

INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) / BIPARTISAN INFRASTRUCTURE LAW (BIL)

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AGENDA

- Overview of IIJA/BIL
- Outline Program Categories
- Highlight Changes to Existing Programs
- Introduce New Programs
- Summarize Funding Opportunities
- Outline Other Provisions of IIJA/BIL

OVERVIEW IIJA/BIL

- Signed into law on November 15, 2021
- Authorizes dedicated infrastructure funding for FY 22-26
 - Formula funding & Discretionary funding
- 380 new or existing programs
- Continuing Resolution (CR) through March 11, 2022
 - Held funding levels at pre-IIJA levels
 - Delayed access to increased funds for existing formula programs and new programs of IIJA/BIL
- Omnibus spending bill passed on March 10, 2022
 - Allows for **full** utilization of IIJA for FY 2022
 - Enables USDOT to start implementing new policies and programs that were put on hold by the CR

PROGRAM CATEGORIES

1. Transportation

- a. Roads/Bridges/Major Projects, Passenger and Freight Rail, Public Transportation, Airports and Aviation, Ports and Waterways, Safety, Electric Vehicles/Buses and Ferries

2. Climate, Energy, and the Environment

- a. Clean Energy and Power, Water, Resilience, Environmental Remediation

3. Broadband

4. Other Programs

- a. Regional Commissions, Various Federal Departments, Environmental Protection Agency, Solid Waste Management and Recycling

TRANSPORTATION

Sub-Categories

1. Roads, Bridges, and Major Projects
2. Passenger and Freight Rail
3. Public Transportation
4. Airports and Aviation
5. Ports and Waterways
6. Safety
7. Electric Vehicles

ROADS, BRIDGES, AND MAJOR PROJECTS

Formula funding = \$7 Billion over 5 years (Indiana)

- Approx. 30% more than current federal-aid amount

Indiana-Specific Funding Estimates per Program (Approximate)										
Year	National Highway Performance Program (NHPP)	Surface Transportation Block Grant Program (STBG)	Highway Safety Improvement Program (HSIP)	Railway-Highway Crossings Program (RHCP)	CMAQ Program	Metropolitan Planning	National Highway Freight Program (NHFP)	Carbon Reduction Program NEW	PROTECT Formula Program NEW	Appropriations Total
2022	\$692 M	\$337 M	\$70.5 M	\$7.9 M	\$51.3 M	\$6.9 M	\$33.0 M	\$30.0 M	\$34.1 M	\$1.26 B
2023	\$706 M	\$343 M	\$72.1 M	\$7.9 M	\$52.3 M	\$7.0 M	\$33.7 M	\$30.6 M	\$34.8 M	\$1.29 B
2024	\$720 M	\$350 M	\$73.7 M	\$7.9 M	\$53.4 M	\$7.1 M	\$34.4 M	\$31.2 M	\$35.5 M	\$1.31 B
2025	\$734 M	\$357 M	\$75.3 M	\$7.9 M	\$54.5 M	\$7.3 M	\$35.1 M	\$31.9 M	\$36.2 M	\$1.34 B
2026	\$785 M	\$364 M	\$77.0 M	\$7.9 M	\$55.6 M	\$7.5 M	\$35.7 M	\$32.5 M	\$36.9 M	\$1.37 B
Total	\$3.64 B	\$1.75 B	\$368.6 M	\$39.7 M	\$267.2 M	\$35.9 M	\$172 M	\$126 M	\$178 M	\$6.57 B

CHANGES TO SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG)

Topic	Changes
Eligible Projects	Adds new eligible projects: <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 <i>Note: Indiana has already been utilizing the smaller ranges for population categories (Group I, Group II, Group III, Group IV)</i>	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 population before using certain sub-allocated funding
Rural areas	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

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 sub-allocated 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 sub-allocation) 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 (SRTS) 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 population $\leq 200,000$, any nonprofit entities, and States at the request of another eligible entity
Federal Share	<p>Subject to certain requirements:</p> <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

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 SRTS)• Modifies the HSIP definition of highway safety improvement project by adding or clarifying some project types. 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

CHANGES TO RAILWAY-HIGHWAY 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 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

CHANGES TO CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

Topic	Changes
Eligible Projects	<p>Adds eligibility for:</p> <ul style="list-style-type: none">• Shared micromobility (i.e. bikeshare, shared e-scooters)• Purchase of diesel replacements• Purchase of medium/heavy-duty zero emissions vehicles and related charging equipment• Modernization/rehab of a lock and dam or a marine highway corridor, connector, or crossing, if certain criteria are met ($\leq 10\%$ of CMAQ funds)
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 possible, prioritizing disadvantaged communities or low-income populations when obligating funds to reduce PM_{2.5} emissions

CHANGES TO NATIONAL HIGHWAY FREIGHT PROGRAM (NHFP)

Topic	Changes
Freight intermodal/freight rail projects	<ul style="list-style-type: none">• States may use $\leq 30\%$ (vs. 10% under current law) of NHFP funding on freight intermodal or freight rail projects, subject to certain restrictions
Locals, dams, marine highways	<p>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:</p> <ul style="list-style-type: none">• Functionally connected to the National Highway Freight Network; and• Likely 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

OTHER EXISTING PROGRAMS FOR ROADS, BRIDGES, AND MAJOR PROJECTS

Program Name	Funding Amount (Nationally)	
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	\$15 Billion <ul style="list-style-type: none">Competitive Grant	<ul style="list-style-type: none">Supports surface transportation projects of local and/or regional significance
Infrastructure for Rebuilding America (INFRA)	\$14 Billion <ul style="list-style-type: none">Competitive Grant	<ul style="list-style-type: none">Offers needed aid to freight infrastructure by providing funding to state and local government for projects of regional or national significanceRaises the cap on multi-modal projects to 30% of program funds

NEW PROGRAMS FOR ROADS, BRIDGES, AND MAJOR PROJECTS

Program Name	Funding Amount (Nationally)	Description
Bridge Formula Program	<p>\$26.7 Billion</p> <ul style="list-style-type: none"> Funds provided to State by Formula then distributed via Grant 	<ul style="list-style-type: none"> Provide funds to States by formula (75% based on costs of replacing State's poor condition bridges; 25% based on costs of rehabilitating State's fair condition bridges) Use for bridge replacement, rehabilitation, preservation, protection, or construction projects on public roads. Three set-asides: 15% will be set-aside for use on off-system bridges (100% federal share if owned by LPA); 3% will be set-aside for use on Tribal Transportation Facility bridges; and, 0.5 % will be set-aside for administrative expenses of the Federal Highway Administration.
Bridge Investment Program	<p>\$12.2 Billion</p> <ul style="list-style-type: none"> Competitive Grant 	<ul style="list-style-type: none"> Improve bridge (and culvert) condition, safety, efficiency, and reliability Use for projects to replace, rehab, preserve or protect one or more bridges on the National Bridge Inventory Use for projects to replace or rehab culverts to improve flood control and improve habitat connectivity for aquatic species

NEW PROGRAMS FOR ROADS, BRIDGES, AND MAJOR PROJECTS (CONT.)

Program Name	Funding Amount (Nationally)	Description
Carbon Reduction Program	<p>\$126 Million (Indiana-specific amount)</p> <ul style="list-style-type: none"> Funds provided to State by Formula then distributed via Grant 	Provide funding for projects to reduce transportation emissions or the develop of carbon reduction strategies
Congestion Relief Program	<p>\$250 Million</p> <ul style="list-style-type: none"> Competitive Grant 	Provide funds to advance innovative, integrated, and multimodal solutions to reduce congestion and the related economic and environmental costs in the most congested metro areas w/urbanized pop. > 1 million
National Culvert Removal, Replacement, & Restoration Grant	<p>\$1 Billion</p> <ul style="list-style-type: none"> Competitive Grant 	<ul style="list-style-type: none"> Use for projects that improve or restore passage for anadromous fish

NEW PROGRAMS FOR ROADS, BRIDGES, AND MAJOR PROJECTS (CONT.)

Program Name	Funding Amount (Nationally)	Description
National Infrastructure Project Assistance (Megaprojects)	\$5 Billion <ul style="list-style-type: none"> Competitive Grant 	<ul style="list-style-type: none"> Will support large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits Single-year or multi-year grant agreements for eligible surface transportation projects Specific project eligibility requirements
PROTECT Formula Program	\$178 Million (Indiana-specific) <ul style="list-style-type: none"> Funds provided to State by Formula then distributed via Grant 	<ul style="list-style-type: none"> Funds for planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure May only use 40% of the grant for construction of new capacity

NEW PROGRAMS FOR ROADS, BRIDGES, AND MAJOR PROJECTS (CONT.)

Program Name	Funding Amount (Nationally)	Description
Reconnecting Communities Pilot Program	\$1 Billion <ul style="list-style-type: none"> Competitive Grant 	<ul style="list-style-type: none"> 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 Planning grants (\leq\$2 Million) Construction grants (\geq\$5 Million)
Rural Surface Transportation Grant Program	\$1 Billion <ul style="list-style-type: none"> Competitive Grant 	<ul style="list-style-type: none"> 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

SAFETY

Formula Funding = \$38 Million over 5 years

- 29% more than current federal-aid amount

Status	Program Name	Funding (Nationally)	Description
New	Strengthening Mobility and Revolutionizing Transportation (SMART)	\$1 Billion <ul style="list-style-type: none">• Competitive Grant	<ul style="list-style-type: none">• Use for projects that improve transportation safety and efficiency
New	Safe Streets and Roads for All	\$5 Billion <ul style="list-style-type: none">• Competitive Grant	<ul style="list-style-type: none">• Support local initiatives to prevent transportation-related death and serious injury on roads and streets• Use for comprehensive safety action plan• Use for planning, design, and development activities for infrastructure projects and other strategies identified in a comprehensive safety action plan

NEW PROGRAMS FOR SAFETY (CONT.)

Program Name	Funding (Nationally)	Description
Railroad Crossing Elimination	\$3 Billion <ul style="list-style-type: none"> Competitive Grant 	<ul style="list-style-type: none"> To fund highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods Eligible projects include: (1) a grade separation or closure, including through the use of a bridge, embankment, tunnel, or combination thereof; (2) track relocation; (3) the improvement or installation of protective devices, signals, signs, or other measures to improve safety, provided that such activities are related to a separation or relocation project described previously; (4) other means to improve the safety and mobility of people and goods at highway-rail grade crossings (including technological solutions); and (5) a group of related projects described previously that would collectively improve the mobility of people and goods.
Wildlife Crossings Pilot Program	\$350 Million <ul style="list-style-type: none"> Competitive Grant 	<ul style="list-style-type: none"> Use for projects that reduce wildlife-vehicle collisions

SUMMARY OF ROADS, BRIDGES, & MAJOR PROJECTS / SAFETY PROGRAMS

Status	Program Name	Grant Agency for LPA's	Availability (estimated)
Existing	Surface Transportation Block Grant Program (STBG)	INDOT	Incorporated into current program
Existing	Highway Safety Improvement Program (HSIP)	INDOT	Incorporated into current program
Existing	Railway-Highway Crossings Program (RHCP)	INDOT	Incorporated into current program
Existing	Congestion Mitigation and Air Quality Improvement Program (CMAQ)	INDOT/MPO	Incorporated into current program
Existing	National Highway Freight Program (NHFP)	INDOT	Incorporated into current program
Existing	Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	USDOT	Application Deadline: April 14, 2022

SUMMARY OF ROADS, BRIDGES, & MAJOR PROJECTS / SAFETY PROGRAMS (CONT.)

Status	Program Name	Grant Agency for LPA's	Availability (estimated)
Existing	Infrastructure for Rebuilding American (INFRA)	USDOT/Build America Bureau	Information available 2022 – Q1
New	Bridge Formula Program	INDOT	
New	Bridge Investment Program	FHWA	
New	Carbon Reduction Program	MPO	
New	Congestion Relief Program	FHWA	

SUMMARY OF ROADS, BRIDGES, & MAJOR PROJECTS / SAFETY PROGRAMS (CONT.)

Status	Program Name	Grant Agency	Availability (estimated)
New	National Culvert Removal, Replacement, & Restoration Grant	USDOT	TBD
New	National Infrastructure Project Assistance (Megaprojects)	USDOT	Information available 2022 – Q1
New	PROTECT Formula Program	INDOT	TBD
	PROTECT Discretionary Program	USDOT	TBD
New	Reconnecting Communities Pilot Program	FHWA	Applications open 2022 – Q2
New	Rural Surface Transportation Grant Program	FHWA	Applications open 2022 – Q1

SUMMARY OF ROADS, BRIDGES, & MAJOR PROJECTS / SAFETY PROGRAMS (CONT.)

Status	Program Name	Grant Agency	Availability (estimated)
New	Strengthening Mobility and Revolutionizing Transportation (SMART)		
New	Safe Streets and Roads for All	USDOT	Applications open May 2022
New	Railroad Crossing Elimination	Federal Railroad Administration	
New	Wildlife Crossings Pilot Program	FHWA	

OTHER PROVISIONS

Program	Topic	Provisions in New Law
Safety	Increasing Safe and Accessible Transportation Options	<ul style="list-style-type: none"> • Defines Complete Streets standards and policy
Safety	Manual on Uniform Traffic Control Devices (MUTCD)	<ul style="list-style-type: none"> • Adds to MUTCD purposes, inclusion and mobility for all users • Requires MUTCD update within 18 months, every 4 years thereafter • Requires first update must provide protection for vulnerable road users
Electric Vehicles	Standards for EV Charging Stations	<ul style="list-style-type: none"> • Requires electric vehicle charging stations to provide for non-proprietary charging connectors that meet industry safety standards and payment methods available to all members of the public
Bridges	Accommodation of bicycles and pedestrians on bridges	<ul style="list-style-type: none"> • Modifies an existing requirements for highway bridge deck replacement and rehabilitation to provide for safe accommodation of bicycles to also include pedestrians
Bridges	Bridge terminology	<ul style="list-style-type: none"> • Updates bridge terminology, replacing “structurally deficient” with “in poor condition”

OTHER PROVISIONS (CONT.)

Program	Topic	Provisions in New Law
Bridges	Wildlife habitat connectivity	<ul style="list-style-type: none"> • Requires bridge and tunnel inspection training be updated to include techniques to assess passage of aquatic and terrestrial species and habitat restoration potential
Project Delivery	Environmental process requirements	<ul style="list-style-type: none"> • Limits environmental impact studies (EIS) documents to ≤200 pages • Establishes new environmental process requirements for major projects
Project Delivery	Categorical Exclusions	<ul style="list-style-type: none"> • Promotes the use of FHWA categorical exclusions (CEs) by other Federal agencies • Increases threshold for CEs for projects receiving limited Federal assistance
Project Delivery	State assumption of NEPA/CE responsibility	<ul style="list-style-type: none"> • Updates requirements for State assumption of NEPA/CE responsibility, extending term of memoranda of understanding for States that have participated for ≥10 years
Project Delivery	Early utility relocation	<ul style="list-style-type: none"> • Allows for reimbursement with Federal funds for early utility relocation projects that occur before completion of the environmental review process

OTHER PROVISIONS (CONT.)

Program	Topic	Provisions in New Law
Project Delivery	Section 4(f) reviews	<ul style="list-style-type: none"> Accelerates project delivery by including a deadline for interagency consultation for section 4(f) evaluations
Highway	Roadway design guides	<ul style="list-style-type: none"> Permits local jurisdiction to use roadway design guide (RDG) that is different from State's RDG for non-NHS projects if the RDG is recognized by FHWA and adopted by local jurisdiction
Highway	Preliminary engineering (PE)	<ul style="list-style-type: none"> Repeals requirement for State to repay Federal-aid reimbursements for PE costs if a project hasn't advanced to right-of-way acquisition or on-site construction within 10 years
Metropolitan Planning Program	MPO Representation	<ul style="list-style-type: none"> Requires consideration of equitable and proportional representation of population in MPO planning area when designating officials or representatives
Metropolitan Planning Program	Public participation	<ul style="list-style-type: none"> Encourages MPOs to use social median and web-based tools to foster public participation and to solicit public feedback during the transportation planning process
Metropolitan Planning Program	Safe and accessible transportation options	<ul style="list-style-type: none"> Requires MPOs to use $\geq 2.5\%$ of funds apportioned for Metropolitan Planning on one or more activities to increase safe & accessible options for multiple travel modes for people of all ages and abilities Requires MPOs to include Complete Street information in planning documents

APPLICATION CONSIDERATIONS

Prioritize capital needs & develop a project pipeline

➤ **Long Range Transportation Plans**

- Where is your community looking to grow? Residential? Commercial? Industrial?

➤ **Asset Management Plans**

- What do you have now? What condition it is in? What targets do you have?

➤ **Capital Improvement Plans**

- What projects are needed in your community? Scope? Cost?

➤ **Local Matching Funds**

- What local funds do you have? What is your cashflow for availability of funds?

PRO TIP: Consult all stakeholders when developing plans (i.e. elected officials, economic development professionals, municipalities, public, etc.)

APPLICATION CONSIDERATIONS

USDOT Programs

➤ Register at Grants.gov

- Must complete registration before submitting an application
- Registration takes 2-4 weeks to complete
- Information required:
 1. Register with the System for Award Management (SAM) at www.SAM.gov (if not already in system)
 2. Provide Data Universal Numbering System (DUNS) Number / Unique Identifying Number (UEI)
 - NOTE: DUNS Number is changing to Unique Identifying Number (UEI) on April 4, 2022.
 3. Create Grants.gov username & password
 4. Establish an Authorized Organization Representative (AOR) for agency

PRO TIP: Work with your Auditor/Clerk Treasurer/Controller on this process

REFERENCES – WHITE HOUSE GUIDEBOOK

https://www.whitehouse.gov/wp-content/uploads/2022/01/BUILDING-A-BETTER-AMERICA_FINAL.pdf

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BETTER AMERICA**
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**A GUIDEBOOK TO THE
BIPARTISAN INFRASTRUCTURE LAW
FOR STATE, LOCAL, TRIBAL, AND
TERRITORIAL GOVERNMENTS, AND
OTHER PARTNERS**



THE WHITE HOUSE
WASHINGTON

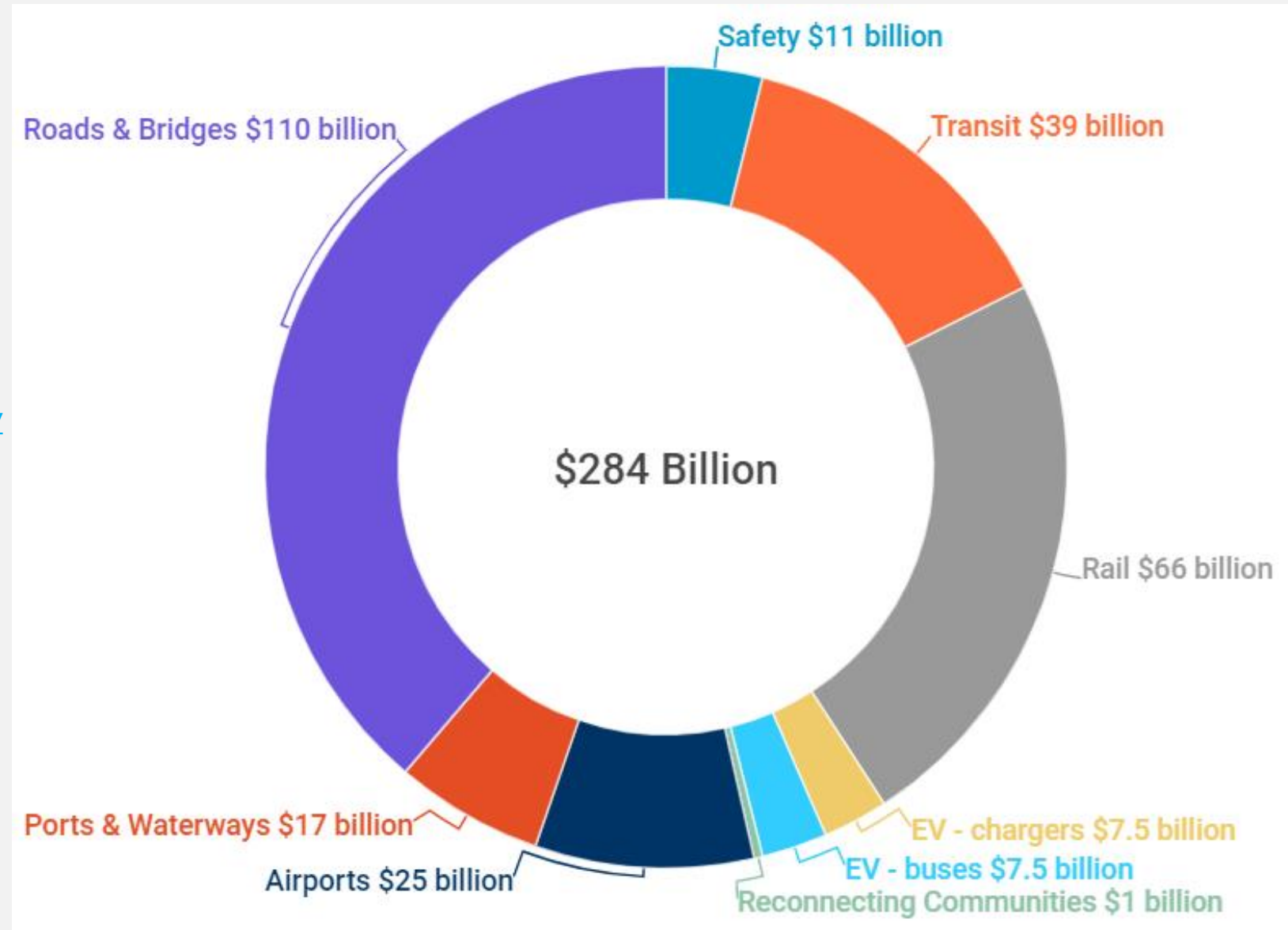
REFERENCES – USDOT FHWA

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

The screenshot shows the homepage of the FHWA Bipartisan Infrastructure Law website. At the top, there is a dark blue navigation bar with the FHWA logo and the text "U.S. Department of Transportation Federal Highway Administration". To the right of the logo are links for "About", "Programs", "Resources", "Briefing Room", "Contact", and "Search FHWA". Further right are social media icons for Facebook, YouTube, Twitter, LinkedIn, and Instagram. Below this is a black navigation bar with links for "About", "Programs", "Resources", "Briefing Room", and "Contact", along with a search bar labeled "Search FHWA". The main content area features a large blue heading "BIPARTISAN INFRASTRUCTURE LAW" on the left. To the right of the heading are three images: a person riding a bicycle on a bridge, a close-up of a blue bicycle handlebar, and a person in a wheelchair on a paved path. Below the heading and images is a breadcrumb trail: "FHWA Home / Bipartisan Infrastructure Law". A horizontal menu contains five items: "Home" (highlighted in a dark blue box), "Overview", "Funding", "Assistance / Local Support", "Fact Sheets", and "Guidance". Below the menu is a paragraph of text: "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." Below this is another paragraph: "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." At the bottom is a final paragraph: "The FHWA will continue to add new information to this page over the weeks and months to come."

REFERENCES – NACO LEGISLATIVE ANALYSIS

<https://www.naco.org/resources/legislative-analysis-counties-bipartisan-infrastructure-law>



REFERENCES – TRANSPORTATION FOR AMERICA

<https://t4america.org/iija/?eType=EmailBlastContent&eld=e95adace-4f0e-4813-8cb9-a24b3c0ae2f7>

Understanding the 2021 infrastructure law

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

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

Choose your starting point:

Start me with the basics

Toss me in the deep end

Local Projects – Community Crossings

Since 2016, more than \$1.04 billion in state funds have been awarded to local communities through the Community Crossings Matching Grant program.

2022 Call for Projects

2022 first call for projects kicked off Jan. 3 and closes Jan. 28. Projects will be announced in April.

- **2021 Awards**
 - \$202.1 million in 547 awards to 362 separate communities for 3,333 road and bridge projects
- **2020 Awards**
 - \$228 million in 638 awards to 400 separate communities for 3,618 road and bridge projects
- **2016-2019 Awards**
 - \$612.2 million to 901 separate communities for 8,502 road and bridge projects

