
Bipartisan Infrastructure Law (BIL) Webinar

Wednesday, January 25, 2021
11:30PM - 1:00PM



Introductions



Introduction

Featured Presenters

Jeff Roesel, AICP - Executive Director,
Regional Planning Commission

Jason Sappington, AICP - Deputy
Director, Regional Planning Commission

Samuel Buckley - Transportation Planner,
Regional Planning Commission



AICP CM | 1.50

planning.org/events/eventsingle/9228888

Introduction

Webinar Agenda

1. Overview of RPC and the Metropolitan Transportation Planning Process
2. Introduction and overview of the **Infrastructure, Investment and Jobs Act (IIJA)** also known as the **Bipartisan Infrastructure Law (BIL)**
3. Review of key programs for roads, bridges and transit included in the BIL, and their importance for Southeast Louisiana stakeholders
4. Review of key planning provisions and programs

Event feedback link:

<https://forms.gle/8AwtaM3gEXNEepZZ6>

The Regional Planning Commission and the **Bipartisan Infrastructure Law (BIL)**



RPC and the Infrastructure Law

About the Regional Planning Commission (RPC)

- Board of elected officials, citizens, and transportation stakeholders representing 8 member parishes:
 - Orleans, Jefferson, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany,, and Tangipahoa
- Full-time staff of 20 planners and administrative personnel.
- Among other functions: serves as a forum for regional decision making among member parishes; planning, data and technical support to local jurisdictions, serves as LA Planning and Development District, administers two Regional Traffic Safety Coalitions.
- Core federal function: serves as **Metropolitan Planning Organization (MPO)** as defined in state and federal law for the Greater New Orleans region.



RPC and the Infrastructure Law

Key Terms: Metropolitan Planning Organization (MPO)

- **Metropolitan Planning Organization (MPO)**
Federally-mandated transportation policy organization for transportation projects that receive federal funding in census-designated **urbanized areas (UZAs)** with population >50,000.
- RPC serves as the MPO for 4 UZAs in greater New Orleans region (see map at right).
- MPOs lead comprehensive transportation planning process; collaborate with state departments of transportation to develop program of federally-funded projects (TIP/STIP).
- **Transportation Management Areas (TMAs)** - designated in areas with UZA pop. >200,000, have additional powers and federal requirements.

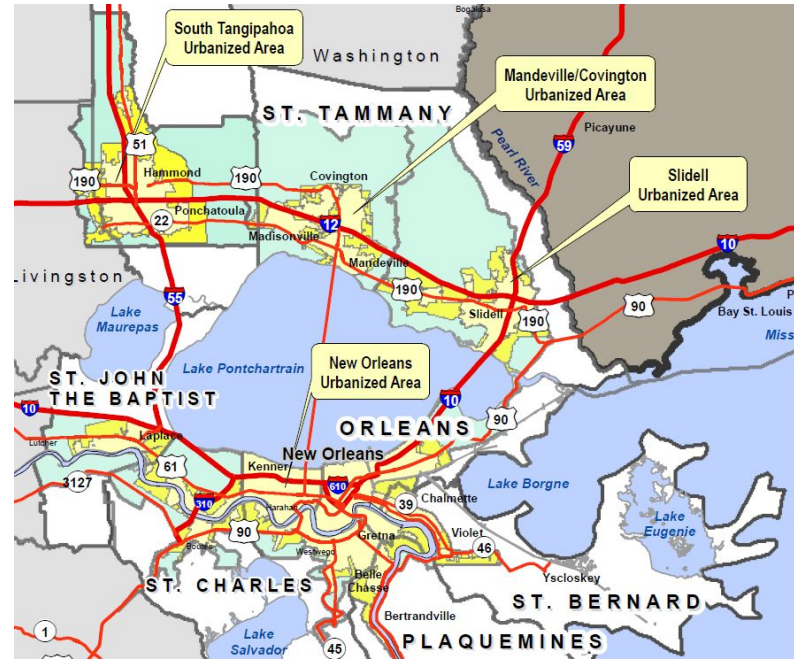
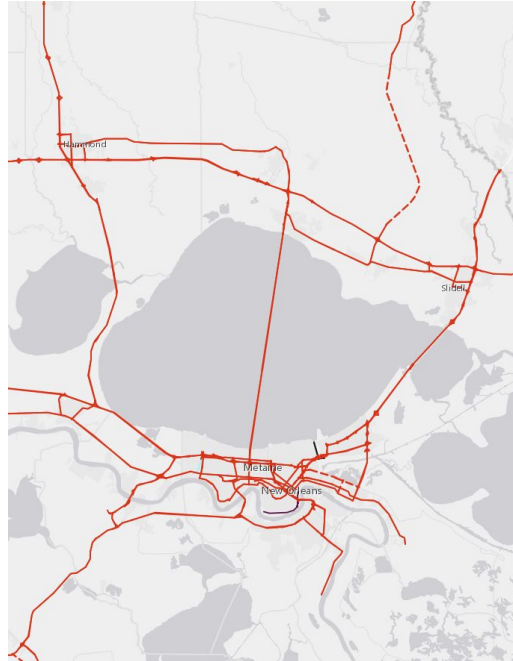


Image: Urbanized Area (UZA) boundaries for New Orleans, Slidell, Mandeville/Covington, and South Tangipahoa UZAs. Dark yellow reflects 2016 update to UZA boundaries. Source: Regional Planning Commission.

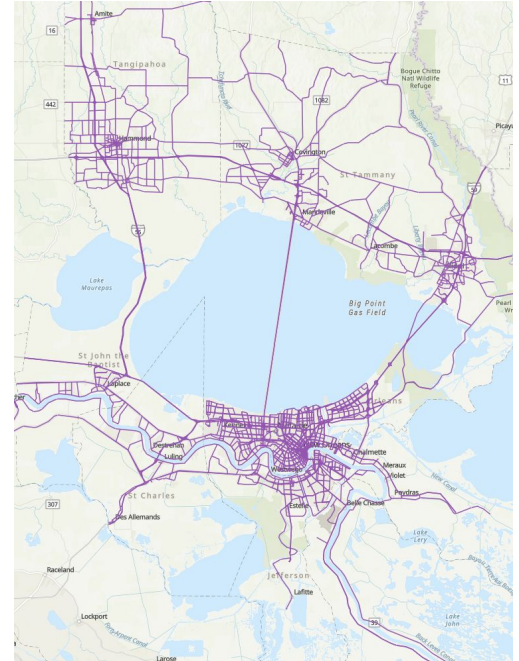
RPC and the Infrastructure Law

Key Terms: National Highway System (NHS) and Federal Aid Network

- Two important terms related to federally-funded roadway projects:
 - **National Highway System** - interstates and major highways.
 - **Federal Aid ("fed-aid") Network** - larger network of major streets, including many locally-owned roads.
- Designations are important to funding eligibility - some federal funding available for whole fed-aid network, some for NHS only.
- In most cases, projects must be located on fed-aid network to be eligible for federal funding, but there are some exceptions by program and type of project.



LA DOTD National Highway System
Layer: <http://arcg.is/1aLLaX>



<https://www.arcgis.com/home/item.html?id=c9574743b2834c0497608fdc227769ca>

RPC and the Infrastructure Law

Key Terms: Surface Transportation Bill

- **Surface Transportation Bill** - multi-year funding bill for federal transportation investments. Typically passed every 5-7 years.
- Surface Transportation bills establish grant programs, set the rules for agencies receiving federal transportation funding, and describe how much guaranteed funding is available. Surface Transportation Bills establish planning rules & policies for State DOTs and MPOs.
- The **Infrastructure, Investment and Jobs Act (IIJA)**, a.k.a the **Bipartisan Infrastructure Law (BIL)** is the most recent surface transportation bill and will be in effect until at least FY 2026.

Surface Transportation Legislation, 1982-Present		
Surface Transportation Act	Passed	Fiscal Years In Effect
Surface Transportation Assistance Act (STAA)	01/06/83	1983-1987 (5 years)
Surface Transportation and Uniform Relocation Assistance Act (STURA)	04/02/87	1988-1991 (4 years)
Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA, a.k.a. "Iced-Tea")	12/18/91	1992-1997 (6 years)
Transportation Equity Act for the 21st Century (TEA-21)	06/10/98	1998-2004 (7 years)
Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)	08/10/05	2005-2012 (8 years)
Moving Ahead for Progress in the 21st Century Act (MAP-21)	06/06/12	2013-2015 (3 years)
Fixing America's Surface Transportation Act (FAST Act)	12/04/15	2016-2021 (6 years)
Infrastructure, Investment and Jobs Act (IIJA) a.k.a. Bipartisan Infrastructure Law (BIL)	11/15/21	2022-2026 (5 years)

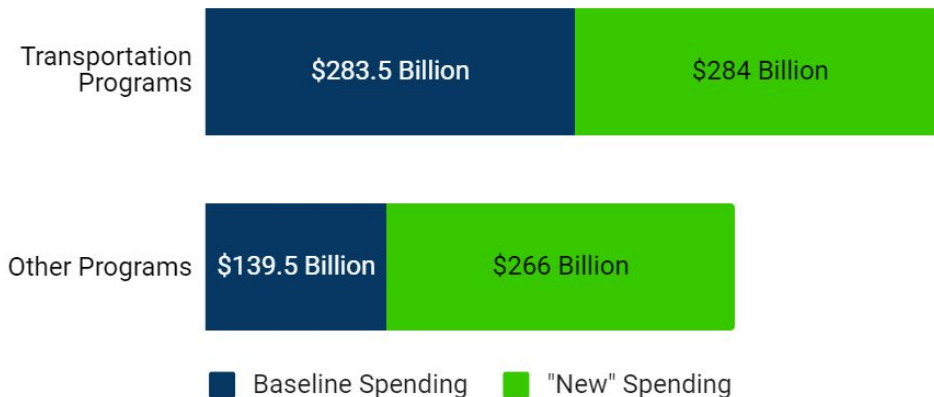
RPC and the Infrastructure Law

Overview of the Bipartisan Infrastructure Law

- **Infrastructure, Investment and Jobs Act (IIJA)**, also known as the **Bipartisan Infrastructure Law (BIL)**:
- Originally a House bill (INVEST Act) - final Act was primarily negotiated by a bipartisan coalition in the Senate:
 - Passed U.S. Senate 69-30 on August 10, 2021, U.S. House 228-206 on November 5, 2021;
 - Signed by President Biden on November 15, 2021.
- BIL authorizes at least \$550 billion in new investment in U.S. infrastructure over a 5-year period vs “baseline” spending (annual spending on under existing federal programs/legislation.)
- Effectively doubles transportation investment vs. existing programs.

Infrastructure, Investment and Jobs Act (IIJA)

Baseline spending (reauthorized programs) and “new” infrastructure investment, FY 2022-2026:



National Association of Counties (NACo): [Infrastructure, Investment and Jobs Act \(IIJA\) Legislative Analysis; November 7, 2021.](#)

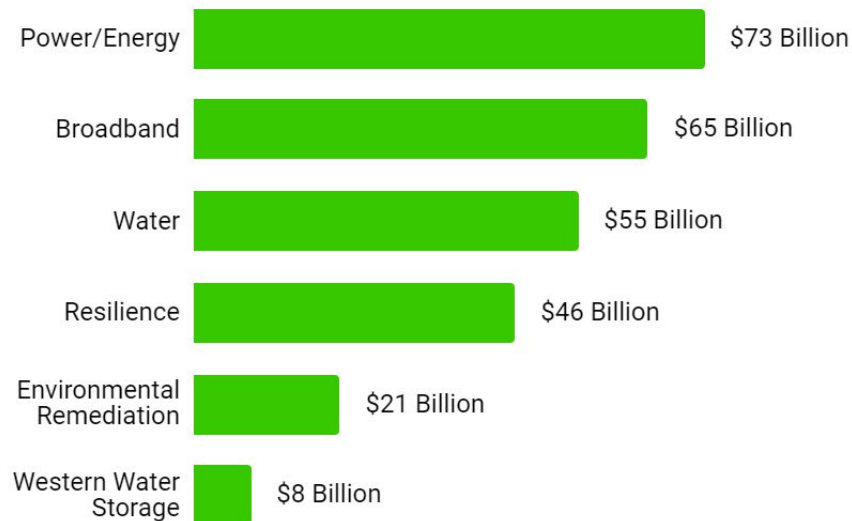
RPC and the Infrastructure Law

Non-Transportation Investments

- IIJA is not only a transportation bill - includes major new investments in other areas, including:
 - **Power and Energy** - Competitive grants for electric grid resilience, infrastructure modernization, energy efficiency; new funding for carbon capture programs
 - **Broadband** - Broadband Equity, Access, and Deployment Program (\$40+ billion) grant funding to states; additional competitive grant programs for “middle mile” and digital equity initiatives
 - **Water** - new grants and capitalization programs for addressing lead and other water contaminants; competitive grants for water recycling and reuse projects.
 - **Resilience** - new grant funding for flood mitigation assistance, new policies in support of wildfire mitigation, funding for infrastructure resilience programs.
 - **Environmental Remediation** - new funding for Superfund site cleanup and Brownfields grants.

Infrastructure, Investment and Jobs Act (IIJA)

New investment in non-transportation programs, FY 2022-2026



National Association of Counties (NACo): [Infrastructure, Investment and Jobs Act \(IIJA\) Legislative Analysis; November 7, 2021.](#)

RPC and the Infrastructure

Law

Transportation Funding Elements

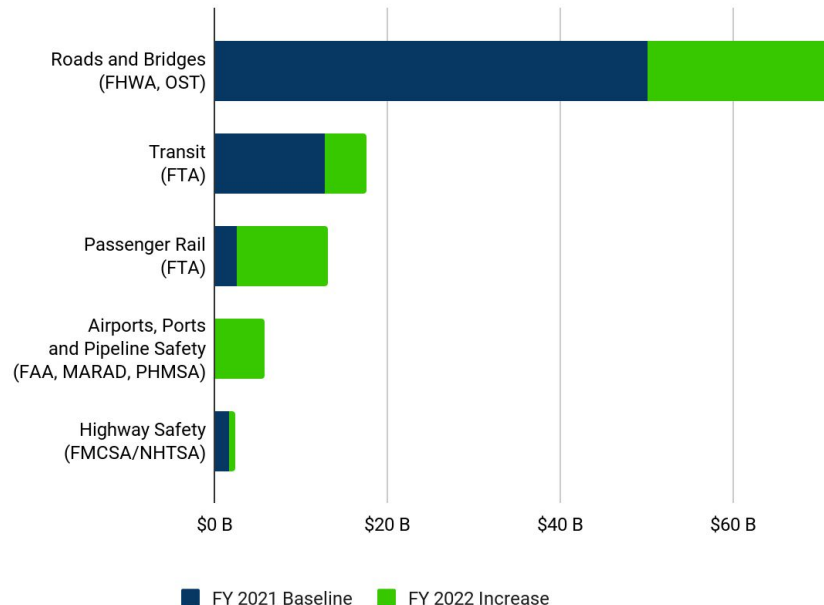
FY 2021 to FY2022 Funding: U.S. Total (Billions of dollars)			
	FY 2021	FY 2022	Change
FHWA	\$49.10	\$67.67	\$18.57
FTA	\$12.80	\$17.61	\$4.81
FRA	\$2.43	\$13.20	\$10.77
FMCSA	\$0.68	\$0.99	\$0.31
NHTSA	\$0.99	\$1.29	\$0.30
OST	1.00	3.80	\$2.80
FAA	-	\$5.00	\$5.00
MARAD/PHMSA	-	\$0.68	\$0.68

Acronyms:

- **FHWA** - Federal Highway Administration
- **FTA** - Federal Transit Administration
- **FRA** - Federal Rail Administration
- **FMCSA** - Federal Motor Carrier Safety Administration
- **NHTSA** - National Highway Traffic Safety Administration
- **OST** - Office of the Secretary of Transportation
- **FAA** - Federal Aviation Administration
- **MARAD** - U.S. Maritime Administration
- **PHMSA** - Pipeline and Hazardous Materials Safety Administration

Infrastructure, Investment and Jobs Act (IIJA)

FY2022 transportation spending over baseline by USDOT agency (billions of dollars).



AMPO Summary of IIJA:

<https://ampo.org/policy/infrastructure-investment-and-jobs-act-iija/>

AASHTO, Summary of IIJA:

<https://policy.transportation.org/wp-content/uploads/sites/59/2021/09/2021-09-15-AASHTO-Comprehensive-Analysis-of-IIJA-FINAL.pdf>

BIL Program Overview:

Highways and Bridges: Formula Programs



Highways and Bridges: Formula Programs

Formula Program Summary

- Pre-2022: six major formula programs for federal roads and bridges:
 - National Highway Performance Program (**NHPP**) - largest program, larger than all others combined.
 - Surface Transportation Block Grant Program (**STBG**) - includes a set-aside for Transportation Alternatives (**TAP**) projects.
 - Highway Safety Improvement Program (**HSIP**)
 - Congestion Mitigation & Air Quality (**CMAQ**) program
 - National Highway Freight Program (**NHFP**)
 - Rail-Highway Crossings Program (**RHCP**)
- States can transfer up to 50% of funds between programs, with some restrictions / exceptions.
- Majority of new road and bridge funding goes to **four new formula programs**. Louisiana will receive substantially increased funding for road and bridge projects under several of these programs.

FHWA Highway Formula Funding - FY21 to FY 22

U.S. Total (in billions):



FHWA Highway Formula Funding - FY21 to FY 22

Louisiana Total (in millions):



Highways and Bridges: Formula Programs

Guaranteed 5-year Funding Available by Program:

Guaranteed 5-year funding by Program (Billions of Dollars)							
Program	Baseline (FY21)	FY 22	FY 23	FY 24	FY 25	FY 26	5-Year Total
National Highway Performance Program (NHPP)	\$24.2	\$28.4	\$29.0	\$29.6	\$30.2	\$30.8	\$148.0
Surface Transportation Block Grants (STBG) *	\$11.3	\$12.5	\$12.7	\$13.0	\$13.2	\$13.5	\$64.8
Transportation Alternatives Set-Aside (TAP)	\$0.9	\$1.4	\$1.4	\$1.4	\$1.5	\$1.5	\$7.2
Highway Safety Improvement Program (HSIP)	\$2.4	\$3.0	\$3.0	\$3.1	\$3.2	\$3.2	\$15.6
CMAQ Program	\$2.5	\$2.5	\$2.6	\$2.6	\$2.7	\$2.7	\$13.2
National Highway Freight Program (NHFP)	\$1.5	\$1.4	\$1.4	\$1.4	\$1.5	\$1.5	\$7.2
Other Programs	\$0.6	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$3.5
[NEW]: Carbon Reduction Program		\$1.2	\$1.3	\$1.3	\$1.3	\$1.3	\$6.4
[NEW]: PROTECT Program		\$1.4	\$1.4	\$1.5	\$1.5	\$1.5	\$7.3
[NEW]: Bridge Replacement, Rehab & Construction Program		\$5.5	\$5.5	\$5.5	\$5.5	\$5.5	\$27.5
[NEW]: National Electric Vehicle Formula Program		\$0.9	\$0.9	\$0.9	\$1.0	\$1.0	\$4.5
*Funding totals exclude Transportation Alternatives (TA) set-aside).							

National Highway Performance Program (NHPP)

FY2022 Funding: U.S. Total (millions of dollars)

	Baseline	FY 2022	Change
NHPP	\$24,239	\$28,439	17.3%

FY2022 Funding: Louisiana* (millions of dollars)

	Baseline	FY 2022	Change
NHPP	\$450.9	\$520.2	16.3%
*(before post-apportionment set-asides; before penalties; before sequestration)			

- **Program Description:**
 - Largest federal-aid highway program - funds road construction on interstate highways and major arterials on the National Highway System (NHS).
- **Key Changes:**
 - Program purpose added for increasing highway resilience to mitigate damage from "sea level rise, extreme weather events, flooding, wildfires, natural disasters."
 - ***[NEW]*** eligible projects, including:
 - undergrounding utilities (in conjunction with other projects);
 - resiliency improvements to National Highway System
 - protection from cybersecurity threats
- **RPC Analysis**
 - Awaiting FHWA rulemaking to determine specific project eligibility requirements,
 - Expanded program focus and eligibility for resilience projects is significant for Southeast Louisiana

Surface Transportation Block Grant Program (STBG)

FY2022 Funding: U.S. Total (millions of dollars)

	Baseline	FY 2022	Change
STBG	\$12,138	\$13,835	14.0%

FY2022 Funding: Louisiana* (millions of dollars)

	Baseline	FY 2022	Change
STBG	\$212.5	\$234.9	10.5%

*Includes TAP set-aside. Amounts before post-apportionment set-asides; before penalties; before sequestration.

- **Program Description:**
 - General-purpose, flexible block funding provided for all federal-aid highways, bridge and tunnel projects, pedestrian and bicycle infrastructure, and transit capital projects.
 - Primary pool of MPO funds (55% of funds to each state "suballocated" - required to be used on projects within urbanized areas by population). RPC directly
 - Federal share typically 80%
- **Key Changes:**
 - **[NEW!]** eligible projects, including:
 - EV charging infrastructure
 - Resilience features
 - Wildlife crossing projects
 - Increased set-aside for off-system bridge projects (15% to 20%)
 - New suballocation rules to set aside funds for "small urban areas" (UZAs); requires states to establish a process for coordinating with small UZAs on suballocation of funds.
- **RPC Analysis**
 - New suballocation rules are potentially significant for RPC role in transportation planning in St. Tammany and Tangipahoa, but likely
 - Eligibility expansion for resilience projects is potentially significant for SE Louisiana, similar to NHPP

Transportation Alternatives Set-Aside (TAP)

FY2022 Funding: U.S. Total
(millions of dollars)

	Baseline	FY 2022	Change
TAP	\$850	\$1,350	62.8%

FY2022 Funding: Louisiana*
(millions of dollars)

	Baseline	FY 2022	Change
TAP	\$12.3	\$20.1	62.7%
*RPC estimate, before Recreational Trails set-aside.			

- **Program Description:**
 - Set aside of funds within STBG for “smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.”
- **Key Changes:**
 - Significant funding increase (set at 10% of overall STBG funds)
 - Greater flexibility in meeting federal share requirements
 - Increased percentage of funds (50% to 59%) sub-allocated to urbanized areas. New restrictions on States/MPOs for transferring TAP funds to other programs.
 - HSIP funds may be used as non-federal match for safety projects; federal share of up to 100% on a per-project basis.
- **RPC Analysis**
 - TAP funding increase is significant to RPC program of bike and pedestrian projects.
 - Overall funding increase of approx 63%. New Orleans funding increase is likely to be proportionally greater (>70%) because of new suballocation rules.

[NEW PROGRAM]

Carbon Reduction Formula Program

FY2022 Funding: U.S. Total
(millions of dollars)

	Baseline	FY 2022	Change
Carbon Reduction	\$0	\$1,234	-

FY2022 Funding: Louisiana
(millions of dollars)

	Baseline	FY 2022	Change
Carbon Reduction	\$0	\$22.7	-

- **Program Purpose / Description:**
 - Provide funding for projects to reduce transportation emissions or the development of carbon reduction strategies.
 - \$6.4 billion from FY2022-2026, apportioned to States by formula
 - 65% of funds are suballocated (reserved for use in certain areas of the State, based on population)
- **Key Provisions:**
 - 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.
- **RPC Analysis**
 - Suballocation provisions mean that MPOs for >200,000 UZAs will be able to program funds directly, similar to STBG funds - this includes New Orleans.

[NEW PROGRAM]

Promoting Resilient Operations for Transformative, Efficient & Cost-Saving Transportation (PROTECT) Program

FY2022 Funding: U.S. Total
(millions of dollars)

	Baseline	FY 2022	Change
PROTECT	\$0	\$1,403	-

FY2022 Funding: Louisiana
(millions of dollars)

	Baseline	FY 2022	Change
PROTECT	\$0	\$25.9	-

- **Program Purpose / Description:**
 - Planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure
 - \$7.3 billion from FY2022-2026, apportioned to States by formula
- **Key Provisions:**
 - 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:
 - not more than 40% for construction of new capacity
 - not more than 10% for development phase activities
- **RPC Analysis**
 - PROTECT is a significant priority for our region given unique needs in the Greater New Orleans related to coastal loss, at-risk coastal infrastructure, evacuation routes, etc.

[NEW PROGRAM]

Bridge Replacement, Rehabilitation, and Construction Formula Program

FY2022 Funding: U.S. Total
(millions of dollars)

	Baseline	FY 2022	Change
Bridge Program	\$0	\$5,500	-

FY2022 Funding: Louisiana
(millions of dollars)

	Baseline	FY 2022	Change
Bridge Program	\$0	\$202.6	-

- **Program Description:**
 - Replace, rehabilitate, preserve, protect and construct bridges on public roads.
 - \$27.5 billion over 5 years, apportioned to states by formula
- **Key Provisions:**
 - 15% of funds reserved for “off-system” projects.
 - 100% federal share for projects owned by a local agency or federally-recognized tribe
- **RPC Analysis**
 - Single largest source of new formula funding for Louisiana under Bipartisan Infrastructure Law - >\$200 million / year for bridge formula funding for Louisiana

[NEW PROGRAM]

National Electric Vehicle (EV) Formula Program


FY2022 Funding: U.S. Total (millions of dollars)

	Baseline	FY 2022	Change
EV Charging Infra.	\$0	\$900	-

FY2022 Funding: Louisiana (millions of dollars)

	Baseline	FY 2022	Change
EV Charging Infra.	\$0	\$14.6	-

- **Program Purpose / Description:**
 - Strategically deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability
 - \$4.5 billion from FY 2022-2026, distributed to states by formula
- **Key Provisions:**
 - Funded projects must be located along designated alt fuel corridors
 - 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
- **RPC Analysis**
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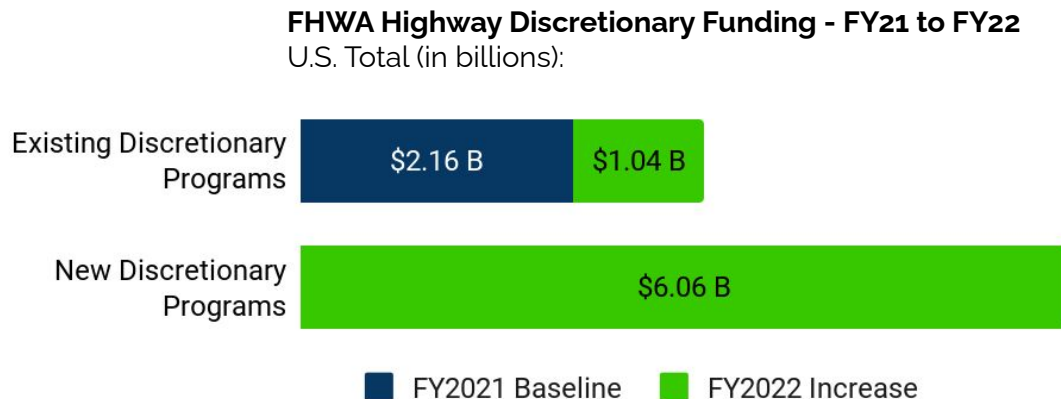


BIL Program Overview: Highways and Bridges: Discretionary / Competitive Programs

Highways and Bridges: Discretionary Programs

Discretionary Program Summary

- More than a dozen new discretionary/competitive grant programs
- Some are set-aside from formula programs targeted to local entities (with similar purposes / eligible projects)
- Others are pilot grant programs to support innovation / demonstration projects
- Unprecedented number of grants made directly available to MPOs and local governments - some specifically designed for those entities.



Highways and Bridges: Discretionary Programs

Guaranteed 5-year Funding Available by Program

Guaranteed 5-year funding by Program (Millions of Dollars)							
Program	Baseline (FY21)	FY 22	FY 23	FY 24	FY 25	FY 26	5-Year Total
[NEW] : Bridge Discretionary Grants	-	\$2,447	\$2,487	\$2,497	\$2,522	\$2,547	\$12,500
Nationally Significant Freight & Highway Projects (INFRA)	\$1,000	\$1,640	\$1,640	\$1,640	\$1,540	\$1,540	\$8,000
Local and Regional Project Assistance (RAISE/BUILD)	\$1,000	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$7,500
[NEW] : National Infrastructure Project Assistance ("Mega Projects")	-	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$5,000
[NEW] : Safe Streets and Roads for All	-	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$5,000
[NEW] : Charging and Fueling Infrastructure Grants	-	\$300	\$400	\$500	\$600	\$700	\$2,500
[NEW] : Rural Surface Transportation Grants	-	\$300	\$350	\$400	\$450	\$500	\$2,000
[NEW] : PROTECT Discretionary Grants	-	\$250	\$250	\$300	\$300	\$300	\$1,400
[NEW] : Reconnecting Communities Pilot Program	-	\$195	\$198	\$200	\$202	\$205	\$1,000
[NEW] : National Culvert Removal	-	\$200	\$200	\$200	\$200	\$200	\$1,000
[NEW] : Strengthening Mobility and Revolutionizing Tspt. (SMART) Grants	-	\$100	\$100	\$100	\$100	\$100	\$500
[NEW] : National EV Charging Infrastructure Deployment Grants	-	\$70	\$100	\$100	\$100	\$100	\$500
[NEW] : Reduce Truck Emissions at Port Facilities Grants	-	\$80	\$80	\$80	\$80	\$80	\$400
[NEW] : Wildlife Crossings Pilot Program	-	\$60	\$65	\$70	\$75	\$80	\$350
Nationally Significant Federal Lands and Tribal Projects Grants	\$100	\$55	\$55	\$55	\$55	\$55	\$275
[NEW] : Congestion Relief Discretionary Grants	-	\$50	\$50	\$50	\$50	\$50	\$250
[NEW] : Prioritization Process Pilot Program	-	\$10	\$10	\$10	\$10	\$10	\$50

Highways and Bridges: Discretionary Programs

Eligible Applicants by Program

Eligible Applicants by Program (Millions)				
Program	State	MPO	Local Gov't	Public Authority
[NEW]: Bridge Discretionary Grants	✓	✓	✓	✓
Nationally Significant Freight & Highway Projects (INFRA)	✓	✓	✓	✓
Local and Regional Project Assistance (RAISE/BUILD)	✓	✓	✓	✓
[NEW]: National Infrastructure Project Assistance ("Mega Projects")	✓	✓	✓	✓
[NEW]: Safe Streets and Roads for All		✓	✓	✓
[NEW]: Charging and Fueling Infrastructure Grants	✓	✓	✓	✓
[NEW]: Rural Surface Transportation Grants	✓		✓	✓
[NEW]: PROTECT Discretionary Grants	✓	✓	✓	✓
[NEW]: Reconnecting Communities Pilot Program	✓	✓	✓	✓
[NEW]: National Culvert Removal	✓		✓	
[NEW]: Strengthening Mobility and Revolutionizing Tspt. (SMART) Grants	✓	✓	✓	✓
[NEW]: National EV Charging Infrastructure Deployment Grants	✓		✓	
[NEW]: Reduce Truck Emissions at Port Facilities Grants				
[NEW]: Wildlife Crossings Pilot Program	✓	✓	✓	✓
Nationally Significant Federal Lands and Tribal Projects Grants				
[NEW]: Congestion Relief Discretionary Grants	✓	✓	✓	
[NEW]: Prioritization Process Pilot Program	✓	✓		

[NEW PROGRAM]

Bridge Investment Program

FY2022 Funding: U.S. Total
(millions of dollars)

	Baseline	FY 2022	Change
Bridge Investment	\$0	\$2,447	-

- **Program Purpose / Description:**
 - Improve bridge (and culvert) condition, safety, efficiency, and reliability
 - Eligible Projects:
 - 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
- **Key Provisions:**
 - States, MPOs, local governments are eligible to apply
 - Program requirements and project eligibility requirements are very detailed; RPC awaits federal rulemaking and NOFO language.

[NEW PROGRAM]

Safe Streets and Roads for All

FY2022 Funding: U.S. Total
(millions of dollars)

	Baseline	FY 2022	Change
Safe Streets	\$0	\$1,000	-

- **Program Purpose / Description:**
 - 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).
 - Eligible Projects:
 - Comprehensive safety action plan (planning grant)
 - Planning, design, and development activities for infrastructure projects and other strategies identified in a comprehensive safety action plan
- **Key Provisions:**
 - Specifically directed towards local entities
 - 40% set-aside for planning activities (developing comprehensive safety action plans)
 - 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.

[NEW PROGRAM]

PROTECT Discretionary Grants

FY2022 Funding: U.S. Total
(millions of dollars)

	Baseline	FY 2022	Change
PROTECT Discretionary Grants	\$0	\$250	-

- **Program Purpose / Description:**
 - Planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure
 - Competitive grants for activities that would be eligible under PROTECT formula grants.
 - \$1.25 billion available over 5 years
- **Eligible Activities:**
 - 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
- **Key Provisions:**
 - 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
 - 7% increase to federal share for developing resilience improvement plan and prioritizing funded projects in that plan
 - 3% increase in federal share for incorporating resilience improvement plan into MTP

[NEW PROGRAM]

Reconnecting Communities Pilot Program



Image: Google Street View

FY2022 Funding: U.S. Total
(millions of dollars)

	Baseline	FY 2022	Change
Reconnecting Communities Pilot	\$0	\$195	-

- **Program Purpose / Description:**
 - 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.
 - Eligible Projects:
 - Planning (\$2m or less)
 - Capital construction (\$5m or greater)
- **Key Provisions:**
 - States, MPOs, local governments are eligible to apply

[NEW PROGRAM]

National EV Charging Infrastructure Discretionary Grants



Image courtesy of Port NOLA

FY2022 Funding: U.S. Total
(millions of dollars)

	Baseline	FY 2022	Change
National EV Charging Discretionary Grants	\$0	\$100	-

- **Program Purpose / Description:**
 - Strategically deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability
- **Key Provisions:**
 - 10% set-aside from National EV program for discretionary grants to states and local governments that require additional assistance
 - Same program purpose and project eligibility as formula program

[NEW PROGRAM]

Charging and Refueling Infrastructure

FY2022 Funding: U.S. Total (millions of dollars)			
	Baseline	FY 2022	Change
Charging and Refueling Infrastructure	\$0	\$300	-

- **Program Purpose / Description:**
 - Deploy electric vehicle (EV) charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors and in communities
 - Eligible Activities:
 - 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
- **Key Provisions:**
 - 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

BIL Program Overview

Other Programs and Funding

- **Other Programs:**
 - The Bipartisan Infrastructure Law (BIL) establishes or re-creates several additional grant programs which did not receive dedicated funding in the final law (meaning - grants for these programs will be subject to future appropriations.)
- **Programs without guaranteed funding include:**
 - **Safe Routes to Schools** - BIL re-establishes a standalone Safe Routes to Schools federal program (no funding identified yet.)
 - **Active Transportation Investment Infrastructure Program** - new competitive grant program for construction of projects to "provide safe and connected transportation facilities in an active transportation network or active transportation spine."
- Some of the other discretionary grant programs discussed here are **authorized for additional funding** above and beyond the amounts shown, which may be appropriated by Congress in future years.

BIL Program Overview: Transit Programs



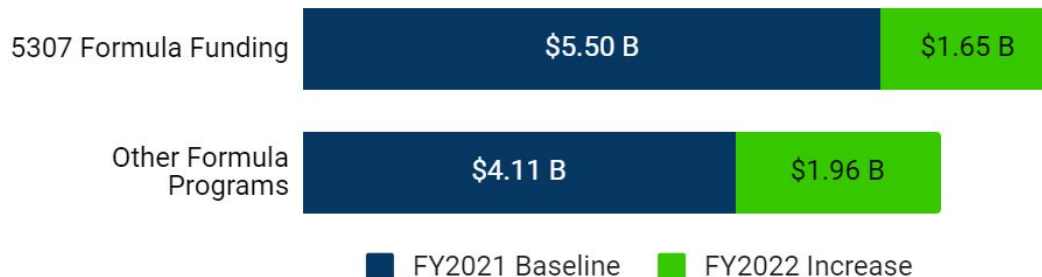
BIL Overview: Transit Programs

Formula Program Summary

- Minimal changes to existing programs
- Increased funding to 5307 Urbanized Area formula and other programs
- New Orleans UZA should receive formula funding increase proportional to national increase.

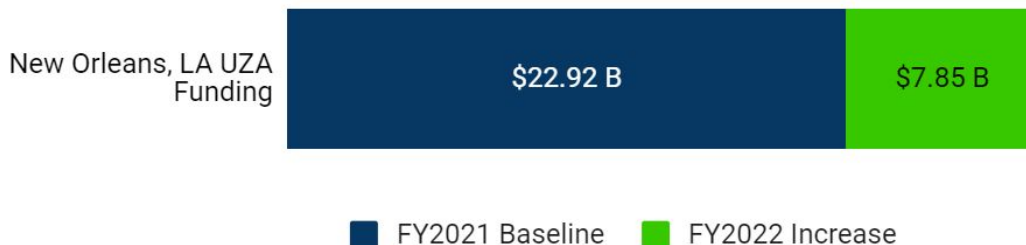
FTA Transit Formula Funding - FY21 to FY 22

U.S. Total (in billions):



FTA Transit Formula Funding - FY21 to FY 22

New Orleans, UZA Total (in millions):



Transit: Formula Programs

Guaranteed 5-year Funding Available by Program

Guaranteed 5-year funding by Program (millions of dollars)							
Program	<i>Baseline (FY21)</i>	FY 22	FY 23	FY 24	FY 25	FY 26	5-Year Total
Urbanized Area Formula Grants (5307 / 5336)	\$4,929	\$6,408	\$6,542	\$6,713	\$6,852	\$7,026	\$33,541
State of Good Repair Formula Grants (5337)	\$2,684	\$4,166	\$4,238	\$4,331	\$4,406	\$4,500	\$21,640
Rural Formula Grants (5311)	\$673	\$875	\$894	\$917	\$936	\$960	\$4,581
Growing and High Density States (5340)	\$570	\$741	\$757	\$776	\$792	\$812	\$3,879
Bus Formula Grants (5339(a))	\$465	\$604	\$617	\$633	\$646	\$662	\$3,161
Seniors and Individuals with Disabilities Grants (5310)	\$286	\$421	\$429	\$439	\$447	\$457	\$2,193

Transit: Discretionary Programs

Guaranteed 5-year Funding Available by Program

Guaranteed 5-year funding by Program (millions of dollars)							
Program	Baseline (FY21)	FY 22	FY 23	FY 24	FY 25	FY 26	5-Year Total
Low or No Emission Bus Competitive Grants (5339(c))	\$55	\$1,122	\$1,123	\$1,125	\$1,127	\$1,128	\$5,625
New Starts Grants (5309(d))	\$1,169	\$880	\$880	\$880	\$880	\$880	\$4,400
Bus Competitive Grants (5339)	\$344	\$447	\$457	\$469	\$478	\$490	\$2,341
[NEW] All Stations Accessibility Program (ASAP) Grants		\$350	\$350	\$350	\$350	\$350	\$1,750
Core Capacity Grants (5309(e))	\$525	\$320	\$320	\$320	\$320	\$320	\$1,600
[NEW] Competitive Grants for Rail Vehicle Replacement (5337(f))		\$300	\$300	\$300	\$300	\$300	\$1,500
Small Starts Grants (5309(h))	\$200	\$240	\$240	\$240	\$240	\$240	\$1,200
[NEW] Rural Communities Essential Ferry Service		\$200	\$200	\$200	\$200	\$200	\$1,000
Expedited Project Delivery CIG Grants	\$100	\$160	\$160	\$160	\$160	\$160	\$800
[NEW] Electric or Low-Emitting Ferry Competitive Grants		\$50	\$50	\$50	\$50	\$50	\$250
5312 Public Transportation Innovation	\$28	\$37	\$38	\$39	\$39	\$40	\$193
Pilot Program for TOD Planning	\$10	\$13	\$13	\$14	\$14	\$14	\$69
5314 Technical Assistance and Workforce Development	\$9	\$12	\$12	\$12	\$13	\$13	\$62

Low-No Emission Bus Competitive Grants

- **Program Purpose / Description:**
 - Provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.
- **RPC Analysis**
 - Major funding expansion - now funded at twice the level of the traditional bus competitive grant program (5339)

FY2022 Funding: U.S. Total
(millions of dollars)

	Baseline	FY 2022	Change
Low-No Emission Competitive Bus Grants	\$180	\$1,121	523.1%

[NEW PROGRAM]

All-Stations Accessibility Program (ASAP)

FY2022 Funding: U.S. Total
(millions of dollars)

	Baseline	FY 2022	Change
ASAP Program	\$0	\$350	-

- **Program Purpose / Description:**
 - Provide federal competitive grants to assist eligible entities in financing capital projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems for people with disabilities, including those who use wheelchairs
 - Increase the number of legacy rail stations/stops that are ADA-accessible
- **Key Provisions:**
 - State and local government authorities eligible to apply
 - Program requirements to be identified in future NOFOs
- **RPC Analysis:**
 - This program is likely targeted towards heavy rail/subway ADA upgrades but may offer opportunities for St. Charles Streetcar ADA enhancements - RPC awaits NOFO language to determine eligibility for streetcar improvements.

BIL Program Overview: Planning and Policy Elements



Planning and Policy Elements

MPO Policy Changes

- **MPO Officials:** BIL requires an MPO that serves an area designated as a TMA, when designating officials for the first time and subject to the MPO's bylaws or enabling statute, to consider the equitable and proportional representation of the population of the metropolitan planning area.
- **Complete Streets Planning:** MPOs must use at least 2.5% of metropolitan planning (PL) funds each year to develop and adopt Complete Streets standards/ policies and develop a prioritization plan, unless an MPO can certify it has a Complete Streets plan and prioritization process in place.
- **Housing and Transportation:** new language in federal transportation planning factors increasing emphasis on housing, requires MPOs to consult with affordable housing organizations as part of transportation planning process, creates an (optional) "housing coordination process" that MPOs can integrate into long-range transportation planning process to address integrated housing, transportation, and economic development strategies.

Planning and Policy Elements

Key Funding Programs for MPO and Local Transportation Planning

- **MPO Formula Programs** - RPC planning work is primarily funded from two formula programs:
 - **Metropolitan Planning (PL)** funds from FHWA
 - **Transit Planning (5303)** funds from FTA
 - Those planning funds (plus local match) fund RPC staff time and contracted studies
- Annual **Unified Planning Work Plan (UPWP)** sets MPO work plan for a fiscal year, including staff time and contracted projects
- Nationally 5303/PL funding increases about 25%; RPC and other MPOs likely to get a proportional / comparable increase.

Metropolitan Planning Formula Funding - FY21 to FY 22

U.S. Total (in millions):



Planning and Policy Elements

Key New Programs for MPO and Local Transportation Planning

- Bipartisan Infrastructure Law includes an unprecedented number of new competitive grant and pilot programs - most list MPOs and local governments as eligible applicants, some are specifically designed for local governments and/or MPOs to apply
- Many new grant programs have funding set aside for planning grants; some pilot programs are specifically to fund new and innovative planning practices.
- Key planning programs include:
 - **PROTECT Discretionary Grants:** \$140m / 5 years set aside for planning grants. significant focus for RPC due to regional needs and funding bonuses available for resilience projects (MPOs and local entities)
 - **Safe Streets and Roads for All** - 40% set-aside for planning grants for development of comprehensive safety action plans (MPOs and local entities)
 - **Reconnecting Communities Pilot** - \$150m / 5 years set-aside for planning grants for removing existing facilities that create barriers to community activity (MPOs and local entities)
 - **Prioritization Process Pilot** - \$50m / 5 years. Pilot program for planning targeted at MPOs to “support data-driven approaches to planning that, upon completion, can be evaluated for public benefit.”
- These programs are a priority focus for RPC, and RPC staff will continue to monitor and share information on the rollout of these programs in 2022 and moving forward.

Thank you for Attending

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Please take our feedback survey: <https://forms.gle/8AwtaM3gEXNEepZZ6>