



## Fact Sheet: Neighborhood Access and Equity Grant Program

The House Transportation and Infrastructure Committee released text for the Surface Transportation Reauthorization bill on Sunday, May 17. Entitled the [BUILD America 250 Act](#), it provides \$580B in federal funding for U.S. surface transportation infrastructure from Fiscal Year 2027 (FY27) to Fiscal Year 2031 (FY31). Notably, it would repeal or reduce funding for several programs that support EJ and climate action from the Infrastructure Investment and Jobs Act (IIJA).

### Proposed Cuts to Key Climate and Environmental Justice Programs

- The Reduction of Truck Emissions at Port Facilities (Section 11402 of IIJA) is repealed.
- The Carbon Reduction Program (Section 11403 of IIJA) is repealed
- The Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program (PROTECT) (Section 11405 of IIJA) is modified. The formula program is eliminated, but \$2.5B is allocated for discretionary grants.
- The Healthy Streets Program (Sec. 11406 of IIJA) is repealed.
- The Active Transportation Infrastructure Investment Program (ATIIP) (Section 11529 of IIJA) is repealed.
- The Low or No Emission Vehicle Grant Program (reauthorized under Section 30017 of IIJA) does not receive dedicated funding but remains authorized.

The bill also terminates and repeals the **Neighborhood Access and Equity Grant Program**, which was successfully defended against repeal efforts under the One Big Beautiful Bill Act.

### What is the Neighborhood Access and Equity (NAE) Grant Program?

The NAE Grant, a \$3 billion program, was created through the Inflation Reduction Act of 2022 to improve walkability, safety, and access to affordable and clean transportation. The program also reduces pollution for communities living near highways, roads, railroads, and other transportation hubs, which are major sources of climate and air pollution. In June 2025, the passage of the “One Big Beautiful Bill” zeroed out much of that funding and the progress it promised to hundreds of communities. The bill rescinded all [unobligated](#) NAE funding. However, the program’s authority remained intact. The Surface Transportation Reauthorization bill now proposes to end the program entirely.

### Why does the NAE Program Matter?

**Reconnecting Communities:** The NAE was the first-ever federal program designed to stitch communities back together, mostly low income and black communities, that had previously been

displaced in the 1950s by the construction of highways and freeways. The NAE program acknowledged the damage caused by misdirected, harmful transportation investments, which have cost people their homes, lives, and jobs. The funding from NAE supercharged existing efforts to revitalize historically disinvested neighborhoods, catalyzing new, locally driven transportation planning.

**Health and Safety:** The transportation sector is the [largest contributor](#) of greenhouse gas (GHG) emissions in the United States, and a major source of other health-harming pollution, including water pollution. Transportation facilities such as highways, rail lines, and freight hubs create disproportionate health impacts on low-income communities and communities of color, exposing them to a higher degree of environmental hazards, economic displacement, and restricted mobility. Communities of color and low-income communities are often bisected by or located near major highways and transit depots, leading to elevated rates of asthma, cardiovascular disease, and neurological issues caused by toxic emissions and noise. Concrete infrastructure and lack of green space replace tree canopies in low-income neighborhoods, worsening local temperatures and reducing air quality. The NAE program was designed to directly invest in local community planning to remediate pollution from transportation facilities.

**Affordability:** A [recent UCS report](#) illustrates the high cost of car ownership and the \$6.2 trillion in potential savings for individuals and the country if more is invested in car-alternative transportation options. With gas prices spiking, now is the time to enact policies that improve access to other forms of transportation and reduce the number of cars on the road. The NAE program reduces transportation costs for low-income households by improving connectivity to job centers, goods, and services, and by increasing walkability and transit access, which may decrease the need for a car, removing a significant cost burden.

Congress should focus on the solutions that we know work and can make our communities cleaner, healthier, affordable, and more climate resilient. We need increased and sustained federal support for programs such as the NAE that expand access to clean and healthy transportation solutions.

