Safety Improvement Grants

The Commuter Authority Rail Safety Improvement (CARSI) Grants program provided federal funding to support safety enhancements and infrastructure improvements along commuter rail corridors.⁵³ Administered by the Federal Highway Administration (FHWA) in coordination with the Federal Railroad Administration (FRA) and the Federal Transit Administration (FTA), the program funded projects that reduced collisions, derailments, and other safety risks at highway-rail crossings. Eligible activities included installing or upgrading warning devices, adding pedestrian gates and fencing, improving signal systems, and modernizing track and platform infrastructure to protect passengers, motorists, and pedestrians.

The program is transportation-related, as it funded commuter rail safety and infrastructure improvements. It is a federal program administered nationally, although projects were implemented by local commuter rail authorities. The awards were bipartisan, as funding was distributed through competitive grant rounds rather than a fixed formula. The funding primarily supported urban commuter rail corridors, reflecting the concentration of commuter rail systems in high-density metropolitan areas. All projects were federally funded and transportation-related, and funding was made available through two competitive grant rounds under fiscal year 2021 appropriations; after those rounds were completed, the program concluded and became inactive, with similar efforts now supported through programs such as the Consolidated Rail Infrastructure and Safety Improvements (CRISI) and Railroad Crossing Elimination (RCE) grants.

Competitive Academic Agreement Program (CAAP)

The Competitive Academic Agreement Program (CAAP) provides federal funding for university-led research that advances pipeline safety, integrity management, and materials performance.⁵⁴ The program is administered by the Pipeline and Hazardous Materials Safety Administration (PHMSA) and supports applied research that develops and tests technologies for corrosion prevention, leak detection, damage assessment, and advanced materials used in pipeline construction and repair.

⁵³ “Commuter Authority Rail Safety Improvement Grants,” [transportation.gov](https://www.transportation.gov/rural/grant-toolkit/commuter-authority-rail-safety-improvement-grants), U.S. Department of Transportation, 14 Feb. 2022. www.transportation.gov/rural/grant-toolkit/commuter-authority-rail-safety-improvement-grants (13 Feb. 2026).

⁵⁴ “Competitive Academic Agreement Program (CAAP),” [phmsa.dot.gov](https://www.phmsa.dot.gov/grants/pipeline/competitive-academic-agreement-program-caap), Pipeline and Hazardous Materials Safety Administration, 18 June 2025. www.phmsa.dot.gov/grants/pipeline/competitive-academic-agreement-program-caap (13 Feb. 2026).

The program is transportation-related, as it focuses on energy pipeline infrastructure and safety research. It is a federal program administered under PHMSA's pipeline safety research program. The awards are bipartisan in distribution, with funding provided to universities and research institutions across both Democratic and Republican districts. The funding is primarily urban, as most recipients are located in major academic research centers. Awards are typically granted to engineering and materials science programs at leading universities such as Texas A&M University, Ohio State University, Carnegie Mellon University, and the University of California system, and the program supports collaboration between academia, government, and industry to improve the safety, reliability, and sustainability of the nation's energy transportation infrastructure.

Consolidated Rail Infrastructure & Safety Improvements (CRISI) Grant Program

The Consolidated Rail Infrastructure & Safety Improvements (CRISI) Grant Program provides competitive funding to improve the safety, efficiency, and reliability of the national rail system.⁵⁵ Administered by the Federal Railroad Administration (FRA), the program supports freight and passenger rail projects that address key infrastructure needs such as track rehabilitation, bridge replacement, grade crossing safety, signal modernization, and locomotive emissions reduction.⁵⁶

The program is transportation-related, as it funds rail infrastructure projects across freight and passenger systems. It is a federal program administered nationally, with funding implemented by state, local, and private partners. The awards are bipartisan, as projects have been funded in more than 40 states across different regions. The funding is split between urban and rural areas, with at least 25% of total funding directed to rural projects, ensuring investment in smaller communities alongside larger rail corridors. Federal grants typically cover up to 80% of total project costs, with the remaining share provided by non-federal partners, and the program plays a role in reducing rail congestion, strengthening connectivity, and supporting the long-term safety and reliability of the U.S. rail network.

⁵⁵ "Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program," [railroads.dot.gov](https://www.railroads.dot.gov), Federal Railroad Administration. www.railroads.dot.gov/grants-loans/consolidated-rail-infrastructure-and-safety-improvements-crisi-program (13 Feb. 2026).

⁵⁶ "Infrastructure Investment and Jobs Act (IIJA)," [railroads.dot.gov](https://www.railroads.dot.gov), Federal Railroad Administration. www.railroads.dot.gov/IIJA (13 Feb. 2026).

Corridor Identification and Development Program (Corridor ID)

The Corridor Identification and Development (Corridor ID) Program provides federal funding to support the planning and development of intercity passenger rail corridors across the United States.⁵⁷ Administered by the Federal Railroad Administration (FRA), the program establishes a pipeline of rail projects that modernize existing routes and identify new ones that can advance to construction and operation. Eligible applicants include state departments of transportation, regional authorities, Amtrak, and federally recognized tribes, with funded activities typically including service development planning, environmental review, and preliminary engineering for new or improved passenger rail routes.

The program is transportation-related, as it funds intercity passenger rail planning and development activities. It is a federal program with a national scope, although it may not represent the most efficient use of taxpayer funding. The awards are distributed across both Democratic and Republican districts. The funding is split across urban and rural areas, with a concentration of projects along key population corridors such as the Midwest, Southeast, and West Coast where demand and feasibility are highest. The Corridor ID Program helps shape the future of intercity passenger rail by ensuring that potential routes—such as extensions of existing Amtrak services and new regional corridors—undergo systematic evaluation and readiness planning, providing structure and consistency for advancing rail investments. While the program strengthens national connectivity, long-term efficiency could be improved by aligning project selection with measurable performance metrics and increasing private-sector participation to support sustainable rail expansion.

Critical Sector Job Quality (CSJQ) Grants

The Critical Sector Job Quality (CSJQ) Grants program provides funding to improve job quality, equity, and worker voice in the care, climate resiliency, and hospitality sectors.⁵⁸ Administered by the U.S. Department of Labor’s Employment and Training Administration, the program supports partnerships among employers, labor organizations, workforce boards, and educational institutions to raise labor standards, expand training opportunities,

⁵⁷ “Corridor Identification and Development Program,” [railroads.dot.gov](https://www.railroads.dot.gov), Federal Railroad Administration, 18 Dec. 2025. www.railroads.dot.gov/corridor-ID-program (13 Feb. 2026).

⁵⁸ “Critical Sectors Job Quality Grants,” U.S. Department of Labor, Employment and Training Administration, 17 May 2023. www.dol.gov/sites/dolgov/files/ETA/Critical%20Sectors/FOA-ETA-23-13.pdf (13 Feb. 2026).

and create sustainable career pathways in industries vital to the nation's long-term workforce stability.

The program is non-transportation-related, as it advances workforce employment and training activities that do not necessarily have anything to do with transportation. It is federally funded but implemented by local and regional partners, meaning it operates through a mix of federal and local administration. The awards are distributed on a competitive, merit basis rather than political geography, making them equally distributed rather than partisan. The funding is split across different regions depending on applicant success, rather than being specifically urban or rural. In 2023, 12 grants totaling \$16 million were awarded in 12 states; in 2024, eight grants totaling \$13 million were awarded in 10 states, and the program prioritizes historically marginalized populations and communities facing barriers to employment while offering both planning and implementation grants to support measurable outcomes.⁵⁹

Delta Workforce Grant Program

The Delta Workforce Grant Program provides federal funding to strengthen economic mobility and workforce development in the eight-state Delta Regional Authority (DRA) region—Alabama, Arkansas, Illinois, Kentucky, Louisiana, Mississippi, Missouri, and Tennessee. Administered directly by the Delta Regional Authority (DRA), the program supports projects that expand access to high-quality jobs, improve workforce training, and align local skill development with the needs of regional industries.⁶⁰ The program focuses on addressing persistent labor shortages in rural and underserved communities by funding workforce partnerships, technical training initiatives, and job placement programs.⁶¹ Eligible applicants include local governments, workforce boards, educational institutions, and nonprofit organizations with demonstrated capacity to deliver measurable employment outcomes.

The program is non-transportation related. It is a federal program funded through congressional appropriations and resources from the Bipartisan Infrastructure Law, administered by the Delta Regional Authority (DRA). The awards are politically mixed in

⁵⁹ "Critical Sectors Job Quality Grants," [dol.gov](https://www.dol.gov/agencies/eta/demonstration-grants/cs jq), U.S. Department of Labor, Employment and Training Administration. www.dol.gov/agencies/eta/demonstration-grants/cs jq (13 Feb. 2026).

⁶⁰ "Delta Workforce Grant Program: Funding Opportunity Announcement," Delta Regional Authority, 23 Sept. 2024. www.dra.gov/wp-content/uploads/2024/09/2025-Delta-Workforce-Grant-Program_Updated09232024forPublication.pdf (13 Feb. 2026).

⁶¹ *Ibid.*

distribution, with awards spanning both Democratic- and Republican-represented areas.⁶² The funding is primarily rural, as the program focuses on rural and underserved communities. It operates separately from the U.S. Department of Labor but complements related federal efforts, such as the Workforce Opportunity for Rural Communities (WORC) Program, to advance shared workforce and economic development goals. By helping communities develop a skilled workforce, attract investment, and create long-term employment opportunities, the Delta Workforce Grant Program strengthens economic resilience across the Delta region. Additional information on recent award recipients, performance outcomes, and geographic distribution is pending and will be incorporated once updated federal data are released.

Diesel Emissions Reduction Act (DERA) National Grants

The Diesel Emissions Reduction Act (DERA) program provides federal funding through grants and rebates to reduce harmful diesel emissions from existing engines and equipment.⁶³ Administered by the Environmental Protection Agency (EPA), the program targets older diesel engines in heavy-duty trucks, buses, marine vessels, locomotives, and nonroad equipment. It supports verified technologies that improve air quality and public health—especially in high-exposure areas such as ports, freight corridors, and industrial centers.

All projects are related to environmental, but not transportation, goals. The program is non-federal in structure—federally funded but implemented by state, local, tribal, and nonprofit partners. Funding is distributed across both urban and rural areas in Democratic and Republican districts. DERA also operates a rebate program that provides streamlined assistance for vehicle and equipment replacement, complementing competitive grants. Applicants must use the EPA’s Diesel Emissions Quantifier (DEQ) tool to estimate and report measurable reductions in emissions, fuel use, and cost-effectiveness. The program plays a key national role in modernizing diesel fleets, lowering air pollutants, and improving community health outcomes. While it effectively reduces emissions from legacy diesel engines, long-term results could be strengthened by pairing DERA investments with state and private-sector incentives that accelerate fleet turnover and sustain emissions reductions over time.

⁶² “DRA FY 2024 Budget Justification Report,” Delta Regional Authority, 10 March 2023. www.dra.gov/wp-content/uploads/2023/03/DRA-FY-2024-Budget-Justification-Report-10-March-2023-FINAL.pdf (13 Feb. 2026).

⁶³ “National Grants: Diesel Emissions Reduction Act (DERA),” epa.gov, U.S. Environmental Protection Agency, 29 Oct. 2025. www.epa.gov/dera/national (13 Feb. 2026).

DERA Tribal and Territory Grants Program

The Diesel Emissions Reduction Act (DERA) Tribal and Territory Grants Program provides federal funding to reduce diesel emissions in tribal communities and U.S. territories. Administered by the U.S. Environmental Protection Agency (EPA), it supports projects that replace, repower, or retrofit older diesel engines in vehicles, vessels, and equipment serving local and community fleets.⁶⁴ The program improves air quality and public health in underserved areas through periodic funding cycles; for example, the most recent Notice of Funding Opportunity was issued in 2024, with applications due on December 6, 2024. Eligible applicants include federally recognized tribes, intertribal consortia, and territorial governments.⁶⁵

The program is transportation-related, as it funds diesel engines in vehicles, vessels, and equipment serving community fleets. It is a federal program funded and administered by the U.S. Environmental Protection Agency. The awards are politically mixed in distribution, with funding spanning tribal jurisdictions across both Democratic- and Republican-represented areas. The funding is primarily rural, as it targets tribal communities and U.S. territories, which are often remote and underserved. It is implemented locally by tribal or territorial grantees, though administered by the federal agency. By advancing environmental justice and sustainability through cleaner and more efficient diesel technologies in remote and rural regions, the DERA Tribal and Territory Grants Program supports long-term public health and infrastructure resilience. Additional information on recent award recipients, performance outcomes, and geographic distribution is pending and will be incorporated once updated federal data are released.

Economic Adjustment Assistance (EAA) Program

The Economic Adjustment Assistance (EAA) Program provides federal funding to help communities experiencing job losses, industry decline, or other forms of economic distress develop and implement strategies for long-term recovery and growth.⁶⁶ Administered by the U.S. Department of Commerce's Economic Development Administration (EDA), the program funds planning, technical assistance, infrastructure, and revolving loan fund

⁶⁴ "Tribal and Territory Grants: Diesel Emissions Reduction Act (DERA)," epa.gov, U.S. Environmental Protection Agency. www.epa.gov/dera/tribal-and-territory (13 Feb. 2026).

⁶⁵ Ibid.

⁶⁶ "Economic Adjustment Assistance," eda.gov, U.S. Economic Development Administration. www.eda.gov/funding/programs/economic-adjustment-assistance (13 Feb. 2026).

projects that promote regional diversification, entrepreneurship, and job creation in distressed communities nationwide.

All projects are non-transportation related and focus on economic and workforce development rather than physical transportation infrastructure. The program is federal, administered by the Economic Development Administration. The awards are distributed across both Democratic and Republican districts. The funding is distributed across both urban and rural areas. The program supports local workforce adjustment purposes, which are non-federal, and funding is determined by economic need and strategic alignment rather than geography or politics, with federal cost-sharing typically ranging from 50% to 80% depending on the level of economic distress and recipients required to provide matching funds.⁶⁷ While the EAA program effectively supports long-term regional recovery and resilience, its outcomes could be strengthened through more performance-based reporting and greater private-sector participation to ensure sustainable, locally driven economic growth.

Economic Impact Initiative (EII) Grant Program

The Economic Impact Initiative (EII) Grant Program provides federal funding to help rural communities develop and improve essential public facilities that promote economic stability and community well-being. Administered by the U.S. Department of Agriculture's Rural Development agency, the program supports the construction, expansion, or rehabilitation of critical infrastructure—including healthcare facilities, public safety buildings, schools, and community centers that provide vital public services.⁶⁸

The program is non-transportation related, as it funds essential community facilities rather than transportation infrastructure. It is a federal program administered by the U.S. Department of Agriculture's Rural Development agency. The awards are politically mixed in distribution, with funding spanning both Democratic- and Republican-represented areas. The funding is rural, as the program prioritizes small, low-income rural communities with populations of 20,000 or fewer residents that are experiencing extreme unemployment or severe economic depression.⁶⁹ Eligible applicants include public bodies, nonprofit

⁶⁷ 13 C.F.R. § 301.4 (2025). www.govinfo.gov/content/pkg/CFR-2025-title13-vol1/pdf/CFR-2025-title13-vol1-sec301-4.pdf (13 Feb. 2026).

⁶⁸ "Economic Impact Initiative Grants," U.S. Department of Agriculture, Rural Housing Service. www.rd.usda.gov/sites/default/files/fact-sheet/508_RD_FS_RHS_EconomicIIIGrants.pdf (13 Feb. 2026).

⁶⁹ Ibid.

organizations, and federally recognized tribes, and projects must focus on essential community facilities rather than private or commercial development. Additional information on recent award recipients, project outcomes, and geographic distribution is pending and will be incorporated once released.

Electric or Low-Emitting Ferry Pilot Program

The Electric or Low-Emitting Ferry Pilot Program provides competitive federal funding to deploy zero- and low-emission ferries and develop supporting infrastructure.⁷⁰ Administered by the Federal Transit Administration (FTA), the program helps replace aging diesel vessels, modernize terminals, and expand clean transportation options for coastal, island, and rural communities.

All projects are transportation related. The program is non-federal—federally funded but locally implemented—with grants awarded to state and local governments, transit agencies, and marine operators. Awards are primarily concentrated in Democratic and coastal regions where ferry systems play a central role in local and regional transportation networks. The funding is primarily coastal and rural, reflecting the geographic distribution of ferry-dependent communities. The program includes federal cost-share limits and encourages local participation, but stronger long-term performance tracking—particularly on lifecycle emissions reductions and operational efficiency—could further improve transparency and ensure lasting, cost-effective investments in clean ferry technology.

Federal Contract Tower Program

The Federal Contract Tower (FCT) Program provides federal funding to operate air traffic control towers at smaller public-use airports through competitively contracted private operators. Administered by the Federal Aviation Administration’s Air Traffic Organization, the FAA Contract Tower (FCT) Program contracts out the operation of certain towers and provides air traffic control services at contract towers across the United States.⁷¹ The FCT Program includes a statutory cost-share option under which eligible lower-activity airports

⁷⁰ “Electric or Low-Emitting Ferry Pilot Program,” [transit.dot.gov](https://www.transit.dot.gov/funding/grants/grant-programs/electric-or-low-emitting-ferry-pilot-program-iiija-ss-71102), Federal Transit Administration, 6 April 2026. www.transit.dot.gov/funding/grants/grant-programs/electric-or-low-emitting-ferry-pilot-program-iiija-ss-71102 (13 Feb. 2026).

⁷¹ “FAA Contract Tower Program,” [faa.gov](https://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/mission_support/faa_contract_tower_program), Federal Aviation Administration. www.faa.gov/about/office_org/headquarters_offices/ato/service_units/mission_support/faa_contract_tower_program (13 Feb. 2026).

may contribute up to 20% of annual operating costs to remain in the program. The FAA conducts benefit-cost analyses to determine eligibility and evaluates contractor performance to ensure safety and cost-effectiveness.⁷² The program is also subject to oversight by the U.S. Department of Transportation Office of Inspector General (OIG) to maintain accountability and program integrity.

All projects are transportation related and federally funded; local airport sponsors may contribute a limited cost share, but the program is administered and operated by the FAA. Awards and contract participation are distributed nationwide across both Democratic- and Republican-represented areas. The funding is split across urban and rural areas, as contract towers operate at smaller public-use airports in a variety of geographic settings. Additional information on recent award recipients, performance outcomes, and geographic distribution is pending and will be incorporated once updated federal data are released.

Federal-State Partnership for Intercity Passenger Rail (FSP) Grant Program (National)

The Federal-State Partnership for Intercity Passenger Rail (FSP) Grant Program provides funding for capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service.⁷³ Administered by the Federal Railroad Administration (FRA), the program supports projects that rehabilitate, replace, or modernize rail infrastructure—including tracks, bridges, tunnels, and stations—to expand service and reduce delays across major corridors.

The program is transportation-related, as it funds intercity passenger rail infrastructure projects. It is a federal program that is federally funded but locally implemented through state departments of transportation, passenger rail authorities, and Amtrak partnerships. The awards are balanced between Democratic and Republican districts. The funding is primarily urban, as most projects are focused in areas where intercity passenger rail demand is highest. The program was distributed across nine states, including Alaska, California, Illinois, Maine, Montana, Nevada, North Carolina, Pennsylvania, and Virginia, and plays a key role in advancing national rail connectivity and modernizing critical rail

⁷² Ibid.

⁷³ “National Railroad Partnership Program / Federal-State Partnership for Intercity Passenger Rail Grant Program,” railroads.dot.gov, Federal Railroad Administration. www.railroads.dot.gov/partnership-program (13 Feb. 2026).

infrastructure while long-term results could be improved by prioritizing performance-based funding metrics and strengthening oversight of cost-sharing arrangements to ensure sustainable and accountable rail investments.

Ferry Service for Rural Communities

The Ferry Service for Rural Communities Program provides competitive federal funding to improve and maintain ferry transportation in rural and geographically isolated areas.⁷⁴ Administered by the Federal Transit Administration (FTA), the program supports vessel replacements, terminal upgrades, and infrastructure modernization that ensure reliable and affordable access to essential goods, services, and employment for residents in regions with limited road connectivity.

The program is transportation-related, as it funds ferry transportation infrastructure and services. It is a non-federal program that is federally funded but locally implemented through partnerships with state departments of transportation, local transit agencies, and regional authorities. The awards are politically mixed, with a greater share of grants awarded to Democratic-leaning states and mixed districts. The funding is primarily rural, as it is concentrated in rural and coastal areas. While the program serves an important transportation function for isolated communities, its long-term sustainability could be improved by developing clear performance metrics and encouraging greater state participation in vessel replacement and maintenance funding.

Grants for Buses and Bus Facilities Competitive Program

The Grants for Buses and Bus Facilities Competitive Program provides federal funding to replace, rehabilitate, and purchase buses and related equipment, as well as to construct, renovate, or expand bus maintenance and storage facilities.⁷⁵ Administered by the Federal Transit Administration (FTA), the program helps state and local transit agencies modernize aging fleets, improve passenger safety and reliability, and support the transition to low or zero emission vehicles.

⁷⁴ “Ferry Service for Rural Communities Program,” [transit.dot.gov](https://www.transit.dot.gov/funding/grants/grant-programs/ferry-service-rural-communities-program-iija-ss-71103), Federal Transit Administration, 6 April 2026. www.transit.dot.gov/funding/grants/grant-programs/ferry-service-rural-communities-program-iija-ss-71103 (13 Feb. 2026).

⁷⁵ Ibid.

All projects are transportation related. The program is non federal, federally funded but locally implemented, through state departments of transportation, local governments, transit providers, and tribal organizations. Awards are distributed across both Democratic and Republican districts. Funding is concentrated in urban areas where bus networks are essential for mobility and access to jobs, healthcare, and education. Funding is awarded competitively based on technical merit, project readiness, local financial commitment, and anticipated community benefits. The program plays a key role in maintaining the nation's transit infrastructure and supporting fleet modernization, particularly as agencies shift toward cleaner technologies. Future program cycles could further strengthen outcomes by emphasizing post award reporting on vehicle performance, service reliability, and lifecycle asset management to ensure sustained improvements in safety, efficiency, and accessibility.

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

The Grants for Energy Efficiency and Renewable Energy Improvements at Public School Facilities Program, officially known as the Renew America's Schools (RAS) Program, provides federal funding to help public K–12 schools reduce energy costs and create healthier learning environments through energy efficiency and renewable energy upgrades. Administered by the U.S. Department of Energy's Office of State and Community Energy Programs (SCEP), the program supports HVAC and lighting modernization, insulation, building envelope improvements, on-site renewables, and related building system retrofits.⁷⁶ Funded with \$500 million under the Bipartisan Infrastructure Law for FY 2022–2026, it aligns with the Justice40 Initiative, which directs at least 40% of program benefits to disadvantaged communities.⁷⁷ Eligible applicants include public school districts and nonprofit partners serving high-need or rural schools.⁷⁸

All projects are non-transportation focused. The program is federally funded but locally implemented by school districts and their partners. The program originated in the bipartisan Infrastructure Investment and Jobs Act (H.R. 3684), which passed the Senate 69–

⁷⁶ "Biden-Harris Administration Announces \$90 Million to Improve Health, Safety, and Lower Energy Costs at Schools," energy.gov, U.S. Department of Energy, 17 Dec. 2024. www.energy.gov/articles/biden-harris-administration-announces-90-million-improve-health-safety-and-lower-energy (13 Feb. 2026).

⁷⁷ "State Energy Program Operations Manual 2024 Edition," U.S. Department of Energy. www.energy.gov/sites/default/files/2024-12/scep-sep-operations-manual-2024.pdf (13 Feb. 2026).

⁷⁸ "Renew America's Schools Grant Funding Opportunity Announcement (DE-FOA-0002756)," U.S. Department of Energy, 2023. www.energy.gov/sites/default/files/2023-09/BIL_40541_Renew_Americas_%20Schools_DE_FOA_0002756.pdf (13 Feb. 2026).

30 and the House 228–206, with most support coming from Democrats and limited crossover support from Republicans. The program serves high-need or rural schools, reflecting both rural and underserved community targeting.⁷⁹ The Renew America’s Schools Program advances long-term sustainability, energy cost savings, and improved indoor air quality for students and educators. Additional information on recent award recipients, project outcomes, and geographic distribution is pending a FOIA request and will be incorporated once received.

Grants for Transportation in Highly Rural Areas

The Highly Rural Transportation Grants (HRTG) Program provides federal funding to assist veterans living in highly rural areas—defined as counties with fewer than seven people per square mile—in accessing medical appointments at U.S. Department of Veterans Affairs (VA) facilities or those authorized by the VA. Administered directly by the U.S. Department of Veterans Affairs, the program funds transportation services operated by veterans’ service organizations and state veterans’ departments to ensure reliable access to healthcare for isolated veterans.⁸⁰

All projects are transportation-related and federally funded, with a 100% federal cost share and no matching requirement. Grants are locally implemented by veterans’ service organizations or state agencies that manage vehicle operations, driver compensation, and maintenance. The program is authorized under 38 U.S.C. § 501 and supported through annual congressional appropriations. It has received bipartisan legislative backing over multiple funding cycles, though recent appropriations have passed with majority Democratic support and partial Republican votes. The HRTG Program plays a vital role in improving access to care for veterans in remote communities. Additional information on recent award recipients, project outcomes, and geographic distribution is pending a FOIA request and will be incorporated once received.

⁷⁹ Infrastructure Investment and Jobs Act, H.R. 3684, 117th Cong. (2021). [www.congress.gov/bill/117th-congress/house-bill/3684/actions](https://www.congress.gov/bills/117/congress/house-bill/3684/actions) (13 Feb. 2026).

⁸⁰ U.S. Department of Veterans Affairs. Highly Rural Transportation Grants (HRTG). Veterans Transportation Program, Health Benefits. https://www.va.gov/healthbenefits/vtp/highly_rural_transportation_grants.asp 12 Nov 2025.

Hazardous Materials Emergency Preparedness (HMEP) Grant for States and Territories

The Hazardous Materials Emergency Preparedness (HMEP) Grant provides federal funding to strengthen state, territorial, and local capacity to prevent, prepare for, and respond to hazardous materials incidents.⁸¹ Administered by the Pipeline and Hazardous Materials Safety Administration under the U.S. Department of Transportation, the program supports planning, training, and technical assistance that enhance safety in the transport and handling of hazardous materials. The program funds initiatives such as emergency responder training, commodity flow studies, local emergency planning committee coordination, and public safety outreach.⁸² Eligible applicants include state emergency management agencies, tribal governments, and U.S. territories.

The program is transportation related, as it supports safety in the transport and handling of hazardous materials. It is a non federal program that is federally funded but locally implemented. The awards are distributed across both Democratic and Republican jurisdictions. The funding is split across urban and rural areas nationwide. The funding is split across state, territorial, and local levels nationwide. The program fulfills an important public safety role. Still, future effectiveness could be strengthened by improving data-driven performance evaluation and ensuring consistent coordination between federal, state, and local partners to achieve measurable safety outcomes.

Hazardous Materials Emergency Preparedness (HMEP) Tribal Grant

The Hazardous Materials Emergency Preparedness (HMEP) Tribal Grant provides federal funding to tribes for planning, training, and technical assistance related to the safe transportation of hazardous materials. Administered by the Pipeline and Hazardous Materials Safety Administration within the U.S. Department of Transportation, it supports hazard analyses, emergency response planning, responder training, and coordination among tribal and regional agencies.⁸³ The HMEP Tribal Grant strengthens tribal hazardous

⁸¹ “Hazardous Materials Emergency Preparedness (HMEP) Grant for States and Territories,” [transportation.gov](https://www.transportation.gov/rural/grant-toolkit/hazardous-materials-emergency-preparedness-hmep-grant-states-and-territories), U.S. Department of Transportation, 21 Jan. 2025. www.transportation.gov/rural/grant-toolkit/hazardous-materials-emergency-preparedness-hmep-grant-states-and-territories (13 Feb. 2026).

⁸² Ibid.

⁸³ “Hazardous Materials Emergency Preparedness (HMEP) Expenditures Guide,” Pipeline and Hazardous Materials Safety Administration, 2021. www.phmsa.dot.gov/sites/phmsa.dot.gov/files/2021-01/HMEP%20Expenditures%20Guide.pdf (13 Feb. 2026).

materials preparedness and coordination. Improved data reporting could enhance accountability and ensure that resources are allocated to the communities with the highest needs.

The program is transportation related, as all projects focus on the safe transportation of hazardous materials. It is a federal program that is federally funded and administered by PHMSA but locally implemented by tribal governments and their partners.⁸⁴ The program receives bipartisan support, with awards distributed across both Democratic and Republican regions nationwide. The funding is split across urban and rural areas. The funding is distributed across tribal communities. Funding is derived from hazardous materials registration fees, which are appropriated by Congress through annual budget acts.

Hazardous Materials Instructor Training (HMIT) Grant Program

The Hazardous Materials Instructor Training (HMIT) Grant Program provides federal funding to improve hazardous materials safety through a train the trainer model.⁸⁵ Administered by the Pipeline and Hazardous Materials Safety Administration PHMSA, it supports nonprofit organizations, trade associations, and educational institutions that train instructors who, in turn, educate frontline workers handling and transporting hazardous materials. The program funds curriculum development, instructor certification, and technical training focused on compliance and safe operations.

The program is non transportation related, as it emphasizes workforce safety rather than infrastructure. It is non federal, federally funded but locally implemented. Awards are distributed across both Democratic and Republican districts. The funding is primarily in urban areas. The program successfully supports national hazardous materials safety, but future efficiency could be strengthened by expanding data driven evaluation to better assess long term training outcomes and workforce impact.

⁸⁴ “Hazardous Materials Grants Program,” [phmsa.dot.gov](https://www.phmsa.dot.gov), Pipeline and Hazardous Materials Safety Administration, 10 July 2025. www.phmsa.dot.gov/about-phmsa/working-phmsa/grants/hazmat/hazardous-materials-grants-program (13 Feb. 2026).

⁸⁵ “Hazardous Materials Instructor Training (HMIT) Grant,” [phmsa.dot.gov](https://www.phmsa.dot.gov), Pipeline and Hazardous Materials Safety Administration, 17 Nov. 2023. www.phmsa.dot.gov/grants/hazmat/hazardous-materials-instructor-training-hmit-grant (13 Feb. 2026).

High Priority Commercial Motor Vehicle (HP CMV) Program

The High Priority Commercial Motor Vehicle (HP CMV) Program provides federal funding to improve commercial motor vehicle safety and enforcement.⁸⁶ Administered by the Federal Motor Carrier Safety Administration FMCSA, the program supports initiatives that reduce crashes, fatalities, and injuries involving large trucks and buses through enforcement, data-driven research, and education activities.

All projects are transportation related. The program is non federal, federally funded but locally implemented through partnerships with state law enforcement agencies, universities, and safety organizations. Awards are distributed across both Democratic and Republican districts. The funding is in urban and statewide areas. The HP CMV Program fulfills a vital national safety role by improving commercial vehicle compliance and enforcement, but long-term results could be strengthened by deepening coordination and data sharing between state and federal partners to better target high risk carriers and corridors.

High Priority Innovative Technology Deployment (HP ITD) Program

The High Priority Innovative Technology Deployment (HP ITD) Program provides federal funding to improve commercial motor vehicle safety and efficiency through the use of advanced information systems and intelligent transportation technologies.⁸⁷ Administered by the Federal Motor Carrier Safety Administration FMCSA, the program supports projects that modernize enforcement systems, automate truck screening and permitting, enable electronic credentialing, and improve real time data exchange between state and federal partners.

All projects are transportation related. The program is non federal, federally funded but locally implemented through partnerships with state departments of transportation, motor carrier enforcement agencies, and technology providers. Awards are distributed across both Democratic and Republican districts. The funding is in rural and urban areas. The HP ITD

⁸⁶ “High Priority Discretionary Grant Program Overview,” Federal Motor Carrier Safety Administration, 2024. www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/2024-01/High%20Priority%20Discretionary%20Grant%20-%20Program%20Overview_508.pdf (13 Feb. 2026).

⁸⁷ “Innovative Technology Deployment (ITD) Grants,” fmcsa.dot.gov, Federal Motor Carrier Safety Administration. ai.fmcsa.dot.gov/Grants/ITD.aspx (13 Feb. 2026).

Program plays a key role in strengthening highway safety and freight efficiency. Continued progress will depend on sustained technical coordination among state and federal partners to maintain interoperability and ensure consistent performance across jurisdictions.

Higher Blends Infrastructure Incentive Program (HBIIP)

The Higher Blends Infrastructure Incentive Program (HBIIP) provides federal funding to expand the availability of higher blend renewable fuels such as ethanol E15 to E85 and biodiesel B20 and higher at fueling and distribution facilities.⁸⁸ Administered by the U.S. Department of Agriculture USDA Rural Development agency, the program assists fuel retailers, distributors, and terminal operators with upgrading or installing equipment such as storage tanks, dispensers, and blending systems to enable the sale of biofuels.

All projects are transportation related. The program is non federal, federally funded but locally implemented through private fuel retailers and small business owners across both Democratic and Republican districts. The funding is in rural and urban areas. The HBIIP supports cleaner fuel adoption, rural economic growth, and reduced transportation emissions by helping expand renewable fuel infrastructure. Stronger coordination with state energy agencies and transparent reporting on fuel performance could further improve accountability and long-term environmental benefits.

Indian Highway Safety Law Enforcement Grants

The Indian Highway Safety Law Enforcement Grants provide federal funding to tribal governments to reduce motor vehicle crashes, injuries, and fatalities on tribal lands. Administered by the Bureau of Indian Affairs Office of Justice Services in coordination with the National Highway Traffic Safety Administration under Section 402 of Title 23, the program supports enforcement initiatives such as impaired driving deterrence, speed control, and seat belt compliance.⁸⁹

⁸⁸ “Higher Blends Infrastructure Incentive Program,” rd.usda.gov, U.S. Department of Agriculture. www.rd.usda.gov/hbiip (13 Feb. 2026).

⁸⁹ “Law Enforcement Grant Application Instructions,” Bureau of Indian Affairs. www.bia.gov/sites/default/files/dup/assets/public/raca/online_forms/pdf/law_enforcement_grant_application_instructions_exp.11-30-2024_ab.pdf (13 Feb. 2026).

All projects are transportation related. The program is federally funded and locally implemented by tribal governments and their law enforcement partners. Awards are distributed nationwide across both Democratic and Republican regions. The program operates in both urban and rural areas. Grants are reimbursable, with tribes receiving federal reimbursement for approved safety activities. The program operates under the U.S. Department of Transportation and the National Highway Traffic Safety Administration's national highway safety framework. The program strengthens tribal traffic safety enforcement and coordination, though improved performance data and geographic transparency could enhance accountability. Additional information on recent award recipients, project outcomes, and geographic distribution is pending and will be incorporated once released.

Indian Highway Safety Occupant Protection Grant

The Indian Highway Safety Occupant Protection Grant provides federal funding to tribal governments to increase the use of seatbelts and child restraints on tribal roads. Authorized under Section 402 of Title 23 of the United States Code and funded through the U.S. Department of Transportation's National Highway Traffic Safety Administration, the program is administered by the Bureau of Indian Affairs Office of Justice Services using Section 402 highway safety funds. It supports education, outreach, and enforcement initiatives, such as checkpoints, community campaigns, and seatbelt surveys.⁹⁰

All projects are transportation related. The program is federally funded and locally implemented by tribal governments. Awards are distributed with bipartisan support, although backing came predominantly from Democrats, with a smaller number of Republicans voting in favor. The program operates in both urban and rural areas. Awards are reimbursable highway safety grants administered through BIA. The program's current funding authority stems from the Infrastructure Investment and Jobs Act Public Law 117 58.⁹¹ Additional information on recent award recipients, project outcomes, and geographic distribution is pending a FOIA request and will be incorporated once received.

⁹⁰ "Indian Highway Safety Law Enforcement Grant," simpler.grants.gov, Bureau of Indian Affairs, 6 Jan. 2026. www.simpler.grants.gov/opportunity/dce3c15e-4017-4139-87ed-de313ff63010 (13 Feb. 2026).

⁹¹ "Indian Highway Safety Program," bia.gov, Bureau of Indian Affairs. www.bia.gov/bia/ojs/dhs (13 Feb. 2026).

Infrastructure for Rebuilding America (INFRA) Grant Program

The Infrastructure for Rebuilding America (INFRA) Grant Program provides federal funding for major freight and highway projects that improve safety, mobility, and national supply chain efficiency.⁹² Administered by the United States Department of Transportation, the program supports highway, bridge, port, and rail projects that address critical infrastructure needs across the country.

All projects are transportation related. The program is federally funded and implemented through both state and local partners. Awards are distributed across Democratic and Republican districts. The program operates in both urban and rural areas. The INFRA Program plays a key national role in modernizing freight and passenger infrastructure. Continued prioritization of projects with measurable long-term benefits and strong state cost sharing would support greater accountability and sustainable investment in critical transportation corridors.

Innovative Coordinated Access and Mobility (ICAM) Program

The Innovative Coordinated Access and Mobility (ICAM) Program provides federal funding to improve transportation coordination and mobility for older adults, individuals with disabilities, and low income populations.⁹³ Administered by the Federal Transit Administration, the program supports both capital and non capital projects, including planning, technology, and mobility management initiatives that connect transportation services with healthcare and human service providers.

All projects are non-transportation in focus. The program is federally funded but locally implemented through state agencies, regional planning organizations, and nonprofit partners. Awards are distributed across both Democratic and Republican districts. The program operates in both urban and rural areas. The ICAM Program strengthens community mobility and access to essential services. Sustained collaboration among local partners and

⁹² “Biden-Harris Administration Opens Applications for More Than \$5 Billion in Funding for Significant National Infrastructure Projects,” [transportation.gov](https://www.transportation.gov/briefing-room/biden-harris-administration-opens-applications-more-5-billion-funding-significant), U.S. Department of Transportation, 28 March 2024. www.transportation.gov/briefing-room/biden-harris-administration-opens-applications-more-5-billion-funding-significant (13 Feb. 2026).

⁹³ “Fact Sheet: Innovative Coordinated Access and Mobility Pilot Program,” [transit.dot.gov](https://www.transit.dot.gov/funding/grants/fact-sheet-innovative-coordinated-access-mobility-pilot-program), Federal Transit Administration, 11 Aug. 2025. www.transit.dot.gov/funding/grants/fact-sheet-innovative-coordinated-access-mobility-pilot-program (13 Feb. 2026).

effective resource coordination will help ensure long-term benefits for underserved populations.

Local Development Districts Capacity Building Program

The Local Development Districts Capacity Building Program provides federal funding to strengthen the organizational capacity of Local Development Districts that support regional economic development across the Appalachian region.⁹⁴ Administered by the Appalachian Regional Commission, the program funds activities such as strategic planning, technical assistance, staff training, and project development to enhance the effectiveness of local and regional initiatives. The program supports LDDs in building institutional expertise and systems that help implement multi county development strategies, promote public private partnerships, and leverage federal and state resources for economic growth.⁹⁵

The program is non-transportation focused. It is federally funded but locally implemented by LDDs and their partners. Awards are distributed across both Democratic and Republican represented districts within the Appalachian region. The funding is split across regions within the Appalachian region. Additional information on recent award recipients, project outcomes, and geographic distribution is pending a FOIA request and will be incorporated once received.

Local Development Districts Community Support Pilot Program

The Local Development Districts Community Support Pilot Program provides federal funding to help LDDs coordinate regional responses to economic challenges and strengthen community resilience. Administered by the Delta Regional Authority, the program supports projects that improve collaboration among local governments, community groups, and private partners to address workforce, infrastructure, and business needs.⁹⁶ The program serves 45 LDDs in the DRA region, funding staffing, planning, and project development to help under resourced communities compete for state and federal

⁹⁴ “Ready LDDs,” arc.gov, Appalachian Regional Commission. www.arc.gov/ready/ldds/ (13 Feb. 2026).

⁹⁵ “Ready Grants to Grow,” arc.gov, Appalachian Regional Commission. www.arc.gov/ready/grants-to-grow/ (13 Feb. 2026).

⁹⁶ “2023-2024 LDD Pilot Program Request for Proposals,” Delta Regional Authority, 2023. www.dra.gov/wp-content/uploads/2023/03/2023-LDD-Pilot-Program-RFP-Final.pdf (13 Feb. 2026).

investments. In FY 2023, about \$2.97 million was available, with awards based on regional distress indicators.⁹⁷

The program is non-transportation focused. It is federally funded with local implementation through DRA partnerships. Awards are distributed with strong Democratic support and limited Republican crossover.⁹⁸ The funding is split across regions within the DRA region. The program builds local capacity to manage investments and promote long-term economic resilience. Additional information on award recipients and outcomes is pending a FOIA request and will be incorporated once received.

Low or No Emission Grant Program

The Low or No Emission Grant Program provides federal funding to help transit agencies purchase or lease low and zero emission buses and related equipment.⁹⁹ Administered by the Federal Transit Administration, the program supports modernization of public transit fleets and facilities to reduce greenhouse gas emissions and improve air quality.

The program is transportation related. It is federally funded but locally implemented, supporting both urban and rural transit providers across Democratic and Republican districts nationwide. Awards are distributed across Democratic and Republican districts. The funding is split across urban and rural areas nationwide. The program advances cleaner and more sustainable transit systems. Continued monitoring of lifecycle emissions and maintenance performance would help ensure that investments deliver lasting environmental and operational benefits.

Mobility, Access, and Transportation Insecurity (MATI): Creating Links to Opportunity Demonstration Program

The Mobility, Access, and Transportation Insecurity (MATI) Program funds research and pilot projects to address transportation barriers that limit access to jobs, healthcare, and other

⁹⁷ Ibid.

⁹⁸ Infrastructure Investment and Jobs Act, Pub. L. 117–58, 135 Stat. 429 (15 Nov. 2021). www.congress.gov/117/plaws/publ58/PLAW-117publ58.pdf (13 Feb. 2026).

⁹⁹ “Low or No Emission Vehicle Program (Low-No),” transit.dot.gov, Federal Transit Administration, U.S. Department of Transportation. www.transit.dot.gov/lowno (13 Feb. 2026).

essential services.¹⁰⁰ Administered by the Federal Transit Administration FTA, the program supports innovative, community-based mobility models such as microtransit, demand response services, and coordinated planning between transit and human service agencies.

All projects are transportation related. The program is nonfederal, federally funded but locally implemented. The awards are distributed across Democratic and Republican areas. The program is primarily urban, with grants distributed to projects in states such as South Carolina, Texas, Massachusetts, Illinois, Ohio, Hawaii, Maine, and California. The program strengthens understanding of how mobility innovation can reduce inequities in access. Sustaining data sharing partnerships and evaluating long-term user outcomes will be key to translating pilot success into broader practice.

National Culvert Removal, Replacement, and Restoration Grant

The National Culvert Removal, Replacement, and Restoration Grant Program provides federal funding to remove or repair barriers to fish passage such as undersized or failing culverts and weirs.¹⁰¹ Administered by the Federal Highway Administration, the program supports projects that improve aquatic habitat, restore natural stream flow, and reduce flood risks to nearby communities.

All projects are non-transportation related. The program is nonfederal, meaning it is federally funded but locally implemented. The awards are distributed across both Democratic and Republican districts. The program is rural. The program fulfills an important role in aligning environmental restoration with infrastructure safety. Continued coordination between federal, tribal, and local partners can improve long-term results and ensure responsible use of public resources.

¹⁰⁰ “Action,” [transportation.gov](https://www.transportation.gov/regulations/federal-register-documents/2022-17015), U.S. Department of Transportation. www.transportation.gov/regulations/federal-register-documents/2022-17015 (13 Feb. 2026).

¹⁰¹ “National Culvert Removal, Replacement, and Restoration Grants (Culvert AOP Program),” [highways.dot.gov](https://www.highways.dot.gov/iija/fact-sheets/national-culvert-removal-replacement-and-restoration-grants-culvert-aop-program), Federal Highway Administration. www.highways.dot.gov/iija/fact-sheets/national-culvert-removal-replacement-and-restoration-grants-culvert-aop-program (13 Feb. 2026).

National Infrastructure Project Assistance (Mega) Program

The National Infrastructure Project Assistance (Mega) Program funds large transportation projects with national or regional economic importance.¹⁰² Administered by the U.S. Department of Transportation, the program supports major highway, bridge, rail, and intermodal projects that improve mobility, freight efficiency, and supply chain reliability.

All projects are transportation related. The program is federal. The awards are distributed across both Democratic and Republican districts. The program is primarily urban. The Mega Program advances significant national infrastructure priorities. Strengthening project evaluation and maintaining consistency with state and regional plans can improve accountability and long-term cost efficiency.

National Maritime Heritage Grant Program – Education Grants

The National Maritime Heritage Grant Program Education Grants support projects that promote public understanding of the United States maritime history. Administered by the National Park Service and the Maritime Administration, the program funds museums, nonprofit organizations, and educational institutions that create exhibits, public programs, and curriculum materials related to maritime heritage. Funding comes from the sale and recycling of obsolete vessels from the National Defense Reserve Fleet rather than tax revenues. Each award requires a one to one nonfederal match.¹⁰³

All projects are non-transportation related. The program is federal. The awards are distributed across both Democratic and Republican districts. The program is focused on urban areas. The program plays an important role in preserving and teaching maritime history. Continued support for regional educational institutions can ensure the long-term preservation of maritime knowledge and national heritage.

¹⁰² “The MEGA Grant Project,” [transportation.gov](https://www.transportation.gov/grants/mega-grant-program), U.S. Department of Transportation. www.transportation.gov/grants/mega-grant-program (13 Feb. 2026).

¹⁰³ “National Maritime Heritage Grant Program - Education Grants,” U.S. Department of Transportation, [Transportation.gov](https://www.transportation.gov/rural/grant-toolkit/national-maritime-heritage-grant-program-education-grants), 10 May 2022. www.transportation.gov/rural/grant-toolkit/national-maritime-heritage-grant-program-education-grants (13 Apr. 2026).

National Maritime Heritage Grant Program – Preservation Grants

The National Maritime Heritage Grant Program Preservation Grants provide federal funding for the restoration and conservation of historic maritime assets such as ships, lighthouses, and port facilities.¹⁰⁴ Administered by the National Park Service and the Maritime Administration, the program funds projects that protect and interpret the physical heritage of the nation maritime industry.

All projects are non-transportation related. The program is federal. The awards are distributed across both Democratic and Republican districts. The program is primarily urban. Funding is derived from the disposal of obsolete vessels through the National Defense Reserve Fleet and requires a one to one nonfederal match. The program supports the preservation of historic maritime structures and vessels. Encouraging broader public access and long-term maintenance planning can help preserve these cultural assets for future generations.

National Scenic Byways Program

The National Scenic Byways Program provides federal funding to recognize, protect, and improve roads with notable scenic, cultural, and historic value.¹⁰⁵ Administered by the Federal Highway Administration, the program supports corridor planning, interpretive signage, safety improvements, and tourism-based infrastructure that promote local economic development.

All projects are transportation related. The program is nonfederal, meaning it is federally funded but locally implemented. The awards are distributed across both Democratic and Republican districts. The program supports both rural and urban regions. The program links transportation investment with local economic and cultural benefits. Strengthening coordination with state and local tourism agencies can improve efficiency and ensure sustained community impact.

¹⁰⁴ “Maritime Heritage Grants: FAQs,” National Park Service, NPS.gov, 8 Jan. 2025. www.nps.gov/orgs/1220/maritime-heritage-grant-faqs.htm (13 Apr. 2026).

¹⁰⁵ “National Scenic Byways Program,” U.S. Department of Transportation, transportation.gov, 17 Sept. 2024. www.transportation.gov/rural/grant-toolkit/national-scenic-byways-program (13 Apr. 2026).

Nationally Significant Federal Lands and Tribal Projects Program

The Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program provides competitive grants for transportation projects that improve access to federal and tribal lands.¹⁰⁶ Administered by the Federal Highway Administration, it funds the construction, rehabilitation, and modernization of roads, bridges, and transit facilities serving national parks, public lands, and tribal communities.

All projects are transportation related. The program is nonfederal, meaning it is federally funded but locally implemented. The awards are distributed across both Democratic and Republican districts. The program is primarily rural. Half of available funding is reserved for tribal projects, which can receive up to a 100% federal cost share. The NSFLTP Program plays a vital role in improving transportation access for federal and tribal lands. Continued attention to performance tracking and cost management can ensure the program delivers sustainable and measurable results.

Natural Gas Distribution Infrastructure Safety and Modernization Grant Program

The Natural Gas Distribution Infrastructure Safety and Modernization Grant Program provides federal funding to replace or rehabilitate aging natural gas pipelines to improve public safety and reduce methane emissions.¹⁰⁷ Administered by the Pipeline and Hazardous Materials Safety Administration, the program supports municipal and community owned utilities upgrading local gas distribution systems.

All projects are transportation related. The program is nonfederal meaning it is federally funded but locally implemented. The awards are distributed across both Democratic and Republican districts. The program is rural. Although administered by a transportation agency, the program primarily focuses on utility safety and modernization rather than mobility. The program supports essential safety and environmental goals by helping

¹⁰⁶ “Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program,” Federal Highway Administration, highways.dot.gov, 2 Oct. 2025. highways.dot.gov/federal-lands/significant (13 Apr. 2026).

¹⁰⁷ “Natural Gas Distribution Infrastructure Safety and Modernization (NGDISM) Grant Program,” Pipeline and Hazardous Materials Safety Administration, phmsa.dot.gov, 26 March 2026. www.phmsa.dot.gov/about-phmsa/working-phmsa/grants/pipeline/natural-gas-distribution-infrastructure-safety-and-modernization-grants (13 Apr. 2026).

utilities modernize critical infrastructure. Maintaining transparent reporting and verifying emissions reductions can ensure accountability and long term success.

Northern Border Regional Commission (NBRC) Catalyst Program

The Northern Border Regional Commission (NBRC) Catalyst Program funds infrastructure and economic development projects that promote long term growth in rural counties of Maine, New Hampshire, Vermont, and New York.¹⁰⁸ Administered by the NBRC, the program supports broadband expansion, workforce development, water and wastewater systems, and small scale transportation improvements that strengthen regional economies.

All projects are non-transportation related. The program is nonfederal, meaning they are federally funded but locally implemented. The awards primarily benefit Democratic leaning regions. The program serves rural areas. The Catalyst Program plays an important role in supporting economic development and community resilience. Continued collaboration with state development agencies can ensure projects achieve measurable, long-term regional benefits.

One Call Notification System Grants

The One Call Notification System Grants Program funds improvements to state Call Before You Dig systems that prevent excavation damage to underground utilities, including pipelines that transport natural gas and hazardous liquids.¹⁰⁹ Administered by the Pipeline and Hazardous Materials Safety Administration PHMSA, the program supports upgrades to notification technology, mapping systems, and public education to reduce excavation related damage.

All projects are non-transportation related, as they focus on excavation safety and underground utility protection rather than transportation infrastructure. It is federally funded but locally implemented. The awards are distributed across both Democratic and Republican districts. The funding is split across rural and urban areas. The program fulfills an important role in safeguarding public safety and critical energy infrastructure, and

¹⁰⁸ "CATALYST PROGRAM," Northern Border Regional Commission, NBRC.gov. www.nbrc.gov/content/catalyst (13 April 2026).

¹⁰⁹ "One Call Grants," Pipeline and Hazardous Materials Safety Administration, PHMSA, 6 March 2025. www.phmsa.dot.gov/grants/pipeline/one-call-grants (13 April 2026).

stronger coordination between utilities, contractors, and state regulators could further improve compliance and reduce incidents.

Passenger Ferry Grant Program

The Passenger Ferry Grant Program funds capital projects that expand and improve passenger ferry service in urban and rural communities.¹¹⁰ Administered by the Federal Transit Administration FTA, it supports vessel acquisition, terminal upgrades, and facility modernization to improve mobility and reduce congestion.

All projects are transportation related. It is non-federal in structure. The awards are distributed across coastal and inland regions in Democratic and Republican districts. The funding is split across coastal and inland regions. The program supports reliable maritime transit options that reduce roadway demand and improve regional connectivity. While federally supported, ferry operations remain local in nature and could be managed more efficiently through regional cost-sharing models.

Pilot Program for Transit-Oriented Development (TOD) Planning

The Pilot Program for Transit-Oriented Development (TOD) Planning provides funding to integrate land-use and transportation planning around new and expanded transit corridors.¹¹¹ Administered by the FTA, it supports studies and design efforts that promote mixed-use development, walkability, and improved access to transit stations.

All projects are transportation related. It is non-federal in structure. The awards are concentrated in urban areas within Democratic and Republican districts. The funding is urban areas. The program advances sustainable urban planning and housing accessibility but remains inherently local in scope. These planning activities could be funded more efficiently at the state or metropolitan level, where regional growth strategies are better understood.

¹¹⁰ "Passenger Ferry Grant Program - Section 5307," Federal Transit Administration, FTA, www.transit.dot.gov/passenger-ferry-grants (13 Apr. 2026).

¹¹¹ "Transit-Oriented Development," Federal Transit Administration, FTA, www.transit.dot.gov/TOD (13 Apr. 2026).

Pipeline Emergency Response Grant

The Pipeline Emergency Response (PER) Grant funds training and coordination activities that help emergency responders prepare for and respond to pipeline incidents involving the transportation of natural gas and hazardous liquids.¹¹² Administered by PHMSA, the program builds state, local, and tribal capacity to conduct exercises, develop response plans, and strengthen coordination during hazardous materials emergencies.

All projects are non-transportation related, as they focus on emergency response and training rather than transportation infrastructure. It is federally funded but locally implemented. The awards are distributed across both Democratic and Republican districts. The funding is primarily rural and mixed areas. The program plays an essential national safety role by supporting responder training and emergency coordination, and expanded data sharing among regional agencies could help improve situational awareness and response times during incidents.

Port Infrastructure Development Program (PIDP)

The Port Infrastructure Development Program (PIDP) provides competitive federal grants for projects that improve the safety, capacity, and efficiency of U.S. ports. Administered by the Maritime Administration MARAD, it funds dock modernization, rail and road access, dredging, and port electrification to strengthen supply chain resilience and maritime competitiveness.¹¹³ The secretary of transportation may raise the federal cost share for projects in small or rural ports.

All projects are transportation related, as they fund port and freight infrastructure improvements. It is federally administered. The awards are distributed across both Democratic and Republican districts. The funding is primarily urban and coastal but includes rural ports. The PIDP is a key driver of national freight mobility and economic growth, and while the Government Accountability Office has encouraged greater

¹¹² “Pipeline Emergency Response Grant (PERG),” Pipeline and Hazardous Materials Safety Administration, PHMSA, 2 June 2025. www.phmsa.dot.gov/about-phmsa/working-phmsa/grants/pipeline/pipeline-emergency-response-grant-perg (13 April 2026).

¹¹³ “FY 2025 Notice of Funding Opportunity: Port Infrastructure Development Program, Amendment No. 1,” Maritime Administration, Maritime.dot.gov, 6 May 2025. www.maritime.dot.gov/sites/marad.dot.gov/files/2025-05/MARAD-250225-001%20Updated%20PIDP%20Notice%20of%20Funding%20Opportunity.pdf (13 April 2026).

transparency in award documentation, MARAD applies rigorous merit-based criteria aligned with performance and equity goals.

Port Security Grant Program (PSGP)

The Port Security Grant Program (PSGP) funds projects that improve the protection and resilience of ports against terrorism, cyber threats, and natural hazards.¹¹⁴ Administered by the Federal Emergency Management Agency FEMA, the program supports access control, surveillance, cybersecurity, and patrol vessels for public and private port operators.

All projects are transportation related, as they support port security within the transportation system. It is federally administered. The awards are distributed across both Democratic and Republican districts. The funding is primarily urban and coastal areas. The PSGP plays a crucial homeland security role by reducing vulnerabilities in maritime transportation, and although the Government Accountability Office identified opportunities for greater transparency in reporting, FEMA maintains performance-based evaluation measures to track risk reduction and security outcomes.

Program for Economic and Infrastructure Development Assistance

The Program for Economic and Infrastructure Development Assistance supports infrastructure and community improvement projects in Appalachian and southern states to promote economic growth and regional competitiveness.¹¹⁵ Administered by the Appalachian Regional Commission and similar regional entities, the program funds transportation access, broadband, water systems, and workforce facilities.

All projects are non-transportation related. It is non-federal in structure. The awards are concentrated in rural areas that primarily benefit Democratic and Republican districts across the Southeast. The funding is rural areas. The program contributes to long-term economic stability in underserved regions. Greater coordination among state agencies and

¹¹⁴ “The Department of Homeland Security (DHS) Notice of Funding Opportunity (NOFO) Fiscal Year 2025 Port Security Grant Program (PSGP),” Federal Emergency Management Agency, www.files.simpler.grants.gov/opportunities/b90b5e63-27e6-497c-9872-0e2a89a4dac7/attachments/69c6d261-1758-4906-924d-fabbddf77b30/FY_2025_PSGP_NOFO_08_06_25_508-ed.pdf (13 Apr. 2026).

¹¹⁵ “Program: Economic and Infrastructure Development Assistance,” U.S. Department of Transportation, www.transportation.gov/rural/grant-toolkit/program-economic-and-infrastructure-development-assistance (13 Apr. 2026).

regional commissions could help target funds toward projects with measurable employment and productivity impacts.

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

The PROTECT Program funds projects that make surface transportation infrastructure more resilient to climate related risks such as flooding and extreme weather. Administered by the Federal Highway Administration FHWA, it supports resilience planning, infrastructure elevation, drainage improvement, and nature-based solutions.¹¹⁶

All projects are transportation related, as they focus on protecting transportation infrastructure. It is federally funded and administered through a mix of formula and discretionary grants. The awards are distributed across both Democratic and Republican districts. The funding is split across urban and rural areas. The program strengthens the long-term durability of transportation systems nationwide, and increased collaboration between state and local agencies could improve project prioritization and measurable resilience outcomes.

Public Transportation Emergency Relief Program

The Public Transportation Emergency Relief Program provides federal funding to help transit agencies recover from natural disasters and other emergencies that damage public transportation infrastructure. Administered by the Federal Transit Administration FTA, it covers emergency repairs, temporary operations, and resiliency investments to restore essential transit services.¹¹⁷

All projects are transportation related, as they fund transit recovery and resilience. It is federally funded but locally implemented. The awards are distributed across both Democratic and Republican districts. The funding is split across urban and rural areas based on affected regions. The program plays a vital recovery role, ensuring continuity of transit service after major disruptions, and establishing clearer long-term resilience standards could reduce the need for repeated emergency interventions.

¹¹⁶ Federal Highway Administration. "PROTECT Formula Program."

¹¹⁷ "Emergency Relief Program," Federal Transit Administration, FTA, www.transit.dot.gov/funding/grant-programs/emergency-relief-program (13 Apr. 2026).

Public Transportation on Indian Reservations (Tribal Transit) Program

The Public Transportation on Indian Reservations Tribal Transit Program provides federal funding to tribal governments to establish, maintain, and expand public transit services on tribal lands.¹¹⁸ Administered by the Federal Transit Administration FTA, it supports bus operations, facility construction, and mobility coordination in rural and remote communities.

All projects are transportation related. It is non-federal in structure. The awards are distributed primarily across Republican-leaning districts. The funding is primarily rural and tribal areas. The program expands mobility and access for tribal residents. Long-term success depends on consistent funding, better coordination with state transportation agencies, and ongoing technical assistance to support operational sustainability.

Public Works Program

The Public Works Program funds infrastructure projects that promote economic development and job creation in distressed communities.¹¹⁹ Administered by the U.S. Economic Development Administration (EDA), it supports construction, expansion, and rehabilitation of public facilities such as roads, water systems, and industrial parks.

All projects are transportation related. It is federally administered. The awards are distributed across both Democratic and Republican districts. The funding is split across urban and rural areas. The program strengthens local economies by improving critical infrastructure. States could improve efficiency by aligning project selection with regional development strategies and private investment opportunities.

Rail Vehicle Replacement Program

The Rail Vehicle Replacement Program provides competitive grants to replace aging and obsolete passenger railcars with modern, accessible vehicles.¹²⁰ Administered by the Federal Transit Administration (FTA), the program funds the purchase of new light rail,

¹¹⁸ Federal Transit Administration. “Public Transportation on Indian Reservations Program.”

¹¹⁹ “Public Works,” U.S. Economic Development Administration, EDA.gov, www.eda.gov/funding/programs/public-works (13 Apr. 2026).

¹²⁰ “Rail Vehicle Replacement Grants,” Federal Transit Administration, FTA, www.transit.dot.gov/grant-programs/rail-vehicle-replacement-grants (13 Apr. 2026).

heavy rail, and commuter rail vehicles to improve reliability, safety, and compliance with the Americans with Disabilities Act.

All projects are transportation related, as they fund the replacement of passenger rail vehicles. It is federally funded but locally implemented. The awards are distributed across both Democratic and Republican districts. The funding is primarily urban areas. The program supports modernization of rail transit systems and addresses long-standing state-of-good-repair backlogs, and replacing outdated vehicles reduces breakdowns, increases operational efficiency, and improves the passenger experience.

Railroad Crossing Elimination (RCE) Grant Program

The Railroad Crossing Elimination (RCE) Grant Program funds planning, design, and construction projects that eliminate or improve highway rail grade crossings to prevent collisions, improve mobility, and reduce emissions from vehicle idling. Administered by the Federal Railroad Administration (FRA), the program supports grade separations, closures, and safety planning efforts across both rural and urban areas.

All projects are transportation related, as they improve highway rail crossings and safety. It is federally funded but locally implemented. The awards are distributed across both Democratic and Republican districts. The funding is split across urban and rural areas. The program strengthens public safety and regional connectivity by reducing crash risks and delays at rail crossings, and local and state collaboration remains essential for effective project delivery and for aligning crossing improvements with broader freight and passenger rail strategies, and the federal share may not exceed 80%, requiring state or local partners to provide the remaining cost share.¹²¹

Reconnecting Communities Pilot (RCP) Program

The Reconnecting Communities Pilot (RCP) Program funds planning and capital projects to restore connections between neighborhoods divided by past transportation infrastructure such as highways or rail corridors.¹²² Administered by the U.S. Department of

¹²¹ “49 U.S.C. § 22909,” U.S. House of Representatives, U.S. Code, [www.uscode.house.gov/view.xhtml?req=\(title:49%20section:22909%20edition:prelim\)](http://www.uscode.house.gov/view.xhtml?req=(title:49%20section:22909%20edition:prelim)) (13 Apr. 2026).

¹²² “Reconnecting Communities Pilot Program,” U.S. Department of Transportation, Transportation.gov, www.transportation.gov/reconnecting (13 Apr. 2026).

Transportation, the program supports studies, community engagement, and construction of reconnection infrastructure such as pedestrian bridges, caps, and redesigned corridors.

All projects are mixed in nature, as they combine transportation and community development elements. It is federally funded but locally implemented. The awards are distributed across both Democratic and Republican districts. The funding is primarily urban areas. The program addresses historic inequities by reuniting communities and improving access to economic opportunity, affordable housing, and public spaces, and federal cost shares vary by project type with up to 80% for planning and up to 50% for capital construction though additional federal funding may be combined for up to 80% of total costs.¹²³

Reduction of Truck Emissions at Port Facilities

The Reduction of Truck Emissions at Port Facilities (RTEPF) Grant Program provides competitive federal funding to reduce air pollution from heavy duty trucks operating in and around ports.¹²⁴ Administered by the Federal Highway Administration FHWA under the Infrastructure Investment and Jobs Act, the program supports zero and low emission truck technologies, truck stop electrification, and charging or fueling infrastructure.

All projects are transportation related, as they reduce emissions from freight and port related trucking. It is federally funded but locally implemented. The awards are distributed across both Democratic and Republican districts. The funding is primarily urban and port areas. The program requires a minimum 20% nonfederal match and complements other port emission initiatives such as the EPA Clean Ports Program and the Maritime Administration Port Infrastructure Development Program, and it also aligns with the Justice40 Initiative directing at least 40% of benefits to disadvantaged communities near port facilities, and additional information on recent award recipients, project outcomes, and geographic distribution is pending a FOIA request and will be incorporated once received.

¹²³ “Understanding the Non-Federal Match for the Reconnecting Communities Pilot Program,” U.S. Department of Transportation, [Transportation.gov](https://www.transportation.gov/grants/reconnecting-communities/understanding-non-federal-match-rcp-program), www.transportation.gov/grants/reconnecting-communities/understanding-non-federal-match-rcp-program (13 Apr. 2026).

¹²⁴ “Reduction of Truck Emissions at Port Facilities,” U.S. Department of Transportation, [Transportation.gov](https://www.transportation.gov/rural/grant-toolkit/reduction-truck-emissions-port-facilities), www.transportation.gov/rural/grant-toolkit/reduction-truck-emissions-port-facilities (13 Apr. 2026).

Restoration and Enhancement Grant Program

The Restoration and Enhancement Grant Program provides federal operating assistance to initiate, restore, or enhance intercity passenger rail service.¹²⁵ Administered by the Federal Railroad Administration, the program supports new or expanded Amtrak routes, additional frequencies, or pilot services that strengthen intercity connectivity. Eligible recipients include states, local governments, and rail authorities working in partnership with Amtrak to restore suspended or underserved routes.

All projects are transportation related, as they support intercity passenger rail service. It is federally funded but locally implemented. The awards are distributed across both Democratic and Republican districts. The funding is primarily urban and metropolitan corridors. The program helps bridge early operational gaps until ridership and revenue can sustain ongoing service, and these projects advance national passenger rail goals but could ultimately transition to state-supported service models to ensure long-term financial sustainability.

Rural and Tribal Assistance Pilot Program

The Rural and Tribal Assistance Pilot Program provides federal funding to support early stage project development for rural and tribal communities.¹²⁶ Administered by the U.S. Department of Transportation Build America Bureau, the program covers technical, legal, and financial assistance for planning, feasibility studies, and environmental review to advance highway, bridge, transit, and safety projects. Funding is awarded competitively based on project readiness and community impact.

All projects are transportation related, as they support planning and development of transportation projects. It is federally funded but locally implemented. The awards are distributed across both Democratic and Republican districts. The funding is primarily rural and tribal areas. The program helps smaller jurisdictions access professional services typically available only to larger agencies, improving the pipeline of projects eligible for future TIFIA RRIF or federal grant financing.

¹²⁵ “Railroad Crossing Elimination (RCE) Grant Program Fact Sheet,” Federal Railroad Administration, U.S. Department of Transportation, 2021. www.railroads.dot.gov/sites/fra.dot.gov/files/2021-12/RE%20Grants%20fact%20sheet.pdf (13 Apr. 2026).

¹²⁶ “Rural and Tribal Assistance Pilot Program,” U.S. Department of Transportation, Build America Bureau, www.transportation.gov/buildamerica/RuralandTribalGrants (13 Apr. 2026).

Rural Surface Transportation Grant Program

The Rural Surface Transportation Grant Program provides federal funding for highway and bridge construction, safety upgrades, and freight improvements in rural areas.¹²⁷ Administered by the Federal Highway Administration, eligible activities include new alignments, roadway reconstruction, grade separation, and resilience improvements. Projects are selected based on safety, economic benefit, mobility, and cost effectiveness.

All projects are transportation related, as they fund rural highway and bridge infrastructure. It is federally funded but locally implemented. The awards are distributed across both Democratic and Republican districts. The funding is primarily rural areas. The program fills a critical gap for regions with limited tax bases, and over time greater state participation could strengthen accountability and ensure sustainable maintenance funding.

Safe Streets and Roads for All (SS4A) Grant Program

The Safe Streets and Roads for All Grant Program funds local, regional, and tribal initiatives aimed at eliminating roadway fatalities and serious injuries. Administered by the U.S. Department of Transportation, SS4A supports Vision Zero plans, safety audits, and implementation of infrastructure countermeasures. The federal cost share is limited to 80%, requiring a 20% nonfederal match.¹²⁸

All projects are transportation related, as they support roadway safety improvements. It is federally funded but locally implemented. The awards are distributed across both Democratic and Republican districts. The funding is split across urban, suburban, and rural areas. The program empowers local governments to identify and fix high-risk corridors, advancing national safety goals while maintaining local control of project priorities.

¹²⁷ “Rural Surface Transportation Grant Program,” U.S. Department of Transportation, [Transportation.gov](https://www.transportation.gov/grants/rural-surface-transportation-grant-program), www.transportation.gov/grants/rural-surface-transportation-grant-program (13 Apr. 2026).

¹²⁸ “USDOT FY25 Safe Streets and Roads for All (SS4A) Notice of Funding Opportunity,” U.S. Department of Transportation, Office of the Secretary of Transportation, 28 March 2025. www.files.simpler.grants.gov/opportunities/358587/attachments/347114/FY25_SS4A_NOFO_Final.pdf (13 Apr. 2026).

Small Community Air Service Development Program (SCASDP)

The Small Community Air Service Development Program provides federal funding to help small and underserved communities attract or retain commercial air service.¹²⁹

Administered by the U.S. Department of Transportation Office of Aviation Analysis, eligible activities include revenue guarantees, marketing support, and feasibility studies to establish or restore airline routes. Communities are required to provide matching funds or in kind contributions to demonstrate local commitment.

All projects are transportation related, as they support commercial air service development. It is federally administered. The awards are distributed across both Democratic and Republican districts. The funding is primarily small and mid-sized airport communities. The program strengthens air connectivity and regional economic competitiveness but depends on airline market conditions, and transparent evaluation and continued monitoring can help ensure funding supports sustainable service rather than short-term route experimentation.

Small Shipyard Grants Program

The Small Shipyard Grants Program provides federal funding for capital improvements, equipment purchases, and workforce training at small privately owned shipyards.¹³⁰

Administered by the Maritime Administration, the program aims to improve production efficiency, safety, and global competitiveness in the maritime industry. Grants require a 25% non-federal match, and awards are based on potential economic, industrial, and employment benefits.

All projects are non-transportation related, as they support manufacturing and maintenance capacity rather than direct freight or passenger services. It is federally funded. The awards are distributed across both Democratic and Republican districts. The funding is split across coastal and inland areas. The program strengthens the U.S. maritime industrial base and indirectly supports national defense and commercial shipping readiness.

¹²⁹ “Small Community Air Service Development Program (SCASDP),” U.S. Department of Transportation, Office of Aviation Analysis, [Transportation.gov](https://www.transportation.gov/policy/aviation-policy/small-community-rural-air-service/SCASDP), 20 March 2026. www.transportation.gov/policy/aviation-policy/small-community-rural-air-service/SCASDP (13 Apr. 2026).

¹³⁰ “Small Shipyard Grants,” Maritime Administration, U.S. Department of Transportation, [Maritime.dot.gov](https://www.maritime.dot.gov/grants-finances/small-shipyard-grants), 26 March 2026. www.maritime.dot.gov/grants-finances/small-shipyard-grants (13 Apr. 2026).

State Damage Prevention Program Grants

The State Damage Prevention Program Grants provide federal funding to improve excavation safety and reduce damage to underground pipelines.¹³¹ Administered by the Pipeline and Hazardous Materials Safety Administration, the program supports state implementation of the nine elements of effective damage prevention, including enforcement, stakeholder collaboration, and public outreach through 811 call before you dig systems.

All projects are transportation related, as they support pipeline safety systems. It is federally administered but implemented by state partners. The awards are distributed across both Democratic and Republican districts. The funding is split across urban and rural areas. The grants promote consistent standards and data reporting across states, improving safety for gas and hazardous liquid pipelines while reducing costly excavation related incidents nationwide.

States' Economic Development Assistance Program (SEDAP)

The States Economic Development Assistance Program funds infrastructure, workforce, and business development projects across the Delta Regional Authority eight-state region.¹³² Administered through a federal-state partnership, the program supports initiatives that expand job opportunities, modernize utilities, strengthen broadband, and upgrade industrial sites in economically distressed communities. Awards are competitive and based on job creation, private investment leverage, and measurable local benefits.

All projects are non-transportation related, as they primarily support economic and community development. It is federally funded but regionally implemented. The awards are distributed across both Democratic and Republican districts. The funding is primarily rural areas. The program provides resources for regional revitalization while encouraging coordination between federal, state, and local partners to sustain long-term economic outcomes.

¹³¹ "State Damage Prevention Grants," Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation, PHMSA.dot.gov, 6 March 2025. www.phmsa.dot.gov/grants/pipeline/state-damage-prevention-grants (13 Apr. 2026).

¹³² "States' Economic Development Assistance Program (SEDAP)," Delta Regional Authority, DRA.gov, www.dra.gov/programs/critical-infrastructure/sedap/ (13 Apr. 2026).

Strategic Planning Grant Program

The Strategic Planning Grant Program provides federal funding to assist local development districts, Economic Development Districts, and other regional entities in creating and updating Comprehensive Economic Development Strategies. Administered by the U.S. Department of Commerce Economic Development Administration, these Partnership Planning grants support multiyear regional planning that guides long-term growth, resilience, and job creation. Projects funded under this program typically include regional economic data analysis, stakeholder coordination, strategy development, and identification of priority infrastructure and workforce initiatives required in a CEDS.¹³³

All projects are non-transportation related, as they focus on economic planning and strategy development. It is federally funded but locally implemented. The awards are distributed across both Democratic and Republican districts. The funding is split across urban and rural areas. The program supports regional economic planning through annual appropriations and local implementation by regional planning organizations, and additional details on award recipients, project impacts, and regional outcomes are pending a FOIA request and will be incorporated once received.

Strengthening Mobility and Revolutionizing Transportation (SMART) Grants

The Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program provides competitive funding to support the use of advanced technology in transportation systems.¹³⁴ Administered by the U.S. Department of Transportation, the program funds pilot projects that deploy automation, connected vehicles, smart traffic signals, data integration platforms, and cybersecurity tools to improve safety and efficiency. The grants are designed to help local, regional, and tribal entities modernize transportation infrastructure and build capacity for future innovation.

All projects are transportation related, as they support technology in transportation systems. It is federally funded but locally implemented. The awards are distributed across both Democratic and Republican districts. The funding is split across urban and rural areas.

¹³³ Julie M. Lawhorn, “Economic Development Administration: An Overview of Programs and Appropriations (FY2011–FY2022),” Congressional Research Service, April 2023. www.congress.gov/crs-product/R46991 (13 Apr. 2026).

¹³⁴ “SMART Grants Program,” U.S. Department of Transportation, Transportation.gov, 3 April 2026. www.transportation.gov/grants/SMART (13 Apr. 2026).

The program promotes experimentation and cross sector partnerships, though ensuring long-term scalability beyond the grant cycle remains a challenge for smaller jurisdictions.

Supplemental Public Sector Training Grant

The Supplemental Public Sector Training Grant provides federal funding to improve the ability of state, local, and tribal emergency responders to manage hazardous materials incidents.¹³⁵ Administered by the Pipeline and Hazardous Materials Safety Administration (PHMSA), the program supports curriculum development, instructor training, and exercises that align with federal safety standards. It serves as a key element of the national hazardous materials preparedness strategy.

All projects are non-transportation related, as they focus on emergency response training rather than infrastructure. It is federally funded. The awards are distributed across both Democratic and Republican districts. The funding is national. The program strengthens public safety readiness, and collaboration with state emergency agencies could further expand access to localized training opportunities.

Technical Assistance Grants

The Technical Assistance Grants Program provides federal funding and expert guidance to help local, state, and tribal governments plan and deliver complex transportation projects.¹³⁶ Administered by the U.S. Department of Transportation's Build America Bureau, the program supports technical, legal, and financial assistance to advance project readiness and eligibility for federal financing.

All projects are transportation related, as they support planning and delivery of transportation projects. It is federally funded but locally implemented. The awards are distributed across both Democratic and Republican districts. The funding is split across urban and rural areas. The program plays a vital role in ensuring smaller jurisdictions can compete for federal infrastructure funding, and ongoing challenges include maintaining technical capacity after project completion.

¹³⁵ "Supplemental Public Sector Training (SPST) Grant," Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation, PHMSA.dot.gov, www.phmsa.dot.gov/grants/hazmat/supplemental-public-sector-training-spst-grant (13 Apr. 2026).

¹³⁶ "Technical Assistance," U.S. Department of Transportation, Build America Bureau, Transportation.gov, 4 Aug. 2025. www.transportation.gov/buildamerica/technicalassistance (13 Apr. 2026).

Thriving Communities Program

The Thriving Communities Program provides federal technical assistance and capacity building support to under resourced communities pursuing infrastructure and transportation projects.¹³⁷ Administered by the U.S. Department of Transportation, it helps local governments, community groups, and nonprofits improve project planning, apply for competitive grants, and align transportation investment with housing and environmental goals.

All projects are transportation related, as they support planning and development of transportation projects. It is federally funded but locally implemented. The awards are distributed across both Democratic and Republican districts. The funding is split across urban and rural areas. The program helps close the resource gap between large and small jurisdictions, and its effectiveness depends on the ability of participants to transition from planning support to successful project delivery.

Tribal College Initiative Grants Program

The Tribal College Initiative Grants Program provides federal funding to support the construction, renovation, and improvement of educational facilities at Tribal Colleges and Universities. Administered by the U.S. Department of Agriculture Rural Development agency, the program strengthens educational access and workforce development capacity within Native American communities.¹³⁸ Funding supports projects such as classroom and laboratory construction, technology upgrades, and infrastructure improvements on tribal college campuses.

All projects are non-transportation related, as they focus on educational facilities and workforce development rather than transportation infrastructure. It is federally funded but locally implemented through TCUs and tribal governments. The awards are distributed across both Democratic and Republican districts. The funding is primarily rural and tribal areas. The program's authorizing legislation was included in the Agriculture Improvement Act of 2018 Farm Bill, which passed with broad bipartisan support 87 to 13 in the Senate and 369 to 47 in the House with backing from both Democratic and Republican

¹³⁷ "Thriving Communities Program," U.S. Department of Transportation, [Transportation.gov](https://www.transportation.gov/grants/thriving-communities), 22 Jan. 2025. www.transportation.gov/grants/thriving-communities (13 Apr. 2026).

¹³⁸ "Tribal College Initiative Grants," U.S. Department of Agriculture Rural Development, [RD.USDA.gov](https://www.rd.usda.gov/programs-services/community-facilities/tribal-college-initiative-grants), www.rd.usda.gov/programs-services/community-facilities/tribal-college-initiative-grants (13 Apr. 2026).

members.¹³⁹ The program continues to play a critical role in improving educational infrastructure and advancing economic opportunity in tribal regions, with additional information on recent award allocations, institutional beneficiaries, and project outcomes pending a FOIA request and to be incorporated once received.

Tribal High Priority Projects (Tribal HPP) Program

The Tribal High Priority Projects Program provides federal funding to address critical transportation needs in tribal areas.¹⁴⁰ Administered by the Federal Highway Administration, the program supports road construction, bridge repair, and safety improvements for tribes whose projects cannot be funded through regular tribal transportation allocations. Funding decisions consider project urgency, safety benefits, and community access.

All projects are transportation related, as they support road, bridge, and safety infrastructure in tribal areas. It is federally funded but locally implemented. The awards are distributed across both Democratic and Republican districts. The funding is primarily rural and tribal areas. The program helps reduce long-standing infrastructure disparities in rural tribal communities, and limited annual funding restricts the number of projects that can be supported each year.

Tribal Transportation Facility Bridge Program

The Tribal Transportation Facility Bridge Program funds planning, design, and construction for structurally deficient bridges on tribal lands.¹⁴¹ Administered by the Federal Highway Administration, the program improves safety, connectivity, and access to essential services by replacing or rehabilitating critical infrastructure on the Tribal Transportation Program network.

¹³⁹ “Farm Bill,” U.S. Department of Agriculture, USDA.gov, 3 June 2019. www.usda.gov/farming-and-ranching/farm-bill (13 Apr. 2026).

“Roll Call Vote 434,” U.S. House of Representatives, Clerk.House.gov, 22 June 2018. www.clerk.house.gov/Votes/2018434 (13 Apr. 2026).

¹⁴⁰ “Tribal High Priority Projects Program,” Federal Highway Administration, U.S. Department of Transportation, Highways.dot.gov, 13 May 2025. <https://highways.dot.gov/federal-lands/tribal/tribal-hpp-program> (13 Apr. 2026).

¹⁴¹ “TTP Bridge Program Q&As,” Federal Highway Administration, U.S. Department of Transportation, Highways.dot.gov, 16 Jan. 2026. www.highways.dot.gov/federal-lands/tribal/bridge/ttp-bridge-program-qas (13 Apr. 2026).

All projects are transportation related, as they support bridge infrastructure and connectivity on tribal lands. It is federally funded but locally implemented. The awards are distributed across both Democratic and Republican districts. The funding is primarily rural and tribal areas. The program supports long-term infrastructure resilience in tribal areas, and continued investment in maintenance and asset management is needed to prevent future deterioration.

Tribal Transportation Program Safety Fund (TTPSF)

The Tribal Transportation Program Safety Fund provides competitive federal grants to reduce roadway fatalities and serious injuries in tribal communities.¹⁴² Administered by the Federal Highway Administration, the program funds road safety audits, infrastructure improvements, educational campaigns, and enforcement strategies to enhance traffic safety.

All projects are transportation related, as they support roadway safety and infrastructure improvements. It is federally funded but locally implemented. The awards are distributed across both Democratic and Republican districts. The funding is primarily rural and tribal areas. The program plays a vital role in improving transportation safety on tribal lands, and stronger data coordination between tribes and states could improve long-term performance tracking.

United States Marine Highway Program

The United States Marine Highway Program provides federal funding to expand the use of navigable waterways for freight and passenger movement.¹⁴³ Administered by the Maritime Administration, the program designates Marine Highway Routes and funds port and vessel improvements that reduce congestion, emissions, and highway wear while improving multimodal connections.

All projects are transportation related, as they support freight and passenger movement on waterways. It is federally administered. The awards are distributed across both Democratic

¹⁴² “Tribal Transportation Program Safety Fund (TTPSF),” Federal Highway Administration, U.S. Department of Transportation, [Highways.dot.gov](https://www.highways.dot.gov/federal-lands/tribal/safety/funds), www.highways.dot.gov/federal-lands/tribal/safety/funds (13 Apr. 2026).

¹⁴³ “United States Marine Highway Program,” Maritime Administration, U.S. Department of Transportation, [Maritime.dot.gov](https://www.maritime.dot.gov/grants/marine-highways/marine-highway), 7 Aug. 2025. www.maritime.dot.gov/grants/marine-highways/marine-highway (13 Apr. 2026).

and Republican districts. The funding is split across coastal and inland regions. The program promotes efficient and environmentally sustainable freight movement, and its success depends on continued cargo demand and coordination with the private sector.

University Transportation Center (UTC) Program

The University Transportation Center Program funds university-led research aimed at improving transportation safety, efficiency, and sustainability.¹⁴⁴ Administered by the U.S. Department of Transportation, the program competitively awards grants to academic consortia conducting applied research and workforce development in areas such as autonomous systems, resilient infrastructure, and transportation equity.

All projects are transportation related, as they support research and workforce development in transportation systems. It is federally funded. The awards are distributed across both Democratic and Republican districts. The funding is primarily urban areas. The program advances innovation in the transportation sector, and greater coordination among centers could improve implementation of research findings into public policy and infrastructure practice.

Wildlife Crossings Pilot Program

The Wildlife Crossings Pilot Program provides federal funding to design and construct wildlife crossings and fencing to reduce vehicle animal collisions and improve habitat connectivity.¹⁴⁵ Administered by the Federal Highway Administration, the program integrates ecological stewardship into transportation planning to improve both safety and environmental outcomes.

All projects are transportation related, as they support roadway safety and environmental integration. It is federally funded but locally implemented. The awards are distributed across both Democratic and Republican districts. The funding is split across rural and urban areas. The program represents a growing emphasis on safety and sustainability in

¹⁴⁴ “University Transportation Centers,” U.S. Department of Transportation, [Transportation.gov](https://www.transportation.gov/content/university-transportation-centers), www.transportation.gov/content/university-transportation-centers (13 Apr. 2026).

¹⁴⁵ “Notice of Funding Opportunity for Fiscal Years (FY) 2024–2026 Wildlife Crossings Pilot Program (WCPP),” Federal Highway Administration, U.S. Department of Transportation, 6 June 2024. www.highways.dot.gov/federal-lands/wildlife-crossings/WCPP_FY24-26_NOFO_Final.pdf (13 Apr. 2026).

infrastructure planning, and coordinated corridor-level planning could further improve cost effectiveness and conservation benefits.

Women in Apprenticeship and Nontraditional Occupations (WANTO)

The Women in Apprenticeship and Nontraditional Occupations Program provides grants to promote women’s participation in skilled trades and registered apprenticeships.¹⁴⁶ Administered by the U.S. Department of Labor Women’s Bureau, the program funds recruitment, pre apprenticeship training, and employer partnerships across industries such as construction, manufacturing, and transportation.

All projects are non-transportation related, as they focus on workforce development rather than transportation infrastructure. It is federally funded. The awards are distributed across both Democratic and Republican districts. The funding is primarily urban areas. The program improves access to high wage nontraditional careers for women, and expanding collaboration with regional workforce boards could strengthen long-term outcomes.

Workforce Opportunities for Rural Communities (WORC) Round 5

The Workforce Opportunities for Rural Communities Program provides federal funding to support workforce and economic development in the Appalachian, Delta, and Northern Border regions.¹⁴⁷ Administered by the U.S. Department of Labor in partnership with regional commissions, the program funds job training, entrepreneurship, and reemployment initiatives in economically distressed rural areas.

All projects are non-transportation related, as they focus on workforce and economic development rather than transportation infrastructure. It is federally funded. The awards are distributed across both Democratic and Republican districts. The funding is primarily rural areas. The program helps diversify local economies and expand job opportunities, and stronger alignment with private sector labor demand will be essential for long-term success.

¹⁴⁶ “WANTO Grant Program,” U.S. Department of Labor, Women’s Bureau, DOL.gov, www.dol.gov/agencies/wb/grants/wanto (13 Apr. 2026).

¹⁴⁷ “Workforce Opportunity for Rural Communities (WORC) Initiative,” U.S. Department of Labor, Employment and Training Administration, DOL.gov, www.dol.gov/agencies/eta/demonstration-grants/workforce-opportunity (13 Apr. 2026).

A Note on Data Limitations

We were unable to obtain detailed information for the following 13 grant programs because our Freedom of Information Act (FOIA) requests either went unanswered or did not result in the release of responsive records within the study period:

1. Aviation Research Grants Program
2. Commercial Motor Vehicle High Priority Enforcement Training and Support (HP-ETS) Grant Program
3. Community Facilities Grant Program
4. Delta Workforce Grant Program
5. Economic Impact Initiative Grant Program
6. Federal Contract Tower Program
7. Indian Highway Safety Law Enforcement Grants
8. Indian Highway Safety Occupant Protection Grant
9. Local Development Districts Capacity Building Program
10. Local Development Districts Community Support Pilot Program
11. Reduction of Truck Emissions at Port Facilities
12. Strategic Planning Grant Program
13. Tribal College Initiative Grants Program

