

# One DOT: FTA/FHWA's Partnership Enhances Bipartisan Infrastructure Law (BIL) Implementation

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# Today's Agenda

- Partnerships & Collaboration
- Overview of Bipartisan Infrastructure Law (BIL)
  - U.S. DOT Strategic Plan Goals
  - Arizona Picture and Opportunities
- Federal Highway Administration
  - Bipartisan Infrastructure Law
- Federal Transit Administration
  - Bipartisan Infrastructure Law



# Partnerships and Collaboration



*Federal Highway Administration*

*Federal Transit Administration*

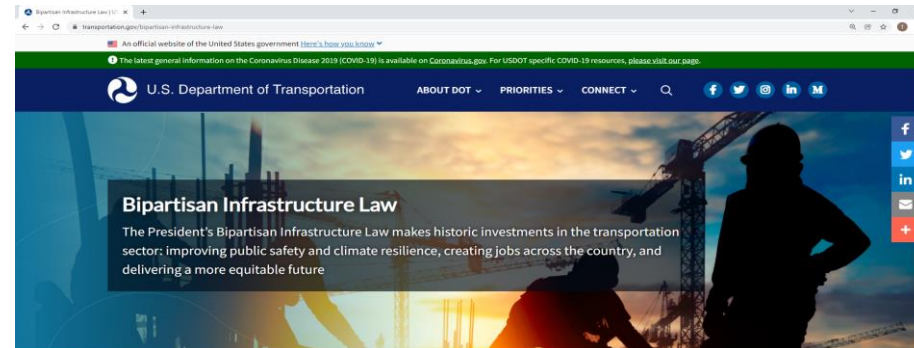


*ACTI - Arizona Council for Transportation Innovation*

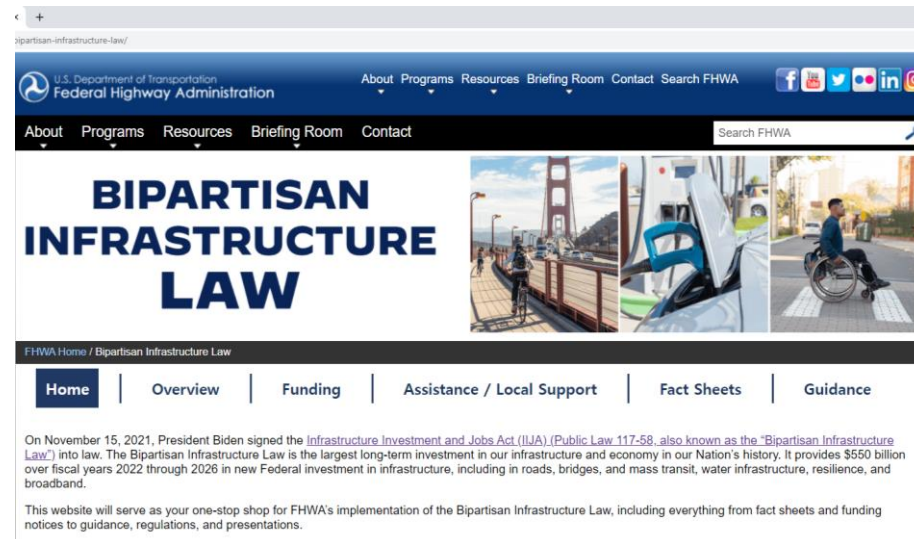


# Bipartisan Infrastructure Law (BIL) Resources

- Infrastructure Investment and Jobs Act (IIJA) signed into law by President Biden on November 15, 2021
  - Public Law No. 117-58
- Known as the Bipartisan Infrastructure Law (BIL)
- “One-stop shop” implementation websites:
  - US DOT website - [www.transportation.gov/bipartisan-infrastructure-law](https://www.transportation.gov/bipartisan-infrastructure-law)
  - FHWA website – [www.fhwa.dot.gov/bipartisan-infrastructure-law](https://www.fhwa.dot.gov/bipartisan-infrastructure-law)
  - FTA website – [www.transit.dot.gov/BIL](https://www.transit.dot.gov/BIL)



“The once-in-a-generation investments in the Bipartisan Infrastructure Law will improve people's lives in every state in the nation by increasing access to safe, clean, reliable transportation.”



# BIL Goes Beyond Transportation

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



# Includes \$567.1 B (All DOT Modes) – FY2022-26

Program	Contract Authority (CA) (\$ B, FY2022-26)	Advance appropriations (\$ B, FY2022-26)
Federal Aviation Administration	---	25.0
Federal Highway Administration	303.5	47.3
Federal Motor Carrier Safety Administration	4.5	0.7
Federal Railroad Administration / Amtrak	---	66.0
Federal Transit Administration	69.9	21.3
Maritime Administration	---	2.3
National Highway Traffic Safety Administration	5.1	1.6
Office of the Secretary	---	19.0
Pipeline & Hazardous Materials Safety Admin.	---	1.0
<b>Total</b>	<b>383.0</b>	<b>184.1</b>

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



# FY2022-26 U.S. DOT Strategic Plan



The U.S. DOT Strategic Plan is a roadmap for transformative investments that will modernize our infrastructure to deliver safer, cleaner, and more equitable transportation systems.

# Arizona's Picture

- **Highway (FHWA)**
  - Repair and rebuild our roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists and pedestrians. (132 bridges and over 3, 193 miles of highway in poor condition)
  - Based on formula funding alone, Arizona would expect to receive approximately \$5.3 billion over five years in Federal highway formula funding for highways and bridges.
  - **Build a network of EV chargers to facilitate long-distance travel and provide convenient charging options.** Arizona would expect to receive about \$76 million over five years to support the expansion of an EV charging network in the state.
- **Public Transportation (FTA)**
  - Based on formula funding alone, Arizona would expect to receive about \$903 million over five years to improve public transportation options across the state
- **Safety (NHTSA & FMCSA)**
  - Arizona will receive approximately \$36 million in 402 formula funding for highway safety traffic programs through the National Highway Traffic Safety Administration
  - Arizona can expect to receive approximately \$78.9 million formula funding over five years in funding to augment their commercial motor vehicle (CMV) safety efforts to reduce CMV crashes through the Federal Motor Carrier Safety Administration
- And More for **Rail** (passenger and freight) and **Airports**



# Funding Available to a Range of Recipients

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

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

# USDOT Notices of Funding Opportunity

- USDOT published a NOFO for **\$1.5 billion** in grant funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program for multimodal projects
- At least \$15 million is guaranteed for projects located in Areas of Persistent Poverty or Historically Disadvantaged Communities. Under BIL, RAISE expands number of communities eligible for 100 percent federal share of funding, specifically those in rural communities, Areas of Persistent Poverty and Historically Disadvantaged Communities
- Deadline **April 14, 2022**, and selections will be announced no later than August 12, 2022
- Another USDOT NOFO combines three major grant programs to provide **\$2.9 billion** in grants:
  1. [Infrastructure for Rebuilding America](#) (INFRA)
  2. [National Infrastructure Project Assistance](#) (MEGA)
  3. [Rural Surface Transportation Grant](#) (RURAL)
- Deadline for NOFO applications involving all three grant programs is May 23, 2022
- [Notices of Upcoming NOFOs posted on BIL website](#)



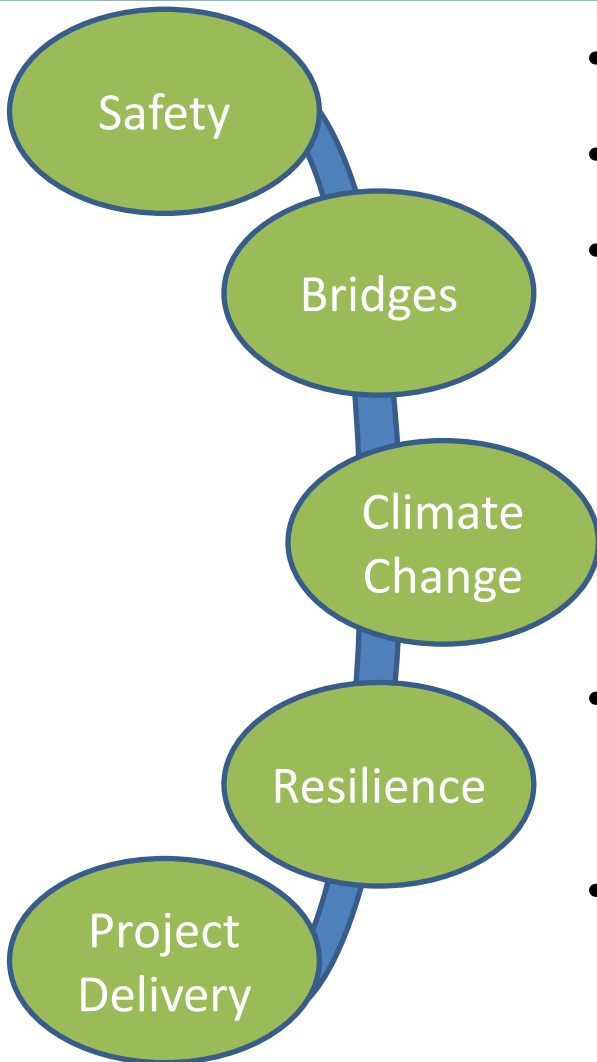
# National Roadway Safety Strategy (NRSS)

Provides funding to help USDOT reach the ambitious goals outlined in the NRSS

- **Advance safety on highways:** \$3 billion for FHWA's Highway Safety Improvement Program, which seeks to reduce the number of lives lost on our Nation's highways, bridges, and roads
- **Improve safety of commercial drivers:** \$506 million for FMCSA's Motor Carrier Safety Grants, which represent an ongoing investment into commercial motor vehicle safety through the consistent nationwide application and enforcement of commercial motor vehicles and commercial driver's license laws,
- **Improve safety of vehicles:** \$49.8 million for NHTSA's Vehicle Safety Research, to study vehicle improvements and other technological advances that can better protect people in a crash and reduce the likelihood of crashes, including:
  - ✓ \$18.1 million for Advanced Driver Assistance Systems
  - ✓ \$3.1 million for Heavy Vehicle Safety Technologies Programs, that support testing and deployment of safety technologies for passenger vehicles, large trucks, and buses
  - ✓ \$11.8 million for Automated Driving Systems research to facilitate innovation and development of new tests, tools, and procedures to properly evaluate the safety of new technologies surrounding highly and fully automated vehicles

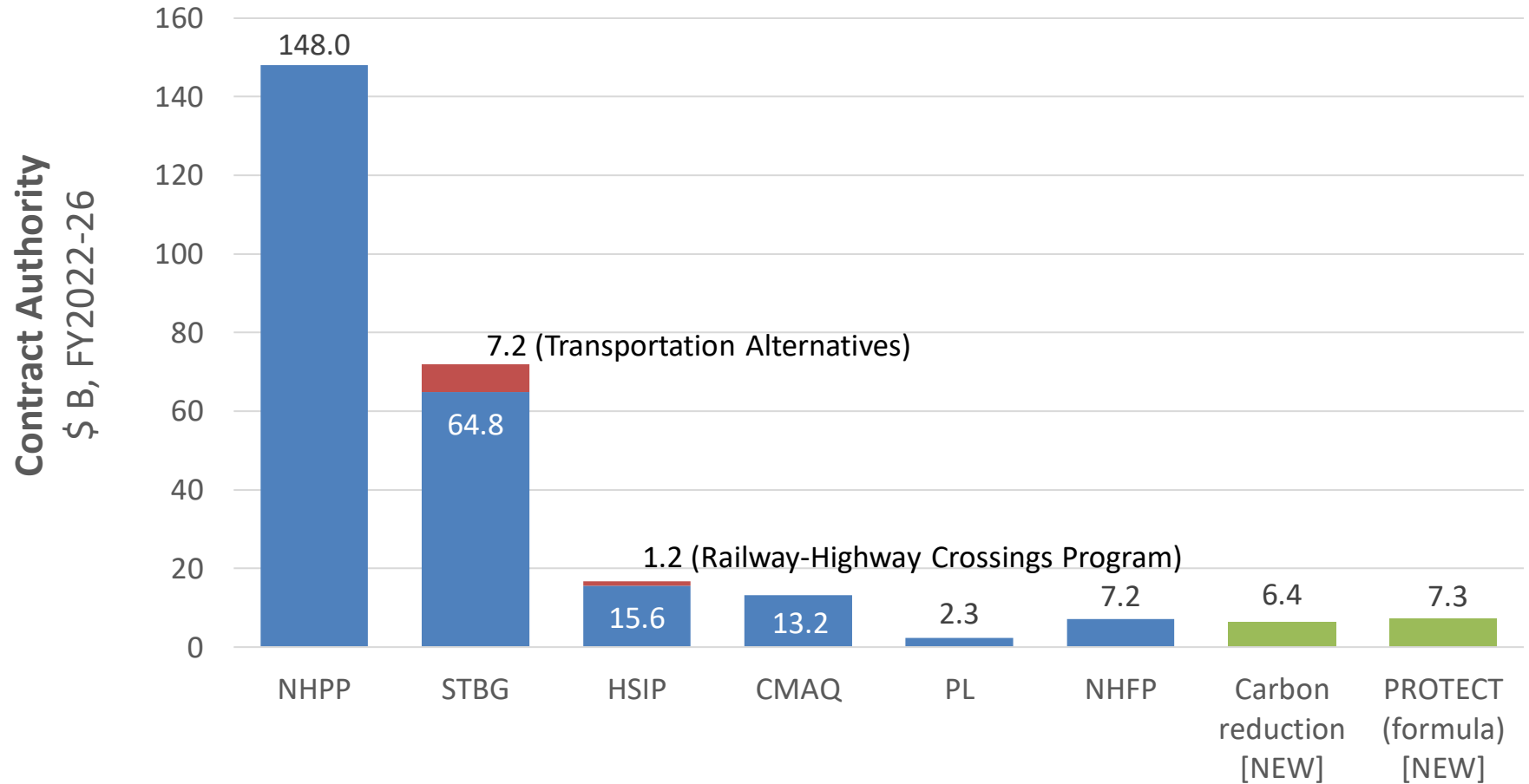


# Highway Provisions of BIL



- Funds highway programs for five years (FY2022-26)
- \$350.8 B (FY2022-26) for highway programs
- More than a dozen new highway programs, including—
  - Formula: resilience, carbon reduction, bridges and electric vehicle (EV) charging infrastructure
  - Discretionary: bridges, EV charging infrastructure, rural projects, resilience, wildlife crossings, and reconnecting communities
- More opportunities for local governments and other non-traditional entities to access new funding
- \$90 B transfer (GF->HTF) to keep the HTF Highway Account solvent for years

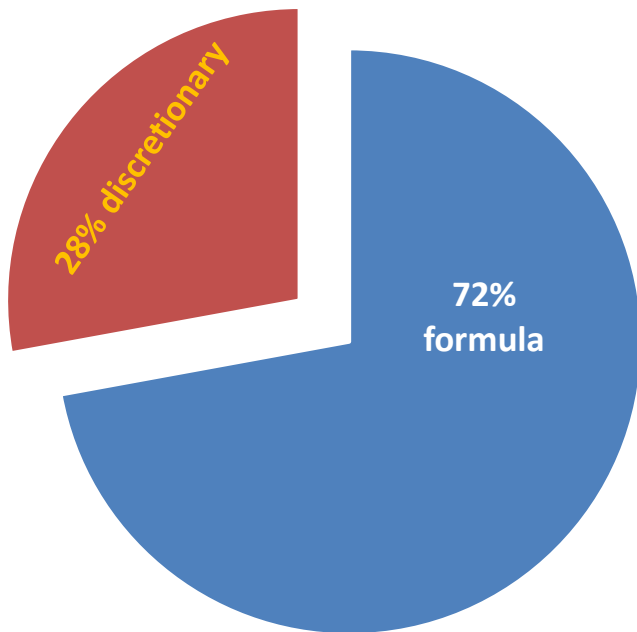
# Federal-aid Highway Apportioned Programs (Eight including Two New)



Federal-aid Highway apportioned programs under BIL

# +\$47.3 B from the General Fund (GF) for “Highway Infrastructure Programs” (HIP)

## BIL HIP advance appropriations, formula vs. discretionary



- Majority (72%) distributed by formula
- All provided from the General Fund
- 9 categories of advance appropriations; 6 supplemental to Contract Authority

# Nine Categories of HIP Funding Under BIL (from the General Fund)

Total, FY2022-26	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)

\* Supplements Contract Authority separately provided by BIL for this program



# FHWA's Implementation Actions to date

- Federal-aid Highway funds for FY2022 issued December 2021 & FY2022 Program Obligation issued April 2022
- Supplementary tables for FY2022 issued late Feb 2022
- Bridge Formula Program Funding FY2022 & Program Guidance issued Jan 2022
- Release of Fact Sheets – 12 fact sheets currently posted
- National Electric Vehicle Infrastructure (NEVI) Formula Program Funding FY2022 & Program Guidance issued Feb 2022
- Request for Nominations – Alternative Fuel Corridors (2022/Round6)
- Highway Safety Highway Safety Improvement Program (HSIP) Eligibility Guidance & HSIP Special Rules Guidance: Vulnerable Road User, High Risk Rural Roads Rule and Older Drivers and Pedestrians Rule issued Feb 2022
- Moving to a Complete Streets Design Model: A Report to Congress on Opportunities and Challenges
- Transportation Alternatives Set-Aside Guidance issued late March 2022



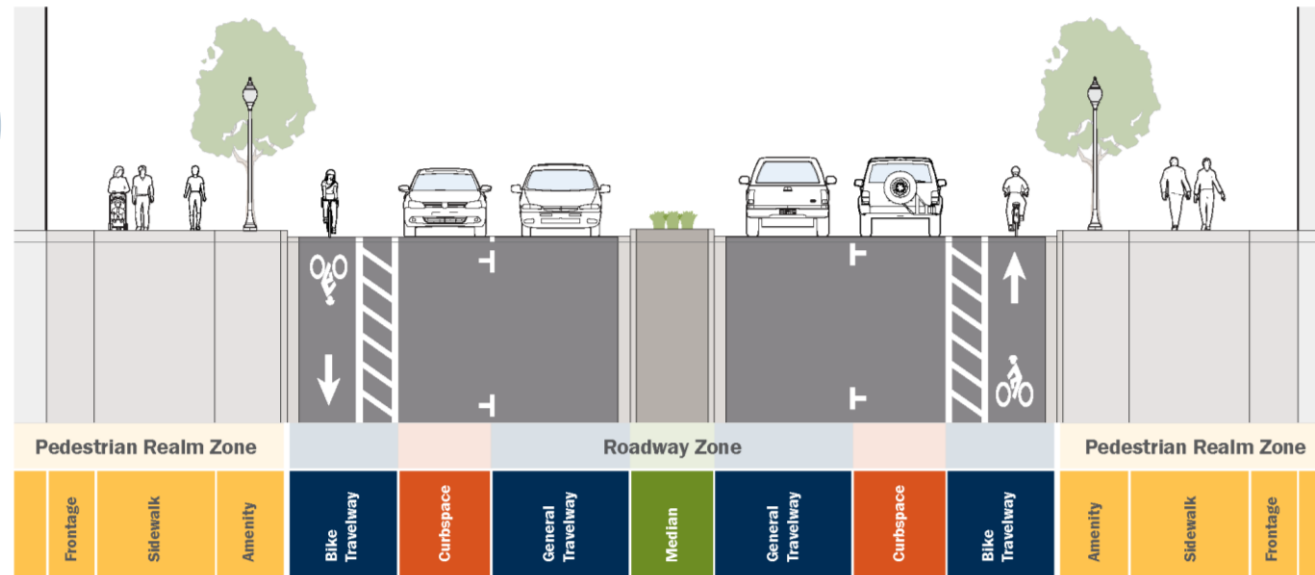


# Complete Streets for All Users

A complete streets approach means **improving safety and access for all road users, on every FHWA-funded project.**



- Update FHWA processes
- Educate and train staff and practitioners
- Support data initiatives



# Bipartisan Infrastructure Law

## Significant Funding Increases



- Up to \$108 billion for public transit over five years
  - \$69.9 B from Highway Trust Fund
  - \$21.25 B in Advance Appropriations
  - \$17 B in Authorized Appropriations
- New and increased funding for State of Good Repair, Low or No Emission, and Capital Investment Grants
- Continues existing structure for FTA programs focused on urban, rural, and targeted populations

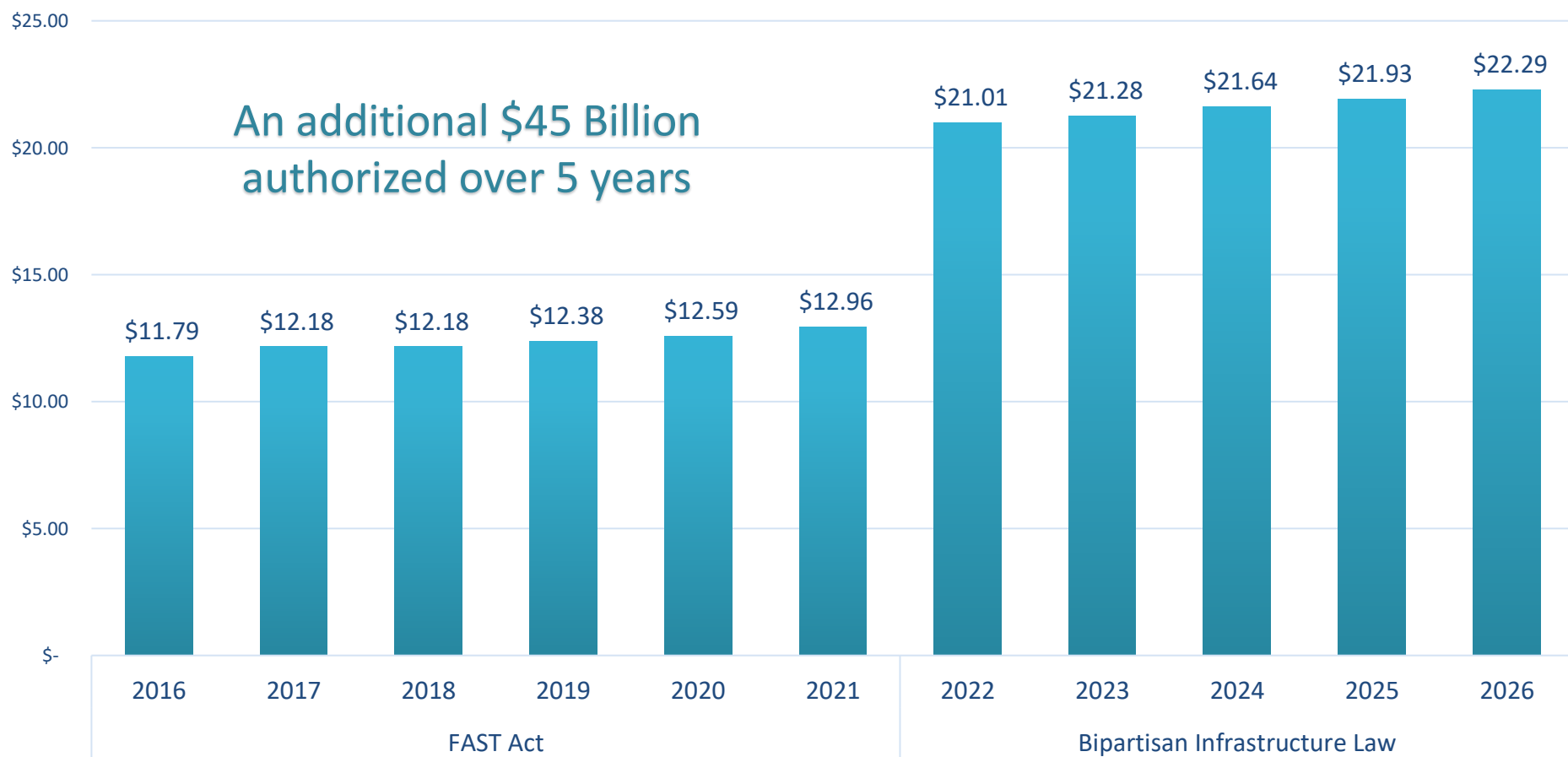
## New Grant Programs



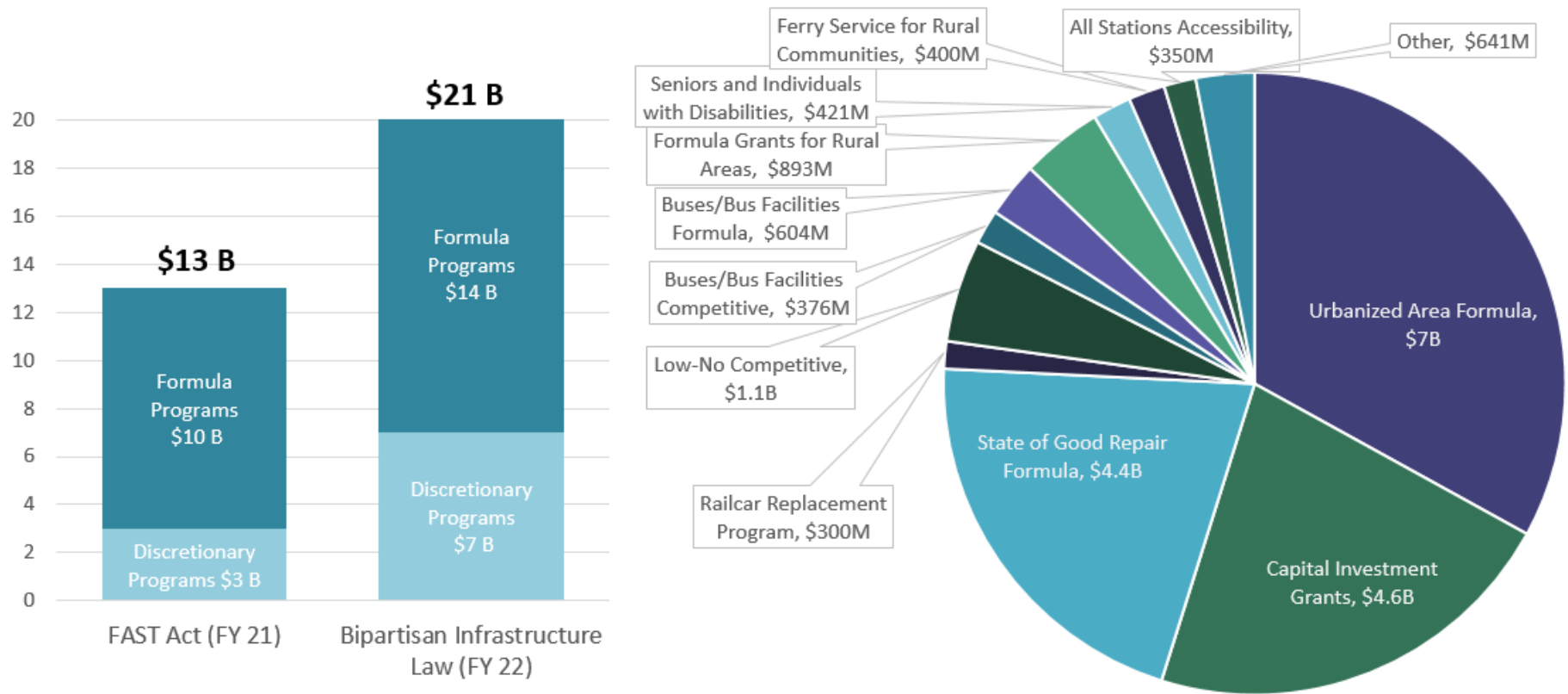
- Rail Vehicle Replacement Program
- All Station Accessibility Program
- Electric or Low-Emitting Ferry Pilot Program
- Ferry Service for Rural Communities



# Increased Funding for Public Transportation



# Increased Formula and Competitive Funding



*Note: Total funding shown includes authorized trust fund contract authority, authorized annual appropriations for FY2022 and certain advance appropriations for FY2022 enacted as a part of the Bipartisan Infrastructure Law. Annual appropriations are subject to Congressional action.*

# FTA Priorities for Implementation



## FTA Bipartisan Infrastructure Law Priorities

**Safety** – The law will enable FTA to enhance state safety oversight programs by strengthening rail inspection practices to protect transit workers and riders from injuries and to ensure safe access to transit.

**Modernization** – Increased formula and competitive funding will begin to reduce the enormous state of good repair investment backlog in the nation's transit systems by repairing aging infrastructure and modernizing bus and rail fleets.

**Climate** – The law includes landmark investments to support the replacement of thousands of transit vehicles, including buses and ferries, with cleaner low- and zero-emission vehicles.

**Equity** – Investments in equity, including Justice40, will help eliminate transit deserts, improve connectivity to economic and social opportunities, ensure universal accessibility for people with disabilities, support minority and women-owned businesses, and reduce the disparity in quality and frequency of service in underserved communities.

# Bipartisan Infrastructure Law – Formula Programs

Key formula funding levels increased by **30%** and programmatic changes for public transportation over a five-year period (FY2022-26) to include:

- \$33.5 billion for the Urbanized Area Formula Program to support transit operations in 500 communities across the country
- \$23.1 billion for the State of Good Repair program to maintain public transit systems
- \$4.6 billion for Rural Area Formula Grants to support transit investments in rural areas communities
- \$3.9 billion for additional Urbanized and Rural Formula Program assistance through the Growing States and High-Density States formulas
- \$2.2 billion for the Enhanced Mobility of Seniors and Individuals with Disabilities program
- \$229 million for public transportation on Indian Reservations



# Bipartisan Infrastructure Law – Discretionary & Other

- \$5.6 billion in Low or No Emission Vehicle Competitive Grants to support the transition of transit vehicles to low or zero emission technologies\*
- \$5.1 billion in Buses and Bus Facilities formula and competitive grants\*
- \$966.4 million to support Metropolitan and Statewide Planning programs
- \$23 billion for the Capital Investment Grants (CIG) Program, with \$8 billion guaranteed to invest in new high-capacity transit projects
- \$193 million for transit research activities
- \$62 million for technical assistance and workforce development activities

*\* FTA Dear Colleague letter discusses the need for a Zero-Emission Transition Plan, when applying for funding under FTA's Bus & Bus Facilities & Low or No Emission competitive programs*



# Timeframes for Deliverables

The FY2022 Consolidated Appropriations Act will allow FTA to make the BIL's new funding available to thousands of public transportation providers

## **FY2022 Apportionment**

- FTA issued partial FY2022 Apportionment Notice for 4.5 months - February 3, 2022
- FTA issued full-year FY2022 Apportionment Notice - April 6, 2022

## **Discretionary Buses & Bus Facilities and Low & No Emission Vehicle Programs**

- FTA released the Joint NOFO **\$1.1 billion** for Low & No Emission program and **\$372 million** for Buses & Bus Facilities program – March 4, 2022
- [Biden-Harris Administration and the U.S. Department of Transportation Announce Nearly \\$1.5 Billion in Grants Funded by the Bipartisan Infrastructure Law to Modernize Bus Fleets and Facilities | FTA \(dot.gov\)](#)

## **New Program Notice of Funding Opportunities (NOFOs)**

- NOFOs will be issued on a rolling basis beginning in late spring/early summer



# President's FY2023 Budget Request

On March 28<sup>th</sup>, the released President's Budget for FY2023 demonstrates a commitment to improving the nation's transportation infrastructure and to delivering the historic funding provided in the BIL. This notable resources for public transportation includes:

- **\$13.6 billion for FTA's core programs and administration**, enabling FTA to support the work of more than 4,000 grantees and subrecipients to start new public transportation projects, fix aging infrastructure, invest in sustainable technologies, connect communities, and provide fast, safe, convenient service
- **\$2.9 billion in additional funding for the Capital Investment Grants (CIG) and Expedited Project Delivery (EPD) programs** to develop new and expand existing public transportation solutions that are safe, generate economic growth, improve equity and access to affordable and sustainable transit options, and create and retain jobs in local communities. This request will build on the **\$1.6 billion** in advance appropriations already provided to these programs under the BIL
- **\$2.1 billion** will support programs under Transit Infrastructure Grants



# FTA's FY2023 Annual Report on Funding Recommendations

- On March 28<sup>th</sup>, USDOT recommended **\$4.45 billion** both to advance 7 new rail and bus rapid transit (BRT) projects for first-time funding and to continue funding for 8 projects with existing construction grants in FY2023
- These projects competed for funding through the **FTA's Capital Investment Grants (CIG) Program and Expedited Project Delivery (EPD) Pilot Program**
- The transit projects create and sustain construction and operations-related jobs and help communities provide better, more frequent transit service
- The [CIG Program](#) and [EPD Pilot Program](#) are the Federal government's primary grant programs supporting transit capital projects that are locally planned, implemented, and operate
- The programs provide funding for investments such as new and expanded subway systems, commuter rail, light rail, streetcars, bus rapid transit, and ferries, as well as corridor-based BRT investments



# FY2023 Annual Report for High-Capacity Projects

- FTA's [FY 2023 Annual Report on Funding Recommendations](#) identifies projects for funding through the CIG and EPD Pilot Programs for FY2022 & 2023 under BIL
- Through this funding, FTA can accelerate payments to projects, completing the Federal commitment for 25 projects. This will not only result in lower financing costs incurred on projects but will also help meet demand by freeing up funds for additional new projects
- In the last year alone, there has been a 150% increase in the number of projects entering the programs
- This announcement, consistent with the President's FY2023 budget, includes first-time funding recommendations for seven transit projects in six states



# Transit Eligibility Across DOT (over 5 years)

- \$64.5 billion increase in DOT funding, \$8 billion of which is an increase in FTA programs.
- These other DOT programs can also fund transit infrastructure:
  - **Federal Highway Administration:**
    - Surface Transportation Program: \$84.14 billion
    - Congestion Mitigation & Air Quality: \$15.7 billion
    - Tribal Transportation Program: \$3.5 billion
    - Active Transportation Infrastructure Investment Program: \$1 billion
    - Reconnecting Communities Pilot Program: \$500 million
  - **Office of the Secretary:**
    - National Infrastructure Grants (RAISE): \$30 billion
    - Strengthening Mobility and Revolutionizing Transportation (SMART) Grants: \$1 billion
  - **Federal Railroad Administration:**
    - Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grants: \$10.33 billion
    - Railroad Crossing Elimination: \$5.5 billion



# BIL Hiring Preference

- In 2021, FTA announced an initiative, implemented as a pilot program, to permit transit agencies to hiring preferences on FTA-funded construction projects, to promote equitable creation of employment opportunities and workforce development activities, particularly for economically or socially disadvantaged workers
- The initiative has transitioned in response to the Bipartisan Infrastructure Law, which includes hiring preferences related to the use of labor for transportation construction projects
- Section §25019 provides an express authorization for FTA grant recipients and subrecipients to use a geographical or economic hiring preference for the construction of federally supported transit projects
- See the [Federal Register Notice](#)



# Bipartisan Infrastructure Law - Information

- <https://www.transit.dot.gov/BIL>
- FTA BIL Program Fact Sheets for existing and new programs; funding levels
- Sign up to receive email updates
- Webinars
- Town Hall meetings
- Storytelling
- Region 9 Webinar & Listening Session



# Transit Workforce Center

- FTA has awarded a \$5 million cooperative agreement to the [International Transportation Learning Center \(ITLC\)](#) to support the Transit Workforce Center (TWC)
- TWC is first FTA-funded technical assistance center to directly support public transit workforce development to help transit agencies recruit, hire, train, and retain a diverse workforce needed now and, in the future
- TWC will help address the national transit worker shortage by providing technical assistance activities geared towards developing frontline transit workers' skills and recruiting workers to transit careers through various programs, such as apprenticeships, and partnerships
- TWC's future efforts to assist with electrification directly support the Biden-Harris Administration's goal of reducing GHG emissions while creating good-paying union jobs
- TWC is operational to include technical assistance resources via a website and toll-free telephone number
- [www.transit.dot.gov/research-innovation/workforce-development-initiative](http://www.transit.dot.gov/research-innovation/workforce-development-initiative)



# Federal Mask Mandate

- CDC announced June 10<sup>th</sup> that it will be amending its Face Mask Order to not require people to wear a mask in outdoor areas
- The TSA had [extended the face mask requirement](#) for all transportation networks, including public transportation, through January 18, 2022
- TSA's initial face mask requirement went into effect on February 1, 2021 with an expiration date of May 11, 2021, and previously extended to September 13, 2021
- The TSA extended the face mask requirement through March 18<sup>th</sup>, and then April 18<sup>th</sup>
- **The TSA has further extended the face mask requirement through May 3, 2022**
- Learn more about FTA's guidance to the transit industry on at the **FTA Transit Mask Up** webpage and FTA FAQs
- Many thanks for the service to your riders and communities with vaccinations and other support functions





# Thank you!

As things change, one constant is FHWA's and FTA's commitment to our stakeholders

