

Bipartisan Infrastructure Law (BIL)

Information Session

Presented to: Colorado Airport Operators
Association

By: Denver ADO

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**Federal Aviation
Administration**

Today's Topics

- **What is the Bipartisan Infrastructure Law?**
- **What does BIL mean for your airport?**
- **BIL Project Eligibility, Justification, and Process**
- **Updating your CIP**
- **Q&A Session**



What is the Bipartisan Infrastructure Law (BIL)?

- **Infrastructure Investment and Jobs Act of 2021, commonly known as the Bipartisan Infrastructure Law (BIL)**
 - Signed into law November 15, 2021
- **\$25 Billion to FAA over 5 years**
- **Funds distributed by formula allocation and competitive grants**

A 5-Year, \$25 Billion Investment in the Nation's Air Transportation System

\$5B

AIR TRAFFIC FACILITIES

To replace facilities and equipment and improve safety, security, and environmental standards.

\$15B

AIRPORT INFRASTRUCTURE

For airport projects that increase safety and expand capacity.

\$5B

AIRPORT TERMINALS

To replace aging terminals and airport-owned towers, increase terminal energy efficiency and accessibility, and more.

\$5B Airport Terminal Program (ATP)

- **Funding for airport terminals and airport-owned air traffic control towers**
- **Competitive - funds are divided equally over next five years**
- **A Notice of Funding Opportunity (NOFO) is forthcoming to apply for these funds**
 - Each fiscal year will have its own NOFO and application process

\$5B Airport Terminal Program (ATP)

- **ATP funds by year**

- Large Hub Airport: not more than \$550M
- Medium Hub Airport: not more than \$150M
- Small Hub Airport: not more than \$200M
- Nonhub and Nonprimary Airport: not less than \$100M

- **Federal Share**

- 80% for large and medium hub airports
- 95% for small hub, nonhub, and nonprimary airports

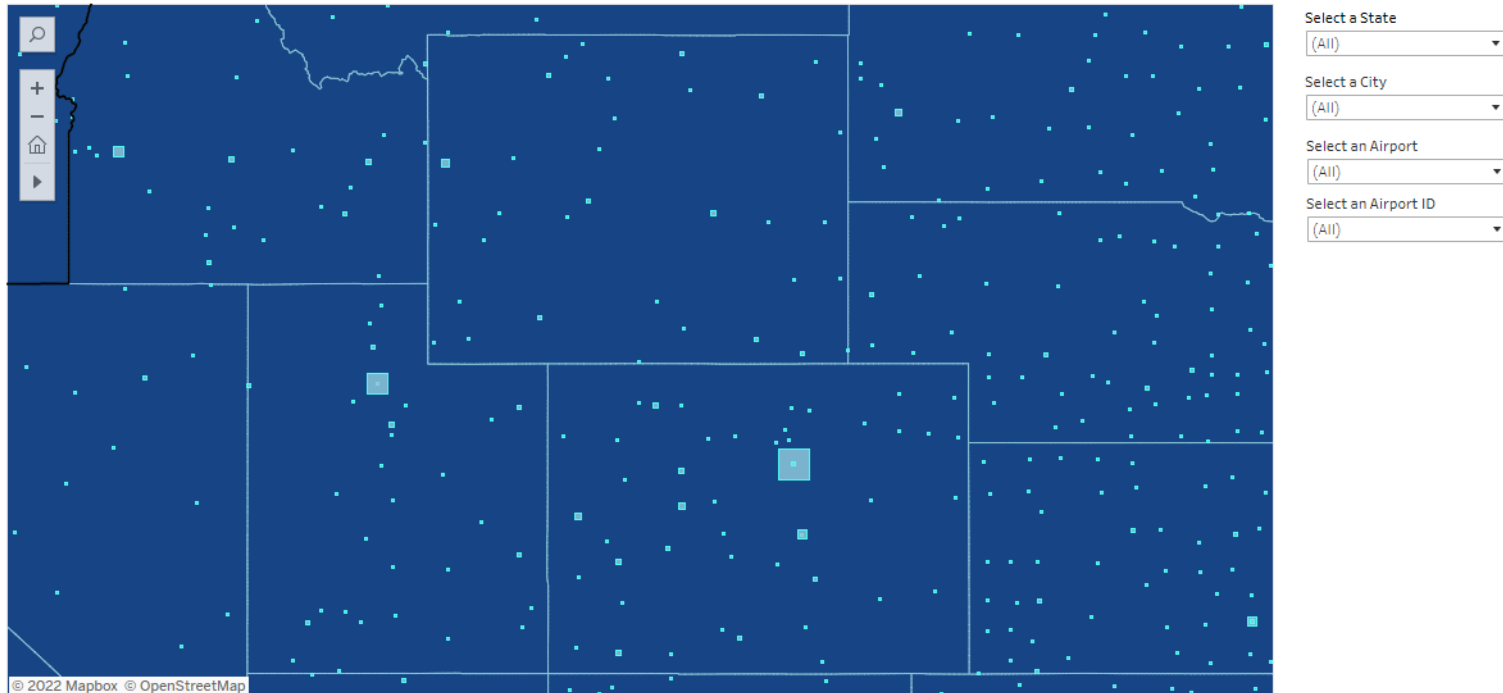
\$15B Airport Infrastructure Program

- **Airport Infrastructure Grants (AIG)**
- **5-Year Allocation Timeline**
 - \$100M for airport-owned Federal Contract Towers
 - \$20M/year for competitive grants
 - 100% Federal – no local match required
 - A Notice of Funding Opportunity is forthcoming to apply for these funds
 - Approximately \$14.45B formulated allocation
 - \$2.39B/year for primary and hub airports
 - \$500M/year for nonprimary airports
 - Normal Federal share required for all airports

What is the AIG Formula Allocation for Your Airport?

First-Year Airport Infrastructure Grant Funding Amounts

For FY22, \$2.89 billion has been made available to U.S. airports around the nation. This map shows the airports selected and the allocated funds for each.



For full details on the FY22 funding amounts, see the [Bipartisan Infrastructure Law Airport Allocations file](#).

How Can I Use My Funds?

- **AIG allocated funds availability**
 - Funds are available for obligation (under grant) for four years once allocated
 - FY2022 funds available until September 30, 2025
 - FY2023 funds available until September 30, 2026.....
 - FY2026 funds (last year) available until September 30, 2029
 - After the fourth year, funds not obligated in a grant will be made available for competitive grants
- **AIG formula allocated funds can be saved up to be put into one, larger grant**

How Can I Use My Funds?

- Funds can be used to supplement an AIP project, but must be a separate grant
- Funds cannot be transferred amongst sponsors, but can be transferred among airports owned by the same sponsor
- Funds are intended for new projects, but can reimburse existing project costs incurred after November 15, 2021

BIL Project Eligibility

- **If it's AIP eligible for your airport, it's BIL eligible**

And

- **Eligibility expands for all airports to include Passenger Facility Charge (PFC) eligibility**
 - Most of the expanded eligibility is in the terminal
 - Noise – same as AIP except the project does not need to in an approved Part 150 Noise Compatibility Plan, but does need an approved Noise Exposure Map
 - Debt Service – NOT ELIGIBLE UNDER BIL
 - Payment to Other Federal Agencies - NOT ELIGIBLE UNDER BIL

BIL Project Justification

- **Your project is eligible! Is it justified?**
 - Is there an actual need?
 - Is the scope appropriate?
 - Minimum useful life met?
- **Example:**
 - Runway extension. Eligible, but is it justified by your operations and current planning documents

BIL Project Process

- **Project will follow normal AIP process**
 - Planning (project shown on ALP)
 - Consultant Selection
 - Environmental Clearance
 - Airspace
 - Bids
- **Must follow Federal contract and procurement rules**

Updating Your CIP

- **Consider saving up annual AIG funding for a larger project**
- **Identify if AIG funds complement an AIP project**
- **Include anticipated BIL competitive grant funds (Terminal/Tower or Contract Tower)**
 - Including these projects does not guarantee funding

QUESTIONS???

