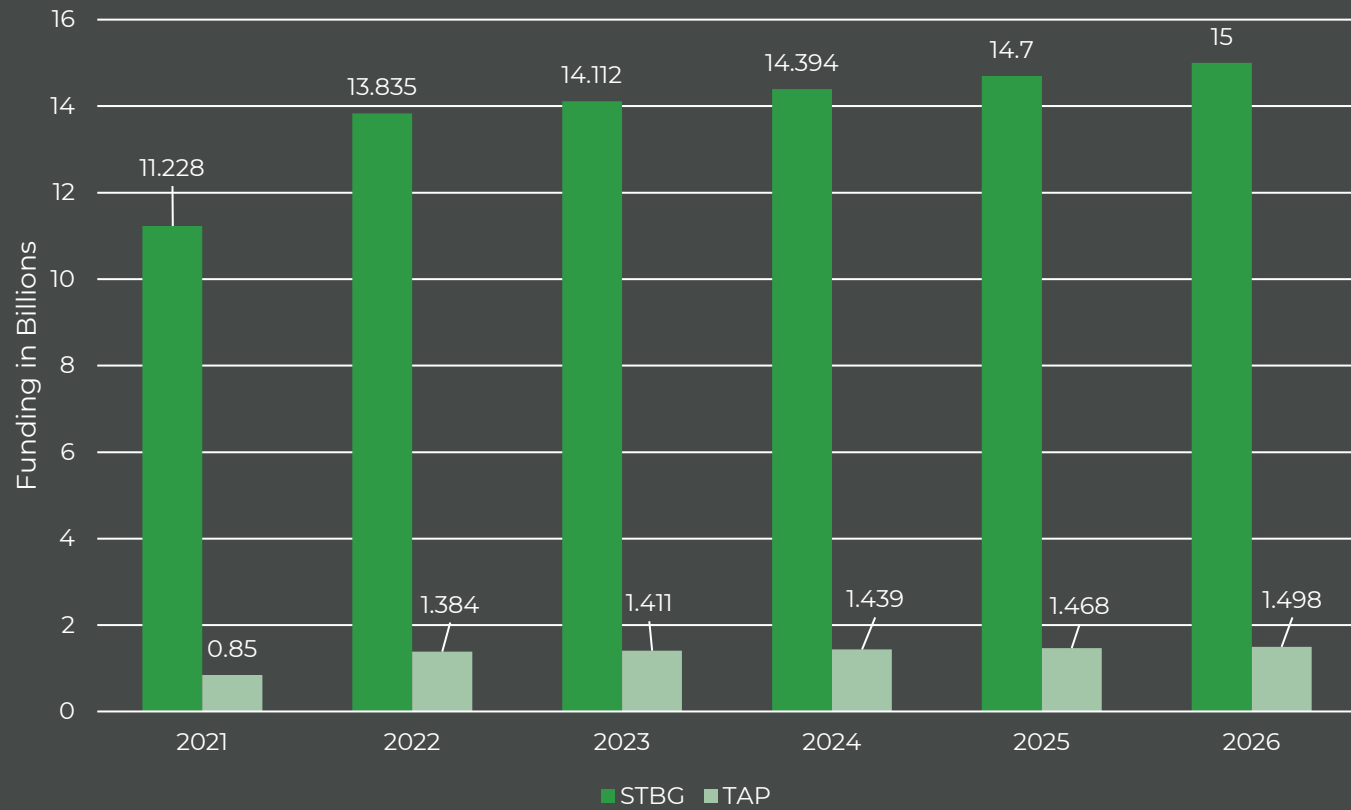


Bipartisan Infrastructure Law

Impacts for the OTO and Members

Program Changes

- MPOs shall consider the equitable and proportional representation of the population in the planning area
- MPOs required to use 2.5% of planning funds to carry out activities that increase safe and accessible options for multiple travel modes for all users
- Highway Funding Formulas do not use most recent Census data
- STBG suballocation rate remains the same
 - eligibility expands to include EV charging, vehicle to grid infrastructure, and cybersecurity
- TAP is now a 10% set-aside instead of 5%
 - eligibility expands to include safe routes to school and vulnerable road user safety
 - priority shall be given to projects in high-need areas (low-income, transit dependent, rural, or other similar locations)
- MUTCD Updates
 - Counties can determine local roadway design rather than build to state standards (must use FHWA-approved roadway design)
 - Standards for EV charging stations
- Codification of One Federal Decision and expands use of Categorical Exclusions
- NEPA Tracking – USDOT required to report length to Congress



Funding

Federal Funding (Billions)	2021		2022		2023		2024		2025		2026		Total
	2021	2022	2022	2023	2023	2024	2024	2025	2025	2026	2026		
STBG	11.228	13.835	23.22%	14.112	2.00%	14.394	2.00%	14.7	2.13%	15	2.04%	83.562	
TAP	0.85	1.384	62.82%	1.411	1.95%	1.439	1.98%	1.468	2.02%	1.498	2.04%	8.738	

Suballocated	2022
STBG-U	\$7,586,863
TAP	\$846,144
Carbon Reduction	\$905,124

Funding

New Formula Programs (Rounded Amounts)

	2022	2023	2024	2025	2026	Total
Carbon Reduction Program	\$1.2B	\$1.3B	\$1.3B	\$1.3B	\$1.3B	\$6.4B
PROTECT	\$1.4B	\$1.4B	\$1.5B	\$1.5B	\$1.5B	\$6.4B
Bridge	\$5.5B	\$5.5B	\$5.5B	\$5.5B	\$5.5B	\$27.5B
EV Charging	\$1B	\$1B	\$1B	\$1B	\$1B	\$5B

Carbon Reduction Program Eligible Projects:

- transportation electrification and EV charging
- public transportation, including Bus Rapid Transit
- infrastructure for bicycling and walking
- intelligent transportation systems (ITS) improvements
- infrastructure to support congestion pricing
- diesel engine retrofits
- port electrification

Discretionary Programs (Funding over 5 Years)

- INFRA - \$8b
- RAISE - \$7.5b
- CRISI - \$5b
- National Infrastructure Project Assistance (New) - \$5b
- Bridge Investment(New) – \$12.5b
- Charging/Fueling Infrastructure (New) - \$2.5b
- Rural Surface Transportation (New) - \$2b
- Congestion Relief (New) – \$250m
- Healthy Streets (New) - \$500m (subject to future appropriations)
- Safe Streets for all Users (New) - \$5b

Discretionary Programs (Funding over 5 Years)

- Strengthening Mobility and Revolutionizing Transportation/SMART (New) - \$500m
- Truck Emissions at Ports (New) - \$400m
- National Culvert Removal, Replacement, and Restoration (New) - \$1 billion
- Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation/PROTECT (New) – Formula (\$7.3b) and Grants (\$1.4b)
- Reconnecting Communities Pilot (New) - \$1b
- Railroad Crossing Elimination (New) - \$3b
- Airport Terminal (New) - \$5b

Transit Funding

	2021	2022	2023	2024	2025	2026
Urbanized Area Formula	\$5B	\$6.4B	\$6.5B	\$6.7B	\$6.9B	\$7B

- State of Good Repair - \$23B over 5 Years
 - \$21B Formula
 - \$1.5B Competitive
- Bus and Bus Facilities - \$5.16B over 5 Years
 - \$3.16B Formula
 - \$2B Competitive
- Low/No Emissions - \$5.6B over 5 Years