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主旨：檢送美國華盛頓州交通局橋梁總工程師Dr. Bijan Khaleghi提供之「兩黨基礎建設法案簡介及美國基礎建設計畫的新方向(INTRODUCTION TO BIPARTISAN INFRASTRUCTURE LAW (BIL) AND THE NEW DIRECTION OF INFRASTRUCTURE PROJECTS IN THE USA)」簡報一份，請參考運用，請查照。

說明：

- 一、本會今(111)年度成立「美國基建工程輸出團隊」爭取美國IIJA工程商機，前已於111年6月8日召開「111年度工程產業全球化專案辦公室第1次會議」辦理交流及商機媒合，後續將持續提供包括行銷宣傳、引介案源暨資訊提供、商機媒合暨產業結盟、培育實務人才、金融協助等各項協處措施。
- 二、旨揭簡報側重於兩黨基礎建設法案中有關高速公路建設之規定，並提供美國高速公路於兩黨基礎建設法案中之重要計劃及規範之概述，有助於我國相關業者爭取該法案之商機，請各單位參考運用。

正本：台灣世曦工程顧問股份有限公司、林同棧工程顧問股份有限公司、中鼎工程股份有限公司、萬鼎工程服務股份有限公司、昱鼎能源科技開發股份有限公司、中興工程顧問股份有限公司、亞新工程顧問股份有限公司、建業工程顧問有限公司、艾奕康工程顧問股份有限公司、中華工程股份有限公司、聯合技術產業有限公司、遠通電收股份有限公司


副本：外交部、經濟部、交通部、中華民國工程技術顧問商業同業公會、中華民國綜合營造業同業公會全國聯合會、中華民國土木技師公會全國聯合會、中華民國結構工程技師公會全國聯合會、中國工程師學會、中國土木工程學會、財團法人金屬工業研究發展中心、財團法人中華民國對外貿易發展協會(均含附件)

主任委員 吳澤成

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**INTRODUCTION TO BIPARTISAN
INFRASTRUCTURE LAW (BIL) AND THE
NEW DIRECTION OF INFRASTRUCTURE
PROJECTS IN THE USA**

Presentation Outline

This presentation:

- focuses on highway provisions in the Bipartisan Infrastructure Law (BIL)
- provides an overview of significant programs and provisions, but it is not all inclusive
- includes information on several relevant programs

Disclaimer: The contents of this presentation is from publicly available information. This presentation is intended only to provide information regarding existing requirements under the agency policies.

High Points of BIL Highway Provisions

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

High Points of BIL Highway Provisions

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
Total	383.0	184.1

Bipartisan Infrastructure Law (BIL) - Across the Federal Government

TRANSPORTATION				ENERGY, ENVIRONMENT, CLIMATE		BROADBAND
Roads, bridges, major projects, \$110	Rail, \$66		Public Transit, \$39		Water Infrastructure, \$55	Resilience, \$50
	Airports and ATC Facilities, \$25	Ports, \$17	Safety, \$11	EVs, \$8	Power Infrastructure, \$65	Environmental Remediation, \$21
			Electric Buse..., \$4	Other, \$4		
						Other, \$6

Bipartisan Infrastructure Law – Overview

The Bipartisan Infrastructure Law (BIL) includes five-year reauthorization (FY22-26) of surface transportation programs and direct advanced appropriations.

- Total transportation funding in this five-year package is \$660 billion.
 1. Highways / Bridges: \$365 billion
 2. Transit: \$107 billion
 3. Rail: \$102 billion
 4. Aviation: \$25 billion
 5. Traffic Safety: \$8 billion
 6. Commercial Motor Vehicle Safety: \$5 billion
 7. Maritime: \$2.25 billion
 8. Build America Bureau: \$100 billion (\$30 billion in Private Activity Bonds)
 9. \$140 billion in funding for USDOT in FY 2022

Nine Categories of Funding Under BIL

Total, FY 22-26	Program
\$27.5 B	Bridge Formula Program
\$9.2 B*	Bridge Investment Program (discretionary)
\$5.0 B	National Electric Vehicle Formula Program
\$3.2 B*	INFRA Program
\$1.3 B	Appalachian Development Highway System (ADHS)
\$0.5 B*	Reconnecting Communities Pilot Program
\$0.3 B*	Ferry Boat Program
\$0.2 B*	Reduction of Truck Emissions at Port Facilities
\$0.1 B*	University Transportation Centers (UTCs)

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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 Infrastructure Project Assistance	✓	✓	✓	✓	✓		
Local and Regional Project Assistance	✓	✓	✓	✓	✓	✓	

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Changes to National HWY Performance Program (NHPP)

Topic	Changes
Program purpose	<p>Adds as an additional program purpose:</p> <ul style="list-style-type: none"> • providing 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
Eligible projects	<p>Adds new eligible projects:</p> <ul style="list-style-type: none"> • 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. • protective features (related to mitigating risk of recurring damage or the cost of future repairs from extreme weather events, flooding, or other natural disasters) on Federal-aid highways/bridges off the NHS ($\leq 15\%$ of NHPP funds)
Asset management plans	<ul style="list-style-type: none"> • Requires consideration of extreme weather and resilience in lifecycle cost and risk management analyses

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Changes to Surface Transportation Block Grant Program (STBG)

Topics	Changes
Eligible projects	<p>Adds several new types of eligible projects, including:</p> <ul style="list-style-type: none"> • EV charging infrastructure • protective features to enhance resilience • wildlife crossing projects
Off-system bridges	<ul style="list-style-type: none"> • Increases off-system bridge set-aside • Adds eligibility to include replacing a low water crossing with a bridge
Sub-allocation	<ul style="list-style-type: none"> • Population categories for sub-allocation split into smaller ranges: • Requires States to consult with RTPOs and MPOs for urbanized areas with 50,000-200,000 pop. before using certain suballocated funding
Rural areas	<ul style="list-style-type: none"> • Permits States to use up to 15% of funds for eligible projects or maintenance on non-Federal aid highways in rural areas, and up to 5% for certain barge landing, dock and waterfront infrastructure projects

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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 suballocated to areas of the State based on population 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. $\leq 200,000$, any nonprofit entities, and States at the request of another eligible entity
Federal share	Subject to certain requirements: <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

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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 adding or clarifying some project types. 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 complete vulnerable road user (VRU) safety assessments, taking into consideration a Safe System approach Adds new special rule for States with total annual VRU fatalities comprising $\geq 15\%$ of total annual crash fatalities in State

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Changes to Railway-HWY 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 trespassing at grade crossings (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 maximum incentive payment 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 conditions Increases from 2% to 8% 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 Requires FRA, in consultation with FHWA, to update the report based on State annual reports required under the program and submit it to Congress

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Other Workforce Provisions

Program/topic	Provisions in the new law
Local hiring preference for construction jobs	<ul style="list-style-type: none"> Permits a recipient or subrecipient of funding under title 23 or 49, United States Code to implement a local or other geographical or economic hiring preference relating to the use of labor for construction projects 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
Surface transportation workforce development, training, and education	<ul style="list-style-type: none"> Expands eligibility to include a variety of training and employment activities
Transportation education and training development and deployment program	<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

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CLIMATE AND RESILIENCE [NEW]

- ✓ 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

Carbon Reduction Program

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"> • States (including DC)
Distribution formula	<ul style="list-style-type: none"> • Apportioned to States by formula • 65% of funds are suballocated (reserved for use in certain areas of the State, based on population)
Other key provisions	<ul style="list-style-type: none"> • 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. • DOT must certify that a State's strategy meets the statutory requirements.

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"> • States (including DC)
Distribution formula	<ul style="list-style-type: none"> • Apportioned to States by formula
Other key provisions	<ul style="list-style-type: none"> • Highway, transit, and certain port projects are eligible • Higher Federal share if the State develops a resilience improvement plan and incorporates it into its long-range transportation plan • Of the amounts apportioned to a State for a fiscal year, the State may use: <ul style="list-style-type: none"> ○ not more than 40% for construction of new capacity ○ not more than 10% for development phase activities

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"> • State (or political subdivision of a State) • Local government • Special purpose district or public authority with a transportation function • Indian Tribe • Federal land management agency (applying jointly with State(s)) • <i>Different eligibilities apply for at-risk coastal infrastructure grants</i>
Eligible projects	<ul style="list-style-type: none"> • Highway, transit, intercity passenger rail, and port facilities • Resilience planning activities, including resilience improvement plans, evacuation planning and preparation, and capacity-building • Construction activities (oriented toward resilience) • Construction of (or improvement to) evacuation routes
Other key provisions	<ul style="list-style-type: none"> • 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 • May only use up to 40% of the grant for construction of new capacity

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"> • State or political subdivision of a State • Local government • Special purpose district or public authority with a transportation function • Indian Tribe • Territory
Eligible projects	<ul style="list-style-type: none"> • Acquisition and installation of publicly accessible EV charging or alternative fueling infrastructure • Operating assistance (for the first 5 years after installation) • Acquisition and installation of traffic control devices
Other key provisions	<ul style="list-style-type: none"> • Requirement to redesignate alternative fuel corridors and establish a process to regularly redesignate these corridors • 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

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National Electric Vehicle Formula Program (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"> • States (including DC and Puerto Rico)
Distribution formula	<ul style="list-style-type: none"> • Same shares as Federal-aid highway apportionments
Other key provisions	<ul style="list-style-type: none"> • Funded projects must be located along designated alt fuel corridors • Sets aside 10% of funding for discretionary grants to State and local governments that require additional assistance to deploy EV charging infrastructure • State must submit plan to DOT describing planned use of funds • 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 • Establishes DOT-DOE Joint Office of Energy and Transportation • Requires DOT to designate national EV charging corridors to support freight and goods movement

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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"> • State • City or municipality
Eligible projects	<ul style="list-style-type: none"> • Planning, design, implementation, and construction activities to achieve the program goals, including: <ul style="list-style-type: none"> ◦ deployment and operation of integrated congestion management systems, systems that implement or enforce HOV toll lanes or pricing strategies, or mobility services; and ◦ incentive programs that encourage carpooling, nonhighway travel during peak periods, or travel during nonpeak periods. • 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 program

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Other Climate and Resilience Provisions

Program/topic	Provisions in the new law
Standards for EV charging stations	<ul style="list-style-type: none"> • Requires electric vehicle charging infrastructure installed using title 23 funds to provide for non-proprietary charging connectors that meet industry safety standards and payment methods available to all members of the public
Report on emerging alternative fuel vehicles and infrastructure	<ul style="list-style-type: none"> • Requires the Secretary to prepare a report on emerging alternative fuel vehicles and infrastructure which includes an evaluation of emerging alternative fuel vehicles, identification of areas where emerging alternative fuel infrastructure will be needed, estimates the future need for emerging alternative fueling infrastructure, and includes a tool for States to evaluate different adoption and use scenarios.
Conditions and performance (C&P) report	<ul style="list-style-type: none"> • Requires the C&P report to address resilience needs

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BRIDGES [NEW]

- ✓ Bridge Formula Program
- ✓ Bridge Investment Program
- ✓ Other Bridge-related Provisions

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">• States (including DC and Puerto Rico)
Distribution formula	<ul style="list-style-type: none">• 75% based on relative costs of replacing State's poor condition bridges• 25% based on relative costs of rehabilitating State's fair condition bridges• ...but each State receives at least \$45M per FY (22-26)
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◦ 100% Federal share if owned by a local agency or Federally-recognized Tribe• 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

Bridge Investment Program (discretionary)

Purpose	Improve bridge (and culvert) condition, safety, efficiency, and reliability
Funding	<ul style="list-style-type: none"> • \$12.5 B (FY 22-26), including— • \$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 • 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 bridges on the National Bridge Inventory • Project to replace or rehabilitate culverts 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

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Other Bridge-related Provisions

Program/topic	Provisions in the new law
Accommodation of bicycles and pedestrians on bridges	<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	<ul style="list-style-type: none"> • Requires the Secretary to determine whether bridge or tunnel replacement or rehabilitation projects should include measures to enable safe and unimpeded movement for terrestrial and aquatic species • Requires bridge and tunnel inspection training be updated to include techniques to assess passage of aquatic and terrestrial species and habitat restoration potential
National culvert removal, replacement, and restoration grants	<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

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EQUITY

- ✓ Reconnecting Communities Pilot Program
- ✓ Rural Surface Transportation Grants

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 • 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

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 with higher than average rural roadway fatalities

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SIGNIFICANT INFRASTRUCTURE PROGRAMS AND FREIGHT

- ✓ 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

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"> • State • Local government • Special purpose district or public authority with transportation function • Tribal governments • Partnership between Amtrak and one or more other eligible entities
Eligible projects	<ul style="list-style-type: none"> • Highway/bridge projects on National Multimodal Freight Network, NHFN, or NHS • Freight intermodal or freight rail projects that provide a public benefit • Railway-highway grade separation or elimination projects • Intercity passenger rail projects • Certain public transportation projects
Other key provisions	<ul style="list-style-type: none"> • 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

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Safe Streets and Roads for All (discretionary)

Safe Streets and Roads for All Need to Knows	
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.

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RESEARCH, DEVELOPMENT, TECHNOLOGY AND EDUCATION (RDT&E)

- ✓ RDT&E Funding
- ✓ Highway Research Set-asides
- ✓ Strategic Innovation for Revenue Collection
- ✓ Advanced Transportation Technologies and Innovative Mobility Deployment Program

RDT&E Funding

Avg. annual BIL funding (\$M) for major highway-related research, development, technology, and education programs



Highway Research Set-asides

Program	Funding set-asides
Strategic Innovation for Revenue Collection set-aside	<ul style="list-style-type: none"> Sets aside \$15 M for each of FY 22-26 (for a total of \$75 M) from HRD funding
National VMT fee pilot set-aside	<ul style="list-style-type: none"> Sets aside \$10 M for each of FY 22-26 (for a total of \$50 M) from HRD funding
Accelerated Implementation and Deployment of Advanced Digital Construction Management Systems set-aside	<ul style="list-style-type: none"> Sets aside \$20 M for each of FY 22-26 (for a total of \$100 M) from TIDP funding
Advanced Transportation Technologies and Innovative Mobility Deployment Program set-aside	<ul style="list-style-type: none"> Sets aside a combined \$60 M for each of FY 22-26 (for a total of \$300 M) from HRD, TIDP, and ITS funding

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Strategic Innovation for Revenue Collection (SIRC)

Topic	Changes
Program name	<ul style="list-style-type: none"> Modifies and renames the Surface Transportation System Funding Alternatives (STSFA) program
Purpose	<ul style="list-style-type: none"> Requires DOT to test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to help maintain the long-term solvency of the HTF, through pilot projects at the State, local, and regional level.
Program objectives	<ul style="list-style-type: none"> Modifies program objectives to focus on data privacy, administrative costs, implementation issues, and equity considerations
Eligible entities	<ul style="list-style-type: none"> Expands eligibility to include MPOs and local governments (in addition to States)

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Advanced Transportation Technologies and Innovative Mobility Deployment Program

Topic	Changes
Program name	<ul style="list-style-type: none">Changes name of existing Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD)
Program focus	<ul style="list-style-type: none">Focuses on deployment and operation of technologies
Eligible entities	<ul style="list-style-type: none">Broadens eligibility to include all MPOs
Rural set-aside	<ul style="list-style-type: none">Reserves 20% of program funds for projects serving rural areas

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Formula vs Discretionary

◦ **Formula Programs**

- Funding that goes directly to states and is distributed largely at their discretion
 - Highways & Bridges
 - Transit
 - Airports

◦ **Discretionary Grant Programs**

- Competitive Grants that HBCUs could apply for that is up to the discretion of the Agency

Formula Funding Programs

- Highway Aid Funding - \$52 billion
- Bridge Funding
 - \$26.5 billion – Highest Investment since the 1956
- NEW: PROTECT and Carbon Reduction Programs
- Transportation Alternatives Program
 - \$1.44 billion over 5 years for pedestrian and bicycle facilities, trails, Safe Routes to Schools Projects, road safety assessments, historic preservation, vegetation management, environmental mitigation related to stormwater and habitat connectivity
- Airport Infrastructure Grants- \$15 billion
- NEW: EV Charging Formula Grants - \$5 billion (\$1 billion this year)
 - Illinois- \$149 million over next 5 years
 - Alternative Fuel Corridors due by May 13th; State Plans due by August 1st
 - Awards expected in September/October 2022

Key Discretionary Grant Programs

- Rebuilding American Infrastructure with Sustainability & Equity (RAISE)
 - \$2.275 billion; Applications are complete
- Airport Terminal Modernization Program
 - \$1 billion; Applications are complete
- Safe Streets for All - \$6 billion in Direct Local Funding – (May 2022)
- Bridge Discretionary Program - \$12.5 billion (May 2022)
- Combined MEGA/INFRA/Rural NOFO: Applications due May 23rd
 - New: MEGA Projects Program - \$1 billion
 - INFRA - \$1.55 billion
 - NEW: Rural Surface Transportation Grant Program - \$300 million for communities under 200k
- Port Infrastructure Development Program (PIDP) - \$2.25 billion; \$450 million NOFO; Applications due May 16th
 - Supports In-land Ports + EV Charging Infrastructure
- NEW: EV Charging Station Competitive Grants - \$2.5 billion
- NEW: SMART Grants - \$1 billion (September 2022)

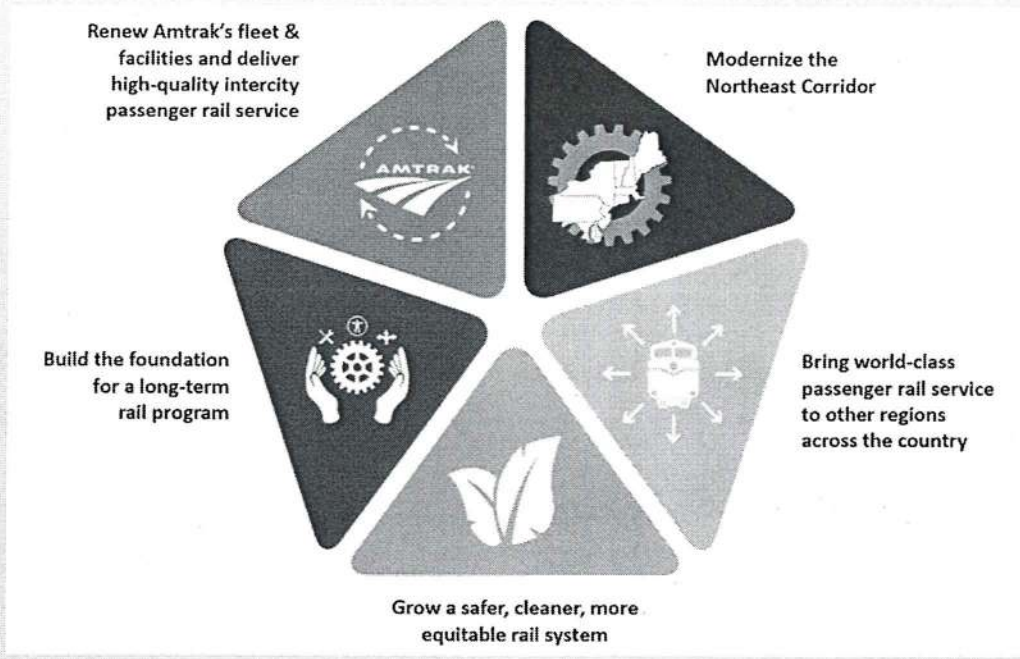
Key Discretionary Grant Programs

- Capital Investment Grant (CIG) Program -- \$23 billion – highest funding amount ever; \$2.8 billion included in FY 2022 Omnibus
 - Direct Local Funding Opportunity for light rail, commuter rail, subways and bus rapid transit (BRT)
- Clean Energy Buses
 - Low or No Emission Bus Grant Program - \$5.6 billion Total; \$1.1 billion NOFO released; Applications due on May 31st
 - Bus and Bus Facilities Grant Program - \$2 billion; \$372 million NOFO release; Applications due on May 31st
- New: Railroad Crossing Elimination - \$5.5 billion (June 2022)
- Rail: \$102 billion – most funding for passenger rail since the beginning of Amtrak
 - \$36 billion Federal-State Intercity Rail Partnership Grants
 - \$10 billion for CRISI (August 2022)
 - \$22 billion for Amtrak
- NEW: Reconnecting Communities Pilot Program - \$1 billion
- NEW: All Stations Accessibility Program (ASAP) - \$1.75 billion (July 2022)

Workforce Development

- University Transportation Centers relaunch (May 2022)
- Local Hire Relunched – May 2021
- FHWA Highway Aid Dollars can be flexed to support pre-apprenticeship and apprenticeship programs
- FTA Transit Workforce Center
- Supply Chain Focus – Commercial Driver Licenses
- Electric Vehicles & Charging Stations
- Aircraft & Ships of the Future

Bipartisan Infrastructure Law (BIL) | Rail Development Goals



FRA Grant Program Opportunities Under BIL

Programs	Purpose	Appropriated	Additional Authorized Over Five Years	Total
Consolidated Rail Infrastructure and Safety Improvements (CRISI)	To fund projects that improve the safety, efficiency, or reliability of intercity passenger and freight rail.	\$5 billion (\$1 billion annually)	\$5 billion (\$1 billion annually)	\$10 billion
Railroad Crossing Elimination	To promote highway rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.	\$3 billion (\$600 million annually)	\$2.5 billion (\$500 million annually)	\$5.5 billion
Federal-State Partnership for Intercity Passenger Rail	To fund capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service, including privately operated intercity passenger rail service if an eligible applicant is involved.	\$36 billion (\$7.2 billion annually)	\$7.5 billion (\$1.5 billion annually)	\$43.5 billion
Restoration & Enhancement	To provide operating assistance to initiate, restore, or enhance intercity passenger rail service.	\$250 million (\$50 million annually from Amtrak National Network fund)	\$250 million (\$50 million annually)	\$500 million
Interstate Rail Compacts	This program will provide funding for interstate rail compacts' administrative costs and to conduct railroad systems planning, promotion of intercity passenger rail operations, and the preparation of grant applications.	\$15 million (\$3 million annually)	\$15 million (\$3 million annually)	\$30 million

CRISI – Program Overview

PURPOSE

To fund projects that improve **the safety, efficiency, and reliability** of intercity passenger and freight rail

ELIGIBLE PROJECTS

- Wide range of capital projects – track, station and equipment improvements, congestion mitigation, grade crossings, and track relocation, and deployment of railroad safety technology
- Regional rail and corridor service development plans and corresponding environmental analyses
- Safety programs and institutes, including **workforce development** and training activities
- Other eligible project categories established in BIL

KEY UPCOMING DATES

- May/June 2022: FY21 CRISI selections announced
- August 2022: FY22 CRISI NOFO announced

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Railroad Crossing Elimination – Program Overview

PURPOSE

To promote **highway rail or pathway-rail grade crossing improvement projects** that focus on improving the safety and mobility of people and goods.

ELIGIBLE PROJECTS

- Grade separation or closure, track relocation, improvement or installation of protective devices, signals, signs, or other measures to improve safety
- Other means to improve the safety of at highway-rail grade crossings (including technological solutions)
- The planning, environmental review, and design of an eligible project type

KEY UPCOMING DATES

- June 2022: FY22 Railroad Crossing Elimination Program NOFO announced

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Investment in the Nation's Air Transport System

<p>\$5B</p> <p>AIR TRAFFIC FACILITIES To replace facilities and equipment and improve safety, security, and environmental standards.</p>	<p>\$15B</p> <p>AIRPORT INFRASTRUCTURE For airport projects that increase safety and expand capacity.</p>	<p>\$5B</p> <p>AIRPORT TERMINALS To replace aging terminals and airport-owned towers, increase terminal energy efficiency and accessibility, and more.</p>
<p><u>\$1 Billion/Yr – Over 5 Years</u></p> <ul style="list-style-type: none"> • Addresses Physical Condition of Air Traffic Control facilities • Year 1 Funding <ul style="list-style-type: none"> • Sustainment • Year 2-5 Funding <ul style="list-style-type: none"> • Continued Sustainment and ATC Facilities Replacement Ramps Up 	<p><u>\$3 Billion/Yr – Over 5 Years</u></p> <ul style="list-style-type: none"> • Formula Grants Based on Airport Improvement Program • Up to \$2.39 billion/yr Primary Airports • Up to \$500 million/yr Non-Primary Airports • \$20 million/yr for competitive grants for tower construction • 3% funding may be used for administrative expenses 	<p><u>\$1 Billion/Yr – Over 5 Years</u></p> <ul style="list-style-type: none"> • Competitive Grant Program • Airport terminals and airport-owned air traffic control towers • Goals <ul style="list-style-type: none"> • Improve airfield safety • Replacing aging facilities • Increase capacity/passenger access • Encourage competition

Investment in the Nation's Air Transport System

- Multimodal projects (airport-transit connections) will provide more equitable transportation accessibility to the airport.
- Projects considered which increase or improve access to passengers, persons with disabilities, and historically disadvantaged populations.
- Implementing guidance to airports that encourages workforce development and creates more opportunities for Small and Disadvantaged Businesses.
- FAA conducting outreach to minority associations and groups to make them aware of funding opportunities at airports.

Funding Opportunities for Planning Grants

- Reconnecting Communities Pilot Program (discretionary)
- Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program (discretionary)
- Safe Streets for All (SS4A)
- Congestion Relief Program (CRP)

Disadvantaged Business Enterprise (DBE)

- Enshrines the principles of fair competition and non-discrimination in Title VI of the Civil Rights Act of 1964.
- Ensures small businesses owned and controlled by socially and economically disadvantaged individuals have a fair opportunity to compete for federally funded transportation contracts.
- FHWA works diligently to continue its strong and successful DBE program.

5-year PROTECT Formula Program by State U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

Estimated Funding For The Promoting Resilient Operations For
Transformative, Efficient, And Cost-saving Transportation (Protect)
Formula Program Under The Bipartisan Infrastructure Law

◦ State	Estimated	◦ State	Estimated	◦ State	Estimated	◦ State	Estimated
◦ 5-Year Total		◦ 5-Year Total		◦ 5-Year Total		◦ 5-Year Total	
◦ Alabama	145,936,222	◦ Illinois	256,561,130	◦ Mississippi	92,431,461	◦ Pennsylvania	301,150,722
◦ Alaska	93,101,814	◦ Indiana	177,593,814	◦ Missouri	180,284,847	◦ Rhode Island	40,693,447
◦ Arizona	133,407,938	◦ Iowa	93,891,020	◦ Montana	77,454,948	◦ South Carolina	128,217,650
◦ Arkansas	98,918,259	◦ Kansas	71,973,594	◦ Nebraska	54,519,742	◦ South Dakota	52,795,302
◦ California	631,410,543	◦ Kentucky	127,225,452	◦ New Hampshire	30,299,891	◦ Tennessee	158,248,851
◦ Colorado	97,769,681	◦ Louisiana	134,566,362	◦ New Jersey	175,659,284	◦ Texas	729,178,282
◦ Connecticut	90,034,870	◦ Maine	34,046,013	◦ New Mexico	69,640,411	◦ Utah	65,154,802
◦ Delaware	30,812,736	◦ Maryland	107,314,286	◦ New York	293,145,009	◦ Vermont	37,331,531
◦ Dist. of Col.	29,193,715	◦ Massachusetts	106,550,312	◦ North Carolina	194,421,690	◦ Virginia	188,510,787
◦ Florida	364,302,815	◦ Michigan	191,696,073	◦ North Dakota	46,499,479	◦ Washington	125,063,634
◦ Georgia	239,843,370	◦ Minnesota	121,340,603	◦ Ohio	244,114,787	◦ West Virginia	82,795,201
◦ Hawaii	31,029,805			◦ Oklahoma	121,624,244	◦ Wisconsin	141,771,514
◦ Idaho	53,519,150			◦ Oregon	93,862,114	◦ Wyoming	48,084,457
						◦ Total	7,299,999,998

Acronyms

BIL	Bipartisan Infrastructure Law
ADHS	Appalachian Development Highway System
ASAP	All Stations Accessibility Program
ATCMTD	Advanced Transportation and Congestion Management Technologies Deployment
BRT	bus rapid transit
BTS	Bureau of Transportation
CA	Contract Authority
CIG	Capital Investment Grant
CRISI	Consolidated Rail Infrastructure and Safety Improvements
CRP	Congestion Relief Program
EV	Electric Vehicle
GF	General Fund
HRD	
HTF	Highway Trust Fund
ITS	
MPO	
NHFP	National Highway freight project
NHPP	
NOPO	
PIDP	Port Infrastructure Development Program
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation
RTPO	Regional transportation planning organization
SS4A	Safe Streets for All
STBG	
TIDP	
UTCs	University Transportation Centers
VMT	
VRU	vulnerable road user