

MPOs, TIPs, and BIL

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Learning Objectives

- What is a MPO?
- What is the TIP?
- Where does BIL fit into the MPO/TIP Process?

A Little History

- The Federal-Aid Highway Act of 1962 created the federal requirement for urban transportation planning
 - Largely due to the interstate system being built within urban areas
- As a condition to receive federal transportation financial assistance, transportation projects in urbanized areas of 50,000 or more in population must be based on a continuing, comprehensive, and cooperative process
 - This “study” was undertaken cooperatively by the states and local governments
 - By 1965 all the 224 existing urbanized areas had an urban transportation planning process underway

What is a MPO?

- MPO = Metropolitan Planning Organization
- Has the authority of federal law
- Policy-making and planning body
- Federal legislation (23 USC 134 & 49 USC 1603, 1605, and 1607)
- Required for **urbanized** areas over 50,000
- At >200,000, designated a Transportation Management Area (TMA)

Regional transportation planning is essential

- Regions face shared challenges in relation to transportation mobility, safety, and security
- Transportation initiatives can involve major financial investments with long life spans

What decisions are influenced by transportation planning?

- Policies
- Choices among alternative strategies
- Priorities
- Funding allocations

MPO Purpose

Subpart C—Metropolitan Transportation Planning and Programming

§ 450.300 Purpose.

The purposes of this subpart are to implement the provisions of [23 U.S.C. 134](#), [23 U.S.C. 150](#), and [49 U.S.C. 5303](#), as amended, which:

- (a) Set forth the national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process, including the development of a metropolitan transportation plan and a TIP, that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers) fosters economic growth and development, and takes into consideration resiliency needs, while minimizing transportation-related fuel consumption and air pollution; and
- (b) Encourages continued development and improvement of metropolitan transportation planning processes guided by the planning factors set forth in [23 U.S.C. 134\(h\)](#) and [49 U.S.C. 5303\(h\)](#).

MPO Structure

A MPO is required to have a decision making “policy body”

Beyond this, there is no required structure for an MPO, but most are made up of

- Policy or Executive Board
- Technical and Citizen Advisory Committees
- Staff

MPO Structure

The MPO Board

- Takes approval actions
- Sets regional long-term transportation policy and approves plans
- Prioritizes and programs specific transportation initiatives for funding
- As diverse as the region it represents

MPO Structure

MPO staff provide committees with technical assessments and evaluations of proposed transportation initiatives

The Technical (Advisory) Committee provides recommendations to the board on specific strategies or projects

Core Functions of a MPO

- Establish a setting- fair and impartial
- Evaluate transportation alternatives
- Maintain a Metropolitan Transportation Plan (MTP)
- Develop a Transportation Improvement Program (TIP)
- Develop a Unified Planning Work Program (UPWP)
- Involve the public- Public Participation Plan (PPP)

Core Functions of a MPO

Transportation Planning and Programming

Planning (MTP):

- Developing a vision
- Creating policies and strategies to support the vision
- Long-term horizon

Programming (TIP)

- Prioritizing proposed initiatives
- Matching initiatives with available funds
- Short-term horizon

MPO Products

	Time Horizon	Contents	Update Requirements
UPWP	1 Year	Planning Studies, Tasks, Budget	Annual
MTP	20 Years (min.) 25 Years (preferred)	Future Goals, Strategies & Projects	Every 5 Years (4 years for nonattainment/maintena nce TMAs)
TIP	4 Years	Transportation Investments/Projects	Every 3 years in Michigan

What is a Transportation Improvement Program (TIP)?

- Federally required document that provides a forum for local identification, coordination and regional prioritization of multi-modal transportation projects.
- Developed in accordance with joint regulations (23 CFR 450.326) from the Federal Highway Administration and the Federal Transit Administration to program federal dollars for local transportation projects.
- Lists the federally funded and regionally significant projects for the MPO area for a four-year period
- Represents the region's transportation priorities
- Shows estimated schedule and project cost
- Financially constrained

What the Law Requires

Must be developed cooperatively (*23 CFR 450.326(a)*)

- Develop with our member jurisdictions, MDOT, transit agencies, road commissions, etc.

Must provide reasonable opportunity for interested parties to comment and have at least one formal public meeting if in a nonattainment area (*23 CFR 450.326(b)*)



What the Law Requires Cont.

Must be designed to make progress toward achieving performance targets (23 *CFR* 450.326(c)) and include a description of the anticipated effect of the TIP toward achieving the performance targets (23 *CFR* 450.326(d)).

Table 9: System Performance/Freight Targets

Performance Measure	Geographic Area	2016	2017	2018	2yr and 4yr Target
Level of Travel Time Reliability - Person Miles Interstate	Statewide	85.1%	85.2%	84.9%	75%
	GVMC Area	95.1%	96.7%	98.7%	
Level of Travel Time Reliability - Person Miles Non-Interstate NHS	Statewide	---	86.1%	85.7%	70%
	GVMC Area	---	84.9%	84.3%	
Truck Travel Time Index	Statewide	1.47	1.38	1.5	1.75
	GVMC Area	1.61	1.51	1.56	

\$94,040,223 or 18.2% of total funding and **16 or 7%** of total projects in the FY2023-2026 TIP will make progress toward the System Performance / Freight Performance Targets

Included in this figure are the following project types:

- Capacity
- Operations
- Safety (Queue management and signal modernization)

What the Law Requires Cont.

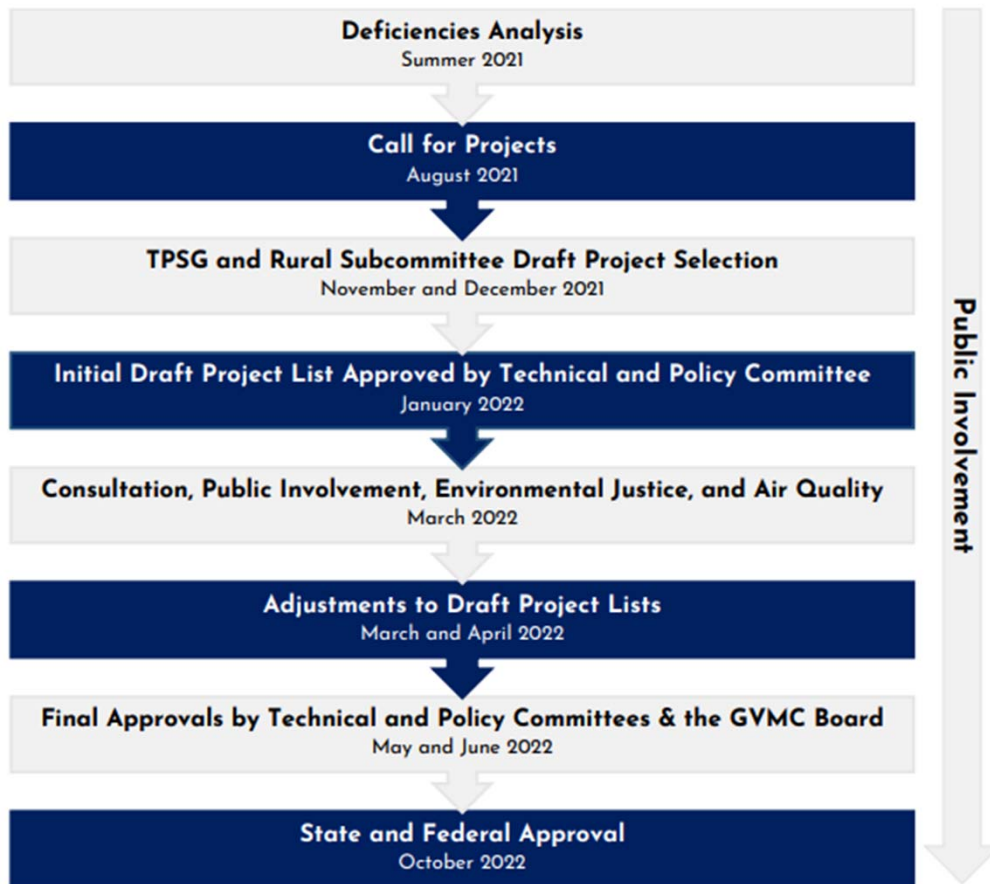
Must include all capital and noncapital surface transportation projects and all regionally significant projects, even those not funded with federal funds *(23 CFR 450.326(e),(f))*

Must include project information *(23 CFR 450.326(g))*

Must be consistent with the MPO's approved metropolitan transportation plan *(23 CFR 450.326(i))*

Must include a financial plan and only projects that fit within the funding reasonably expected to be available may be included *(23 CFR 450.326(j),(k))*

TIP Development Process(es)



Other Michigan Examples

- [Kalamazoo](#)
- [Midland](#)
- [Tri-County](#)
- [Saginaw](#)
- [SEMCOG](#)
- [Holland](#)

What is BIL?

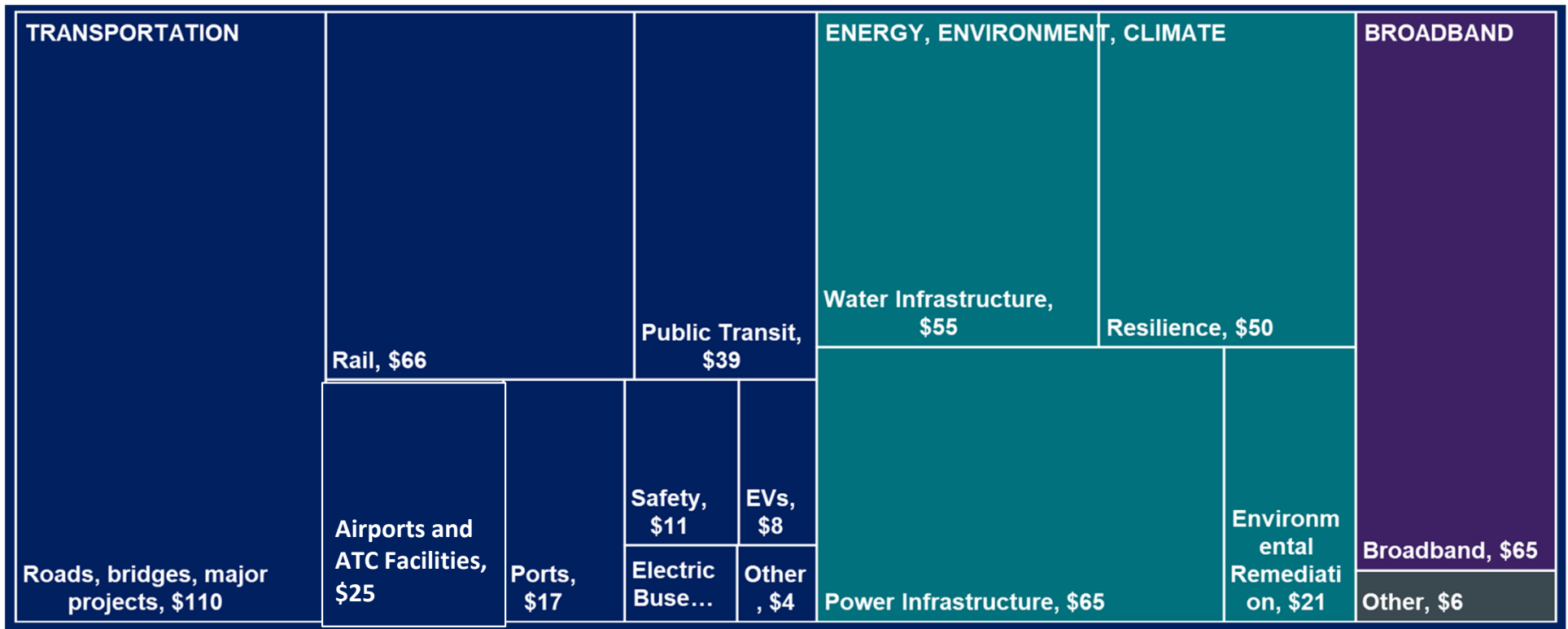
On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law” (BIL)) into law.

- Largest long-term investment in our infrastructure and economy in our Nation’s history
- 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

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

BIL Goes Beyond Transportation



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

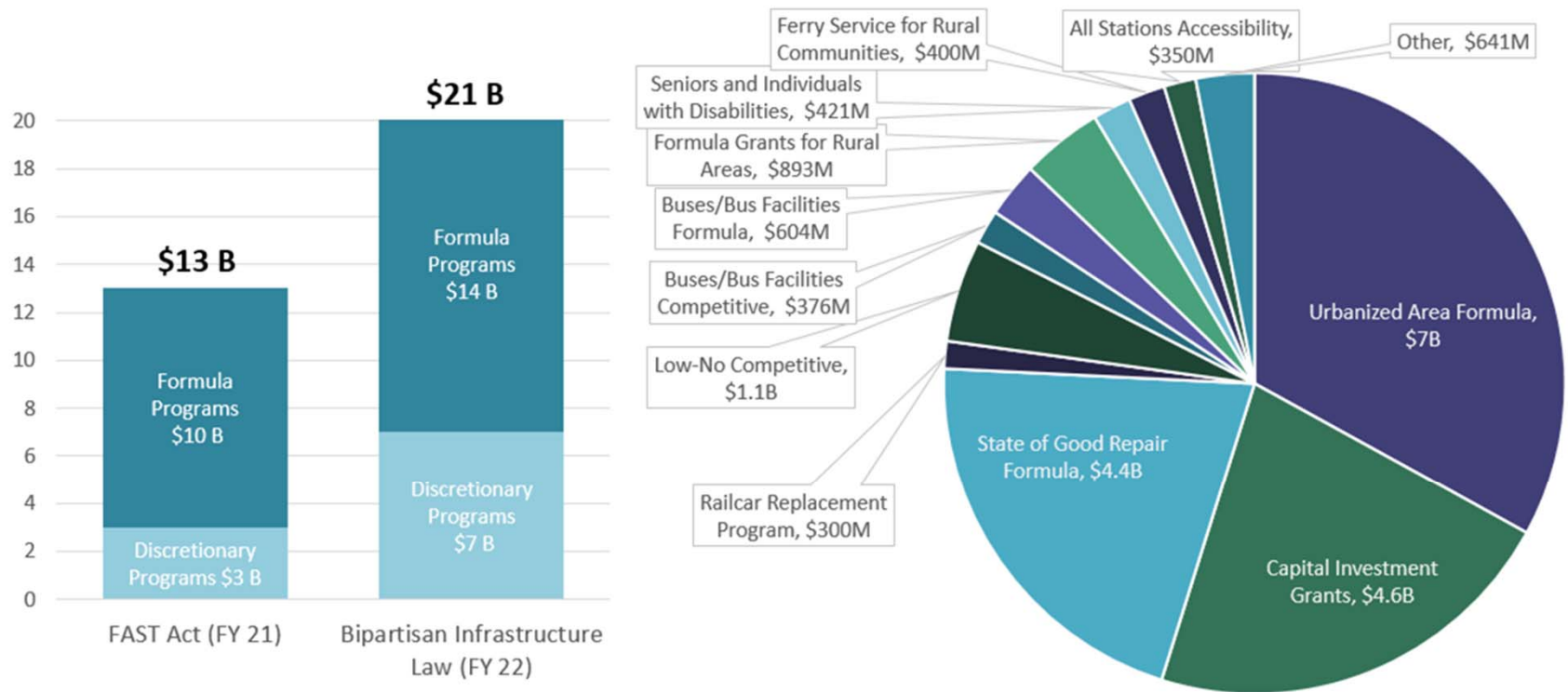
Note: Table does not include amounts that BIL authorizes but are subject to [future] appropriation

Formula Funding Programs

- Highway Aid Funding - \$52 billion
- Bridge Funding
 - \$26.5 billion – Highest Investment since the 1956
- NEW: PROTECT and Carbon Reduction Programs
- Transportation Alternatives Program
 - \$1.44 billion over 5 years for pedestrian and bicycle facilities, trails, Safe Routes to Schools Projects, road safety assessments, historic preservation, vegetation management, environmental mitigation related to stormwater and habitat connectivity
- Airport Infrastructure Grants- \$15 billion
- NEW: EV Charging Formula Grants - \$5 billion (\$1 billion this year)

Transit Funding

Increased Formula and Competitive Funding



Note: Total funding shown includes authorized trust fund contract authority, authorized annual appropriations for FY22 and certain advance appropriations for FY22 enacted as a part of the Bipartisan Infrastructure Law. Annual appropriations are subject to Congressional action.

Transit Funding

Competitive Programs: New Programs



Rail Vehicle Replacement Program

\$300M Per Year

Eligible Recipients:

- States and local government authorities

Eligible Activities:

- Replacement of rail rolling stock



Electric or Low-Emitting Ferry Pilot Program

\$100M Per Year

(\$50M of which subject to appropriations)

Eligible Recipients

- Will be identified in a NOFO

Eligible Activities:

- Electric or low-emitting ferries that use alternative fuel or onboard energy storage systems, related charging infrastructure



Ferry Service for Rural Communities

\$400M Per Year

(\$200M of which subject to appropriations)

Eligible Recipients:

- States for ferry service that operated a regular schedule at any time during five-year period ending March 1, 2020 and served at least 2 rural areas located more than 50 sailing miles apart

Eligible Activities:

- Capital and operating assistance



All Stations Accessibility Program

\$350M Per Year

Eligible Recipients:

- States and local government authorities

Eligible Activities:

- Upgrade legacy rail transit stations that remain inaccessible to individuals with disabilities

Notice of Funding Opportunity (NOFO) Purpose

- Section A. Program Description
- Section B. Federal Award
- Section C. Eligibility
- Section D. Application and Submission
- Section E. Application Review
- Section F. Federal Award Administration
- Section G: Federal Awarding Agency Contacts
- Section H: Other Information

G4910-9X

DEPARTMENT OF TRANSPORTATION

Office of the Secretary of Transportation

Notice of Funding Opportunity for the Department of Transportation's National

Infrastructure Investments (i.e., the Rebuilding American Infrastructure with

Sustainability and Equity (RAISE) Grant Program) under the Infrastructure Investment

and Jobs Act ("Bipartisan Infrastructure Law")

AGENCY: Office of the Secretary of Transportation, DOT

ACTION: Notice of Funding Opportunity

SUMMARY: The purpose of this notice is to solicit applications for Rebuilding American

Infrastructure with Sustainability and Equity (RAISE) grants. Funds for the FY 2022 RAISE

grant program are to be awarded on a competitive basis for surface transportation infrastructure

Where NOFO's are located

- Web links from the BIL website to navigate the Discretionary Grant Pages

[Bipartisan Infrastructure Law - Competitive Grant Programs | Federal Highway Administration \(dot.gov\)](https://www.fhwa.dot.gov/bipartisan-law/)

The screenshot shows the top navigation bar of the FHWA website with links for 'About', 'Programs', 'Resources', 'Briefing Room', and 'Contact'. The main header reads 'BIPARTISAN INFRASTRUCTURE LAW' with a search bar on the right. Below the header is a navigation menu with 'Home', 'Overview', 'Funding' (highlighted), 'Assistance / Local Support', 'Fact Sheets', and 'Guidance'. A large banner image features a person on a bicycle with the text 'COMPETITIVE GRANT PROGRAMS' overlaid.

Competitive Grant Funding Matrix

The United States Department of Transportation (USDOT) and FHWA have a variety of competitive grant programs used to fund various types of transportation projects and activities. The matrix illustrates these programs broadly, organized by applicant type. Potential applicants should refer to the applicable column in the matrix. The matrix lists grant programs (rows), which can be matched with the potential applicant (columns) the program can fund. Potential applicants should review program specific guidance to make informed decisions about each program.

The FHWA will continue to add additional programs/information to this page over the weeks, months, and years to come.

Grant Program	Program Description	State Highway agency	Metropolitan Planning Organization (MPO)	Local Government or agency	Federally-recognized Indian Tribe	Federal Lands Management Agency (FLMA)	Puerto Rico	Territories	Other*	Additional information
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Provides grants for surface transportation infrastructure projects that will have a significant local or regional impact (aka Local and Regional Project Assistance).	Yes	Yes	Yes	Yes		Yes	Yes	Yes	
Nationally Significant Multimodal Freight and Highway Projects (INFERA)	Provides grants for multimodal freight and highway projects of national or regional significance.	Yes	Yes (with a population over 200,000)	Yes	Yes	Yes	Yes		Yes	
National Infrastructure Project Assistance Program (MEGA)	Provides grants for surface transportation infrastructure that are too large or complex for traditional funding programs that will have a significant national or regional impact.	Yes	Yes	Yes	Yes		Yes	Yes	Yes	
Rural Surface Transportation Grant Program	Provides grants for projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.	Yes		Yes	Yes		Yes		Yes (Regional transportation planning organizations)	
Safe Streets and Roads for All	Provides grants to support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as "Vision Zero" or "Toward Zero Deaths" initiatives).		Yes	Yes	Yes				Yes	FY 2022 NOFO

Where NOFO's are located

- Grants.gov is the most up-to-date location for all grant opportunities current and past.

- [Home | GRANTS.GOV](#)



Common Terms in NOFO's

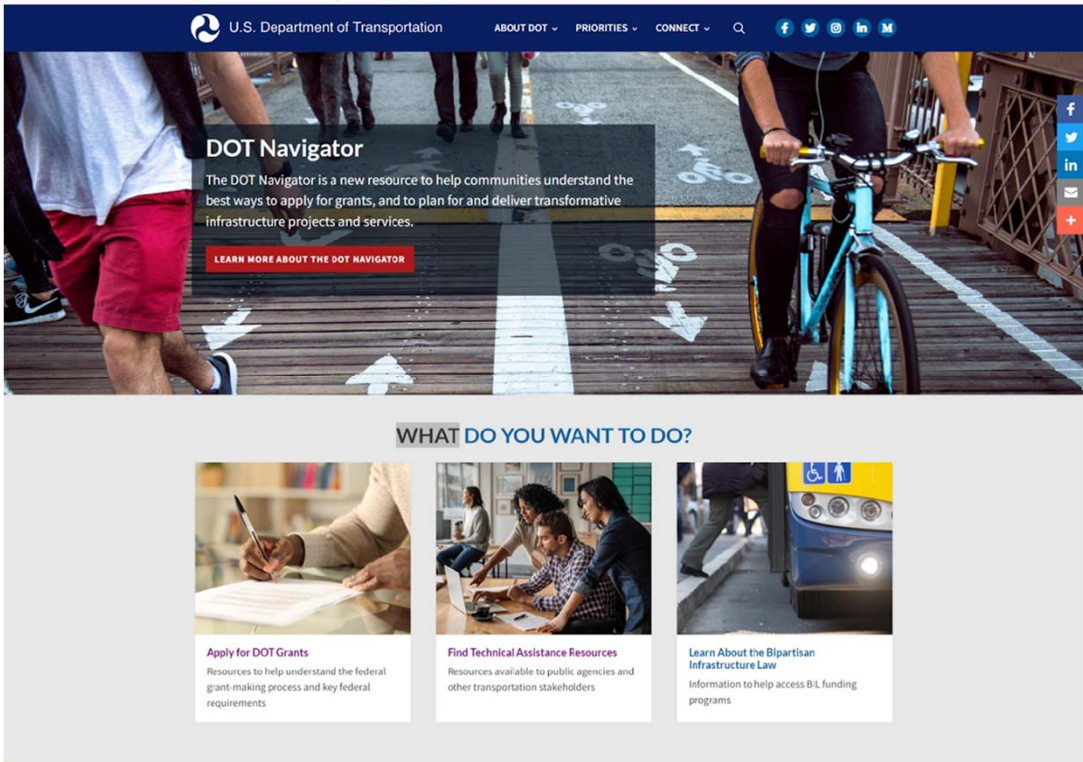
- Resiliency - [DOT Climate Action Plan for Resilience](#)
- Historically Disadvantaged Communities – [Disadvantaged Census Tracts](#)
- Areas of Persistent Poverty - [Persistent Poverty Tool](#)
- Equity - [Transportation Equity](#)
[Justice40 Initiative](#)



Use the DOT Navigator

[DOT Navigator | US Department of Transportation](#)

- How to Apply for Grants
- Technical Assistance for Preparing Grant Applications
- BIL Overview Information



The screenshot shows the homepage of the DOT Navigator website. At the top, there is a dark blue header with the U.S. Department of Transportation logo and navigation links for 'ABOUT DOT', 'PRIORITIES', and 'CONNECT'. Below the header is a large image of a person walking and a person riding a bicycle on a wooden boardwalk. Overlaid on this image is a dark grey box with the text 'DOT Navigator' and a description: 'The DOT Navigator is a new resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services.' A red button below the text says 'LEARN MORE ABOUT THE DOT NAVIGATOR'. To the right of the image are social media icons for Facebook, Twitter, Instagram, LinkedIn, and YouTube. Below the main image is a section titled 'WHAT DO YOU WANT TO DO?' with three columns of content:

- Apply for DOT Grants**: Resources to help understand the federal grant-making process and key federal requirements.
- Find Technical Assistance Resources**: Resources available to public agencies and other transportation stakeholders.
- Learn About the Bipartisan Infrastructure Law**: Information to help access BIL funding programs.

Funding Available to a Range of Recipients

Program Examples	State	MPO	Local	Tribe	PA**	FLMA**
Local and Regional Project Assistance Program (RAISE)	✓	✓	✓	✓	✓	
National Infrastructure Project Assistance Program (MEGA)	✓	✓	✓	✓	✓	
Nationally Significant Multimodal Freight & Highway Projects (INFRA)	✓	✓***	✓	✓	✓	✓
Rural Surface Transportation Grants (Rural)	✓		✓	✓		✓
Safe Streets and Roads for All (SS4A)		✓	✓	✓	✓	
Reconnecting Communities Pilot Program (RCP)	✓	✓	✓	✓	✓	✓
Strengthening Mobility and Revolutionizing Transportation (SMART)	✓	✓	✓	✓	✓	
Bridge Investment Program (BIP)	✓	✓***	✓	✓	✓	✓
Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT)	✓	✓	✓	✓	✓	✓ w/State
National Electric Vehicle Formula Program (NEVI)	✓		✓			
Wildlife Crossings Pilot Program (WCP)	✓	✓	✓	✓	✓	✓
Advanced Transportation Technology and Innovation Program (ATTAIN)	✓	✓	✓			

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 = a special purpose district or public authority with a transportation function; FLMA = Federal Land Management Agency

*** If greater than 200,000 population.

Local and Regional Project Assistance Program (RAISE)* (discretionary)

Purpose	Projects with a significant local or regional impact that improve transportation infrastructure
Funding	\$7.5 B (FY 22-26) in advance appropriations from the GF
Eligible entities	<ul style="list-style-type: none"> • State (including DC and Puerto Rico) • Territory • Local government • Public agency or publicly chartered authorities established by one or more States • Special purpose district or public authority with transportation function • Federally-recognized Indian Tribe • Transit agency
Eligible projects	<ul style="list-style-type: none"> • Highway/bridge projects eligible under title 23 • Public transportation projects • Passenger or freight rail projects • Port infrastructure investments • Surface transportation components of an airport • Projects for investment in surface transportation facilities on Tribal land • Projects to replace or rehabilitate a culvert or certain projects to prevent stormwater runoff • Any other surface transportation projects considered necessary to advance program goals

* Codifies the existing Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program previously established through appropriations acts (and formerly known as TIGER and BUILD).

Changes to INFRA Program (discretionary)

Purpose	Multimodal freight and highway projects of national or regional significance
Funding	<p>\$8 B (FY 22-26), including:</p> <ul style="list-style-type: none"> • \$4.8 B (FY 22-26) in Contract Authority from the HTF; and • \$3.2 B (FY 22-26) in advance appropriations from the GF
Eligible entities	<p>Adds eligibility for:</p> <ul style="list-style-type: none"> • Multistate corridor organizations
Eligible projects	<p>Adds eligibility for:</p> <ul style="list-style-type: none"> • A highway, bridge, or freight project on the National Multimodal Freight Network • Marine highway corridor projects functionally connected to NHFN and likely to reduce on-road emissions; • Wildlife crossing projects; and • Surface transportation projects within the boundaries of or functionally connected to an international border crossing area;
Other key provisions	<ul style="list-style-type: none"> • Increases flexibility to use INFRA funds (up to 30% per FY) on non-highway freight projects • Sets aside $\geq 15\%$ (instead of 10%) of grant funding for small projects and at least 30% of the set-aside amount for projects in rural areas

Rural Surface Transportation Grants (discretionary)

Purpose	Improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.
Funding	\$2 B (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none"> • State (including Puerto Rico) • Regional transportation planning organization (RTPO) • Local government • Tribal government
Eligible projects	<ul style="list-style-type: none"> • Highway, bridge, or tunnel projects eligible under NHPP, STBG or the Tribal Transportation Program • Highway freight project eligible under NHFP • Highway safety improvement project • Project on a publicly-owned highway or bridge improving access to certain facilities that support the economy of a rural area • Integrated mobility management system, transportation demand management system, or on-demand mobility services
Other key provisions	<ul style="list-style-type: none"> • Sets aside each FY: ≤10% for grants to small projects (<\$25M); 25% for designated routes of the ADHS; and 15% for projects in States with higher than average rural roadway lane departure fatalities

Safe Streets and Roads for All (discretionary)

Purpose	Support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives).
Funding	\$5.0B (FY 22-26) in advance appropriations from the GF
Eligible entities	<ul style="list-style-type: none">• MPO• Political subdivision of a State (e.g., local governments)• Tribal government
Eligible projects	<ul style="list-style-type: none">• Developing comprehensive safety action plans (planning grant)• Conducting planning, design, and development activities for infrastructure projects and strategies identified in a comprehensive safety action plan• Carrying out projects and strategies identified in a comprehensive safety action plan
Other key provisions	<ul style="list-style-type: none">• Sets aside not less than 40% of total funding each FY for planning grants.• Requires considering, among other factors, the likelihood of a project significantly reducing or eliminating fatalities and serious injuries involving various road users, including pedestrians, bicyclists, public transportation users, motorists, and commercial operators.

Reconnecting Communities Pilot Program (discretionary)

Purpose	Restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development
Funding	\$1 B (FY 22-26), including— <ul style="list-style-type: none"> • \$500 M (FY 22-26) in Contract Authority from the HTF; and • \$500 M (FY 22-26) in advance appropriations from the GF
Eligible entities	<p><u>Planning grants:</u></p> <ul style="list-style-type: none"> • State (including Puerto Rico) • MPO • Local government • Tribal government • Nonprofit organization <p><u>Capital construction grants:</u> Owner of an eligible facility (may partner with any of the eligible entities for a planning grant)</p>
Eligible activities	<ul style="list-style-type: none"> • Planning grants (\leq\$2M) • Grants ($\geq$\$5M) for capital construction projects, including the removal and replacement of eligible facilities

Strengthening Mobility and Revolutionizing Transportation (SMART)

Purpose	<ul style="list-style-type: none">• Provide grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety.
Funding	<ul style="list-style-type: none">• \$100M per year for 5 years
Eligible entities	<ul style="list-style-type: none">• State highway agency (or equivalent)• MPO• Local government• Tribal Government
Eligible Activities	<ul style="list-style-type: none">• Coordinated automation• Connected vehicles• Sensors• Systems integration• Delivery/logistics• Innovative aviation• Smart grid• Traffic signals

Bridge Investment Program (discretionary)

Purpose	Improve bridge (and culvert) condition, safety, efficiency, and reliability
Funding	<p>\$12.5 B (FY 22-26), including—</p> <ul style="list-style-type: none"> • \$3.3 B (FY 22-26) in Contract Authority from the HTF; and • \$9.2 B (FY 22-26) in advance appropriations from the GF
Eligible entities	<ul style="list-style-type: none"> • State (including Puerto Rico) • MPO (w/ pop. >200K) • Local government • Special purpose district or public authority with a transportation function • Federal land management agency • Tribal government
Eligible projects	<ul style="list-style-type: none"> • Project to replace, rehabilitate, preserve or protect one or more bridges on the National Bridge Inventory • Project to replace or rehabilitate culverts to improve flood control and improve habitat connectivity for aquatic species
Other key provisions	<ul style="list-style-type: none"> • At least 50% of funding reserved for certain large projects; option for multi-year funding agreements • Different process for funding projects ≤\$100 M cost • Sets aside average of \$40M per FY for Tribal transportation bridges, to be administered under the tribal transportation program

PROTECT Grants (discretionary)

Purpose	Planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure
Funding	\$1.4 B (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none"> • State or political subdivision of a State (including Puerto Rico) • MPO • Local government • Special purpose district or public authority with a transportation function • Indian Tribe • Federal land management agency (applying jointly with State(s)) • <i>Different eligibilities apply for at-risk coastal infrastructure grants</i>
Eligible projects	<ul style="list-style-type: none"> • Highway, transit, intercity passenger rail, and port facilities • Resilience planning activities, including resilience improvement plans, evacuation planning and preparation, and capacity-building • Construction activities (oriented toward resilience) • Construction of (or improvement to) evacuation routes
Other key provisions	<ul style="list-style-type: none"> • Higher Federal share if the eligible entity develops a resilience improvement plan (or is in a State or area served by MPO that does) and the State or MPO incorporates it into its long-range transportation plan • May only use up to 40% of the grant for construction of new capacity

National Electric Vehicle Formula Program (formula and discretionary*)

Purpose	Strategically deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability
Funding	\$5 B (FY 22-26) in advance appropriations from the GF
Recipients	<ul style="list-style-type: none">• States (including DC and Puerto Rico)
Distribution formula	<ul style="list-style-type: none">• Same shares as Federal-aid highway apportionments
Other key provisions	<ul style="list-style-type: none">• Funded projects must be located along designated alt fuel corridors• Sets aside 10% of funding for discretionary grants to State and local governments that require additional assistance to strategically deploy EV charging infrastructure• State must submit plan to DOT describing planned use of funds• If State doesn't submit plan (or carry it out), DOT may withhold or withdraw funds and redistribute within the State, or to other States• Establishes DOT-DOE Joint Office of Energy and Transportation• Requires DOT to designate national EV charging corridors to support freight and goods movement

** Program sets aside funds for discretionary technical assistance grants; also if DOT withholds or withdraws funding from a State, DOT may award funds to local governments in the same State.*

Wildlife Crossings Pilot Program (discretionary)

Purpose	Support projects that seek to reduce the number of wildlife-vehicle collisions, and in carrying out that purpose, improve habitat connectivity
Funding	<ul style="list-style-type: none">• \$350 M (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none">• State highway agency (or equivalent), including Puerto Rico Highway and Transportation Authority• MPO• Local government• Regional transportation authority• Special purpose district or public authority with a transportation function• Indian Tribe• Federal land management agency
Eligible projects	<ul style="list-style-type: none">• Projects to reduce wildlife-vehicle collisions
Other key provisions	<ul style="list-style-type: none">• Sets aside not less than 60% of grant funds for projects in rural areas• Provision related to pilot program requires:<ul style="list-style-type: none">○ study of methods to reduce wildlife-vehicle collisions;○ workforce development and technical training courses;○ standardized methodology for collecting and reporting spatially accurate wildlife collision and carcass data for the NHS; and○ guidance on evaluating highways for potential mitigation measures to reduce wildlife-vehicle collisions and increase habitat connectivity.

How BIL Impacts MPOs and TIPs

- More formula funding:
 - Opportunities for programming more projects and/or different types of projects
 - e.g - Increase in TAP apportionment has meant more projects fit within a fiscal year and also that larger projects can be funded
 - e.g. - CRP funding making up for decrease in CMAQ in some areas
- New discretionary grant programs
 - MPOs applying for more grants rather than relying on typical allocations
 - More opportunities for locals to apply → MPOs as partners, letters of support, etc.
 - New funding codes to be added to TIP programming
 - Balancing staff capacity with taking advantage of new grant opportunities in a limited amount of time
 - Not all discretionary programs flow through Title 23

How BIL Impacts Other MPO Processes

- Requires each MPO to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [*§ 11206(b)*]
- 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)*]
- Makes several changes to include housing considerations in the metropolitan transportation planning process
 - Encourages housing officials to be added to consultation list
 - Adds affordable housing organizations to a list of stakeholders MPOs are required to provide a reasonable opportunity to comment on the metropolitan transportation plan
 - In TMAs, permits 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)*]

