

Infrastructure Investment and Jobs Act (IIJA)

Brief overview

- \$1.2T over 5 years - \$567B for transportation (FAST Act was \$293.4B over 5 years for transportation)
- Increases funding of existing programs
- Introduces several new programs
- Maintains emphasis on safety and system maintenance
- Heightens emphasis on bridges, equity, alternative energy, ecology, and resiliency

Surface Transportation Block Grant (Formula)

	FAST Act 2021	IIJA 2022	(\$ in Millions)			
			2023	2024	2025	2026
Federal	\$11,228	\$12,452	\$12,701	\$12,955	\$13,214	\$13,478
EWG-MO	\$44	\$50	<i>(annual \$ does not match EWG 4 yr program cycles)</i>			
EWG-IL	\$5.8	\$7.5	<i>(estimated to increase ~ 3% annually)</i>			

- 55% suballocation (same) – Off-system bridge set aside increased 15-20%
- Expanded activities include EV charging, Cybersecurity
- Includes project prioritization for “high need areas”
(low income, transit dependent, rural, etc.)
- Increased transparency for large public/private partnership projects

Transportation Alternatives Prog (10% STBG set aside)

	FAST Act 2021	IJA 2022	(\$ in Millions)			
			2023	2024	2025	2026
Federal	\$850	\$1,384	\$1,411	\$1,439	\$1,468	\$1,498
EWG-MO	\$3	\$9.5	<i>(annual \$ does not match EWG 4 yr programming cycles)</i>			
EWG-IL	\$0.4	\$0.805	<i>(estimated to increase ~ 3% annually)</i>			

- State portion decreased from 50% to 41%, suballocation (MPO) portion increased from 50% to 59%
- Includes project prioritization for “high need areas”
(low income, transit dependent, rural, etc.)
- States required to partner with other eligible applicants

Congestion Mitigation & Air Quality (Formula)

		FAST Act 2021	IIJA 2022	(\$ in Millions)			
				2023	2024	2025	2026
	Federal	\$850	\$1,384	\$1,411	\$1,439	\$1,468	\$1,498
	EWG-MO	\$20	\$22	<i>(annual \$ does not match EWG 4 yr program cycles)</i>			
	EWG-IL	\$5.5	\$6	<i>(estimated to increase ~ 3% annually)</i>			
Carbon Reduction Program	EWG-MO		\$5.9				
	EWG-IL		\$0.8				

- Expands eligibility for micro-mobility, zero emission, charging equip
- Includes project prioritization for low income, disadvantaged communities / adjacent communities -“maximum extent practicable”
- New Carbon Reduction Program supports emissions reductions
 - Includes planning, design, construction of bike / pedestrian trail facilities
 - Public Transportation projects
 - Congestion Management technologies

EWG Adjustments:

Required

- Increase equity emphasis for certain funding programs
- Spend 2.5% (min) of planning funds on Complete Streets type planning
- Coordinate with states in their development of carbon reduction strategies
- Representative make-up of MPO officials and representatives
- Partner with States as they develop vulnerable road user safety assessments

Potential

- Increased housing/land use planning coordination
- Expanded use of technology for public engagement
- Develop comprehensive regional “Vision Zero” safety plans
- Regional alternative fuel / EV charging network planning

Bridges – additional resources

- **Bridge Formula Program** *(New - Formula)* Fed \$26.675B
 - Funding to states to replace/rehab poor (75%) and fair (25%) condition bridges @ 80% fed share
 - 15% set aside for off system bridges at 100% fed share
 - For construction
- **Bridge Investment Program** *(New - Discretionary)* Fed \$12.2B
 - Replace, rehab, preserve, protect bridges in national inventory
 - Replace, rehab culverts to improve flood control / improve habitat connectivity
 - 50% max fed share for projects > \$100M, others 80%
 - May bundle small projects
 - Planning, feasibility, NEPA, Prelim Engineering, design, construction, ROW all eligible

Bike / Ped – additional resources

- **Safe Streets & Roads for All** (*New - Discretionary*)
 - Requires MPO's to spend 2.5% min PL funds on complete streets planning
 - Dev. of complete streets standards, active transportation plans, alternatives to new hwy capacity, plans/policies to support Transit Oriented Development
 - Supports "Vision Zero" planning & implementation
 - Equity emphasis on project selection
- **Reconnecting Communities** (*New - Discretionary*)
 - Restore community connectivity by removing, retrofitting or mitigating transportation infrastructure barriers
- **Active Trans. Infrastructure** (*New – Discretionary*)
- **HWY Safety Improvement Program** (*Exist – Formula*)
 - Vulnerable Road User area funding required for high incident sites

\$5B

80% Fed share

\$1B

80% Fed share

25% planning

75% capital costs

\$1B *pending*

appropriation

Electric Vehicle Charging

- **Nat'l Electric Vehicle Infrastructure** *(New - Formula)* **\$5B**
 - To states for network planning, data collection, charging equipment deployment / operations
 - 10% set aside for discretionary state/local discretionary grants for deployment

80% Fed share
- **Charging & Fueling Infrastructure Grants** *(New - Discretionary)* **\$1.25B**
 - Community based EV charging / Alternative fueling access

100% Fed share
- **Charging & Fueling Infrastructure Grants** *(New – Discretionary)* **\$1.25B**
 - Corridor based EV charging / Alternative fueling access

100% Fed share

Broadband

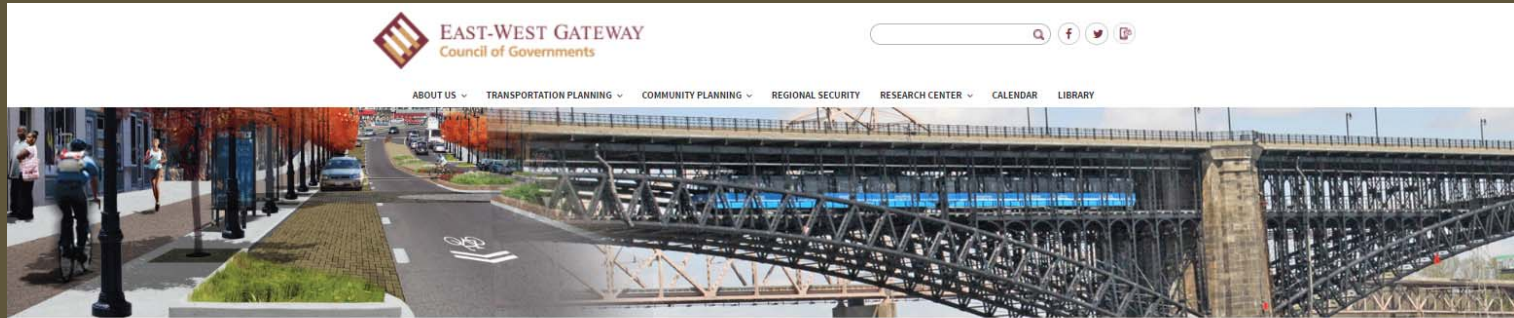
- **Broadband Equity, Access, & Deployment** *(New - Formula)* **\$42.45B**
\$100M / state plus equity based funds
 - To States for planning, deployment & adoption projects
- **Affordable Connectivity** *(Existing)* **\$14.2B**
 - Subsidies paid to ISP's applied to customer bills
- **ReConnect Program** *(Existing – Discretionary)* **\$1.926B**
 - Direct loans / grants to improve reliable high speed internet service in rural areas
- **State Digital Equity Planning** *(New – Formula)* **\$60M**
- **State Digital Equity Capacity** *(New – Discretionary)* **\$1.44B**
 - To Implement digital equity projects
- **Middle Mile Grants** *(New – Discretionary)* **\$1B**
 - To connect un-/under-served areas to the “backbone”

But Wait . . .

There's more

- Safety
- Energy
- Resilience
- Water
- Environment
- Freight
- Airports

EWG Web Portal



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INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)

The Infrastructure Investment and Jobs Act (IIJA), aka Bipartisan Infrastructure Law (BIL), was signed into law on November 15, 2021. The law authorizes \$1.2 trillion for transportation and infrastructure spending over five years from FY 2022 through FY 2026, with \$550 billion in new infrastructure spending above current baseline levels. Of that amount, \$274 billion is allocated to transportation programs. When added to baseline spending, the bill provides \$567 billion in guaranteed transportation funding over five years. Programs in the IIJA range from all modes of transportation, water, power and energy, environmental remediation, public lands, broadband and resiliency.



Resources

- [Infrastructure Investment and Jobs Act \(IIJA\) Legislation](#)
- [White House Fact Sheet](#)
- [IIJA Guidebook - "Building A Better America"](#)
- [White House page on Equity](#)
- [US Dept of Transportation page](#)
- [USDOT 2022 Budget Highlights](#)
- [US DOT Equity Action Plan](#)
- [US DOT Missouri Fact Sheet](#)
- [US DOT Illinois Fact Sheet](#)
- [US Dept of Energy page](#)
- [US Environmental Protection Agency page](#)
- [US National Telecommunications and Information Administration page](#)
- [National Association of Counties \(NACCO\)](#)
- [National Association of Towns and Townships](#)

OPEN NOFOS

Port Infrastructure Development Program Grants: Grants to invest in the modernization and expansion of U.S. ports to remove bottlenecks, ensure long-term competitiveness, resilience, and sustainability while reducing impacts to the environment and neighboring communities— **Opening Date: 02/14/2022; Closing Date: 05/16/2022**

Multimodal Project Discretionary Grant (MEGA, INFRA, & Rural) - **Closing Date: 05/23/2022**

Low or No Emission and Grants for Buses and Bus Facilities: Provides capital funding to replace, rehabilitate, purchase, or lease buses and bus related equipment and to rehabilitate, purchase, construct, or lease bus-related facilities. Provides capital funding for low or no emissions bus projects— **Opening Date: 03/07/2022; Closing Date: 05/31/2022**

America's Marine Highway Project: The Program supports the increased use of the nation's navigable waterways to relieve landside congestion, provide new and efficient transportation options, and increase the productivity of the surface transportation system— **Opening Date: 04/26/2022; Closing Date: 06/17/2022**

Category / Program	Recipients	Formula / Discretionary	Funding level	Notes
Transportation				
Roads, Bridges, Major Projects				
National Highway Performance Program	States	Formula	\$148,000,000,000	expanded eligibility -IIJA expands the NHPF to increase resiliency of the NHP.
Surface Transportation Block Grant Program	States/sub-allocation to MPOs	Formula	\$72,000,000,000	Additional eligibility (EV charging, cybersecurity for example). Value-for-money analysis is an eligible expense under IIA, this analysis is a new transparency requirement solely for projects supported through public-private partnerships that cost at least \$500 million and seek federal financial assistance. State shall establish a process to consult with all MPOs, which describes how funds will be allocated equitably. 55% suballocation (same). Increase in off-system bridge set-aside (15% to 20%). STBG will increase by 21% over the life of the bill from \$13.3 billion annually to reach \$15 billion by 2026.
STBG set-aside (Transportation Alternatives Program - TAP)	States/sub-allocation to MPOs	Formula	Included above (STBG)	\$7.2 billion (20% of STBG funding), up from a flat \$4.2 billion in the FAST Act, with 15% going to state DOTs and 55% going to MPOs and counties. Shall include prioritization of project location and impact in high-need areas as defined by the State, such as low-income, transit-dependent, rural, or other areas.
Bridge Formula Program (BFP)	States	Formula	\$26,675,000,000	The BIL includes an incentive for states to direct the new Bridge Formula Program funds to off-system bridges owned by a county, city, town or other local agency. While states generally must match federal funding with up to 20 percent state or local funding, the guidance issued notes that federal funds can be used for 100 percent of the cost of repaving or rehabilitating such locally owned off-system bridges. Title VIII of division J of the BIL, appropriated \$3,454,400,000 for Highway Infrastructure Programs (HIP) for FY 2022. Of such amount, \$5,500,000,000 shall be set aside for a bridge replacement, rehabilitation, preservation, protection, and construction program (BIP).
Congestion Mitigation and Air Quality Improvement Program	States/sub-allocation to MPOs	Formula	\$13,200,000,000	Expands eligibility to include shared micromobility projects, zero-emission vehicles and charging equipment. CMAQ will increase by 20% over the life of the bill, going from \$2.5 billion annually to \$2.745 billion by 2026. The BIL requires States to prioritize benefits to disadvantaged communities or low-income populations living in or adjacent to such areas, to the extent practicable. Requires, to the maximum extent practicable, prioritizing disadvantaged communities or low-income populations when obligating funds to reduce PM2.5 emissions. CMAQ funds may be used for rail/transit operating assistance (with time limitations) in association with certain CMAQ projects located in certain areas.
Bridge Investment Program	State, MPD, local gov, political subdi, combination	Competitive	\$12,200,000,000	Projects to replace, rehabilitate, preserve or protect one or more bridges on the National Bridge Inventory. Projects to replace or rehabilitate subways to improve flood control and improve habitat connectivity for aquatic species.