

# BIPARTISAN INFRASTRUCTURE LAW (BIL)\*

## Overview of Highway Provisions

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U.S. Department  
of Transportation

**Federal Highway  
Administration**

\* Also known as the "Infrastructure Investment and Jobs Act"

# Introductory Notes

- This presentation:
  - Focuses on highway provisions in the BIL
  - Provides an overview of significant programs and provisions, but it is not all inclusive
  - Does not include programs that BIL authorizes subject to future appropriation
  - Includes information on several relevant programs that the Office of the Secretary will administer
- Section (§) references in the presentation refer to BIL sections
- References to “Division J” refer to the appropriations portion of BIL (Title VII relates to the U.S. Department of Transportation)

*For more information, please visit the Federal Highway Administration's BIL website: [fhwa.dot.gov/bipartisan-infrastructure-law](https://www.fhwa.dot.gov/bipartisan-infrastructure-law)*

**Disclaimer:** 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.

# BIL HIGHLIGHTS

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- Milestones Toward Enactment of BIL
- BIL Goes Beyond Transportation
- Includes \$567.1 B (All Department of Transportation (DOT) Modes) Over Fiscal Years (FYs) 22-26
- High Points of BIL Highway Provisions

# Milestones Toward Enactment of BIL

Date	Milestone
July 2021	Senators released bipartisan infrastructure framework
August 10, 2021	Senate passed BIL
November 5, 2021	House passed BIL
November 15, 2021	U.S. President Joseph Robinette Biden, Jr., signed BIL into law (Public Law No: 117-58)

# BIL Goes Beyond Transportation

- Once-in-a-generation investment in infrastructure
- Grows the economy, enhances U.S. competitiveness, creates good jobs, and makes the U.S. economy more sustainable, resilient, and equitable
- Around \$550 B in new Federal infrastructure investment, including—
  - Largest federal investment in public transit ever
  - Largest federal investment in passenger rail since the creation of Amtrak
  - Largest dedicated bridge investment since the construction of the Interstate System
  - Largest investment in clean drinking water and wastewater infrastructure in U.S. history
  - Largest investment in clean energy transmission and electric vehicle infrastructure in history
  - Ensuring every American has access to reliable high-speed internet
- On average, around 2 million jobs per year

# 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
<b>Total</b>	<b>383.0</b>	<b>184.1</b>

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

# 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**

# RESEARCH, DEVELOPMENT, TECHNOLOGY AND EDUCATION (RDT&E)

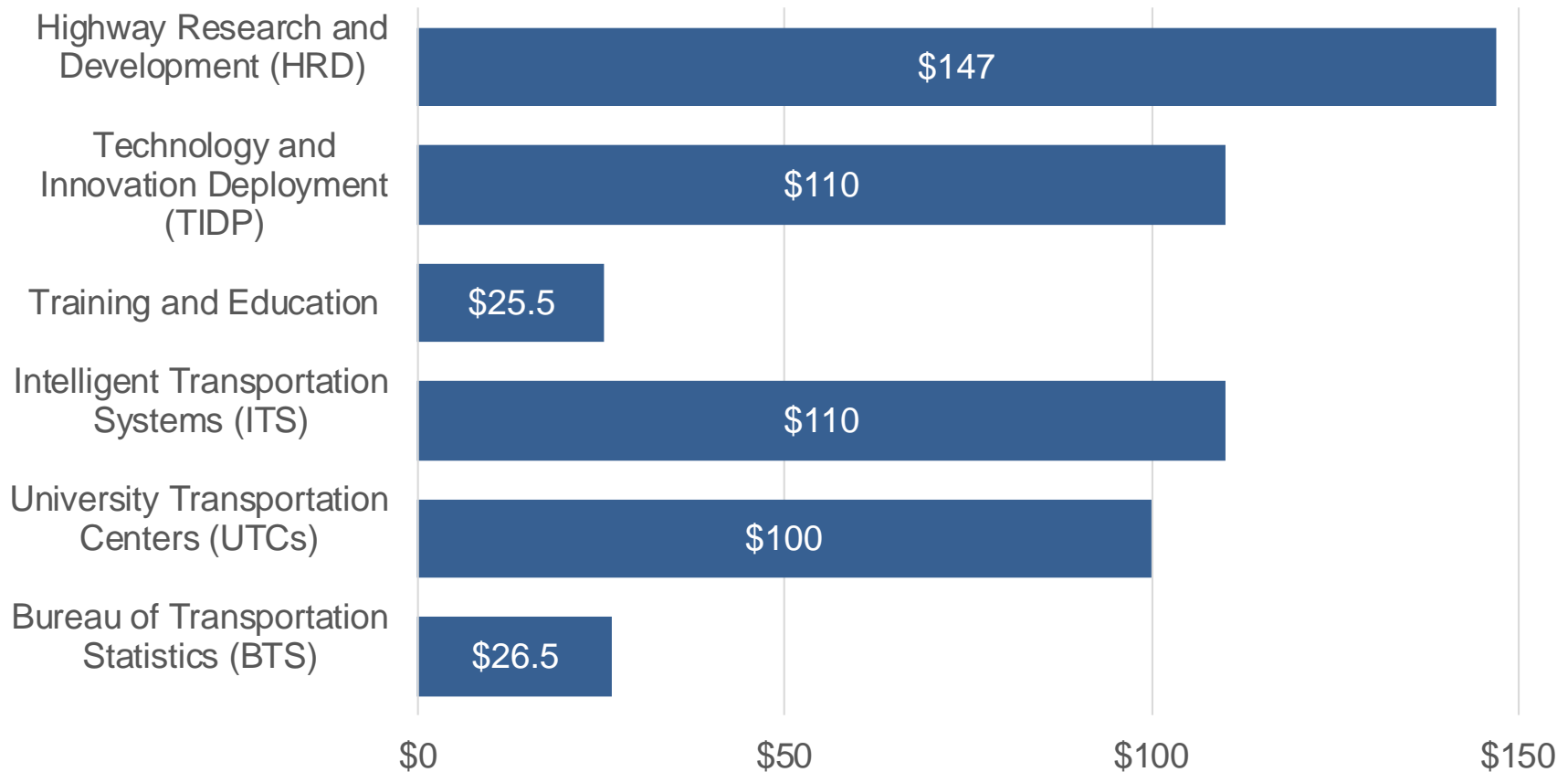
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- RDT&E Funding
- Highway Research Set-asides
- Strategic Innovation for Revenue Collection
- Advanced Transportation Technologies and Innovative Mobility Deployment Program



# RDT&E Funding

**Avg. annual BIL funding (\$M) for major highway-related research, development, technology, and education programs**



# Highway Research Set-asides

Program	Funding Set-asides
Strategic Innovation for Revenue Collection set-aside (§13001)	<ul style="list-style-type: none"> <li>• Sets aside \$15 M for each of FY 22-26 (for a total of \$75 M) from HRD funding</li> </ul>
National VMT fee pilot set-aside (§13002)	<ul style="list-style-type: none"> <li>• Sets aside \$10 M for each of FY 22-26 (for a total of \$50 M) from HRD funding</li> </ul>
Accelerated Implementation and Deployment of Advanced Digital Construction Management Systems set-aside (§13006)	<ul style="list-style-type: none"> <li>• Sets aside \$20 M for each of FY 22-26 (for a total of \$100 M) from TIDP funding</li> </ul>
Advanced Transportation Technologies and Innovative Mobility Deployment Program set-aside (§13006)	<ul style="list-style-type: none"> <li>• Sets aside a combined \$60 M for each of FY 22-26 (for a total of \$300 M) from HRD, TIDP, and ITS funding</li> </ul>

# Strategic Innovation for Revenue Collection (SIRC)

Topic	Changes
Program name	<ul style="list-style-type: none"><li>Modifies and renames the Surface Transportation System Funding Alternatives (STSFA) program</li></ul>
Purpose	<ul style="list-style-type: none"><li>Requires DOT to test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to help maintain the long-term solvency of the HTF, through pilot projects at the State, local, and regional level.</li></ul>
Program objectives	<ul style="list-style-type: none"><li>Modifies program objectives to focus on data privacy, administrative costs, implementation issues, and equity considerations</li></ul>
Eligible entities	<ul style="list-style-type: none"><li>Expands eligibility to include metropolitan planning organizations (MPOs) and local governments (in addition to States)</li></ul>

# Advanced Transportation Technologies and Innovative Mobility Deployment Program (ATTIMD)

Topic	Changes
Program name	<ul style="list-style-type: none"><li>Changes name of existing Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD)</li></ul>
Program focus	<ul style="list-style-type: none"><li>Focuses on deployment and operation of technologies</li></ul>
Eligible entities	<ul style="list-style-type: none"><li>Broadens eligibility to include all MPOs</li></ul>
Rural set-aside	<ul style="list-style-type: none"><li>Reserves 20 percent of program funds for projects serving rural areas</li></ul>

# FOR MORE INFORMATION

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