**Transportation, and Housing and Urban Development, and Related Agencies (THUD)**

**FY25 Community Project Funding Request Form**

For fiscal year 2025, the Subcommittee will consider CPF requests in the following accounts (click the links for detailed guidance):

* [Transit Infrastructure Projects Guidance](https://appropriations.house.gov/sites/evo-subsites/republicans-appropriations.house.gov/files/evo-media-document/fy25-thud-transit-infrastructure-projects-guidance.pdf)
* [Highway Infrastructure Projects Guidance](https://appropriations.house.gov/sites/evo-subsites/republicans-appropriations.house.gov/files/evo-media-document/fy25-thud-highway-infrastructure-projects-guidance.pdf)
* [Airport Improvement Program (AIP) Projects Guidance](https://appropriations.house.gov/sites/evo-subsites/republicans-appropriations.house.gov/files/evo-media-document/fy25-thud-airport-improvement-program-aip-projects-guidance.pdf)
* [Port Infrastructure Development Program Projects Guidance](https://appropriations.house.gov/sites/evo-subsites/republicans-appropriations.house.gov/files/evo-media-document/fy25-thud-port-infrastructure-development-program-projects-guidance.pdf)
* [Consolidated Rail Infrastructure and Safety Improvements (CRISI) Projects Guidance](https://appropriations.house.gov/sites/evo-subsites/republicans-appropriations.house.gov/files/evo-media-document/fy25-thud-consolidated-rail-infrastructure-and-safety-improvements-crisi-projects-guidance.pdf)
* [Community Development Fund - Economic Development Initiative (EDI) Projects Guidance](https://appropriations.house.gov/sites/evo-subsites/republicans-appropriations.house.gov/files/evo-media-document/fy25-thud-community-development-fund-economic-development-initiative-edi-projects-guidance.pdf)

**Please fill out the following:**

1. Requesting Entity (Legal Title):
2. Full Address (Please write on one line):
3. Requesting Entity Staff Contact Information: Name/Title/Business Phone/Cell Phone/Email:
4. Requesting Entity agency type (governmental, public, etc. – **Please note, nonprofit entities are not eligible for FY25 CPF funding under THUD, per Committee guidelines set by the Republican majority**):
5. Project Name:
6. Cities in which the project is located and will be performed:
7. Funding Amount Requested:
8. Total Cost of Project and breakdown of funding sources (Detail all local, state and/or private funds. Are these funds secured, expected, or you are still seeking?):
9. Description of the Project:
10. Project Justification (Need for the project):
11. Justification for why the project is an appropriate use of taxpayer funds and is a public benefit:
12. If you are a public entity, is the project on your Capital Improvement Program: (Please provide documentation or explain why not)
13. Explanation of how the federal funds will be spent (for example, on equipment, construction, labor, etc.):
14. Are you submitting this request to another Member of Congress? If so, who?:
15. Appropriations Bill (Subcommittee) for the Request:
16. Federal Agency for the Request:
17. Account for the Request:

Additional information and required questions for each account:

**Department of Transportation – Airport Improvement Program**

AIP Community Project Funding requests are intended to enhance airport safety, capacity, and

security, and environmental concerns.

All projects must be:

* AIP eligible in accordance with [49 U.S.C. 47100 et seq](https://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.information/documentid/1025767)., and FAA policy and guidance.
* Included in the FAA’s National Plan of Integrated Airport Systems (NPIAS).
* Supported broadly by local stakeholders, including residents, businesses, and elected officials.
* Administered by an airport and/or airport sponsor.

Federal Requirements:

Projects will be subject to various Federal requirements such as competition in contracting, Buy

America, and the National Environmental Policy Act. The potential grantee should reach out to

FAA Regional District Offices to ensure that projects will be in compliance with these mandates.

Cost Share:

For large and medium primary hub airports, the grant covers 75 percent of eligible costs (or 80

percent for noise program implementation). For small primary, reliever, and general aviation

airports, the grant covers a range of 90-95 percent of eligible costs, based on statutory

requirements. Specific cost share requirements should be understood by the grantee, and verified

by the FAA Regional District Office, along with other requirements to receive FAA funding.

1. Project Name.
	* EXAMPLE: Rehabilitate runway. Airport Name (3 letter or number airport code), City, State (2 letter postal code).
	* NOTE: This description may be used to list the project in the House report and should be as accurate as possible to ensure that the funding is provided to the correct project and location.
2. General description of the project and why it is needed.
3. Has the airport sponsor provided assurances that the project is eligible under AIP statutes? Airport sponsors should engage with their Federal Aviation Administration Airport District Offices to ensure eligibility under statutory requirements.
4. What are the benefits of this project and why is it a priority?
5. Amount requested for the Community Project Funding for fiscal year 2025, and the total project cost.
6. Estimated start and completion dates.
7. Does the project have other public (federal, state, local) and/or private funds for the required cost-share and committed for the forecasted operations and maintenance costs? What is the source and amount of those funds?
8. Has the airport submitted a grant application for this same project to FAA?

**Department of Transportation – Highway Infrastructure Projects**

Highway Infrastructure Projects are capital projects eligible under title 23 of the United States

Code. Eligible projects are described under Section 133(b) of title 23, United States Code, as

amended by title III of division A of the Infrastructure Investment and Jobs Act. Tribal and

territorial capital projects authorized under chapters 1 and 2 of title 23, United States Code, are also eligible.

The Subcommittee will not fund activities that are administrative in nature even if they are eligible expenses under the statutory citation. These include general operating expenses, and

planning activities required under sections 134 and 135 of title 23, United States Code.

Applicants should be aware that Highway Infrastructure Projects have a non-Federal cost share calculated on a sliding scale. The [cost-share requirements](https://www.fhwa.dot.gov/fastact/factsheets/federalsharefs.cfm) are defined in statute and vary based on activity, location, and other factors.

All projects must be:

* Capital projects or project-specific planning/design for a capital project.
* Supported by the state or Tribal government that would administer the project. Inclusion on a Statewide Transportation Improvement Plan (STIP) or Transportation Improvement Plan (TIP) would satisfy this requirement.
* Requested by public entities or Tribal entities.

Additionally, most projects will be subject to various Federal requirements such as competition

in contracting, Buy America, and the National Environmental Policy Act. The Committee

strongly encourages Members’ offices and potential funding recipients to reach out to their state

departments of transportation to determine the eligibility and viability of projects.

Community Project Funding questions in the database for Highway Infrastructure Projects:

1. Project Name. A short name by which the project may be identified, including a very brief description of what the funds will be used for and the project’s location (city, county, State, Tribe, Congressional District).
	* EXAMPLE: Main Street widening and resurfacing, City, State, Congressional District.
	* NOTE: The project name and location will be used to list the project in the House Report and should be as accurate as possible to ensure that the funding goes to the correct project and location. Any changes after enactment will require additional legislative actions.
2. General description and benefits of the project and why it is needed.
	* EXAMPLE: Widening and resurfacing Main Street will allow the local government to add a turn lane to reduce congestion. It will also allow for safety upgrades at Avenue D where there is a high level of safety incidents.
	* NOTE: Benefits may include safety, environmental, economic, equity, mobility, etc.
3. Amount requested for the project.
4. Total project cost.
	* NOTE: Provide the amount of the total cost of the project as outlined in the Statewide Transportation Improvement Program (STIP) or Transportation Improvement Program (TIP), if applicable.
5. Type of project eligible under [23 USC 133(b)](https://uscode.house.gov/view.xhtml?req=granuleid:USC-prelim-title23-section133&num=0&edition=prelim) (Surface Transportation Block Grant Program); [23 USC 201](file:///C%3A%5CUsers%5Cdfulfs%5CAppData%5CLocal%5CMicrosoft%5CWindows%5CINetCache%5CContent.Outlook%5CEI8S9F27%5CAdditionally%2C%20most%20projects%20will%20be%20subject%20to%20various%20Federal%20requirements%20such%20as%20competition) (Federal Lands and Tribal Transportation Programs); [23 USC 202](https://uscode.house.gov/view.xhtml?hl=false&edition=prelim&path=%2Fprelim%40title23%2Fchapter2&req=granuleid%3AUSC-prelim-title23-section202&num=0&saved=L3ByZWxpbUB0aXRsZTIzL2NoYXB0ZXIy%7CZ3JhbnVsZWlkOlVTQy1wcmVsaW0tdGl0bGUyMy1jaGFwdGVyMg%3D%3D%7C%7C%7C0%7Cfalse%7Cprelim) (Tribal Transportation Program); or [23 USC 165](https://uscode.house.gov/view.xhtml?hl=false&edition=prelim&path=%2Fprelim%40title23%2Fchapter2&req=granuleid%3AUSC-prelim-title23-section165&num=0&saved=L3ByZWxpbUB0aXRsZTIzL2NoYXB0ZXIy%7CZ3JhbnVsZWlkOlVTQy1wcmVsaW0tdGl0bGUyMy1jaGFwdGVyMg%3D%3D%7C%7C%7C0%7Cfalse%7Cprelim) (Territorial and Puerto Rico Highway Program).
6. Estimated start and completion dates.
	* NOTE: Appropriated funds for these projects cannot be used for costs incurred prior to project authorization, which occurs when a project sponsor signs a grant agreement
7. If the request is for a phase of a larger project, describe all other phases and how this request relates to the entire project.
8. Has the recipient engaged in discussions with the Federal Highway Administration and received assurances that the project is eligible under applicable statutes?
9. Please provide a history of any federal funding already received or approved for the project. Include both formula funds and any discretionary grants.
	* EXAMPLE: FY20 TIGER/BUILD Grant: $10 million; FHWA Formula Funds: $5 million.
10. Does the project have other public (state, local) and/or private funds committed to meet match or cost-share requirements for costs related to construction, operations, and maintenance? If so, what is the source and amount of those funds?
11. Is the project on a STIP or a TIP? If yes, please provide a link to the plan.

**Department of Transportation – Transit Infrastructure Projects**

Transit Infrastructure Projects are public transportation capital projects eligible under chapter 53 of title 49 of the United States Code. Eligible capital projects are described under section 5302(4) of title 49, United States Code. All projects must be:

1. Transit capital projects or project-specific planning/design for a transit capital project;
2. Supported by the state, local governmental authority, or Tribal government that would administer the project. Inclusion on a Statewide Transportation Improvement Plan (STIP) or Transportation Improvement Plan (TIP) would satisfy this requirement; and
3. Sponsored by designated recipients, States (including territories and the District of Columbia), local governmental authorities, and/or Indian tribes.

Public transportation or transit is defined in section 5302(15) and (22) of title 49, United States

Code, as regular, continuing shared-ride surface transportation that is open to the general public or open to a segment of the general public defined by age, disability, or low income, and does not include intercity passenger rail transportation, intercity bus service, charter bus service, school bus service, sightseeing service, courtesy shuttle service for patrons of one or more specific establishments, or intra-terminal or intra-facility shuttle services.

The Subcommittee will not fund activities that are administrative in nature even if they are eligible expenses under the statutory citation. These include but are not limited to general operating expenses, joint development projects, and planning activities authorized under sections 5303, 5304, and 5305 of title 49, United States Code.

Additionally, most projects will be subject to various Federal requirements such as competition in contracting, Buy America, and the National Environmental Policy Act. The Committee strongly encourages Members’ offices to reach out to the project sponsor (i.e., transit agency) to determine the eligibility and viability of their projects.

The Subcommittee will continue to treat the Capital Investment Grants (CIG) program as programmatic requests and will not fund CIG projects under Transit Infrastructure Projects. Any projects for which the sponsor is seeking or will seek a CIG grant will not be considered.

Community Project Funding (CPF) Questions for Transit Infrastructure Projects:

1. Project Name.
	1. EXAMPLE: West Elm Paratransit Fleet Replacement, City, State, Congressional District.
2. Project Recipient.
	1. EXAMPLE: West Elm Public Transportation Authority
3. General description and scope of project, including benefits and explanation for why project is a priority.
	1. EXAMPLE: The West Elm Paratransit Fleet Replacement will replace 12 gasoline powered cutaway paratransit vehicles with 12 Compressed Natural Gas (CNG) paratransit vehicles in the city of Green Bay to accommodate the most vulnerable population. The gasoline buses are at or beyond their useful life. The funding will also be used to install a CNG fueling station located at the West Elm’s maintenance facility. The new CNG paratransit vehicles will require training current employees on this new technology in order to assist with operations and maintenance of the fleet. Safety is the primary benefit of the project as it provides ADA accessible vehicles for older adults and people with disabilities. A safe, reliable, and comfortable transportation is critical for this population. These vehicles will carry multiple passengers to employment, education, healthcare, and recreational locations. It is a priority for the West Elm Public Transportation Authority given the limited resources they have to fully fund the paratransit procurement.
4. Amount of CPF funding requested for project.
	1. EXAMPLE: $1,200,000
5. Total project cost. Provide the total estimated cost of the project. If outlined in the STIP or TIP, provide that amount unless estimated project costs have increased. If project costs have increased, provide a justification.
6. Does the project require an environmental review? If so, what is the status and/or outcome of the review under the National Environmental Policy Act (NEPA)?
7. Does the project have other public (federal, state, local) and/or private funds committed to meet match or cost-share requirements for costs related to construction, operations, and maintenance? If yes, list sources and amounts of funds. The cost-share requirements are defined in statute. In general, transit capital projects typically require 20 percent non-federal share.
	1. EXAMPLE: Local sales taxes are committed for 25 percent of the project.
8. If the project receives less than requested for the transit infrastructure projects, are there additional sources of Federal or non-Federal funding available to deliver the full scope presented in the submitted application? If not, and the full scope cannot be completed with that reduced award, please describe the revised version of the project with a reduced scope, including revised costs.
	1. EXAMPLE: Yes, however, the project will not be able to proceed immediately without the total amount. The West Elm Public Transportation Authority anticipates using FY25 formula funds to make up the shortfall if there are no other federal grant opportunities available.
9. Does the project intend to apply for any DOT discretionary programs before proceeding? If yes, will the project sponsor still proceed if not selected?
	1. EXAMPLE: Yes, the transit agency anticipates submitting an application for the FY23 Low or No Emission Grant Program before the April NOFO deadline. If they are not selected as a grant awardee for the Low or No Emission Grant Program, the West Elm Public Transportation Authority will still proceed using their formula funds.
10. Provide a history of federal funding for the project, if any. Include formula funds and any discretionary grants.
	1. EXAMPLE: FY22 FTA Buses and Bus Facilities Discretionary Grant: $100,000; FY23 FTA Formula Funds: $25,000.
11. Where is the project in the construction process? Drop down options in the database will include: Planning and Environmental Review, Final Design, RFP/IFB Issued, Contract Awarded, Capital Purchase or Lease, Construction, and Other (please specify).
12. Estimated start and completion dates.
13. Is the project on a state, tribal or territorial transportation improvement plan (STIP) or a transportation improvement plan (TIP) as of 12/31/2022? If yes, provide a link to the plan.
14. Provide the STIP or TIP ID Number and specify which plan the ID Number comes from.
	1. EXAMPLE: The STIP or TIP also can be used for the location/description of a project, the total project cost, and information about where funding comes from.

**Department of Transportation – Consolidated Rail Infrastructure and Safety Improvements**

Rail infrastructure projects are capital projects eligible under the CRISI program authorized in

section 22907 of title 49, United States Code. CRISI provides grants to assist in financing the cost of improving passenger and freight rail transportation systems. All projects must be:

* Rail capital projects or systems planning for a rail capital project;
* Supported by the state, local governmental authority, or Tribal government that would administer the project; and
* Sponsored by public entities or Tribal entities.

The Subcommittee will not fund activities that are administrative in nature even if they are eligible expenses under the statutory citation. These include but are not limited to general operating expenses, rail-related research, and workforce activities.

Projects will be subject to various Federal requirements such as competition in contracting, non-federal share requirements, Buy America, and the National Environmental Policy Act. For more on 49 U.S.C. 22905(c) Rail Improvement Grant Conditions, see FAQ [here](https://railroads.dot.gov/elibrary/frequently-asked-questions-about-rail-improvement-grant-conditions-under-49-usc-ss-22905c1).

Applicants must review the Federal Railroad Administration (FRA) [Capital Project Guidance](https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Furldefense.com%2Fv3%2F__https%3A%2Frailroads.dot.gov%2Fsites%2Ffra.dot.gov%2Ffiles%2F2023-01%2FFRA*20Guidance*20on*20Development*20and*20Implementation*20of*20Railroad*20Capital*20Projects.pdf__%3BJSUlJSUlJSUl!!Bg5easoyC-OII2vlEqY8mTBrtW-N4OJKAQ!JZ2ddGKlni3fCn9FJfDYUo2dsjtvXEuUYbUpEuj_Y3nBBF-jYSXEAyb063Vz3fR_M-s8KEWP7mD2jENiElAsZ31Ax-StSfA%24&data=05%7C02%7Cjames.miner%40dot.gov%7C23b8ddea11294191e4b408dc27e3fd20%7Cc4cd245b44f04395a1aa3848d258f78b%7C0%7C0%7C638429107705292092%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C&sdata=ihXSleTyk7YtOfj3z7rlgUItdTTy8dSS7l3cBBWW5c8%3D&reserved=0) to ensure the lifecycle stage of the project matches the requirements.

1. Project Name.
	1. EXAMPLE: West Elm Track and Railroad Bridge Improvements, City, State, Congressional District.
2. Project Recipient. As a reminder, for-profit entities are not eligible for CPF funding. The recipient must be a public entity such as a state department of transportation, public agency, or not-for-profit rail carrier that provides intercity rail passenger transportation, etc.
3. General description and scope of project, including benefits and explanation for why project is a priority.
	1. EXAMPLE: The West Elm Track and Railroad Bridge Improvements Project will replace an aging railroad bridge and rehabilitate 11 sidings and wye tracks that can handle increased traffic along the main rail route between the cities of Green Bay and Pembine. The improvements will increase the efficiency of the route by eliminating slow-orders along 32 miles of track and help mitigate congestion along the track to increase safety. It is a priority for both cities given the limited resources they have to fully fund the project.
4. Amount of CPF funding requested for project.
5. Total project cost. Provide the total estimated cost of the project.
	1. Provide the total estimated cost of the project. The estimated total cost must be based on the best available information, including engineering studies, studies of economic feasibility, and environmental analyses. See FRA's [cost estimate guidance](https://www.fra.dot.gov/Page/P0926). Please note the amount requested should not exceed 80 percent of the total project costs. Rail capital projects under the CRISI program require a minimum 20 percent non-federal share.
6. Please select the eligible project type that best describes the project. Please note that CRISI projects are required to primarily benefit intercity passenger rail or freight rail service.
	1. Deployment of railroad safety technology, including positive train control and rail integrity inspection systems.
	2. A capital project as defined in section 22901(2), except that a project shall not be required to be in a State rail plan developed under chapter 227.
	3. A capital project necessary to address congestion or safety challenges affecting rail service.
	4. A capital project necessary to reduce congestion and facilitate ridership growth in intercity passenger rail transportation along heavily traveled rail corridors.
	5. A highway-rail grade crossing improvement project, including installation, repair, or improvement of grade separations, railroad crossing signals, gates, and related technologies, highway traffic signalization, highway lighting and crossing approach signage, roadway improvements such as medians or other barriers, railroad crossing panels and surfaces, and safety engineering improvements to reduce risk in quiet zones or potential quiet zones.
	6. A rail line relocation or improvement project.
	7. A capital project to improve short-line or regional railroad infrastructure.
	8. The preparation of regional rail and corridor service development plans and corresponding environmental analyses.
	9. Any project necessary to enhance multimodal connections or facilitate service integration between rail service and other modes, including between intercity rail passenger transportation and intercity bus service or commercial air service.
	10. The development and implementation of measures to prevent trespassing and reduce associated injuries and fatalities (e.g., trespass-related Capital Projects such as physical barriers, fencing, or equipment; trespassing enforcement activities; and outreach campaigns resulting in trespasser deterrence and prevention).
	11. Rehabilitating, remanufacturing, procuring, or overhauling locomotives, provided that such activities result in a significant reduction of emissions.
7. Does the project have other public (federal, state, local) and/or private funds committed to meet match or cost-share requirements for costs related to construction? If so, what is the source and amount of those funds? The cost-share requirements are defined in statute. Rail capital projects under the CRISI program require a minimum 20 percent non-federal share. The minimum 20 percent non-Federal share may be comprised of public sector funding (e.g., State or local) or private sector funding. FRA will not consider any Federal financial assistance or any non-Federal funds already expended (or otherwise encumbered) toward the matching requirement, unless compliant with [2 CFR part 200](https://www.ecfr.gov/current/title-2/part-200).
	1. EXAMPLE: Local sales taxes are committed for 20 percent of the project.
8. If the project receives less than requested, will the project still proceed without waiting for additional funding sources?
9. Provide a history of federal funding for the project, if any. Include formula funds and any discretionary grants.
	1. EXAMPLE: FY20 BUILD Discretionary Grant of $7.5 million
10. Where is the project in the construction process? Drop down options in the database will include: Planning and Environmental Review, Final Design, Right of Way, Contract Awarded, Capital Purchase or Lease, Construction, and Other (please specify).
11. Estimated start and completion dates.
12. Is the project on a state rail plan as of 12/31/2023? If yes, provide a link to the plan and specify page number.
13. Is the project included in a grade crossing action plan? If yes, provide a link to the plan and specify page number.

**Department of Transportation – Port Infrastructure Development Program**

Port Infrastructure Development Program projects are projects eligible under [Section 54301 of title 46](https://www.govinfo.gov/content/pkg/USCODE-2021-title46/html/USCODE-2021-title46-subtitleV-partC-chap543-sec54301.htm), United States Code, as amended by title XXXV of division C of the National Defense Authorization Act for Fiscal Year 2022.

The Subcommittee will only fund projects that meet eligibility criteria and will be administered by eligible applicants, as described by statute. As a reminder, funding may not be directed to for-profit recipients. Due to the limited amount of total CPF funding, priority will be given to projects at small inland river and coastal ports and terminals, as described in 46 U.S.C. 54301(b), and to discrete, smaller-scale projects at larger ports and intermodal connections to ports.

This program has a statutory non-Federal matching requirement, with potential exceptions for small and rural area ports. Applicants should review 46 USC sections 54301(a)(8) and 54301(b) for more information on these cost-share requirements before submitting requests for funding. Note that recipients are also required to comply with reviews and audits from the Department of Transportation.

Additionally, these projects may be subject to various Federal requirements such as Buy America and the National Environmental Policy Act. The Committee strongly encourages Members’ offices and potential funding recipients to reach out to their local port authorities and the Maritime Administration’s [Gateway Offices](https://www.maritime.dot.gov/about-us/gateway-offices/gateway-offices) to help determine the eligibility and viability of projects.

1. Project Name. A short name by which the project may be identified, including a very brief description of what the funds will be used for and the project’s location (city, county, State, Tribe, Congressional District).
	1. EXAMPLE: Terminal 2 Expansion and Emissions Reduction Project, City, State, Congressional District.
	2. NOTE: The project name and location will be used to list the project in the House Report and should be as accurate as possible to ensure that the funding goes to the correct project and location. Any changes after enactment will require additional legislative actions.
2. General description and benefits of the project and why it is needed.
3. Amount requested for the project.
4. Total project cost.
5. Who is the recipient? Provide a website address if available.
6. Is the project at a small port, as described under 46 USC 54301(b)?
7. Is the project in a rural area, as described under 46 USC 54301(a)(12) – an area that is outside of a Census-designated urbanized area?
8. If the request is for a phase of a larger project, describe all other phases and how this request relates to the entire project.
9. Estimated start and completion dates.
10. Has the request been submitted to a federal agency for non-earmarked funds, or to another Subcommittee or Committee this fiscal year? If yes, which one(s)?
11. Has the recipient engaged in discussions with the Maritime Administration and received assurances that the project is eligible under applicable statutes?
12. Please provide a history of federal funding already received or approved for the project, if any.
13. Does the project have other public (state, local) and/or private funds committed to meet match or cost-share requirements? If so, what is the source and amount of those funds?
14. If the request does not fully fund the project, describe where the remaining funding comes from to complete the project.

**Department of Housing and Urban Development – Economic Development Initiatives**

*Please note: In a change from FY24, the only eligible recipients for Community Project Funding in the Economic Development Initiatives account are the following types of governmental entities and public institutions of higher education:*

* *States and the District of Columbia*
* *Territories*
* *Tribal governments*
* *Counties*
* *Cities, towns, parishes, or other local government entities*
* *Public colleges and universities, including community colleges*

EDI Community Project Funding within the Community Development Fund account of the HUD title is intended for economic and community development activities, consistent with statutory and additional Committee requirements.

Project requests for the FY25 Economic Development Initiative program must be consistent with the goals of one or more of the following eligible uses of the Community Development Fund (CDF): 42 U.S.C. 5305(a)(1), 42 U.S.C. 5305(a)(2), 42 U.S.C. 5305(a)(4), and 42 U.S.C. 5305(a)(5). These statutory eligibilities focus on land or site acquisition, demolition, or rehabilitation; blight removal; and construction and capital improvements of public facilities, except for “buildings used for the general conduct of government.” Similar to FY 2024, programmatic and operational expenses are not eligible.

**5305(a)(1)** – the acquisition of real property (including air rights, water rights, and other interests

therein) which is (A) blighted, deteriorated, deteriorating, undeveloped, or inappropriately developed from the standpoint of sound community development and growth; (B) appropriate for rehabilitation or conservation activities; (C) appropriate for the preservation or restoration of historic sites, the beautification of urban land, the conservation of open spaces, natural resources, and scenic areas, the provision of recreational opportunities, or the guidance of urban development; (D) to be used for the provision of public works, facilities, and improvements eligible for assistance under this chapter; or (E) to be used for other public purposes;

**5305(a)(2)** – the acquisition, construction, reconstruction, or installation (including design features and improvements with respect to such construction, reconstruction, or installation that promote energy efficiency) of public works, facilities (except for buildings for the general conduct of government), and site or other improvements;

**5305(a)(4)** – clearance, demolition, removal, reconstruction, and rehabilitation (including

rehabilitation which promotes energy efficiency) of buildings and improvements (including interim assistance, and financing public or private acquisition for reconstruction or rehabilitation, and reconstruction or rehabilitation, of privately owned properties, and including the renovation of closed school buildings);

**5305(a)(5)** – special projects directed to the removal of material and architectural barriers which restrict the mobility and accessibility of elderly and handicapped persons;

Given that projects must meet these authorized purposes of the CDBG program, the Committee expects to fund the following types of projects and other similar projects:

* Water or sewer infrastructure projects, which are not otherwise eligible to be funded as CPFs in EPA STAG (Interior bill) or Rural Water and Waste (Agriculture bill);
* Local road infrastructure, which is not otherwise eligible as a CPF in Highways (in this bill);
* Streetscape improvements;
* Housing rehabilitation or construction, residential conversions, and neighborhood revitalization projects, which would increase housing supply and/or improve housing affordability in the local community;
* Projects with a clear economic development benefit, such as workforce training centers and manufacturing incubators;

All projects will be evaluated based on the individual submissions, and projects will be selected based on the merits of the project relative to other projects and the availability of CPF funding.

So that applicants have the clearest possible guidance on the front end, the following types of projects are not eligible for CPF funding:

* Museums, commemoratives, memorials;
* Swimming pools, water parks, ski slopes, golf courses;
* Healthcare facilities;
* Venues strictly for entertainment purposes – e.g., theaters, amphitheaters, fairgrounds, and performing arts centers;
* Strictly research or planning activities; and
* Buildings for the general conduct of government (courthouses, post office, city halls), which are not allowed under the statute.

Reminder on Environmental Review Requirements: EDI projects, like all projects funded by HUD, are subject to requirements under the National Environmental Policy Act (NEPA), HUD’s NEPA-implementing regulations at 24 CFR Part 50 or 24 CFR Part 58, and all applicable federal environmental and historic preservation laws, regulations, and Executive Orders. An environmental review must be completed before HUD funds and new commitments of non-HUD funds can be used on a project (24 CFR 58.22).

In addition to meeting the above eligibility criteria, all projects must meet these Committee requirements:

* Administered by state, local, or tribal governmental entities or non-profit 501(c)(3) organizations.
* As a reminder, for-profit entities are not eligible for Community Project Funding.
	+ Members are advised that projects for governmental entities to improve private properties pursuant to 42 U.S.C. 5305(a)(4) will be highly scrutinized and possibly not funded.
* Members are advised that projects submitted under 42 U.S.C. 5305(a)(1)(C) will be disfavored if the only or primary purpose of the project is “beautification” or historic preservation, without evidence of other community development or economic development benefits.

Reminder on Buy America Preference (BAP): The “Buy America Preference” (BAP), in the Build America Buy America (BABA) Act within the Infrastructure Investment and Jobs Act (P.L. 117-58), requires that all iron and steel, construction materials, and manufactured products used in federally funded infrastructure projects are produced in the United States. Effective February 22, 2024, BAP applies to iron and steel for all EDI grantees, and effective August 23, 2024, this will extend to construction and manufacturing materials as well.

In addition to meeting the above eligibility criteria, all projects must meet these Committee requirements:

* Members are advised that projects submitted under 42 U.S.C. 5305(a)(1)(C) will be disfavored if the only or primary purpose of the project is “beautification” or historic preservation, without evidence of other community development or economic development benefits.
* Requesting offices are required to provide a valid Taxpayer Identification Number (TIN) and/or Employer Identification Number (EIN) for each potential EDI recipient, as well as the Unique Entity Identifier (UEI), which is an entity’s official identifier for conducting business with the federal government. If an entity does not presently have a UEI, they can register for one at SAM.gov. Applicants should have this information readily available to provide to your office.

*NOTE: Political subdivisions and school districts/boards may not have their own unique TIN or UEI. In this case, we recommend naming the recipient as the legal entity under which they are formed and naming the political subdivision in the project description (e.g., “City of Alexandria/For the Department of Public Works’ roadway improvements”).*

Soft costs (planning, administrative) for EDI projects can be incurred after the date of final enactment. However, if the recipient incurs soft costs after enactment, but before the grant agreement is executed, they do so at their own risk. If the project is found to be ineligible by HUD or the grant agreement is never signed, HUD cannot reimburse for those soft costs. Hard costs (construction activities) can only be incurred after the successful completion of the required environmental review.

Please provide answers to these EDI-specific questions:

1. Project Name. A short name by which the project may be identified, including a very brief description of what the funds will be used for and the project’s location (city, county, State, Congressional District, or Tribe).
	1. NOTE: This description may be used to list the project in the House report and should be as accurate as possible to ensure that the funding goes to the correct project and location.
	2. EXAMPLE: Sturgis Downtown Revitalization. City of Sturgis, St. Joseph County, Michigan, 6th Congressional District).
2. General description of the project and why it is needed. EXAMPLE: This project will provide infrastructure needed to support downtown expansion, including housing developments in downtown Sturgis. Core components include parking lot reconstruction, alleyway accessibility/beautification upgrades (including a trailhead for a future non-motorized trail), storm sewer improvements, and electrical utility work (moving electrical lines underground). The project is located in a Qualified Census Tract, traditional downtown, and will lessen financial burden on downtown property owners hit hard by economic circumstances that would otherwise have to cover higher project costs for parking lot work by way of a special assessment. The project is aligned to the city's recent placemaking efforts (added downtown firepit, public art, plaza/streetscape walkway, etc.). The City of Sturgis is confident the project is shovel ready and could be completed within the identified project period.
3. What are the benefits of this project and why is it a priority?
	1. EXAMPLE: Downtown Sturgis is at a critical tipping point. Despite the challenges over the past two years related to the pandemic, the downtown is seeing an uptick in potential development projects, including a large-scale housing development. These projects will create an increased demand for parking and public amenities to make downtown Sturgis a destination of choice. The city is seeking to capitalize on this momentum to not only address needed infrastructure but also to create a vibrant central business district with the inclusion of a food truck court and trailhead.
4. Amount requested for the Community Project Funding and the total project cost.
5. Is the project on a state or local jurisdiction’s consolidated plan with HUD? If yes, please link and provide the page number where it can be found. If not, please explain how the project is consistent with CDF statute.
6. Who are the community partners participating in this project? Have local community development organizations with prior experience with HUD programs been consulted?
7. Does the grantee have experience executing a federal grant?
8. Has the request been submitted to another Subcommittee or Committee this fiscal year? If yes, which one(s)?
9. Is this project consistent with the primary objective of the community development program? Please describe who the project is intended to benefit.
10. What is the entity’s TIN/EIN?
11. What is the entity’s UEI?
12. What is the ZIP code of the project location? If the project spans multiple ZIP codes, provide the ZIP code where most of the appropriation would be spent.