**Bipartisan “Infrastructure Investment and Jobs Act (IIJA)”**

The Senate passed the “Bipartisan Infrastructure Investment and Jobs Act” on August 10th. The legislation provides a total of roughly $1 trillion, including $550 billion in new spending above existing programmatic baseline levels. It received bipartisan support – including 19 Republicans and all Democratic Senators supporting its passage.

While traditional general fund authorization of program funding is subject to annual appropriations action and cannot be seen as “guaranteed” money, IIJA advance appropriations will provide guaranteed funding between fiscal year 2022 and 2026 for certain programs outside of the Highway Trust Fund.

Surface Transportation Reauthorization:

The IIJA includes a five-year $383.4 billion surface transportation reauthorization, including the highway title reported unanimously out of the Environment and Public Works Committee earlier this year, the FMCSA-NHTSA-rail-multimodal reauthorization bill reported almost-unanimously from the Senate Commerce Committee, as well as mass transit reauthorization language developed by the staff of the Senate Banking Committee.

The contract authority provided under this surface transportation bill represents a $89.9 billion increase over the current baseline spending under the FAST Act and is supported by a $118 billion General Fund transfer to the Highway Trust Fund – $90 billion to be deposited in the Highway Account and $28 billion to be deposited in the Mass Transit Account.

* *Federal Aid Highways*: Provides a total of $348.2 billion for Federal aid highways programs, including $303.5 billion in contract authority from the Highway Account of the HTF to Federal aid highway program, plus an additional $47.3 billion in one-time guaranteed appropriations from the General Fund (details on the allocation of the additional funding is in the section the new funding provided in the IIJA).
	+ The $303.5 billion provided in the Federal aid highway investment includes:
		- $273.2 billion in Federal-aid highway formula funding --

- NHPP - $148 billion

- STBG - $64.8 billion

- 55 percent suballocated by populations

- 10 percent set aside for Transportation Alternatives (5-year total of $7.2 billion)

- Highway Safety Improvement - $15.56

- CMAQ - $13.2 billion

- Freight Program - $7.15 billion

- Carbon Reduction Program (New) - $6.4 billion

- PROTECT (New) - $7.3 billion

- Grade Crossings - $1.225 billion

- Metropolitan Planning - $2.28m billion

* *Public Transportation Programs*: Provides a total of $106.9 billion for public transit, an increase of $41.1 billion (63 percent) above current levels, including $91.15 billion in guaranteed funding. This includes:
	+ $69.9 billion in contract authority from the Mass Transit Account of the HTF for transit formula programs – a 31.6 percent increase from FAST Act levels between FY 2021 and FY 2022, including:
		- $33.5 billion is provided for 5307 Urbanized Formula Grants;
		- $18.4 billion for 5337 State of Good Repair Formula Grants;
		- $4.6 billion for 5311 Rural Formula;
		- $3.9 billion for Growth/Density Formula
		- $3.2 billion for Bus Formula;
		- $2.3 billion for Competitive Bus Grants; and
		- $1.9 billion for 5310 Elderly/Disabled Formula.
	+ $15.8 billion of General Fund authorizations (subject to future appropriations) for Capital Investment Grants (CIG) and the Washington Metropolitan Area Transit Authority (WMATA).
	+ $21.2 billion of guaranteed advance appropriations (details on the allocation of the additional funding is in the section the new funding provided in the IIJA).

Provides $550 Billion In New Guaranteed Appropriations Over 5 Years:

* *Roads, Bridges, and Major Projects*: $110 billion increase over existing levels for roads and bridges and major surface transportation projects, including:
	+ $55.48 billion plus-up in FHWA formula funds; and
	+ $55.52 billion in one-time general fund guaranteed appropriation to provide:
		- $36.74 billion for new bridge program –
			* $27.5 billion in formula funds apportioned to the states; and
			* $9.2 billion in competitive discretionary funding.
		- $7.5 billion for RAISE grants for multimodal projects of local and/or regional significance
		- $5 billion for megaprojects program for multimodal, multi-jurisdictional projects of national or regional significance.
		- $3.2 billion for INFRA grants to support highway and rail projects of regional and national economic significance.
		- $1.25 billion Appalachian Development Highway System
		- $500 million for Surface transportation PAB volume increase from $15 billion to $30 billion. The current cap is nearly exhausted.
		- $1 billion for culvert removal and replacement to address flow of water through roads, bridges, railroad tracks, and trails.
* *Public Transit*: $39.2 billion increase over existing levels for public transportation programs, including:
	+ $18 billion in plus-up in FTA programmatic baseline funding in the surface authorization; and
	+ $21.2 billion of guaranteed advance appropriations for Capital Investment Grants and for certain formula programs for fiscal year (FY) 2022 through FY 2026, including:
* $5.3 billion for Low-No Emission Bus Grants;
* $4.8 for State of Good Repair Formula Grants;
* $8 billion for Capital Investment Grants;
* $1.75 billion new competitive grant program for capital ADA improvement for legacy fixed guideway systems; and
* $250 million for Elderly/Disabled Formula.
* *Passenger and Freight Rail*: $66B - Provides funding for the Amtrak National Network for new service and dedicated funding to the Northeast Corridor and increases funding for freight rail and safety.
* *Safety*: $11B - Funds highway & pedestrian safety programs, as well as pipeline safety and repair.
* *Broadband*: $65B - Grants to states for broadband deployment.
* *Ports and Waterways*: $16.6B - Funding for waterway and coastal infrastructure, inland waterway improvements, port infrastructure, and land ports of entry through the Army Corps of Engineers, Department of Transportation, Coast Guard, and Department of Homeland Security.
* *Airports*: $25B - Increases funds for Airport Improvement grant program for runways, gates, & taxiways as well as a new Airport Terminal Improvement program for terminals, concessions, and multimodal connections. It also Improves Air Traffic Control infrastructure.
* *Water Infrastructure*: $55B –
	+ $23.4 billion for the bipartisan Drinking Water and Wastewater Infrastructure Act of 2021;
	+ $15 billion for lead service line replacement and $10 billion to address Per- and Polyfluoroalkyl Substances (PFAS) chemicals.
	+ Supports water infrastructure in Tribal communities by providing $3.5 billion ($1.8 billion under Water Infrastructure and $1.7 billion under Resiliency) for the Indian Health Service Sanitation Facilities Construction program, in addition to providing funding to complete all currently authorized Indian Water Rights Settlements.
* *Power and Grid*: $65B - Includes the Energy Infrastructure Act, which includes funds for grid reliability and resiliency and support for a Grid Deployment Authority; critical minerals and supply chains for clean energy technology; key technologies like carbon capture, hydrogen, direct air capture, and energy efficiency.
* *Resiliency*: $47.2B - Funding for cybersecurity to address critical infrastructure needs, waste management, flood and wildfire mitigation, drought, and coastal resiliency, ecosystem restoration, heat stress, and weatherization.
* *Clean School Buses & Ferries*: $7.5B -
	+ $5 billion for the replacement of existing school buses with zero-emission and clean school buses, with a priority on low-income, rural, and Tribal schools; and
	+ $2.5 billion for the replacement of existing ferries with low carbon ferries and to assist states with operational costs for essential rural ferries.
* *Electric Vehicle Charging*: $7.5B – Funds for alternative fuel corridors and to build out a national network of electric vehicle charging infrastructure.
* *Reconnecting Communities*: $1B – Total of $1 billion between contract authority and new Appropriations to provide dedicated funding for planning, design, demolition of legacy infrastructure, and for the reconstruction of street grids, parks, or other infrastructure.
* *Addressing Legacy Pollution*: $21B – Funds to clean up brownfield and superfund sites, reclaim abandoned mine lands, and plug orphan oil and gas wells.
* *Western Water Infrastructure*: $8.3B – Funds for Bureau of Reclamation western water infrastructure, including for aging infrastructure, water storage, water recycling and reuse, and drought contingency plans.