



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Subject: **INFORMATION:** Improvements to Legacy
Highways through Complete Streets Strategies –
Eligibility Questions and Answers

Date: July 26, 2024

From: Hari Kalla **HARI KALLA** Digitally signed by HARI KALLA
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In Reply Refer To:
HISM-40

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To: Division Administrators
Directors of Field Services

Across the country, highways that were built decades ago – “legacy highways” – may now need modernization to serve the needs of a growing and changing community. Many Federal programs can support projects to modernize these highways through Complete Streets strategies that meet both the current standards and needs of the communities that surround them.

Section 11206, *Increasing safe and accessible transportation options*, of the Infrastructure Investment and Jobs Act (Public Law 117-58), also known as the “Bipartisan Infrastructure Law” (BIL), requires States and Metropolitan Planning Organizations (MPOs) to use not less than 2.5 percent of State Planning and Research (SPR) and Metropolitan Planning (PL) funds, respectively, on planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities as part of transportation planning processes carried out under Section 135 of Title 23 of the United States Code (U.S.C.), *Statewide and nonmetropolitan transportation planning* (23 U.S.C. 135) and 23 U.S.C. 134, *Metropolitan transportation planning*. The Federal Highway Administration’s (FHWA) memorandum of April 12, 2023, [Increasing Safe and Accessible Transportation Options Implementation Guidance Under Section 11206 of the Bipartisan Infrastructure Law](#) provides background information and guidance to clarify eligibility and other requirements for the implementation of BIL Section 11206 within the context of statewide, nonmetropolitan, and metropolitan transportation planning processes.

This memorandum provides additional information on eligibilities available to Federal-aid Highway Program funding recipients that could be used to support the design and construction of Complete Streets-type improvements to legacy highways. Section 11206(a) of BIL defines the term *Complete Streets standards or policies* as “standards or policies that ensure the safe and adequate accommodation of all users of the transportation system,

including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.” A Complete Street includes, but is not limited to, sidewalks, bike lanes (or wide paved shoulders), special bus lanes, accessible public transportation stops, safe and accommodating crossing options, median islands, pedestrian signals, curb extensions, narrower travel lanes, and roundabouts. In general, the Complete Streets design model includes careful consideration of measures to set and design for appropriate speeds; separation of various users in time and space; improvement of connectivity and access for pedestrians, bicyclists and transit riders, including for people with disabilities; and addressing safety issues through implementation of safety countermeasures.

The following Questions and Answers (Q&As) provide information on many of the Federal-aid funding programs that may assist a Federal-aid funds recipient in implementing Complete Streets strategies, including improving connectivity and access for pedestrians, bicyclists and transit riders (including for people with disabilities) and addressing safety issues through implementation of safety countermeasures. This document does not provide a full list of activities eligible within each Federal-aid program, but rather points to those eligible activities that may strengthen the connection between transportation needs and the needs for community safety and mobility for all users.

Additional information concerning complete streets can be found at the U.S. Department of Transportation’s [Complete Streets website](#).

Except for the statutes and regulations cited, the contents of this document do not have the force and effect of law and are not meant to bind States or the public in any way. This document is intended only to provide clarity regarding existing requirements under the law or agency policies.

Attachment

Improvements to Legacy Highways through Complete Streets Strategies – Eligibility Questions and Answers

Improvements to Legacy Highways through Complete Streets Strategies – Eligibility Questions and Answers

Eligibility for Federal funding is largely determined by the functional classification of a highway facility. Each State department of transportation (State DOT) maintains maps showing highway functional classifications and can assist in determining whether a project is eligible for Federal-aid highway funding. Title 23 funds are generally used on Federal-aid highways, which do not include local roads or rural minor collectors. *See* 23 U.S.C. 101(a)(6). There are some exceptions that permit certain funding programs to be used for projects on other public roads. In addition, each program has its own eligibility criteria.

Additional information on highway functional classification is contained in Title 23, Code of Federal Regulations (CFR), Part 470.105(b), which states:

- The State transportation agency shall have the primary responsibility for developing and updating a statewide highway functional classification in rural and urban areas to determine functional usage of the existing roads and streets. Guidance criteria and procedures are provided in the FHWA's [Functional Classification Guidelines](#). The State shall cooperate with responsible local officials, or appropriate Federal agency in the case of areas under Federal jurisdiction, in developing and updating the functional classification. (23 CFR 470.105(b)(1)).
- The results of the functional classification shall be mapped and submitted to the [FHWA] for approval and when approved shall serve as the official record for Federal-aid highways and the basis for designation of the National Highway System (NHS). (23 CFR 470.105(b)(2)).

With that preface, the following general guidance is provided:

Apportioned (Formula) Programs Q&As: State DOTs or Metropolitan Planning Organizations (MPO) select projects for apportioned (formula) program funding consistent with the statutory planning process and associated regulations. *See* 23 U.S.C. 134-135, 23 U.S.C. 145. Entities should work with their State DOT and MPO to determine the State/MPO specific procedures for submission of projects for consideration during the planning process.

Q1: Can eligible Bridge Formula Program (BFP) improvements be implemented through Complete Streets strategies?

A1: Yes, for activities eligible under the program. The BFP provides funding for highway bridge replacement, rehabilitation, preservation, protection, or construction projects on public roads. The program contains a set-aside for off-system bridges. Additional information can be found in the FHWA's January 14, 2022, [Bridge Formula Program \(BFP\) Implementation Guidance](#).

Q2: Can eligible Bridge Replacement and Rehabilitation Program (BRRP) improvements be implemented through Complete Streets strategies?

A2: Yes, for activities eligible under the program. The BRRP provides funding for highway bridge replacement and rehabilitation projects on public roads. Additional information can be found on the FHWA's [Bridge Replacement and Rehabilitation Program website](#).

Q3: Can eligible Carbon Reduction Program (CRP) improvements be implemented through Complete Streets strategies?

A3: Yes, for activities eligible under the program. CRP funding may be used on a wide range of projects that support the reduction of transportation emissions. For example, the CRP makes eligible a project described in 23 U.S.C. 101(a)(29) [as in effect on the day before the date of enactment of the Fixing America's Surface Transportation Act (Public Law 114–94; 129 Stat. 1312)], including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation. (23 U.S.C. 175(c)(C)). CRP funding is also eligible for a project to replace street lighting and traffic control devices with energy-efficient alternatives. (23 U.S.C. 175(c)(F)). Additional information can be found in the FHWA's April 21, 2022, [Carbon Reduction Program \(CRP\) Implementation Guidance](#).

Q4: Can eligible Congestion Mitigation and Air Quality Improvement Program (CMAQ) improvements be implemented through Complete Streets strategies?

A4: Yes, for activities eligible under the program. The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. (23 U.S.C. 149). Funding is available to improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). This may include provision of additional infrastructure for low- or no-emission modes, such as transit, bicycling, or walking. While the complete project may not be eligible under the CMAQ program, CMAQ funds can be used on the portion of the project that demonstrates air quality benefits. Additional information can be found in the FHWA's [Congestion Mitigation and Air Quality \(CMAQ\) Improvement Program Fact Sheet](#).

Q5: Can eligible Highway Safety Improvement Program (HSIP) improvements be implemented through Complete Streets strategies?

A5: Yes, if the project is a “highway safety improvement project” as defined in 23 U.S.C. 148(a)(4), which means “strategies, activities, and projects on a public road that are consistent with a State strategic highway safety plan and (i) correct or improve a hazardous road location or feature; or (ii) address a highway safety problem.” (23 U.S.C. 148(a)(4)(A)). HSIP is available for a wide variety of safety improvements, including but not limited to:

- An intersection safety improvement that provides for the safety of all road users, as appropriate, including a multimodal roundabout (23 U.S.C. 148(a)(4)(B)(i));
- An improvement for pedestrian or bicyclist safety or safety of persons with disabilities (23 U.S.C. 148(a)(4)(B)(v));
- Construction or installation of features, measures, and road designs to calm traffic and reduce vehicle speeds (23 U.S.C. 148(a)(4)(B)(viii));

- Installation or upgrades of traffic control devices for pedestrians and bicyclists, including pedestrian hybrid beacons and the addition of bicycle movement phases to traffic signals (23 U.S.C. 148(a)(4)(B)(xxvi)); and
- Roadway improvements that provide separation between pedestrians and motor vehicles or between bicyclists and motor vehicles, including medians, pedestrian crossing islands, protected bike lanes, and protected intersection features (23 U.S.C. 148(a)(4)(B)(xxvii)).

See also 23 U.S.C. 148(a)(4)(B). Additional information can be found in the FHWA’s February 2, 2022, [Highway Safety Improvement Program \(HSIP\) Eligibility Guidance \(Effective October 1, 2021\)](#).

Q6: Can eligible National Electric Vehicle Infrastructure Formula Program (NEVI Formula) improvements be implemented through Complete Streets strategies?

A6: Yes, for activities eligible under the program. The NEVI Formula program provides funding to States to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. In addition, grants may be provided to States or localities that require additional assistance to strategically deploy EV charging infrastructure. Additional information can be found in the FHWA’s June 11, 2024, [National Electric Vehicle Infrastructure Formula Program Guidance \(Update\)](#). More specific program information on the discretionary grants is included in the Notice of Funding Opportunity (NOFO) available on Grants.gov.

Q7: Can eligible National Highway Freight Program (NHFP) improvements be implemented through Complete Streets strategies?

A7: Yes, for activities eligible under the program. NHFP-eligible improvements, such as the adding or widening of shoulders; railway and highway grade separation; physical separation of passenger vehicles from commercial motor freight; efforts to reduce the environmental impacts of freight movement; and environmental and community mitigation for freight movement, can support the Complete Streets goal of adequate accommodation for all users, including freight vehicles. To be eligible, a project shall contribute to the efficient movement of freight on the National Highway Freight Network (NHFN). (23 U.S.C. 167(h)(5)(A)). States and Metropolitan Transit Organizations may incorporate certain roadways into the NHFN by designating them as Critical Urban or Critical Rural Freight Corridors as appropriate. (23 U.S.C. 167(e)-(f)). Additional information can be found in the FHWA’s document [Implementation Guidance for the National Highway Freight Program as Revised by the Bipartisan Infrastructure Law](#).

Q8: Can eligible National Highway Performance Program (NHPP) improvements be implemented through Complete Streets strategies?

A8: Yes, for activities eligible under the program. NHPP funding is generally provided to support the condition and performance of the NHS. (23 U.S.C. 119(b)). There is also eligibility for a project located on a Federal-aid highway within an NHS corridor if the project meets certain requirements. (23 U.S.C. 119(d)(2)(G)). “Federal-aid highway” is defined as a public highway eligible for assistance under 23 U.S.C. other than a highway functionally classified as a local road or rural minor collector. (23 U.S.C. 101(a)(6)). Additional information, including NHPP-eligible activities, can be found in the FHWA’s

June 1, 2022, [Implementation Guidance for the National Highway Performance Program \(NHPP\) as Revised by the Bipartisan Infrastructure Law](#).

Q9: Can eligible Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program improvements be implemented through Complete Streets strategies?

A9: Yes, for activities eligible under the program. In general, PROTECT funds help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters, through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. For example, resilience improvements to protect surface transportation assets by making the assets more resilient to current and future weather events and natural disasters, such as severe storms, flooding, drought, levee and dam failures, wildfire, rockslides, mudslides, sea level rise, extreme weather, including extreme temperature, and earthquakes are eligible. (23 U.S.C. 176(b)(2)). Eligible facilities include all public roads. See [Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Formula Program - Eligible Projects Questions and Answers \(dot.gov\)](#). Additional information can be found in the FHWA's July 29, 2022, [Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation \(PROTECT\) Formula Program Implementation Guidance](#).

Q10: Can eligible Railway-Highway Crossings Program (RHCP) improvements be implemented through Complete Streets strategies?

A10: Yes, for activities eligible under the program. The RHCP provides funding for safety improvements to eliminate hazards at public railway-highway crossings (23 U.S.C. 130). Additional information can be found in the FHWA's May 23, 2022, [Railway-Highway Crossings Program Questions & Answers Guidance \(Effective October 1, 2021\)](#).

Q11: Can eligible Surface Transportation Block Grant Program (STBG) improvements be implemented through Complete Streets strategies?

A11: Yes, depending on the functional classification of the highway and the type of surface transportation project activity under consideration. STBG funding is generally provided for eligible activities for a project located on a Federal-aid highway, which is defined as a public highway eligible for assistance under 23 U.S.C., other than a highway functionally classified as a local road or rural minor collector. (23 U.S.C. 101(a)(6)). STBG funding is also available for bridges, including bridges not located on Federal-aid highways (off-system bridges). (23 U.S.C. 133(f)). Limited STBG funding is also available for roads functionally classified as rural minor collectors or local roads in areas of less than 50,000 population. (23 U.S.C. 133(g)).

STBG funding is available for many types of surface transportation project activities, including construction of highways. The term construction is defined, in part, to include reconstruction, resurfacing, restoration, rehabilitation, and preservation. (23 U.S.C. 101(a)(4)). STBG funding is also available for recreational trails projects eligible for funding under 23 U.S.C. 206, including maintenance and restoration of existing recreational trails, pedestrian, and bicycle projects in accordance with 23 U.S.C. 217 (including modifications to comply with accessibility requirements under the Americans with Disabilities Act of 1990

(42 U.S.C. 12101 et seq.)), and the Safe Routes To School (SRTS) Program under 23 U.S.C. 208. (23 U.S.C. 133(b)(7)). In addition, STBG funding is eligible for highway safety infrastructure improvements (23 U.S.C. 133(b)(5)) and highway safety improvement projects are defined in the HSIP (23 U.S.C. 148) and discussed above. In addition, the SRTS Program is eligible under the STBG program (and under the Transportation Alternatives Program discussed below). Additional information, including STBG eligible activities, can be found in the FHWA's June 1, 2022, [Implementation Guidance for the Surface Transportation Block Grant Program \(STBG\) as Revised by the Bipartisan Infrastructure Law](#).

Q12: Can eligible Transportation Alternatives (TA) Set-Aside Program improvements be implemented through Complete Streets strategies?

A12: Yes, for activities eligible under the program. The TA Program provides funding for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; SRTS projects; and vulnerable road user safety assessments. (See 23 U.S.C. 133(h)(3) and 23 U.S.C. 133(b)(22)). There is no location restriction for TA funds. (23 U.S.C. 133(c)(3)). Additional information can be found in the FHWA's March 30, 2022, [Transportation Alternatives Set-Aside Implementation Guidance as Revised by the Infrastructure Investment and Jobs Act](#).

Discretionary (Competitive) Grant Programs Q&As: Discretionary grant selection information can be found in the program-specific NOFOs available on Grants.gov.

Q13: Can eligible Active Transportation Infrastructure Investment Program (ATIIP) grant program improvements be implemented through Complete Streets strategies?

A13: Yes, for activities eligible under the program. The ATIIP provides grants for eligible applicants to develop plans for active transportation networks and active transportation spines. (BIL § 11529(d)(2)). Construction grants provide funding for safe and connected active transportation facilities in an active transportation network or active transportation spine. Active transportation networks are active transportation facilities that connect between destinations within a community or metropolitan region, including schools, workplaces, residences, businesses, recreation areas, medical facilities, and other community areas. (BIL § 11529(l)(2)). Active transportation spines are active transportation facilities that connect between communities, metropolitan regions, or States. (BIL § 11529(l)(3)). A goal of ATIIP grants is to integrate active transportation facilities with transit services, where available, to improve access to public transportation. (BIL § 11529(c)(1)(A)). Specific program information is included in the NOFO available on Grants.gov. Additional information can be found on the FHWA's [Active Transportation Infrastructure Investment Program Website](#).

Q14: Can eligible Advanced Transportation Technologies and Innovation (ATTAIN) program improvements be implemented through Complete Streets strategies?

A14: Yes, for activities eligible under the program. The ATTAIN program provides competitive grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and

infrastructure return on investment. Grant recipients may use funds under this program to deploy the following advanced transportation and congestion management technologies (23 U.S.C. 503(c)(4)(E)):

- Advanced transportation technologies to improve emergency evacuation and responses by Federal, State, and local authorities;
- Integrated corridor management systems;
- Advanced parking reservation or variable pricing systems;
- Electronic pricing, toll collection, and payment systems;
- Technology that enhances high occupancy vehicle toll lanes, cordon pricing, or congestion pricing;
- Integration of transportation service payment systems;
- Advanced mobility access and on-demand transportation service technologies, such as dynamic ridesharing and other shared-use mobility applications and information systems to support human services for elderly and individuals with disabilities;
- Retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology, subject to the condition that the retrofitted technology operates only within the existing spectrum allocations for connected vehicle systems; or
- Advanced transportation technologies, in accordance with research areas described in the U.S. Department of Transportation's (DOT) 5-year transportation research and development strategic plan (Section 6503 of Title 49, U.S.C.).

Specific program information is included in the NOFO available on Grants.gov. Additional information can be found on the FHWA's [Bipartisan Infrastructure Law Key Programs under the Federal Highway Administration Office of Operations website](#).

Q15: Can eligible Bridge Investment Program (BIP) improvements be implemented through Complete Streets strategies?

A15: Yes, for activities eligible under the program. The BIP provides grants to improve bridge condition and the safety, efficiency, and reliability of the movement of people and freight over bridges. Projects eligible for funding under BIP include a project (a "Large Bridge" or a "Bridge" project) to replace, rehabilitate, preserve, or protect a bridge on the National Bridge Inventory (NBI), including (23 U.S.C. 124(a)(1)):

- A bundle of projects regardless of whether the bundle of projects meets the requirements of 23 U.S.C. 144(j)(5); and
- A project to replace or rehabilitate culverts on the NBI for the purpose of improving flood control and improved habitat connectivity for aquatic species.

A grant received for an eligible project under the program may be used for (23 U.S.C. 124(h)):

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities;

- Construction, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements directly related to improving system performance; and
- Expenses related to the protection [as described in 23 U.S.C. 133(b)(10)] of a bridge, including seismic or scour protection.

Specific program information is included in the NOFO available on Grants.gov. Additional information can be found on the FHWA's [Bridge Investment Program \(BIP\) website](#).

Q16: Can eligible Charging and Fueling Infrastructure Discretionary Grant Program (CFI) improvements be implemented through Complete Streets strategies?

A16: Yes, for activities eligible under the program. The CFI provides funding to strategically deploy publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure along designated alternative fuel corridors or in certain other locations within communities that will be accessible to all drivers of electric vehicles, hydrogen vehicles, propane vehicles, and natural gas vehicles. For Corridor Grants, eligible infrastructure acquired and installed with a grant under the CFI program shall be located along an alternative fuel corridor designated under 23 U.S.C. 151, on the condition that any affected Indian Tribes are consulted before the designation. (23 U.S.C. 151(f)(6)(B)). For Community Grants, eligible infrastructure acquired and installed with a grant under the CFI program may be located on any public road or in other publicly accessible locations, such as parking facilities at public buildings, public schools, and public parks, or in publicly accessible parking facilities owned or managed by a private entity. (23 U.S.C. 151(f)(8)(E)). Specific program information is included in the NOFO available on Grants.gov. Additional information can be found in the FHWA's May 5, 2023, [Charging and Fueling Infrastructure \(CFI\) Competitive Grant Program Q & A \(dot.gov\)](#).

Q17: Can eligible Congestion Relief Program improvements be implemented through Complete Streets strategies?

A17: Yes, for activities eligible under the program. The Congestion Relief Program provides funding for discretionary grants to eligible entities to advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas of the United States. Projects or an integrated collection of projects include planning, design, implementation, and construction activities, including: (1) deployment and operation of an integrated congestion management system; (2) deployment and operation of a system that implements or enforces high occupancy vehicle toll lanes, cordon pricing, parking pricing, or congestion pricing; (3) deployment and operation of mobility services, including establishing account-based financial systems, commuter buses, commuter vans, express operations, paratransit, and on-demand microtransit; and (4) incentive programs that encourage travelers to carpool, use nonhighway travel modes during peak period, or travel during nonpeak periods. (23 U.S.C. 129(d)(4)). Specific program information is included in the NOFO available on Grants.gov. Additional information can be found in the FHWA's [Congestion Relief Program Fact Sheet](#).

Q18: Can eligible Infrastructure for Rebuilding America (INFRA) Grants Program improvements be implemented through Complete Streets strategies?

A18: Yes, for activities eligible under the program. Grants must meet the requirements in 23 U.S.C. 117 and may be used for the following (23 U.S.C. 117(f)):

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; and
- Construction, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation (including a project to replace or rehabilitate a culvert, or to reduce stormwater runoff for the purpose of improving habitat for aquatic species), construction contingencies, acquisition of equipment, and operational improvements directly related to improving system performance.

Eligible project types are as follows (23 U.S.C. 117(d)):

1. A highway freight project on the NHFN;
2. A highway or bridge project on the NHS;
3. A freight intermodal, freight rail, or freight project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility;
4. A highway-railway grade crossing or grade separation project;
5. A wildlife crossing project;
6. A surface transportation project within the boundaries or functionally connected to an international border crossing that improves a facility owned by Fed/State/local government and increases throughput efficiency;
7. A project for a marine highway corridor that is functionally connected to the NHFN and is likely to reduce road mobile source emissions; and
8. A highway, bridge, or freight project on the National Multimodal Freight Network.

The minimum award size is \$5 million, and there are other program-specific requirements contained in the NOFO available on Grants.gov. Additional information can be found on the USDOT's [INFRA Grants Program website](#).

Q19: Can eligible Mega Grant Program improvements be implemented through Complete Streets strategies?

A19: Yes, for activities eligible under the program. The Mega Grant program provides for specific types of facilities and projects including (49 U.S.C. 6701(d)(1)):

- A highway or bridge project on the National Multimodal Freight Network;
- A highway or bridge project on the NHFN;
- A highway or bridge project on the NHS;
- A freight intermodal (including public ports) or freight rail project that provides public benefit;
- A highway-railway grade separation or elimination project;
- An intercity passenger rail project;

- A public transportation project that is (1) eligible for assistance under chapter 53 of title 49 U.S.C. and (2) a part of any of the project types described above; and
- A grouping, combination, or program of interrelated, connected, or dependent projects of any of the other eligible projects described above.

Specific program information is included in the NOFO available on Grants.gov. Additional information can be found on the USDOT's [The Mega Grant Program website](#).

Q20: Can eligible National Culvert Removal, Replacement, and Restoration Grant program (Culvert AOP Program) improvements be implemented through Complete Streets strategies?

A20: Yes, for activities eligible under the program. The Culvert AOP Program provides funding for projects that would meaningfully improve or restore passage for anadromous fish. Anadromous fish species are born in freshwater such as streams and rivers, spend most of their lives in the marine environment, and migrate back to freshwater to spawn. Salmon are the widely known examples of anadromous fish. Eligible activities include:

- Eligibility for culverts: Projects to replace, remove, or repair culverts that would meaningfully improve or restore fish passage for anadromous fish (49 U.S.C. 6703(b)).
- Eligibility for weirs: Projects to replace, remove, or repair weirs that would meaningfully improve or restore fish passage for anadromous fish; and with respect to weirs, the project may include: 1) infrastructure to facilitate fish passage around or over the weir; and 2) weir improvements. (49 U.S.C. 6703(b)).

Specific program information is included in the NOFO available on Grants.gov. Additional information can be found on the FHWA's [National Culvert Removal, Replacement & Restoration Grants website](#).

Q21: Can eligible Pollinator-Friendly Practices on Roadsides and Highway Rights-of-Way Program improvements be implemented through Complete Streets strategies?

A21: Yes, for activities eligible under the program. The Pollinator-Friendly Practices on Roadsides and Highway Rights-of-Way Program provides grants to eligible entities to carry out activities to benefit pollinators on roadsides and highway rights-of-way, including the planting and seeding of native, locally appropriate grasses and wildflowers, including milkweed. (23 U.S.C. 332(a)). An eligible entity that receives a grant under this program shall use the funds for the implementation, improvement, or further development of the Pollinator-friendly Practices Plan as described in 23 U.S.C. 332(d). (23 U.S.C. 332(f)).

Specific program information is included in the NOFO available on Grants.gov. Additional information can be found in the [Fiscal Year 2023 Pollinator-Friendly Practices on Roadsides and Highway Rights-of-Way Program NOFO](#) and future NOFOs.

Q22: Can eligible Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Discretionary Grant Program improvements be implemented through Complete Streets strategies?

A22: Yes, for activities eligible under the program. In general, PROTECT funds help make surface transportation more resilient to natural hazards, including climate change, sea level

rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. For example, resilience improvements to protect surface transportation assets by making the assets more resilient to current and future weather events and natural disasters, such as severe storms, flooding, drought, levee and dam failures, wildfire, rockslides, mudslides, sea level rise, extreme weather, including extreme temperature, and earthquakes are eligible. (23 U.S.C. 176(b)(2)). Specific program information is included in the NOFO available on Grants.gov. Eligible facilities include all public roads. See [PROTECT FY2022 FY2023 NOFO QA \(dot.gov\)](#). Additional information can be found at the FHWA's [PROTECT Discretionary Grant Program website](#).

Q23: Can eligible Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grants improvements be implemented through Complete Streets strategies?

A23: Yes, for activities eligible under the program. The RAISE program provides for capital investments in surface transportation infrastructure with the goal of funding eligible projects that will have a significant local or regional impact and improve transportation infrastructure. (49 U.S.C. 6702(b)(1) and (b)(2)). Highway and bridge projects eligible under 23 U.S.C. include those discussed above in the STBG and the HSIP. There is a minimum award size based on whether the project is in a rural or urbanized area. There is also a maximum award size. (49 U.S.C. 6702(b)(2)). Specific program information is included in the NOFO available on Grants.gov. Additional information can be found on the USDOT's [About RAISE Grants website](#).

Q24: Can eligible Reconnecting Communities Pilot (RCP) Program improvements be implemented through Complete Streets strategies?

A24: Yes, for activities eligible under the program. The RCP Program provides grants to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including barriers to mobility, access, or economic development. RCP Program capital construction grant eligibility includes projects for (BIL § 11509(d)(1) and (d)(3)):

- The removal, retrofit, or mitigation of an eligible facility; and
- The replacement of an eligible facility with a new facility that – (i) restores community connectivity, and (ii) is sensitive to the context of the surrounding community and is otherwise eligible for funding under 23 U.S.C.

Specific program information is included in the NOFO available on Grants.gov. Additional information can be found on the USDOT's [Reconnecting Communities Pilot Grant Program website](#).

Q25: Can eligible Rural Surface Transportation Grant (Rural) Program improvements be implemented through Complete Streets strategies?

A25: Yes, for activities eligible under the program. The Rural Program provides grants to eligible entities to improve and expand the surface transportation infrastructure in rural areas. (23 U.S.C. 173(b)(1)). Rural areas are defined as areas that are outside of urbanized areas with a population of over 200,000. (23 U.S.C. 173(a)(2)). The goals of the program are to

increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life. (23 U.S.C. 173(b)(2)). Pursuant to 23 U.S.C. 173(e)(1), eligible projects include:

- A highway, bridge, or tunnel project eligible under 23 U.S.C. 119(d) or 23 U.S.C. 133(b) (see also NHPP and STBG responses above);
- A project eligible under 23 U.S.C. 202(a) (Tribal Transportation Program);
- A highway freight project eligible under 23 U.S.C. 167(h)(5) (see also NHFP response above);
- A highway safety improvement project, including projects to improve high-risk rural roads, as defined in the HSIP (23 U.S.C. 148(a)). See also HSIP discussion above;
- A project on a publicly owned highway or bridge that provides or increases access to agricultural, commercial, energy, or intermodal facilities that support the economies of rural areas; and
- A project to develop, establish, or maintain integrated mobility management systems, transportation demand management systems, or on-demand mobility services.

Specific program information is included in the NOFO available on Grants.gov. Additional information can be found on DOT's [The Rural Surface Transportation Grant Program website](#).

Q26: Can eligible Safe Streets and Roads for All (SS4A) discretionary grant program improvements be implemented through Complete Streets strategies?

A26: Yes, for activities eligible under the program. The SS4A discretionary grant program supports regional, local, and Tribal initiatives to prevent death and serious injury on roads and streets, commonly referred to as "Vision Zero" or "Toward Zero Deaths" initiatives. (BIL § 24112(b)). SS4A funds may be used to (BIL § 24112(a)(3)):

- Develop a comprehensive safety action plan;
- Conduct planning, design, and development activities for projects and strategies identified in a comprehensive safety action plan; or
- Carry out projects and strategies identified in a comprehensive safety action plan

Specific program information is included in the NOFO available on Grants.gov. Additional information can be found on the DOT's [Safe Streets and Roads for All \(SS4A\) Grant Program website](#).

Q27: Can eligible Wildlife Crossings Pilot Program (WCPP) improvements be implemented through Complete Streets strategies?

A27: Yes, for activities eligible under the program. The WCPP provides funding to achieve the goal of reducing Wildlife Vehicle Collisions while improving habitat connectivity for terrestrial and aquatic species. (23 U.S.C. 171(b)). Specific program information is included in the NOFO available on Grants.gov. Additional information can be found on DOT's [Wildlife Crossings Program website](#).