



# National Association of County Engineers

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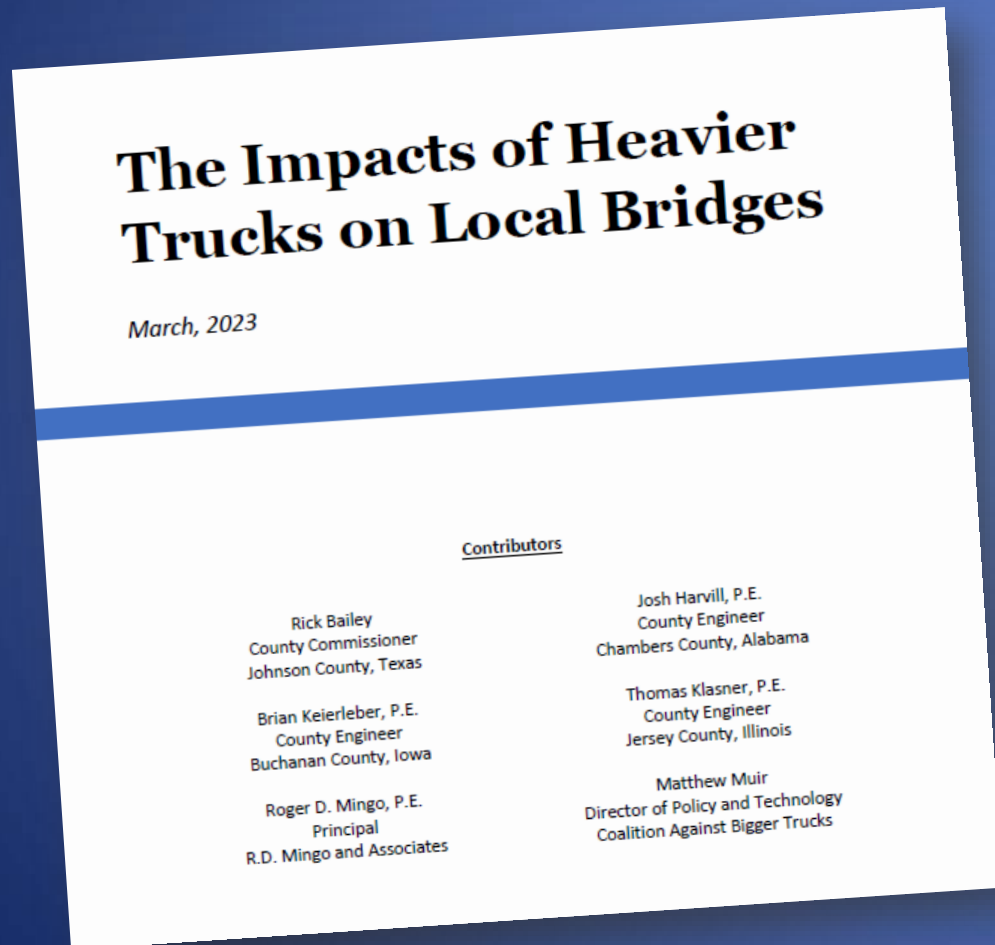
“The Voice of County Road Officials”  
North Dakota Association of County Engineers  
February 1, 2024

# NACE Riverside County (Palm Springs)



# CABT Local Bridge Study:

## The Impacts of Heavier Trucks on Local Bridges



“There are 474,266 local bridges in the U.S. Our research found that **87,455** of those structures would be “at risk” of needing to be replaced or strengthened to accommodate heavier configurations, nearly **1 in 5**...A conservative estimate of the cost of replacing or strengthening those at-risk bridges would be as much as **\$78.4 billion** depending on the weight of the truck.”

**Thank you to**  
county engineer contributors!

# Lay of the Legislative land

(here's a hint: It's a Trainwreck)

- Republicans Control the House (Democrats still control the Senate and White House). With control comes subpoena powers, which will dominate investigations and sometimes the news cycle.
- Divided Government – Makes passing Non-crucial legislation with even a remote amount of partisanship near impossible to pass.
- New Speaker is ?????? – But at what cost?
- Officially in a Presidential Election Cycle.



# APPROPRIATIONS OUTLOOK

- Senate is marking to levels agreed upon in the debt ceiling agreement while House is marking to FY 22 spending levels
- This sets up the likelihood for a CR – probably through mid-December (a la FY23 omnibus)
- White House has also made a supplemental request for additional aid to Ukraine and disaster relief
- Several GOP lawmakers in the House have expressed opposition to a “clean CR” setting up the potential for a government shutdown (either this fall or later this winter)

# 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	✓	✓	✓	✓	✓	✓	

Source:  
USDOT

# Surface Transportation Reauthorization: Highways, Transit & Rail Programs

## Surface Transportation Block Grant (STBG) Program

- Increases the off-system bridge set-aside. Under the bill, not less than 20 percent of a state's STBG allocation would need to be spent on bridges that are located off of the Federal-aid HWY system (up from 15 percent under current law).
- Increases the off-system bridge set-aside | \$5.18 billion over five years
- Creates a new set-aside for transportation projects in rural areas.
- Creates a new population tranche for STBG suballocated funds (new category is for areas with a population of 50,000 to 200,000).
- Increases the amount of funding set aside for the Transportation Alternatives Program (TAP) and increases the minimum percentage of TAP funding that is sub-allocated on the basis of population.
- Adds new eligibilities to STBG, including construction of wildlife crossing structures, electric vehicle charging infrastructure and vehicle-to-grid infrastructure, installation and deployment of intelligent transportation technologies, projects that facilitate intermodal connections between emerging transportation technologies, resilience features, cybersecurity protections, etc.

# Changes to Surface Transportation Block Grant Program (STBG)

Topics	Changes
Eligible projects	<b>Adds several new types of eligible projects, including:</b> <ul style="list-style-type: none"><li>• EV charging infrastructure</li><li>• protective features to enhance resilience</li><li>• wildlife crossing projects</li></ul>
Off-system bridges	<ul style="list-style-type: none"><li>• Increases off-system bridge set-aside</li><li>• Adds eligibility to include replacing a low water crossing with a bridge</li></ul>
Sub- allocation	<ul style="list-style-type: none"><li>• Population categories for sub-allocation split into smaller ranges:<ul style="list-style-type: none"><li>○ &lt; 5,000</li><li>○ [NEW] 5,000 – 49,999</li><li>○ [NEW] 50,000 – 200,000</li><li>○ &gt;200,000</li></ul></li><li>• Requires States to consult with RTPOs and MPOs for urbanized areas with 50,000-200,000 pop. before using certain suballocated funding</li></ul>
Rural Areas	<ul style="list-style-type: none"><li>• Permits States to use up to 15% of funds for eligible projects or maintenance on non-Federal aid highways in rural areas, and up to 5% for certain barge landing, dock and waterfront infrastructure projects</li></ul>

# What is the BIP?

- The Bipartisan Infrastructure Law (BIL) established a new program, the Bridge Investment Program (BIP) under 23 U.S.C. 124
- In addition, BIL designated funding for FY22 through FY26 for this program
- BIL established two funding categories within BIP: Large Projects (Large Bridge Projects) and Other than Large Projects (Bridge Projects)
- For FY22-FY26, a third funding category was added: Planning Grants (Division J, Title VIII of BIL)

Source: USDOT

# Surface Transportation Reauthorization: Highways, Transit & Rail Programs

FY 2022 – FY 2026

Highlights for Counties:

## CREATES NEW BRIDGE INVESTMENT PROGRAM (BIP)

- Counties could apply directly to USDOT for the competitive portion of the BIP to carry out small and large bridge projects. Eligible projects would be defined as those meeting the following goals, including:
- Reducing the number of bridges already in poor condition or those that are in fair condition but are at risk of falling into poor condition in the next three years
- Reducing the number of bridges and the amount of individual vehicle miles traveled (VMT) over bridges in poor or vulnerable condition, as well the VMT over bridges that do not meet current design standards or that have weight restrictions
- The federal share for projects would be no more than 50 percent for large projects (defined as those costing more than \$100 million) and no more than 80 percent for any other project. Off-system bridges would be eligible.
- While states would receive the BIP formula funds, the bill would create a 15 percent set-aside within the program to address off-system bridges, much like STBG.

# BIPARTISAN INFRASTRUCTURE LAW: BRIDGE FORMULA PROGRAM IN FY 2023

- **\$5.5 BILLION** in formula funds to state DOTs annually through FY 2026
- Each state will receive at least **\$45 MILLION** annually, making **at least \$6.75 MILLION** available for off-system bridges annually in all 50 states
- Creates new, 15% off-system bridge set-aside within state formula funds



Subject: **ACTION:** Bridge Formula Program (BFP) Implementation Guidance

Date: January 14, 2022

From: Hari Kalla  
Associate Administrator, Office of Infrastructure /s/

In Reply Refer To:  
HIF-1

To: Division Administrators

## Purpose

This memorandum provides background, guidance on Administration priorities and use of Federal-aid highway formula funding, eligibilities, fund information, and definitions for the implementation of the Bridge Replacement, Rehabilitation, Preservation, Protection, and Construction Program (hereafter, Bridge Formula Program (BFP)) as established in title VIII of division J of the Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, Public. Law 117-58 (Nov. 15, 2021).

## Background

The Bipartisan Infrastructure Law (BIL) appropriates \$5,500,000,000 for the BFP under the Highway Infrastructure Program for each of Fiscal Years (FY) 2022 through 2026. Funds are distributed to the States<sup>1</sup> by a statutory formula (after set-asides for Federal Highway Administration (FHWA) administration and operations and Tribal transportation facility bridges). The statute requires that the apportionments be adjusted so that each State receives no less than \$45,000,000 each fiscal year. Additionally, 15 percent of each State's distributed funds are set aside for use on off-system bridges.

Funds made available under the BFP, except as otherwise provided, are to be administered as if apportioned under chapter 1 of title 23, United States Code (U.S.C.). Further, since any project funded under the BFP is to be treated as a project on a Federal-aid highway, Davis-Bacon wage requirements apply to all projects funded with BFP funds.

The FHWA Notice N4510.867 (<https://www.fhwa.dot.gov/legregs/directives/notices/>) provides more information on the distribution of FY 2022 funds and applicable statutory requirements. For FY 2023 through 2026 funds, please revisit FHWA's Notices website at the appropriate future time.

## Guidance on Administration Priorities and Use of Federal-aid Highway Formula Funding

On December 16, 2021, FHWA issued guidance ("Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America", hereafter "Policy") that serves as an overarching framework to prioritize the use of BIL resources on projects that will Build A Better America. That Policy is available on FHWA's BIL implementation website at the following URL: [https://www.fhwa.dot.gov/bipartisan-infrastructure-law/building\\_a\\_better\\_america-policy\\_framework.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/building_a_better_america-policy_framework.cfm)

**“...the Federal share for costs reimbursed with BFP funds under this program for an off-system highway bridge owned by a county, town, township, city, municipality or other local agency, or federally-recognized Tribe<sup>5</sup> shall be 100 percent.** The FHWA encourages States to take advantage of this opportunity to use 100 percent Federal funds for off-system highway bridges.

States are required to set aside 15 percent of their BFP funding to address off-system bridge needs. **There is no provision authorizing States to reduce the minimum 15 percent set-aside amount, and the 15 percent set-aside is a minimum, not a maximum.**”

*--Jan.2022 FHWA BFP implementation guidance*

# Formula Funds For County Roads.....

## Bridge Formula Program (BFP) Questions and Answers (Last Updated December 23, 2022)

The Federal share for costs reimbursed with BFP funds for an off-system bridge owned by a county, town, township, city, municipality or other local agency, or federally-recognized Tribe shall be 100 percent. “Off-system bridge” is defined as highway bridge located on a public road, other than a bridge on a Federal-aid highway. “Federal-aid highway” is defined as a public highway eligible for assistance under chapter 1 of title 23, U.S.C., other than a highway functionally classified as a local road or rural minor collector.

Therefore, the 100 percent Federal share under the BFP is only applicable to a highway bridge that is: (1) owned by a county, town, township, city, municipality or other local agency, or federally-recognized Tribe, and (2) located on a public road that is functionally classified as a local road or rural minor collector.

# BIPARTISAN INFRASTRUCTURE LAW: OFF-SYSTEM BRIDGES UNDER THE BIL

PROGRAM	FAST ACT FY 21	FY 23 FUNDING	TOTAL IN FY 23	% CHANGE FROM FY21
Bridge Formula Program off-system bridge set-aside	N/A	\$796 million	\$1.831 billion	130% increase
Surface Transportation Block Grant Program off-system bridge set-aside	\$776.5 million	\$1.035 billion		

# Eligible Applicants

1. A State or a group of States;
2. A metropolitan planning organization that serves an urbanized area (as designated by the Bureau of the Census) with a population over 200,000;
3. A unit of local government or a group of local governments;
4. A political subdivision of a State or local government;
5. A special purpose district or a public authority with a transportation function;
6. A Federal land management agency;
7. A Tribal government or a consortium of Tribal governments; and
8. A multistate or multijurisdictional group of entities as described above in 1-7.

# BIL AWARD Size/Cost Share

- **Planning Grants**

- No maximum or minimum award size

- **Bridge Project Grants**

- Total project costs cannot exceed \$100 million
- Minimum award of \$2.5 million
- Maximum award amount of up to 80% of total project costs

- **Large Bridge Project Grants**

- Total project costs of greater than \$100 million
- Minimum award of \$50 million
- Maximum award amount of up to 50% of total project costs

- **Maximum Federal Share**

- Cannot exceed Federal share for the project under 23 U.S.C. 120
- Cannot exceed 90% for off-system bridges

# BIPARTISAN INFRASTRUCTURE LAW:

## SAFE STREETS & ROADS FOR ALL GRANTS

### KEY HIGHLIGHTS

- Program makes significantly more awards each year than other USDOT discretionary grant programs
  - *Funded every complete Action Plan application in FY 2022*
- Can bundle projects addressing different concerns
- Expedited grant agreement execution process w/in 12 mos. of award announcement
- Funds must be expended within 5 years
- Applications must be submitted through Valid Eval, not grants.gov
  - *Still requires use of UEI, which can take several weeks to obtain – register now through SAM.gov*

# BIPARTISAN INFRASTRUCTURE LAW: SAFE STREETS FOR ALL PROGRAM

## PURPOSE

*Provides local and tribal governments and MPOs with grants to support implementation of local safety initiatives that prevent death and serious injury on roads and streets*

## FUNDING + MATCH

**OVER 5 YEARS**

**\$6 BILLION**

**FED COST SHARE**

**80 PERCENT**

## ELIGIBLE ACTIVITIES

- *Develop or update a Comprehensive Safety Action Plan*
- *Conduct planning, design, and development activities in support of an Action Plan*
- *Carry out projects and strategies identified in an Action Plan*

**STATES NOT ELIGIBLE FOR THIS PROGRAM; ONLY LOCAL GOVERNMENTS AND MPO's**

# BIPARTISAN INFRASTRUCTURE LAW:

## SAFE STREETS AND ROADS FOR ALL GRANTS

	<u>PLANNING &amp; DEMONSTRATION GRANTS</u>	<u>IMPLEMENTATION GRANTS</u>
<b>Eligible Entities</b>	<ul style="list-style-type: none"> <li>Local governments</li> <li>MPOs</li> <li>Group of the above</li> </ul>	<ul style="list-style-type: none"> <li>Local governments</li> <li>MPOs</li> <li>Group of the above</li> </ul>
<b>Min. / Max. Award</b>	<ul style="list-style-type: none"> <li>Minimum award = <b>\$100,000</b></li> <li>Maximum award = <b>\$10 million</b></li> </ul>	<ul style="list-style-type: none"> <li>Minimum award = <b>\$2.5 million</b></li> <li>Maximum award = <b>\$25 million</b></li> </ul>
<b>Federal Cost Share</b>	<ul style="list-style-type: none"> <li>80%</li> </ul>	<ul style="list-style-type: none"> <li>80%</li> </ul>
<b>Eligible Projects</b>	<ul style="list-style-type: none"> <li>Developing a comprehensive safety action plan or Action Plan (pg. 6)</li> <li>Supplemental planning activities (<i>must have AP in place if only seeking to fund supplementals</i>)</li> </ul>	<ul style="list-style-type: none"> <li>Carrying out infrastructure, behavioral or operational activities identified in the Action Plan directly related to the addressing the safety problem(s) identified in the application and Action Plan</li> <li>Supplemental planning activities</li> </ul>
<b>Special Considerations</b>	<ul style="list-style-type: none"> <li>Prioritizes rural areas</li> <li>Defines rural as “jurisdictions outside an Urban Area (UA) or located within Urban Areas with populations fewer than 200,000”</li> </ul>	

# **BIPARTISAN INFRASTRUCTURE LAW:**

## **SAFE STREETS & ROADS FOR ALL GRANTS**

### **CHANGES FROM FY 2022 NOFO**

- Applications are submitted through **Valid Eval** instead of Grants.gov.
- **Planning and Demonstration Grants** replaced **Action Plan Grants** with a number of substantive changes throughout the NOFO:
  - Section A further **clarifies eligible planning and demonstration activities**
  - Section B.3 **changed the expected minimum and maximum award range to \$100,000 to \$10 million**
  - Section B.4 has a **longer expected period of performance** under certain circumstances
  - Section C.3 has changed eligibility requirements and **allows applicants currently developing a comprehensive safety action plan to request additional funding** for planning and demonstration
  - Section E has a revised selection criteria requirement for the **“Additional Safety Context”** narrative, which is now expected to be between 1 and 2 pages

# BIPARTISAN INFRASTRUCTURE LAW: SAFE STREETS & ROADS FOR ALL GRANTS

## CHANGES FROM FY 2022 NOFO

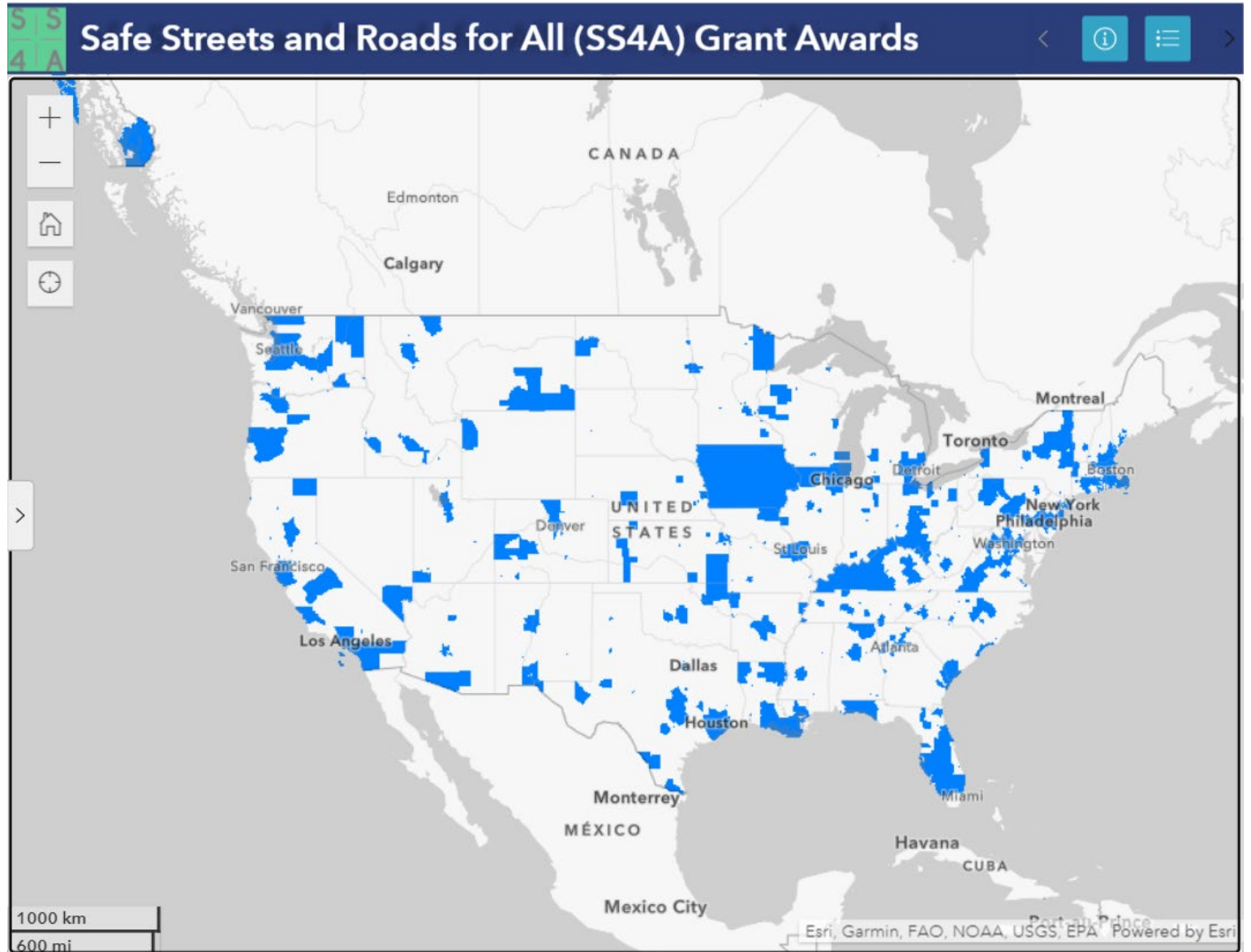
- Implementation Grants had the following substantive changes:
  - Section B.3 **changed the expected minimum and maximum award** range from **\$2.5 million** to **\$25 million**
  - Section E selection criteria were refined, and a fifth selection criterion specifically for **applicants who bundle planning and supplemental planning** was added
  - Section E award **selection considerations were expanded to include rural areas**, whether the applicant is identified as a priority community within the Federal Thriving Communities Network, requests less than \$10 million, and selections that support diversity amongst the award recipients, in addition to project readiness and percent of funds to underserved communities
  - Updated the **definition of an underserved community**, with different tools to determine whether a U.S. Census tract is an underserved community



# Safe Streets and Roads for All

- 510 communities were selected for FY 2022 grants
  - 473 Action Plan Grants
  - 37 Implementation Grants
- More than \$800 million total
- Funds will improve roadway safety planning for over half the nation's population

<http://www.transportation.gov/SS4A>





# County-Specific Awards

## County-led Action Plan Awards (103)



- ☐ 60/40 rural/urban split
- ☐ Federal award range \$60K-\$2M
- ☐ Broad geographic distribution

## County-led Implementation Awards (8)



- ☐ 3 of 8 projects are rural
- ☐ Mix of systemic and location-specific projects – Federal award range of \$2.9M-\$28.9M
- ☐ \$124 million in awards going to county-led implementation projects



# What Made for a Successful Application?

## Success in the First Round of Funding

- For Action Plan Grants, all complete, eligible applications received an award
- For Implementation Grant Awards, many recipients were:
  - Highly rated across all the selection criteria
  - Aligned well with the goals of the program: effective, lower-cost, data-driven interventions that will address serious injuries and fatalities across a wide geographic network
  - Providing benefits for multiple types of road users:
    - Over 90% improve the safety of people walking
    - Over 80% improve the safety of people biking
    - Over 2/3 will provide safety benefits to public transit users and/or persons with disabilities



# BIPARTISAN INFRASTRUCTURE LAW: REBUILDING AMERICA'S INFRASTRUCTURE WITH SUSTAINABILITY & EQUITY (RAISE) GRANTS

**Purpose:** *Provides flexible, direct funding for a variety of surface transportation infrastructure projects; administered by USDOT – OST*

**\$15 BILLION OVER FIVE YEARS**

**\$1.5 BILLION TOTAL IN FY 2022**

**FY23  
AUTHORIZATION**

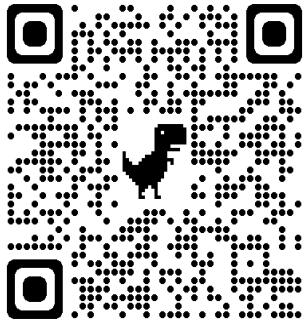
**FY23 DIVISION J  
APPROPS**

\$1.5 billion

\$1.5 billion

## ELIGIBLE ACTIVITIES

- Highway, bridge, culvert, and transit projects
- Airport surface transportation projects
- Port projects...and more!
- *80% federal cost share (can be increased at the discretion of USDOT if project is in a rural or historically disadvantaged community or an area of persistent poverty)*



# BIPARTISAN INFRASTRUCTURE LAW: BUILDING RESILIENT INFRASTRUCTURE & COMMUNITIES GRANT PROGRAM

**Purpose:** *To provide funding to states and localities to implement pre-disaster mitigation activities that reduce risk and disaster costs, and increase the resilience of critical infrastructure lifelines that strengthen state and local cybersecurity infrastructure; administered by DHS – FEMA; must apply through the state*

**\$1 BILLION OVER FIVE YEARS**

## ELIGIBLE ACTIVITIES

- Capability and capacity-building activities
- Cost-effective mitigation projects designed to increase resilience and public safety;
- Financial assistance to reimburse the recipient and subrecipient for eligible indirect costs, as well as direct and other administrative costs (capped)
- ***75% - 90% max federal cost share***



# BIPARTISAN INFRASTRUCTURE LAW: FLOOD MITIGATION GRANT PROGRAM

**Purpose:** *To provide funding to states and localities to reduce or eliminate the risk of repetitive flood damage to buildings and structures insured under the National Flood Insurance Program; administered by DHS – FEMA; must apply through the state*

**\$3.5 BILLION  
OVER FIVE  
YEARS**

## ELIGIBLE ACTIVITIES

- Project scoping (previously advance assistance)
- Projects that address community flood risk to reduce NFIP premiums
- Technical assistance
- Planning sub-applications for the flood hazard component of state, local, territory, and tribal Hazard Mitigation Plans and plan updates
- *75% federal cost share (up to 100%)*

# Surface Transportation Reauthorization: Highways, Transit & Rail Programs

## FY 2022 – FY 2026

### Highlights for Counties:

#### ADDRESSES THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)

- Allows counties to determine local roadway design. The MUTCD would be updated to remove the requirement that local roads must be built to state standards, allowing for counties and other local governments to use the FHWA-approved roadway design of their choice. The IIJA would also create new standards to facilitate the rollout of EV charging stations.
- Requires USDOT to update the MUTCD. The required update would provide for the protection of vulnerable road users, testing and integrating automated vehicle technology, the installation of electronic traffic. It would also incorporate recommendations issued by the National Committee on Uniform Traffic Control Devices that have not yet been incorporated.
- Requires first update to provide for protection of vulnerable road users to the greatest extent possible, among other specified elements

# SURFACE TRANSPORTATION REAUTHORIZATION

## EXPEDITES EVALUATIONS FOR PROJECTS WITHIN AN OPERATIONAL RIGHT-OF-WAY

- Federal agencies would be required to provide, at minimum, a preliminary review of applications for projects within an operational right-of-way within 45 days of submission. Other deadlines would also be created, and federal agencies not meeting a prescribed timeline would be subject to reporting requirements.

## INCREASES COST THRESHOLDS ELIGIBLE FOR CATEGORICAL EXCLUSIONS

- Small projects, the threshold would increase from \$5 million to \$6 million
- Large projects, it would increase from \$30 million to \$35 million, thereby making more projects eligible.

## ESTABLISHES A NEW CULVERT REMOVAL, REPLACEMENT AND RESTORATION GRANT PROGRAM

- Counties could apply directly to USDOT for a new competitive grant program to carry out eligible projects that replace, remove or repair culverts that would improve or restore fish passage for certain fish, with a priority given those species who are endangered or at risk of becoming endangered, or projects that address fresh-water runoff that impact certain marine life.
- USDOT would be required to provide technical assistance to underserved communities. The section would authorize \$800 million annually, with a federal share of no more than 80 percent.

# New Discretionary Program: Rural Surface Transportation Grants

## \$2 BILLION OVER FIVE YEARS

A rural area would be defined as "an area outside an urbanized area with a population over 200,000." Eligible counties could apply directly to USDOT for these funds to carry out a wide variety of highway and bridge projects that increase connectivity, improve safety, and facilitate the movement of goods and people at a federal cost share of 80 percent. Counties could also bundle projects.

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

# New Discretionary Program: Wildlife Crossings Pilot Program

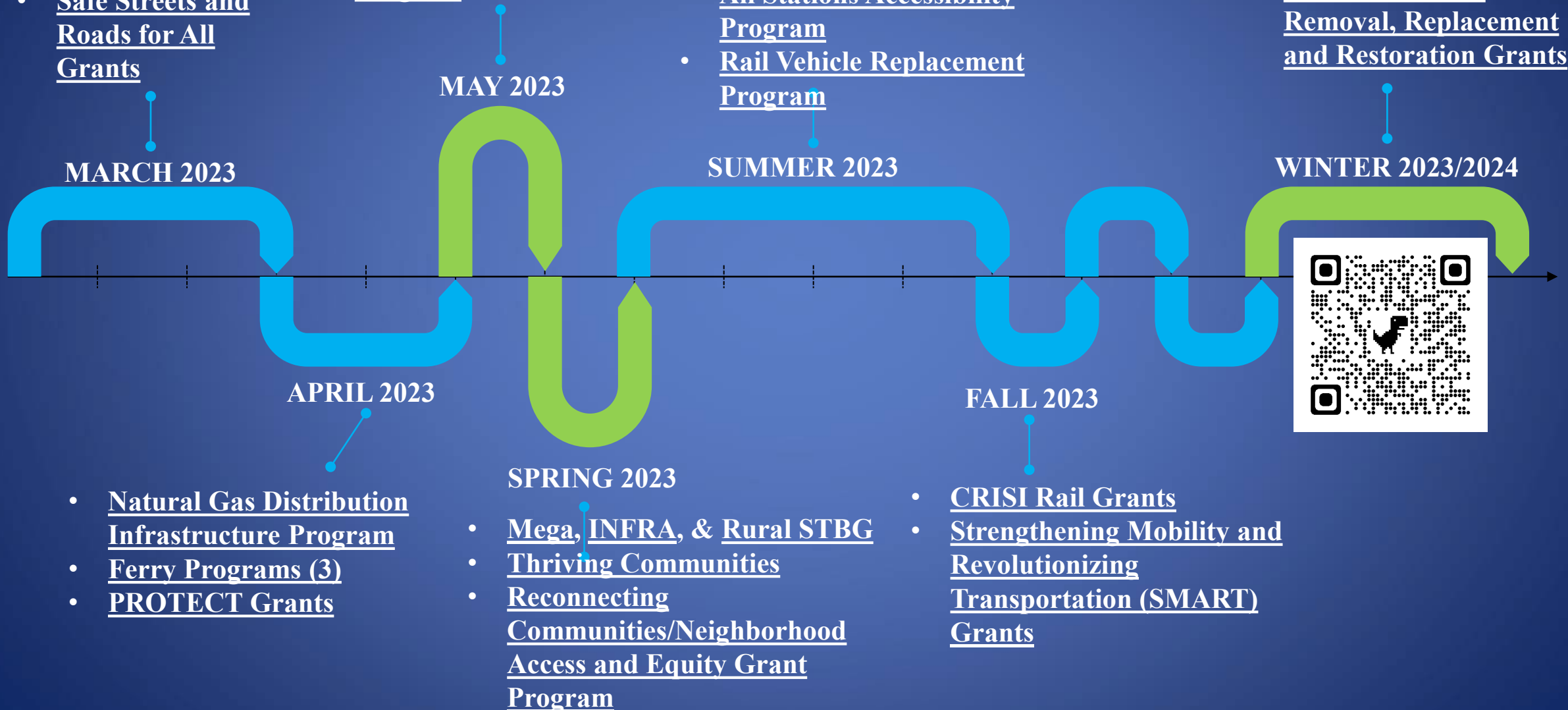
<b>Purpose</b>	Support projects that seek to reduce the number of wildlife-vehicle collisions, and in carrying out that purpose, improve habitat connectivity
<b>Funding</b>	<ul style="list-style-type: none"><li>• \$350 M (FY 22-26) in Contract Authority from the HTF</li></ul>
<b>Eligible entities</b>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

- EV Charging and Fueling Infrastructure Grants
- Safe Streets and Roads for All Grants

- Transit-Oriented Dev. Pilot Program

- Bridge Investment Program
- Railroad Crossing Elimination Program
- All Stations Accessibility Program
- Rail Vehicle Replacement Program

- National Culvert Removal, Replacement and Restoration Grants



# SURFACE TRANSPORTATION REAUTHORIZATION

## Streamlining

- Codification of One Federal Decision – Creates new environmental review procedures and requirements for major projects. Under the bill, DOT is required to develop a schedule consistent with an agency average of two years to complete an EIS and requires accountability to the public when milestones are missed. Environmental documents under this section are limited to 200 pages unless a review is of unusual scope and complexity. The Secretary of DOT is directed to work with relevant Federal agencies to adopt appropriate categorical exclusions to facilitate project delivery.
- Efficient Implementation of NEPA for Federal Lands Management Projects – Allows for a Federal land management agency to more efficiently satisfy NEPA obligations by relying upon an environmental document previously prepared by FHWA. The bill allows for a Federal Land Management Agency to use the CEs promulgated in the implementing regulations of the FHWA if the use of the CE would not otherwise conflict with the implementing regulations of the project sponsor.
- Surface Transportation Project Delivery Program Written Agreements – Extends the time period for a State to have an agreement to assume the responsibilities under NEPA, from a term of not more than 5 years, to allow for any State that has participated in a program under this section for at least 10 years, to have a term of 10 years.
- Developing a two-year timeline for completing environmental reviews on major projects—defined as a project requiring multiple reviews, permits or studies
- Issuing any related authorizations no later than 90 days following a record of decision issuance
- Limiting reviews to 200 pages
- Requiring federal agencies to identify existing categorical exclusions that, if also applied by another agency, would have the potential to expedite project delivery

# Surface Transportation Reauthorization: Highways, Transit & Rail Programs

## National Motor Vehicle Per-Mile User Fee Pilot

Directs the Secretary of DOT, in coordination with the Secretary of the Treasury, to establish a pilot program to demonstrate a national motor vehicle per-mile user fee. In carrying out the pilot program, the Secretary, in coordination with the Secretary of the Treasury, shall provide different methods that volunteer participants can choose from to track motor vehicle miles traveled, solicit volunteer participants from all 50 States, the District of Columbia, and the Commonwealth of Puerto Rico, ensure an equitable geographic distribution by population among volunteer participants, and include commercial vehicles and passenger motor vehicles. For the purposes of the pilot program, the Secretary of the Treasury shall establish, on an annual basis, per-mile user fees for passenger motor vehicles, light trucks, and medium- and heavy-duty trucks, which amount may vary between vehicle types and weight classes to reflect estimated impacts on infrastructure, safety, congestion, the environment, or other related social impacts.

# BIPARTISAN INFRASTRUCTURE LAW: OPEN FUNDING OPPORTUNITIES



COUNTIES ARE ELIGIBLE FOR BILLIONS AVAILABLE NOW!



SCAN THE QR CODE TO ACCESS ALL  
CURRENT & FUTURE BIL FUNDING  
OPPORTUNITIES FOR COUNTIES

Open Notices of Funding

Sign up

Airtable

Customize cards

Filter

Sort

Rural ReConnect Program

FY 2022 AVAILABLE AMOUNT

\$1.5 billion

AGENCY

U.S. Department of Agriculture

SUB-AGENCY

Rural Utilities Service

DESCRIPTION

Provides loans, grants and combinations of the two to facilitate broadband deployment in rural areas

SPECIAL ELIGIBILITY REQUIREMENTS

For a proposed funded service area (PFSA) to be eligible, >90% of households in the PFSA must lack broadband ...

NOTICE OF FUNDING OPPORTUNITY

Opportunity.

DEADLINE TO APPLY

11/15/2022

State and Local Cybersecu...

FY 2022 AVAILABLE AMOUNT

\$185 million

AGENCY

U.S. Department of Homeland ...

SUB-AGENCY

Cybersecurity and Infrastructur...

DESCRIPTION

Supports the strengthening of state and local cybersecurity infrastructure

SPECIAL ELIGIBILITY REQUIREMENTS

NOTICE OF FUNDING OPPORTUNITY

Notice of Funding Opportunity.

DEADLINE TO APPLY

11/15/2022

Strengthening Mobility an...

FY 2022 AVAILABLE AMOUNT

\$100 million

AGENCY

U.S. Department of Transportat...

SUB-AGENCY

Office of the Secretary

DESCRIPTION

Provides funding for demonstration projects focused on smart community technologies and systems

SPECIAL ELIGIBILITY REQUIREMENTS

NOTICE OF FUNDING OPPORTUNITY

Notice of Funding Opportunity.

DEADLINE TO APPLY

11/18/2022

Advanced Transportation ...

FY 2022 AVAILABLE AMOUNT

\$60 million

AGENCY

U.S. Department of Transportat...

SUB-AGENCY

Federal Highway Administration

DESCRIPTION

Provides funding to deploy, install, and operate advanced transportation technologies

SPECIAL ELIGIBILITY REQUIREMENTS

Counties, local public agencies, port authorities, and multijurisdictional combinations of the above and others are eligible ...

NOTICE OF FUNDING OPPORTUNITY

Notice of Funding Opportunity.

DEADLINE TO APPLY

11/18/2022

Consolidated Rail Infrastr...

FY 2022 AVAILABLE AMOUNT

\$1.4 billion

AGENCY

U.S. Department of Transportat...

SUB-AGENCY

Federal Railroad Administration

DESCRIPTION

Provides funding for projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail

SPECIAL ELIGIBILITY REQUIREMENTS

NOTICE OF FUNDING OPPORTUNITY

Notice of Funding Opportunity.

DEADLINE TO APPLY

12/1/2022

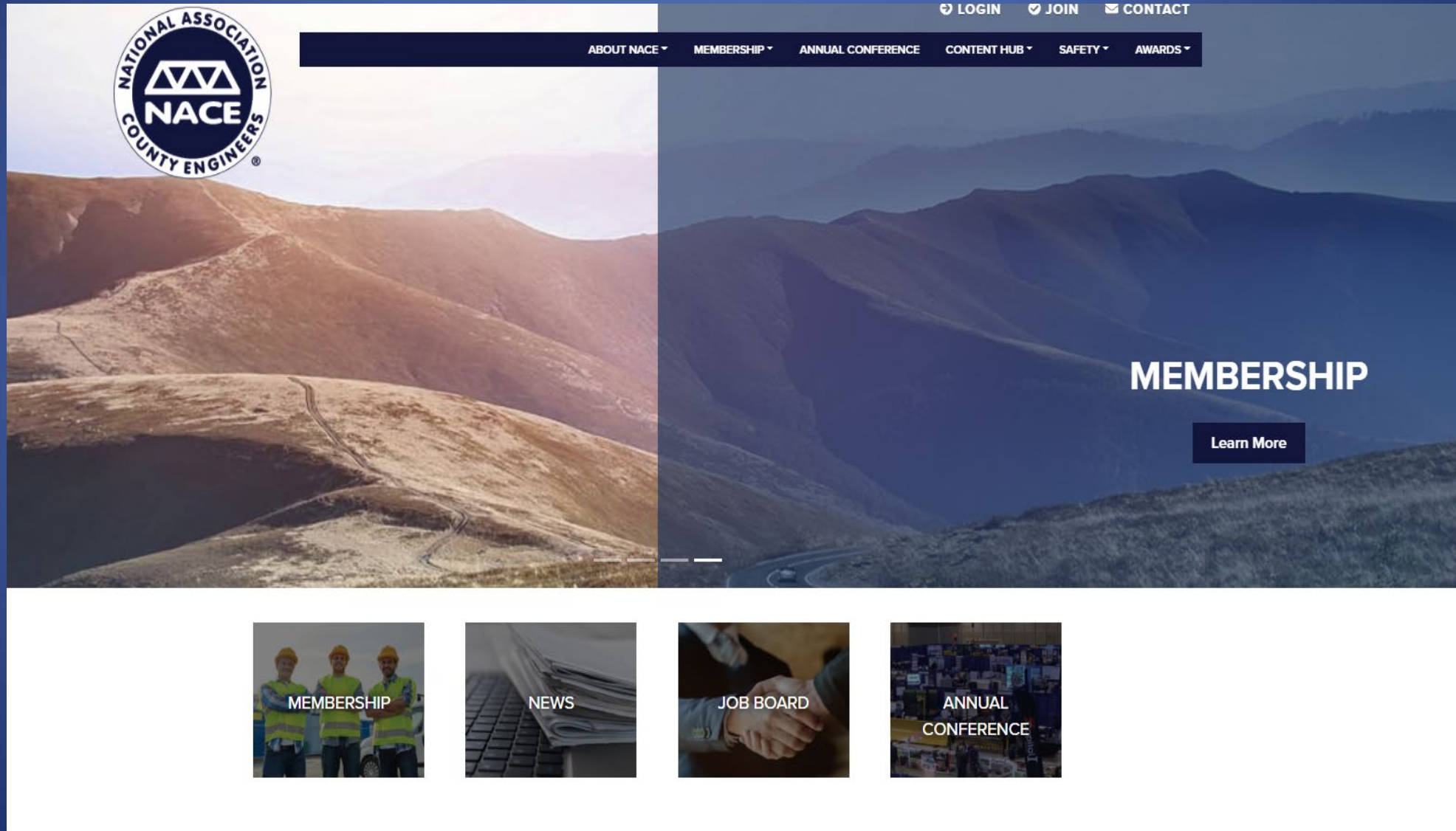
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# NACE – Staying Connected



# Brand New Website!



# THANK YOU!

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**National Association of County Engineers**  
*The Voice of County Road Officials*