
FEDERAL UPDATE

Sept. 22, 2021



Two (possibly connected) bills:

Infrastructure Investment and Jobs Act “IIJA”

T&I “Reconciliation Spending Plan”

- Floor vote, passage of one *may* hinge on the other
- T&I Reconciliation Spending Plan fills some gaps that Rep. DeFazio and others saw in the IIJA

IIJA - Status and overview:

- Senate passed 8/10, 69-30
- House plans to vote 9/27 but this may slip
- Transportation; Energy; Drinking Water/ Wastewater; Broadband; Climate-related; Cybersecurity; etc.
- For transportation:
 - Five-year surface transportation reauthorization (\$383.3) **PLUS:**
 - Additional investment in “Division J” of the bill (\$184.1 billion from the GF)

IIJA - general transportation impacts:

- Core programs remain, and several new programs created - especially competitive
 - Some intended to be permanent, some temporary
 - Many funding levels likely temporary
- Emphasis on GHG reduction, automated vehicles, multimodalism, equity, innovation, etc.
- Expanded use of funds for planning
- New Office of Multimodalism and Freight (under OST) – administers five programs

IIJA – programs under “Office of Multimodalism and Freight”:

- “National Infrastructure Project Assistance”
 - **New**, competitive for states, MPOs, etc., mega-projects, incl. intermodal
- INFRA
 - **Plus-up and changes** to existing program (multimodalism)
- RAISE
 - **Plus-up** to existing program
- SMART grants
 - **New-ish**, competitive for states, MPOs, transit agencies, etc., technology for safety, efficiency
- National Culvert Removal (anadromous fish passage) - **new**

IIJA – misc. programs under FHWA:

- Carbon Reduction – **new** core formula program, wide variety of projects, such as transit
- PROTECT – **new** core formula program, resilience projects (also competitive funds)
- Charging and Fueling Infrastructure - **new**
 - Application-based –EV, hydrogen, propane, natural gas
 - Formula to states –EV only
- Bridges - **new**
 - Competitive – largest public bridges
 - Formula – one-time program for bridges on public roads

IIJA – misc. programs under FTA

Existing:

- Bus and Bus Facilities formula program – **plus-up**
- Bus and Bus Facilities competitive program – **plus-up**
- Low or No Emission grants – **plus-up**

IIJA – misc. programs under FRA:

- “Railroad Crossing Elimination Program”
 - **New**, competitive for states, MPOs, local govns, etc. for hwy/rail or pathway/rail grade crossings
- Consolidated Rail Infrastructure and Safety Improvements (CRISI)
 - **Plus-up** to existing program
- Federal-state partnership for intercity passenger rail (was SOGR)
 - **Plus-up** and changes to existing program (new capacity)

IIJA – new programs under FAA:

- “Airport Infrastructure Grants”
 - **new** apportioned program, could be used for terminals and certain other projects
- “Airport Terminal Program”
 - **new** competitive program mainly for terminal projects

Reconciliation Spending Plan - status and overview:

- T&I Reconciliation Spending Plan – committee approved Sept. 21
 - \$41 billion for transportation – FY 22 but mostly available through FY 26
 - No “double dipping” – i.e. no outright additions to programs in the IIJA
 - Funding provisions, only – no specific policy
 - Transportation-related programs cover transit, rail, highway, aviation, ports, climate, equity, and safety through ***distinct categories of funding***

Reconciliation Spending Plan – funding categories (FHWA)

- “Community Climate Incentive Grants” (state DOTs)
 - **new**, for state DOTs that significantly reduce GHG emissions or adopt net-zero strategies
- “Community Climate Incentive Grants” (other entities)
 - **new**, competitive, local govts, MPOs, etc., for competitive carbon reduction projects
- “Neighborhood Access and Equity Grants”
 - **new**, application-based (?), improving walkability, safety, and affordable transportation access via context-sensitive projects

Reconciliation Spending Plan – funding category (FTA):

- “Transit”
 - **new**, competitive, for accessibility and mobility, including new BRT with ZEVs, high-frequency bus service, etc.

Reconciliation Spending Plan –funding category (FRA):

- “PRIME”
 - **new**, competitive, for passenger rail improvement, modernization and emissions reduction (160 mph on shared ROW)

Reconciliation plan –funding category (MARAD):

- “Port Infrastructure Supply Chain Resilience”
 - **new**, competitive, similarities to existing Port Infrastructure Development Program, but emphasizing supply chain resilience, environmental remediation, etc.