

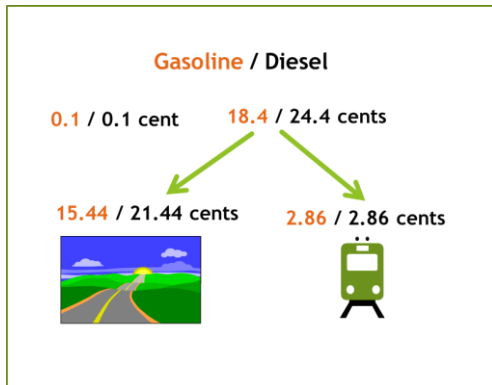
IIJA/BIL OVERVIEW AND IMPLEMENTATION

County Engineers Workshop
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Federal-Aid Highway Funding: Background and Impact to Locals



Highway Trust Fund, Authorization Process, and Annual Appropriations



Allocation to local road agencies

- ▶ Federal and state law drive MDOT's allocation of federal aid to local agencies
- ▶ Michigan MPOs and local agencies rely on Act 51 allocation of federal funding for inclusion of projects in their region's Transportation Improvement Plans (TIPs)



Allocation to non-urbanized areas

- ▶ Allocation of federal aid in non-urbanized areas follows a somewhat different process
- ▶ County road commissions, cities, villages, and eligible public transit agencies meet periodically through a defined rural task force (or RTF) project selection process

IIJA Overview

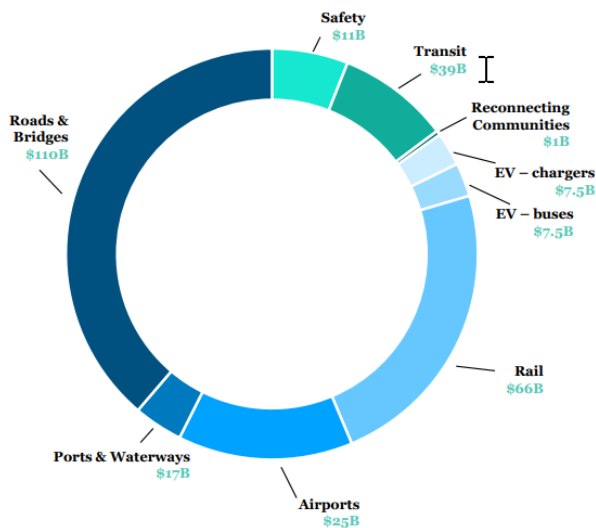
IIJA Funding Overview - \$1.2 Trillion in Total Infrastructure Investment

\$550 Billion in new federal money:

- **Road, Bridges, & Major Projects - \$110 Billion**
- Passenger and Freight Rail - \$66 Billion
- Power and Grid - \$65 Billion
- Broadband - \$65 Billion
- Water Infrastructure - \$55 Billion
- **Resiliency - \$47.2 Billion**
- Public Transit - \$39.2 Billion
- Airports - \$25 Billion
- Addressing Legacy Pollution - \$21 Billion
- Ports and Waterways - \$17 Billion
- **Safety - \$11 Billion**
- Western Water Infrastructure - \$8.3 Billion
- Clean School Buses and Ferries - \$7.5 Billion
- **Electric Vehicle Charging - \$7.5 Billion**
- **Reconnecting Communities - \$1 Billion**

*** Sectors with new Highway Program Funding Bolded**

IIJA Transportation Funds



*52% of IIJA investments
Total of \$284 billion for baseline transportation spending

- **Passenger and Freight Rail: \$66B** - Provides funding for the Amtrak National Network for new service and dedicated funding to the Northeast Corridor, which has incurred a severe repair backlog after Hurricane Sandy. Increases funding for freight rail and safety
- **Public Transit: \$39.2B** - Funds nation's transit system repair backlog, which DOT estimates is more than 24,000 buses, 5,000 rail cars, 200 stations, and thousands of miles of track, signals, and power systems. Expands transit systems, supports clean transit options, and increases accessibility for seniors and persons with disabilities.
- **Ports and Waterways: \$16.6B** - Funding for waterway and coastal infrastructure, inland waterway improvements, port infrastructure, and land ports of entry through the Army Corps of Engineers, Department of Transportation, Coast Guard, General Services Administration, and Department of Homeland Security.
- **Airports: \$25B** - Increases funds for Airport Improvement grant program for runways, gates, & taxiways as well as a new Airport Terminal Improvement program for terminals, concessions, and multimodal connections. Improves Air Traffic Control infrastructure.

High Points of IIJA 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

New Funding Opportunities (formula and discretionary)

Funding Available to a Range of Recipients

► Note: This table does not include all IIJA programs or eligible entities, and there are additional nuances not represented in this table.

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

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	✓	✓	✓	✓	✓	✓	

CLIMATE AND RESILIENCE

- Carbon Reduction Program
- PROTECT Grants (formula and discretionary)
- National Electric Vehicle (NEVI) Program
- Charging and Fueling Infrastructure
- Congestion Relief Program
- Wildlife Crossings Pilot Program (discretionary)
- Changes to Emergency Relief Program

Carbon Reduction Program Purpose



Reduce transportation emissions through the development of state carbon reduction strategies



Funding projects designed to reduce transportation emissions

PROTECT Program Purpose

1

Enhance the resiliency of infrastructure assets, including projects to improve the resilience of surface transportation assets and evacuation routes

2

Ensure continuity of operations and/or rapid recovery of communities where a natural disaster has occurred

3

Utilize and improve natural coastal infrastructure

PROTECT Discretionary Grants



Planning Grants
(\$140 million)



Resilience
Improvement Grants
(\$980 million)



Community Resilience
and Evacuation Route
Grants (\$140 million)

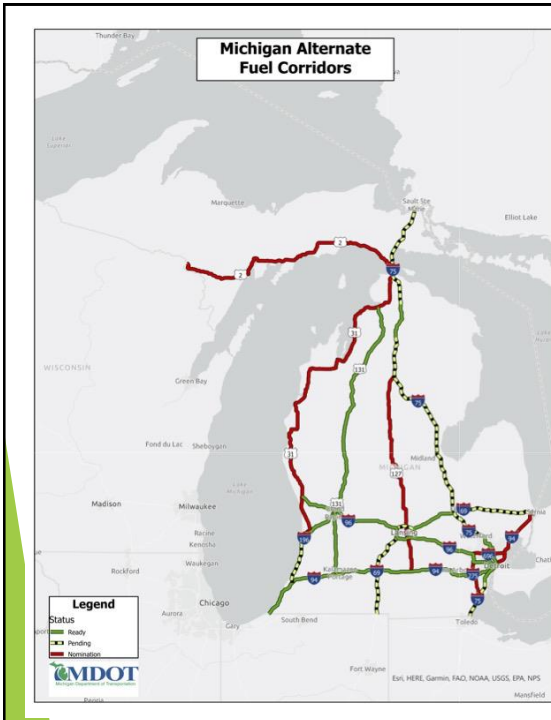


At-Risk Coastal
Infrastructure Grants
(\$140 million)



NEVI Program Purpose

- ▶ Strategically deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability

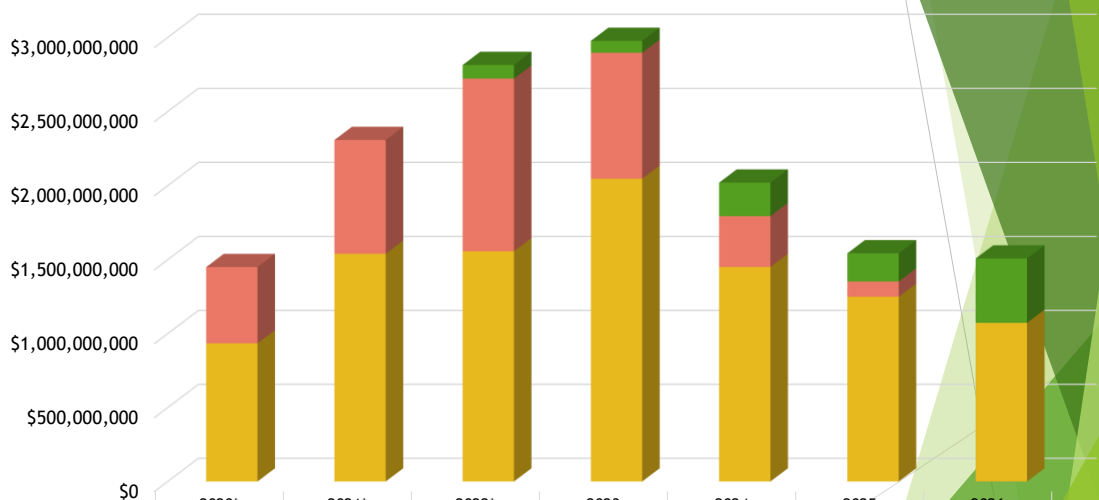


MI NEVI Plan

- ▶ Completed and Approved
- ▶ Requires substantial Stakeholder Engagement
- ▶ Includes AFC nominations
- ▶ Initial funding focused on AFC Corridors
- ▶ Remaining funds could be used for communities.
- ▶ Partnership with MDOT/EGLE/OFME

IIJA Impact on MDOT and Plans

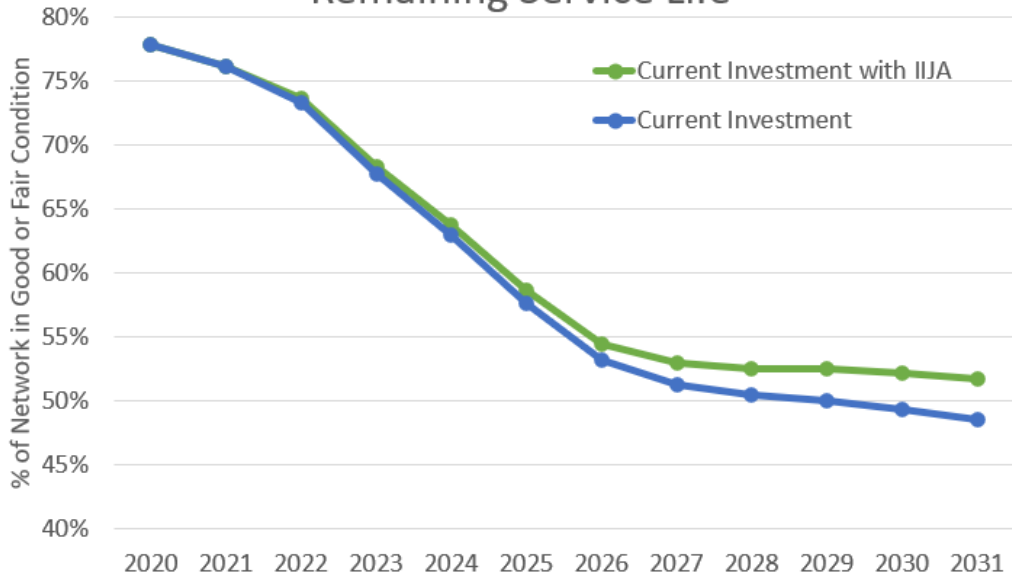
MDOT Trunkline Capital Highway Program FY's 2020 to 2026: IJJA +\$1B in Additional Projects



	2020*	2021*	2022*	2023	2024	2025	2026
Pre-IJJA Investment Levels	\$934,315,653	\$1,539,596,701	\$1,556,948,912	\$2,046,208,851	\$1,450,723,362	\$1,249,325,402	\$1,072,477,764
Bond Additions	\$515,575,572	\$767,949,778	\$1,165,248,388	\$850,613,900	\$343,119,207	\$103,291,036	\$0
IJJA Additions	\$0	\$0	\$91,719,485	\$80,034,383	\$226,154,343	\$190,394,057	\$435,218,419

* = obligated

Michigan Trunkline Pavement Condition by Remaining Service Life



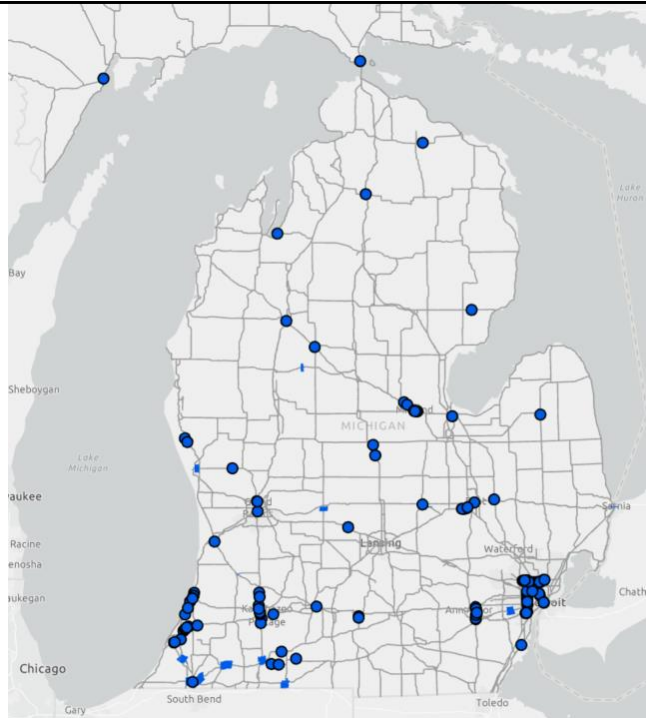
Michigan Main Streets Strategy

- ▶ Safety and Access for All Users
- ▶ Dig Once Approach
- ▶ Drinking Water Systems
- ▶ Storm Water/Climate Change Resiliency
- ▶ Broadband
- ▶ Electrification
- ▶ Leverage IIJA Discretionary Grants & Other Infrastructure Funding Categories

IIJA Construction Projects by Region in Job Net

Region	Road	Bridge	Total
Bay	7	6	13
Grand	8	4	12
Metro	5	2	7
North	3	3	6
Southwest	8	4	12
Superior	1	1	2
University	1	1	2
Totals	33	21	54

Statewide IIJA Highway Projects



IIJA Implementation Status Update

Questions?

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