

| | | Infrastructure Types | | | | | | | | | | | | | | | | | |
|---|---|---|---|--|---|--------|-------------|-------------|---------|-------------|-------|-------------|------------|------|---------|-------|-------|--|---|
| Program | About Program | Applicant/Population/Recipients | Uses | Terms/Conditions | Funding Type | Water | Waste-Water | Solid Waste | Bridges | Storm Water | Roads | Other Trans | Irrigation | Dams | Housing | Parks | Other | | |
| | | | | | | | | | | | | | | | | | | | |
| MT Department of Commerce | Treasure State Endowment Program (TSEP) | Create jobs, encourage local public facility improvements, create a partnership between the state and local governments, support long-term, stable economic growth, protect future generations from undue fiscal burdens, coordinate and improve infrastructure financing, and protect the health, safety, and welfare of the citizens. | Cities, towns, counties, tribal governments, consolidated local governments, county or multi-county water, sewer or solid waste districts, other authorities as defined in 75-6-304, MCA | Facility construction | *Maximum grants of \$750,000 for construction projects and \$500,000 for bridge projects. *Grants are no greater than 50% of the eligible project *Hardship grants may be provided in cases of extreme financial hardship *Approved grant recipients must meet all "start-up" conditions to receive grant awards | Grants | X | X | X | X | X | | | | | | | | |
| | TSEP Project Planning | The program helps local governments with infrastructure planning for the constructing or upgrading drinking water systems, wastewater treatment facilities, sanitary or storm sewer systems, solid waste disposal and separation systems, and bridges. | Same as above | Preliminary engineering, capital improvement, other | Maximum planning grant is \$15,000 and grants are awarded on a first come first serve basis until all appropriated funds are committed | Grants | X | X | X | X | | | | | | | | | |
| | Coal Board Grants *Administratively attached to Commerce | Provides funding to local governments, state agencies, and tribal governments with the impacts that are a direct consequence of coal development or as a result of major decline in coal-related activity. | Cities, towns, counties, school districts, water and sewer districts, state agencies, governing bodies of federally recognized Indian tribes | Governmental services and infrastructure | Awards grants on five statutory criteria: need, severity of impact, availability of funds, degree of local effort in meeting these needs, and community planning | Grants | X | X | X | X | X | X | X | X | | | | | |
| | Big Sky Development Program | This program is designed to aid in the development of good paying jobs for residents and promote long-term, stable economic growth. It has two distinct methods for achieving this goal. The first is through job creation funding (Category I) which receives 75% of the funding and the second is through planning projects (Category II) which receive 25% of the funding. | Certified regional development corporations (CRDCs), tribal governments, other economic development organizations, which are located in a county that is not part of a CRDC region: Flathead, Richland, Lincoln, Ravalli and Missoula counties have been designated as meeting eligibility requirements | Planning assistance | | | | | | | | | | | | | | | X |
| | InterCap Loans | The INTERCAP program is a variable rate loan program. | Eligible government units defined under 17-5-1604 | Construction of all indicated types of infrastructure | Local governments may finance improvements to utility systems through the INTERCAP loan program using the revenues of the system to repay the loan | Loans | X | X | X | | | | | | | | | | |
| | Quality Schools Facilities Program | Quality Schools grants are available on a competitive basis for major repairs or deferred maintenance to an existing school; major improvements or enhancements to an existing school; or information technology infrastructure, including installations, upgrades, or improvements, to an existing school. | Any public school district located in the state that serves K-12 students, including elementary school districts, high school districts, and K-12 school districts | Construction of a new school facility; major repairs or deferred maintenance existing schools; major improvements to an existing school; or IT infrastructure, including installations, upgrades, or improvements, to an existing school | Quality Schools funds for reimbursing eligible expenditures will not become available until all start-up requirements have been complied and a contract with the DOC has been negotiated and executed | Grants | | | | | | | | | | | | | X |
| MT Department of Natural Resources & Conservation | Treasure State Endowment Regional Water Program (TSEPRW) | Provide matching funds for federal dollars for the planning and construction of regional drinking water systems that supply water to large geographical areas and serve multiple local governments. | Regional water authorities. Construction grants to federally authorized projects only; administrative grants for all 4 existing regional water systems | Regional water system construction, must be a match to federal funds and project administration | Construction projects must fall within the authorized system. | Grants | X | | | | | | | | | | | | |
| | Renewable Resource Grants (RRG) | For projects that conserve, manage, develop or protect Montana's renewable resources. | Political subdivisions of state, local and tribal government including state agencies and universities, counties, incorporated cities and towns, conservation districts, irrigation districts, water /sewer /solid waste districts & tribes | Improvements to infrastructure and other projects that benefit or sustainable use renewable resources | Limited to \$100,000 (not set in statute or rule) | Grants | X | X | | X | | | X | X | | | | | |
| | RRG Project Planning | Facilitates the development of renewable resource projects, helping communities in infrastructure planning. | Same as Renewable Resource grants | Project planning such as preliminary engineering and community infrastructure planning | Grants between \$5,000 and \$15,000 | Grants | X | X | | X | | | X | X | | | | | |
| | Renewable Resource Loans (RRL) | This program makes loans to communities for renewable resource projects. Recently, the program has funded more irrigation loans, reflecting the need for repair of aging ditches, diversions, and other irrigation infrastructure. The program also provides a safety net for municipal projects, such as solid waste projects, that may not qualify for SRF funding. | Political subdivisions of state, local and tribal government including state agencies and universities, counties, incorporated cities and towns, conservation districts, irrigation districts, water/sewer/solid waste districts and tribes | Improvements to infrastructure and other projects that benefit or sustainable use renewable resources | Limited by the applicant's ability to repay the loan | Loans | X | X | X | | | | X | X | | | | | |
| | Irrigation Development Grants | Assist producers with projects to grow high value crops and expand development of irrigated acreage. | Private individuals, associations, corporations or groups | Irrigation project planning and infrastructure improvements | Maximum grants of \$15,000 | Grants | | | | | | | | X | | | | | |
| | Renewable Resource Emergency Grants | This program provides funding for serious emergencies that meet program requirements. The emergency must pose an immediate threat to the beneficial management of a renewable resource. | Same as Renewable Resource grants | For emergencies not the result of inadequate system operation and maintenance | Applicant must demonstrate financial need. Limited to \$30,000 per project | Grants | X | X | | | X | | X | X | | | | | |

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|---------------------------------------|---|--|--|--|---|--|-----------------|--------|-------------|-------------|---------|-------------|-------|-------------|------------|------|---------|-------|-------|---|---|
| State Infrastructure Funding Programs | MT Department of Natural Resources & Conservation | Private Water Development Loans | This program provides loans for private water development projects. | Private individuals, associations, corporations or groups | Water-related projects that conserve, distribute, develop, store, and use water for beneficial uses. Most loans go toward sprinkler irrigation | Limited to applicant's ability to repay the loan. Private entities may not exceed the lesser of \$400,000 or 80 percent of the fair market value of the security given for the project. Private loans to individuals must be secured with real property. Loans up to \$3 million are available for such organizations as water user associations and ditch companies | Loans | X | X | | | X | | | X | X | | | | | |
| | | Private Entity Grants | Projects that conserve, manage, develop, use, develop, or preserve state waters. | Private individuals, associations, corporations or groups | Dam inspections, septic tank replacement, watershed group projects, drinking water well improvements, etc. | Grants may not exceed 25% of total estimated cost or 5% of the legislative appropriation (\$5,000 limit this biennium) | Grants | X | X | | | X | | | X | X | | | | | |
| | Department of Transportation | City Park Rest Areas | This program provides funding assistance to local governments to maintain or improve established city part rest area facilities | Municipalities | Facility improvements at city park rest areas | Proposals must directly benefit the traveling public | | | | | | | | | | | | | | X | |
| | | Essential Rail Freight Loan Program | This program provides loans for railroad branch line improvements | Railroad owners, operators, and certain port authorities | Construction, reconstruction, or rehabilitation of rail lines and related facilities | | Loans | | | | | | | | | | | | | X | |
| | | Aeronautical Grant and Loan Program | In the interest of fostering and promoting aviation and aeronautical purposes within Montana, MDT offers aeronautical grants and loans to eligible public sponsors as allowed in 67-1-301, MCA. | Airports | The program may provide cost sharing grants and low interest loans for any aeronautically related project. | The Montana Aeronautics Board, whose members are appointed by the governor's office, has sole authority on the annual awarding of grant and loan monies. A portion of general aviation and airline gas tax revenues generated within the state provides the principal funding for this program | Grants Loans | | | | | | | | X | | | | | | |
| | | Aeronautical Grant and Loan Program (administered by MT Department of Transportation) | In the interest of fostering and promoting aviation and aeronautical purposes within Montana, MDT offers aeronautical grants and loans to eligible public sponsors as allowed in 67-1-301, MCA. | Airports | Any airport related improvement project | The Montana Aeronautics Board, appointed by the Governor, has sole authority on the annual awarding of grant and loan monies. A portion of general aviation and airline gas tax revenues generated within the state provides the principal funding for this program | Grants Loans | | | | | | | | X | | | | | | |
| | | Bicyclist and Pedestrian Information (administered by MT Department of Transportation) | Clearinghouse for MDT's bicycle/pedestrian coordinator reviews planned construction projects for bicycle/pedestrian safety and access issues, and acts as a liaison between MDT and bicycle/pedestrian interest groups. | | Planning assistance | | Assistance | | | | | | | | | X | | | | | |
| | | *Pavement Preservation Grants (administered by MT Department of Transportation) | The Montana Department of Transportation offers pavement preservation grants to eligible public sponsors as allowed in 67-1-301, MCA. The program provides grants for pavement preservation purposes to eligible airports. | Airports | Pavement preservation purposes | The Montana Aeronautics Board, whose members are appointed by the governor's office, has sole authority on the annual awarding of pavement preservation grant monies. A portion of airline gas tax revenues generated within the state of Montana provides the principal funding for this program | Grants | | | | | | | X | | | | | | | |
| | Department of Fish, Wildlife, & Parks | Motorboat Facility Program | This program is a community grant program that provides funds for boating improvements at local government owned or managed boating sites | Political subdivisions of the State of Montana (incorporated cities, towns, and counties) | Boat ramps, launching facilities, on-site latrines, boat trailer parking areas, boating facility access roads, boat docks, and facility improvements for disabled boaters | A sponsor must have adequate resources to operate and maintain the motorboat facility after the project is complete. No funds are available for routine operation and maintenance. | Grants | | | | | | | | | | | | | X | |
| | | Shooting Range Grants Program | This grant program was created in 1989 to develop and enhance shooting ranges | Shooting clubs, private organizations, local governments, and school districts | Establish and improve shooting ranges | Funding is generated from the sale of state hunting licenses | Grants | | | | | | | | | | | | | X | |
| | | Community Fishing Ponds | This program was developed to enhance fishing opportunities in or near Montana communities by providing funds to construct or improve public fishing ponds. Preference will be given to projects that create or enhance opportunities for youth/family angling and youth/family angler education. | State agencies, cities, counties, angler groups, civic organizations, or other community-based organizations | Design, construction, repair, or enhancement of ponds where public angling is a primary purpose. Improvements that enhance handicapped access or safety may also be funded. | Applicants must provide a minimum of 30% of the costs associated with the project. In-kind contributions such as heavy equipment time, construction materials, labor, engineering services, etc. may be used as match. Funds may not be used for acquisition of property | Grants | | | | | | | | | | | | | X | |
| | | Montana Off-Highway-Vehicle Program | The Off-Highway-Vehicles (OHV) program supplies grants to maintain and renovate existing OHV trails and facilities, and to create safety and educational programs. The OHV is funded by OHV decal and registration fees, as well as a portion of the state gasoline dealers' license tax, based on the number of registered off-road vehicles. | OHV club, OHV association, a chamber of commerce, or governmental agency working in conjunction with an OHV club | Trail Maintenance & renovation, equipment, signs, labor and Administrative Costs, trail mapping, special studies | Grants are for the full value of the project, as recommended by an OHV review and selection committee, and approved by FWP staff. However, FWP strongly recommends an investment by the project sponsor or cooperators such as cash, volunteer labor, and/or donated materials | Grants | | | | | | | | | | | | X | X | |
| | | Montana Snowmobile Grant Program | The Snowmobile Grant Program is managed by FWP, and helps provide and maintain facilities on Forest Service, BLM, state, county, and private land. | Federal, state, county, and private | | | | Grants | | | | | | | | | | | | X | X |

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| State Infrastructure Funding Programs | MT Departments of Natural Resources & Conservation and Environmental Quality | Drinking Water, State Revolving Funds Loans (SRF) | To protect the public health and the environment by providing below-market loans for construction of public health-related infrastructure improvements as well as provides funding for other activities related to public health and compliance with the Safe Drinking Water Act (SDWA). | Municipalities, public or private community water systems & non-profit non-community water systems, public entities and state agencies | Acquisition of land integral to the project, consolidating water supplies, engineering, new sources, treatment, source water protection, storage, distribution | *Require completion of construction, alteration, or extension of a public system within three years of approval *Statutes mandate that each community and non-transient non-community water treatment plant and water distribution system and each public wastewater treatment plant system have a certified operator The current interest rate is 3% with payment schedules not to exceed 20 years. Drinking Water Projects qualifying as disadvantaged may extend term up to 30 years | Loans | X | | | | | | | | | | | | | |
| | | Water Pollution, State Revolving Funds Loans (SRF) | Provides funds for training, technical assistance, and the issuance of low-interest loans to local governmental entities to finance wastewater facilities and implementation of the Clean Water Act. | Municipalities (meaning a state agency, city, town or other public body created pursuant to state law) Municipalities or Private Persons (meaning an individual, corporation, partnership or other non-governmental legal entity) to finance non-point source pollution control projects and wastewater projects | Wastewater treatment plant improvements, interceptors, collectors, lagoon rehabilitation, lagoons, storm drains, land used for treatment purposes, project design, inspection, facility plans, non-point source pollution control | The current interest rate is 3% with payment schedules not to exceed 20 years. Wastewater Projects qualifying as disadvantaged may extend term up to 30 years. Projects must meet state and federal wastewater system requirements | Loans | | X | X | | X | | | | | | | | | |
| State Administered Federal Funding Programs | US Department of Commerce, HUD | Community Development Block Grants (CDBG) (The MT Department of Commerce Administers Federal Block Grants provided through US Dept. of Commerce, Housing and Urban Development) | Provides assistance to communities with community development needs. | Limited to towns, cities, and counties with the exception of Billings, Great Falls and Missoula, which receive their own CDBG entitlement funds annually. Indian tribes are ineligible to apply as tribes receive funds directly from an Indian CDBG Program | Housing, public facilities, economic development and planning grants | Projects must be designed to principally benefit low and moderate-income families | Grants | X | X | | | | | | | | X | | X | | |
| | | HOME Investment Partnership Program (HOME) (The MT Department of Commerce Administers Federal Block Grants provided through US Dept. of Commerce, Housing and Urban Development) | The purpose of the HOME Program is to expand the supply of affordable housing for low- and very low-income households (persons at or below 80 percent of the area median income). | Communities, public housing authorities (PHAs), and nonprofit community housing development organizations (CHDOs) | Acquisition, rental rehabilitation, new construction of multi- and single-family housing, homeowner rehabilitation, and homebuyer assistance | | Grants | | | | | | | | | | | X | | | |
| | Federal Transportation Administration | Recreational Trails Program (RTP) (Administered by the Department of Fish, Wildlife, & Parks) | The RTP is a reimbursable program in which sponsors are reimbursed with federal dollars after costs are incurred. | Federal, state, county, tribal, or municipal governments, private individuals and organizations | Trail development, renovation, maintenance, acquisition, safety, and interpretation, with priority consideration to environmental mitigation projects | According to federal guidelines, at least 30% must be allocated to motorized recreation, 30% to non-motorized recreation, and 40% is discretionary for diversified/mixed trails use | | | | | | | | | | | | | X | X | |
| | | Transit Grants (administered by MT Department of Transportation) | Federal funding programs administered by MDT support community transit systems with operating, capital, and facility costs. | Local public bodies; private nonprofit organizations; Tribal governments and agencies; and operators of public transportation services | Capital or operating assistance | A locally developed coordination plan is required, and must include general public services as well as services for the disabled and elderly. Federal Health and Human Services funds may be used to match federal transit funds | Grants | | | | | | | | X | | | | | | |
| | | Tribal Employment Rights Office (TERO) (administered by MT Department of Transportation) | MDT withholds a fee from contractor's payments for projects on Tribal lands. The fee amount is agreed upon in the individual tribe's MOUs with MDT. The TERO fees are paid to the tribes immediately after being withheld from the contractor payments. | Tribal governments | A Memorandum of Understanding is negotiated by the Governor's American Indian Nations Council and MDT and it is determined during the negotiation process whether the tribe will receive TERO fees and what percentage will be received. | A Project Specific Agreement (PSA) is entered into between the Tribes and MDT covering the project details including the TERO fees. Each payment to a contractor for projects with a signed PSA will have a TERO fee withheld and a claim to the tribes will be processed immediately from MDT. | Fee Dist. | | | | | | | | X | | | | | | |
| | | Highway Safety Improvement Program (HSIP) (administered by MT Department of Transportation) | Federal funds are available with nonfederal match for infrastructure projects that improve highway safety. | City, county, and road agencies | Public road projects such as signing, striping, guardrail installation, slope flattening, and intersection improvements. | | Grants | | | | | | | X | | | | | | | |
| | | CMAQ (administered by MT Department of Transportation) | Federal funds available under this program are used to finance transportation projects and programs to help meet the requirements of the Clean Air Act. | MAP-21 provides CMAQ funding to areas in nonattainment or maintenance of particulate matter. Areas in the state that have no nonattainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending | Projects that reduce transportation-related emissions. Includes transit improvements, traffic signal synchronization, bike/ped projects, intersection improvements, travel demand mgt strategies, traffic flow improvements, & public fleet conversions to cleaner fuels | | Grants | | | | | | X | | | | | | | | |
| | | Montana Air & Congestion Initiative (MACI) (administered by MT Department of Transportation) | This unique MDT program provides funds for strategies to proactively address air quality issues related to carbon monoxide and particulate matter. | Non-attainment and high-risk areas in the state | Quantitative and qualitative emissions reduction projects. Projects have included the purchase of street sweepers and flush trucks necessary to reduce particulate matter and intersection improvements and signal synchronization projects to reduce emissions | Projects in eligible nonattainment or at-risk areas are prioritized and selected based on air quality benefits. Local agencies and MDT meet and cooperatively develop a priority list of MACI projects | Grants | | | | | | X | X | | | | | | | |

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| State Administered Federal Funding Programs | Federal Transportation Administration | Transportation Investment Generating Economic Recovery (TIGER) (administered by MT Department of Transportation) | Discretionary grant funding for capital investments in surface transportation infrastructure. | Economically distressed areas | Highway or bridge projects, public transportation projects, passenger and freight rail transportation projects, port infrastructure investments | Near term economic development benefits coupled with job creation and secondarily to capture benefits of new and/or innovative approaches to achieving programmatic objectives while forging partnerships | Grants | | | | X | | X | | | | | | | |
| | | Community Transportation Enhancement Program (CTEP) (administered by MT Department of Transportation) | Funding for transportation related projects designed to strengthen the cultural, aesthetic, and environmental aspects of Montana's intermodal transportation system. The CTEP allows for the implementation of a variety of non-traditional projects. | City, county, and tribal governments | Facility provision for bike/ped; acquisition of scenic easements, scenic or historic sites, inform. signage, historic preservation; landscaping; preservation of abandoned rail corridors; control and removal of outdoor advertising; environ. mitigation of water pollution due to highway runoff or reduce wildlife mortality; transportation museums | | | Grants | | | X | | X | X | | | | | | |
| | | Transportation Alternatives (TA) (administered by MT Department of Transportation) | Funding for programs and projects defined as transportation alternatives. | Local and tribal governments; transit, natural resource, and public land agencies; school districts, local education agencies, or schools; other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than metropolitan planning organizations or state agencies) | Projects include, but are not limited to, pedestrian and bicycle facilities; turnouts, overlooks, and viewing areas; lighting and safety related infrastructure improvements; projects to achieve ADA compliance; environmental mitigation and wildlife connectivity | No requirement for projects to be located along federal-aid highways. Projects will be prioritized according to federal eligibilities and requirements under MAP-21 | Grants | | | | | | X | X | | | | | | |
| State and Federal Infrastructure Funding Programs | Department of Transportation | Surface Transportation Program - Secondary | This program provides federal and state matching funds for improvements on Montana's secondary highway system. | Local governments | Reconstruction, rehabilitation, and pavement preservation improvements | Funds are allocated on a statutory formula. Capital construction projects are identified at the local level and coordinated with the agency | Allocation | | | | | | X | | | | | | | |
| | | Surface Transportation Program - Urban | This program provides federal and state matching funds for improvements to the urban highway system. | Local governments | Street reconstruction, rehabilitation, and traffic operation improvements | Funds are allocated on a statutory formula to areas with populations greater than 5,000. Projects are identified and prioritized at the local level | Allocation | | | | | | X | | | | | | | |
| | | Urban Highway Pavement Preservation | This program provides federal and state matching funds for cost effective treatments to urban highway routes. | Local governments | Improvements preserve the system, delay roadway deterioration, and improve roadway condition without adding capacity. | Priorities are identified through the MDT district and local government consultation based on pavement management systems maintained at the local level | Allocation | | | | | | X | | | | | | | |
| Federal Infrastructure Funding Programs | US Department of Agriculture | Rural Development Grants (RD) Water and Environmental Grants | To develop water and waste disposal systems in rural areas and towns with a population not in excess of 10,000. Programs support such essential public facilities and services as water and sewer systems, housing, health clinics, emergency service facilities and electric and telephone service. | Public entities, tribes, and non-profit corporations in rural areas and places with up to 10,000 population | Construct, repair, modify, expand, or improve water supply and distribution systems, waste collection and treatment systems, and other related costs | Interest rates are set quarterly based on an index of current market yields for municipal obligations. Repayment maximum 40 years | Loans | X | X | X | | X | | | | | | | | |
| | | Rural Development Loans (RD) Water and Environmental Loans | Provide technical assistance and information to help agricultural producers and cooperatives get started and improve the effectiveness of their operations. | | | | | Grants | X | X | X | | X | | | | | | | |
| | | Water & Waste Predevelopment Planning Grants | Pay costs associated with developing a water or sewer preliminary engineering and/or environmental report for funding. | The applicant as shown above who can demonstrate that they do not have the funds available to pay for the preliminary costs | Pay for items needed for an application such as a preliminary engineering reports, environmental reports, etc. No payment for costs incurred before grant award | Rural areas and places with up to 10,000 population. MHI below 80% of the State Non-Metro MHI. Grant cannot exceed 75% of the planning costs or \$25,000, whichever is less | Grants | X | X | X | | X | | | | | | | | |
| | Search Grant (Planning) | | | | | Same as above, except only up to 2,500 population. Grant cannot exceed 100% of the planning costs or \$30,000, whichever is less | Grants | X | X | X | | X | | | | | | | | |
| | Interior: Reclamation | Water SMART | For projects that seek to conserve and use water more efficiently, increase the use of renewable energy, protect endangered species, or facilitate water markets. | Irrigation and water districts, tribes, states and other entities with water or power delivery authority | Facility construction | 50/50 cost share funding for. Projects are selected through a competitive process and the focus is on projects that can be completed within 24 months that will help sustainable water supplies in the western US | Grants | X | | | | | | | X | X | | | | |
| | EPA | State and Tribal Assistance Grants (STAG) | The grants for training, studies, surveys and investigations that help states improve their compliance assurance and enforcement for environmental laws. Projects can also address public health issues. | | | | | Grants | X | | | | | | | | | | | |
| Environ. Conser: USACE | Water Resource Development Act (WRDA) | To provide loans or loan guarantees to state and local governments and certain nongovernmental entities to complete water infrastructure projects. | State and local governments and certain nongovernmental entities | Mitigating storm damage, restoring ecosystems, reducing erosion on inland and intracoastal waterways, levee safety and rehabilitation programs, water infrastructure projects | Public and private entities would be required to comply with regulations to prevent the spread of invasive species | Grants | X | | | | | | | | | | | | | |

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| Directly Allocated Local Government Tax Revenue | Department of Revenue | Infrastructure User Fee Credit (Individual and Corporation Taxes) | The Board of Investments may make loans to local governments to finance infrastructure to serve a new or relocated business that will result in 15 or more new full-time jobs. The local government may charge fees to the users for extending the infrastructure. The business may claim a credit against income or corporation tax for the amount of the fee it pays. | Individuals and Corporations may claim this credit when they file their income tax return | This credit in effect pays the taxpayer for having local infrastructure extended to serve its business | If a business pays \$100 per year to its local government to cover the cost of having sewer service extended to the business, it is able to claim a credit of \$100 and deduct \$100 as a business expense | Tax Dist. | X | X | X | X | X | X | X | X | X | | | | | |
| | | *Tax Increment Finance District | Tax increment financing is authorized for the segregation of the taxable value, in a qualified district, into base and increment values. The idea behind tax increment financing is that revenue for local governments and the state will be held at the same level as when the tax increment financing district (TIF) was created. The additional tax revenue created from growth in the TIF over time is used by the TIF to pay for development activities within the TIF. The increment is released back to the local governments and the state when the TIF expires. | Qualified districts may include urban renewal districts, industrial districts, technology districts, and aerospace transportation and technology dis- tracts. Local governing body, by ordinance and following a public hearing, may authorize the creation of a tax increment finance district. Prior to the authorization by a local governing body the district must fulfill the requirement laid out in Title 7, Chapter 15, Part 42 of the MCA. | Tax increment financing may be used to pay for a variety of development activities within the TIF, including: land acquisition, demolition and removal of structures, relocation of occupants, infrastructure costs, construction of publicly owned buildings and improvements, administration of urban renewal activities, and paying bonds that were issued to fund appropriate costs. | | Tax Dist. | X | X | X | X | X | X | X | X | X | | | | | |
| Directly Allocated Local Government Tax Revenue | MT Department of Transportation | Gas and diesel tax distributions to cities and towns (not a program, but funding through a distribution of tax dollars) | Statutorily designated tax revenues are distributed to cities and towns for road projects | Incorporated cities and towns (consolidated city/county governments are considered to have both city and county boundaries for the tax dist) | Construction, reconstruction, maintenance, and repair of rural roads and city or town streets and alleys | Distributions are made to local government entities by a statutory formula. Project payments must be disbursed to the lowest responsible bidder according to applicable bidding procedures followed in all cases in which the contract for construction, reconstruction, maintenance, or repair is in excess of \$25,000 | Tax Dist. | | | | | | X | X | | | | | | | |
| | | Gas and diesel tax distributions to counties (not a program, but funding through a distribution of tax dollars) | Statutorily designated tax revenues are distributed to counties for road projects | Counties (consolidated city/county governments are considered to have both city and county boundaries for the tax distributions) | | | Tax Dist. | | | | | | X | X | | | | | | | |
| | | Gas and Diesel Tax Distributions to tribal governments (not a program, but funding through a distribution of tax dollars) | Statutorily designated tax revenues are distributed to tribes for road projects | State tribal governments with cooperative agreements | | | Tax Dist. | | | | | | X | X | | | | | | | |

The Local Government Infrastructure Funding Protram matrix, as presented September 2013 included: New or Expanding Industry Credits, Remodeling/reconst-Commercial Property, and Energy Production or Development. These items are tax credits available to individuals and businesses, but are not a source of local government assistance/funding for the purpose of infrastructure improvements. However, these credits do benefit local governments as they encourage economic development.