



Miami-Dade Transportation  
Planning Organization

**SMART TRENDS TRANSPORTATION SUMMIT**



**SPECIAL GUEST SPEAKER**

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# BIPARTISAN INFRASTRUCTURE LAW (BIL)\*

## Overview of Highway Provisions

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

\*Also known as the “Infrastructure Investment and Jobs Act”

# BIL Goes Beyond Transportation

- Once-in-a-generation investment in infrastructure
- Grows the economy, enhances U.S. competitiveness, creates good jobs, and makes the U.S. economy more sustainable, resilient, and equitable
- Around \$550 B in new Federal infrastructure investment, including—
  - Largest federal investment in public transit ever
  - Largest federal investment in passenger rail since the creation of Amtrak
  - Largest dedicated bridge investment since the construction of the Interstate System
  - Largest investment in clean drinking water & wastewater infrastructure in U.S. history
  - Largest investment in clean energy transmission & electric vehicle infrastructure in history
  - Ensuring every American has access to reliable high-speed internet
- On average, around 2 million jobs per year

# Modernize Our Transportation System

DOT, DOE, EPA, Amtrak,  
Army Corps, GSA

Roads, bridges, & multimodal projects	\$110B	<ul style="list-style-type: none"><li>• Repair and rebuild our <b>roads &amp; bridges</b> with a focus on safety, climate, &amp; equity.</li><li>• Make the single largest investment in our <b>nation's bridges</b> through \$40 billion in dedicated investment.</li><li>• Invest in <b>major multimodal projects</b> that will provide significant economic benefits and revitalize communities.</li></ul>
Rail	\$66B	<ul style="list-style-type: none"><li>• Eliminate the Amtrak maintenance backlog, modernize the Northeast Corridor, and bring <b>world-class rail service</b> to areas outside the northeast &amp; mid-Atlantic.</li></ul>
Public Transit	\$39B	<ul style="list-style-type: none"><li>• Expand <b>public transit options in every state</b>.</li><li>• Replace thousands of deficient transit vehicles, including buses, with clean, zero-emission vehicles, including \$5 billion in funding for clean school buses.</li><li>• Invest \$2 billion to improve transit accessibility for the elderly &amp; people with disabilities.</li></ul>
Airports & Ports	\$42B	<ul style="list-style-type: none"><li>• <b>Upgrade airports and ports</b> to strengthen supply chains and prevent disruptions</li><li>• Invest \$17 billion in port infrastructure and \$25 billion in airports to address repair &amp; maintenance backlogs, reduce congestion, and drive electrification.</li></ul>
Safety	\$11B	<ul style="list-style-type: none"><li>• More than double the funding directed to programs that <b>improve the safety</b> of people and vehicles in our transportation system</li><li>• Create a new \$5 billion Safe Streets for All program to reduce fatalities and crashes</li></ul>
EV Charging	\$7.5B	<ul style="list-style-type: none"><li>• Build a <b>national network of up to 500,000 EV chargers</b> along highway corridors to facilitate long distance travelling and within communities to provide convenient charging where people, live, work, and shop</li></ul>

# Make Long Overdue Investments for Our Climate, Environment, and Water Infrastructure

EPA, DHS, DOI, USDA,  
DOE, Army Corps

Clean Water	\$55B	<ul style="list-style-type: none"><li>• <b>Expand access to clean drinking water</b> for the millions of American households that lack safe drinking water.</li><li>• <b>Eliminate the nation's lead pipes</b> and service lines, through a \$15B dedicated investment at the Environmental Protection Agency.</li></ul>
Resilience	\$50B	<ul style="list-style-type: none"><li>• <b>Make our communities safer and our infrastructure more resilient</b> including investments in wildfires, flood protection, weatherization, and cybersecurity</li></ul>
Clean Energy & Power	\$65B	<ul style="list-style-type: none"><li>• <b>Build thousands of miles of new, resilient transmission lines</b> through a historic investment in grid infrastructure and reliability.</li><li>• Invest in <b>cutting-edge clean energy technologies</b> through the creation of the Office of Clean Energy Demonstration at the Department of Energy.</li></ul>
Environmental Remediation	\$21B	<ul style="list-style-type: none"><li>• <b>Deliver the largest investment in tackling legacy pollution</b>, with historic investments in superfund and brownfield cleanup, reclaiming abandoned mines, and capping orphan wells.</li></ul>

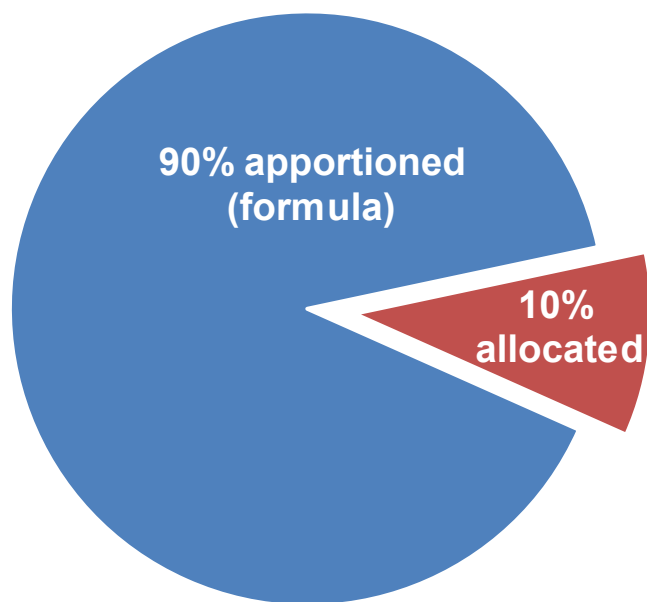
# Includes \$567.1 B (All DOT Modes) Over FY 22-26

Program	Contract Authority (CA) (\$ B, FY 22-26)	Advance appropriations (\$ B, FY 22-26)
Federal Aviation Administration	---	25.0
Federal Highway Administration	303.5	47.3
Federal Motor Carrier Safety Administration	4.5	0.7
Federal Railroad Administration / Amtrak	---	66.0
Federal Transit Administration	69.9	21.3
Maritime Administration	---	2.3
National Highway Traffic Safety Administration	5.1	1.6
Office of the Secretary	---	19.0
Pipeline & Hazardous Materials Safety Admin.	---	1.0
<b>Total</b>	<b>383.0</b>	<b>184.1</b>

Note: Table does not include amounts that BIL authorizes subject to [future] appropriation

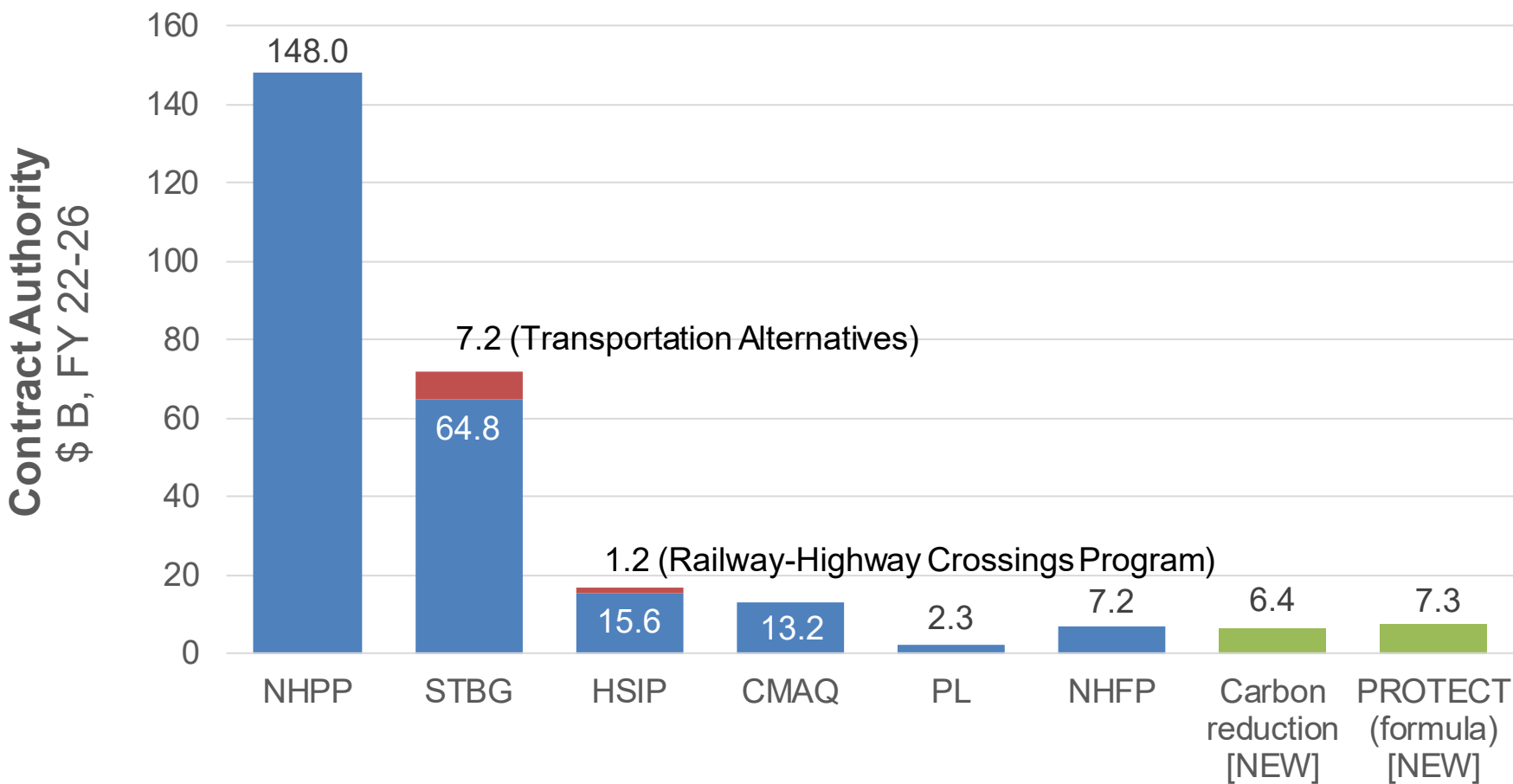
# \$303.5 B in Contract Authority from the HTF

**BIL highway CA,  
apportioned vs. allocated**



- Five years of funding (FY 22-26)
- +29% highway CA (avg. annual, FY 22-26) vs. current law (FY 21)
- Mostly (90%) apportioned to States
- All FAST Act highway programs will continue
- ...plus new CA programs (apportioned and allocated)

# 8 Apportioned CA Programs (Including 2 New)



Federal-aid apportioned programs under BIL



# Funding Available to a Range of Recipients

Program Examples	State	MPO	Local	Tribe	PA*	Territory	FLMA*
Apportioned programs (formula)	✓						
Bridge Program (formula)	✓			✓			
National Electric Vehicle Formula Program	✓		✓				
Safe Streets and Roads for All program		✓	✓	✓			
PROTECT Grants (discretionary)	✓	✓	✓	✓	✓		✓
Charging and Fueling Infrastructure Program	✓	✓	✓	✓	✓	✓	
Congestion Relief Program	✓	✓	✓				
Bridge Investment Program (discretionary)	✓	✓	✓	✓	✓		✓
Reconnecting Communities Pilot Program	✓	✓	✓	✓			
Rural Surface Transportation Grants	✓		✓	✓			
INFRA	✓	✓	✓	✓	✓		✓
Nat'l Infra. Project Assistance	✓	✓	✓	✓	✓		
Local and Regional Project Assistance	✓	✓	✓	✓	✓	✓	

Note: This table does not include all BIL programs or eligible entities, and there are additional nuances not represented in this table. Additional programmatic information is provided in later slides. FHWA will administer most, but not all, programs listed.

\* "PA" means a special purpose district or public authority with a transportation function; FLMA means Federal Land Management Agency

# SAFETY

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- Highway Safety Improvement Program (highlighted earlier)
- Railway-Highway Crossings Program (highlighted earlier)
- Safe Streets and Roads for All
- Wildlife Crossings Pilot Program
- Other Safety-related Provisions

## [NEW] Safe Streets and Roads for All (discretionary)

Purpose	Support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives).
Funding	\$5.0B (FY 22-26) in advance appropriations from the GF
Eligible entities	<ul style="list-style-type: none"><li>• MPO</li><li>• Political subdivision of a State (e.g., local governments)</li><li>• Tribal government</li></ul>
Eligible projects	<ul style="list-style-type: none"><li>• Comprehensive safety action plan (planning grant)</li><li>• Planning, design, and development activities for infrastructure projects and other strategies identified in a comprehensive safety action plan</li></ul>
Other key provisions	<ul style="list-style-type: none"><li>• Sets aside not less than 40% of total funding each FY for planning grants.</li><li>• Requires considering, among other factors, the likelihood of a project significantly reducing or eliminating fatalities and serious injuries involving various road users, including pedestrians, bicyclists, public transportation users, motorists, and commercial operators.</li></ul>

## **[NEW]** Wildlife Crossings Pilot Program (discretionary)

Purpose	Support projects that seek to reduce the number of wildlife-vehicle collisions, and in carrying out that purpose, improve habitat connectivity
Funding	<ul style="list-style-type: none"> <li>• \$350 M (FY 22-26) in Contract Authority from the HTF</li> </ul>
Eligible entities	<ul style="list-style-type: none"> <li>• State highway agency (or equivalent)</li> <li>• MPO</li> <li>• Local government</li> <li>• Regional transportation authority</li> <li>• Special purpose district or public authority with a transportation function</li> <li>• Indian Tribe</li> <li>• Federal land management agency</li> </ul>
Eligible projects	<ul style="list-style-type: none"> <li>• Projects to reduce wildlife-vehicle collisions</li> </ul>
Other key provisions	<ul style="list-style-type: none"> <li>• Sets aside not less than 60% of grant funds for projects in rural areas</li> <li>• Provision related to pilot program requires:               <ul style="list-style-type: none"> <li>○ study of methods to reduce wildlife-vehicle collisions;</li> <li>○ workforce development and technical training courses with;</li> <li>○ standardized methodology for collecting and reporting spatially accurate wildlife collision and carcass data for the NHS; and</li> <li>○ guidance on evaluating highways for potential mitigation measures to reduce wildlife-vehicle collisions and increase habitat</li> </ul> </li> </ul>

# CLIMATE AND RESILIENCE

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- Carbon Reduction Program
- PROTECT Grants (formula and discretionary)
- Charging and Fueling Infrastructure
- National Electric Vehicle Formula Program
- Congestion Relief Program
- Other Climate and Resilience Provisions

## [NEW] Carbon Reduction Program (formula)

Purpose	Provide funding for projects to reduce transportation emissions or the development of carbon reduction strategies.
Funding	\$6.4 B (FY 22-26) in Contract Authority from the HTF
Recipients	<ul style="list-style-type: none"><li>• States (including DC)</li></ul>
Distribution formula	<ul style="list-style-type: none"><li>• Apportioned to States by formula</li><li>• 65% of funds are suballocated (reserved for use in certain areas of the State, based on population)</li></ul>
Other key provisions	<ul style="list-style-type: none"><li>• Requires State, in consultation with MPOs, to develop (and update at least every 4 years) a carbon reduction strategy and submit it to DOT for approval.</li><li>• DOT must certify that a State's strategy meets the statutory requirements.</li></ul>

## [NEW] PROTECT\* Formula Program

Purpose	Planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure
Funding	\$7.3 B (FY 22-26) in Contract Authority from the HTF
Recipients	<ul style="list-style-type: none"><li>• States (including DC)</li></ul>
Distribution formula	<ul style="list-style-type: none"><li>• Apportioned to States by formula</li></ul>
Other key provisions	<ul style="list-style-type: none"><li>• Highway, transit, and certain port projects are eligible</li><li>• Higher Federal share if the State develops a resilience improvement plan and incorporates it into its long-range transportation plan</li><li>• Of the amounts apportioned to a State for a fiscal year, the State may use:<ul style="list-style-type: none"><li>○ not more than 40% for construction of new capacity</li><li>○ not more than 10% for development phase activities</li></ul></li></ul>

*\* The full name of the program is Promoting, Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program.*

## [NEW] PROTECT Grants (discretionary)

Purpose	Planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure
Funding	\$1.4 B (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none"><li>• State (or political subdivision of a State)</li><li>• MPO</li><li>• Local government</li><li>• Special purpose district or public authority with a transportation function</li><li>• Indian Tribe</li><li>• Federal land management agency (applying jointly with State(s))</li><li>• <i>Different eligibilities apply for at-risk coastal infrastructure grants</i></li></ul>
Eligible projects	<ul style="list-style-type: none"><li>• Highway, transit, intercity passenger rail, and port facilities</li><li>• Resilience planning activities, including resilience improvement plans, evacuation planning and preparation, and capacity-building</li><li>• Construction activities (oriented toward resilience)</li><li>• Construction of (or improvement to) evacuation routes</li></ul>
Other key provisions	<ul style="list-style-type: none"><li>• Higher Federal share if the eligible entity develops a resilience improvement plan (or is in a State or area served by MPO that does) and the State or MPO incorporates it into its long-range transportation plan</li><li>• May only use up to 40% of the grant for construction of new capacity</li></ul>



## [NEW] Charging and Fueling Infrastructure (discretionary)

Purpose	Deploy electric vehicle (EV) charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors and in communities
Funding	\$2.5 B (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none"><li>• State or political subdivision of a State</li><li>• MPO</li><li>• Local government</li><li>• Special purpose district or public authority with a transportation function</li><li>• Indian Tribe</li><li>• Territory</li></ul>
Eligible projects	<ul style="list-style-type: none"><li>• Acquisition and installation of publicly accessible EV charging or alternative fueling infrastructure</li><li>• Operating assistance (for the first 5 years after installation)</li><li>• Acquisition and installation of traffic control devices</li></ul>
Other key provisions	<ul style="list-style-type: none"><li>• Requirement to redesignate alternative fuel corridors and establish a process to regularly redesignate these corridors</li><li>• Set-aside (50%) to install EV charging and alternative fueling infrastructure on public roads or in other publicly accessible locations, such as parking facilities at public buildings, schools, and parks</li></ul>

## [NEW] National Electric Vehicle Formula Program (formula and discretionary\*)

Purpose	Strategically deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability
Funding	\$5 B (FY 22-26) in advance appropriations from the GF
Recipients	<ul style="list-style-type: none"><li>• States (including DC and Puerto Rico)</li></ul>
Distribution formula	<ul style="list-style-type: none"><li>• Same shares as Federal-aid highway apportionments</li></ul>
Other key provisions	<ul style="list-style-type: none"><li>• Funded projects must be located along designated alt fuel corridors</li><li>• Sets aside 10% of funding for discretionary grants to State and local governments that require additional assistance to strategically deploy EV charging infrastructure</li><li>• State must submit plan to DOT describing planned use of funds</li><li>• If State doesn't submit plan (or carry it out), DOT may withhold or withdraw funds and redistribute within the State, or to other States</li><li>• Establishes DOT-DOE Joint Office of Energy and Transportation</li><li>• Requires DOT to designate national EV charging corridors to support freight and goods movement</li></ul>

*\* Program sets aside funds for discretionary technical assistance grants; also if DOT withholds or withdraws funding from a State, DOT may award funds to local governments in the same State.*

## [NEW] Congestion Relief Program (discretionary)

Purpose	Advance innovative, integrated, and multimodal solutions to reduce congestion and the related economic and environmental costs in the most congested metropolitan areas with an urbanized area population of 1M+.
Funding	\$250 M (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none"><li>• State</li><li>• MPO</li><li>• City or municipality</li></ul>
Eligible projects	<ul style="list-style-type: none"><li>• Planning, design, implementation, and construction activities to achieve the program goals, including:<ul style="list-style-type: none"><li>○ deployment and operation of integrated congestion management systems, systems that implement or enforce HOV toll lanes or pricing strategies, or mobility services; and</li><li>○ incentive programs that encourage carpooling, nonhighway travel during peak periods, or travel during nonpeak periods.</li></ul></li><li>• Subject to certain requirements and approval by the Secretary, provides for tolling on the Interstate System as part of a project carried out with a grant under the program</li></ul>

# EQUITY

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- Reconnecting Communities Pilot Program
- Rural Surface Transportation Grants

## [NEW] Reconnecting Communities Pilot Program (discretionary)

Purpose	Restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development
Funding	<p>\$1 B (FY 22-26), including—</p> <ul style="list-style-type: none"> <li>• \$500 M (FY 22-26) in Contract Authority from the HTF; and</li> <li>• \$500 M (FY 22-26) in advance appropriations from the GF</li> </ul>
Eligible entities	<p><u>Planning grants:</u></p> <ul style="list-style-type: none"> <li>• State</li> <li>• MPO</li> <li>• Local government</li> <li>• Tribal government</li> <li>• Nonprofit organization</li> </ul> <p><u>Capital construction grants:</u> Owner of an eligible facility (may partner with any of the eligible entities for a planning grant)</p>
Eligible activities	<ul style="list-style-type: none"> <li>• Planning grants (<math>\leq</math>\$2M)</li> <li>• Grants (<math>\geq</math>\$5M) for capital construction projects, including the removal and replacement of eligible facilities</li> </ul>

## [NEW] Rural Surface Transportation Grants (discretionary)

Purpose	Improve and expand the surface transportation infrastructure in rural areas 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.
Funding	\$2 B (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none"><li>• State</li><li>• Regional transportation planning organization (RTPO)</li><li>• Local government</li><li>• Tribal government</li></ul>
Eligible projects	<ul style="list-style-type: none"><li>• Highway, bridge, or tunnel projects eligible under NHPP, STBG or the Tribal Transportation Program</li><li>• Highway freight project eligible under NHFP</li><li>• Highway safety improvement project</li><li>• Project on a publicly-owned highway or bridge improving access to certain facilities that support the economy of a rural area</li><li>• Integrated mobility management system, transportation demand management system, or on-demand mobility services</li></ul>
Other key provisions	<ul style="list-style-type: none"><li>• Sets aside each FY: ≤10% for grants to small projects (&lt;\$25M); 25% for designated routes of the ADHS; and 15% for projects in States with higher than average rural roadway lane departure fatalities</li></ul>

# SIGNIFICANT INFRASTRUCTURE PROGRAMS AND FREIGHT

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- National Infrastructure Project Assistance Program (Mega-projects)
- Local and Regional Project Assistance Program
- Changes to INFRA Program
- Reductions of Truck Emissions at Port Facilities Program
- Other Freight Provisions

## [NEW] Bridge Formula Program

Purpose	Replace, rehabilitate, preserve, protect, and construct bridges on public roads
Funding	\$27.5 B (FY 22-26) in advance appropriations from the GF
Recipients	<ul style="list-style-type: none"><li>• States (including DC and Puerto Rico)</li></ul>
Distribution formula	<ul style="list-style-type: none"><li>• 75% based on relative costs of replacing State's poor condition bridges</li><li>• 25% based on relative costs of rehabilitating State's fair condition bridges</li><li>• ...but each State receives at least \$45M per FY (22-26)</li></ul>
Other key provisions	<ul style="list-style-type: none"><li>• Benefits for "off-system" (non-Federal-aid highway) bridge projects<ul style="list-style-type: none"><li>◦ 15% of funds reserved for such projects</li><li>◦ 100% Federal share if owned by a local agency or Federally-recognized Tribe</li></ul></li><li>• Sets aside 3% of the funds appropriated for the program for Tribal transportation facility bridges, which shall be administered as if made available under the Tribal Transportation Program</li></ul>



## [NEW] Bridge Investment Program (discretionary)

Purpose	Improve bridge (and culvert) condition, safety, efficiency, and reliability
Funding	<p>\$12.5 B (FY 22-26), including—</p> <ul style="list-style-type: none"> <li>• \$3.3 B (FY 22-26) in Contract Authority from the HTF; and</li> <li>• \$9.2 B (FY 22-26) in advance appropriations from the GF</li> </ul>
Eligible entities	<ul style="list-style-type: none"> <li>• State</li> <li>• MPO (w/ pop. &gt;200K)</li> <li>• Local government</li> <li>• Special purpose district or public authority with a transportation function</li> <li>• Federal land management agency</li> <li>• Tribal government</li> </ul>
Eligible projects	<ul style="list-style-type: none"> <li>• Project to replace, rehabilitate, preserve or protect one or more bridges on the National Bridge Inventory</li> <li>• Project to replace or rehabilitate culverts to improve flood control and improve habitat connectivity for aquatic species</li> </ul>
Other key provisions	<ul style="list-style-type: none"> <li>• At least 50% of funding reserved for certain large projects; option for multi-year funding agreements</li> <li>• Different process for funding projects ≤\$100 M cost</li> <li>• Sets aside average of \$40M per FY for Tribal transportation bridges</li> </ul>

## [NEW] National Infrastructure Project Assistance Program (“Mega-projects”) (discretionary)

Purpose	Provide funding through single-year or multiyear grant agreements for eligible surface transportation projects
Funding	\$5 B (FY 22-26) in advance appropriations from the GF
Eligible entities	<ul style="list-style-type: none"><li>• State</li><li>• MPO</li><li>• Local government</li><li>• Special purpose district or public authority with transportation function</li><li>• Tribal governments</li><li>• Partnership between Amtrak and one or more other eligible entities</li></ul>
Eligible projects	<ul style="list-style-type: none"><li>• Highway/bridge projects on National Multimodal Freight Network, NHFN, or NHS</li><li>• Freight intermodal or freight rail projects that provide a public benefit</li><li>• Railway-highway grade separation or elimination projects</li><li>• Intercity passenger rail projects</li><li>• Certain public transportation projects</li></ul>
Other key provisions	<ul style="list-style-type: none"><li>• Sets aside 50% of grant funding for projects costing more than \$100 M but less than \$500 M, and 50% for projects costing \$500 M or more</li></ul>

## **[NEW]** Local and Regional Project Assistance Program\* (discretionary)

Purpose	Projects with a significant local or regional impact that improve transportation infrastructure
Funding	\$7.5 B (FY 22-26) in advance appropriations from the GF
Eligible entities	<ul style="list-style-type: none"> <li>• State (and DC)</li> <li>• Territory</li> <li>• Local government</li> <li>• Public agency or publicly chartered authorities established by one or more States</li> <li>• Special purpose district or public authority with transportation function</li> <li>• Federally-recognized Indian Tribe</li> <li>• Transit agency</li> </ul>
Eligible projects	<ul style="list-style-type: none"> <li>• Highway/bridge projects eligible under title 23</li> <li>• Public transportation projects</li> <li>• Passenger or freight rail projects</li> <li>• Port infrastructure investments</li> <li>• Surface transportation components of an airport</li> <li>• Projects for investment in surface transportation facilities on Tribal land</li> <li>• Projects to replace or rehabilitate a culvert or certain projects to prevent stormwater runoff</li> <li>• Any other surface transportation projects considered necessary to advance program goals</li> </ul>

\* Codifies the existing Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program previously established through appropriations acts (and formerly known as TIGER and BUILD).

# **BIPARTISAN INFRASTRUCTURE LAW**



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





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of Transportation  
**Federal Highway  
Administration**

# Upcoming 2022 NOFO Announcements

Month	NOFO	Operating Administration/Office
May	<a href="#">Transit-Oriented Development Pilot Program</a>	Federal Transit Administration
May	<a href="#">University Transportation Centers Program</a>	Office of the Secretary
May	<a href="#">Natural Gas Distribution Infrastructure Safety and Modernization Program</a>	Pipeline and Hazardous Materials Safety Administration
May	<a href="#">Safe Streets and Roads for All Grant Program</a>	Office of the Secretary
May	<a href="#">Nationally Significant Federal Lands and Tribal Project Program</a>	Federal Highway Administration
May	<a href="#">Bridge Investment Program</a>	Federal Highway Administration
June	<a href="#">Railroad Crossing Elimination Program</a>	Federal Railroad Administration

