

2022 GMA Annual Convention

# The Bipartisan Infrastructure Law: How New Federal Grant Programs Can Bring Transformative Change to Your City

Monday, June 27, 2022

Moderator: Mayor Fred Perriman, Madison; GMA 2<sup>nd</sup> VP and Chair, GMA Federal Policy Council

[www.gacities.com](http://www.gacities.com)





**PRESIDENT JOE BIDEN**

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## Bipartisan Infrastructure Law

The President's Bipartisan Infrastructure Law makes historic investments in the transportation sector: improving public safety and climate resilience, creating jobs across the country, and delivering a more equitable future



“The once-in-a-generation investments in the Bipartisan Infrastructure Law will improve people’s lives in every state in the nation by increasing access to safe, clean, reliable transportation.”



—Secretary Pete Buttigieg

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### Bipartisan Infrastructure Law



The Bipartisan Infrastructure Law, as enacted in the Infrastructure Investment and Jobs Act, authorizes up to \$108 billion for public transportation – the largest federal investment in public transportation in the nation’s history.

#### Fact Sheets

See FTA’s Bipartisan Infrastructure Law Program [fact sheets](#), which provide detail about new programs created by the legislation as well as how other FTA programs have changed under the Bipartisan Infrastructure Law.

#### Related Links

- [Sign Up for Updates](#)
- [Bipartisan Infrastructure Law Legislation](#)
- [Authorizing Legislation](#)

# BIPARTISAN INFRASTRUCTURE LAW



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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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### Highway Safety Improvement Program Guidance



*Department of Transportation*

# **Bipartisan Infrastructure Law Overview for Municipalities**

## **Georgia Municipal Association**

**June 27, 2022**



# Bipartisan Infrastructure Law

**The Bipartisan Infrastructure Law (BIL) is an investment in communities across the country, large and small, urban and rural. The BIL will create millions of good-paying jobs, ensure that we can compete and win the 21<sup>st</sup> century, and make historic investments in equity and the fight against climate change.**

BIL includes five-year reauthorization (FY22-26) of surface transportation programs and direct advanced appropriations. Total transportation funding in this five-year package is \$660 billion. Total potential funding over five years includes:

- FHWA: \$365 billion
- FTA: \$107 billion
- FRA: \$102 billion
- NHTSA: \$8 billion
- FMCSA: \$5 billion
- MARAD: \$2 billion
- OST: \$43 billion



## Bipartisan Infrastructure Law - Georgia

Based on formula funding alone, Georgia could expect to receive approximately:

- \$9.2 billion over five years in Federal highway formula funding for highways and bridges.
- \$211 million over five years in formula funding to reduce transportation-related emissions
- \$240 million over five years to increase the resilience of its transportation system
- \$58 million in 402 formula funding for highway safety traffic programs
- \$1.5 billion to improve public transportation options across the state
- \$135 million to support the expansion of an EV charging network in the state



# Bipartisan Infrastructure Law

**The Bipartisan Infrastructure Law (BIL) is an investment in communities across the country, large and small, urban and rural. The BIL will create millions of good-paying jobs, ensure that we can compete and win the 21<sup>st</sup> century, and make historic investments in equity and the fight against climate change.**

Since signing the law we've:

- Announced over \$110 billion to rebuild roads and bridges, modernize ports and airports, replace lead pipes to deliver clean water, and expand high-speed internet.
- Gotten the ball rolling with funding for 4,300 specific projects, touching over 3,200 communities across all 50 states, D.C., and Puerto Rico.
- Seen 53 states and territories appoint infrastructure coordinators in response to our request.



# Biden-Harris Administration Priorities

**Safety.** Make our transportation system safer for all people. Advance a future without transportation-related serious injuries and fatalities.

**Economic Recovery.** Grow an inclusive and sustainable economy. Provide American workers and businesses reliable access to resources, markets, and good-paying jobs.

**Climate.** Investing in clean energy, building retrofits, and sustainable infrastructure, with a focus on communities that bear the brunt of pollution.

**Job Growth.** Supporting businesses and state and local government; investing in education and healthcare; and making a generational investment in our aging infrastructure.

**Equity.** Ensuring access for people of color to jobs, homeownership, higher education, retirement savings, and other necessities.

**Transformation.** Design for the future. Invest in innovation and modernize a transportation system of the future that serves everyone today and in the decades to come.



## Justice40

Executive Order 14008 created a government-wide “Justice40” Initiative with the goal of delivering at least 40% of the overall benefits of relevant federal investments to underserved and disadvantaged communities. The Justice40 Initiative has the potential to deliver benefits that could include increased access to renewable energy and energy efficiency improvements, public transit, water infrastructure, climate resilient affordable housing, training and workforce development, reductions in legacy pollution, and equitable and just community development, among others.



# New Programs for Local Government

The BIL includes significant new formula and grant programs, including over \$45 billion in new competitive grants, for localities. Examples (subject to appropriation) include:



 Safe Streets and Roads for All:	\$6 billion
 Bridge Investment Program:	\$16 billion
 Transit-Oriented Development Pilot Program:	\$68 million
 Reconnecting Communities:	\$1 billion
 Culvert Removal, Replacement and Restoration:	\$1 billion
 Carbon Reduction Program:	\$6 billion
 SMART Grant Program	\$1 billion
 National infrastructure Investments (Megaprojects):	\$15 billion
 Rural Surface Transportation Grant Program	\$2 billion
 Charging and Fueling Infrastructure grants:	\$2.5 billion
 PROTECT formula and discretionary grants:	\$8.7 billion



# Expansions and New Eligibilities for Existing Programs

**BIL expands existing grant and financing programs that provide funding to local governments<sup>1</sup>**

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants: \$15 billion
- Infrastructure for Rebuilding America (INFRA) Grants: \$14 billion
- Transportation Infrastructure Finance and Innovation Act (TIFIA) program and Railroad Rehabilitation & Improvement Financing (RRIF) program: Expanded transit-oriented development eligibilities



**BIL includes formula programs with expanded eligibilities and increased funding which will benefit local governments.**

- Surface Transportation Block Grants (STBG): \$72 billion
  - Local governments will see a 24% increase in STBG funding
  - BIL also increases the set-aside within STBG for the Transportation Alternatives Program (TAP) and increases the minimum percentage of TAP funding that is sub-allocated by population to 59%

1: Please note that these funding totals on this slide reflect the BIL/Infrastructure Investment and Job Act (P.L. 117-58) funding amounts as originally authorized and appropriated in November 2021. Specifically, they include amounts subject to appropriations for FY22-FY26.



# Expanded Funding Streams to Benefit Local Governments

- \$27.5 billion in formula funding for bridges with a 15% set aside for off-set bridges
- \$23 billion in increased funding for FTA's major transit program - Capital Investment Grant - with \$8 billion guaranteed and an additional \$15 billion authorized
- ~\$11 billion for Bus and Bus Facilities (Formula and Competitive) and Low or No Emissions Grants
- \$2 billion to make transit more accessible
- \$66 billion total investment in rail
- \$25 billion for airports
- \$17 billion for ports



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## Safe Streets and Roads for All Program (Closes September 15)

- \$6 billion grant program for localities to develop a comprehensive safety action plan, a plan aimed at preventing transportation-related fatalities and serious injuries in a locality, commonly referred to as a “Vision Zero” or “Toward Zero Deaths” plan.

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## Pilot Program for Transit-Oriented Development Planning (Closes July 25)

- \$68 million grant program to fund integrated land use and transportation planning with a new fixed guideway or core capacity transit capital investment and improve ridership, multimodal connectivity and accessibility, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.

## Bridge Investment Program (Closes August 9)

- The \$12.5 billion program will help ensure that some of the nation’s most important bridges remain operational, support local economies, strengthen our supply chains, improve safety, and create good-paying jobs across the country.

## Carbon Reduction Program (Formula)

- \$6.4 billion program provides formula funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources.

# Active Grant Opportunities - Safe Streets and Roads for All

- \$6 billion grant program for localities to develop a comprehensive safety action plan, a plan aimed at preventing transportation-related fatalities and serious injuries in a locality, commonly referred to as a “Vision Zero” or “Toward Zero Deaths” plan.
- Two grant types available: Action Plan Grants and Implementation Grants
- **Action Plan Selection Criteria:**
  - **Evaluation Criteria:** Safety Impact; Equity; Additional Safety Considerations
  - **Budget**
- **Implementation Selection Criteria:**
  - **Merit Criteria:** Safety Impact; Equity, Engagement, and Collaboration; Effective Practices and Strategies; and Climate Change and Sustainability, and Economic Competitiveness.
  - **Project Readiness Analysis:** Technical Assessment; Financial Completeness Assessment; Environmental Risk Assessment.
  - **Funds to Underserved Communities**
- **APPLICATION DEADLINE: September 15, 2022, 5:00 PM Eastern.**
- <https://www.transportation.gov/SS4A>





# Active Grant Opportunities - Pilot Program for Transit-Oriented Development Planning

- \$68 million grant program to fund integrated land use and transportation planning with a new fixed guideway or core capacity transit capital investment and improve ridership, multimodal connectivity and accessibility, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.
- **Eligible Projects:** Planning work proposed for funding under the TOD Pilot Program must be associated with an eligible transit capital project. To be eligible, the proposed transit capital project must be a new fixed guideway project or a core capacity improvement project
- **Evaluation Criteria:**
  - **Project Factors:** Economic development, ridership; Multimodal connectivity and accessibility; Access to transit hubs for pedestrian and bicycle traffic; Enables mixed-use development; Identifies infrastructure needs associated with the eligible project; and Private sector participation
  - **Demonstrated Need**
  - **Strength of the Work Plan, Schedule and Process**
  - **Funding Commitments**
- **APPLICATION DEADLINE: July 25, 2022, 11:59 PM Eastern.**
- <https://www.transit.dot.gov/TODPilot>



# Active Grant Opportunities - Bridge Investment Program

- The \$12.5 billion program will help ensure that some of the nation's most important bridges remain operational, support local economies, strengthen our supply chains, improve safety, and create good-paying jobs across the country.
- Three grant types available: Planning Grant, Bridge Project (<\$100 million), Large Bridge Project (>\$100 million)
- **Planning Grant Evaluation Criteria:**
  - **Project Outcome Criteria:** Safety, efficiency, and reliability; Improves condition; Leverages funds
  - **Project Description, Schedule, Budget**
- **Bridge Project and Large Bridge Project Evaluation Criteria:**
  - **Project Outcome Criteria:** State of Good Repair; Safety; Mobility and Economic Competitiveness; Climate Change, Resiliency, and the Environment; Quality of Life; Innovation
  - **Economic Analysis**
  - **Project Readiness Analysis:** Technical Assessment; Financial Completeness Assessment; Environmental Risk Assessment.
- **APPLICATION DEADLINE:** Planning Grants: July 25, 2022; Bridge Projects: September 8, 2022; Large Bridge Projects: August 9, 2022. All deadlines are for 11:59 PM Eastern.
- <https://www.fhwa.dot.gov/bridge/bip/>



# Active Opportunities – Carbon Reduction Program (Formula)

- New \$6.4 billion program provides formula funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources.
- Apportioned to States by formula, with 65% of funds suballocated based on population to urbanized areas, urban areas, and areas with populations <5,000.
- **Examples of Eligible Projects:** traffic monitoring, truck stop electrification, public transportation, pedestrian and bicyclist on-road and off-road facilities, congestion management, intelligent transportation systems, energy efficiency for street lighting, development of carbon reduction strategy, congestion pricing, EV infrastructure, port electrification and emissions reduction.
- **Carbon Reduction Strategy:** Requires State, in consultation with MPOs, to develop (and update at least every 4 years) a carbon reduction strategy and submit it to DOT for approval. DOT must certify that a State's strategy meets the statutory requirements.
- [https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp\\_fact\\_sheet.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm)

# Upcoming Opportunities

## **Railroad Crossing Elimination Program (Opens June 2022)**

- \$5.5 billion program will fund highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods

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## **Reconnecting Communities Program (Opens June/July 2022)**

- \$1 billion program will fund planning, reconstruction, and retrofit of highways and other transportation infrastructure that create barriers to connectivity, including to mobility, access, and economic development.

## **All Stations Accessibility Program (Opens July 2022)**

- \$1.75 billion program to fund capital projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems that meet or exceed Americans with Disabilities Act standards.

## **National Culvert Removal, Replacement and Restoration (Opens Summer 2022)**

- \$1 billion grant program to provide funding for projects that would improve or restore passage for anadromous fish.

## **Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program (Opens September 2022)**

- \$1 billion grant program to provide funding to conduct demonstration projects focused on advanced smart city or community technologies and systems to improve transportation efficiency and safety.



# Upcoming Opportunities – Reconnecting Communities

- \$1 billion program will fund planning, construction, and technical assistance for the removal, retrofit, or mitigation of highways and other transportation infrastructure, such as rail-lines, that create barriers to connectivity, including to mobility, access, and economic development.
- Two types of grants: planning and capital construction.
- **Eligible Planning Activities:** Planning studies (on current traffic patterns, transportation network capacity, alternative roadway designs, impacts to mobility and safety, cost, economic impacts and environmental impacts), public engagement activities, and other transportation planning activities as determined by DOT.
- **Eligible Capital Construction Projects:** The removal, retrofit, or mitigation of an existing eligible facility, or the replacement of an eligible facility with a new facility that restores community connectivity and is sensitive to the context of the surrounding community. The owner of the eligible facility must be an applicant, either solo or jointly, for the project to be eligible. A pre-requisite to receiving funds for capital construction, is that necessary feasibility studies and other planning activities have been completed.
- <https://www.transportation.gov/reconnecting>



# Upcoming Opportunities – Thriving Communities Program (TCP)

- The Thriving Communities Program is a capacity building program in partnership with the Department of Housing and Urban Development (HUD).
- DOT and HUD created TCP to:
  - Provide technical assistance (TA) to support community planning and project development of transformative infrastructure projects that serve disadvantaged communities.
  - Support a program of projects that collectively increase mobility and accessibility, reduce pollution from transportation sources, expand affordable transportation options, facilitate efficient land use, preserve or expand jobs, improve housing conditions, enhance connections to health care, education and food security, or improve health outcomes.
- You may send questions to [ThrivingCommunities@dot.gov](mailto:ThrivingCommunities@dot.gov)





# Rural Assistance

**The Rural Opportunities to Use Transportation for Economic Success (ROUTES) Initiative is established to:**

- **Engage Rural Communities** through a series of events to better understand their transportation needs and priorities, and to collect essential data from stakeholders representing different communities, groups, workers, and industries to identify necessary transportation solutions.
- **Harmonize DOT Programs** to implement rural policy by re-constituting the ROUTES Council to lead and coordinate Departmental activities to implement the Bipartisan Infrastructure Law and better align new and existing funding, financing, and technical assistance programs with the needs of rural and Tribal communities.
- **Utilize a Whole-of-Government Approach** by partnering with other rural-focused federal agencies and regional commissions to expand DOT's presence in rural America, better promote DOT's resources to their customers, and capitalize on synergies between federal funding programs.
- <https://www.transportation.gov/rural>

**USDA Rural Development has identified three key priorities that will provide a pathway to facilitate economic growth for all rural Americans and is encouraging Applicants to consider projects that will advance the following three key priorities:**

- Assist Rural communities recover economically from the impacts of the COVID-19 pandemic, particularly disadvantaged communities.
- Ensuring all rural residents have equitable access to RD programs and benefits from RD funded projects.
- Reduce climate pollution and increasing resilience to the impacts of climate change through economic support to rural communities.
- <https://www.rd.usda.gov/ga>

# Technical Assistance/Support

## Local/Regional Offices

- FHWA Division Offices
- FTA Regional Offices
- FMCSA Division Offices
- NHTSA Regional Operations Team
- Small Business Transportation Resource Centers

## Build America Bureau (includes Transit-Oriented Development)

<https://www.transportation.gov/buildamerica/>

Email: BuildAmerica@dot.gov

## Rural Electric Mobility Infrastructure

<https://www.transportation.gov/rural/ev/toolkit>

Email: rural@dot.gov

## Rural Opportunities to Use Transportation for Economic Success (ROUTES)

<https://www.transportation.gov/rural>

Email: rural@dot.gov

## Tribal Technical Assistance Program (TTAP)

<https://www.fhwa.dot.gov/clas/ttap/>

Email: CLAS@dot.gov



## Specialized Centers/Institutes

- FHWA Center for Accelerating Innovation
- FHWA National Highway Institute
- Build America Transportation Investment Center (BATIC)
- FHWA Resource Center
- FHWA Center for Transportation Workforce Development
- FHWA Center for Innovative Finance Support

## **\*NEW\* FORTHCOMING:**

- New DOT Technical Assistance Navigator for technical assistance resources available across DOT via transportation.gov homepage
- Thriving Communities Program
- Rural and Tribal Technical Assistance Pilot



**More Info at:**

<https://www.transportation.gov/bipartisan-infrastructure-law>

<https://www.whitehouse.gov/build/>



**BIPARTISAN INFRASTRUCTURE LAW: HOW NEW  
FEDERAL GRANT PROGRAMS CAN BRING  
TRANSFORMATIVE CHANGE TO YOUR CITY**  
*GMA Annual Convention*

**Julia Pulidindi, Broadband Program Specialist**  
**June 27, 2022**

NATIONAL TELECOMMUNICATIONS AND INFORMATION ADMINISTRATION

# The Bipartisan Infrastructure Law is a once-in-a-generation investment in infrastructure and competitiveness

## Bipartisan Infrastructure Law

- \$1.2T bill passed by Congress and signed into law by President Biden on November 15, 2021
- Largest ever investments in high-speed Internet, rail and transit, clean energy, and water
- Allocated funding to over 350 distinct programs across more than a dozen federal departments and agencies

## This historic legislation will:

- Deliver **clean water** to all families and eliminate the nation's lead service lines
- Ensure every American has access to affordable, reliable, **high-speed Internet**
- Repair and rebuild **roads and bridges**
- Improve **transportation options** and reduce greenhouse emissions
- Upgrade our nation's **airports and ports** to strengthen our supply chains
- Make the largest investment in **passenger rail** since Amtrak's creation
- Build a national network of **electric vehicle chargers**
- Upgrade **power infrastructure** to deliver clean, reliable energy
- **Make infrastructure resilient** against the impacts of climate change, cyber-attacks, and extreme weather events
- Deliver the largest investment in tackling **legacy pollution** in US history

Please see [Build.gov](https://www.build.gov) for more details on the Bipartisan Infrastructure Law

# The Bipartisan Infrastructure Law invests ~\$65B to ensure everyone in America has access to high-speed Internet



Goal is to build infrastructure that provides reliable high-speed Internet **access** to all Americans **for today and tomorrow...**

...with a focus on making high-speed Internet **affordable** and **reliable** so **everyone** can participate in the economy...

... and providing the resources needed to **equitably** expand the adoption and use of the Internet so **everyone** can experience the benefits.



## Bipartisan Infrastructure Act invests roughly \$65B into high-speed Internet efforts through 7 federal programs:

### Administered by NTIA

- Broadband Equity, Access, and Deployment (BEAD) Program (\$42.45B)
- Digital Equity Planning, Capacity and Competitive Grants (\$2.75B)
- Tribal Broadband Connectivity Program (\$2.00B)
- Middle Mile Broadband Infrastructure Program (\$1.0B)

### Administered by other federal agencies

- Affordable Connectivity Program (\$14.2B)
- Rural Broadband Programs at the Department of Agriculture (\$2.0B)
- Private Activity Bonds (\$0.6B)

# High-speed Internet helps individuals and our country

These are some of the ways that high-speed Internet has transformed our world:



## **Maximizing savings for education**

The Internet is not a luxury, it's a necessity. Students are asked to utilize Internet to complete homework assignments, do research, apply to college or trade schools. Students who don't have access in their home are left out and left behind.



## **Stimulating growth in the economy**

By connecting the workplace, we can better connect businesses to consumers. And new markets can increase sales and create jobs. High-speed Internet helps American businesses compete for talent and business in the global marketplace.



## **Lowering costs for health**

Telehealth reduces hospital visits and cuts down hospital stay time. Hospitals with high-speed Internet save money because they have lower administration costs. And by offering telehealth, they save money while improving patient health.



## **Strengthening ties in our community**

High-speed Internet connects us to services we need. It helps first responders save lives. It lets us connect with our elected officials. And it strengthens our ties to our neighbors. One in four Americans get online alerts about local issues. And one in five use digital tools to stay in touch with their community.

# NTIA will administer ~\$48B through four programs that drive high-speed Internet access, affordability, and adoption

**NTIA will administer ~\$48B of funding from the Bipartisan Infrastructure Law**

BEAD	DIGITAL EQUITY	TRIBAL	MIDDLE MILE
<p><b>\$42.45B</b></p>	<p><b>\$2.75B</b></p>	<p><b>\$2.00B</b></p>	<p><b>\$1.00B</b></p>
<p><b>Broadband Equity, Access &amp; Deployment Program</b></p> <p>A program to get all Americans online by funding partnerships between states or territories, communities, and stakeholders to build infrastructure where we need it to and increase adoption of high-speed Internet.</p>	<p><b>Digital Equity Act</b></p> <p>Three programs that provide funding to promote digital inclusion and advance equity for all. They aim to ensure that all communities can access and use affordable, reliable high-speed Internet to meet their needs and improve their lives.</p>	<p><b>Tribal Connectivity Technical Amendments</b></p> <p>A program to help tribal communities expand high-speed Internet access and adoption on tribal lands.</p>	<p><b>Enabling Middle Mile Broadband Infrastructure</b></p> <p>A program to expand middle mile infrastructure, to reduce the cost of connecting unserved and underserved areas.</p>

**FCC to administer \$14.2B**

For Affordable Connectivity Program, which replaced the EBB program

**USDA to administer \$2.0B**

Via the Rural Utilities Service

**Private Activity Bonds \$0.6B**

Authorizes State and local governments to use private activity bonds for rural broadband

# BEAD program will provide ~\$42.45B for infrastructure planning and implementation

**Funding pool**  
\$42.45B

A program to get all Americans online by funding partnerships between states or territories, communities, and stakeholders to build infrastructure where we need it to and increase adoption of high-speed Internet.

## PROGRAM HIGHLIGHTS

### Entities eligible to apply for this program include:

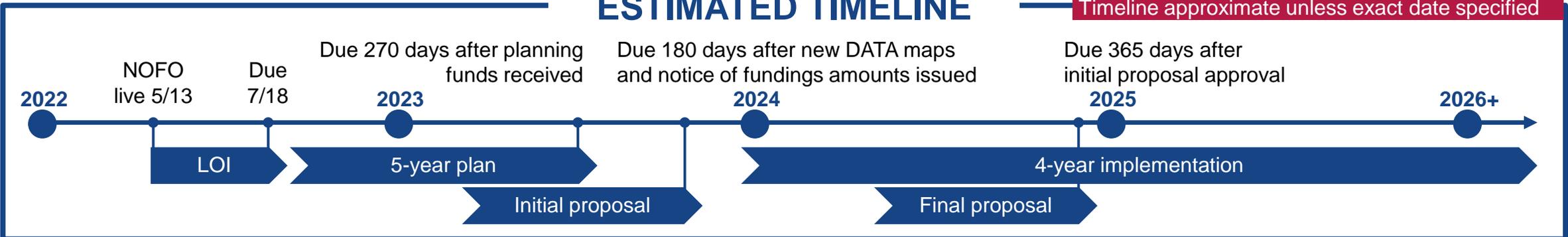
- All 50 States
- The District of Columbia and Puerto Rico
- Other Territories: U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands

### Example eligible uses of funds include:

- ☆ Planning for deployment of Internet
- ☆ Deploying or upgrading Internet
- ☆ Installing Internet in multi-tenant buildings
- ☆ Implementing adoption and digital equity programs
- ☆ Workforce and job training

## ESTIMATED TIMELINE

Timeline approximate unless exact date specified



# Digital Equity Act created three programs to promote digital equity and inclusion

**Funding pool**  
**\$2.75B**

Three programs that provide funding to promote digital inclusion and advance equity for all. They aim to ensure that all communities can access and use affordable, reliable high-speed Internet to meet their needs and improve their lives.

## PROGRAMS HIGHLIGHTS

The Digital Equity Act created three programs:

**State Planning**

- \$60M formula funding program to develop digital equity plans

**State Capacity**

- \$1.44B formula funding program to implement plans & promote digital inclusion

**Competitive**

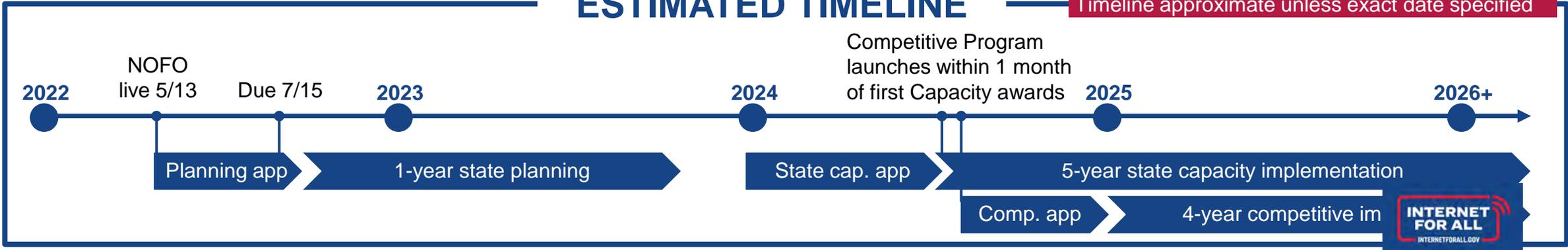
- \$1.25B to implement digital equity and inclusion activities

**Example eligible uses of funds include:**

- ☆ Developing digital equity plans; states must develop a plan to be eligible for state capacity grants
- ☆ Making awards to other entities to help make digital equity plans
- ☆ Improving accessibility and inclusivity of public resources
- ☆ Implementing digital equity plans and related activities
- ☆ Providing digital literacy and digital skills education
- ☆ Facilitating the adoption of high-speed Internet

## ESTIMATED TIMELINE

Timeline approximate unless exact date specified



# Technical amendments and new funding will strengthen current Tribal Broadband Connectivity Program

**Funding pool**  
**\$2.00B**

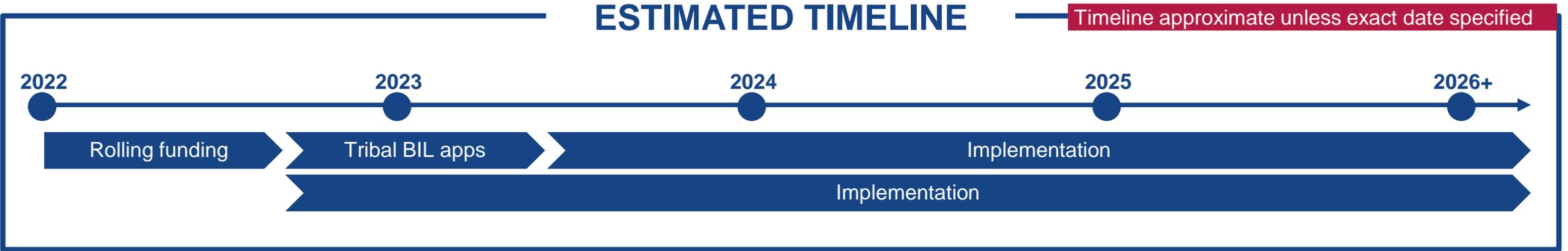
A program to help tribal communities expand high-speed Internet access and adoption on tribal lands.

### PROGRAM HIGHLIGHTS

New funding will be used for additional new grants and to fully fund grants from first round of awards

**Amendments to original program:**

- Relaxes time requirements of original program
- Allows infrastructure grantees to spend up to 2.5% of the total project cost for related planning, feasibility and sustainability studies
- Preserves unused allocated funds for other Tribal broadband projects instead of reverting to the Treasury



# Middle Mile Grant Program will invest in the construction, improvement or acquisition of middle mile infrastructure

**Funding pool**  
\$1.00B

A program to expand middle mile infrastructure, to reduce the cost of connecting unserved and underserved areas.

## PROGRAM HIGHLIGHTS

**Middle mile infrastructure refers to** the mid-section of Internet infrastructure that carries large amounts of data at high speeds over long distances and connects the "backbone" of Internet infrastructure to the "last mile", which connects to end users

**Entities eligible to apply include a wide variety of entities**, incl. but not limited to government entities, utilities, companies, and non-profits that provide Internet services

**Example uses of funds:**

- ☆ Construction, improvement or acquisition of facilities and equipment
- ☆ Engineering design, permitting and work related to projects
- ☆ Personnel costs, including salaries and benefits
- ☆ Other costs necessary to program's activities

## ESTIMATED TIMELINE

Timeline approximate unless exact date specified



Source: California Department of Technology, ["What is the middle mile?"](#)

# There are many ways stakeholders may get involved in the programs

Illustrative, non-exhaustive

## Telecom provider

- Apply to be a BEAD subgrantee or apply directly for Middle Mile
- *Note: Telecom providers may include government owned entities*



## Community anchor institution

- Benefit from BEAD funding for faster Internet
- Apply for Digital Equity competitive grant
- Advocate for community interests across programs



## Community orgs

- Serve as a thought partner as states design their outreach strategies
- Advocate for community interests across programs



## Tribal government

- Coordinate, consult, and partner with states during BEAD planning
- Apply for a Middle Mile, Tribal Broadband, or Digital Equity capacity and competitive grants

## Local government

- Collaborate with state to develop Digital Equity plan and during BEAD planning
- Apply for a Middle Mile or Digital Equity capacity and competitive grants

## Individual

- Participate in digital skill and literacy courses funded by programs
- Contact local reps for more information

## Additional resources about the programs

- 1 Visit the [InternetForAll.gov](https://InternetForAll.gov) for additional information on federal funding programs
- 2 Engage with your State or territory regarding their plans to improve high-speed Internet access
- 3 Submit questions to [InternetForAll@ntia.gov](mailto:InternetForAll@ntia.gov)
- 4 Attend future NTIA webinars, including program-specific application guidance webinars for applicants



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# GMA Annual Convention Bipartisan Infrastructure Law

June 27, 2022





# BIL Purpose: Water State Revolving Funds

- Increase investment in disadvantaged communities
- Make rapid progress in lead service line replacement
- Address PFAS and emerging contaminants
- Support resilience and one water innovation
- Support American workers and renew the water workforce
- Cultivate domestic manufacturing

***Investing in Georgia's Energy, Land, and Water Resources***



# Supplemental Clean Water SRF and Drinking Water SRF

- \$42.4 M in DWSRF annually for five years
- \$30.1 M in CWSRF annually for five years
- In addition to the annual base allocations
- 49% must be given as additional subsidy

***Investing in Georgia's Energy, Land, and Water Resources***



# DWSRF Lead Service Line Replacement

- \$66.8 M annually for five years
- 49% must be given as additional subsidy
- Lead service line identification, planning, design, and replacement

*Investing in Georgia's Energy, Land, and Water Resources*



# DWSRF and CWSRF Emerging Contaminants

- \$17.8 M for DWSRF and \$1.6 M for CWSRF
- 100% must be given as additional subsidy
- PFAS reduction

*Investing in Georgia's Energy, Land, and Water Resources*



# Federal Requirements

- Environmental Review Process (SERP)
- Davis Bacon
- Disadvantaged Business Enterprise (DBE)
- American Iron and Steel (AIS)
- Build America Buy America (BABA)

***Investing in Georgia's Energy, Land, and Water Resources***



# Energy Funding

- \$84.3 M Weatherization Assistance Program
- \$11.8 M State Energy Program
- \$4.3 M Energy Efficiency and Conservation Block Grants
- \$2.3 M Energy Efficiency Revolving Loan Fund Capitalization Grant

***Investing in Georgia's Energy, Land, and Water Resources***

# David Gipson

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# Bipartisan Infrastructure Law (BIL)

- Signed into law in November 2021, this legislation is bringing critically needed, long-term infrastructure investments to cities.
- The White House has released a Guidebook and a Rural Playbook with **specific programmatic information** on when eligible recipients can expect to be able to apply for funds and what actions they can take now to prepare.
- Among three broad categories of funding, **Transportation** dollars are among the first out the door. More on the way for **Water, Sewer, Energy and the Environment** and **Broadband and Telecommunications**.

# GMA Bipartisan Infrastructure Law webpage – a one-stop shop for Georgia’s cities

Home > Bipartisan Infrastructure Law

## The Bipartisan Infrastructure Law

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was signed into law in November 2021. This legislation is responsive to the call from local leaders across the country to bring critically needed long term investments for infrastructure to our communities. Georgia is slated to receive a minimum of \$8.9 billion for roads; \$225 million for bridges; \$100 million for broadband; \$1.4 billion for public transportation; \$619 million for airports; \$8 million for the Port of Savannah; \$135 million for resilient infrastructure including EV charging stations; and additional funds for resilient infrastructure for the electric grid. Cities will be able to tap into these funds to address a variety of local needs.

- About**  
Background information, link to bill text, and White House Guidebook.
- Key Resources**  
Information and fact sheets on funding available by category and agency.
- Open Funding Opportunities**  
Grant programs with open application periods.
- Events and Webinars**  
Events hosted by GMA, NLC, and other agencies and organizations.
- Contact Us**  
Do you have questions? Would you like to share your story of how BIL is working for your community? GMA would like to hear from you!
- BIL In Your Community**  
Stories of how BIL funding has already benefitted Georgia's cities.

<https://gacities.com/BIL.aspx>



# BIL Funding Opportunities for Cities

Accepting applications now

## FHWA Bridge Investment Program (BIP)

- *Focuses on existing bridges to reduce the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition.*
- Three different applications, due **July 25, August 9** and **September 8, 2022.**
- Contact: [BridgeInvestmentProgram@dot.gov](mailto:BridgeInvestmentProgram@dot.gov)

## US DOT Natural Gas Distribution Infrastructure Safety and Modernization Grant

- *For repairing, rehabilitating, or replacing high-risk, leak-prone natural gas distribution infrastructure.*
- Applications due **July 25, 2022.**
- Contact: [PHMSAPipelineBILGrant@dot.gov](mailto:PHMSAPipelineBILGrant@dot.gov)

## EPA Brownfields Job Training (JT) Grants

- *Recruit, train, and retain a local, skilled workforce for pathways into full-time employment in the environmental field.*
- Applications due **August 15, 2022.**

## US DOT Safe Streets and Roads for All (SS4A) Grant Program

- *Funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.*
- Applications are due **September 15, 2022.** Head to [transportation.gov/SS4A](https://transportation.gov/SS4A) for details.

## Enabling Middle Mile Broadband Infrastructure Program (MM)

- *Supports the construction, improvement, or acquisition of middle mile infrastructure.*
- Applications opened June 21, 2022 and are due by **September 30, 2022.** Head to [internetforall.gov](https://internetforall.gov) to apply.
- Contact: [middlemile@ntia.gov](mailto:middlemile@ntia.gov)

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# BIL Funding Opportunities for Cities

Coming soon

## USDA Rural Development ReConnect Program

- Provides funds for the costs of construction, improvement, or acquisition of facilities and equipment needed to provide broadband service in eligible rural areas.
- Coming **Summer/Fall 2022**. Head to [usda.gov/reconnect](https://usda.gov/reconnect) for more information and to register for the webinar next **Wednesday, June 29, 2022 from 1:00PM to 3:00PM ET**.

## US DOT Reconnecting Communities Pilot Program – Planning Grants and Capital Construction Grants

- Supports planning, capital construction, and technical assistance to equitably and safely restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities that create barriers to mobility, access, or economic development.
- Coming **Summer 2022**. Head to [transportation.gov/grants/reconnecting-communities](https://transportation.gov/grants/reconnecting-communities) for details and the May 19 webinar materials.
- Contact: [ReconnectingCommunities@dot.gov](mailto:ReconnectingCommunities@dot.gov)

## US DOT Railroad Crossing Elimination Grant Program

- Provides funding for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.
- GoRail is hosting a webinar **Tuesday, June 28th at 2:00pm ET** on USDOT's grant process and how best to approach their own applications. Head to [gorail.org](https://gorail.org) for details.
- Contact: Christy Sammon [csammon@gorail.org](mailto:csammon@gorail.org)

## Other programs on the way include:

Grant Program for Charging and Fueling EV Infrastructure (underserved communities); Brownfields Remediation Program; Energy Efficiency and Conservation Block Grants; Energy Improvement in Rural or Remote Areas; Cybersecurity Grant Program

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# BIL Rural Playbook and Technical Assistance

Under the Bipartisan Infrastructure Law, the administration is committed to investing in rural America by **reserving portions of BIL funding for rural communities (through “set-asides”)** and providing them with **flexibilities, such as waivers for matching requirements and other benefits.**

This Playbook offers information on the “what, where, and how” to apply for each program. The **Rural Cost Share Analysis** lists 100+ programs with cost share or matching requirement waivers and flexibilities.

Also, take advantage of technical assistance support:

- **BIL Technical Assistance Guide** – dedicated support across more than 65 technical assistance programs.
- US DOT's **Charging Forward: A Toolkit for Planning and Funding Rural Electric Mobility Infrastructure** – to help rural communities identify key partners for a project, take advantage of relevant planning tools, and identify available funding or financing to help make that project a reality.
- **Rural Opportunities to Use Transportation for Economic Success (ROUTES)** – an initiative to address disparities in rural transportation infrastructure by developing user-friendly tools and information, aggregating DOT resources, and providing technical assistance.

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## Local Infrastructure Hub – launching July 12

A partnership between NLC, Bloomberg Philanthropies, US Conference of Mayors and multiple other partners, this hub is directed at **helping small- and mid-sized cities navigate the 400+ funding opportunities from the BIL.**



## Federal Assistance e311

A collaboration between Bloomberg Philanthropies and the U.S. Conference of Mayors helping cities **identify, obtain, and retain federal funding for COVID recovery and response efforts and infrastructure investments.**

A banner for Federal Assistance e311. It has a dark blue background with a white grid pattern. The title "Federal Assistance e311" is in large white font. Below it is a paragraph: "A collaboration between Bloomberg Philanthropies and the U.S. Conference of Mayors helping cities identify, obtain, and retain federal funding for COVID recovery and response efforts and infrastructure investments." At the bottom, there are two white boxes. The first box contains the text "I want to see what other cities have asked" and a blue button labeled "EXPLORE THE KNOWLEDGE BASE". The second box contains the text "I want to ask a question" and a blue button labeled "VIEW FORM".

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# Agency Contacts

## Federal Agencies – State and Regional Contacts

- Federal Highway Administration (FHWA) Georgia Division: [Georgia.FHWA@fhwa.dot.gov](mailto:Georgia.FHWA@fhwa.dot.gov); (404) 562-3630
- National Highway Traffic Safety Administration (NHTSA) Region 4: [Region4@dot.gov](mailto:Region4@dot.gov); (404) 562-3739
- Pipeline and Hazardous Materials Safety Administration (PHMSA) Southern Region:
  - Hazmat: John Heneghan, Region Director [John.Heneghan@dot.gov](mailto:John.Heneghan@dot.gov); 404-832-1140
  - Pipeline: James Urisko, Director [james.urisko@dot.gov](mailto:james.urisko@dot.gov); 404-832-1147
- Federal Transit Administration (FTA) Region 4: 404-865-5600
- Emergency Watershed Protection Program Georgia: Diane Guthrie [diane.guthrie@usda.gov](mailto:diane.guthrie@usda.gov); 706-546-2310
- US Department of Agriculture: Andrew E. Hayes, General Field Representative [andrew.hayes@usda.gov](mailto:andrew.hayes@usda.gov); 770-312-7073
- Environmental Protection Agency Region 4: Daniel Blackman, Regional Administrator [blackman.daniel@epa.gov](mailto:blackman.daniel@epa.gov); (404) 562-9900
- National Telecommunications and Information Agency / BroadbandUSA

## Federal Agencies – General

- Department of Transportation: [intergov@dot.gov](mailto:intergov@dot.gov)
- Department of Energy: [DL-RegionalSpecialists@hq.doe.gov](mailto:DL-RegionalSpecialists@hq.doe.gov)
- Environmental Protection Agency: [State&Local@epa.gov](mailto:State&Local@epa.gov)
- Department of Interior: [OIEA@ios.doi.gov](mailto:OIEA@ios.doi.gov)
- Department of Commerce: [CommercelGA@doc.gov](mailto:CommercelGA@doc.gov)
- Department of Agriculture: [EIA@usda.gov](mailto:EIA@usda.gov)
- Department of Homeland Security: [dhs.iga@hq.dhs.gov](mailto:dhs.iga@hq.dhs.gov)
- Department of Health & Human Services: [Contacts](#) for Division of Energy Assistance

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# 2022 GMA Rural Broadband Summit

**What?** The 3rd annual one-day statewide Rural Broadband Summit to share information with local officials about rural broadband planning in Georgia. No registration fee.

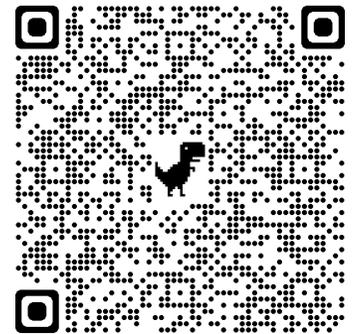
**When?** [Wednesday, October 26, 2022 from 10:00am – 3:30pm](#)

**Where?**

Central Georgia EMC  
923 S Mulberry St  
Jackson, GA 30233

Agenda with speakers is forthcoming.

[Registration is now open – save the date!](#)



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# Contact GMA

...if you have any questions about how BIL programs can support your community.

Becky Taylor, GMA Director of Federal Relations

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Cell: 404-402-6110

Claire Chan, GMA Research Analyst

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Cell: 470-484-6705