

**New and Revised FHWA Programs under the Infrastructure Investment and Jobs Act -
Bipartisan Infrastructure Law**

The Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA), Public Law 117-58 in November 2021, includes several new FHWA funding programs and minor revisions to some pre-existing programs. The new programs are being rolled out by FHWA as information and guidance becomes available. At this time, funding has been made available for the following new/revised programs:

Bridge Formula Program (New):

The BIL establishes the Bridge Formula Program (BFP), which provides funds for projects to replace, rehabilitate, preserve, protect, and construct highway bridges. The program sets aside 15% of each State's BFP apportionment for use on "off-system" bridges (highway bridges located on public roads, other than bridges located on Federal-aid highways). Funds under the BFP are not subject to annual obligation limitation (ceiling).

Connecticut expects to receive approximately \$121 million annually over the 5-year life of the BIL (FY 2022 thru FY 2026) for the BFP, of which approximately \$18 million is set aside annually for off-system bridges.

The Federal Share for projects funded under the BFP will, as a general rule, be in accordance with 23 USC 120 (typically 80% Federal share unless on the Interstate, in which case Federal share can be increased to 90%); however, 100% Federal share can be used on an off-system bridge that is owned by a local agency.

Projects programmed in the BFP are anticipated to follow the same methodology for inclusion in the STIP or Bridge Report as current bridge projects. Any bridge project ON the NHS and OVER \$5 million will require an individual STIP entry. Any bridge project NOT on the NHS or ON the NHS but UNDER \$5 million will be included in the Bridge Report.

The acronyms to be used in the OBL/Capital Plan/Bridge Report/STIP are:

- BRFP – funds for bridges on or off the Federal-aid system – approximately \$103 million available annually for programming
- BRFZ – set aside funds for off-system bridges only – approximately \$18 million available annually for programming

Surface Transportation Block Grant (STBG) Program and Transportation Alternatives (TA) Program (Revision to Suballocation):

Funds suballocated under the STBG and TA Programs under previous transportation bills included a category for urbanized areas with population of at least 5,000 but no more than 200,000. The BIL further suballocates these 5,000-200,000 funds into smaller urbanized area ranges as follows:

- Population of at least 5,000 but no more than 49,999
- Population of at least 50,000 but no more than 200,000

As a result, the STPO and TAPO “Other Urban” acronyms currently used in the OBL/Capital Plan/STIP will continue to be used, but will apply to pre-BIL funds suballocated to urbanized areas with population of 5,000-200,000 and BIL funds suballocated to urbanized areas with population of 50,000-200,000.

The acronyms to be used in the OBL/Capital Plan/STIP for the BIL funds suballocated to “Small Urban” urbanized areas with population of 5,000-49,999 are:

- STPSU – “Small Urban” portion of the STBG suballocated funds
- TAPSU – “Small Urban” portion of the TA suballocated funds

Carbon Reduction Program (New):

The BIL establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions, from on-road highway sources. Funds under the CRP are subject to ceiling.

Connecticut expects to receive approximately \$15 million annually over the 5-year life of the BIL (FY 2022 thru FY 2026) for the CRP. Funds will be suballocated under the CRP, similar to how funds are suballocated under the STBG and TA Programs.

The Federal Share for projects funded under the CRP will, as a general rule, be in accordance with 23 USC 120 (typically 80% Federal share unless on the Interstate, in which case Federal share can be increased to 90%).

The acronyms to be used in the OBL/Capital Plan/STIP are:

- CRPA – Flex/Anywhere
- CRPB – Bridgeport/Stamford
- CRPH – Hartford
- CRPNH – New Haven
- CRPNL – Norwich/New London
- CRPNY – New York
- CRPS – Springfield
- CRPWO – Worcester
- CRPO – “Other Urban” 50,000-200,000 population
- CRPSU – “Small Urban” 5,000-49,999 population
- CRPR – Rural <5,000 population

This document will be updated as information becomes available on additional new programs under the BIL (e.g., the National Electric Vehicle Program and the PROTECT Program).

The following website includes a wealth of knowledge on the BIL:

[Bipartisan Infrastructure Law - FHWA | Federal Highway Administration \(dot.gov\)](#)