

Subject Specific Grant Guide

Grants to Support Airport Projects

This guide identifies funding opportunities released in the previous year. Please note that this guide may not capture all available funding opportunities. Additionally, some programs may have changed or may not be released due to shifting administrative priorities among funding agencies. The grants included here represent traditionally offered opportunities intended to serve as a reliable foundation for your funding research.

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FEDERAL
GRANT PROFILE

Department: U.S. Department of Agriculture
Agency: Office of Rural Development

FY 2025 Community Facilities Direct Loan and Grant Program

Grant Overview

This program provides affordable funding to develop essential community facilities in rural areas. Projects supported through this program must demonstrate substantial community support, and facilities must serve the rural area where they are or will be located. Eligible applicants are public bodies, community-based non-profit corporations, and federally recognized tribes.

Program History

	Total Funding	Awards
2021	$450 million	274
2020	$871 million	256

Key Information and Tips

Total Funding: Unspecified
Award Range: Varies
Match: Not required
Application Due: Rolling

- Funds may be combined with commercial financing to finance one project if all eligibility and feasibility requirements are met

https://www.rd.usda.gov/programs-services/community-facilities-direct-loan-grant-program

Awardee Profile

Irving Tanning Community Center Inc.
Hartland, ME

AMOUNT: $238,000
YEAR: 2024

Funding will be used to make critical infrastructure repairs to the community center, including replacing the structure's 25-year-old roof and improving the heating system.

Department: U.S. Department of Agriculture
Agency: Office of Rural Development

FY 2025 Community Facilities Direct Loan and Grant Program

Detailed Summary

The purpose of this program is to provide affordable funding to develop essential community facilities in rural areas. Projects supported through this program must demonstrate substantial community support, and facilities must serve the rural area where they are or will be located. Rural areas must have no more than 20,000 residents according to the latest U.S. Census data, which can be found online at www.census.gov.

For the purposes of this program, an essential community facility is defined as a facility that provides an essential service to the local community for the orderly development of the community in a primarily rural area, and does not include private, commercial, or business undertakings. Examples of essential community facilities include:

- Health care facilities such as hospitals, medical clinics, dental clinics, nursing homes, or assisted living facilities
- Public facilities such as town halls, courthouses, airport hangars, or street improvements
- Community support services such as childcare centers, community centers, fairgrounds, or transitional housing
- Public safety services such as fire departments, police stations, prisons, police vehicles, fire trucks, public works vehicles, or equipment
- Educational services such as museums, libraries, or private schools
- Utility services such as telemedicine or distance learning equipment
- Local food systems such as community gardens, food pantries, community kitchens, food banks, food hubs, or greenhouses

Priority will be given to projects that:

- Serve communities with populations of 5,500 or fewer
- Serve low-income communities having a median household income below 80 percent of the state non-metropolitan median household income

Funds may be used to purchase, construct, and/or improve essential community facilities; purchase equipment; and pay for related project expenses. Funds may also be used to pay reasonable and necessary fees, when part of a facility, such as:

- Legal
- Architectural and/or engineering
- Fiscal advisory
- Environmental impact analyses
- Archaeological surveys
- Mitigation measures
- Planning
- Establishing or acquiring right

Applicant Eligibility

Eligible applicants are public bodies, community-based nonprofit corporations, and federally recognized tribes.

Facilities supported through this program must serve the rural area where they are or will be located. Rural areas include cities, villages, townships, and towns, including federally recognized tribal lands, with no more than 20,000 residents according to the latest U.S. Census data, which can be found online at www.census.gov.

Additionally, in order to be eligible, applicants must have the legal authority to borrow money, obtain security, and repay loans; and to construct, operate, and maintain the proposed facilities; and be unable to finance projects from their own resources and/or through commercial credit at reasonable rates and terms.

Funding

In FY 2025, an unspecified amount of funding is available to support grants and low-interest direct loans through this program. Awards may be provided as combinations of grants and loans. Grant assistance is provided on a graduated scale, with smaller communities with the lowest median household income being eligible for projects with a higher proportion of grant funds. Grant assistance is limited to the following percentages of eligible project costs:

- Maximum of 75 percent if:
  - The project is located in a rural community having a population of 5,000 or fewer; and
  - The median household income of the service area is below the higher of the poverty line or 60 percent of the state non-metropolitan median household income
- Maximum of 55 percent if:
  - The project is located in a rural community having a population of 12,000 or fewer; and
  - The median household income of the service area is below the higher of the poverty line or 70 percent of the state non-metropolitan median household income
- Maximum of 35 percent if:
  - The project is located in a rural community having a population of 20,000 or fewer; and
  - The median household income of the service area is below the higher of the poverty line or 80 percent of the state non-metropolitan median household income
- Maximum of 15 percent if:
  - The project is located in a rural community having a population of 20,000 or fewer; and
  - The median household income of the service area is below the higher of the poverty line or 90 percent of the state non-metropolitan median household income.

Loan repayment terms may not be longer than the useful life of the facility, state statutes, the applicant's authority, or a maximum of 40 years, whichever is less. There are no pre-payment penalties. Interest rates will be set by the funding agency and are determined by the median household income of the service area and population of the community. Applicants are encouraged to contact the funding agency for details and current rates. Once the loan is approved, the interest rate is fixed for the entire term of the loan.

Matching and Cost-Share

There are no stated matching requirements for this program.

Contact Information

Questions should be directed to the appropriate local office listed online at www.rd.usda.gov/about-rd/offices/state-offices. To initiate the application process, applicants must contact the appropriate local office.

https://www.rd.usda.gov/programs-services/community-facilities-direct-loan-grant-program

FEDERAL
GRANT PROFILE

Department: U.S. Department of Transportation
Agency: Federal Aviation Administration

FY 2026 Airport Improvement Program (AIP): Apportioned Funds

Grant Overview

The purpose of this program is to assist in the planning and development of public-use airports, including heliports and seaplane bases, that are included in the National Plan of Integrated Airport Systems (NPIAS). Projects may include improvements related to enhancing safety, capacity, security, and environmental concerns. Eligible sponsors are public-use airports, including heliports and seaplane bases, that are included in the National Plan of Integrated Airport Systems (NPIAS) and that are publicly owned; privately owned, but designated by the Federal Aviation Administration (FAA) as a reliever; or privately owned, with scheduled service and at least 2,500 annual enplanements.

Program History

	Total Funding	# of Awards
2025	$1.8 billion	276

Key Information and Tips

Total Funding: Unspecified
Award Range: Unspecified
Match: Varies by airport type
Solicitation Date: December 8, 2025
Application Due Date: May 1, 2026

- A mandatory LOI must be submitted by February 27, 2026, stating the planned funding for eligible FY 2026 projects and confirming which current capital improvement projects will proceed.

https://www.faa.gov/airports/aip

Award Profile

Concord-Padgett Regional Airport
City of Concord, NC

YEAR: 2025
AMOUNT: $2,599,935

Entitlement funds will support the rehabilitation of the apron and taxilane at the Concord-Padgett Regional Airport.

Department: U.S. Department of Transportation
Agency: Federal Aviation Administration

FY 2026 Airport Improvement Program (AIP): Apportioned Funds

Detailed Summary

The purpose of this program is to assist in the planning and development of public-use airports, including heliports and seaplane bases, that are included in the National Plan of Integrated Airport Systems (NPIAS). Projects may include improvements related to enhancing safety, capacity, security, and environmental concerns.

Examples of eligible projects include:

- Runway, taxiway, and apron construction/rehabilitation
- Airfield lighting, signage, and drainage
- Land acquisition
- Automated weather observation stations (AWOS)
- Navigational aids (NAVAIDs), such as runway end identifier lights (REILs) and precision approach path indicators (PAPIs)
- Planning studies
- Environmental studies
- Safety area improvements
- Airport layout plans (ALPs)
- Access roads only located on airport property
- Removing, lowering, moving, marking, and lighting hazards
- Glycol recovery or vacuum trucks for certain airports

Projects related to revenue-producing facilities may be eligible at non-primary airports if the airport has already satisfactorily addressed all airside needs and the improvement will increase revenue for the airport.

Funds generally may be used on most airfield capital improvements and rehabilitation projects. In addition, funds may be used for terminals, hangars, and non-aviation development in some situations. Certain professional services necessary for an eligible project, including planning, surveying, and design, are also eligible costs.

Eligibility

Eligible sponsors are public-use airports, including heliports and seaplane bases, that are included in the National Plan of Integrated Airport Systems (NPIAS) and that are publicly owned; privately owned, but designated by the Federal Aviation Administration (FAA) as a reliever; or privately owned, with scheduled service and at least 2,500 annual enplanements.

Funding

In FY 2026, an unspecified amount of funding is available to allocate FY26 entitlement funds, as well as entitlement funds not obligated from prior years that remain available.

Funds from previous fiscal years that are still available may not be immediately accessible to sponsors when the funding agency initiates the program for a new fiscal year. The funding agency can only issue grants when sufficient funds are appropriated.

Matching and Cost Sharing

Matching requirements will vary according to airport type, as follows:

- Large and medium primary hub airports:
  - 20 percent of eligible costs for noise program implementation
  - 25 percent of eligible costs for other projects
- Small primary, reliever, and general aviation airports: 5 percent to 10 percent of eligible costs, depending on statutory requirements

For additional information regarding this program's matching requirements, applicants should contact the appropriate Airports District Office (ADO) listed online at www.faa.gov/about.

Contact Information

Jesse Carriger
Director (Acting)
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https://www.faa.gov/airports/aip

FEDERAL
GRANT PROFILE

Department: U.S. Department of Transportation
Agency: Federal Aviation Administration

FY 2026 Airport Terminal Program (ATP)

Grant Overview

The purpose of this program is to address the aging infrastructure, improve airport capacity, enhance passenger access, and support the development of a balanced system of airports to meet civil aeronautical demand. Eligible applicants are airport sponsors normally eligible for funding from FAA's Airport Improvement Program (AIP), including public agencies, private entities, state agencies, Indian tribes or pueblos owning a public-use NPIAS airport, and the Secretary of the Interior for Midway Island Airport, the Republic of the Marshall Islands, the Federated States of Micronesia, and the Republic of Palau.

Program History

	Total Funding	# of Awards
2025	$970 million	128
2024	$970 million	114
2023	$1 billion	99

Key Information

Total Funding: $1 billion
Award Range: Varies
Match: Varies
Solicitation date: December 8, 2025
Proposal due: January 15, 2026

https://www.faa.gov/iija/airport-terminals

Awardee Profile

Tampa International Airport (TPA)
Tampa, FL

AMOUNT: $40 million
YEAR: 2025

Tampa International Airport received funding to partially fund the construction of a new 16-gate airside Terminal D, which includes approximately nine passenger boarding bridges and an automated people mover track connecting Terminal D to the main terminal.

Department: U.S. Department of Transportation
Agency: Federal Aviation Administration

FY 2026 Airport Terminal Program (ATP)

Detailed Summary

The purpose of this program is to address the aging infrastructure of the nation's airports by upgrading, modernizing, and rebuilding airport terminals and airport-owned airport traffic control towers (ATCTs). Project activities may include bringing airport facilities into conformity with current standards; constructing, modifying, or expanding facilities as necessary to meet demonstrated aeronautical demand; enhancing environmental sustainability; encouraging actual and potential competition; and providing a balanced system of airports to meet the roles and functions necessary to support civil aeronautical demand.

Eligible projects supported by the ATP program include:

- Airport Terminal Development, defined as development of an airport passenger terminal building, including terminal gates; access roads servicing exclusively airport traffic that lead directly to or from an airport passenger terminal building; and walkways that lead directly to or from an airport passenger terminal building.
- On-Airport Rail Access Projects
- Airport-owned ATCTs, including relocating, reconstructing, repairing, or improving the ATCTs
- Projects justified based on civil aeronautical demand.

Special considerations must be made when planning and executing projects under this program:

- Certain project costs incurred after November 15, 2021, may be allowable under specific conditions, however, these costs are incurred at the applicant's own risk.
- All projects must adhere to applicable Federal laws, regulations, and policies, including Buy American and Build America, Buy America requirements, ADA compliance, and Civil Rights and Title VI obligations.
- Projects must maximize the use of domestic goods, products, and materials, with waivers granted only under specific circumstances.

The funding agency will prioritize projects that align with the following goals:

- Increase capacity and passenger access
- Replace aging infrastructure
- Achieve compliance with the Americans with Disabilities Act (ADA), including expanded accessibility for persons with disabilities
- Improve airport access for historically disadvantaged populations
- Improve energy efficiency, including upgrading environmental systems, upgrading plant facilities, and achieving Leadership in Energy and Environmental Design (LEED) accreditation standards
- Improve airfield safety through terminal relocation
- Encourage actual and potential competition

The funding agency encourages applicants to include components in terminal projects that enhance the travel experience for families, such as mother's rooms, family restrooms, children's play areas, and dedicated family screening lanes.

The funding agency will provide a preference to projects that achieve a complete development objective, even if awards for the project must be phased, and priority will be given to projects that have previously received partial awards.

Applicant Eligibility

Eligible applicants are airport sponsors normally eligible for funding from FAA's Airport Improvement Program (AIP). These include public agencies, private entities, state agencies, Indian tribes or pueblos owning a public-use NPIAS airport, and the Secretary of the Interior for Midway Island Airport, the Republic of the Marshall Islands, the Federated States of Micronesia, and the Republic of Palau.

Airports covered under the funding agency's State Block Grant Program or airports in a channeling act state should coordinate with their associated state agency on the process for who should submit an application.

Funding

In FY 2026, approximately $1 billion is available to support awards of at least $25,000 through this program. In general, the funding available for this program is subject to the following award allocation limitations:

- Large hub airports: up to 55 percent of the total funding available
- Medium hub airports: up to 15 percent of the total funding available
- Small hub airports: up to 20 percent of the total funding available
- Non-hub and non-primary airports: at least 10 percent of the total funding available

Award notifications are expected to be issued in early fiscal year 2026. Funded projects must be completed by October 30, 2026. Timeliness of implementation will be considered in the application evaluation process.

Matching and Cost Sharing

For large and medium hub airports, applicants must provide 20 percent of the total award project costs via local contributions. For all other airports, including small hub, non-hub, and non-primary airports, applicants must provide 5 percent of the total project costs via local contributions.

Contact Information

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https://www.faa.gov/iija/airport-terminals

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Federal Aviation Administration (FAA)

FY 2025 Airport Zero Emission Vehicle (ZEV) and Infrastructure Pilot Program

Grant Overview

The purpose of this program is to improve airport air quality and facilitate the use of zero-emissions technologies at airports. This program allows public-use airports in the National Plan of Integrated Airport Systems (NPIAS) that are eligible to receive funding through the Airport Improvement Program (AIP), to purchase zero-emissions airport vehicles and the infrastructure required to operate them.

Program History

	Total Funding	# of Awards
2021	$21.9 million	8
2020	$9 million	5

Key Information

Total Funding: Unspecified
Match: Varies
Solicitation Date: March 27, 2024
Pre-Application Due: November 1, 2024

- Airport sponsors should discuss their proposed project with the FAA Office of Airports Regional Office (RO) or Airports District Office (ADO) prior to submitting a pre-application or a full application
- Full applications are expected to be due between early-May and late-June

https://www.faa.gov/airports/environmental/zero_emissions_vehicles

Awardee Profile:

Albuquerque Sunport International, Albuquerque NM

YEAR: FY 2021
AWARD AMOUNT: $2,563,280

Albuquerque Sunport International received funding to purchase three electric shuttle buses and one overhead charger

Department: U.S. Department of Transportation
Agency: Federal Aviation Administration (FAA)

FY 2025 Airport Zero Emission Vehicle (ZEV) and Infrastructure Pilot Program

Detailed Summary

The purpose of this program is to improve airport air quality and facilitate the use of zero-emissions technologies at airports. This program allows public-use airports in the National Plan of Integrated Airport Systems (NPIAS) that are eligible to receive funding through the Airport Improvement Program (AIP), to purchase zero-emissions airport vehicles and the infrastructure required to operate them.

Funding must be used for vehicles that are owned or leased by the airport sponsor and used on-airport for airport purposes with some limited off-airport use. All vehicles purchased or leased through the program must be airport-dedicated, meaning that they must be an integral part of the aeronautical, transportation, security, or maintenance services at the airport, or other essential airport need; used on a regular basis in normal operation of the airport; and stored and maintained within the airport boundary.

Eligible project types include:

- Zero-emission airport vehicles: airport-owned, on-road zero-emission vehicles (ZEV) that do not produce exhaust emissions of any criteria pollutant; vehicles are limited to those with all-electric or hydrogen-powered drive trains
- ZEV infrastructure: construction or modification of infrastructure to facilitate fuel delivery to funded ZEVs, including refueling stations, rechargers, on-site fuel storage tanks, and other equipment needed for station operation; airports must limit the capacity of refueling and recharging stations to the number of project vehicles and their fueling requirements

Applicant Eligibility

Eligible airport sponsors are public-use airports in the National Plan of Integrated Airport Systems (NPIAS) that are eligible to receive funding through the Airport Improvement Program (AIP).

Airports in EPA-designated maintenance areas will only be considered after all applications from non-attainment areas are considered for funding. Airports in attainment areas will only be considered after all applications in non-attainment areas and in maintenance areas have been considered.

In addition, priority will be given to projects with the greatest air quality benefits. Projects with the best cost effectiveness in each category will receive the highest priority in their respective categories.

Eligible costs may include fees associated with application preparation, project engineering costs, and project design costs

Funding

In FY 2025, an unspecified amount of funding is available to support awards through this program. Awards will be issued before the end of the federal fiscal year. Vehicles purchased through this program may not be sold or transferred during their useful life without prior notification and written approval by the funding agency.

Matching and Cost Sharing

The cost-sharing percentages of this program are equal to those of the Airport Improvement Program (AIP), which are as follows:

- Large and medium primary hub airports:
    - 20 percent of eligible costs for noise program implementation
    - 25 percent of eligible costs for other projects
- Small primary, reliever, and general aviation airports:
    - 5 percent to 10 percent of eligible costs, depending on statutory requirements

Contact Information

Airport sponsors should contact the appropriate FAA Office of Airports Regional Office (RO) or Airports District Office (ADO) listed online at *www.faa.gov/airports/news_information/contact_info/regional*.

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https://www.faa.gov/airports/environmental/zero_emissions_vehicles

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Office of the Secretary for Transportation Policy

FY 2026 Better Utilizing Investments to Leverage Development (BUILD) Grant

Grant Overview

The purpose of this program is to support surface transportation projects that will have a significant local or regional impact. Eligible applicants are States and the District of Columbia; any territory or possession of the United States; a unit of local government; a public agency or publicly chartered authority established by one or more States; a special purpose district or public authority with a transportation function, including a port authority; a Federally recognized Indian Tribe or a consortium of such Indian Tribes; a transit agency; and a multi-State or multijurisdictional group of entities that are separately eligible.

Program History

	Total Funding	# of Awards
2025	$1.8 billion	139
2024	$1.8 billion	148
2023	$1.5 billion	162

Key Information and Tips

Total Funding: $1.5 billion
Award Range: $1 million - $25 million (rural)
$5 million - $25 million (urban)
Match: 20 percent (urban)
Solicitation date: November 26, 2025
Proposal due: February 24, 2026

- FY 2026 un-awarded BUILD applications advanced to the Highly Rated List will be automatically designated as “Projects of Merit” for FY 2027 BUILD.

https://www.transportation.gov/BUILDgrants

Awardee Profile

Dorchester County
Dorchester County, SC

AMOUNT: $24,666,750
YEAR: 2025

This project will widen US 78 from west of Orangeburg Road to North Maple Street, expanding the roadway from two lanes to five lanes and includes the installation of approximately 3.39 miles of sidewalk, approximately 4.9 miles of bicycle lanes, and approximately 0.41 miles of multi-use path. Additional improvements involve upgrading intersections with dedicated turn lanes and concrete medians, replacing the Rumphs Hill Creek culvert, and adding curb and gutter along the corridor.

Department: U.S. Department of Transportation
Agency: Office of the Secretary for Transportation Policy

FY 2026 Better Utilizing Investments to Leverage Development (BUILD) Grant

Detailed Summary

The goal of the BUILD program is to fund eligible surface transportation projects that will have a significant local or regional impact. The Department seeks to fund projects that advance the priorities of this Administration as described in DOT's mission statement, and across executive orders.

Eligible **capital projects** include but are not limited to:

- Highway, bridge, or other road projects eligible under title 23, United States Code
- Public transportation projects eligible under chapter 53 of title 49, United States Code
- Passenger and freight rail transportation projects
- Port infrastructure investments (including inland port infrastructure and land ports of entry)
- Surface transportation components of an airport project eligible for assistance under part B of subtitle VII of title 49, United States Code (see Airport Improvement Program Handbook Appendix P for details)
- Projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government
- Projects to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species while advancing the goals of the BUILD program
- Intermodal projects
- Other surface transportation infrastructure projects that the Secretary considers to be necessary to advance the goals of the program
    - Public road and non-motorized projects that are not otherwise eligible under title 23, United States Code
    - Surface transportation components of transit-oriented development projects
    - Surface transportation components of mobility on-demand projects that expand access and reduce transportation cost burden

Research, demonstration, or pilot projects are only eligible if they lead to long-term, permanent surface transportation infrastructure with independent utility.

If an application includes right-of-way acquisition, the project will be considered a capital project.

Eligible **planning projects** activities include:

- Planning, preparation, design, or engineering of eligible surface transportation capital projects described in the Capital Projects section that will not result in construction with FY 2026 BUILD funding.

    - Examples include feasibility studies, benefit-cost analysis, environmental analysis, permitting, and other pre-construction activities.
- Development of master plans, comprehensive plans, transportation corridor plans, and integrated economic development, land use, housing, and transportation plans
- Planning activities related to the development of a multimodal freight corridor
- Development of port and regional port planning grants, including State-wide or multi-port planning within a single jurisdiction or region
- Risk assessments and planning to identify vulnerabilities and address the transportation system's ability to withstand probable occurrence or recurrence of an emergency or major disaster

Components in a single application must be related.

The funding agency may prioritize the selection of projects that:

- Can begin construction within 18 months of selection
- Are located in a designated Qualified Opportunity Zone
- Have a higher percent of non-federal funding committed to the project
- Have not received a BUILD grant previously (formerly RAISE or TIGER)

Definitions

Urban: A project is designated as urban if it is located within (or on the boundary of) a Census-designated urban area that had a population greater than 200,000 in the 2020 Census. See the interactive map.

Rural: A project is designated as rural if it is located outside a Census-designated urban area that had a population greater than 200,000 in the 2020 Census. See the interactive map.

Areas of Persistent Poverty (APP): A project is located in an Area of Persistent Poverty if:

1. the **County** in which the project is located consistently had greater than or equal to 20 percent of the population living in poverty during the 30-year period preceding November 15, 2021, as measured by the 1990 and 2000 decennial census and the most recent annual Small Area Income Poverty Estimates; **OR**
2. the **Census Tract** in which the project is located has a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census; **OR**
3. the project is located in any territory or possession of the United States.

See the interactive map to show Areas of Persistent Poverty.

Historically Disadvantaged Communities (HDC): HDCs will use the same definition as APP for the purposes of this program.

Qualified Opportunity Zones: Opportunity Zones are economically distressed communities, defined by individual census tract. See the interactive map and list on the IRS website.

Applicant Eligibility

Eligible applicants are States and the District of Columbia; any territory or possession of the United States; a unit of local government; a public agency or publicly chartered authority established by one or more States; a special purpose district or public authority with a transportation function, including a port authority; a Federally recognized Indian Tribe or a consortium of such Indian Tribes; a transit agency; and a multi-State or multijurisdictional group of entities that are separately eligible.

Multiple States or jurisdictions may submit a joint application and should identify a lead applicant as the primary point of contact and identify the primary recipient of the award.

Previous recipients of a BUILD grant may apply for funding to support additional phases of their project. The application should demonstrate the extent to which the previously funded project has met estimated project schedules and budget, as well as the ability to realize the benefits expected for the project.

Applicants with an FY 2025 BUILD Project of Merit designation need to submit a new application to be considered under the FY 2026 competition.

Funding

In FY 2026, a total of $1.5 billion infrastructure law funding is available to support awards through this program. For capital awards, the minimum award amount is $5 million for projects located in urban areas and $1 million for projects located in rural areas. There is no minimum award amount for planning awards. The maximum award amount for both capital and planning grants is $25 million.

For most projects awarded under this program, the obligation deadline will be September 30, 2030; a smaller subset of funds awarded under this program may have an earlier obligation deadline, depending on the specific source of funds. All funds must be expended (the grant obligation must be liquidated or actually paid out to the grantee) by September 30, 2035. Funds will be provided on a reimbursement basis.

Funding will be allocated as follows:

- No more than 15 percent of the total funding available, or $225 million, can be awarded to a single State.
- No more than 50 percent of the total funding available, or up to $750 million, will be allocated to rural projects
- No more than 50 percent of the total funding available, or up to $750 million, will be allocated to urban projects, which, for the purposes of this program, are defined as census-designated urbanized areas that had a population greater than 200,000 in the 2020 Census
- At least 5 percent, or $75 million, will be allocated for planning awards.
- At least 1 percent, or $15 million, will be allocated to projects located in areas of persistent poverty or historically disadvantaged communities
- Up to 20 percent of the total funding available, or $300 million may be allocated to support the subsidy and administrative costs of projects receiving credit assistance under the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program, or the Railroad Rehabilitation and Improvement Financing (RRIF) Program.

Award selections will be announced no later than June 28, 2026.

Matching and Cost Sharing

Applicants with projects located in urban areas must provide at least 20 percent of the total project costs non-federal cash match. Projects located in rural areas, historically disadvantaged areas, and areas of persistent poverty are eligible for Federal funds of up to 100 percent of total project costs.

Non-Federal sources include State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, private funds, tribal transportation program funds, Federal lands transportation funds, TIFIA program funds, Railroad Rehabilitation and Improvement Financing program funds, and Federal credit assistance. Cost share may be considered a competitive selection factor.

Contact Information

BUILDgrants@dot.gov

https://www.transportation.gov/BUILDgrants

FEDERAL
GRANT PROFILE

Department: U.S. Department of Transportation
Agency: Federal Aviation Administration (FAA)

FY 2025 FAA Contract Tower Competitive Grant Program

Grant Overview

The purpose of this program is to make annual grants available to eligible airports for airport-owned airport traffic control tower (ATCT) projects that address the aging infrastructure of the nation's airports. Eligible applicants include public agencies, private entities, state agencies, Indian Tribe, or Pueblo owning a public-use National Plan of Integrated Airport Systems (NPIAS) airport, the Secretary of the Interior for Midway Island airport, the Republic of the Marshall Islands, the Federated States of Micronesia, and the Republic of Palau.

Program History

	Total Funding	# of Awards
2024	$20 million	22
2023	$20 million	33
2022	$20 million	20

Key Information

Total Funding: $20 million
Award Range: Unspecified
Match: No match is required
Solicitation date: August 19, 2024
Proposal due: September 18, 2024

https://www.faa.gov/bil/airport-infrastructure/fct

Awardee Profile

Valley International Airport, Harlingen, TX

AMOUNT: $2,000,000
YEAR: 2024

Funds were awarded to Valley International Airport for the construction for a new replacement Airport Traffic Control Tower to correct the line of sight, ensure ADA compliance, and address structural integrity issues. Funding for this phase focuses on the exterior vertical construction.

Department: U.S. Department of Transportation
Agency: Federal Aviation Administration (FAA)

FY 2025 FAA Contract Tower Competitive Grant Program

Detailed Summary

The purpose of this program is to

- sustain, construct, repair, improve, rehabilitate, modernize, replace, or relocate non-approach control towers
- acquire and install air traffic control, communications, and related equipment to be used in those towers
- construct a remote tower certified by the funding agency including acquisition and installation of air traffic control, communications, or related equipment.

To date, there are no certified remote tower systems. The funding agency is currently evaluating this technology to assess its suitability for use in the National Airspace System. In addition, these projects will also be assessed based on overall impact on the National Airspace System, including age of facility, operational constraints, nonstandard facilities, or new FCT entrant requirement. The funding agency also seeks to fund projects through this program that reduce greenhouse gas emissions and are designed with specific elements to address climate change impacts. Specifically:

- Greenhouse gas reduction
- Energy efficiency
- Fiscally responsible land use and transportation efficient design,
- Compatibility with the use of sustainable aviation fuels and technologies
- Climate resilience,
- Incorporating sustainable and less emissions-intensive pavement and construction materials as allowable
- Reducing pollution

Also, the FAA encourages applicants to consider how the project will address the challenges faced by individuals in underserved communities, communities with environmental justice areas, and rural areas, as well as accessibility for persons with disabilities.

Applicant Eligibility

Eligible applicants include a public agency, private entity, state agency, Indian Tribe, or Pueblo owning a public-use National Plan of Integrated Airport Systems (NPIAS) airport, the Secretary of the Interior for Midway Island airport, the Republic of the Marshall Islands, the Federated States of Micronesia, and the Republic of Palau.

Funding

In FY 2024, up to $20 million for an unspecified number of grants is available through this program. This is $100 million competitive grant program distributed as $20 million annually for five years from FY 2022-2026.

Matching and Cost Sharing

No match is required for this program.

Contact Information

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https://www.faa.gov/bil/airport-infrastructure/fct

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Office of the Secretary

FY 2024 Small Community Air Service Development Program

Grant Overview

The Small Community Air Service Development Program is designed to provide financial assistance to small communities to help them enhance their air service. Improved air service will increase connectivity to the national air transportation system for underserved communities. Eligible applicants are public entities, including individual communities and consortia of communities, that do not currently have commercial air services.

Program History

	Total Funding	# of Awards
2023	$14.815 million	20

Key Information

Total Funding: $12 million
Award Range: Varies
Match: Not Required
Solicitation date: June 10, 2024
Proposal due: July 25, 2024

https://www.transportation.gov/policy/aviation-policy/small-community-rural-air-service/SCASDP

Awardee Profile

Idaho Falls, ID

AMOUNT: $950,000
YEAR: 2023

The funding will be used for a revenue guarantee to initiate and support new service to a Los Angeles, CA area airport. The proposed service will address current shortcomings and exert downward pressure on fares, which are higher than the national average.

Department: U.S. Department of Transportation
Agency: Office of the Secretary

FY 2024 Small Community Air Service Development Program

Detailed Summary

The Small Community Program is designed to provide financial assistance to small communities to help them enhance their air service. The Department seeks to fund projects that advance the Departmental priorities of safety, equity, climate and sustainability, and workforce development, job quality, and wealth creation as described in the USDOT Strategic Plan, Research, Development and Technology Strategic Plan, and in executive orders.

The Department is authorized to award grants to communities that seek to provide assistance to:

- A U.S. air carrier to subsidize service to and from an underserved airport for a period not to exceed 3 years;
- An underserved airport to obtain service to and from the underserved airport; and/or
- An underserved airport to implement such other measures as the Secretary, in consultation with such airport, considers appropriate to improve air service both in terms of the cost of such service to consumers and the availability of such service, including improving air service through marketing and promotion of air service and enhanced utilization of airport facilities.

Eligible projects include economic air service studies, marketing of air service or an airport, air carrier recruitment, revenue guarantees to air carriers providing air service, start-up cost offsets, fee waivers, reimbursement of air carrier ground handling fees, travel banks. No more than four communities or consortia of communities, or a combination thereof, from the same State may be selected to participate in the program in any fiscal year. No more than 40 communities or consortia of communities, or a combination thereof, may be selected to participate in the program in each year for which the funds are appropriated. Applications for renewal or supplementation of existing projects are not eligible to compete.

Applicant Eligibility

Eligible applicants are public entities, including individual communities and consortia of communities, that do not currently have commercial air services. A community may file only one application for a grant, either individually or as part of a consortium. An application from a consortium of communities must be one that seeks to facilitate the efforts of the communities working together toward one joint grant project, with one joint objective, including the establishment of one entity to ensure that the joint objective is accomplished. A community or consortium may not receive a new grant to support the same project more than once in a five-year period.

The airport serving the community or consortium may not be larger than a small hub airport, as determined using the Federal Aviation Administration's most recently published classification.

Funding

In FY 2024, approximately $12 million is available to support awards through this program. There is no minimum or maximum individual award amount, and the amounts awarded will vary depending upon the features and merits of the selected applications.

Funding amounts made available for reimbursement may be impacted by future limitations placed on the spending authority and appropriations enacted for the Department.

The Department intends to award grants for durations of three years to complete studies, four years for marketing and promotion (including advertising and public relations) of the airport, community, carrier, or destination, and five years for projects that target a revenue guarantee, subsidy, or other financial incentives.

Matching and Cost Sharing

Cost sharing or matching is not required for applications. However, applications that provide multiple levels of contributions (State, local, cash, and in-kind contributions) will be viewed more favorably.

Contact Information

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https://www.transportation.gov/policy/aviation-policy/small-community-rural-air-service/SCASDP

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Federal Aviation Administration

FY 2023 Surplus Property and Military Base Conversions for Airport Purposes

Grant Overview

The purpose of this program is to transfer surplus real and personal property to eligible airport sponsors for public airport purposes. Property transferred through this program may include military bases that are closed under the Base Realignment and Closure Act (BRAC), and non-aeronautical-use property that generates revenue for airport operations, maintenance, and development. Eligible applicants are eligible airport sponsors, including states, political subdivisions of states, and tax-supported organizations.

Program History

A program history could not be found.

Key Information and Tips

Total Funding: Rather than providing monetary awards, this program provides transfers of surplus real and personal property by the federal government for public airport purposes.
Match: Not required
Solicitation date: Rolling
Proposal due: Rolling

More information can be found here.

Tips

- Priority will be given to public agencies requesting surplus property for use at a public airport.
- Applications will be evaluated based on the requested property's relevance to airport facilities and the applicant's capability to maintain the property throughout its useful life.

Department: U.S. Department of Transportation
Agency: Federal Aviation Administration

FY 2023 Surplus Property and Military Base Conversions for Airport Purposes

Detailed Summary

The purpose of this program is to transfer surplus real and personal property to eligible airport sponsors for public airport purposes. Property transferred through this program may include military bases that are closed under the Base Realignment and Closure Act (BRAC), and non-aeronautical-use property that generates revenue for airport operations, maintenance, and development. Property transferred through this program must be:

- Desirable for developing, improving, operating, or maintaining a public airport
- Reasonably necessary to fulfill the immediate and foreseeable future requirements for developing, improving, operating, or maintaining a public airport
- Needed for developing sources of revenue from non-aviation businesses at a public airport

Eligible property is generally transferred at no cost if it is used for airport purposes. Property eligible for transfer through this program includes:

- Runway, taxiway, and apron lighting fixtures and equipment
- Aircraft rescue trucks
- Portable buildings or structures
- Hangars and T-hangars
- Radio equipment
- Approach and boundary lights
- Wind cones and socks
- Small utility vehicles
- Trucks and tractors
- Navigational aids

Applicant Eligibility

Eligible applicants are eligible airport sponsors, including states, political subdivisions of states, and tax-supported organizations. Eligible applicants may designate a state official or recognized official of a collective association to apply as their agent.

Priority will be given to public agencies requesting surplus property for use at a public airport. Applications will be evaluated based on the requested property's relevance to airport facilities and the applicant's capability to maintain the property throughout its useful life.

Once a property is located, applicants must contact the funding agency via the appropriate airport district or field office listed here. The funding agency will provide the applicant with the forms required for submission to be designated as an eligible recipient of property through this program.

Funding

Rather than providing monetary awards, this program provides transfers of surplus real and personal property by the federal government for public airport purposes. Property transferred through this program may include military bases that are closed under the Base Realignment and Closure Act (BRAC), and non-aeronautical-use property that generates revenue for airport operations, maintenance, and development.

Award recipients must obtain possession of transferred property within 60 days after application acceptance.

All revenues generated by property provided through this program must be expended for the capital or operating costs of the airport, the local airport system, or other local facilities owned or operated by the airport owner or operator, and directly and substantially related to the actual air transportation of passengers or property, or for noise mitigation purposes on or off the airport.

Matching and Cost Sharing

There are no stated matching requirements for this program. Property will generally be transferred to award recipients at no cost if it is used for airport purposes. However, it is the responsibility of the applicant to arrange for pick up and/or pay for packing, crating, handling, and transportation for allocated property. In addition, applicants will be responsible for the pro rata amount as of the acceptance date of the application of all taxes, assessments, and similar charges made against the property conveyed, in instances where the particular federal agency holding the property is liable for the payment of such taxes, assessments, or charges.

Contact Information

Program Staff
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More information can be found here.

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Build America Bureau

FY 2025 Transportation Infrastructure Finance and Innovation Act (TIFIA) Program

Grant Overview

The Transportation Infrastructure Finance and Innovation Act (TIFIA) Program provides low-interest and flexible credit assistance to support large-scale, surface transportation improvements related to highway, transit, railroad, intermodal freight, and port access projects of regional and national significance. Eligible applicants are public and private entities seeking to finance, design, construct, own or operate an eligible project, including local governments, state governments, consortia, or private sector.

Program History

	Total Funding	# of Awards
2023	$1.07 billion	9
2022	$4.58 billion	12

Key Information and Tips

Total Funding: Unspecified
Match: Varies by credit instrument
Proposal due: Rolling

https://www.transportation.gov/buildamerica/programs-services/tifia

Awardee Profile

City of Bellevue, WA

AMOUNT: $99.6 million
YEAR: 2023

The City of Bellevue, Washington is developing the BelRed Street Network project, to support the new BelRed neighborhood. The project will provide a catalyst for redevelopment of the neighborhood to be a connected, multi-modal, pedestrian-friendly, and transit-oriented neighborhood.

Department: U.S. Department of Transportation
Agency: Build America Bureau

FY 2025 Transportation Infrastructure Finance and Innovation Act (TIFIA) Program

Detailed Summary

The purpose of this program is to provide low-interest and flexible credit assistance to support large-scale, surface transportation improvements related to highway, transit, railroad, intermodal freight, and port access projects of regional and national significance. The program is designed to fill market gaps and leverage substantial private co-investment by providing supplemental and subordinate capital.

Funding is intended to provide credit assistance using more advantageous terms than those available in the financial market, and to provide financing where it might not otherwise be possible. Specifically, credit assistance will be provided in the form of direct and secured loans, loan guarantees, standby lines of credit, master credit agreements, as well as TIFIA 49 loans for transit and transit-oriented development (TOD) projects.

Projects may address the following categories of transit-oriented development:

- Highway facilities: eligible facilities include interstates, state highways, bridges, toll roads, international bridges or tunnels, and any other type of facility eligible for grant assistance under Title 23, the highways title of the U.S. Code (23 U.S.C.)
- Transit: eligible projects include the design and construction of stations, track, and other transit-related infrastructure; purchases of transit vehicles; and any other type of project that is eligible for grant assistance under Chapter 53 of Title 49 of the U.S. Code
- Rail: projects involving the design and construction of intercity passenger rail facilities or the procurement of intercity passenger rail vehicles
- Freight: projects involving public freight rail facilities, private facilities providing public benefit for highway users by way of direct freight interchange between highway and rail carriers, intermodal freight transfer facilities, projects that provide access to such facilities, and service improvements, including capital investments for intelligent transportation systems
- Port: projects located within the boundary of a port terminal, provided that the project is limited to only such surface transportation infrastructure modifications as are necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port
- Rural: eligible projects include surface transportation projects located outside of an urbanized area with a population greater than 150,000 individuals, or the capitalization of such projects within a state infrastructure bank (SIB)

Projects may include related transportation improvement projects grouped together in order to reach the minimum cost threshold for eligibility, so long as the individual components are eligible and the related projects are secured by a common pledge.

Supported projects must be located within walking distance of, and accessible to, a fixed guideway transit facility, passenger rail station, intercity bus station, and/or intermodal facility.

Eligible costs include:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, permitting, preliminary engineering and design work, and other pre-construction activities
- Construction, reconstruction, rehabilitation, replacement, and acquisition of real property, including land related to the project and improvements to land; environmental mitigation; construction contingencies; and acquisition of equipment
- Capitalized interest necessary to meet market requirements, reasonably required reserve funds, capital issuance expenses, and other carrying costs during construction
- Capitalizing a rural projects fund
- Acquisition of real property and pre-award costs

Applicant Eligibility

Eligible applicants are public and private entities seeking to finance, design, construct, own, or operate an eligible project, including state governments, local governments, transit agencies, special authorities, special districts, railroad companies, private firms, state infrastructure banks, and transportation improvement districts.

Public-private partnerships are also eligible to submit letters of interest (LOIs) for this program, provided that they meet eligibility requirements.

To be eligible, applicants must demonstrate relevant experience, strong qualifications, a sound project approach, and financial stability.

An expedited application process, known as TIFIA Lite, will be made available through this program to experienced borrowers with strong credit. By agreeing to use a loan template with standard terms and forgoing the typical negotiation process, borrowers can access the traditional benefits of TIFIA with a shorter review process. To be eligible for TIFIA Lite, projects must be small and shovel-ready with all permits and licensing completed and must have an investment-grade rating from a nationally recognized agency. Projects eligible for TIFIA Lite can be approved up to six months faster than an average TIFIA application.

Funding

In FY 2025, an unspecified amount of funding is available to support credit instruments through this program. The total amount of credit assistance may not exceed 33 percent of the total of reasonably anticipated eligible project costs.

Funding will be provided through the following types of credit instruments:

- Secured/direct loans: Loans will cover up to 49 percent of reasonably anticipated eligible project costs. Loan repayments may begin up to five years after substantial completion of the project. Applicants for direct loans must provide a strong rationale for requesting more than 33 percent of costs.

- Loan guarantees: Guarantees will cover up to 49 percent of reasonably anticipated eligible project costs. Loan repayments must begin no later than five years after substantial completion of the project. Requests for loan guarantees may be preferred over requests for the other credit instruments available.
- Standby Lines of credit: Credit will cover up to 33 percent of reasonably anticipated eligible project costs. Credit may be used to supplement project revenues, if needed, during the first ten years of project operations, and will be available for up to ten years after substantial completion of the project. Lines of credit may be combined with direct loans or loan guarantees for up to 49 percent of eligible project costs.
- Master credit agreements: Any master credit agreements awarded must satisfy the terms and conditions of the statutes of the relevant credit program.
- TIFIA 49: Loans for transit and transit-oriented development (TOD) projects will cover up to the maximum TIFIA level of 49 percent of total costs, whereas most other projects are eligible for TIFIA loans up to 33 percent.

Eligible project costs must be at least $50 million, with the following exceptions:

- Transit-oriented development (TOD) projects and local infrastructure projects: at least $10 million
- Intelligent transportation system (ITS) projects: at least $15 million
- Rural projects: at least $10 million, but not to exceed $100 million

Applicants experienced with debt financing seeking to apply to this program via an expedited process known as TIFIA Lite may receive up to a $100 million loan. The loan repayment sources must be a general obligation pledge, a dedicated tax revenue pledge, or government appropriations.

Funds will be provided on a reimbursement basis.

Award notification will be provided to applicants no later than 60 days following the notice regarding the completeness of the application.

In general, the maximum maturity of all credit instruments provided through this program is the lesser of 35 years after a project's substantial completion, or the useful life of the project. The repayment period may last up to 75 years for some projects.

The construction contracting process may begin no more than 90 days from the execution of the credit instrument.

For loan guarantees, prepayment features must be negotiated between the applicant and lender, and must meet the approval of the funding agency.

Generally, secured or direct loans may be prepaid in whole or in part, at any time, without penalty.

For lines of credit, full repayment is due no later than 25 years after the end of the ten-year period of credit availability.

The interest rate on a direct or secured loan will be equal to or greater than the yield on U.S. Treasury securities of comparable maturity on the date of execution of the credit agreement.

The interest rate for funds drawn on lines of credit will be equal to or greater than the yield on a 30-year U.S. Treasury security on the date of the execution of the credit line agreement.

Matching and Cost Sharing

Applicants must provide matching funds for this program. The required amount for the match will vary according to the requested type of credit instrument, as follows:

- Secured loans and direct loans: applicants must provide at least 51 percent of reasonably anticipated eligible project costs
- Standby lines of credit: applicants must provide at least 67 percent of reasonably anticipated eligible project costs
- Direct Loans: applicants must provide at least 51 percent of reasonably anticipated eligible project costs

Applicants will also be responsible for the following fees:

- Advisor Fees: approximately $13,000, indexed to inflation
- Annual loan servicing fee: $250,000 to be provided during the creditworthiness review, upon request of the funding agency
- Project monitoring fees: fee amount is not provided; fee will be charged in cases where the funding agency incurs costs in connection with monitoring the performance of a project, enforcement of credit agreement provisions, amendments to the credit agreement and related documents, and other performance-related activities

In the event that advisors' fees cumulatively exceed the $250,000 paid upfront, additional fees may be necessary to cover costs. A typical transaction generally ranges between $400,000 and $700,000.

Applicants with project costs reasonably anticipated to be less than $75 million may qualify for a waiver of advisors' fees.

Contact Information

Program Staff
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BuildAmerica@dot.gov

https://www.transportation.gov/buildamerica/programs-services/tifia

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Build America Bureau Credit Programs Office

FY 2025 Transportation Infrastructure Finance and Innovation Act (TIFIA) Rural Project Initiative

Grant Overview

This program improves transportation infrastructure in rural communities by providing loans for critical infrastructure projects. This program is intended to support transportation infrastructure that will improve the economy and the quality of life in rural areas. Eligible applicants are state and local governments, transit agencies, private entities, special authorities such as government-sponsored corporations, transportation improvement districts, and state infrastructure banks.

Program History

A program history is unavailable.

Key Information and Tips

Total Funding: Unspecified
Match: 51 percent
Proposal due: Rolling

- Applicants must email a request for an initial consultation with a project development lead prior to submitting a mandatory letter of interest.
- Projects must be located in rural communities that have a population of fewer than 150,000 and are located outside a census-defined urban area.

https://www.transportation.gov/buildamerica/financing/tifia/tifia-rural-project-initiative-rpi

Awardee Profile

Los Angeles International Airport (LAX)
Los Angeles, CA

AMOUNT: $26,712,175
YEAR: 2024

San Luis Obispo Regional Transit Authority's new 28,650-square-foot facility will be three times larger than the current one and will feature electric charging infrastructure for the new bus fleet as well as more space for administrative and operations staff.

Department: U.S. Department of Transportation
Agency: Build America Bureau Credit Programs Office

FY 2025 Transportation Infrastructure Finance and Innovation Act (TIFIA) Rural Project Initiative

Detailed Summary

The purpose of this program is to improve transportation infrastructure in rural communities by providing loans for critical infrastructure projects. This program is intended to support transportation infrastructure that will improve the economy and the quality of life in rural areas. Eligible projects include:

- Roads, bridges, and tunnels
- Transit systems, including infrastructure, bus and train stations, and buses and passenger rail vehicles and facilities
- Transit-oriented development (TOD)
- Intermodal connectors
- Pedestrian and bicycle infrastructure
- Freight transfer facilities
- Sea and inland waterway ports
- Airports

Projects must be located in rural communities that have a population of fewer than 150,000 and are located outside an urbanized area, as determined by the Bureau of the Census.

Applicant Eligibility

Eligible applicants are state and local governments, transit agencies, private entities, special authorities such as government-sponsored corporations, transportation improvement districts, and state infrastructure banks.

Funding

In FY 2025, an unspecified amount of funding is available to support fixed interest rate loans through this program. The project must have a total cost ranging from $10 million to $100 million. Loan interest rates will be equal to half of the U.S. Treasury rate of equivalent maturity of the loan at the time of loan closing.

Matching and Cost Share

Applicants must provide at least 51 percent of the total project cost. Up to 80 percent of total project costs may be funded with federal funds, which may include funding from other federal programs. Applicants may be responsible for borrower fees, which often amount to hundreds of thousands of dollars; however, the funding agency may waive these fees for projects that are under $75 million in cost depending on the availability of funding.

Except in certain circumstances, applicants will be responsible for costs incurred for services duly provided by the funding agency's legal and financial advisors or other third-party advisors involved with the evaluation of the letter of interest and application, as well as the negotiation of any credit agreement and related transactional documentation, as applicable.

Contact Information

Program Staff
(202) 366-2300
BuildAmerica@dot.gov

Letters of interest must be emailed to BureauCredit@dot.gov.

https://www.transportation.gov/buildamerica/financing/tifia/tifia-rural-project-initiative-rpi

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Federal Aviation Administration

FY 2024 Voluntary Airport Low Emissions (VALE) Program

Grant Overview

The purpose of this program is to encourage airports to implement clean technology projects that improve air quality. This program will support eligible airports that meet their state-related air quality responsibilities under the Clean Air Act by helping airports finance low-emission vehicles, refueling and recharging stations, gate electrification, and other airport air quality improvements. Eligible applicants are sponsors of commercial service airports listed in the FAA's National Plan of Integrated Airport Systems (NPIAS) that are located in areas that are in non-attainment or maintenance of National Ambient Air Quality Standards (NAAQS).

Program History

	Total Funding	# of Awards
2022	$14,512,307	5
2021	$36,242,834	12
2020	$13,089,001	8

Key Information

Total Funding: Unspecified
Match: Varies
Application Due: November 1, 2023 (multiple)

https://www.faa.gov/airports/environmental/vale

Awardee Profile

Wayne County Airport Authority

AMOUNT: $5,405,409
YEAR: 2022

This project received funding for the purchase and installation of 40 GPU and 40 PCA equipment.

Department: U.S. Department of Transportation
Agency: Federal Aviation Administration

FY 2024 Voluntary Airport Low Emissions (VALE) Program

Detailed Summary

The purpose of this program is to encourage airports to implement clean technology projects that improve air quality. This program will support eligible airports to meet their state-related air quality responsibilities under the Clean Air Act by helping airports finance low-emission vehicles, refueling and recharging stations, gate electrification, and other airport air quality improvements.

Eligible types of projects include:

- Alternative fuel vehicles
- Gate electrification
- Remote ground power
- Ground support equipment (GSE)
- Geothermal systems
- Solar thermal technologies
- Underground fuel hydrants

Award recipients must meet the following requirements:

- All equipment funded through this program must remain at the airport for its useful life
- Award recipients must track and maintain records of the use of equipment funded through this program
- Award recipients must maintain equipment funded through this program in use during the equipment's useful life, including replacing damaged or inoperable equipment

Eligible costs may include the fees associated with preparing the application and project engineering/design costs.

Applicant Eligibility

Eligible applicants are sponsors of commercial service airports listed in the Federal Aviation Administration's (FAA's) National Plan of Integrated Airport Systems (NPIAS) that are located in areas that are in non-attainment or maintenance of National Ambient Air Quality Standards (NAAQS).

For the purposes of this program, sponsors are defined as planning agencies, public agencies, or private airport owners/operators that have the legal and financial ability to carry out the requirements of this program.

Funding

In FY 2024, an unspecified amount of funding is available to support awards through this program. This program will provide funding through the FAA Airport Improvement Program (AIP), including AIP entitlement and discretionary funding, which provides grants to airports from the Aviation Trust Fund, and the Passenger Facility Charges (PFC) program, which approves locally imposed fees from airline passengers for eligible airport development.

In general, between 75 percent and 90 percent of total eligible project costs are reimbursable through this program for projects to be funded with Federal Aviation Administration (FAA) Airport Improvement Program (AIP) entitlement and discretionary funding. Applicants must provide the remainder of eligible project costs via nonfederal matching contributions, which may include eligible airport revenues, state or local grants, and Passenger Facility Charge (PFC) revenues.

Matching funds are not required for projects to be funded with PFCs.

In addition to providing monetary awards, this program will support projects to generate Airport Emission Reduction Credits (AERCs) that are recognized by the Environmental Protection Agency (EPA) and state air quality agencies. Eligible airports may use AERCs to meet future air emission regulation requirements for future capital projects.

Funding will be provided on a reimbursement basis. Awards will be issued before the end of federal fiscal year 2024. Awards for projects to be funded with FAA AIP entitlement and discretionary funding will be issued before the end of the federal fiscal year.

Awards will be issued before the end of federal fiscal year 2024.

Contact Information

Program Staff
(202) 267-3263

https://www.faa.gov/airports/environmental/vale