



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

ZERO IS OUR
GOAL
A SAFE SYSTEM IS HOW WE GET THERE

Bipartisan Infrastructure Law (BIL)

Funding Opportunities

Facts

- ◀ Like other States, Nevada has many bridges and highway miles that need attention.
- ◀ Since 2011, commute times have increased by 7.7% in Nevada, and on average, each driver pays \$558 per year in costs due to driving on roads in need of repair.

38,824 people died on U.S. roads in 2020.

Fatalities compared to 2019:

- ↑6.8% overall
- ↑21% rate per 100 million VMT
- ↑14% in alcohol-impaired-driving crashes
- ↑17% in speeding-related crashes
- ↑11% motorcyclists
- ↑3.9% pedestrians
- ↑21% ejected passenger vehicle occupants

Estimated **5,215,071** non-fatal crashes on U.S. roads in 2020.

Non-fatal crashes compared to 2019:

- ↓22% overall
- ↓17% injury crashes
- ↓25% property-damage-only (PDO) crashes
- ↓6.8% injury crash rate per 100 million VMT
- ↓15% PDO crash rate per 100 million VMT

Travel patterns compared to 2019:

- ↓11% overall VMT

National Roadway Safety Strategy (NRSS)



U.S. DOT's comprehensive approach to significantly reducing serious injuries and deaths on our Nation's highways, roads, and streets.

- ❖ **Sets a Department-wide vision and goal**
- ❖ **Adopts the Safe System Approach**
- ❖ **Identifies new priority actions and notable changes to existing practices**
- ❖ **Leverages new funding and policies in the Bipartisan Infrastructure Law to bring this strategy to life**
- ❖ **Advances equity and climate goals**

Bipartisan Infrastructure Law (BIL)



- ◀ \$350.8 B (FY 22-26) for highway programs
 - Formula and Discretionary Programs

- ◀ \$303.5 B in Contract Authority (CA) from the Highway Trust Fund (HTF) --- +29% highway CA (avg. annual, FY 22-26) vs. FY 21
 - Mostly (90%) apportioned to States
 - All FAST Act highway programs will continue plus new CA programs (apportioned and allocated)

- ◀ +\$47.3 B in advance appropriations from the General Fund (GF) for Highway Infrastructure Programs (HIP)
 - Majority (72%) distributed by formula
 - 9 categories of advance appropriations;
 - 6 are supplemental to CA

9 Categories of Highway Infrastructure Programs (HIP) 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)

* Supplements CA separately provided by BIL for this program

Formula Programs

ZERO IS OUR
GOAL
A SAFE SYSTEM IS HOW WE GET THERE

NHPP – National Highway Performance Program (BIL § 11105)



- ▶ The NHPP provides support for the condition and performance of the National Highway System (NHS)
- ▶ **FY 22-26 total: \$148 Billion**

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 (≤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

STBG – Surface Transportation Block Grant Program (BIL § 11109)



- ▶ The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
- ▶ **FY 22-26 Total: \$72 Billion**
- ▶ Inclusive of Transportation Alternatives (TA) 10% Set-aside from STBG each FY

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
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

CMAQ – Congestion Mitigation and Air Quality Improvement Program (BIL § 11115)



- ◀ A flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act.
- ◀ **FY 22-26 Total: \$13.2 Billion**

Topic	Changes
Eligible projects	<ul style="list-style-type: none">• Adds eligibilities for–<ul style="list-style-type: none">• shared micromobility, including bikesharing and shared scooter systems• purchase of diesel replacements, and medium/heavy-duty zero emission vehicles and related charging equipment• modernization/rehabilitation of a lock and dam, or a marine highway corridor, connector, or crossing, if certain criteria are met ($\leq 10\%$ of CMAQ apportionment)
Rail/transit operating assistance	<ul style="list-style-type: none">• CMAQ funds may be used for rail/transit operating assistance (w/o time limitation) in association with certain CMAQ projects located in certain areas
Equity	<ul style="list-style-type: none">• Requires, to the maximum extent practicable, prioritizing disadvantaged communities or low-income populations when obligating funds to reduce PM_{2.5} (fine particulate matter) emissions

HSIP – Highway Safety Improvement Program (BIL § 11111)



- ✦ Funds 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 lands.
- ✦ **FY 22-26 Total: \$15.6 Billion**
- ✦ Rail-Highway Grade Crossing Program \$1.2 Billion set-aside from 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

NHFP – National Highway Freight Program (BIL § 11114)



- ◀ Funds to improve the efficient movement of freight on the National Highway Freight Network (NHFN)
- ◀ **FY 22-26 Total: \$7.2 Billion**

Topic	Changes
Freight intermodal/ freight rail projects	<ul style="list-style-type: none">• State may use $\leq 30\%$ (vs. 10% under current law) of NHFP funding on freight intermodal or freight rail projects, subject to certain restrictions
Locks, dams, marine highways	<ul style="list-style-type: none">• Adds eligibility for modernization/rehab of a lock and dam or a marine highway corridor, connector, or crossing (including an inland waterway corridor, connector, or crossing) that are:<ul style="list-style-type: none">functionally connected to the National Highway Freight Network; andlikely to reduce on-road mobile source emissions
Critical freight corridors	<ul style="list-style-type: none">• Allows the designation of more miles as critical rural freight corridors and critical urban freight corridors

[NEW] Carbon Reduction Program (BIL § 11403)



Provide funding for projects to reduce transportation emissions or the development of carbon reduction strategies.

FY 22-26 Total: \$6.4 B

Recipients	<ul style="list-style-type: none">States (including DC)
Distribution formula	<ul style="list-style-type: none">Apportioned to States by formula65% 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.

[NEW] Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program (BIL § 11405)



- ◀ Planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure
- ◀ **FY 22-26 Total: \$7.3 B**

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

Other Funding Programs

Formula and Discretionary

[NEW] Safe Streets and Roads for All (BIL §24112)



- 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).
- FY 22-26 Total: \$5.0B in advance appropriations from the GF**

Eligible entities	<ul style="list-style-type: none">MPOPolitical 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.In awarding grants, the Secretary shall consider, 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.

FHWA Funding Programs



- ▶ **Bridge Formula Program: \$27.5 B, NEW** (BIL, Division J, Title VIII)
 - Replace, rehabilitate, preserve, protect, and construct bridges on public roads
- ▶ **Bridge Investment Program: \$12.5 B, NEW** (BIL § 11118, Division J)
 - Improve bridge (and culvert) condition, safety, efficiency, and reliability
- ▶ **Charging and Fueling Infrastructure: \$2.5 B, NEW** (BIL § 11401)
 - Deploy electric vehicle (EV) charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors and in communities
- ▶ **National Electric Vehicle Infrastructure (NEVI) Formula Program: \$5 B, NEW** (BIL, Division J, Title VIII)
 - Strategically deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability
- ▶ **Nationally Significant Federal Lands and Tribal Projects: \$275 M (BIL § 11127)**
 - Provides funding for the construction, reconstruction, and rehabilitation of nationally significant projects within, adjacent to, or accessing Federal and tribal lands.
 - BIL amends this program to allow smaller projects to qualify for funding and allows 100% Federal share for Tribal projects.

Funding Programs Led by the Office of the Secretary



- ✦ **Infrastructure for Rebuilding America (INFRA) Grants: \$8 B, EXPANDED** (BIL § 11110, Division J)
 - Offers needed aid to freight infrastructure by providing funding to state and local government for projects of regional or national significance.
 - The BIL raises the cap on multimodal projects to 30% of program funds.
- ✦ **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants: \$7.5 B, EXPANDED** (BIL § 21202)
 - Supports surface transportation projects of local and/or regional significance.
- ✦ **MEGA Projects: \$5 B, NEW** (BIL § 21201)
 - Provides funding through single-year or multi-year grant agreements for eligible surface transportation projects that support multi-modal, multi-jurisdictional projects of national or regional significance.

Funding Programs Led by the Office of the Secretary (continued)



- ▶ **Reconnecting Communities Pilot Program: \$1 B, NEW** (BIL § 11509, Division J)
 - Provide funding to support planning grants, technical assistance, and capital construction grants to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities
- ▶ **Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program: \$500 M, NEW** (BIL § 25005)
 - Programmed competition that will deliver competitive grants to States, local governments, and Tribes for projects that improve transportation safety and efficiency.
- ▶ **Rural Surface Transportation Grant Program: \$2 B, NEW** (BIL § 11132)
 - This new competitive grant program will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth.



Thank You!

<https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>

ZERO IS OUR
GOAL
A SAFE SYSTEM IS HOW WE GET THERE

Except for any statutes or regulations cited, the contents of this presentation do not have the force and effect of law and are not meant to bind the public in any way. This presentation is intended only to provide information regarding existing requirements under the law or agency policies.