



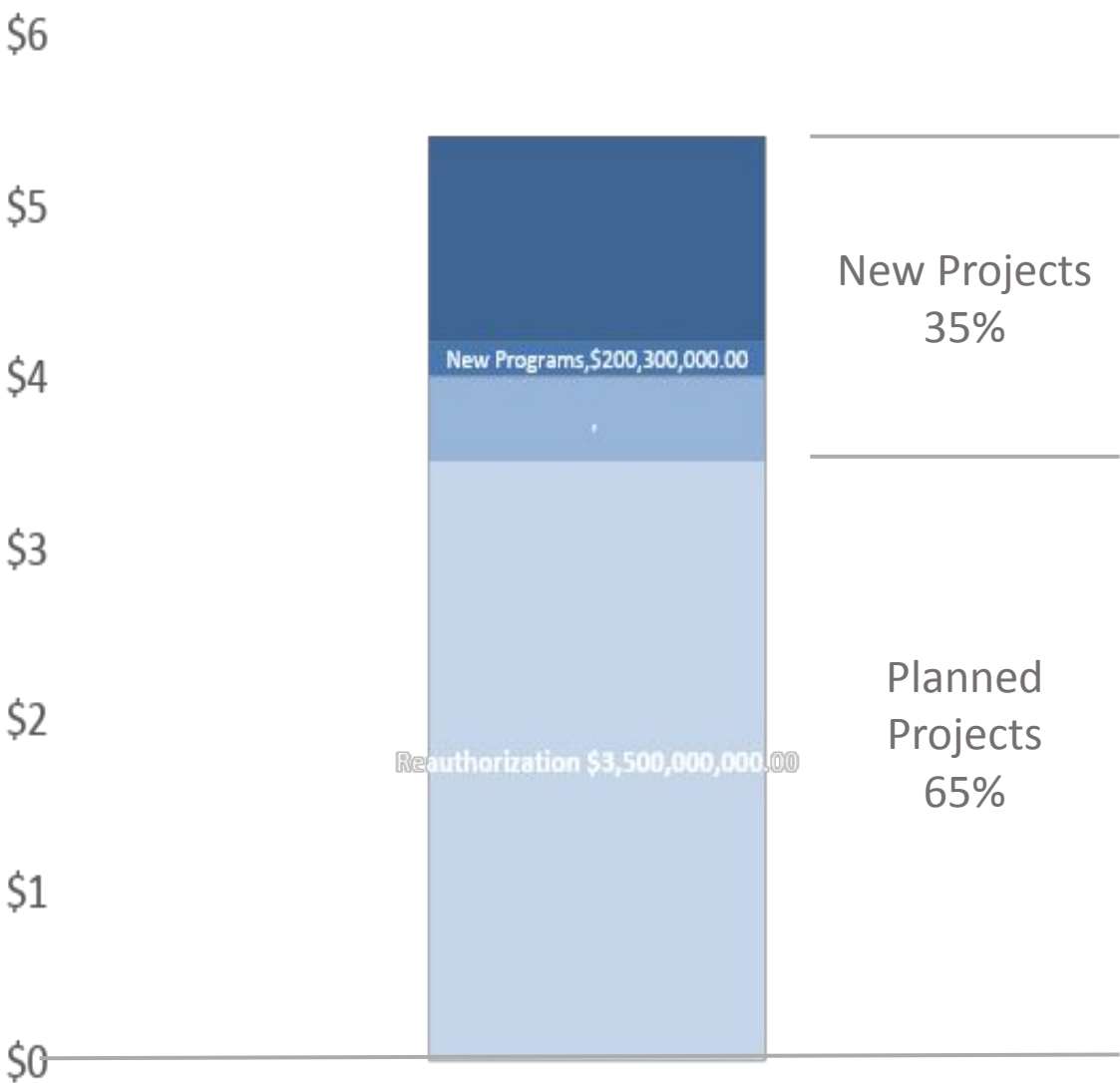
Bipartisan Infrastructure Law (BIL) Discretionary Funds Overview

Overview of the Bipartisan Infrastructure Law (BIL)

Approximately \$5.4B in highway formula funds, \$580M in MBTA formula funds, and \$1.38B for EEA

- The Bipartisan Infrastructure Law is **the five-year reauthorization** of the surface transportation federal funding programs for highway and transit.
 - MassDOT - **~\$3.5B is the reauthorization** of the existing funding, **\$1.8B in new/additional formula funds**, which includes existing programs of approximately **\$449M** over five years.
 - MBTA - an estimated increase of **\$580M** over five years.
 - EEA – BIL includes **\$1.38B in formulaic and discretionary** programs that support energy and environmental work in Massachusetts.
- Because this is a reauthorization bill, a process and timeline already exist for the distribution of the highway, MBTA, and other Transit funds. BIL also includes over **\$110B in discretionary grant programs** that MassDOT will aggressively pursue based on grant criteria, project eligibility and formal guidance from our federal partners.
 - Previously existing discretionary programs will, for the most part, follow known guidance – teams are already working on possible applications.
 - New programs and new discretionary grants are still developing/guidance is not available.

BIL Impact on Federal Funding



Approx. \$5.4 Billion -- Highway Formula Funds

Approx. \$1.8 Billion – New / Additional Formula Funds
Includes increases to existing programs of approx. \$449 Million over 5 Years

Approx. \$3.5 Billion -- Reauthorization of Existing Funding

Approx. \$6.7 Billion – including BIL State Contribution

Breakdown of New and Existing Programs

- **Approx. \$1.8 Billion in New Formula Funding Expected (5 Year Total)**

Increases to Existing Programs	\$449M	
Carbon Reduction	\$93.7M	<i>New Program</i>
PROTECT*	\$106.5M	<i>New Program</i>
Bridge	\$1.125B	<i>New Bridge Funding</i>
EV	\$63.5M	<i>New Program</i>
Ferry	\$9.1M	<i>New Ferry Funding</i>
	<hr/>	
	\$1.8B	

*Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation (PROTECT)

All About BIL Discretionary Programs/Grants

\$110B+ in funding in “grants”

Background:

- The BIL provides for a large increase in discretionary funding
- BIL provides for over **\$110B in competitive discretionary grants to be over seen by USDOT – these funds are to be distributed over 5 years and are eligible to governmental agencies in all 50 states, US territories and tribal lands**
- There are no earmarks in this bill, so all states will be competing for funds for projects beyond those formula/state of good repair

What we are anticipating:

- The BIL provides a large amount of funding for existing grants (RAISE, INFRA, CRISI) and for new grants.
- MassDOT has been preparing for this and will be ready to take advantage of every funding opportunity

State Considerations:

- These grants **will require a match**. In the past, the larger the grant percentage/share of state participation, the more competitive the grant
- Because of this, MassDOT has included \$3.55B in funds to match discretionary awards in the new transportation bond bill, MasSTRAC
- All these grants will work the same administratively and go through the MPO Process
- We know little about the new grant programs, we will continue to follow guidelines as they develop



New and/or Greatly Expanded Discretionary Programs

These amounts are over 5 years and for all 50 states

BIL Discretionary Programs*
National Infrastructure Project Assistance (MEGA)
Rebuilding American Infrastructure Assistance (RAISE)
Nationally Significant Freight and Highway Projects (INFRA)
Bridge Grant Program
Safe Streets and Roads for All
FRA Consolidated Rail Infrastructure and Safety Improvement (CRISI)
Railroad Crossing Elimination Program
Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT)
Reconnecting Communities Pilot Program
Strengthening Mobility and Revolutionizing Transportation Grant Program (SMART)
Healthy Streets
Construction of Ferry Boats and Ferry Terminal Facilities Program
Congestion Relief Program
Reducing Truck Emissions at Ports
Stopping Threats on Pedestrians

*list is not comprehensive and some programs are still under development

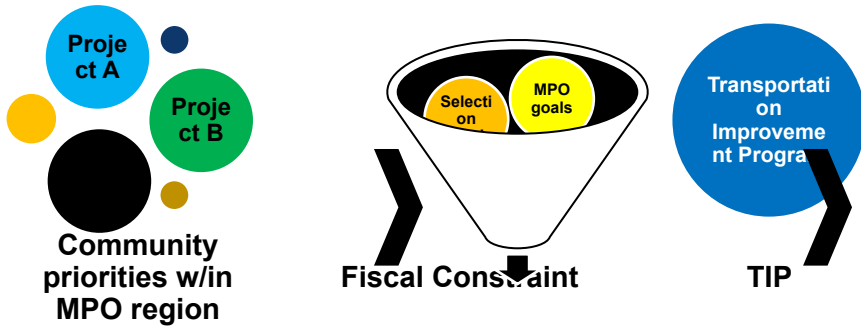
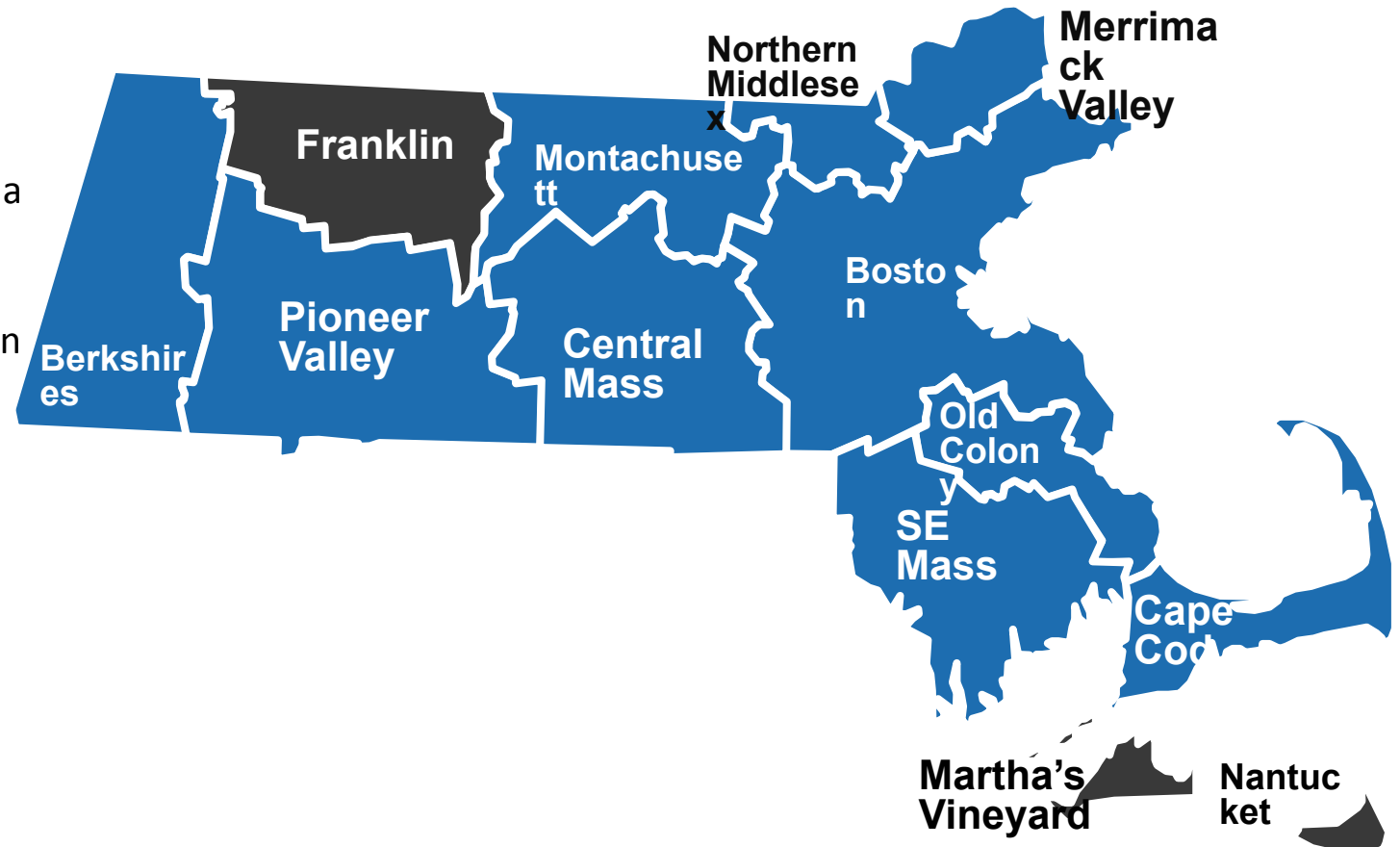


Discretionary Programs in the Bipartisan Infrastructure Law (BIL)

- BIL includes authorizations for over 35 discretionary (competitive) programs administered by the USDOT Office of the Secretary and the Operating Agencies, with total funding in excess of \$110 billion.
 - 18 existing programs are reauthorized for an aggregate amount of approximately \$77.3 billion
 - 19 new programs are reauthorized for an aggregate amount of approximately \$36.1 billion
- These grants are administered by the following entities with USDOT
 - Office of the Secretary – 5 programs (4 new, 1 existing) authorized at \$19 billion
 - FHWA – 17 programs (11 new, 6 existing) authorized at \$28.4 billion
 - FTA – 10 programs (3 new, 7 existing) authorized at \$19.4 billion
 - FRA – 4 programs (1 new, 3 existing) authorized at \$44.3 billion
 - Maritime – 1 existing program authorized at \$2.3 billion
- ❖ Note: Transit projects may be eligible for funding under FHWA or FRA programs depending upon the statutory language and the particular project

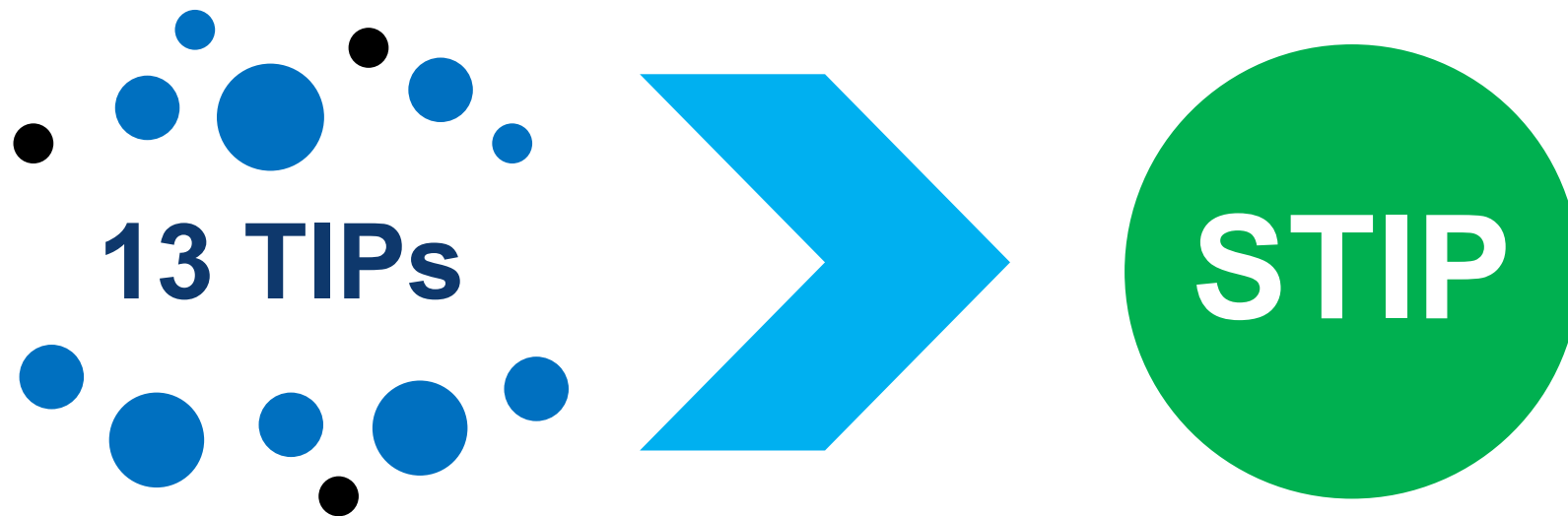
Metropolitan Planning Organization Boundaries (MPO)

- Composed of local and state officials
- 10 MPOs/RPAs + 3 regions that function as MPOs
- MPOs annually decide on transportation system investments using their allocation of federal funds into a region **5-year Transportation Improvement Program (TIP)**
- Each MPO/TPO is required to have a public participation plan that has been reviewed by FHWA/FTA and approved by the MPO/TPO Boards



State Transportation Improvement Program (STIP) Process

- Federally required investment program spanning 5-years and listing all federally funded projects within an MPO
- TIPs are multi-modal including roadway, bicycle, pedestrian, and transit projects
- Funding is limited; communities must advance projects for consideration
- Combination of local and MassDOT prioritized Projects



MassDOT Highway Division Funding Programs

Chapter 90 Program

- Formula-based funding for improvements to capital facilities

Complete Streets Funding Program

- Encourages communities to incorporate Complete Streets principles into regular local planning and design practices

Local Bottleneck Reduction Program

- Funds solutions to address local congestion bottlenecks to improve traffic flow and safety

Municipal Pavement Program

- Improves the condition of municipally-owned state numbered routes

Municipal Small Bridge Program

- Provides financial support for small bridge replacement, preservation, and rehabilitation projects

Shared Streets and Spaces Program

- Funds quick-build projects that support public health, safe mobility, and renewed commerce in municipalities

