

BIPARTISAN INFRASTRUCTURE LAW (BIL)*

Overview of Metropolitan Planning Provisions

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FHWA Texas Division
April 13, 2022



U.S. Department
of Transportation
**Federal Highway
Administration**

*also known as the “Infrastructure Investment and Jobs Act”

BIL HIGHLIGHTS

- Milestones Toward Enactment of BIL
- BIL Goes Beyond Transportation
- Includes \$567.1 B (All DOT Modes) Over FY 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 Bipartisan Infrastructure Deal (BIL)
November 5, 2021	House passed BIL
November 15, 2021	President Biden 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 & wastewater infrastructure in U.S. history
 - Largest investment in clean energy transmission & 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
Total	383.0	184.1

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

High Points of BIL Highway Provisions

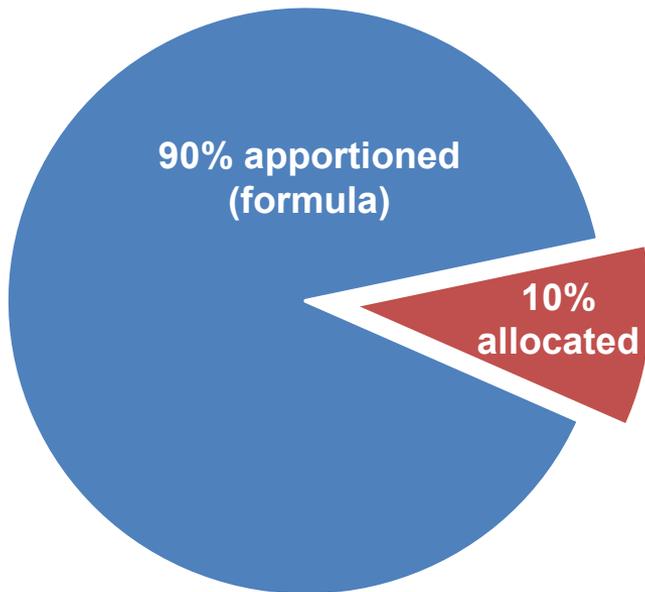
- **Funds highway programs for five years** (FY 22-26)
- **\$350.8 B (FY 22-26) for highway programs**
 - \$303.5 B in Contract Authority (CA) from the Highway Trust Fund (HTF)
 - +\$47.3 B in advance appropriations from the General Fund (GF)
- **More than a dozen new highway programs**, including—
 - **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**

\$350.8 B (FY 22-26) FOR HIGHWAY PROGRAMS

- \$303.5 B in Contract Authority from the HTF
- +\$47.3 B from the General Fund (GF) for “Highway Infrastructure Programs” (HIP)
- Nine Categories of HIP Funding Under BIL (from the GF)
- Funding Available to a Range of Recipients

\$303.5 B in Contract Authority from the HTF

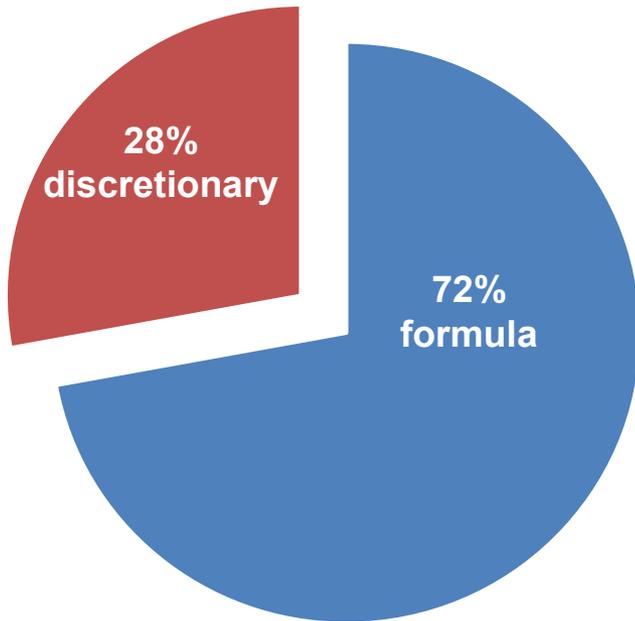
BIL highway CA, apportioned vs. allocated



- Five years of funding (FY 22-26)
- +29% highway CA (avg. annual, FY 22-26) vs. current law (FY 21)
- Mostly (90%) apportioned to States
- All FAST Act highway programs will continue
- ...plus new CA programs (apportioned and allocated)

+\$47.3 B from the General Fund (GF) for “Highway Infrastructure Programs” (HIP)

BIL HIP advance appropriations, formula vs. discretionary



- Majority (72%) distributed by formula
- All provided from the General Fund
- 9 categories of advance appropriations; 6 supplemental to CA

Nine Categories of HIP Funding Under BIL (from the GF)

Total, FY 22-26	Program
\$27.5 B	Bridge Formula Program
\$9.2 B*	Bridge Investment Program (discretionary)
\$5.0 B	National Electric Vehicle Formula Program
\$3.2 B*	INFRA Program
\$1.3 B	Appalachian Development Highway System (ADHS)
\$0.5 B*	Reconnecting Communities Pilot Program
\$0.3 B*	Ferry Boat Program
\$0.2 B*	Reduction of Truck Emissions at Port Facilities
\$0.1 B*	University Transportation Centers (UTCs)

* Supplements CA separately provided by BIL for this program

Funding Available to a Range of Recipients

Program Examples	State	MPO	Local	Tribe	PA*	Territory	FLMA*
Apportioned programs (formula)	✓						
Bridge Program (formula)	✓			✓			
National Electric Vehicle Formula Program	✓		✓				
Safe Streets and Roads for All program		✓	✓	✓			
PROTECT Grants (discretionary)	✓	✓	✓	✓	✓		✓
Charging and Fueling Infrastructure Program	✓	✓	✓	✓	✓	✓	
Congestion Relief Program	✓	✓	✓				
Bridge Investment Program (discretionary)	✓	✓	✓	✓	✓		✓
Reconnecting Communities Pilot Program	✓	✓	✓	✓			
Rural Surface Transportation Grants	✓		✓	✓			
INFRA	✓	✓	✓	✓	✓		✓
Nat'l Infra. Project Assistance	✓	✓	✓	✓	✓		
Local and Regional Project Assistance	✓	✓	✓	✓	✓	✓	

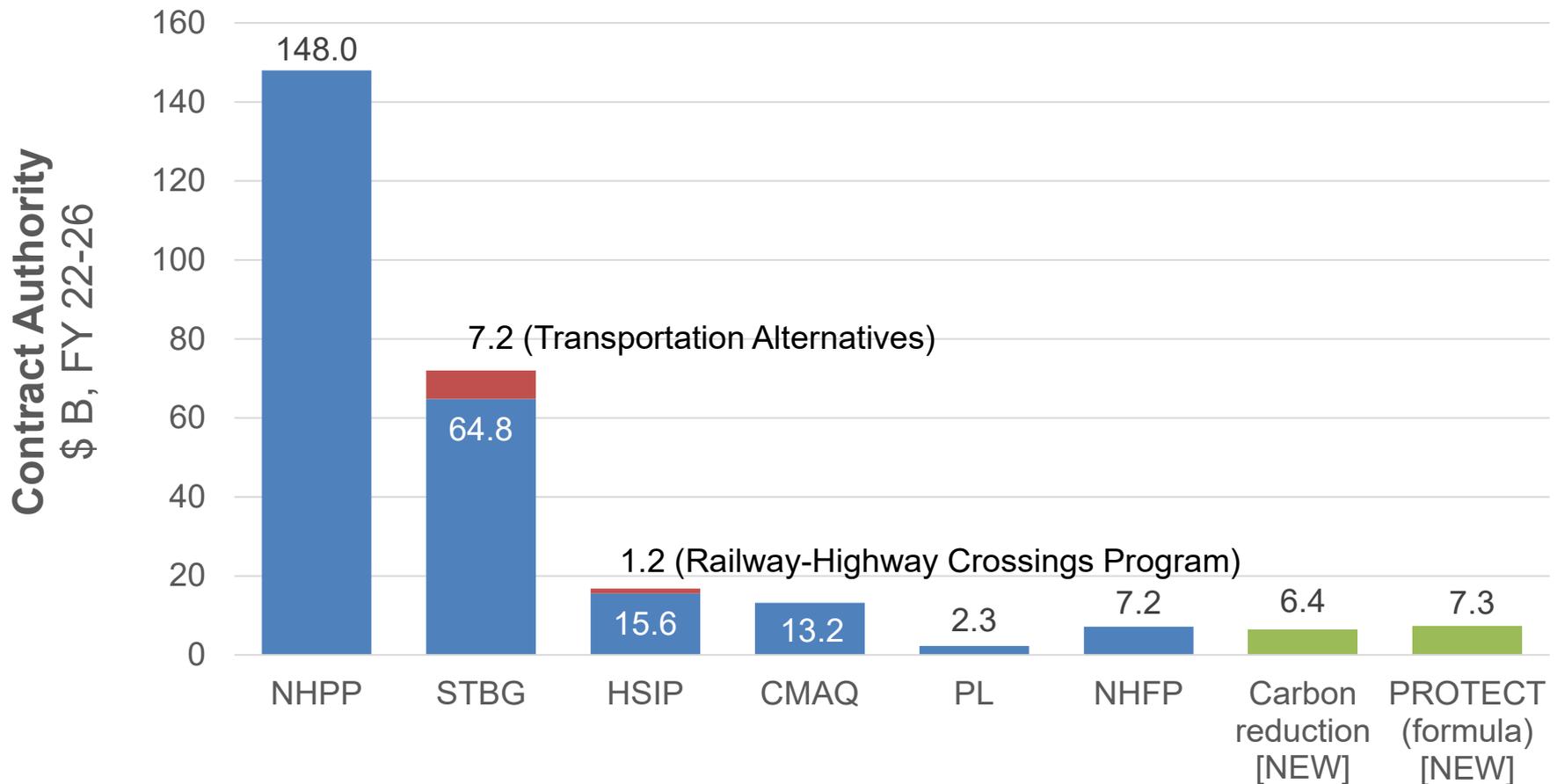
Note: This table does not include all BIL programs or eligible entities, and there are additional nuances not represented in this table. Additional programmatic information is provided in later slides. FHWA will administer most, but not all, programs listed.

* "PA" means a special purpose district or public authority with a transportation function; FLMA means Federal Land Management Agency

APPORTIONED HIGHWAY PROGRAMS

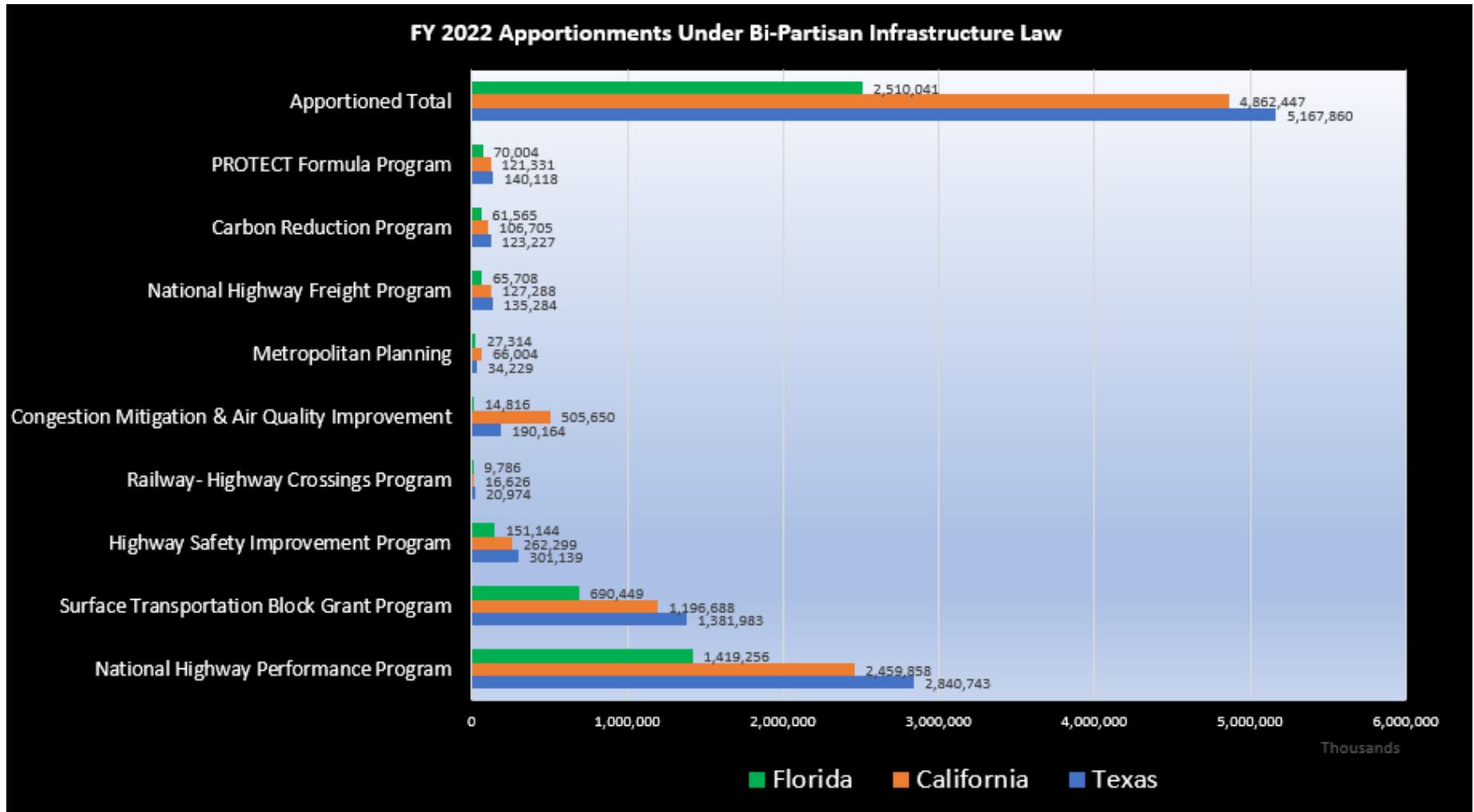
- 8 Apportioned CA Programs (Including 2 New)
- Changes to Existing CA Programs (NHPP, STBG, HSIP, CMAQ, and NHFP)

8 Apportioned CA Programs (Including 2 New)

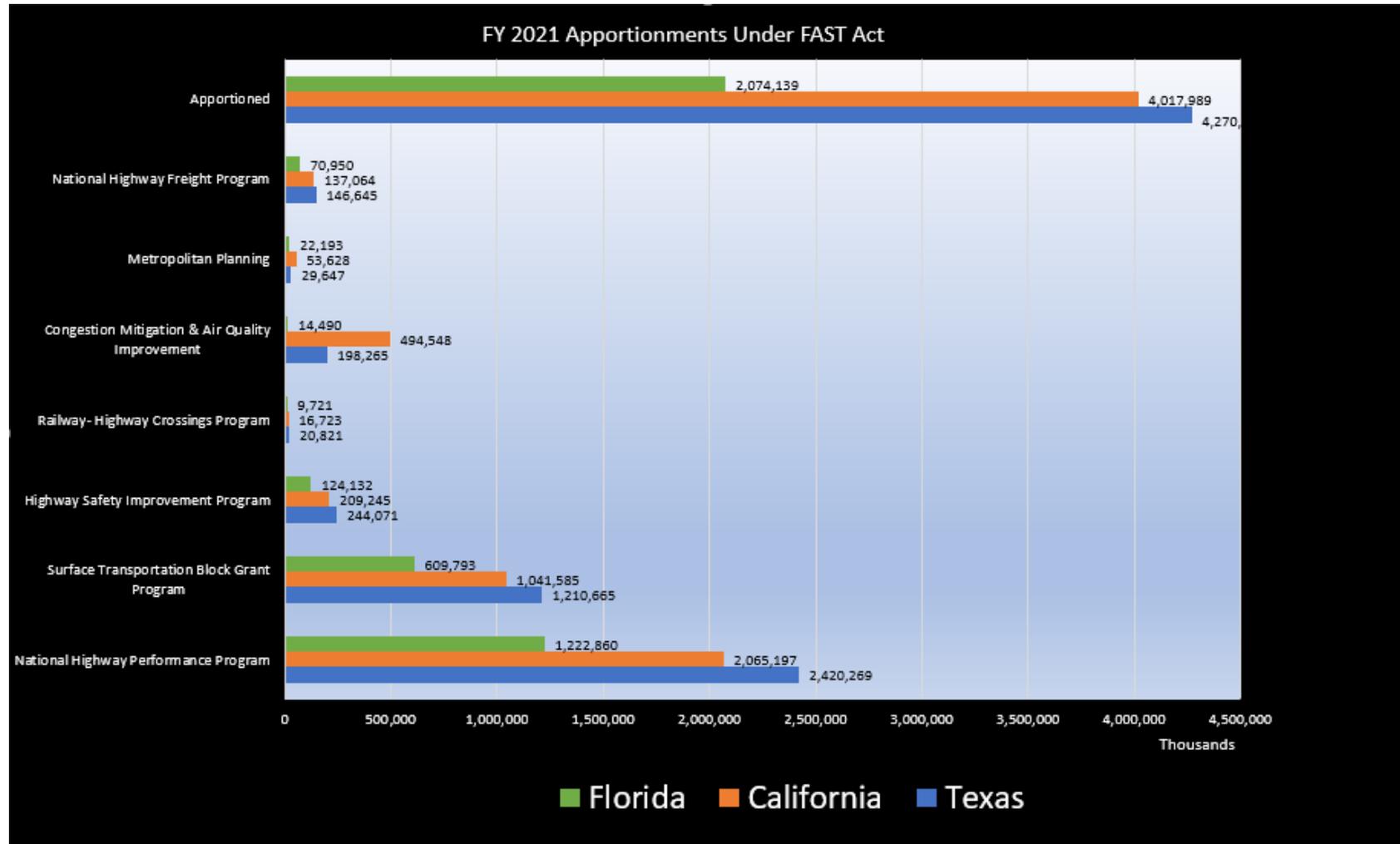


Federal-aid apportioned programs under BIL

FY 2022 Apportionments (FL, TX, CA)



FY 2021 Apportionments Under the FAST Act



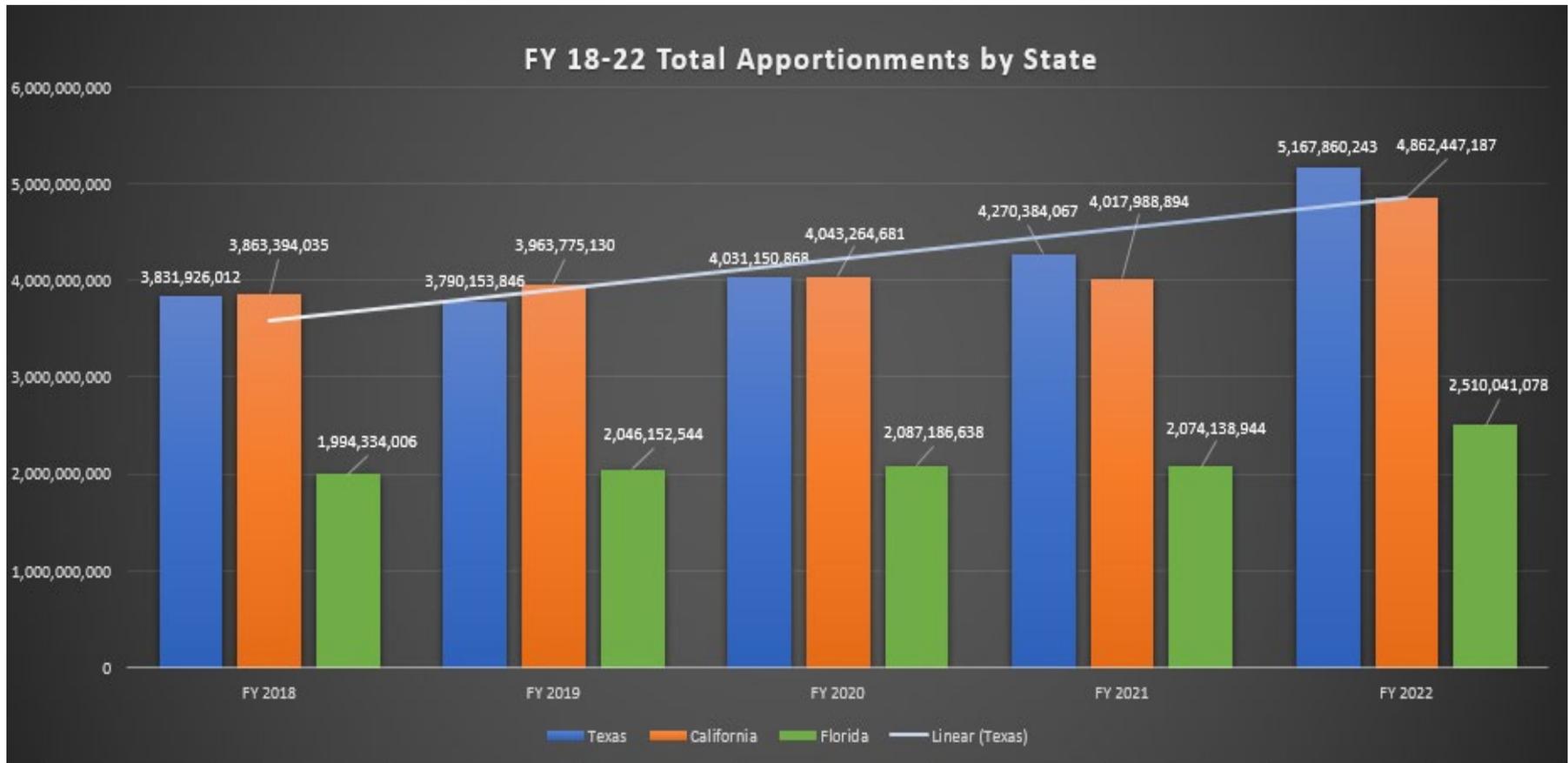
FY 2022 FEDERAL-AID HIGHWAY PROGRAM APPORTIONMENTS UNDER THE
BIPARTISAN INFRASTRUCTURE LAW ¹
(before post-apportionment set-asides; before penalties; before sequestration)

State	National Highway Performance Program	Surface Transportation Block Grant Program	Highway Safety Improvement Program ²	Railway-Highway Crossings Program	Congestion Mitigation & Air Quality Improvement	Metropolitan Planning	National Highway Freight Program	Carbon Reduction Program	PROTECT Formula Program	Apportioned Total
Alabama	568,540,380	276,587,212	59,419,156	5,047,891	12,429,947	4,056,177	26,311,354	24,662,360	28,042,870	1,005,097,347
Alaska	362,707,359	176,452,228	39,902,549	1,225,000	29,984,491	2,991,229	17,389,323	15,733,657	17,890,295	664,276,131
Arizona	519,732,519	252,842,847	55,748,698	3,184,003	56,525,035	7,719,478	25,374,360	22,545,154	25,635,455	969,307,549
Arkansas	385,367,136	187,475,904	39,684,006	4,012,944	13,417,137	2,266,543	17,955,523	16,716,601	19,007,974	685,903,768
California	2,459,858,046	1,196,687,698	262,298,683	16,625,715	505,650,213	66,003,545	127,287,798	106,704,653	121,330,836	4,862,447,187
Colorado	380,892,493	185,299,050	39,515,716	3,673,853	46,085,445	6,977,018	18,756,660	16,522,499	18,787,265	716,509,999
Connecticut	350,759,113	170,639,568	38,395,069	1,377,663	48,204,835	6,088,257	17,418,690	15,215,362	17,300,956	665,399,513
Delaware	120,040,689	58,398,173	12,386,467	1,225,000	12,706,466	2,350,707	5,866,504	5,207,171	5,920,926	224,102,103
Dist. of Col.	113,733,285	55,329,706	11,671,268	1,225,000	11,006,773	2,341,429	5,533,585	4,933,565	5,609,817	211,384,428
Florida	1,419,256,020	690,448,875	151,143,900	9,786,171	14,815,700	27,313,900	65,707,643	61,565,025	70,003,844	2,510,041,078
Georgia	934,385,165	454,565,756	97,096,434	8,853,916	74,035,444	10,249,530	44,779,463	40,532,113	46,087,917	1,710,585,738
Hawaii	120,886,349	58,809,575	12,482,357	1,225,000	11,286,689	2,307,105	5,865,646	5,243,854	5,962,637	224,069,212
Idaho	208,500,652	101,432,750	21,684,888	1,957,093	13,961,721	2,135,894	9,919,341	9,044,420	10,284,154	378,920,913
Illinois	999,514,444	486,250,270	102,028,534	11,306,853	119,957,587	22,509,719	49,306,725	43,357,316	49,300,375	1,883,531,823
Indiana	691,872,473	336,586,609	70,506,306	7,945,421	51,336,381	6,904,797	33,045,246	30,012,306	34,126,142	1,262,335,681
Iowa	365,781,951	177,947,976	35,763,688	5,712,490	12,307,100	2,616,700	17,043,984	15,867,028	18,041,948	651,082,865
Kansas	280,395,736	136,408,737	25,226,619	6,567,578	10,368,798	2,569,576	13,105,600	12,163,112	13,830,330	500,636,086
Kentucky	495,646,701	241,125,422	52,287,813	3,913,786	24,429,634	3,341,886	23,042,650	21,500,350	24,447,439	880,232,681
Louisiana	524,245,521	255,038,362	54,955,363	4,489,070	12,471,808	5,671,583	24,340,514	22,740,921	25,858,056	929,811,198
Maine	132,636,937	64,526,077	13,743,807	1,295,955	11,219,561	2,430,157	6,401,793	5,753,575	6,542,227	244,550,089
Maryland	418,076,496	203,388,565	44,898,331	2,507,549	58,505,854	9,148,013	20,840,720	18,135,480	20,621,341	796,122,349
Massachusetts	415,100,202	201,940,639	44,432,842	2,635,554	69,101,904	11,858,399	21,062,974	18,006,374	20,474,537	804,613,425
Michigan	746,812,252	363,314,068	76,526,309	8,155,065	80,635,490	13,660,998	36,514,125	32,395,504	36,836,010	1,394,849,821
Minnesota	472,720,420	229,972,097	47,069,390	6,532,589	35,112,887	6,031,851	22,614,425	20,505,845	23,316,615	863,876,119
Mississippi	360,095,785	175,181,733	37,077,248	3,754,173	12,224,137	2,243,308	16,773,001	15,620,371	17,761,481	640,731,237
Missouri	702,356,232	341,686,815	73,637,781	6,002,705	25,682,975	6,856,999	32,831,409	30,467,074	34,643,247	1,254,165,237
Montana	301,750,069	146,797,331	32,150,195	2,065,380	16,220,962	2,371,689	14,229,194	13,089,429	14,883,618	543,557,867
Nebraska	212,398,775	103,329,134	20,198,203	3,885,788	11,209,629	2,186,458	10,024,087	9,213,515	10,476,426	382,922,015
Nevada	253,252,588	123,203,962	27,421,349	1,295,075	35,487,225	4,330,553	12,593,115	10,985,686	12,491,513	481,061,066
New Hampshire	118,042,741	57,426,198	12,159,919	1,225,000	11,276,320	2,085,467	5,730,028	5,120,503	5,822,378	218,888,554
New Jersey	684,335,902	332,920,169	73,672,965	3,924,188	113,418,347	16,422,880	34,626,925	29,685,382	33,754,406	1,322,761,164
New Mexico	271,306,091	131,986,747	28,906,487	1,857,031	12,435,524	2,123,358	12,735,586	11,768,818	13,381,990	486,501,632
New York	1,142,038,436	555,586,266	122,863,430	6,632,817	199,604,894	32,944,536	58,212,853	49,539,775	56,330,274	2,223,753,281
North Carolina	775,430,742	368,479,820	78,629,749	7,255,660	55,843,545	7,673,535	36,169,919	32,856,117	37,359,760	1,381,698,847
North Dakota	181,153,321	88,128,642	16,624,052	3,917,004	11,462,772	2,214,912	8,610,008	7,858,137	8,935,265	328,904,113
Ohio	951,025,810	462,661,205	98,401,295	9,435,945	104,335,142	15,281,866	46,486,316	41,253,957	46,908,706	1,775,790,242
Oklahoma	473,825,437	230,509,672	48,037,779	5,689,498	12,808,333	3,410,970	21,994,714	20,553,779	23,371,119	840,201,301
Oregon	365,669,342	177,893,193	38,205,909	3,257,501	21,138,557	4,775,325	17,334,271	15,862,143	18,036,393	662,172,634
Pennsylvania	1,173,227,199	570,759,178	125,848,562	7,184,193	113,862,675	17,111,333	56,901,605	50,892,693	57,868,639	2,173,656,077
Rhode Island	158,534,100	77,124,697	16,751,252	1,225,000	11,364,757	2,449,809	7,584,528	6,876,952	7,819,587	289,730,682
South Carolina	499,512,119	243,005,896	51,836,721	4,803,181	14,273,216	4,155,299	23,222,824	21,668,026	24,638,098	887,115,380
South Dakota	205,680,675	100,060,869	20,724,236	2,597,987	13,365,856	2,331,205	9,780,267	8,922,094	10,145,061	373,608,250
Tennessee	616,508,091	299,922,855	64,528,830	5,377,296	40,360,495	6,341,668	29,306,051	26,743,121	30,408,845	1,119,497,252
Texas	2,840,742,975	1,381,983,069	301,139,222	20,973,888	190,163,531	34,229,462	135,283,545	123,226,823	140,111,728	5,167,860,243
Utah	253,830,985	123,485,344	26,878,010	1,903,998	14,077,180	4,274,942	12,042,442	11,010,777	12,520,042	460,023,720
Vermont	145,436,704	70,752,991	15,266,132	1,225,000	12,907,188	2,765,488	7,038,551	6,308,809	7,173,567	268,874,430
Virginia	734,402,966	357,277,119	78,314,494	4,959,785	59,839,228	9,973,509	35,291,395	31,857,210	36,223,930	1,348,139,636
Washington	487,224,663	237,028,214	50,828,528	4,418,093	40,262,733	9,659,520	23,510,296	21,135,016	24,032,027	898,099,090
West Virginia	322,554,704	156,918,505	34,442,214	2,132,408	15,605,864	2,245,593	15,155,868	13,991,900	15,909,793	578,956,849
Wisconsin	552,315,450	268,694,003	56,332,047	6,295,247	29,851,972	6,031,338	26,094,521	23,958,549	27,242,586	966,815,713
Wyoming	187,328,104	91,132,591	20,016,217	1,225,000	11,353,846	2,085,626	8,884,554	8,125,990	9,239,832	339,391,760
Apportioned Total	28,439,442,345	13,835,404,382	2,979,761,019	245,000,000	2,536,490,803	438,121,139	1,373,932,519	1,233,656,891	1,402,756,277	52,484,565,375

¹ This Table reflects the total amount apportioned for a program for FY 2022 under the Bipartisan Infrastructure Law. The amount made available in the Fiscal Management Information System (FMIS) pursuant to this Notice for Bipartisan Infrastructure Law program codes will take into account the amount previously provided for the program, or a substantially similar program, in FMIS under Pub. L. 117-44 (amounts distributed in FHWA Notice 4510.856).

² Amount is net of the \$3,500,000 takedown for safety-related programs.

FY 18-22 Total Apportionments by State



Apportionment of MPO PL Funds

- As under the FAST Act, the BIL directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs.
- Each State's PL apportionment is calculated based on a ratio specified in law. [23 U.S.C. 104(b)(6)] (See "Apportionment" fact sheet for a description of this calculation)
- The State DOT is then required to make the PL funds available to metropolitan planning organizations (MPOs) in accordance with a formula developed by the State DOT and approved by the FHWA. [23 U.S.C. 104(d)]

Transferability to Other Federal-aid Apportioned Programs

- The BIL continues to prohibit transfer of PL funds to other apportioned programs. [23 U.S.C. 126(b)(1)]
- **Federal Share**
- As a general rule, in accordance with 23 U.S.C. 120. (See the “Federal Share” fact sheet for additional detail.)
- For activities funded by the set-aside for Increasing Safe and Accessible Transportation Options (see above), the BIL provides for a Federal share of 80%, unless the Secretary determines that the interests of the Federal-aid Highway Program would be best served by decreasing or eliminating the non-Federal share. [§ 11206(d)]

PLANNING AND PROJECT DELIVERY

- Changes to the Metropolitan Planning Program
- Prioritization Process Pilot Program
- Transportation Access Pilot Program
- Accelerating Project Delivery

Metropolitan Planning Program (MPP)

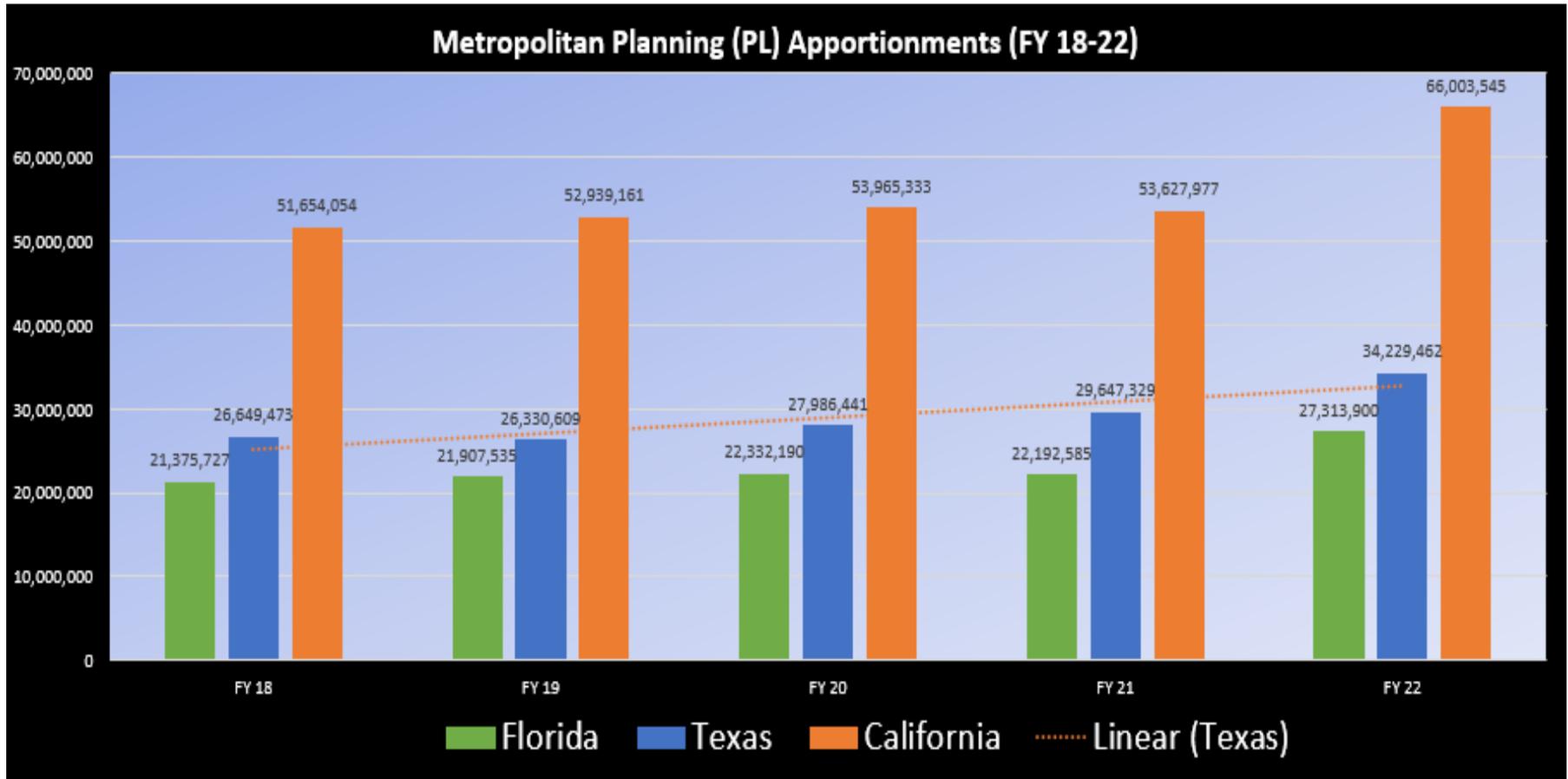
Metropolitan Planning Program (MPP)

	FAST Act (extension)	Bipartisan Infrastructure Law (BIL)				
Fiscal year (FY)	2021	2022	2023	2024	2025	2026
Contract authority	\$358 M	\$438 M*	\$447 M*	\$456 M*	\$465 M*	\$474 M*

*Calculated (sum of estimated individual State Metropolitan Planning Program apportionments)

Note: Except as indicated, all references in this document are to the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov. 15, 2021).

Metropolitan Planning Apportionments (FY18-22)



Changes to Metropolitan Planning Program

Topic	Changes
MPO representation	<ul style="list-style-type: none">• Requirement to consider equitable and proportional representation of population of metropolitan planning area when MPO designates officials or representatives for the first time
Consistency of planning data	<ul style="list-style-type: none">• When more than one MPO is designated within an urbanized area, requires the MPOs to ensure consistency of planning data to the maximum extent practicable
Public participation	<ul style="list-style-type: none">• Encouragement for MPOs to use social media and web-based tools to foster public participation and to solicit public feedback during the transportation planning process
Travel demand data and modeling	<ul style="list-style-type: none">• Requirements for DOT to support State/MPO travel demand data and modeling, including a study, data, and an evaluation tool (§11205)
Safe and accessible transportation options	<ul style="list-style-type: none">• Requirement that each MPO use $\geq 2.5\%$ of funds apportioned for Metropolitan Planning (PL) on one or more activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities (§11206)

New Planning Emphasis Areas (FY 22)

- Issued by FTA and FHWA on December 30, 2021, the joint HQ's memo indicates that the agencies work with MPOs, State DOTs, FLMA, public transit agencies to identify and develop tasks associated with the UPWP and the SPR work programs.
 1. **Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future**
 2. **Equity and Justice⁴⁰ in Transportation Planning**
 3. **Complete Streets**
 4. **Virtual Public Involvement**
 5. **Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination**
 6. **Federal Land Management Agency (FLMA) Coordination**
 7. **Planning and Environment Linkages (PEL)**
 8. **Data in Transportation Planning**

Set-aside for Increasing Safe and Accessible Transportation Options

- The BIL requires each MPO to use at least 2.5% of its PL funds (and each State to use 2.5% of its State Planning and Research funding under 23 U.S.C. 505) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)]
- A State or MPO may opt out of the requirement, with the approval of the Secretary, if the State or MPO has Complete Streets standards and policies in place and has developed an up-to-date Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street. [§ 11206(c) and (e)]
- For the purpose of this requirement, the term “Complete Streets standards or policies” means standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. [§ 11206(a)]

Travel Demand Data and Modeling

- The BIL requires the Secretary to—
 - carry out a study that gathers travel data and travel demand forecasts from a representative sample of States and MPOs and compares travel demand forecasts with observed data; and to use this information to develop best practices or guidance for States and MPOs to use in forecasting travel demand for future investments in transportation improvements;
[§ 11205(b)(1)]
 - seek opportunities to support States' and MPOs' transportation planning processes by providing data to improve the quality of transportation plans, models, and travel demand forecasts; and [§ 11205(b)(2)]
 - develop, and make publicly available, a multimodal web-based tool to enable States and MPOs to evaluate the effect of highway and transit investments on the use and conditions of all transportation assets within the State or area served by the metropolitan planning organization, as applicable.
[§ 11205(b)(3)]

Other Program Features

- Except as specified above and below, BIL continues all requirements that applied to the Metropolitan Planning Program under the FAST Act.
- **Fiscal Constraint on Long-range Plans**
- The BIL requires the United States Department of Transportation to amend Federal regulations to define a metropolitan transportation plan's outer years as beyond the first four years. [§ 11202; 23 CFR 450.324(f)(11)(v)]
- **Representation**
- The BIL requires an MPO that serves an area designated as a transportation management area, when designating officials or representatives 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. [§ 11201(a)(1); 23 U.S.C. 134(d)(3)(D)]

Designation of More Than One MPO in an Urbanized Area

- The BIL changes an existing requirement such that more than one MPO may be designated within an existing urbanized area (as opposed to within a metropolitan planning area under the FAST Act) only if the Governor and the existing MPO determine that the size and complexity of the area make such a designation for the area appropriate.
[§ 11201(a)(1)(B); 23 U.S.C. 134(d)(7)]
- If more than one MPO is designated within an urbanized area, the BIL requires the MPOs to—
 - consult with the other MPOs designated for the area and the State in coordination of plans and transportation improvement plans (TIPs) required by 23 U.S.C. 134; and [§ 11201(a)(2); 23 U.S.C. 134(g)(1)]
 - ensure, to the maximum extent practicable, the consistency of any data used in the planning process, including information used in forecasting travel demand, while clarifying that they are not required to jointly develop planning documents, including a unified long-range transportation plan or unified TIP. [§ 11201(a)(2); 23 U.S.C. 134(g)(4) and (5)]

Other Program Features

- **Public Participation**
- The BIL allows MPOs to use social media and other web-based tools to encourage public participation in the transportation planning process. [§ 11201(a)(3); 23 U.S.C. 134(i)(6)(D)]

Housing Coordination

- The BIL makes several changes to include housing considerations in the metropolitan transportation planning process, including—
 - updating the policy to include, as items in the national interest, encouraging and promoting the safe and efficient management, operation, and development of surface transportation systems that will better connecting housing and employment; [§ 11201(d)(1); 23 U.S.C. 134(a)(1)]
 - adding officials responsible for housing as officials with whom the Secretary shall encourage each MPO to consult; [§ 11201(d)(2); 23 U.S.C. 134(g)(3)(A)]
 - requiring the metropolitan transportation planning process for a metropolitan planning area to provide for consideration of projects and strategies that will promote consistency between transportation improvements and State and local housing patterns (in addition to planned growth and economic development patterns); [§ 11201(d)(3); 23 U.S.C. 134(h)(1)(E)]

Housing Coordination (CONT'D)

- adding assumed distribution of population and housing to a list of recommended components to be included in optional scenarios developed for consideration as part of development of the metropolitan transportation plan; [§ 11201(d)(4)(A); 23 U.S.C. 134(i)(4)(B)]
- adding affordable housing organizations to a list of stakeholders MPOs are required to provide a reasonable opportunity to comment on the metropolitan transportation plan; and [§ 11201(d)(4)(B); 23 U.S.C. 134(i)(6)(A)]
- within a metropolitan planning area that serves a transportation management area, permitting the transportation planning process to address the integration of housing, transportation, and economic development strategies through a process that provides for effective integration, including by developing a housing coordination plan. [§ 11201(d)(5); 23 U.S.C. 134(k)]

Additional Information and Assistance

- For more information about this program, visit the FHWA Planning webpage:

<https://www.fhwa.dot.gov/planning/index.cfm>

- FHWA can connect you with your local FHWA office and support you with technical assistance for planning, design, construction, preserving, and improving public roads and in the stewardship of Federal funds. For assistance, visit: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/technical_support.cfm.

BIPARTISAN INFRASTRUCTURE LAW



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.

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.

The FHWA will continue to add new information to this page over the weeks and months to come.



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Invests \$350 billion in highway programs over 5 years

\$350 Billion over 5 years

The Bipartisan Infrastructure Law provides the basis for FHWA programs and activities through September 30, 2026. It makes a once-in-a-generation investment of \$350 billion in highway programs. This includes the largest dedicated bridge investment since the construction of the Interstate Highway System.

Creates more than a dozen new highway programs

New Programs

New programs under the Bipartisan Infrastructure Law focus on key infrastructure priorities including rehabilitating bridges in critical need of repair, reducing carbon emissions, increasing system resilience, removing barriers to connecting communities, and improving mobility and access to economic opportunity.

Recently Added

- 12/14/2021 - [Apportionment of Federal-aid Highway Funds](#)
- 12/14/2021 - [Sequestration of Highway Funds](#)
- 12/14/2021 - [Federal-aid Highway Program Obligation Authority](#)
- 12/16/2021 - [Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America](#)

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