

Overview and Highlights from the Bipartisan Infrastructure Law (BIL)



July 29, 2022

Welcome to the PSRC Bipartisan Infrastructure Law (BIL) Webinar

General Meeting Procedures:

- Attendees will be in a "listen only" mode during the meeting
- Please use the Question and Answer (Q & A) icon to ask a question

Please note: the meeting is being recorded, and is part of the public record

A short attendee survey will be provided at the end of the webinar, to meet PSRC's Title VI requirements. The survey is voluntary and anonymous. We appreciate your participation.



Bipartisan Infrastructure Law (BIL) – more funding for existing programs and a slew of new programs

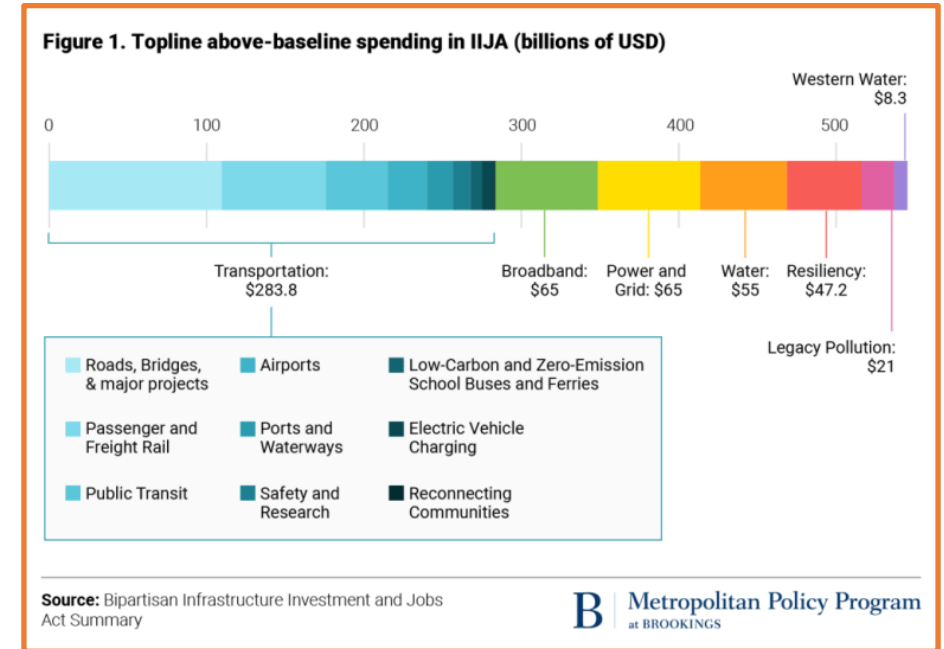
More infrastructure funding than ever before...

- \$1.2 Trillion over 5 years for all types of infrastructure
- \$550 Billion in **new** spending
- \$567 Billion for TRANSPORTATION spending
 - FAST Act baseline = \$293.4 Billion
 - **new** spending = \$274.1 Billion

...and many new transportation programs to be created.

Categories include:

- Highways & Bridges
- Public Transportation
- Electric Vehicles, Buses & Ferries
- Passenger & Freight Rail
- Climate
- Resilience
- Safety



\$293.4 Billion

\$274.1 Billion

FAST Act (baseline)

BIL (new)

\$567 Billion total for TRANSPORTATION



Equity is embedded in the BIL

Overarching Equity Initiatives –

- [Justice40](#) – Whole-of-government approach
- US DOT's Equity Action Plan

Themes in the BIL –

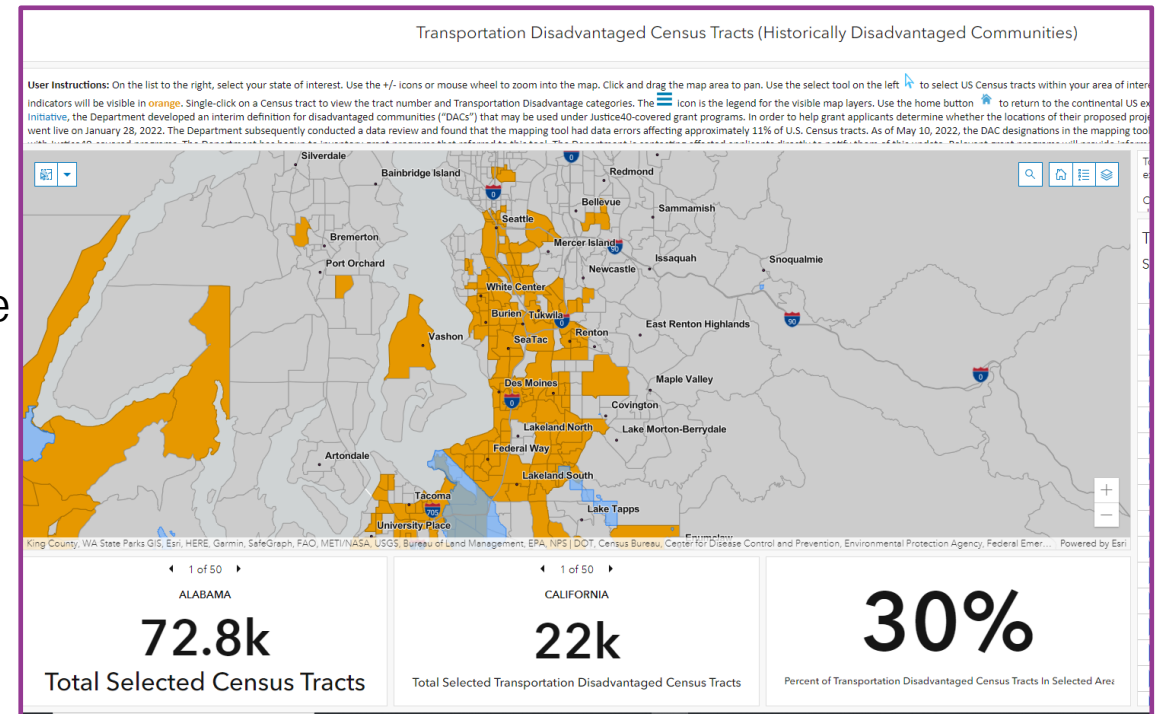
- Transportation – expanding access, undoing past harms (disproportionate pollution, disconnected communities)
- Also – clean drinking water, broadband access, home energy assistance

Disadvantaged Communities (DACs) mapping tool–

- Assessing relative benefits of proposed projects

Equity-focused Programs emphasizing –

- Cleaner air in DACs
- Reconnecting communities
- Safe, healthy, and tree-lined streets



Presentation Outline

Highway and Bridges

- Formula Program Changes
- New Discretionary Programs

Public Transportation

- Formula Program Changes
- New Discretionary Programs

Useful BIL Resources

How can PSRC assist?

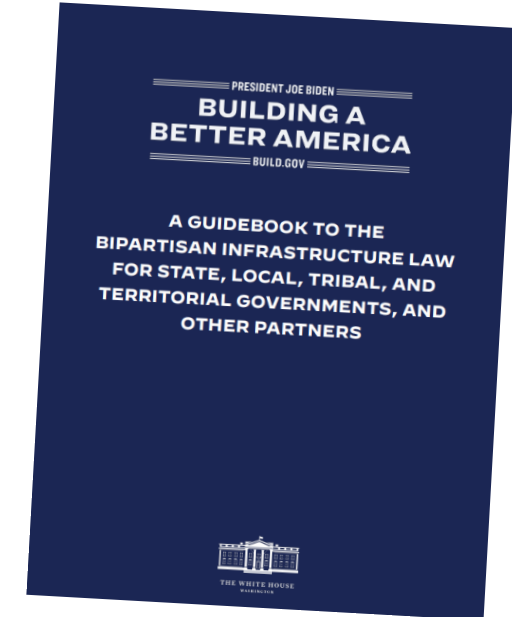
Questions & Answers

Historic Infrastructure Funding Opportunities Open to Local Governments

February 14, 2022 by Eric Lowell
Category: Public Works Finance, Federal Funding



Editor's note: For updated resources related to the federal infrastructure bill, including current funding opportunities, see our webpage on the Bipartisan Infrastructure Law.



Understanding the 2021 infrastructure law

The \$1.2 trillion **Infrastructure Investment and Jobs Act (IIJA)**, passed in November 2021, now governs all federal transportation policy and funding through 2026. (You'll frequently hear "infrastructure law" or "bipartisan infrastructure deal" as shorthand for the IIJA.) This mammoth bill was the final product of congressional negotiations in 2020 and 2021 over long-term transportation proposals, as well as a standalone infrastructure bill. The final product turned out to be an amalgamation of both.

T4America has produced a wealth of content about the infrastructure law, but we know that federal transportation policy can be intimidating and confusing. So start where you feel most comfortable.



Highways & Bridges – Formula Programs

More funds for the primary Fed-Aid formula programs:

- Surface Transportation Block Grant (STBG aka STP)
 - Transportation Alternatives Program (TAP) – set aside from STBG
- Congestion Mitigation & Air Quality (CMAQ)
- National Highway Performance Program (NHPP)
- Highway Safety Improvement Program (HSIP)
 - Railroad – Highway Crossings Program – set aside from HSIP
- National Highway Freight Program (NHFP)

Program	FAST act total	BIL total	% increase
STBG / STP	\$58.2 B	\$64.8 B	11%
TA	\$4.2 B	\$6.48 B	54%
CMAQ	\$12 B	\$13.2 B	10%
NHPP	\$116.4 B	\$148 B	27%
HSIP	\$11.6 B	\$15.6 B	34%
Railroad-Highway Crossings	\$1.17 B	\$1.22 B	4%
NHFP	\$6.25 B	\$7.15 B	14%

Plus four new formula programs:

- Bridge Formula Program
- Carbon Reduction Program
- Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)
- National EV Infrastructure Program

Program	BIL total
Bridge	\$26.7 B
Carbon Reduction	\$6.4 B
PROTECT	\$7.3 B
NEVI	\$5 B



Highways & Bridges – STP & TA Programs

Program Purpose:

- To promote flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.

Program Changes:

- STBG /STP - Adds several new types of eligible projects, including EV charging infrastructure, protective features to enhance resilience, and wildlife crossing projects
- TAP – significant increase in available funding (is now 10% of STBG total is set-aside)
- Creates suballocation for urbanized areas < 50K

Program	FAST act total	BIL total	% increase
STBG / STP	\$58.2 B	\$64.8 B	11%
TA	\$4.2 B	\$6.48 B	54%
CMAQ	\$12 B	\$13.2 B	10%
NHPP	\$116.4 B	\$148 B	27%
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NEVI	\$5 B



Highways & Bridges – CMAQ

Program Purpose:

- To provide a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act.

Program Changes:

- Adds new eligibilities for:
 - shared micromobility (e.g., bikeshare, shared e-scooters)
 - purchase of diesel replacements
 - purchase of medium/heavy-duty zero emission vehicles and related charging equipment
- Allows states to spend up to 10% on certain lock/dam projects

Program	FAST act total	BIL total	% increase
STBG / STP	\$58.2 B	\$64.8 B	11%
TA	\$4.2 B	\$6.48 B	54%
CMAQ	\$12 B	\$13.2 B	10%
NHPP	\$116.4 B	\$148 B	27%
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Program	BIL total
Bridge	\$26.7 B
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PROTECT	\$7.3 B
NEVI	\$5 B



Highways & Bridges – NHPP

Program Purpose:

- To provide support for the condition and performance of the NHS
- To provide support for the construction of new facilities on the NHS
- To ensure that investments support progress toward the achievement of performance targets
- **NEW** - To provide support for activities to increase the **resiliency** of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters

Program	FAST act total	BIL total	% increase
STBG / STP	\$58.2 B	\$64.8 B	11%
TA	\$4.2 B	\$6.48 B	54%
CMAQ	\$12 B	\$13.2 B	10%
NHPP	\$116.4 B	\$148 B	27%
HSIP	\$11.6 B	\$15.6 B	34%
Railroad-Highway Crossings	\$1.17 B	\$1.22 B	4%
NHFP	\$6.25 B	\$7.15 B	14%

Adds new eligible projects including:

- Undergrounding public utility infrastructure carried out in conjunction with an otherwise eligible project
- Resiliency improvements including protective features on the NHS
- Activities to protect NHS segments from cybersecurity threats

Program	BIL total
Bridge	\$26.7 B
Carbon Reduction	\$6.4 B
PROTECT	\$7.3 B
NEVI	\$5 B



Highways & Bridges – HSIP

Program Purpose:

- To achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land

Program Changes:

- Restores ability to fund certain non-infrastructure activities such as educational campaigns
- Now includes roundabouts, ped/bike traffic control devices, traffic calming / speed reduction measures, and ped/bike/vehicle separation as eligible projects
- Requires states to conduct a vulnerable road user safety assessment

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NHFP	\$6.25 B	\$7.15 B	14%



Highways & Bridges – NHFP

Program Purpose:

- To improve the efficient movement of freight on the National Highway Freight Network

Program Changes:

- Increases amount a state may obligate to freight intermodal or freight rail projects to 30% (from 10%)
- New eligibility for lock / dam modernization and marine highway corridor projects
- Increases CRFC miles from 150 to 300 and CUFC from 75 to 150

Program	FAST act total	BIL total	% increase
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Program	BIL total
Bridge	\$26.7 B
Carbon Reduction	\$6.4 B
PROTECT	\$7.3 B
NEVI	\$5 B



New formula program– Bridge Formula Program

Program Purpose:

- New program that provides funds for projects designed to replace, rehabilitate, preserve, protect, and construct highway bridges.

Key Points:

- 15% set-aside for off-system bridges
- 100% federal share for locally-owned off-system bridges (including tribes)



City of Tacoma

Program	FAST act total	BIL total	% increase
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Program	BIL total
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PROTECT	\$7.3 B
NEVI	\$5 B



New formula program – Carbon Reduction Program

Program Purpose:

- New program that provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.

Key Points:

- Similar eligibilities to CMAQ Program
- States and their MPOs will need to develop a carbon reduction strategy within 2 years, and update it every 4 years

Program	FAST act total	BIL total	% increase
STBG / STP	\$58.2 B	\$64.8 B	11%
TA	\$4.2 B	\$6.48 B	54%
CMAQ	\$12 B	\$13.2 B	10%
NHPP	\$116.4 B	\$148 B	27%
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Program	BIL total
Bridge	\$26.7 B
Carbon Reduction	\$6.4 B
PROTECT	\$7.3 B
NEVI	\$5 B



New formula program— PROTECT Program

Program Purpose:

- New program that provides funds for planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure



Program	FAST act total	BIL total	% increase
STBG / STP	\$58.2 B	\$64.8 B	11%
TA	\$4.2 B	\$6.48 B	54%
CMAQ	\$12 B	\$13.2 B	10%
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Program	BIL total
Bridge	\$26.7 B
Carbon Reduction	\$6.4 B
PROTECT	\$7.3 B
NEVI	\$5 B



New formula program— NEVI Program

Program Purpose:

- New program that provides funds to states to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability

Key Points:

- Each state is required to submit an EV Infrastructure Deployment Plan that describes how the State intends to use its apportioned NEVI Formula Program funds by August 1, 2022
- Projects must be on designated corridors

Program	BIL total
Bridge	\$26.7 B
Carbon Reduction	\$6.4 B
PROTECT	\$7.3 B
NEVI	\$5 B

Electric Vehicle Infrastructure



Highways & Bridges – Discretionary Programs

Significant increases to RAISE and INFRA programs...

...and many new discretionary and pilot programs that local & tribal governments are eligible for:

- MEGA and RURAL are added and combined with INFRA into the Multimodal Project Discretionary Grant Program (MPDG)
- Bridge Investment Program
- Charging & Fueling Infrastructure Program
- Congestion Relief Program
- PROTECT discretionary Program
- Safe Streets for All Program
- Reconnecting Communities Pilot
- Healthy Streets Program

Program	FAST act total	BIL total	% increase
RAISE (prev. TIGER / BUILD)	\$4.8 B	\$7.5 B	55%
MPDG – INFRA	\$4.5 B	\$7.2 B	61%
* NEW * MPDG - MEGA		\$5 B	
* NEW * MPDG - RURAL		\$2 B	
* NEW * Bridge Investment Program		\$12.2 B	
* NEW * Charging and Fueling Infrastructure		\$2.5 B	
* NEW * Congestion Relief Program		\$250 M	
* NEW * PROTECT (discretionary)		\$1.4 B	
* NEW * Safe Streets for All		\$5 B	
* NEW * Reconnecting Communities Pilot Program		\$1 B	
* NEW * Healthy Streets Program		\$500 M	



New discretionary program– Bridge Investment Program

Program Purpose:

- To improve bridge and culvert condition, safety, efficiency, and reliability

Key Points:

- Competitive program on top of the new Bridge Formula Program
- Allows multi-year grant agreements to fund large projects by making it possible to take a project through pre-construction activities and into construction.
- NOFO open until August 9, 2022

Program	FAST act total	BIL total	% increase
RAISE	\$4.8 B	\$7.5 B	55%
MPDG – INFRA	\$4.5 B	\$7.2 B	61%
* NEW * MPDG - MEGA		\$5 B	
* NEW * MPDG - RURAL		\$2 B	
* NEW * Bridge Investment Program		\$12.2 B	
* NEW * Charging and Fueling Infrastructure		\$2.5 B	
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* NEW * PROTECT (discretionary)		\$1.4 B	
* NEW * Safe Streets for All		\$5 B	
* NEW * Reconnecting Communities Pilot Program		\$1 B	
* NEW * Healthy Streets Program		\$500 M	



City of Tacoma



New discretionary program – Charging & Fueling Infrastructure Program

Program Purpose:

- Provides grants to install EV charging and alternative fuel in locations on public roads, schools, parks, and in publicly accessible parking facilities

Key Points:

- Grants will prioritize rural areas, low-and moderate-income neighborhoods, and communities with low ratios of private parking or high ratios of multi-unit dwellings
- Eligible projects include acquisition and installation of publicly accessible EV charging or alternative fueling infrastructure, operating assistance, and acquisition / installation of traffic control devices

Program	FAST act total	BIL total	% increase
RAISE	\$4.8 B	\$7.5 B	55%
MPDG – INFRA	\$4.5 B	\$7.2 B	61%
* NEW * MPDG - MEGA		\$5 B	
* NEW * MPDG - RURAL		\$2 B	
* NEW * Bridge Investment Program		\$12.2 B	
* NEW * Charging and Fueling Infrastructure		\$2.5 B	
* NEW * Congestion Relief Program		\$250 M	
* NEW * PROTECT (discretionary)		\$1.4 B	
* NEW * Safe Streets for All		\$5 B	
* NEW * Reconnecting Communities Pilot Program		\$1 B	
* NEW * Healthy Streets Program		\$500 M	

Electric Vehicle Infrastructure



New discretionary program – Congestion Relief Program

Program Purpose:

- To advance innovative, integrated, and multimodal solutions to reduce congestion and the related economic and environmental costs in the most congested metropolitan areas with population over 1 million.

Key Points:

- Eligible projects include:
 - integrated congestion management systems
 - systems that implement or enforce high occupancy vehicle toll lanes or pricing strategies
 - incentive programs that encourage carpooling, nonhighway travel during peak periods, or travel during nonpeak periods.

Program	FAST act total	BIL total	% increase
RAISE	\$4.8 B	\$7.5 B	55%
MPDG – INFRA	\$4.5 B	\$7.2 B	61%
* NEW * MPDG - MEGA		\$5 B	
* NEW * MPDG - RURAL		\$2 B	
* NEW * Bridge Investment Program		\$12.2 B	
* NEW * Charging and Fueling Infrastructure		\$2.5 B	
* NEW * Congestion Relief Program		\$250 M	
* NEW * PROTECT (discretionary)		\$1.4 B	
* NEW * Safe Streets for All		\$5 B	
* NEW * Reconnecting Communities Pilot Program		\$1 B	
* NEW * Healthy Streets Program		\$500 M	



Seattle P-I



New discretionary program— PROTECT Program

Program Purpose:

New program that provides funds for planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure

Key Points:

- Competitive program in addition to the PROTECT formula program
- Highway, transit and certain port projects are eligible



Program	FAST act total	BIL total	% increase
RAISE	\$4.8 B	\$7.5 B	55%
MPDG – INFRA	\$4.5 B	\$7.2 B	61%
* NEW * MPDG - MEGA		\$5 B	
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* NEW * Reconnecting Communities Pilot Program		\$1 B	
* NEW * Healthy Streets Program		\$500 M	



New discretionary program– Safe Streets for All Program

Program Purpose:

- To provide funding to support initiatives to prevent death and serious injury on roads and streets, e.g. Target Zero

Key Points:

- Grants available to **either** develop an action plan **or** for action plan implementation
- NOFO open until September 15, 2022

Program	FAST act total	BIL total	% increase
RAISE	\$4.8 B	\$7.5 B	55%
MPDG – INFRA	\$4.5 B	\$7.2 B	61%
* NEW * MPDG - MEGA		\$5 B	
* NEW * MPDG - RURAL		\$2 B	
* NEW * Bridge Investment Program		\$12.2 B	
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* NEW * Safe Streets for All		\$5 B	
* NEW * Reconnecting Communities Pilot Program		\$1 B	
* NEW * Healthy Streets Program		\$500 M	



New discretionary program– Reconnecting Communities Pilot Program

Program Purpose:

- Pilot program to equitably and safely restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities that create barriers to mobility, access, or economic development

Key Points:

- Grants for planning and grants for capital construction
- Upcoming webinar series coming in August
- NOFO open until October 13, 2022

Program	FAST act total	BIL total	% increase
RAISE	\$4.8 B	\$7.5 B	55%
MPDG – INFRA	\$4.5 B	\$7.2 B	61%
* NEW * MPDG - MEGA		\$5 B	
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* NEW * Bridge Investment Program		\$12.2 B	
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* NEW * Reconnecting Communities Pilot Program		\$1 B	
* NEW * Healthy Streets Program		\$500 M	

Eligible Transportation Facilities

According to statute, eligible facilities are highways or other transportation facilities that create a barrier to community connectivity. This includes barriers to mobility, access, or economic development, due to high speeds, grade separations, or other design factors.

While highways are the classic example, DOT is taking a broad view of "other transportation facilities", that might include:



DOT may even receive applications to address infrastructure that is less commonly identified as "dividing" in current national narratives, such as:



New discretionary program – Healthy Streets Program

Program Purpose:

- To address urban heat island effects and flooding in disadvantaged communities by deploying cool and porous pavements and increasing tree cover.
- More details coming soon...

Program	FAST act total	BIL total	% increase
RAISE	\$4.8 B	\$7.5 B	55%
MPDG – INFRA	\$4.5 B	\$7.2 B	61%
* NEW * MPDG - MEGA		\$5 B	
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* NEW * Healthy Streets Program		\$500 M	



Public Transportation – Formula Programs

Significant increases in funding for the 4 primary existing public transportation formula programs

Otherwise, changes to these existing formula programs requirements are minimal:

- **Urbanized Area Formula Grants – 5307**
 - Must now allocate not less than 0.75 percent to safety related projects.
- **Enhanced Mobility of Seniors & Individuals with Disabilities – 5310**
 - No changes
- **State of Good Repair Grants – 5337**
 - Adds new discretionary rail vehicle replacement program
- **Buses and Bus Facilities Program - 5339**
 - No changes

Program	FAST act total	BIL total	% increase
Urbanized Area Formula Grants - 5307	\$23.6 B	\$33.4 B	41%
Enhanced Mobility of Seniors & Individuals with Disabilities - 5310	\$1.4 B	\$2.2 B	60%
State of Good Repair Grants - 5337	\$13.0 B	\$21.6 B	67%
Grants for Buses and Bus Facilities Program - 5339 (formula)	\$2.2 B	\$3.2 B	42%



Public Transportation— Discretionary Programs

More funding for existing public transportation discretionary programs:

- FTA Capital Investment Grants (New Starts, Small Starts, Core Capacity Programs)
- Bus Competitive Grants (5339)
- **Low/No Emission Bus Grants (5339)**
- Public Transportation Innovation Grants
- TOD Planning Pilot Program

And new programs including:

- New Strengthening Mobility and Revolutionizing Transportation (SMART) Program

Program	FAST act total	BIL total	% increase
FTA Capital Investment Grants	\$11.5 B	\$23 B	99%
Bus Competitive Grants -- 5339	\$1.2 B	\$2.0 B	58%
Low or No Emission Bus competitive grants -- 5339	\$275 M	\$5.6 B	1945%
Public Transportation Innovation -- 5312	\$140 M	\$ 193 M	38%
Pilot Program for TOD planning	\$50 M	\$68.8 M	38%
* NEW * Strengthening Mobility and Revolutionizing Transportation (SMART)		\$500 M	



GeekWire



Existing discretionary program – TOD Pilot Program

Program Purpose:

- To integrate land use and transportation planning in new fixed guideway and core capacity transit project corridors.

Key Points:

- Permits federal financing for **site-specific planning** now, too (previously only comprehensive planning was eligible).
- Projects must foster multimodal connectivity and accessibility, and enable mixed-use development near transit stations
- FTA is “reviewing opportunities to prioritize TOD planning grants in areas of high incidence rates of homelessness.”

Program	FAST act total	BIL total	% increase
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Bus Competitive Grants -- 5339	\$1.2 B	\$2.0 B	58%
Low or No Emission Bus competitive grants -- 5339	\$275 M	\$5.6 B	1945%
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Pilot Program for TOD planning	\$50 M	\$68.8 M	38%
* NEW * Strengthening Mobility and Revolutionizing Transportation (SMART)		\$500 M	



New discretionary program – SMART Program

Program Purpose:

- Grants to conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.

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FTA Capital Investment Grants	\$11.5 B	\$23 B	99%
Bus Competitive Grants -- 5339	\$1.2 B	\$2.0 B	58%
Low or No Emission Bus competitive grants -- 5339	\$275 M	\$5.6 M	1945%
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Pilot Program for TOD planning	\$50 M	\$68.8 M	38%
* NEW * Strengthening Mobility and Revolutionizing Transportation (SMART)		\$500 M	

Key Points:

- NOFO anticipated in September



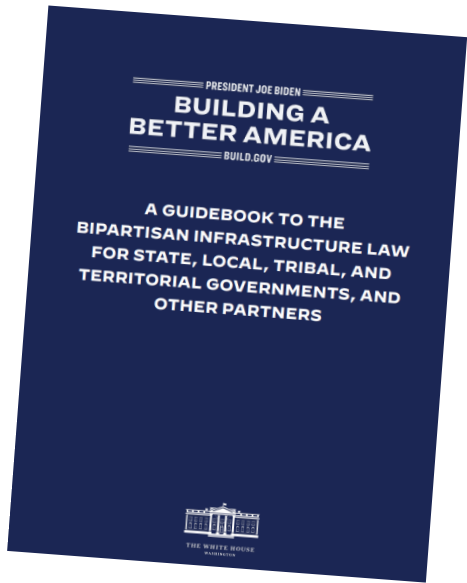
FHWA



Where to find more info about BIL

A few helpful resources:

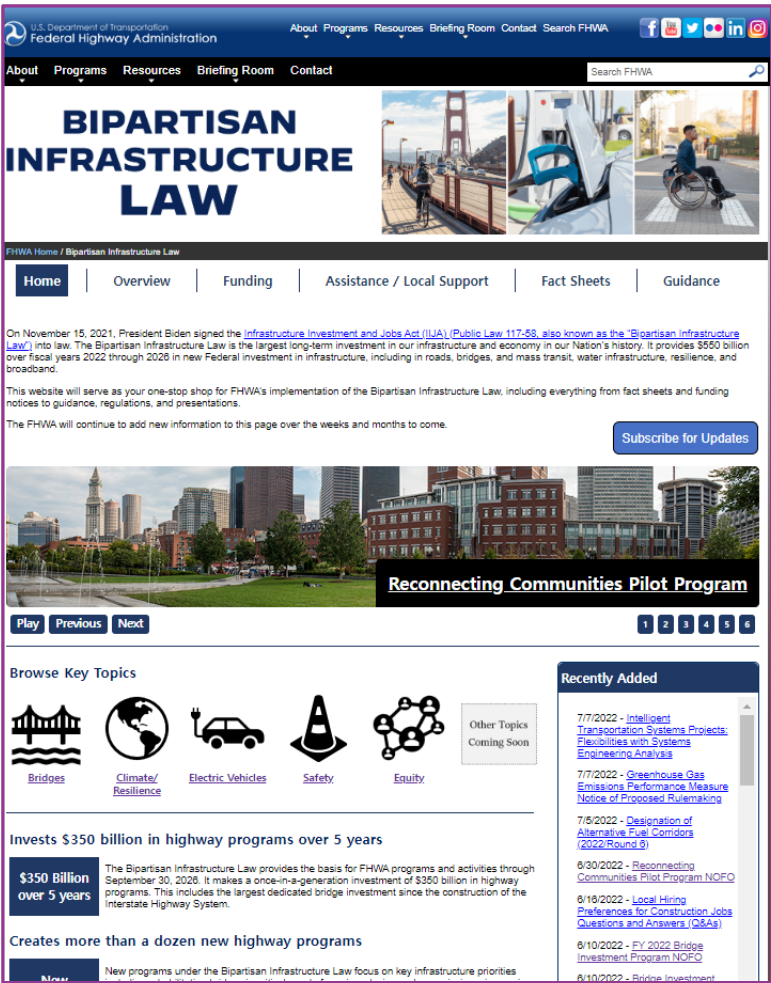
- [White House BIL page](#)
- [US DOT BIL page](#)
- [DOT Navigator](#)
- [FHWA BIL page](#)
- [List of Upcoming NOFOs](#)
- [WSDOT Funding Programs page](#)



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 programs within the Bipartisan Infrastructure Law as well as adjacent programs that support the Bipartisan Infrastructure Law's objectives. 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



How can PSRC can assist?

What can PSRC do to best support our members?

- Reminders about upcoming NOFOs?
- Assist with data needs?
- Assist with coordination?
- Your ideas?

Also – VERY IMPORTANT!!!

*Be sure your agency has a **UEI number** if you plan to apply for discretionary programs...*

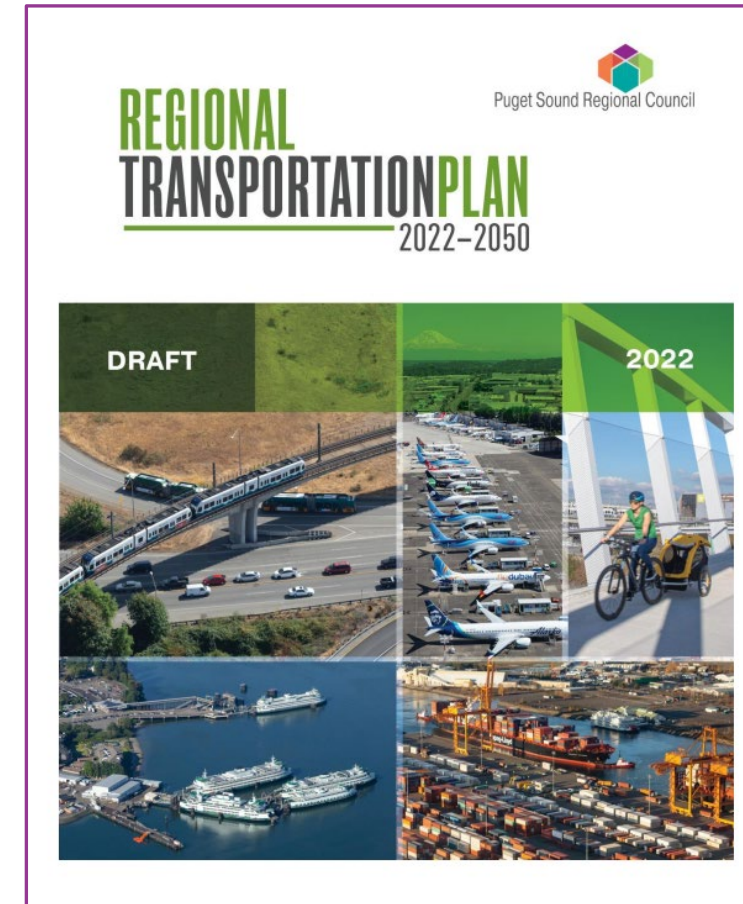


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The unique entity identifier used in SAM.gov has changed.

On **April 4, 2022**, the unique entity identifier used across the federal government changed from the DUNS Number to the Unique Entity ID (generated by SAM.gov).

- The Unique Entity ID is a 12-character alphanumeric ID assigned to an entity by SAM.gov.
- As part of this transition, the DUNS Number has been removed from SAM.gov.
- Entity registration, searching, and data entry in SAM.gov now require use of the new Unique Entity ID.



Questions & Answers

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