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	*(annual $ does not match EWG 4 yr program cycles)*			
EWG-IL	$5.8	$7.5	*(estimated to increase ~ 3% annually)*			

- 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	IIJA 2022	*($ in Millions)* 2023	2024	2025	2026
Federal	$850	$1,384	$1,411	$1,439	$1,468	$1,498
EWG-MO	$3	$9.5	*(annual $ does not match EWG 4 yr programming cycles)*			
EWG-IL	$0.4	$0.805	*(estimated to increase ~ 3% annually)*			

- 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	*(annual $ does not match EWG 4 yr program cycles)*			
	EWG-IL	$5.5	$6	*(estimated to increase ~ 3% annually)*			
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

Resilience

- **PROTECT -** Formula *(New - Formula)* $7.3B
  - Increase Resilience of Surface Transportation Infrastructure from Flooding, Wildfire, & other Natural Disasters
    - Planning, Relocation, Protection, Mitigation
- **PROTECT** – Discretionary *(New - Discretionary)* $1.4B
- **Healthy Streets Program** *(New - Discretionary)* $500M *(Authorized, not Appropriated)*
  - Reduce Urban Heat Island Effect
    - Increase Tree Canopy
    - Install Pervious Pavement
    - Install “Cool Pavement”

Bike / Ped – additional resources

- **Safe Streets & Roads for All** *(New - Discretionary)* — $5B
  80% Fed share
  - 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)* — $1B
  80% Fed share
  25% planning
  75% capital costs
  - Restore community connectivity by removing, retrofitting or mitigating transportation infrastructure barriers
- **Active Trans. Infrastructure** *(New – Discretionary)* — $1B *pending appropriation*
- **HWY Safety Improvement Program** *(Exist – Formula)*
  - Vulnerable Road User area funding required for high incident sites

Electric Vehicle Charging

- **Nat'l Electric Vehicle Infrastructure** *(New - Formula)* $5B
  - To states for network planning, data collection, charging equipment deployment / operations *80% Fed share*
  - 10% set aside for state/local discretionary grants for deployment
- **Charging & Fueling Inf. Grants** *(New - Discretionary)* $1.25B
  - Community based EV charging / Alternative fueling access *100% Fed share*
- **Charging & Fueling Inf. Grants** *(New – Discretionary)* $1.25B
  - Corridor based EV charging / Alternative fueling access *100% Fed share*
- **Plus Eligible Funding from 16 other programs**

Existing and Pending Electric Vehicle Fuel Corridors

► *FHWA, Alternative Fuel National Corridors map, https://hepgis.fhwa.dot.gov/fhwagis/*

DC Fast Charging Stations in the Continental U.S.

► *The U.S. Department of Energy's Alternative Fuel Data Center maintains an Alternative Fueling Station Locator at* ***https://afdc.energy.gov/stations*** *or through an app available for iPhone and Android devices.*

Construction and installation of EV charging infrastructure including parking facilities and utilities.	Workforce development and training related to EV infrastructure.	EV acquisitions and engine conversions - cars or trucks.
Planning for EV charging infrastructure and related projects.	Construction and installation of EV charging infrastructure to support operational, resiliency, national energy security, environmental, and community goals for freight transportation.	Installation of EV charging infrastructure as part of transit capital projects eligible under chapter 53 of title 49, United States Code.

	FY 2022[1] AMOUNT						
FORMULA PROGRAMS							
National Highway Performance Program (NHPP)	$28.4 B[2]	✓	✓				✓
Surface Transportation Block Grant Program (STBG)	$12.5 B[2,3]	✓	✓		✓	✓	✓
Congestion Mitigation & Air Quality Improvement Program (CMAQ)	$2.5 B[2]	✓	✓	✓		✓	✓
National Highway Freight Program (NHFP)	$1.4 B[2]			✓	✓	✓	
State Planning and Research (SPR)	$983.3 M[4]				✓		
Metropolitan Planning (PL)	$438.1 M[2]				✓		
Carbon Reduction Program	$1.2 B[2,5]	✓	✓	✓	✓	✓	✓
National Electric Vehicle (NEVI) Formula Program	$685 M[2,5,6]	✓	✓		✓	✓	✓
DISCRETIONARY PROGRAMS							
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) (formerly known as BUILD)	$1.5 B	✓			✓	✓	✓
Infrastructure for Rebuilding America (INFRA) Grant Program	$1.64 B[2,7]	✓			✓	✓	
Advanced Transportation and Technologies and Innovative Mobility Deployment	$60 M[2]	✓					✓
Discretionary Grant Program for Charging and Fueling Infrastructure	$300 M[2,5]	✓	✓		✓	✓	✓
Rural Surface Transportation Grant Program	$300 M[2,5]	✓	✓		✓	✓	✓
Reduction of Truck Emissions at Port Facilities Program	$80 M[2,5,7]	✓		✓		✓	
OTHER ALLOCATED PROGRAMS							
Federal Lands and Tribal Transportation Program (FLTTP)	$1.3 B[2,8]	✓	✓	✓	✓	✓	✓
Puerto Rico Highway Program (PRHP)	$173 M[2]	✓	✓	✓	✓	✓	✓
Territorial Highway Program (THP)	$46 M[2]	✓	✓		✓	✓	✓
INNOVATIVE FINANCE PROGRAMS							
State Infrastructure Banks (SIBs)	Varies	✓	✓	✓	✓	✓	✓
Transportation Infrastructure Financing and Innovation Act (TIFIA)	$250 M[2]	✓	✓	✓	✓	✓	✓

But Wait . . .

There’s more

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

EWG Web Portal

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 NHPP to increase resiliency of the NHS.
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 IIJA, this analysis is a new transparency requirement solely for projects supported through public-private partnerships that cost at least $100 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 32% over the life of the bill from $11.3 billion annually to nearly $15 billion by 2026.
STBG set-aside (Transportation Alternatives Program - TAP)	States/sub-allocation to MPOs	Formula	Included above (STBG)	$7.2 billion (10% of STBG funding), up from a flat $4.2 billion in the FAST Act, with 41% going to state DOTs and 59% going to MPOs and localities. 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 Bill 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 repairing or rehabilitating such locally owned off-system bridges. Title VIII of division J of the Bill, appropriated $9,454,400,000 for Highway Infrastructure Programs (HIP) for FY 2022. Of such amount, $9,500,000,000 shall be set aside for a bridge replacement, rehabilitation, preservation, protection, and construction program (BFP).
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 10% over the life of the bill, going from $2.5 billion annually to $2.745 billion by 2026. The Bill requires States to prioritize benefits to disadvantaged communities or low-income populations living in or adjacent to such area, 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 (w/o time limitation) in association with certain CMAQ projects located in certain areas.
Bridge Investment Program	State, MPO, local gov, political subdiv, 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 culverts to improve flood control and improve habitat connectivity for aquatic species.

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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.

IIJA SPREADSHEET

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 (NACO)
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***