

Bipartisan Infrastructure Law (BIL) Overview



TN Highway Safety & Operations Conference

November 2022

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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

BIL Highway Provisions

- Funds highway programs for five years (FY 22-26)
- \$350.8 B (FY 22-26) for highway programs
- More than a dozen new highway programs, including
 - Formula: resilience, carbon reduction, bridges and electric vehicle (EV) charging infrastructure
 - Discretionary: bridges, EV charging infrastructure, rural projects, resilience, wildlife crossings, and reconnecting communities
- Focus on safety, bridges, climate change, resilience, and project delivery
- **More opportunities for local governments and other non-traditional entities to access new funding**
- \$90 B transfer (GF->HTF) to keep the HTF Highway Account solvent for years

BIL Formula Funding - Tennessee

Program	FY22	FY23	FY24	FY25	FY26	Total
National Highway Performance Program (NHPP)	\$616,508,091	\$628,838,253	\$641,415,018	\$654,243,318	\$667,328,184	\$3,208,332,864
Surface Transportation Block Grant (STBG)	\$299,922,855	\$305,921,312	\$312,039,738	\$318,280,533	\$324,646,144	\$1,560,810,582
Highway Safety Improvement Program (HSIP)	\$64,528,830	\$65,927,035	\$67,355,537	\$68,814,992	\$70,306,069	\$336,932,464
Railway-Highway Crossings Program (RHCP)	\$5,377,296	\$5,377,296	\$5,377,296	\$5,377,296	\$5,377,296	\$26,886,480
Congestion Mitigation & Air Quality (CMAQ)	\$40,360,495	\$41,167,705	\$41,991,059	\$42,830,880	\$43,687,498	\$210,037,637
Metropolitan Planning	\$6,341,668	\$6,468,501	\$6,597,871	\$6,729,829	\$6,864,425	\$33,002,295
National Highway Freight Program	\$29,306,051	\$29,892,172	\$30,490,015	\$31,099,816	\$31,721,812	\$152,509,866
Carbon Reduction Program (new)	\$26,743,121	\$27,277,983	\$27,823,543	\$28,380,014	\$28,947,614	\$139,172,276
PROTECT Formula Program (new)	\$30,408,845	\$31,017,022	\$31,637,362	\$32,270,110	\$32,915,512	\$158,248,851
Total Apportionment	\$1,119,497,252	\$1,141,887,280	\$1,164,727,441	\$1,188,026,787	\$1,211,794,555	\$5,825,933,314

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	✓	✓	✓	✓	✓		✓
National 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

One Stop BIL Shopping

U.S. Department of Transportation
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On November 15, 2021, President Biden signed the [Infrastructure Investment and Jobs Act \(IIJA\)](#) ([Public Law 117-58](#), also known as the "[Bipartisan Infrastructure Law](#)") into law. The Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and economy in our Nation's history. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband.

This website will serve as your one-stop shop for FHWA's implementation of the Bipartisan Infrastructure Law, including everything from fact sheets and funding notices to guidance, regulations, and presentations.

The FHWA will continue to add new information to this page over the weeks and months to come.

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Anticipated Notices of Funding Opportunities (NOFO)



Upcoming Notice of Funding Opportunity Announcements in 2022

In order to provide stakeholders with more visibility into upcoming funding opportunities, DOT is publishing a list of anticipated dates for Notice of Funding Opportunities (NOFOs) for key Bipartisan Infrastructure Law programs. This list is not comprehensive and will be updated periodically with new programs and dates.

Month	NOFO	Operating Administration/Office
May	Transit-Oriented Development Pilot Program	Federal Transit Administration
May	University Transportation Centers Program	Office of the Secretary
May	Natural Gas Distribution Infrastructure Safety and Modernization Program	Pipeline and Hazardous Materials Safety Administration
May	Safe Streets and Roads for All Grant Program	Office of the Secretary
May	Nationally Significant Federal Lands and Tribal Project Program	Federal Highway Administration
May	Bridge Investment Program	Federal Highway Administration
June	Railroad Crossing Elimination Program	Federal Railroad Administration
June	Ferry Programs: Electric or Low Emitting Ferry Program; Ferry Service for Rural Communities Program; Passenger Ferry Grant Program	Federal Transit Administration
June	Reconnecting Communities Pilot Program	Office of the Secretary
July	All Stations Accessibility Program	Federal Transit Administration

<https://www.transportation.gov/bipartisan-infrastructure-law/upcoming-notice-funding-opportunity-announcements-2022>

Our Current Reality

Traffic fatalities are a public health crisis affecting all road users.

1.25M

Lives lost globally each year from traffic crashes

Source: World Resources Institute

42,915

Estimated lives lost on U.S. roads in 2021

Source: NHTSA

7,342

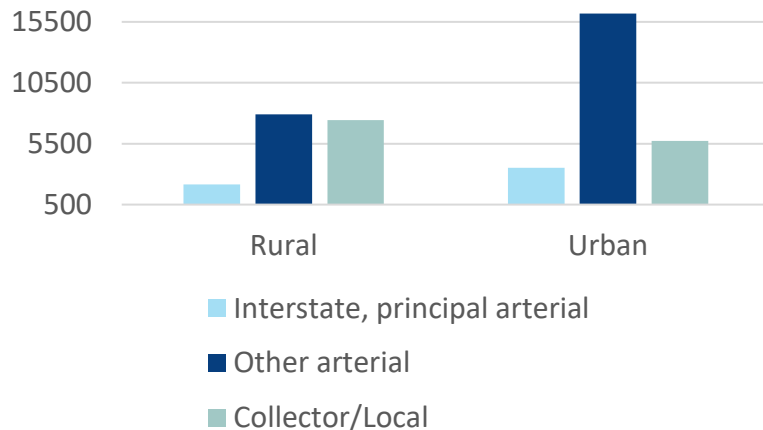
Estimated pedestrians killed in U.S. traffic crashes in 2021

Source: NHTSA

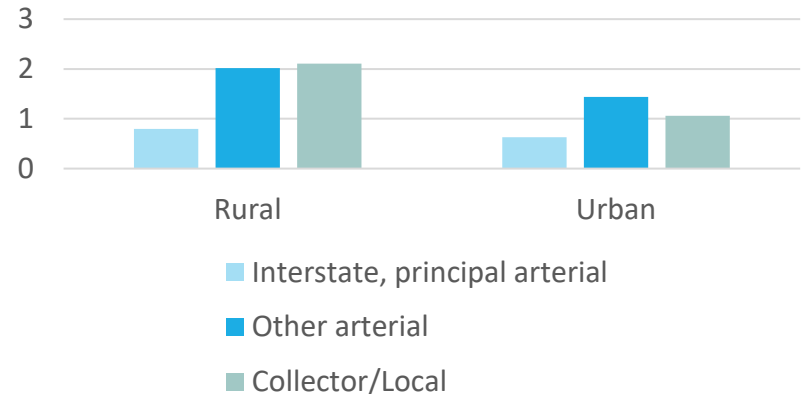
Local Roadway Fatalities

Fatalities are most common—overall and as a function of vehicle travel—on non-Interstate arterials, collectors, and local roads. This disparity is particularly significant on rural roads.

Fatalities by Function Class and Urban/Rural (2021)



Fatalities per 100 Million Vehicle Miles Traveled by Function Class and Urban/Rural (2021)*



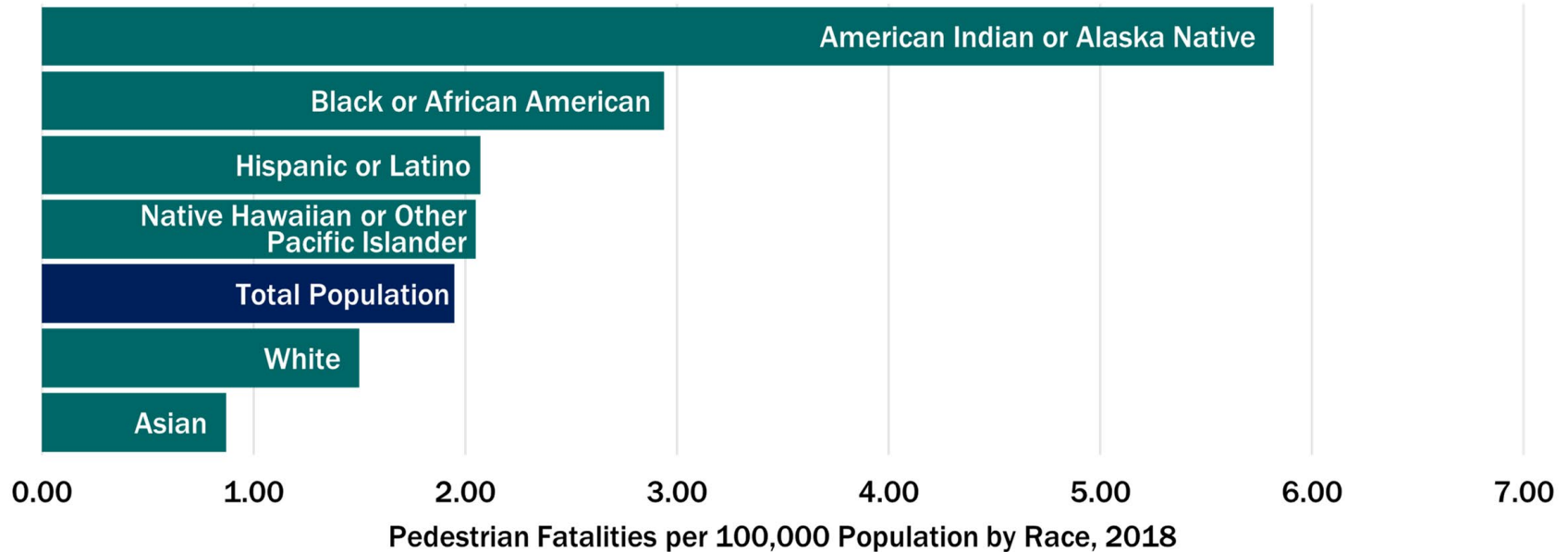
Sources: National Center for Statistics and Analysis. (2022, May). *Early estimates of motor vehicle traffic fatalities and fatality rate by sub-categories in 2021* (Crash•Stats Brief Statistical Summary. Report No. DOT HS 813 298). National Highway Traffic Safety Administration.

* Averages based on monthly fatality rate data per 100 million VMT by roadway function class

Equity and Roadway Fatalities

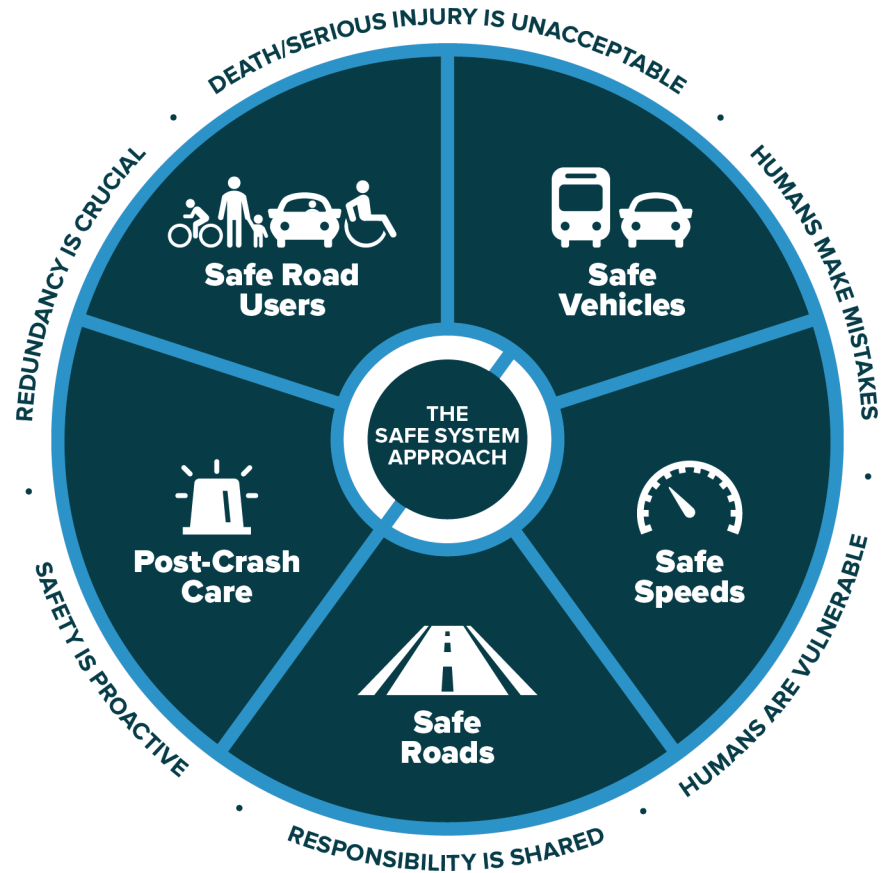
Fatalities have **disparate impacts...**

Fatalities Among Pedestrians



The Safe System Approach (SSA): Principles

- Death/serious injury is unacceptable.
- Humans make mistakes.
- Humans are vulnerable.
- Responsibility is shared.
- Safety is proactive.
- Redundancy is crucial.



SS4A Overview: Funding

Grant Type	Political Subdivision of a State	Federally Recognized Tribal Government	MPO or Joint Application	Cost share/match
Expected Action Plan Grant Size	\$200,000 - \$1M	\$200,000 - \$1 million	\$200,000 - \$5M	<ul style="list-style-type: none"> • 80% Federal 20% local match cost share • Not more than 15% of funds can be awarded to projects in a single State in a given fiscal year • <i>Tribal projects are not considered part of the State cap</i> • <i>No set-aside for rural areas or other grantee categories</i>
Expected Implementation Grant Size	\$5M - \$30M	\$3M - \$30M <i>(also applies to rural applicants)</i>	\$5M - \$50M <i>(\$3M - \$50M for rural applicants)</i>	

SS4A Grant Types

Action Plan

Develop or Complete a Comprehensive Safety Action Plan

Conduct supplemental action planning activities *(in support of an existing Comprehensive Safety Action Plan)*

Implementation

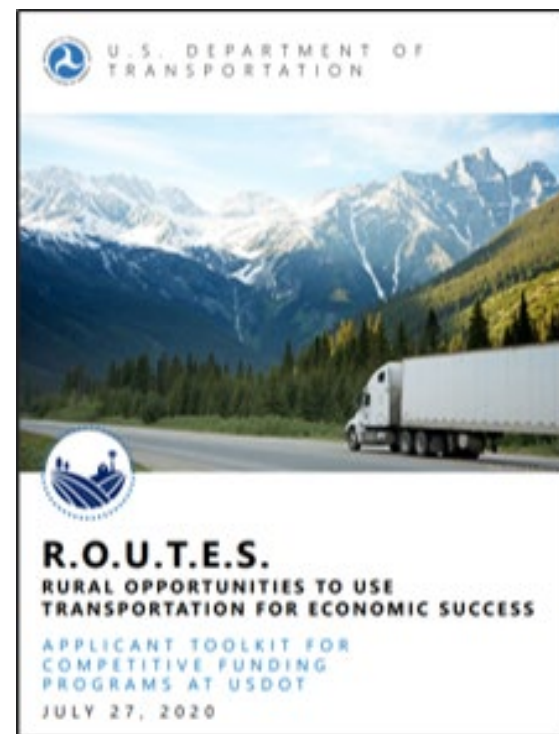
- Implement projects and strategies
- Conduct planning and design
- Conduct supplemental action planning activities (in support of an existing Comprehensive Safety Action Plan)

Applicant must already have established Action Plan in place. Activities must be tied directly to projects and strategies identified in Action Plan.

Federal Grants

- The R.O.U.T.E.S. grant applicant toolkit provides applicants with a roadmap and an overview of USDOT funding programs and opportunities.
- The toolkit includes specific tips on applying as a smaller applicant entity.
- The R.O.U.T.E.S. website hosts videos describing the toolkit and a PDF of the toolkit.

www.transportation.gov/rural/grants/toolkit



Grants.gov

- Grants.gov also provides resources for applicants, including:
 - Grants 101 related materials on the overall discretionary funding process
 - Applicant training for using the Grants.gov application process

More information can be found at:

<https://www.grants.gov/web/grants/learn-grants.html>



Questions?



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