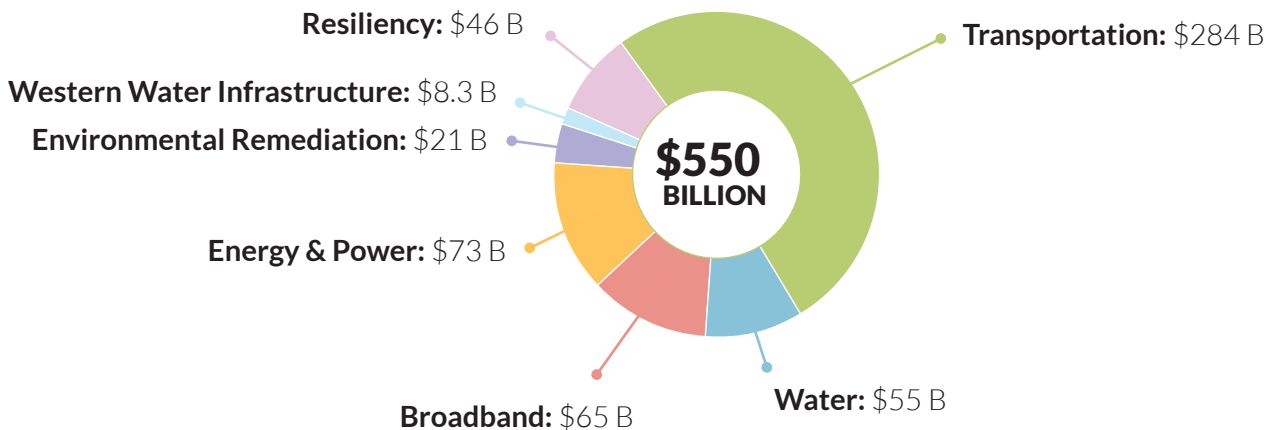




INVESTING IN THE NATION'S INFRASTRUCTURE: The Bipartisan Infrastructure Law

On November 15, 2021, President Biden signed the [Infrastructure Investment and Jobs Act](#) into law, now formally known as the Bipartisan Infrastructure Law. The Bipartisan Infrastructure Law provides historic infrastructure investments to improve clean drinking water, ensure access to reliable high-speed internet, repair and rebuild roads and bridges to prepare for future mitigation, reduce greenhouse emissions by investing in public transportation, build out a network of electric vehicle chargers across the US, invest in infrastructure to prepare for the future impacts of climate change, cyber-attacks, and extreme weather, upgrade our nation's airports and ports, and create jobs over the next ten years. On average, the Bipartisan Infrastructure Law will provide around two million jobs per year. It will consist of \$973 billion over five years (FY22-FY26), including \$550 billion new investments in transportation, water, broadband, energy and power, environmental remediation, western water infrastructure, and resiliency. Of the \$550 billion the category breakdown includes:



County Funding Access

A county can access infrastructure investment funds through competitive grant opportunities (issued by the federal government), competitive grant opportunities (issued by the state government), suballocations from state departments of transportation, and through meeting certain eligibility requirements to receive formula funds.

Funding Opportunities

The National Association of Counties (NACo) has provided a matrix of funding opportunities and deadlines to apply for infrastructure funding on their "[Implementing Infrastructure Investments at the County Level](#)." Here you will be able to sort through funding by federal agency, funding amount, type of funding, description, how counties can access, and additional information.

What does this mean for Florida?

How will Florida be impacted by the passage of the Bipartisan Infrastructure Law?

The Florida Department of Transportation is expected to receive \$13.5 billion in formula funds. The Bipartisan Infrastructure Law includes 13 existing and 21 new transportation-related, competitive grant programs totaling \$187 billion in potential funding. Local agencies may be eligible for competitive grant programs under the Bipartisan Infrastructure law in collaboration with the Florida Department of Transportation, visit [here](#).

According to the U.S. Department of Transportation, Florida will be impacted in a few of the following ways:

Repairing Florida's Roads & Bridges:

There are 408 bridges and 3,564 miles of highway in poor condition in the state of Florida.

Based on formula funding alone, Florida would expect approximately **\$13.3 billion over five years** in Federal highway formula funding for highways and bridges.

The \$13.3 billion represents the state lump sum apportionments that state DOTs will receive each year through formulas. That lump sum is then divided by the state DOT among the core federal-aid highway programs, including two new programs (highlighted) created by the new infrastructure law:

- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant Program (STBG)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings Program
- Congestion Mitigation & Air Quality Improvement Program (CMAQ)
- Metropolitan Planning Program (MPP)
- National Highway Freight Program (NHFP)
- Carbon Reduction Program (CRP)
- Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program

The other component of the BIP is competitive. It recently closed but the opportunity made available \$2.36 billion in FY22 for counties and other eligible entities to apply. The awards have not yet been made. This program will reopen annually through FY26 and increase in funding on the competitive side.

Additionally, Florida can compete for the **\$15.77 billion** Bridge Investment Program (see below) and **\$15 billion** of national funding for megaprojects that deliver economic growth to their communities. Florida can receive approximately **\$320 million** over five years in formula funding to reduce transportation-related emissions and **\$364 million** over five years to increase the resilience of the transportation system.

The \$320 million is through a new formula program called the Carbon Reduction Program (highlighted above) and the \$364 million is through the PROTECT Program (also highlighted above). All funds go directly to FDOT. The PROTECT Program has competitive grants counties can apply for as well but those have not been made available yet by USDOT. Additional federal funding is available through competitive grants.

Highway Infrastructure Program: Bridge Formula Funding

The Florida share of the Bridge Investment Program in FY22 totals **\$52.7 million**, of which \$7.9 million must be used toward off-system (local) bridges. There are three types of competitive grant programs: Planning Grants, Large Bridge Project Grants, and Bridge Project Grants. Bridge project applications are due on **September 8, 2022**, the deadlines for Planning Grants and Large Bridge Project Grants passed in both July and August, respectively. Application is directly through the U.S. Department of Transportation. Eligible applicants include States, MPOs over 200k, local governments, political subdivision of state or local governments, special purpose district or transportation public authorities, a federal land management agency

For more information on the Bridge Investment Program, view NACO's Bridge Investment Program Overview: <https://naco.sharefile.com/share/view/sd972e6de1d6b4567acfd71673b5cd3a6> and the US Department of Transportation Federal Highway Administration: <https://www.fhwa.dot.gov/legsregs/directives/notices/n4510867.cfm>

Improving Safety of the Transportation System

Florida will receive approximately **\$100 million** in 402 formula funding (Section 402: The State Highway Safety Programs) over five years for highway safety traffic programs directly to the State. These grant funds are awarded by NHTSA to states with a highway safety plan in place. Here's the [funding table for FY22](#).

Local governments will be eligible to compete for **\$6 billion** in grant funding for a new "[Safe Streets for All](#)" to reduce crashes and fatalities, specifically for cyclists and pedestrians. Safe Streets for All funding will be provided directly to local governments. Counties, cities, towns, and other special districts that are subdivisions of a State are eligible to apply. Final applications for Safe Streets and Roads for All grants must be submitted through [Grants.gov](#). The deadline for applications is September 15, 2022. For more information on the program, visit [here](#).

Improving Healthy and Sustainable Transportation

Based on formula funding alone, Florida would expect to receive about **\$2.8 billion** over five years under the Bipartisan Infrastructure Law to improve public transportation options across the state.

The \$2.8 billion represents what transit agencies in FL will receive over five years through the BIL's Transit Formula Programs, which includes the following:

Section 5303	Metropolitan Planning
Section 5304	Statewide Planning
Section 5307+5340	Urbanized Area Formula
Section 5310	Enhanced Mobility for Older Adults and People w/ Disabilities
Section 5311 + 5340	Nonurbanized Area Formula
Section 5311(b)(3)	RTAP
Section 5311(c)(3)	Appalachian Dev. Public
Section 5311(c)(2)(B)	Indian Reservation Formula
Section 5337	State of Good repair
Section 5339	Bus and Bus Facilities Formula
Section 5329	State Safety Oversight

Unlike the highway formula funds, transit funds flow directly to “designated recipients” which can be a transit system itself or, in some cases, the state DOT.

Expanding the Electric Vehicle Network

Florida would expect to receive about **\$198 million** over five years through the National Electric Vehicle Infrastructure Program to support the expansion of an electric vehicle charging network. This funding will be directly given to the Florida Department of Transportation. An investment plan was submitted to the Department of Transportation as required under the Program. View the plan [here](#). The Federal Highway Administration will approve or notify the Florida Department of Transportation for changes by September 30, 2022. If approved, the funds become available for the Florida Department of Transportation to deploy. For FY 2022, Florida should expect to receive **\$29,315,442** under the Program.

Additionally, Florida will have the opportunity to apply for competitive grants out of **\$2.5 billion** available for electric vehicle charging. The competitive grants are divided into Community Charging (**\$1.25 billion**) and Corridor Charging (**\$1.25 billion**). Eligible entities include States and Local Governments. These grants are intended to increase EV charging access in rural and underserved communities. The competitive grant program must be established by **November 2022**. More information will be announced by the United States Department of Transportation later this year.

To be eligible for funding EV infrastructure must be located on a designated [Alternative Fuel Corridor](#). To learn more about electric vehicle funding within Florida, please visit the Florida Department of Transportation Infrastructure page [here](#).

Improving Airports

Florida would expect to receive **\$1.2 billion** for infrastructure development for airports over the next five years. Airports that receive an allocation from USDOT must submit a project proposal. To view Florida's share of the Airport Infrastructure, formula funding grants, view [here](#). Additionally, other Airport Infrastructure funding is available through competitive grants via the United State Department of Transportation. NACo BIL funding opportunities can be found [here](#).

Via the Department of Transportation, numbers are as of April 13, 2022.

Expanding Broadband Coverage

According to the White House "American Jobs Plan" report, 6% of Floridians live in an area where there is no broadband infrastructure that provides minimally acceptable speeds (by one definition). Additionally, 51.1% of Floridians live in areas where there is only one such Internet provider. The Federal Communications Commission is working on completing the new 477 Broadband Deployment map, which will be used to determine which areas in Florida are lacking accessible and reliable broadband.

All states will have access to the following grant opportunities to expand broadband access:
State Application Opportunities:

- **Broadband Equity, Access, and Deployment (BEAD) program (\$42.45 billion to states, at least \$100 million per state):** Any State can apply for funding under the BEAD program. Any state must submit a Letter of Intent to participate in the Program by **July 18, 2022**. A state may request up to \$5,00,000 in Initial Planning Funds by August 15, 2022, and a Five-Year Action Plan within 270 days of receipt of Initial Planning Funds. A state can select qualifying activity/select subgrantees. For more details of the BEAD program, visit [here](#). To visit the Grant Application Portal, visit [here](#).
- **Digital Equity Act Programs (\$2.75 billion):** includes three grant programs:
 - **State Digital Equity Planning Grant Program: \$60 million** grant program for states to develop digital equity plans. Florida is eligible to apply for planning grants and the governor must designate an Administering Entity for the State to receive or administer a grant. Florida would be eligible to receive approximately \$2,407,223.
 - **State Digital Equity Capacity Grant Program: \$1.44 billion** grant program for states to fund an annual grant program for five years in support of digital equity plans.
 - **Digital Equity Competitive Grant Program: \$1.25 billion** to fund annual grant programs for five years to implement digital equity projects.

For States, applications are due through NTIA application portal, [here](#). For more details on the Digital Equity Programs, visit [here](#).

- **Middle Mile Program (\$1 billion):** A State, political subdivision of a State, Tribal government, technology company, electric utility, utility cooperative, public utility district, telecommunications company, telecommunications cooperative, nonprofit foundation, nonprofit corporation, nonprofit institution, nonprofit association, regional planning council, Native entity, or economic development authority; or a partnership of two or more entities described above can apply for funding. Please note there is a 30% match requirement, meaning an eligible entity may not exceed 70% of the total project cost. Applications are due to NTIA through the Application Portal no later than **September 30, 2022**. NTIA expects the start date of awards no earlier than **March 1, 2023**. For more details, visit here. To apply, visit [here](#).
- **The ReConnect Loan and Grant Program (\$2 billion):** The Program offers loans, grants, and loan-grant combinations to facilitate broadband deployment in areas of rural America. States or local governments are eligible to apply. Currently, applications for the second funding round in FY22 begin on **September 6, 2022**, and can be submitted through the RUS online portal until **November 2, 2022**. Applications can be submitted electronically through the RUS on-line application portal, [here](#). There are limits to the grant and loan requested, for more information visit the U.S. Department of Agriculture's Program Overview page, [here](#).

Conclusion

According to the American Society of Civil Engineers, Florida's Infrastructure received a C grade on the "2021 Infrastructure Report Card." Additionally, from 2020 to 2029 Florida's current infrastructure needs will total \$5.937 billion and will only be funded \$3.350 billion. Over the next decade, there is a critical need to improve transportation and mobility, resilient infrastructure to withstand Florida's extreme weather conditions, broadband access in both our rural and urban areas, clean water, and to ignite clean energy opportunities across the State. For the next five years, these long-term infrastructure investments through the Bipartisan Infrastructure Law will have a direct impact on all Florida counties and its residents.

To learn more about the Bipartisan Infrastructure Law, visit the following resources:

- The National Association of Counties Legislative Analysis: <https://www.naco.org/resources/legislative-nanalysis-counties-bipartisan-infrastructure-law#link-4>
- NACo's BIP Overview, Bridge Investment Program: <https://naco.sharefile.com/share/view/sd972e6de1d6b4567acfd71673b5cd3a6>
- Building a Better America Guidebook: <https://www.whitehouse.gov/wp-content/uploads/2022/05/BUILDING-A-BETTER-AMERICA-V2.pdf>
- [Download the guidebook data](#)
- U.S. Department of Transportation Federal Highway Administration: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>
- U.S. Department of Transportation Bipartisan Infrastructure Law: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>
- 2021 Infrastructure Report Card: A Comprehensive Assessment of Florida's Infrastructure: <https://infrastructurereportcard.org/wp-content/uploads/2017/01/Official2021ASCEFloridaInfrastructureReportCard-1.pdf>
- U.S. Department of Transportation Grants: <https://www.transportation.gov/grants>
- Florida Department of Transportation: [https://www.fdot.gov/planning/policy/legislation/Bipartisan-Infrastructure-Law-\(BIL\).shtm](https://www.fdot.gov/planning/policy/legislation/Bipartisan-Infrastructure-Law-(BIL).shtm)
- Federal Aviation Administration: <https://www.faa.gov/bil>
- Federal Transit Administration: <https://www.transit.dot.gov/BIL>
- Federal Railroad Administration: <https://railroads.dot.gov/BIL>

What the Bipartisan Infrastructure Law Brings to Florida

