

BIPARTISAN INFRASTRUCTURE LAW (BIL)*

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Support for Emerging Technologies

Glenn Fulkerson
FHWA, Wisconsin Division
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*Also known as the “Infrastructure Investment and Jobs Act”

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
- \$90 B transfer (GF->HTF) to **keep the HTF Highway Account solvent for years**

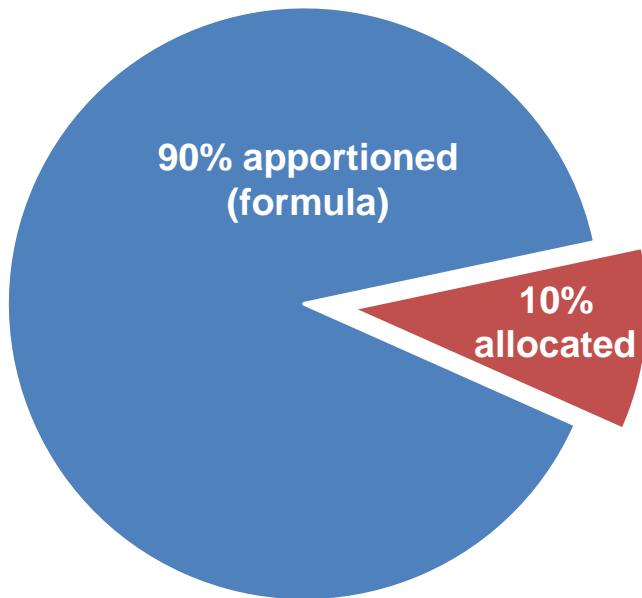
Includes \$567.1 B (All DOT Modes) Over FY 22-26

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

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

\$303.5 B in Contract Authority from the HTF

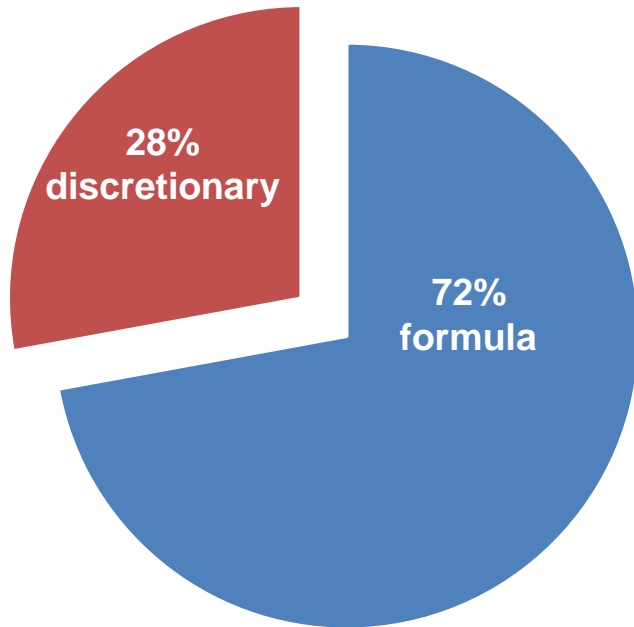
**BIL highway CA,
apportioned vs. allocated**



- Five years of funding (FY 22-26)
- +29% highway CA (avg. annual, FY 22-26) vs. current law (FY 21)
- Mostly (90%) apportioned to States
- All FAST Act highway programs will continue
- ...plus new CA programs (apportioned and allocated)

+\$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 CA

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.

* "PA" means a special purpose district or public authority with a transportation function; FLMA means Federal Land Management Agency

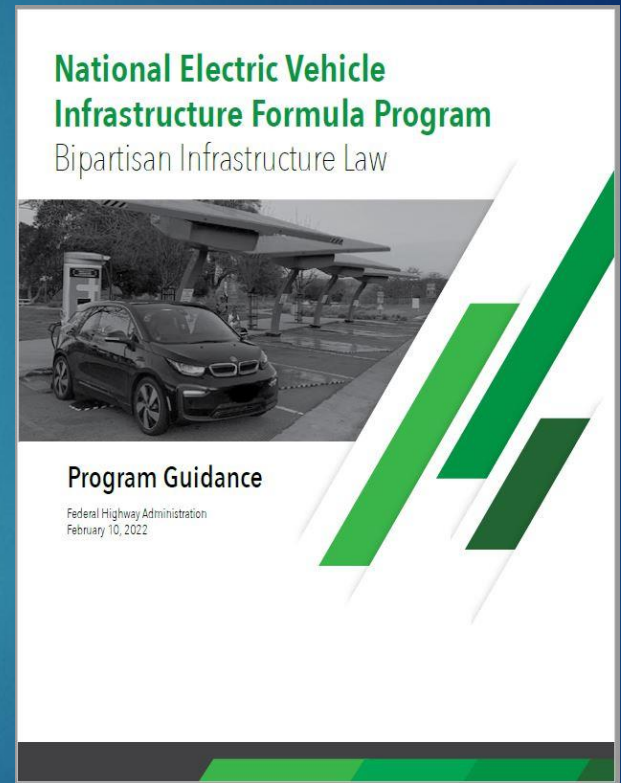
[NEW] National Electric Vehicle Formula Program (formula and discretionary*)

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 strategically 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

* Program sets aside funds for discretionary technical assistance grants; also if DOT withholds or withdraws funding from a State, DOT may award funds to local governments in the same State.

National Electric Vehicle Infrastructure (NEVI) Formula Program*

- \$5.0B for **EV Corridors**
 - ▣ \$1.0B/year for FY2022-2026
- Any EV charging infrastructure acquired or installed shall be located along a designated alternative fuel corridor
- States required to develop an EV Infrastructure Deployment Plan
- FY22-26 BIL sets aside 10 percent of EV Formula funding for grants to States and local governments that require additional assistance to strategically deploy EV charging infrastructure, as determined by the Secretary of Transportation



*Paragraph (2) under the Highway Infrastructure Program heading in title VIII of division J of the BIL

Joint Office of Energy and Transportation

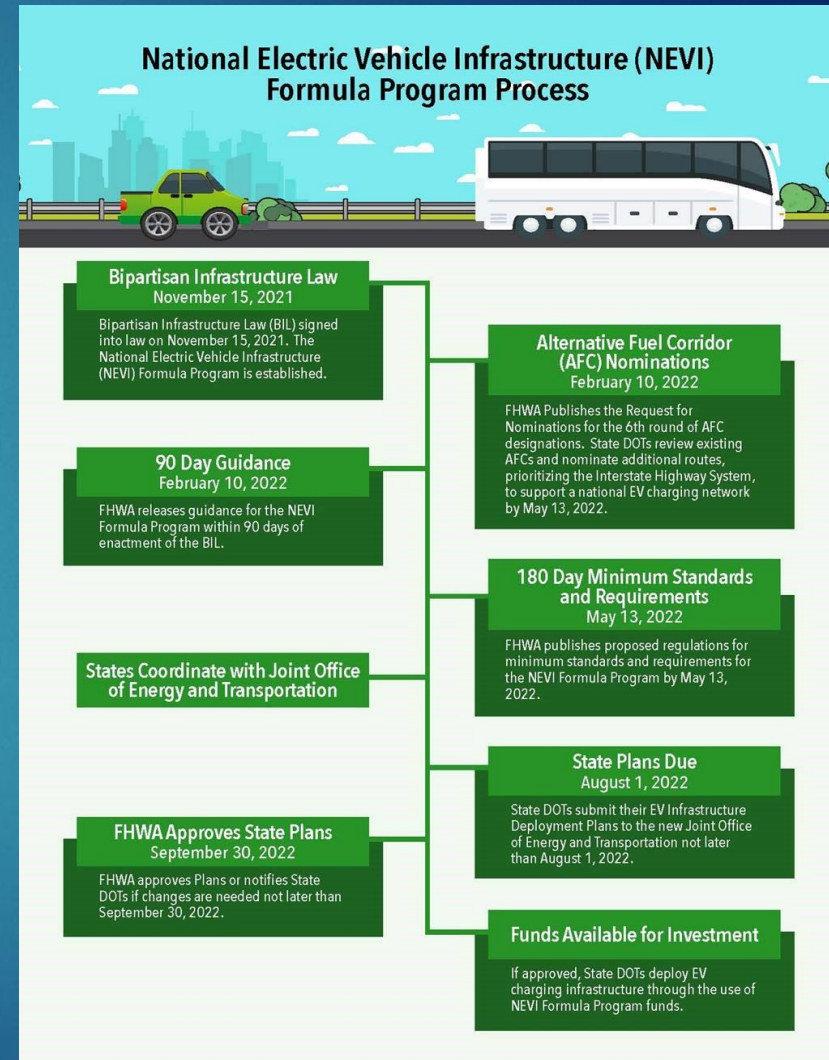
- Will play a key role in the implementation of charging infrastructure
- Technical assistance will aim to first leverage existing tools, datasets, best practices, and programs built by partners, DOE, DOT, and national laboratories
- Will work in concert with FHWA Division Offices to support the State in developing EV Infrastructure Deployment Plan.
- Plan will be submitted to the Joint Office and FHWA approves the Plan

[Home Page · Joint Office of Energy and Transportation \(driveelectric.gov\)](#)



NEVI Formula Program- Important 2022 Dates

- **Feb 10:**
 - ❑ NEVI Program Guidance
 - ❑ AFC Round 6 RFN
- **May 13:**
 - ❑ 180 Day Minimum Standards and Requirements proposed regulation published
 - ❑ Round 6 Nominations Due
- **Aug. 1:** State Plans Due
- **Sept 30:** FHWA approves State Plans



[NEW] 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 (including Puerto Rico) • MPO • 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























































































Discretionary Grant Program for Charging and Fueling Infrastructure

- For EV charging, hydrogen, propane, and natural gas fueling infrastructure
- Divided into two distinct \$1.25 billion grant programs to support EV charger deployment
 - ❑ **Corridor Charging Grant Program.** This program will strategically deploy publicly accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure along designated **Alternative Fuel Corridors**
 - ❑ **Community Charging Grant Program.** This program will strategically deploy publicly accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure in **communities**







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: <ul style="list-style-type: none"> ○ < 5,000 ○ [NEW] 5,000 – 49,999 ○ [NEW] 50,000 – 200,000 ○ >200,000 • 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

DOT Funding and Financing Programs with EV Eligibilities*

	FY 2022 ¹ AMOUNT						
FORMULA PROGRAMS							
National Highway Performance Program (NHPP)	\$28.4 B ²						
Surface Transportation Block Grant Program (STBG)	\$12.5 B ^{2,3}						
Congestion Mitigation & Air Quality Improvement Program (CMAQ)	\$2.5 B ²						
National Highway Freight Program (NHFP)	\$1.4 B ²						
State Planning and Research (SPR)	\$983.3 M ⁴						
Metropolitan Planning (PL)	\$438.1 M ²						
Carbon Reduction Program	\$1.2 B ^{2,5}						
National Electric Vehicle (NEVI) Formula Program	\$685 M ^{2,5,6}						
DISCRETIONARY PROGRAMS							
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) (formerly known as BUILD)	\$1.5 B						
Infrastructure for Rebuilding America (INFRA) Grant Program	\$1.64 B ^{2,7}						
Advanced Transportation and Technologies and Innovative Mobility Deployment	\$60 M ²						
Discretionary Grant Program for Charging and Fueling Infrastructure	\$300 M ^{2,5}						
Rural Surface Transportation Grant Program	\$300 M ^{2,5}						
Reduction of Truck Emissions at Port Facilities Program	\$80 M ^{2,5,7}						
OTHER ALLOCATED PROGRAMS							
Federal Lands and Tribal Transportation Program (FLTTP)	\$1.3 B ^{2,8}						
Puerto Rico Highway Program (PRHP)	\$173 M ²						
Territorial Highway Program (THP)	\$46 M ²						
INNOVATIVE FINANCE PROGRAMS							
State Infrastructure Banks (SIBs)	Varies						
Transportation Infrastructure Financing and Innovation Act (TIFIA)	\$250 M ²						

LEGEND

					
Construction and installation of EV charging infrastructure including parking facilities and utilities.	Workforce development and training related to EV infrastructure.	EV acquisitions and engine conversions - cars or trucks.	Planning for EV charging infrastructure and related projects.	Construction and installation of EV charging infrastructure to support operational, resiliency, national energy security, environmental, and community goals for freight transportation.	Installation of EV charging infrastructure as part of transit capital projects eligible under chapter 53 of title 49, United States Code.

Staying engaged

For the latest BIL information, subscribe for updates at FHWA's main BIL website:

BIPARTISAN INFRASTRUCTURE LAW



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On November 15, 2021, President Biden signed the [Infrastructure Investment and Jobs Act \(IIJA\)](#) (Public Law 117-58, also known as the “[Bipartisan Infrastructure Law](#)”) into law. The Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and economy in our Nation’s history. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband.

This website will serve as your one-stop shop for FHWA’s implementation of the Bipartisan Infrastructure Law, including everything from fact sheets and funding notices to guidance, regulations, and presentations.

The FHWA will continue to add new information to this page over the weeks and months to come.

[Subscribe for Updates](#)

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

Other Explanatory Materials

Be Involved — and In the Know

https://www.fhwa.dot.gov/bipartisan-infrastructure-law/docs/BIL_beinvolved.pdf

BIPARTISAN INFRASTRUCTURE LAW



Be Involved – and In the Know

The Infrastructure Investment and Jobs Act, otherwise known as the Bipartisan Infrastructure Law (BIL), represents a once-in-a-generation investment in our Nation's infrastructure, competitiveness, and communities and provides approximately \$550 billion in new Federal infrastructure investment.

Stay up to date with FHWA rollout of BIL programs

Information and Programs	Where to Find It
FHWA's BIL website: information on funding, program guidance, and fact sheets	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/
Overview of BIL highway provisions	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/summary.cfm
Library of recorded BIL program webinars	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/webinars.cfm
Transportation Funding Opportunities for Tribal Nations brochure	https://highways.dot.gov/federal-lands/programs-tribal/funding-opportunities
Listing of competitive grant programs and eligible entities	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/grant_programs.cfm
USDOT Information of Notices of Funding Opportunities (NOFO's)	https://www.transportation.gov/bipartisan-infrastructure-law/upcoming-notice-funding-opportunities-announcements-2022
To apply for discretionary grants	https://www.grants.gov/

New To Transportation Federal-Aid?

USDOT Technical Assistance Resource DOT Navigator

USDOT Resources to help understand the grant-making process, key requirements, and transportation processes

<https://www.transportation.gov/dot-navigator>

FHWA Technical Assistance & Local Support

Find your local Federal Highway Administration office, technical assistance programs, training opportunities, and program information

https://www.fhwa.dot.gov/bipartisan-infrastructure-law/technical_support.cfm

The Federal Highway Administration (FHWA) is diligently working to release BIL funding opportunities as well as informational materials for our many exciting programs.



U.S. Department
of Transportation
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BIL: Be Involved — and In the Know



For more information

Please visit:

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

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[Home Page - Joint Office of Energy and Transportation \(driveelectric.gov\)](https://driveelectric.gov)

