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**Infrastructure Investment and Jobs Act of 2021:**

**Summary of Relevant City Programs**

Below is a summary of this bill which will Appropriate $548 in new spending. The bill authorizes approximately another $500 billion although that money is not guaranteed, and a such we will not focus on those authorizations, and only the money that is guaranteed in that bill. Given the difficultly to reach an agreement, major changes to bill will be unlikely without severely making it more difficult to achieve final passage. Should this bill pass it is expected to look very close to this package.

**Spending Overview:**

| **Spending Area** | **Cost** |
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| Roads, bridges, and major projects | $110 billion |
| Passenger and freight rail | $66 billion |
| Public transit | $39 billion |
| Airports | $25 billion |
| Ports and waterways | $17 billion |
| Electric vehicles | $15 billion |
| Road safety | $11 billion |
| Reconnecting communities | $1 billion |
| ***Subtotal, Transportation Infrastructure*** | ***$284 billion*** |
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| Power infrastructure | $73 billion |
| Broadband | $65 billion |
| Water infrastructure (including lead pipes) | $55 billion |
| Resiliency and western water storage | $50 billion |
| Environmental remediation | $21 billion |
| ***Subtotal, Other Core Infrastructure*** | ***$264 billion*** |
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| ***Total, Spending Provisions*** | ***$548 billion*** |

**Funding Programs:**

**Transportation Related Programs**

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| **Program** | **Amount Funded** | **Program Description** |
| Bridge Investment Program | $36.735 Billion | A competitive grant and formula grant program to assist the repair and replacement of deficient and outdated bridges and case the national ‘bridge repair backlog. |
| Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant  | $7.5 Billion | Formerly BUILD program, This funding will boost funding for the RAISE grant program, ‘which supports surface transportation projects of local and/or regional significance. |
| National Infrastructure Project Assistance Grant  | $5 Billion | This new program supports multi-modal, multi-jurisdictional projects of national or regional significance. |
| Infrastructure for Rebuilding America (INFRA) Grant  | $3.2 Billion | This funding supports an increase in baseline. funding to the INFRA grant program, Which supports highway and rail projects of regional and national economic significance. |
| Surface Transportation Private Activity Bonds | $500 Million | This plan increases the current cap on these bonds from S15 billion to $30 billion, as currently $14.98 billion has been issued or allocated. This increase will allow state and local governments to enter into additional public-private partnerships to supplement future surface transportation projects with private investment. |
| Culvert Removal, Replacement, and Restoration | $1 Billion | This new program will provide grants to states for the removal, replacement, and restoration of culverts to address flow of water through roads, bridges, railroad tracks, and trails. |

**Passenger And Freight Rail Related Programs**

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| **Program** | **Amount Funded** | **Program Description** |
| Amtrak National Network | $16 Billion | The Amtrak National Network consists 15 long distance routes and 28 state supported routes, on behalf of 20 partners including 17 states. This funding will provide the rail network with updated station locations and modernization; safety investments including grade crossings, fencing and collision-prevention technology. |
| Consolidated Rail Infrastructure and Safety Improvement (CRISI) | $5 Billion | This program funds projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail. This program leverages private, state and local investments to support safety enhancements and general improvements to infrastructure for both intercity passenger and freight railroads. |
| Railroad Crossing Elimination Program | $3 Billion | This competitive grant program provides funds for the elimination of hazards at railway-highway crossings.  |
| Restoration and Enhancement Grants | $50 Million | This program funds operating assistance grants for initiating, restoring, or enhancing intercity passenger rail transportation. Projects such as additional frequency of current service, offering of new on board services, establishing of a new service, extension of a current service are all eligible for these grants. |

**Public Transit Related Programs**

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| **Program** | **Amount Funded** | **Program Description** |
| FTA Apportionments | $19.15 Billion | The transit title reflects an increase of 43% above baseline levels for contract authority, for $69.9 billion over the next five years. When combined with the supplemental appropriations of this section, this package provides an 83% increase for transit funding compared to FAST Act levels. |
| State of Good Repair Grants | $4.75 Billion | State of Good Repair grants. support maintenance, replacement, and rehabilitation projects. These activities help transit agencies maintain assets in a state of good repair and develop Transit ‘Asset Management plans. |
| The Capital Investment Grants Program | $8 Billion | Capital Investment Grants support new and expanded commuter and light rail, bus, and ferry service. The program includes New Starts for the construction of new systems and expansion of existing systems, Small starts for new systems and expansion projects with capital costs less than $300 million, Core Capacity for projects related to corridor development, and projects with combined system goals. |
| Enhances Mobility for Seniors & Disabilities | $2 Billion | The Enhances Mobility for Seniors & Disabilities program makes federal resources available to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services in all areas large urbanized, small urbanized, and rural |
| Low-No Program | $5.25 Billion | The Low No Program provides funding to state and local governments for the purchase or lease of zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities.  |
| Clean School Bus Program | $5 Billion | Fifty percent of the funds are authorized for zero-emission (electric) school buses, and 50 percent of the funds are authorized for low-emission (LNG, compressed natural gas, hydrogen, propane, biofuel) and zero-emission school buses.  |

**Safety Related Programs**

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| **Program** | **Amount Funded** | **Program Description** |
| Safe Streets for All | $5 Billion | The Biden administration's Safe Streets for Al program funds state and local “vision zero plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians. |
| NHTSA Highway Safety Programs | $1.1 Billion | This program provides grants to states to improve driver behavior and safety. |
| FMCSA Motor Carrier Safety Assistance Program | $467.5 Million | The program supports State and local law enforcement agencies through funding to mitigate crashes and hazardous materials incidents involving commercial motor vehicles (CMV). |
| High Priority Grant Program | $200 Million | This competitive grant program supports commercial vehicle safety plan activities, including data collection, public awareness campaigns. technology demonstration, and other safety related efforts. |

**Airport Related Programs**

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| **Program** | **Amount Funded** | **Program Description** |
| Airport Improvement Program | $15 Billion | Airport Improvement Program (“AIP”) projects, such as runways and taxiways, terminal development projects, noise, multimodal, or airport-owned towers. This provides flexibility for airports to address their specific airside or landside needs. This funding is formula-driven and spread out over five years. |
| Airport Terminal Program | $1.1 Billion | Airport Terminal Program, a discretionary grant program for terminal development and other landside projects spread out over $ years. The language ensures that terminal projects at small ‘hub airports, nonhub, and nonprimary airports will receive funding guaranteeing that communities of all sizes benefit. |
| FAA's Facilities and Equipment Grant Program | $5 Billion | Includes funding for FAA- owned ATC facilities, including FAA-owned contract towers. This funding is spread out over five years and subject to congressional approval each fiscal year. |

**Ports and Waterways Related Programs**

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| **Program** | **Amount Funded** | **Program Description** |
| Army Corps of Engineers Construction  | $5.15 Billion | Construction projects to help address the huge backlog of authorized projects that have yet to receive funding. Included under Corps construction are specific funding set-asides for a Navigation, Inland Waterways, Aquatic Ecosystem Restoration, Environmental Infrastructure, Continuing Authorities Program, Shore Protection, and Remote and Subsistence Harbor Projects.  |
| Army Corps of Engineers Operations and Maintenance, | $4 Billion | Within the $4 billion for Corps Operations and Maintenance, which would be spent overall three-year period, there is funding for dredging Federal navigation projects and repairing damages to Corps Projects caused by natural disasters. |
| Army Corps of Engineers: Mississippi Rivers and Tributaries (MRT) Projects | $800 Million | $258 million will be obligated in 90 days to address emergencies for Corps projects caused by natural disasters. 60 days after enactment the Corp will submit a plan for this spending.  |
| Port Infrastructure Development Program (PDP) | $2.250 Billion | PIDP will allow significant improvements to improve port facilities on our coasts, rivers ‘and Great Lakes. PIDP grants can improve port infrastructure, including intermodal connections, or reduce or eliminate pollutants and greenhouse gas emissions.  |
| Marine Highways Program (MHP) | $25 Million | MHP funds, SSM a year for five years, will work to expand the use of America’s navigable waters, working to expand marine highway service options and facilitate their further integration into the U.S. transportation system. |
| Reduction in Truck Emissions at Ports | $400 Million | This program requires the Secretary of Transportation to coordinate and fund projects through competitive grants that reduce port-related emissions from idling trucks.  |
| Ferry Boat and Terminal Construction. | $912 Million | Taken from the EPW Surface Transportation Reauthorization that passed the committee unanimously, this increases funding for the ferry boat program, which funds the construction of ferry boats and ferry terminal facilities. |

**Broadband Related Programs**

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| **Program** | **Amount Funded** | **Program Description** |
| Grants to States for Deployment | $40 Billion | This funding supports a formula-based grant program to states for the purposes of broadband deployment. The program does not favor particular technologies or providers. Projects would have to meet a minimum download/upload build standard of 100/20 megabits per second. |
| Private Activity Bonds (PABS)  | $600 Million | This provision allows states a issue PABS to finance broadband deployment, specifically for projects in rural areas where a majority of households do not have access to broadband. |
| USDA ReConnect Program  | $2 Billion | The provision includes supports for programs administered by the U.S. Department of Agriculture, including the ReConnect Program, that provide loans and grants (or a combination of loans and grants) to fund the construction, acquisition or improvement of facilities and equipment that provide broadband service in rural areas. |
| Digital Equity Act Funding | $2.75 Billion | Establishes two NTIA-administered grant programs (formula based and competitive) to promote digital inclusion and equity for communities that lack the skill, technologies and support needed to take advantage of broadband connections.  |

**Resiliency Related Programs**

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| **Program** | **Amount Funded** | **Program Description** |
| FEMA Building Resilient Infrastructure and Communities (BRIC) Program | $1 Billion | This is a pre-disaster mitigation program, supporting states, local communities, tribes and territories undertaking hazard mitigation project so reduce the risks they face from disasters and natural hazards. |
| Resilience Revolving Loan/STORM ACT  | $500 Million | STORM was signed into law in January and created a new program at FEMA to help states establish revolving loan funds that could be used by local ‘governments to carry out mitigation projects that reduce natural disaster risk. These low-interest loans would allow local governments to invest in resiliency and mitigation projects that help a reduce loss of life and property, the cost of insurance, and disaster recovery payments. These loans would reach communities more quickly than FEMA's traditional grants and provide local ‘communities with capital necessary to invest in more resilient infrastructure. |
| Low-Income Housing Energy Assistance Program (LIHEAP) | $500 Million | This funding will provide low-income families in hot-weather states assistance with rising energy prices due to extreme heat and drought. |
| Watershed and Flood Prevention Operations (WFPO) | $500 Million | WFPO helps units of federal, state, local, and tribal governments protect and restore watersheds up to 250,000 acres. This program provides for cooperation between the Federal a government and the states and their political subdivisions to work together to prevent erosion; floodwater and sediment damage; to further the conservation development, use and disposal of water; and to further the conservation and proper use of land in authorized watersheds. |
| Watershed Rehabilitation Programs | $118 Million | The Watershed Rehabilitation Program helps project sponsors rehabilitate aging dams that are reaching the end of their design lives. This rehabilitation addresses critical public health and safety concerns.  |
| State and Tribal Assistance Grants: Brownfields | $1.5 billion | It provides $1.2 billion for the Brownfields competitive grants while raising grant caps for half of the competitive grant funding under this section ($600 million). ‘The remaining $300 million has been dedicated for Brownfields categorical grants to support the development and progress being made under state-led Brownfields efforts. All state cost share requirements for this section have been waived.  |
| Gulf Hypoxia Action Plan | $60 Million | Funds shall be provided annually to the twelve states serving as members of the Mississippi River/Gulf of Mexico Watershed Nutrient Task Force  |
| FEMA Flood Mitigation Assistance program. | $3.5 Billion | This program helps provide financial and technical assistance to states and communities to reduce the risk of flood damage to homes and businesses through buyouts, elevation and other activities. These activities protect lives and property and help reduce future federal disaster expenditures. |

**Ferry Related Programs**

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| **Program** | **Amount Funded** | **Program Description** |
| Passenger Ferry Grant Program | $1.25 Billion | These funds constitute a core investment in the enhancement and revitalization of public ferry systems in the nation’s urbanized areas. Funds are awarded based on factors such as the age and condition of existing ferry boats, terminals and related infrastructure; benefits to riders, such as increased reliability; project readiness; and connectivity to other modes of transportation |
| Electric Ferry Pilot Program  | $250 Million | Requires that at least one grant be awarded to the State with the largest Marine Highway System and a bi-ferry service with an aging fleet. Funds are authorized and appropriated at $50 million a year for FY 2022- 2026. |
| Basic Essential Ferry Service | $1 Billion | Eligible places must serve at least two rural areas and have had scheduled ferry transportation service from 2015-2020, Funds are authorized and appropriated at $200 million a year for FY 2022-2026.  |