

BIPARTISAN INFRASTRUCTURE LAW (BIL)*

- Overview of Provisions that Effect LPA Programs

**BIL = Infrastructure Investment and Jobs Act” - IJA*



Agenda & Notes

- Overview of BIL
- How BIL effects LPAs and Programs

For more information, please visit the Federal Highway Administration's BIL website: [fhwa.dot.gov/bipartisan-infrastructure-law](https://www.fhwa.dot.gov/bipartisan-infrastructure-law)

High Points of BIL Highway Provisions

- Funds highway programs for five years (FY 22-26)
- \$350.8 Billion (FY 22-26) for highway programs
 - \$303.5 Billion in Contract Authority (CA) from the **Highway Trust Fund (HTF)**
 - +\$47.3 Billion in advance appropriations from the **General Fund (GF)**
- \$90 B transfer from General Fund to Highway Trust Fund (GF to HTF) to keep the HTF Highway Account solvent for years

Louisiana Apportionment Totals by Fiscal Year (FY)

Fiscal Year	National Highway Performance Program (NHPP)	Surface Transportation Block Grant Program (STBG)	Highway Safety Improvement Program (HSIP)	Railway Highway Crossings Program (RHCP)	Congestion Mitigation & Air Quality Improvement CMAQ	Metropolitan Planning (PL)	National Highway Freight Program (NHFP)	Carbon Reduction Program	PROTECT Formula Program	Bridge Formula Program (BFP)	Apportioned Total for LA
FY20	\$453M	\$226M	\$45.2M	\$4.4M	\$12.2M	\$4.6M	\$26.6M	x	x	x	\$773.1M
FY21	\$451M	\$225M	\$45M	\$4.4M	\$12.1M	\$4.6M	\$26.4M	x	x	x	\$768.3M
FY22	\$524.2 M	\$255 M	\$55 M	\$4.5 M	\$12.5 M	\$5.7 M	\$24.3 M	\$22.7 M	\$25.9 M	\$202.6M	\$1.132 B

National Totals for BIL Funding

	FAST Act (extension)	Bipartisan Infrastructure Law (BIL)				
Fiscal year (FY)	2021	2022	2023	2024	2025	2026
Contract authority	\$24.239 B	\$28.439 B*	\$29.008 B*	\$29.588 B*	\$30.180 B*	\$30.784 B*

BIL Highway Provisions – Formula Programs

- **Formula – *Existing*** (*with many changes*)
 - NHPP
 - STBG
 - HSIP (including Rail/Highway Crossings)
 - NHFP
 - CMAQ
 - Planning
- **Formula - *New***
 - Carbon Reduction
 - PROTECT
 - National Electric Vehicle Formula Program
 - Bridge Formula Program

BIL Highway Provisions – Discretionary Programs

- **Existing:** INFRA and RAISE
- **NEW** – *(including)*
 - Safe Streets and Roads for All
 - Wildlife Crossings Pilot Program
 - PROTECT Grants (*Formula & Discretionary*)
 - Charging and Fueling Infrastructure
 - National Electric Vehicle Program (*Formula & Discretionary*)
 - Congestion Relief Program
 - **Bridge Investment Program**
 - Reconnecting Communities Pilot Program
 - Rural Surface Transportation Grants
 - National Infrastructure Project Assistance Program (“Mega-projects”)
 - Local and Regional Project Assistance Program
 - Reduction of Truck Emissions at Port Facilities Program
 - Prioritization Process Pilot Program
 - National Culvert Removal, Replacement and Restoration

What are Discretionary Programs: - like INFRA

- Special “discretionary” programs outside of the normal FHWA programs
 - Each have special focus & requirements
 - Applications are submitted to USDOT and evaluated at a National Level – **Notice of Funding Opportunity (NOFA) is posted in the Federal Register**
- **INFRA**
 - The FAST Act (2016 Law) establishes the Nationally Significant Freight and Highway Projects (NSFHP) program to provide financial assistance—competitive grants, known as INFRA grants, or credit assistance—to nationally and regionally significant freight and highway projects that align with the program goals
 - USC Title 23 Funds
 - Fact sheet found at: <https://www.fhwa.dot.gov/fastact/factsheets/infragrantsfs.cfm>

Discretionary Programs: cont...

Like **BUILD** (aka **TIGER**)

- **BUILD** Discretionary Grants
 - The Better Utilizing Investments to Leverage Development (**BUILD**) Transportation Discretionary Grant program provides a unique opportunity for the U.S. Department of Transportation (USDOT) to invest in road, rail, transit and port projects that promise to achieve national objectives.
 - Previously known as Transportation Investment Generating Economic Recovery (**TIGER**) Discretionary Grants Program, the program was first created in the 2009 Recovery Act Law - capital investments in surface transportation infrastructure
- From the General Funds of the Federal Government – **NOT** USC Title 23
- More info found at: <https://www.transportation.gov/BUILDgrants>

Discretionary Programs: cont...

- Like **RAISE**

- **RAISE** Discretionary Grants

- Rebuilding American Infrastructure with Sustainability and Equity (**RAISE**), formerly known as BUILD and TIGER, has awarded over \$8.935 billion in grants to projects in all 50 states, the District of Columbia and Puerto Rico since 2009.
- Projects for RAISE funding are evaluated based on merit criteria that include safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership.
- **NOT** USC Title 23
- More info found at:
<https://www.transportation.gov/RAISEgrants>

NEW Discretionary Programs from BIL (IIJA)

Notice of Funding Opportunity (NOFA) is posted in the Federal Register

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

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
July	Rail Vehicle Replacement Program	Federal Transit Administration
Summer	National Culvert Removal, Replacement, and Restoration Grant Program	Federal Highway Administration
August	Consolidated Rail Infrastructure & Safety Improvements Grant Program	Federal Railroad Administration
September	Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program	Office of the Secretary

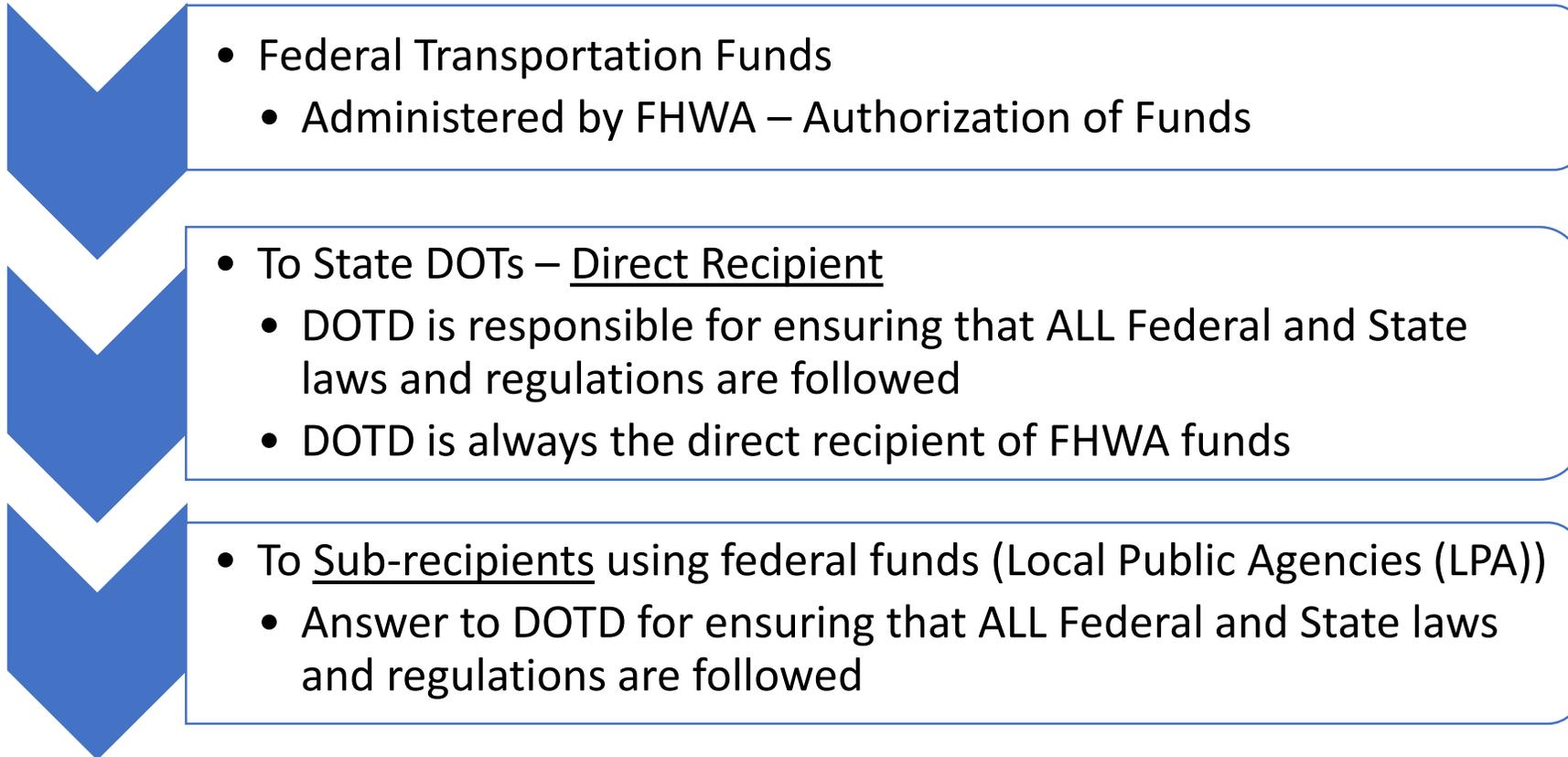
BIL Funding Available to a Range of Recipients

- 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

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	✓	✓	✓	✓	✓	✓	

The Flow of Federal Highway Funding



NEW BIL Fact Sheets for FHWA apportioned “regular” funding

Fact Sheets -

- [Apportionment](#) (PDF 172 kb)
 - [Bridge Formula Program \(BFP\)](#) (PDF 132 kb)
 - [Congestion Mitigation and Air Quality \(CMAQ\) Improvement Program](#) (PDF 139 kb)
 - [Highway Safety Improvement Program \(HSIP\)](#) (PDF 190 kb)
 - [Metropolitan Planning Program \(MPP\)](#) (PDF 170 kb)
 - [National Highway Freight Program \(NHFP\)](#) (PDF 140 kb)
 - [National Highway Performance Program \(NHPP\)](#) (PDF 136 kb)
 - [Railway-Highway Crossings Program \(RHCP\)](#) (PDF 157 kb)
 - [Surface Transportation Block Grant \(STBG\)](#) (PDF 169 kb)
 - [Transportation Alternatives \(TA\)](#) (PDF 142 kb)
-
- For additional information on State by State benefits, visit [USDOT Fact Sheets](#).

[NEW] Bridge Formula Program - Overview

Purpose	Replace, rehabilitate, preserve, protect, and construct <u>bridges on public roads</u>
Funding	\$27.5 B (FY 22-26) in advance appropriations from the <u>General Fund</u>
Recipients	<ul style="list-style-type: none">• States (including DC and Puerto Rico)
Distribution formula	<ul style="list-style-type: none">• 75% based on relative costs of <u>replacing State's poor condition bridges</u>• 25% based on relative costs of <u>rehabilitating State's fair condition bridges</u>• ...but each State receives at least \$45M per FY (22-26)• <i>This distribution formula illustrates the importance of focusing this funding on improving the condition of such bridges.</i>
Other key provisions	<ul style="list-style-type: none">• Benefits for “off-system” (non-Federal-aid highway) bridge projects<ul style="list-style-type: none">◦ 15% of funds reserved for such projects◦ <u>100% Federal share if owned by a local agency or Federally-recognized Tribe</u>• 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 (administered by BIA)

Specifics & Guidance for new Bridge Formula Program (BFP)



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

Memorandum

Subject: **ACTION:** Bridge Formula Program
(BFP) Implementation Guidance

Date: January 14, 2022

From: Hari Kalla *Hari Kalla*
Associate Administrator, Office of
Infrastructure

In Reply Refer To:
HIF-1

To: Division Administrators

Eligibility for BFP funding

- BFP funds shall be used for highway bridge replacement, rehabilitation, preservation, protection, or construction projects on public roads.
- BFP funding may be used on any highway bridge that is:
 - listed in the NBI or
 - any new highway bridge that upon the completion of construction *would meet the established definition of a highway bridge and would be required to be reported to the NBI,*
 - irrespective of whether the bridge is an on-system or off-system bridge and what public agency owns the bridge.
- **Inspection, load rating and posting of highway bridges** are **NOT** eligible projects under the BFP. However, these projects are still eligible under other programs of the Federal-aid Highway Program.

Off-system Definition

“Off-system highway bridge owned by a parish/county, town, township, city, municipality or other local agency, or federally-recognized Tribe”.

Off-system in federal terms means:

Off the Federal-aid Highway System = Roads Functionally Classified as

- Rural minor collector or
- Local road

Bridges OFF the Federal-aid System

States are required to set aside **15 percent of their BFP funding to address off-system bridge needs.** There is no provision authorizing States to reduce the minimum 15 % set-aside amount,

- the 15 % set-aside is a minimum, not a maximum
- the FHWA encourages States to use BFP funding on off-system bridges in proportion to the scale of each State's off-system bridge needs—particularly in relation to localities that historically have lacked resources for such projects.

Federal
Share –
Good news
for Locals!

The Federal share for costs reimbursed with BFP funds under this program for an **off-system highway bridge owned by a**

- county,
- town,
- township,
- city,
- municipality or
- other local agency, or
- federally-recognized Tribe

Shall be 100 percent.

Obligation of BFP funds in FMIS

FY2022 Allocation of the BFP for Louisiana is:

- Y110 (main code) - \$172,258,050
- Y120 (15% off-system bridges set-aside) - \$30,398,479

Other Bridge-related Provisions

Program/topic	Provisions in the new law
Accommodation of bicycles and pedestrians on bridges (§11133)	<ul style="list-style-type: none"> • Modifies an existing requirement for highway bridge deck replacement and rehabilitation to provide for safe accommodation of bicycles to also include pedestrians
Bridge terminology (§11524)	<ul style="list-style-type: none"> • Updates bridge terminology, replacing “structurally deficient” with “in poor condition”
Wildlife habitat connectivity (§11123)	<ul style="list-style-type: none"> • Requires the USDOT Secretary to determine whether bridge or tunnel replacement or rehabilitation projects should include <u>measures to enable safe and unimpeded movement for terrestrial and aquatic species</u> • Requires <i>bridge and tunnel inspection training</i> be updated to <u>include</u> techniques to assess passage of aquatic and terrestrial species and habitat restoration potential
National culvert removal, replacement, and restoration grants (§21203)	<ul style="list-style-type: none"> • New discretionary grant program for projects that would improve or restore passage for anadromous fish • \$1.0 B (FY 22-26) in advance appropriations from the GF • Eligible entities include States, local governments and Indian Tribes

Eligibility for Accommodation of Bicyclists and Pedestrians

Per 23 U.S.C. 217(e), all projects with Federal financial participation (*including BFP*) that replace or rehabilitate a highway bridge deck **are required** to provide safe accommodation of **pedestrians** or bicyclists, as applicable, on the bridge, when both of the following conditions are met:

- (1) the bridge is located on a highway on which pedestrians or bicyclists are allowed to operate at each end of the bridge, and
- (2) FHWA determines that safe accommodation can be provided at reasonable cost.

FHWA will rely on its bicycle and pedestrian travel accommodation policy found at: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design.cfm

FHWA will presume that safe accommodation for bicyclists and pedestrians **CAN** be provided at reasonable cost for all BFP projects, *absent an affirmative showing* by the project sponsor that the cost of such accommodation would exceed 20% of the cost of the larger transportation project.

Bike and Pedestrian Only Bridges -

Although the accommodation of bicycle and pedestrian users on highway bridges **is** an eligible activity (see ***Accommodation for Bicyclists and Pedestrians in previous slide***)

Bicycle and pedestrian only bridges are **NOT** eligible under the BFP because they are non-highway bridges.





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

Memorandum

Safety Guidance from FHWA HQ

Subject: **ACTION:** Highway Safety
Improvement Program (HSIP) Eligibility
Guidance (Effective date: October 1,
2021)

Date: February 2, 2022

From: Cheryl J. Walker *Cheryl J. Walker*
Associate Administrator, Office of Safety

In Reply Refer To:
HSSP

To: Division Administrators

Purpose

This memorandum provides background and guidance to clarify eligibility requirements for the Highway Safety Improvement Program (23 U.S.C. 148) under the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58, also known as the "[Bipartisan Infrastructure Law](#)" (BIL)). This guidance also incorporates FHWA priorities, consistent with the [Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America](#), dated December 16, 2021. The Highway Safety Improvement Program (HSIP) requirements within the BIL took effect on October 1, 2021, and apply to all related funding obligated on or after that date, whether carryover or new. This guidance replaces the February 26, 2016 HSIP Program Eligibility Guidance.

Changes to Highway Safety Improvement Program (HSIP)

Topic	Changes
Eligible projects	<ul style="list-style-type: none">• Adds eligibility ($\leq 10\%$ of HSIP funds) for specified safety projects (including non-infrastructure safety projects related to education, research, enforcement, emergency services, and safe routes to school)• Modifies the HSIP definition of highway safety improvement project by <u>adding or clarifying some project types</u>. Some examples include:<ul style="list-style-type: none">○ railway-highway crossing grade separation projects;○ traffic control devices for pedestrians and bicyclists; and○ roadway improvements that separate motor vehicles from bicycles or pedestrians
Vulnerable road users	<ul style="list-style-type: none">• Requires States to <u>complete vulnerable road user (VRU) safety assessments</u>, taking into consideration a Safe System approach• Adds new <u>special rule</u> for States with total annual VRU fatalities comprising $\geq 15\%$ of total annual crash fatalities in State

Changes to Railway-Highway Crossings Program (RHCP)

Topic	Changes
Eligible projects	<ul style="list-style-type: none">Clarifies funds are eligible for projects to reduce pedestrian fatalities and injuries from <u>trespassing at grade crossings</u> (ped safety improvements at crossings are already an eligible activity)
Uses of funding	<ul style="list-style-type: none">Eliminates the 50% set-aside for “protective devices”Increases the <u>maximum incentive payment</u> that a State may pay a local government for closing a public at-grade railway-highway crossing from \$7,500 to \$100,000, subject to certain conditionsIncreases from <u>2% to 8%</u> the amount a State may use for data compilation and analysis in support of its annual RHCP report
Federal share	<ul style="list-style-type: none">Increases the Federal share for projects financed with funds set aside for this program from 90% to 100%
Reports	<ul style="list-style-type: none">Requires FRA to summarize highway-rail grade crossing action plans and evaluate each State railway-highway crossing program and submit report to Congress on the results (§22401)Requires FRA, in consultation with FHWA, to update the report based on State annual reports required under the program and submit it to Congress (§22403)

Other Safety-related Provisions

Program/topic	Provisions in the new law
Increasing Safe and Accessible Transportation Options (§11206)	<ul style="list-style-type: none"><li data-bbox="876 325 2066 425">• Defines Complete Streets standards and policies – all users, including freight<li data-bbox="876 462 2066 865">• Requires each State and MPO to carry out <u>transportation planning activities related to complete streets or multimodal travel using –</u><ul style="list-style-type: none"><li data-bbox="970 648 2066 739">○ State: at least 2.5% of its State Planning and Research (SPR) funds<li data-bbox="970 776 2066 865">○ MPO: at least 2.5% of its Metropolitan Planning (PL) funds
Manual on Uniform Traffic Control Devices (MUTCD) (§§11129, 11135)	<ul style="list-style-type: none"><li data-bbox="876 886 2066 932">• Adds to MUTCD purposes <u>inclusion and mobility for all users</u><li data-bbox="876 972 2066 1063">• Requires MUTCD update within 18 months, every 4 years thereafter<li data-bbox="876 1103 2066 1243">• Requires first update to provide for <u>protection of vulnerable road users</u> to the greatest extent possible, among other specified elements

Complete Streets Definition - in the new Bipartisan Infrastructure Law (BIL):

- From Section §11206 - Increasing Safe and Accessible Transportation Options

“The term ‘Complete Streets standards or policies’ means standards or policies **that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.**”

[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">• MPO• Political subdivision of a State (e.g., local governments)• Tribal government
Eligible projects	<ul style="list-style-type: none">• Comprehensive safety action plan (planning grant)• Planning, design, and development activities for infrastructure projects and other strategies identified in a comprehensive safety action plan
Other key provisions	<ul style="list-style-type: none">• Sets aside not less than 40% of total funding each FY for planning grants.• 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.

Changes to Transportation Alternatives (TA) Set-aside from STBG

Topic	Changes
Funding	<ul style="list-style-type: none"> Increases funding, setting it at 10% of total STBG funds each FY Increases from 50% to 59% the portion of TA funds that must be <u>suballocated to areas of the State based on population</u> Continues to permit States to transfer up to 50% of TA funds to any other apportioned program but establishes new conditions Allows States to use up to 5% of available funds (after suballocation) to fund staff to administer the TA program and assist applicants
Eligible projects	<ul style="list-style-type: none"> Reaffirms eligibility for safe routes to school projects and activities Adds activities relating to vulnerable road user safety assessments
Eligible entities	<ul style="list-style-type: none"> Adds as eligible entities MPOs representing a pop. ≤200,000, any nonprofit entities, and States at the request of another eligible entity
Federal share	<p>Subject to certain requirements:</p> <ul style="list-style-type: none"> provides for a Federal share up to 100% allows HSIP funds to be used toward the non-Federal share allows non-Federal share requirements to be met on an aggregate basis instead of by project

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

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

[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"> • \$500 M (FY 22-26) in Contract Authority from the HTF; and • \$500 M (FY 22-26) in advance appropriations from the GF
Eligible entities	<p><u>Planning grants:</u></p> <ul style="list-style-type: none"> • State • MPO • Local government • Tribal government • Nonprofit organization <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"> • Planning grants (\leq\$2M) • Grants ($\geq$\$5M) for capital construction projects, including the removal and replacement of eligible facilities

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

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

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

BIL Highway Provisions – Formula Programs

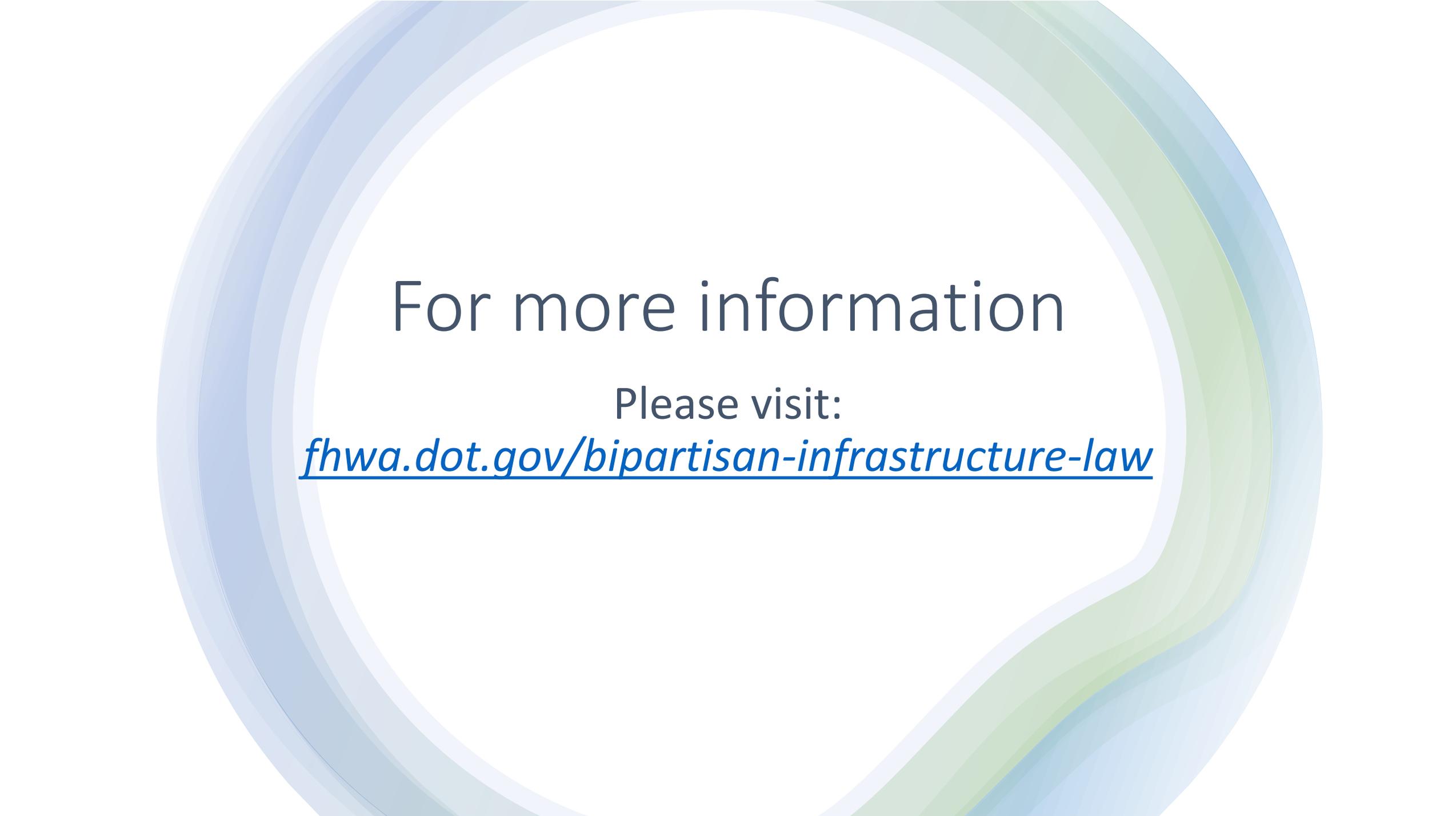
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 - HSIP (including Rail/Highway Crossings)
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 - CMAQ
 - Planning
- **Formula - *New***
 - Carbon reduction
 - PROTECT
 - National Electric Vehicle Formula Program
 - Bridge Formula Program

BIL Highway Provisions – Discretionary Programs

- **Existing:** INFRA and RAISE
- **NEW** – *(including)*
 - Safe Streets and Roads for All
 - Wildlife Crossings Pilot Program
 - PROTECT Grants (*Formula & Discretionary*)
 - Charging and Fueling Infrastructure
 - National Electric Vehicle Program (*Formula & Discretionary*)
 - Congestion Relief Program
 - Bridge Investment Program
 - Reconnecting Communities Pilot Program
 - Rural Surface Transportation Grants
 - National Infrastructure Project Assistance Program (“Mega-projects”)
 - Local and Regional Project Assistance Program
 - Reduction of Truck Emissions at Port Facilities Program
 - Prioritization Process Pilot Program
 - National Culvert Removal, Replacement and Restoration

Other Workforce Provisions

Program/topic	Provisions in the new law
<p>Local hiring preference for construction jobs (§25019)</p>	<ul style="list-style-type: none"> Permits a recipient or subrecipient of funding under title 23 or 49, United States Code <u>to implement a local or other geographical or economic hiring preference relating to the use of labor for construction projects</u> Requires DOT to submit a Workforce Diversity Report to Congress, followed by a model plan for States, local governments, and private sector entities to use The report and model plan must address methods to enhance pre-apprenticeship programs, improve transportation workforce diversity, and encourage (sub)recipients to establish outreach and support programs
<p>Surface transportation workforce development, training, and education (§13007)</p>	<ul style="list-style-type: none"> Expands eligibility to include a variety of training and employment activities
<p>Transportation education and training development and deployment program (§13007)</p>	<ul style="list-style-type: none"> Expands eligibility to State DOTs and partnerships with Federal departments and agencies Expands program to include implementing new curricula and education programs to provide hands-on career opportunities to meet current and future needs



For more information

Please visit:

fhwa.dot.gov/bipartisan-infrastructure-law