

Federal Funding and Policy Direction for Transportation

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California Division Office
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U.S. Department
of Transportation
**Federal Highway
Administration**

OVERVIEW

- Bipartisan Infrastructure Law Funding
- Highway Programs
- Future of Transportation Funding

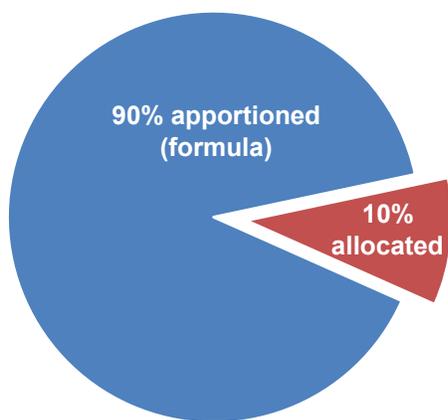
BIL Includes \$567.1 B (All DOT Modes) Over FY 22-26

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

\$303.5 B from the HTF

**BIL highway funding,
apportioned vs. allocated**

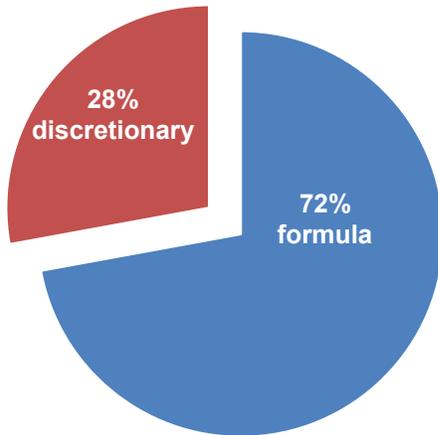


- Five years of funding (FY 22-26)
- +29% (avg. annual, FY 22-26) vs. current law (FY 21)
- Mostly (90%) apportioned to States

+\$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



HIGHWAY PROGRAMS

Key Highway Programs

- Existing
 - National Highway Performance Program (NHPP)
 - Surface Transportation Block Grant Program (STBG)
 - Highway Safety Improvement Program (HSIP)
 - Congestion Mitigation and Air Quality Improvement Program (CMAQ)
 - National Highway Freight Program (NHFP)
- New
 - Formula: resilience, carbon reduction, bridges, and electric vehicle (EV) charging infrastructure
 - Discretionary: bridges, EV charging infrastructure, rural projects, resilience, wildlife crossings, and reconnecting communities

Funding Available to a Range of Recipients

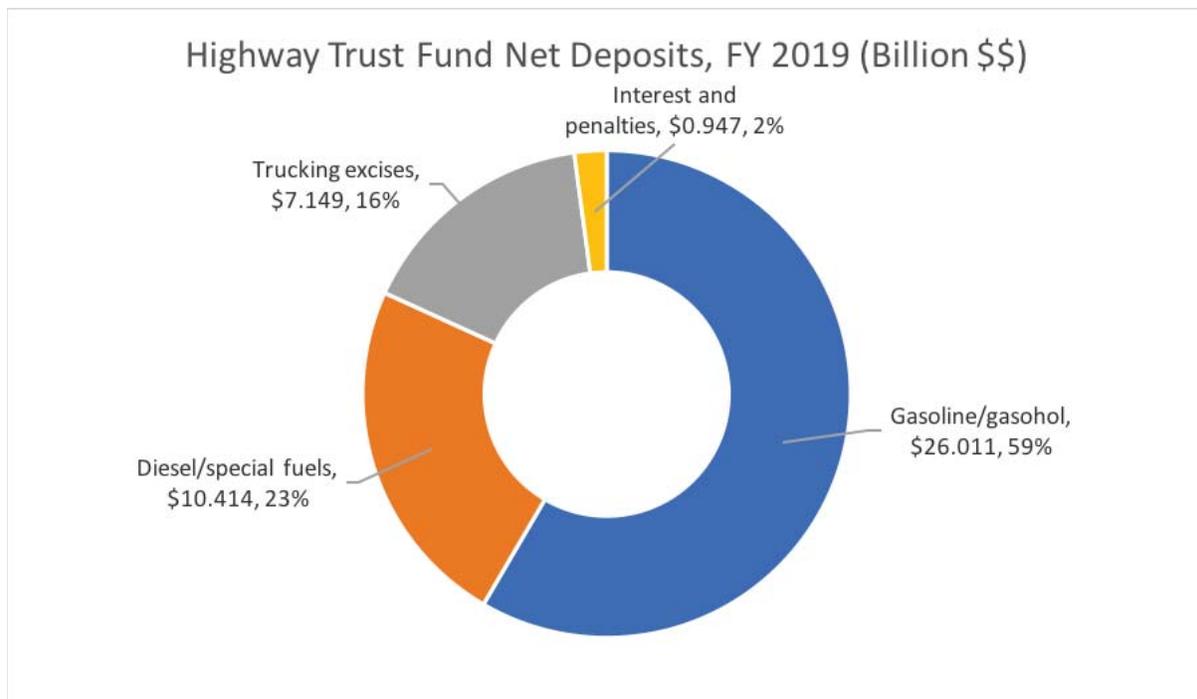
Program Examples	State	MPO	Local	Tribe	PA*	Territory	FLMA*
Apportioned programs (formula)	✓						
Bridge Program (formula)	✓			✓			
National Electric Vehicle Formula Program	✓		✓				
Safe Streets and Roads for All program		✓	✓	✓			
PROTECT Grants (discretionary)	✓	✓	✓	✓	✓		✓
Charging and Fueling Infrastructure 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

FUTURE OF TRANSPORTATION FUNDING

HTF Revenue Sources

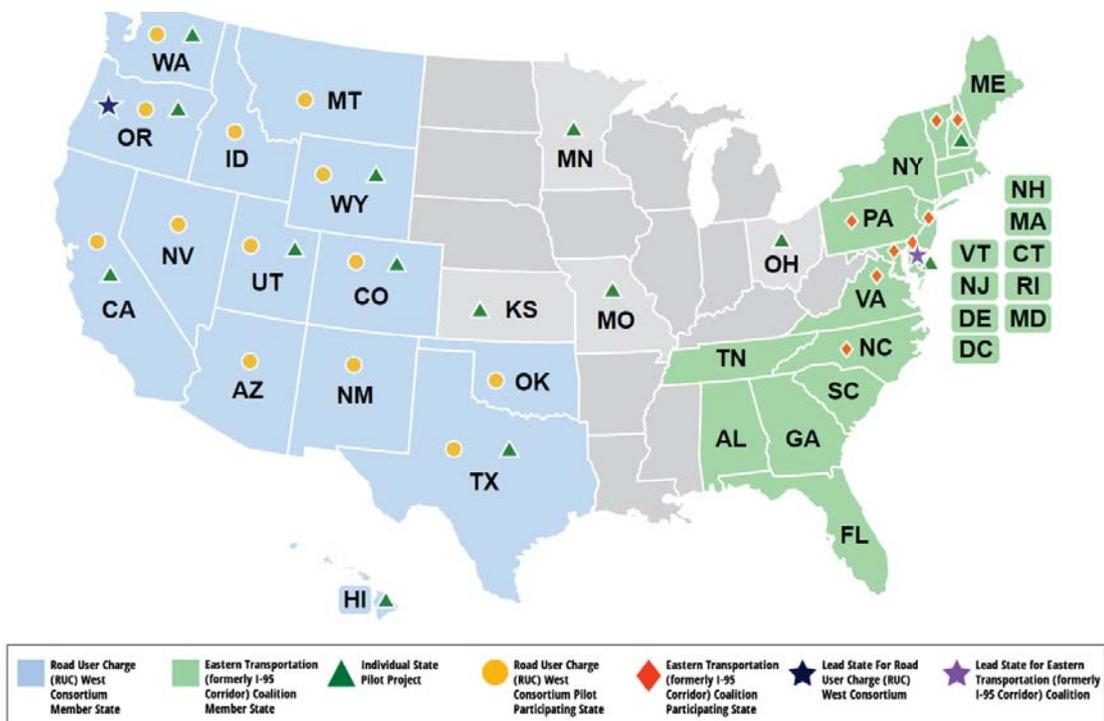


BIL Pilot Programs

- National Motor Vehicle Per-Mile User Fee Pilot Program
 - To demonstrate a national motor vehicle per-mile user fee to restore and maintain the long-term solvency of the Highway Trust Fund and to improve and maintain the surface transportation system.

- Strategic Innovation for Revenue Collection
 - Modifies and renames the Surface Transportation System Funding Alternatives (STSFA) program
 - To test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to help maintain the long-term solvency of the HTF, through pilot projects at the State, local, and regional level.

STSFA Pilot Project States



FOR MORE INFORMATION

- Please visit:
[fhwa.dot.gov/bipartisan-infrastructure-law](https://www.fhwa.dot.gov/bipartisan-infrastructure-law)
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