



Turning challenges into achievements.

INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) OVERVIEW OF FUNDING PROGRAMS

This document created using materials prepared by the National Association of Counties (NACo): <https://www.naco.org/resources/legislative-analysis-counties-infrastructure-investment-jobs-act> and the National Association of Regional Councils (NARC): <https://narc.org/wp-content/uploads/2021/09/Bipartisan-IIJA-Analysis.pdf>. For more information on transportation policy specifically, it is highly recommended that you review the link above for NARC.

For more information on all of the programs described below and how to best prepare for them, contact Leslie Mozingo, (202) 255-5760, leslie@strategics.consulting.

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Turning challenges into achievements.

I. Surface Transportation Reauthorization: Highways, Transit & Rail Programs | FY 22 – 26

A. Highways, Roads & Bridges

<p>AUTHORIZES HIGHWAY TRUST FUND (HTF) CONTRACT AUTHORITY FOR HIGHWAYS, ROADS AND BRIDGES FOR FY22-26</p> <p>\$273.15 BILLION OVER FIVE YEARS</p> <ul style="list-style-type: none"> FY 2022: \$52.49 billion FY 2023: \$53.54 billion FY 2024: \$54.61 billion FY 2025: \$55.70 billion FY 2026: \$56.81 billion 	<p>Contract authority authorized at the following levels over five fiscal years across nine federal-aid highway formula programs:</p> <table border="1"> <tr> <td>Carbon Reduction Program – NEW</td> </tr> <tr> <td>Congestion Mitigation and Air Quality Improvement Program</td> </tr> <tr> <td>Highway Safety Improvement Program</td> </tr> <tr> <td>Metropolitan Planning</td> </tr> <tr> <td>National Highway Freight Program</td> </tr> <tr> <td>National Highway Performance Program</td> </tr> <tr> <td>Promoting Resilient Operations for Transformative, Efficient and Cost Saving Transportation (PROTECT) Program – NEW</td> </tr> <tr> <td>Railway-Highway Crossing Program</td> </tr> <tr> <td>Surface Transportation Block Grant Program</td> </tr> </table>	Carbon Reduction Program – NEW	Congestion Mitigation and Air Quality Improvement Program	Highway Safety Improvement Program	Metropolitan Planning	National Highway Freight Program	National Highway Performance Program	Promoting Resilient Operations for Transformative, Efficient and Cost Saving Transportation (PROTECT) Program – NEW	Railway-Highway Crossing Program	Surface Transportation Block Grant Program
Carbon Reduction Program – NEW										
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Railway-Highway Crossing Program										
Surface Transportation Block Grant Program										

**AMENDS THE SURFACE
TRANSPORTATION BLOCK GRANT
(STBG)**

\$72 BILLION OVER FIVE YEARS

- **Increases the off-system bridge set-aside | \$5.18 billion over five years**
5% increase to 20% of a state's FY09 share of the no-longer-existent Highway Bridge Program, resulting in an increase of \$258 million annually from current law. Low-water crossings eligible.
- **Establishes a fourth population band for sub-allocations.** Creates a fourth population band for communities between 50,000 and 200,000.
- **Creates new eligibilities.** New projects eligible for STBG funds, including the:
 - Installation of electric vehicle (EV) charging infrastructure
 - Installation of measures to protect a transportation facility from cyber threats
 - Projects to increase tourism
 - Wildlife collisions mitigation
 - Resiliency improvements

- **Increases threshold for the STBG Special Rule.** Increases the population threshold for eligibility under the STBG Special Rule from 5,000 to 50,000 and make rural minor collectors on rural roads and critical rural freight corridors eligible for funding under the rule.

Eligible TAP projects include planning, design and construction of trails, environmental activities to address stormwater management, and the construction of overlooks, among approved uses.

- **Increases funding for the Transportation Alternatives Program (TAP) | \$7.2 billion over five years**
Increases by becoming 10% of the entire STBGP before other set-asides. The percentage states are required to sub-allocate to local governments based on population increased from 50 to 59%, and an option provided for states to sub-allocate up to 100%.

**INCREASES THE CAP ON STATE INCENTIVE
PAYMENTS TO LOCAL GOVERNMENTS TO
ADDRESS AT-GRADE CROSSINGS**

Increases the [Section 130 program](#) cap from \$7,500 to \$100,000, in addition to the federal cost share to 100% for projects eliminating at-grade rail-highway crossings.

<p>INCREASES INFRA FUNDING</p> <p>\$8 BILLION OVER FIVE YEARS</p>	<p>Appropriates \$3.2 billion over five years and authorizes \$4.8 billion in HTF contract authority. 30% of the funds reserved for small projects in rural areas, and the federal share for those projects increased from 60 to 80%.</p>
<p>CREATES NEW COMPETITIVE CONGESTION RELIEF PROGRAM</p> <p>\$200 MILLION OVER FIVE YEARS</p>	<p>Establishes a new competitive congestion relief program to provide discretionary grants to “advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas...”</p> <p>Program’s goals are “to reduce highway congestion, reduce economic and environmental costs associated with that congestion, including transportation emissions, and optimize highway capacity and usage of highway and transit systems...” These goals would be accomplished through intermodal integration, shifts in travel patterns (time of day and mode), and pricing.</p> <p>Eligible projects include:</p> <ul style="list-style-type: none"> o Integrated congestion management system; o HOV toll lanes, cordon price, parking pricing or congestion pricing; o Mobility services such as commuter buses and vans; and o Incentive programs to encourage carpooling. <p>Priority given to urbanized areas experiencing a high degree of recurrent congestion.</p> <p>Minimum grant award is \$10M, federal share is 80%.</p> <p>Interstate tolling is allowed as part of a project funded with a grant from this program, under specific conditions and restriction.</p> <p>Projects must include analysis of potential effects on low-income drivers and may include mitigation measures to deal with adverse financial effects on low-income drivers.</p> <p>MPOs over 1,000,000 population are eligible; states are eligible to obligate funds in urbanized areas under 1M population.</p>

<p>CREATES NEW BRIDGE INVESTMENT PROGRAM (BIP)</p> <p>\$36.74 BILLION OVER FIVE YEARS (\$27.5 BILLION FORMULA \$9.24 BILLION COMPETITIVE) funded by combination of Highway Trust Fund, General Fund (subject to appropriations) and Guaranteed Appropriations (not subject to appropriations)</p>	<p>Local governments (and MPOs with population over 200,000) can apply directly to USDOT for the competitive portion of the BIP to carry out small and large bridge projects. Eligible projects defined as those meeting the following goals, including:</p> <ul style="list-style-type: none"> • Reducing the number of bridges already in poor condition or those that are in fair condition but are at risk of falling into poor condition in the next three years. • Reducing the number of bridges and the amount of individual vehicle miles traveled (VMT) over bridges in poor or vulnerable condition, as well the VMT over bridges that do not meet current design standards or that have weight restrictions. <p>Large project (\$100M or more) grants will be \$50M or greater but not more than 50% of the project cost and may be carried out through a multiyear agreement; small project grants will be a minimum of \$2.5M, but not more than 80% of the project cost.</p> <p>Contains a 15% set aside for off-system bridges in addition to states’ BIP formula funds.</p> <p>Creates a new competitive “bridge investment program” to encourage bridge repair that will improve safety, efficiency, and reliability of people and freight movement, and leverages non-federal contributions. Allows for bridge bundling and culvert work as well.</p> <p>Projects must begin within 18 months after funds are obligated and preliminary engineering must be complete. The bill lays out in very specific detail how projects will be evaluated and chosen. (Please see the legislative text (or call Leslie Mozingo) if you are interested in learning more.)</p> <p>Eligible projects include development phase activities, construction, and bridge protection (such as seismic retrofits).</p>
<p>CREATES NEW RECONNECTING COMMUNITIES PILOT PROGRAM</p> <p>\$1 BILLION OVER FIVE YEARS</p>	<p>Establishes new pilot program to study the feasibility and impacts of removing an existing transportation facility (including limited access highway, viaduct, and other principal arterial facility) that “creates a barrier to community activity” including mobility, access, economic development, and design factors such as high speeds or grade separations.</p> <p>Funds can be used to conduct studies, planning, and construction.</p>

	<ul style="list-style-type: none"> • Planning Grants \$150 million over five years. Provides up to \$2M per recipient to conduct feasibility studies on the impact of removing or mitigating physical infrastructure barriers, including within communities, to improve accessibility and facilitate economic development at an 80% federal share. Applications evaluated on criteria including the age of the facility, its impact on accessibility and its current role in meeting traffic demands. • Capital Construction Grants \$350 million over five years. USDOT will make awards, up to \$5M per recipient, to the owner of an eligible facility, including at-grade crossings, limited access highways, viaducts and other principal arterial facilities acting as a barrier. The facility owner can partner with a locality to carry out eligible projects, including the removal, retrofit or mitigation of an eligible facility and the replacement of an existing facility with a new facility that restores connectivity. 50% federal share. <p>Allows, not more than \$15 million, for technical assistance to build organizational or community capacity for planning and innovative solution development. Funding can also be used to create a community advisory board.</p> <p>Gives priority consideration to communities that are “economically disadvantaged.”</p>
<p>ESTABLISHES A NEW WILDLIFE CROSSINGS PILOT PROGRAM</p> <p>\$350 MILLION OVER FIVE YEARS</p>	<p>For eligible projects that reduce collisions and/or improve habitat connectivity.</p> <p>60% of funds each year are required to be used on projects in rural areas. MPOS and RTPOs are also eligible.</p>
<p>CODIFIES THE RURAL OPPORTUNITIES TO USE TRANSPORTATION FOR ECONOMIC SUCCESS (ROUTES) COUNCIL</p>	<p>Creates a ROUTES Council tasked with providing technical assistance to rural areas for grant applications, researching and developing strategies to resolve rural transportation issues; and gathering information from stakeholders.</p>

<p>ADDRESSES THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)</p>	<ul style="list-style-type: none"> • Allows localities to determine local roadway design. Updates the MUTCD to remove the requirement that local roads must be built to state standards, allowing for local governments to use the FHWA-approved roadway design of their choice. Also creates new standards to facilitate the rollout of EV charging stations. • Requires USDOT to update the MUTCD. Provides protections for vulnerable road users, testing and integrating automated vehicle technology, and the installation of electronic traffic. Also incorporates pending recommendations from the National Committee on Uniform Traffic Control Devices.
<p>ESTABLISHES A NEW RURAL SURFACE TRANSPORTATION GRANT PROGRAM</p> <p>\$2 BILLION OVER FIVE YEARS</p> <ul style="list-style-type: none"> • FY 2022: \$300 million • FY 2023: \$350 million • FY 2024: \$400 million • FY 2025: \$450 million • FY 2026: \$500 million 	<p>Creates a new competitive grant program to “improve and expand the surface transportation infrastructure in rural areas.” Rural is defined as an area outside an urbanized area with a population of over 200,000. RTPOs are also eligible recipients.</p> <p>Goals are to increase connectivity; improve safety and reliability of people and freight movement; generate economic growth; and improve quality of life.</p> <p>Eligible projects include a highway, bridge, or tunnel project also eligible under NHPP, STBGP, Tribal Transportation Program, and freight program; a project on a high-risk rural road; a project that increases access to a facility that supports the economy of a rural area; or a project to develop, establish, or maintain an integrated mobility management system, TDM system, or on-demand mobility services.</p> <p>Funds can be used for development phase activities, construction, reconstruction, rehabilitation, and more.</p> <p>Minimum grant size is \$25M and federal share is up to 80%. Certain project categories qualify for 100% federal share.</p> <p>Not more than 10% can be set aside for small projects (less than \$25M).</p> <p>25% of funds must be set-aside for use on Appalachian Development Highway System projects.</p>

<p>ESTABLISHES NEW CRITERIA FOR METROPOLITAN PLANNING ORGANIZATIONS (MPOS) TO CONSIDER WHEN DESIGNATING LOCAL REPRESENTATIVES</p>	<p>Requires MPOs to consider the equitable and proportional representation of the population of the metropolitan area when designating officials or representatives, while enhancing coordination among MPOs in the same area.</p>
<p>NEW PRIORITIZATION PROCESS PILOT PROGRAM</p> <p>\$50 MILLION OVER FIVE YEARS</p>	<p>New pilot program to “support data-driven approaches to planning that, on completion, can be evaluated for planning benefit.”</p> <p>Participants will develop priority objectives and assess and score projects based on the project’s contribution to achieving these objectives, then use the scores in development of the transportation plan and TIP.</p> <p>MPOs over 200K are eligible on their own; otherwise, states are eligible and must consult with MPOs under 200K in the development of priority objectives that are used to assess and score projects which then guides the development of the LRTP and TIP.</p> <p>In cases where lower scoring projects are chosen, explanation must be documented regarding several items listed in the legislation to help explain the reason for that decision.</p> <p>Maximum awards under this program are \$2M.</p>
<p>NEW STRATEGIC INNOVATION FOR REVENUE COLLECTION PILOT PROGRAM</p> <p>\$75 MILLION OVER FIVE YEARS</p>	<p>Creates a new pilot program to “test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to maintain the long-term solvency of the Highway Trust Fund.”</p> <p>Designed to utilize pilot projects at state, regional, and national levels.</p> <p>Provides for grants to a state or group of states, local governments or a group of local governments, or an MPO or group of MPOs to carry out pilot projects to:</p> <ul style="list-style-type: none"> o Test design, acceptance, equity and implementation including among differing income groups and rural and urban drivers;

	<ul style="list-style-type: none"> o provide recommendations; quantify administrative costs; test a variety of solutions for collection of data and fees; o test solutions to ensure privacy and security of data; o conduct public education; and o evaluate the ease of compliance and enforcement. <p>Federal share is 80% for first time grant recipients and 70% for entities that have received a previous grant.</p> <p>Creates a national research program to test an alternate roadway funding mechanism nationwide, including the use of voluntary participation by drivers. Purpose would be to: evaluate cost and feasibility of a nationwide mechanism; evaluate options for deployment; evaluate impacts on transportation revenues, personal mobility, and freight movement and costs; and evaluate options for integrating such a mechanism with state-based revenue collections, toll revenue collection platforms, and TNCs.</p>
NEW TRANSPORTATION ACCESS PILOT PROGRAM	<p>Establishes a pilot program to develop or procure an accessibility data set and make it available to pilot participants to allow for improved planning by measuring access by different modes to delineated destinations and disaggregating the level of access by a variety of factors.</p> <p>Eligible entities include MPOs and RTPOs.</p> <p>Requires the establishment of measures that states, MPOs, and RTPOs may choose to adopt to assess the level of safe and convenient access to previously listed destinations.</p> <p>8-year sunset provision.</p> <p>Funding: Secretary may use some portion of administrative expenses to fund these grants.</p>
ADDRESSES THE APPALACHIAN REGIONAL COMMISSION	<p>Increases the number of Appalachian Regional Commission (ARC) counties and the ARC is eligible for new funding initiatives to provide technical assistance, make grants and facilitate projects to deploy broadband and improve energy and economic resilience, including the:</p>

	<ul style="list-style-type: none"> • High-Speed Broadband Deployment Initiative \$100 million over five years • Appalachian Regional Energy Hub Initiative \$25 million over five years
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B. Permit Streamlining

CODIFIES "ONE FEDERAL DECISION" PERMIT STREAMLINING PROVISIONS	<p>New streamlining policies required by USDOT, including:</p> <ul style="list-style-type: none"> • Developing a two-year timeline for completing environmental reviews on major projects—defined as a project requiring multiple reviews, permits or studies • Issuing any related authorizations no later than 90 days following a record of decision issuance • Limiting reviews to 200 pages • Requiring federal agencies to identify existing categorical exclusions that, if also applied by another agency, would have the potential to expedite project delivery • Requiring USDOT to annually report to Congress the time it takes to complete reviews required by the National Environmental Protection Act (NEPA)
EXPEDITES EVALUATIONS FOR PROJECTS WITHIN AN OPERATIONAL RIGHT-OF-WAY	<p>Requires federal agencies to provide a preliminary review of applications for projects within an operational right-of-way within 45 days of submission. Other deadlines created and federal agencies not meeting a prescribed timeline are subject to reporting requirements.</p>
INCREASES COST THRESHOLDS ELIGIBLE FOR CATEGORICAL EXCLUSIONS	<p>For small projects: a \$5 million to \$6 million increase; for large projects: a \$30 million to \$35 million increase.</p>

C. Climate

<p>NEW CHARGING AND FUELING INFRASTRUCTURE GRANTS</p> <p>\$2.5 BILLION OVER FIVE YEARS</p>	<p>Establishes a new competitive grant program to “strategically deploy publicly accessible electric vehicle charging infrastructure and hydrogen fueling infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure along designed alternative fuel corridors or in certain other locations that will be accessible to all drivers...”</p> <p>Funds can be used “to contract with a private entity for acquisition and installation of publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, or natural gas fueling infrastructure that is directly related to the charging or fueling of a vehicle.” Funds can be used as operating assistance to the private entity for the first 5 years of operation.</p> <p>Maximum grant amount is \$15M at 80% federal share, and up to 1% can be used to provide technical assistance to eligible entities and 5% can be used on educational and community engagement activities. MPOs are also eligible recipients.</p> <p>Community Grants: half of funds must be reserved for community grants for projects expected to reduce greenhouse gas emissions and to expand or fill gaps in access to alternative fueling, including development phase activities and acquisition and installation of infrastructure, with priority given to rural areas, low- and moderate-income neighborhoods, and communities with a low ratio of private parking spaces to households or a high ratio of multiunit dwellings to single family homes.</p>
<p>REDUCTION OF TRUCK EMISSIONS AT PORT FACILITIES</p> <p>\$250 MILLION OVER FIVE YEARS</p>	<p>Eligible projects include those that reduce port emissions, including the advancement of port electrification at an 80% federal cost share. USDOT must issue a Notice of Funding Opportunity to solicit applications by no later than April 1 each year.</p>
<p>CARBON REDUCTION FORMULA PROGRAM</p> <p>\$6.42 BILLION OVER FIVE YEARS</p>	<p>Requires participating states to sub-allocate 65% of apportioned funds on a per-capita basis to local governments in the same way STBGP funds are distributed. Eligible projects include public transit projects, trails and other projects to facilitate non-motorized users of the road, the replacement of</p>

	<p>streetlights with energy-efficient alternatives, purchase or lease of zero-emissions construction equipment, among several others.</p> <p>For areas of 50,000 or more, states are also required to provide obligation authority (OA). When obligation authority is provided alongside contract authority, the entity in receipt of OA is able to obligate – or spend – the funds designated for their area, versus OA remaining with the state and the state retaining control over project selection.</p>
<p>NEW PROTECT GRANT PROGRAM</p> <p>\$8.7 BILLION OVER FIVE YEARS (\$7.3 BILLION FORMULA \$1.4 BILLION COMPETITIVE (\$250M FOR EACH OF FY22-FY23 AND \$300M FOR FY24-FY26)</p>	<p>In addition to a formula component, the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program also provides competitive grants directly through USDOT to enhance the resiliency of infrastructure assets, including projects to improve coastal infrastructure and evacuation routes.</p> <p>The program creates four subgrants to distribute the funds:</p> <ul style="list-style-type: none"> • Planning Grants (\$140 million) -- can be used for developing a resilience improvement plan; resilience planning including scenario development and vulnerability assessments; technical capacity building; or evacuation planning and preparation. Federal share is 100%. • Resilience Improvement Grants (\$980 million) - can be used for a wide variety of uses to “enable an existing surface transportation infrastructure asset to withstand 1 or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, extreme weather events, and other natural disasters.” Federal share is 80%. • Community Resilience and Evacuation Route Grants (\$140 million) - for community resilience and evacuation route grants for projects that will strengthen and protect evacuation routes. Priority given to projects with eligible activities that are cost-effective. Federal share is 80%. • At-Risk Coastal Infrastructure Grants (\$140 million) • MPOs in coastal states are eligible for at-risk coastal infrastructure grants for “strengthening, stabilizing, hardening, elevating, relocating, or otherwise enhancing the resilience of highway and non-rail infrastructure, including bridges, roads, pedestrian walkways, and bicycle lanes, and associated infrastructure such as culverts and tide gates.” Federal share is 80%.

	<p>For all grants, 25% of funding must be used for projects located in areas outside an urbanized area with population over 200,000 and 2% must be set-aside for grants to Indian Tribes.</p> <p>Opportunity to increase federal share / reduce local match requirements by meeting a voluntary resiliency planning requirements: (1) Federal share can be increased by 7% if the recipient has developed a resilience improvement plan and prioritized the funded project on that plan. (2) • Federal share can be increased by 3% for MPOs that have incorporated their resilience improvement plan into the metropolitan transportation plan. Other federal funds may also be used for the non-federal 20%. States may not use more than 40% for new capacity and not more than 10% for development phase activities.</p> <p>Formula funds are provided to each state based on their share of the overall base apportionment. Requires that 2% of funds each year be set aside for planning purposes.</p> <p>Eligible projects include the use of natural infrastructure or construction or modification of storm surge, flood protection, or aquatic ecosystem restoration elements related to highway projects, public transportation facilities, intercity rail facilities or service, or port facilities.</p> <p>Resilience improvement plan shall be for immediate and long-range planning activities and investments; demonstrate a systematic approach to transportation system resilience; include risk-based assessment of vulnerabilities of assets; designate evacuation routes; plan for response to anticipated emergencies; describe resilience improvement policies; include an investment plan with priority projects and how funds provided would be invested and matched; use science and data; include a description of how the plan will improve the ability to respond promptly to impacts and be prepared for changing conditions; assess the resilience of other community assets; and use a long-term planning period. This document is voluntary and is not required as part of the planning process.</p>
<p>CREATES A NEW HEALTHY STREETS COMPETITIVE GRANT PROGRAM</p> <p>\$500 MILLION OVER FIVE YEARS</p>	<p>Establishes a new discretionary grant program to expand the use of cool pavement and porous pavement and expand tree cover.</p> <p>Emphasis on governments with a disproportionate number of communities of color, defined in the legislation as, in a state, a Census block where the total percentage of residents who identify as nonwhite</p>

	<p>is more than 50%, or USDOT determines it to be eligible for funding under this program. MPOs are eligible.</p> <p>Goals of the program are to mitigate urban heat islands, improve air quality, and to reduce the extent of impervious surfaces, reduce stormwater run-off and flood risks, and reduce heat impacts to infrastructure and road users.</p> <p>Federal share is 80% unless a community can prove a hardship that qualifies them for 100%.</p> <p>Maximum grant award is \$15M.</p>
<p>CREATES A NEW ACTIVE TRANSPORTATION INFRASTRUCTURE INVESTMENT COMPETITIVE GRANT PROGRAM</p> <p>\$1 BILLION OVER FIVE YEARS</p>	<p>New competitive grant program to construct eligible projects to “provide safe and connected active transportation facilities in an active transportation network or active transportation spine.”</p> <p>30% must go to projects to construct active transportation networks that connect people with public transportation, businesses, workplaces, school, etc. 30% must go to projects that construct active transportation spines.</p> <p>\$3M/year shall be set aside for planning and design grants.</p> <p>Federal share: 80%; can be 100% for projects in areas with poverty rate over 40%.</p> <p>Eligible entities include regional governmental organizations including MPOs and RTPOs.</p> <p>Eligible projects are active transportation projects (or groups of projects) that are regional in nature and that cost more than \$15M (or more than \$100K in the case of planning and design costs).</p>
<p>NATIONAL MOTOR VEHICLE PER-MILE USER FEE PILOT</p>	<p>Establishes a per-mile user fee pilot to test design and implementation of a per-mile user fee, address the need for additional revenue, and provide recommendations relating to adoption and implementation of a per-mile user fee.</p>

<p>\$50 MILLION OVER FIVE YEARS</p>	<p>Outlines the parameters, methods, participants and fees related to the pilots.</p> <p>Establishes a Federal System Funding Alternatives Advisory Board.</p> <p>Creates a public awareness campaign about a notional motor vehicle per-mile user fee.</p> <p>Establishes an annual report to Congress regarding the program and its success.</p>
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D. Rail

<p>ESTABLISHES A NEW NATIONAL INFRASTRUCTURE PROJECT ASSISTANCE COMPETITIVE GRANT PROGRAM</p> <p>\$10 BILLION OVER FIVE YEARS</p>	<p>Supports freight-related projects (freight intermodal or freight rail projects with a public benefit, including ports) including roads and bridges, intermodal facilities, grade separation or elimination, intercity passenger rail, public transportation, or a combination of these.</p> <p>Local governments and MPOs are among eligible recipients.</p> <p>Requires USDOT to ensure geographical diversity and a balance between rural and urban areas in project selections, with 50% of the funding reserved for projects between \$100 million and \$500 million. Has specific criteria for how the Secretary is to rate the project applications. Congress can pass a joint resolution disapproving a project selected by the Secretary. Should a project not be selected, the applicant can request technical assistance.</p> <ul style="list-style-type: none"> • To be eligible, projects must: <ul style="list-style-type: none"> o Be likely to generate national or regional economic, mobility, or safety benefits; o Need significant federal funding; o Be cost-effective; o Have one or more stable sources of non-federal funding and financing to construct operate and maintain the project and cover any cost increases; and o Project applicant must have sufficient legal, financial and technical capacity. • Evaluation criteria includes:
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- o Extent to which the project supports achieving a state of good repair;
 - o Level of benefits a project is expected to generate include avoided costs due to closure or reduction of asset use, reductions in maintenance costs, safety benefits, improved person or freight throughput, and environmental and health benefits;
 - o Benefit-cost ratio;
 - o Number of persons or volume of freight supported by the project; and
 - o National and regional economic benefits of the project.
- Other considerations include:
 - o How the projects contribute to geographical diversity and balance between rural and urban communities;
 - o Multi-state benefit;
 - o The extent to which a project uses materials or approaches that reduce greenhouse gases or reduce the need for maintenance of other projects and technologies that will allow for future connectivity and automation;
 - o Whether the project would benefit a historically disadvantaged community or population or area of persistent poverty;
 - o Whether the project benefits users of multiple modes of transportation; and
 - o Whether the project improves connectivity between modes of transportation.

Requires submission of a plan regarding the collection and analysis of data related to project impacts and forecast accuracy.

Outlines the parameters for multi-year grant agreements. Single-year grants are only allowed when all NEPA review for a project has been completed before receipt of program funds.

Funds can be used for development-phase activities (including planning, feasibility analysis, revenue forecasting, alternatives analysis, data collection and analysis, environmental review and activities to support environmental review, preliminary engineering and design work, and preparation of the data collection plan) and for construction, reconstruction, rehabilitation, property acquisition, environmental mitigation, and more.

- o Financing costs are also eligible expenses under certain circumstances.

	<p>Federal share is 60%; other grants can be awarded to eligible projects through other programs, but total federal support cannot exceed 80%.</p> <ul style="list-style-type: none"> o Loans or finance repaid with local funds or revenues are part of the local share.
<p>CREATES A NEW COMPETITIVE GRANT PROGRAM TO ELIMINATE AT-GRADE RAIL-HIGHWAY CROSSINGS</p> <p>\$2.5 BILLION OVER FIVE YEARS</p>	<p>Provides competitive grants with an 80% federal cost share to meet the following goals:</p> <ul style="list-style-type: none"> • Eliminating frequently blocked at-grade crossings • Improving the health and safety of communities • Reducing the impacts of rail operations on underserved communities • Improving mobility and commerce <p>\$500 million annually for eligible projects, including:</p> <ul style="list-style-type: none"> • Closing or separating at-grade crossings • Track relocation • Installing protective devices and other technological solutions that improve safety • Planning, environmental review and design activities related to an eligible project
<p>AUTHORIZES THE REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) GRANT PROGRAM</p> <p>\$7.5 BILLION OVER FIVE YEARS</p>	<p>Codifies RAISE Grants (formerly BUILD Grants and formerly TIGER Grants) Program; program goal is to fund projects that will have significant local or regional impact.</p> <p>MPOs and RTPOs are NOT explicitly listed as eligible recipients.</p> <p>Eligible projects include:</p> <ul style="list-style-type: none"> o Highway or bridge project eligible under title 23; o Public transportation project eligible under chapter 53; o Passenger or freight rail transportation project eligible for assistance under chapter 67; o Port infrastructure investment; o Surface transportation components of airport project eligible under part B of subtitle VII; o Project for investment in a surface transportation facility located on Tribal land, the title or

	<p style="padding-left: 40px;">maintenance responsibility of which is vested in the Federal Government;</p> <ul style="list-style-type: none"> o Project to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species; and o Any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goal of the program. <p>Grants are \$5M or more for urbanized areas; \$1M for rural areas; up to \$25M for any project.</p> <p>Not more than 15% of a state’s funds can go to a single grant recipient.</p> <p>Not less than 1% for projects in historically disadvantaged communities.</p> <p>Not less than 5% shall be for planning.</p> <p>80% federal share except in rural areas, historically disadvantaged areas, or areas of persistent poverty.</p>
<p>ESTABLISHES A NEW CULVERT REMOVAL, REPLACEMENT AND RESTORATION GRANT PROGRAM</p> <p>\$1 BILLION OVER FIVE YEARS</p>	<p>Eligible projects can replace, remove or repair culverts that improve or restore fish passage for certain fish, with a priority given those species who are endangered or at risk of becoming endangered, or projects that address fresh-water runoff that impact certain marine life.</p> <p>Requires USDOT to provide technical assistance to underserved communities, while authorizing \$800 million annually, with a federal share of no more than 80%.</p>
<p>AUTHORIZES ADDITIONAL FUNDING FOR THE INFRA PROGRAM</p> <p>\$3 BILLION OVER FIVE YEARS</p>	<p>Awards INFRA grants on a competitive basis.</p> <ul style="list-style-type: none"> • FY 2022: \$1.1 billion • FY 2023: \$1.2 billion • FY 2024: \$1.3 billion • FY 2025: \$1.4 billion • FY 2026: \$1.5 billion

<p>ALLOWS LOCAL PUBLIC AUTHORITIES TO ENTER INTO MULTI-STATE FREIGHT COMPACTS</p> <p>\$25 MILLION OVER FIVE YEARS</p>	<p>Local public authorities, including ports, can enter into multi-state compacts to improve the movement of goods, including assembling rights-of-way and performing capital improvements. A compact can subsequently establish a multi-state advisory freight corridor advisory committee with state departments of transportation and other entities, including local governments.</p> <p>Requires USDOT to establish a grant program to facilitate the efforts of these compacts within the first three years of their inception, authorized at \$5 million annually over the life of the bill with a 50% non-federal match requirement.</p>
<p>ESTABLISHES A NEW RURAL ASSISTANCE PROGRAM THROUGH THE BUILD AMERICA BUREAU</p>	<p>Must be located outside of an urbanized area with a population of more than 150,000 to be eligible to apply directly to USDOT for a new Rural and Tribal Assistance Pilot Program. The program provides financial, technical and legal assistance; assistance with development-phase activities; and information on innovative financing practices to rural and Tribal communities. It sunsets after five years.</p> <p>Funding, which comes from "any amount made available to the Secretary to provide credit assistance under an eligible program that is not otherwise obligated," is authorized at no more than the following levels each year:</p> <ul style="list-style-type: none"> • FY 2022: \$1.6 million • FY 2023: \$1.8 million • FY 2024: \$2.0 million • FY 2025: \$2.2 million • FY 2026: \$2.4 million
<p>REQUIRES USDOT TO ESTABLISH AN INTERGOVERNMENTAL RESEARCH GROUP FOR FREIGHT</p>	<p>Requires USDOT to create a National Cooperative Freight Transportation Research Program to be administered with the National Academy of Sciences (NAS). NAS required to establish an advisory committee with public and private stakeholders, including local governments and local public authorities, which is tasked with recommending national research agenda for the program and developing a multi-year strategic plan.</p>

<p>REQUIRES CONSULTATION WITH LOCAL GOVERNMENTS TO DEVELOP NEW ROUTES</p>	<p>Requires Amtrak to consult with states, local governments, relevant commuter and regional transportation authorities, host railroads, the FRA and other stakeholders on the development of new state-supported routes.</p>
<p>EXPANDS ELIGIBILITIES UNDER THE CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS (CRISI) GRANT PROGRAM</p> <p>\$5 BILLION OVER FIVE YEARS</p>	<p>CRISI program eligibilities expanded to include eligibilities for the following:</p> <ul style="list-style-type: none"> • Development and implementation of measures to prevent trespassing • Research and development to advance innovative rail projects • Preparation of emergency plans for communities through which hazardous materials are transported by rail
<p>EXTENDS RESTORATION AND ENHANCEMENT GRANT (REG) PROGRAM PROJECT TIMELINES</p> <p>\$250 MILLION OVER FIVE YEARS</p>	<p>Extends from three to six years the amount of time the Restoration and Enhancement grant program can provide funds to support a route.</p>
<p>ESTABLISHES A NEW RAILROAD CROSSING ELIMINATION PROGRAM</p> <p>\$3 BILLION OVER FIVE YEARS</p>	<p>Competitive grant program to carry out highway-rail or pathway rail grade crossing improvement projects concerning improving the safety and mobility of people and goods. Eligible projects include:</p> <ul style="list-style-type: none"> • Grade separations or closures • Track relocations • Installment of protective devices • Using intelligent transportation solutions • Planning and design <p>Goals are to eliminate highway-rail grade crossings frequently blocked by trains; improve the health and safety of communities; reduce the impacts that freight movement have on underserved communities; and improve the mobility of people and goods.</p>

	<p>Minimum grant size is \$1M except for planning grants. Federal share is 80%. MPOs are eligible</p> <p>20% of funds must be reserved for rural areas or Tribal lands; 5% must be reserved for projects in counties with 20 or fewer residents per square mile; 25% of planning grants must be for projects located in rural areas or Tribal areas.</p>
<p>REFORMS AND RENAMES THE FEDERAL-STATE PARTNERSHIP FOR STATE OF GOOD REPAIR GRANT PROGRAM</p> <p>\$42.5 BILLION OVER FIVE YEARS (\$7.5 BILLION AUTHORIZATION \$36 BILLION APPROPRIATION)</p>	<p>Expands project eligibilities to allow for new capacity, including by:</p> <ul style="list-style-type: none"> • Expanding or establishing new intercity passenger rail service • Improving intercity rail service performance and efficiency • Carrying out planning and environmental studies associated with an eligible project
<p>ESTABLISHES A NEW CORRIDOR IDENTIFICATION AND IMPLEMENTATION PROGRAM</p>	<p>Creates a new competitive grant program to “facilitate the development of intercity passenger rail corridors.”</p> <p>Regional transportation planning organizations are also eligible.</p> <p>Corridors chosen under the program shall have assistance to prepare a service development plan (or update an existing plan).</p>
<p>REQUIRES AN EVALUATION OF THE RAILWAY-HIGHWAY CROSSINGS PROGRAM</p>	<p>Requires USDOT to evaluate the requirements of the railway-highway crossings program and whether the structure of the program provides sufficient incentives and resources to states and local agencies to make changes at highway-rail grade crossings that are most effective at reducing deaths, among other goals.</p>

<p>ESTABLISHES A BLOCKED CROSSING PORTAL PILOT PROGRAM</p>	<p>Requires FRA to establish a blocked crossing portal to collect information about blocked highway-rail grade crossings from the public in order to identify frequent and long-duration blocked highway-rail grade crossings; conduct outreach to communities, emergency responders and railroads; support collaboration in the prevention of incidents at highway-rail grade crossings, and assess the impacts of blocked crossings. The program will last for three years.</p>
<p>ESTABLISHES A NEW SAFE STREETS AND ROADS FOR ALL GRANT PROGRAM</p> <p>\$5 BILLION OVER FIVE YEARS</p>	<p>Creates a new competitive grant program for "Vision Zero" grants.</p> <p>Defines a Comprehensive Safety Action Plan as "a plan aimed at preventing transportation-related fatalities and serious injuries in a locality, commonly referred to as a "Vision Zero" or "Toward Zero Deaths" plan."</p> <p>Elements of the plan include goals and timeline for eliminating fatalities and serious injuries; analyses of crash location and community input; data driven approach to identify projects or strategies; and mechanisms for evaluating outcomes and effectiveness.</p> <p>Eligible projects include development of the plan itself; planning, design, and development activities to execute on projects and strategies; or to carry out the projects or strategies themselves. MPOs are eligible.</p> <p>Not more than 15% may go to a single state in a given fiscal year.</p> <p>Not less than 40% must go to planning grants.</p> <p>Projects will be chosen based on whether the proposed project:</p> <ul style="list-style-type: none"> A. Is likely to significantly reduce or eliminate transportation-related fatalities and serious injuries involving various road users, including pedestrians, cyclists, public transportation users, motorists, and commercial operators, within the proposed timeframe; B. Demonstrates engagement with a variety of public and private stakeholders; C. Seeks to adopt innovative technologies or strategies to promote safety; D. Employs low-cost, high-impact strategies that improve safety over a wider geographical area; E. Ensures, or will ensure, equitable investment in the safety needs of underserved communities in

	<p>preventing transportation-related fatalities and injuries; F. Includes evidence-based projects or strategies; and G. Achieves such other conditions as the Secretary considers to be necessary.</p> <p>Federal share is 80%. Requires regular reporting to the Secretary and final report that outlines elements of the project carried out by the receiving entity. Secretary is required to publish best practices.</p>
REQUIRES EVALUATION AND IMPROVEMENT OF LOCAL INFRASTRUCTURE DATA ANALYSIS TOOLS	<p>Directs the Bureau of Transportation Statistics (BTS) to perform outreach to state and local planning and infrastructure decision-making officials to determine the data analysis tools needed to assist local communities in making infrastructure decisions. Then, BTS must create a plan for reviewing and updating existing data analysis tools and developing any new tools necessary to assist local communities in making infrastructure investments.</p>
ESTABLISHES A NEW STRENGTHENING MOBILITY AND REVOLUTIONIZING TRANSPORTATION (SMART) GRANT PROGRAM \$500 MILLION OVER FIVE YEARS	<p>Competitive grant to carry out demonstration projects focused on smart city or community technologies and systems to improve transportation efficiency and safety, including those focused on:</p> <ul style="list-style-type: none"> • Coordinated automation • Connected vehicles • Intelligent, sensor-based infrastructure • Systems integration • Commerce delivery and logistics • Drones • Smart grid • Smart technology traffic signals <p>Both development and construction phase activities are eligible costs. Certain restrictions apply, including:</p> <ul style="list-style-type: none"> • No more than 40% of the funds awarded to primarily benefit large communities • No more than 30% awarded to benefit midsized communities • No more than 30% awarded to benefit rural communities

MPOs are also eligible recipients, as well as regional partnerships composed of two or more eligible entities located in jurisdictions with a combined population of 50K-400K.

Selection criteria include:

- o Extent to which the applicant community has a public transportation system or other transit options;
- o Population density;
- o Continuity of committed leadership and functional capacity;
- o Open data commitment;
- o Likelihood of success, including through technical and financial commitments from the public and private sectors;
- o Extent to which the project will use advanced data, technology, and applications to provide significant benefits including congestion reduction; safety of bikes and pedestrians; access to opportunities, especially for underserved or disadvantaged populations; economic competitiveness; system reliability; connectivity between modes; private sector investments; pollution reduction; resilience; and emergency response.

Priority will be given to projects that:

- o Would be scalable
- o Encourage data sharing and best practices
- o Encourage innovation
- o Promote a skilled workforce
- o Allow for measurement and validation of cost savings and performance improvements
- o Encourage adoption of smart technologies by other communities
- o Promote industry practices regarding cybersecurity safeguarding individual privacy.

Unsuccessful applicants may request technical assistance and briefings related to the project.

Extensive reporting requirements.

<p>ESTABLISHES A NEW INTERGOVERNMENTAL WORKING GROUP FOR ELECTRIC VEHICLES (EVS)</p>	<p>USDOT, in conjunction with the U.S. Department of Energy, is required to establish an EV working group tasked with making recommendations regarding the "development, adoption, and integration of light-, medium-, and heavy-duty EVs into the transportation and energy systems of the U.S." An organization representing local governments is among other required members of the group.</p>
<p>ESTABLISHES A RISK AND SYSTEM RESILIENCE ASSESSMENT INTERGOVERNMENTAL PROCESS</p>	<p>USDOT is required to work with federal, state and local agencies to develop a process for quantifying annual risk in order to increase system resilience within the nation's surface transportation system. USDOT is instructed to provide guidance and technical assistance to state and local agencies on the process.</p>
<p>AUTHORIZES THE USE OF LOCAL HIRING PREFERENCE IN FEDERALLY FUNDED INFRASTRUCTURE PROJECTS</p>	<p>Federal transportation grant recipients are authorized to implement a local hiring preference, including through pre-hire agreements.</p>

E. Public Transit

<p>AUTHORIZES HTF CONTRACT AUTHORITY FOR MASS TRANSIT FOR FY22-26</p> <p>\$69.9 BILLION OVER FIVE YEARS</p>	<p>Contract authority authorized at the following levels over five fiscal years:</p> <ul style="list-style-type: none"> • FY 2022: \$13.36 billion • FY 2023: \$13.63 billion • FY 2024: \$13.99 billion • FY 2025: \$14.28 billion • FY 2026: \$14.64 billion
<p>MAKES CHANGES TO THE CAPITAL INVESTMENT GRANT (CIG) PROGRAM</p>	<ul style="list-style-type: none"> • Raises the threshold for federal assistance from \$100 million to \$150 million and total project cost from \$300 million to \$400 million for Small Starts projects • Requires New Starts, Small Starts and core capacity improvement project applicants to make progress toward meeting the performance targets set in section 5326(c)(2) in order to receive a grant

	<ul style="list-style-type: none"> • Requires core capacity improvement projects be located in a corridor that is projected to be at or over capacity within the next ten years, rather than the next five years, before moving into the engineering phase • Allows applicants to bundle multiple projects that meet certain requirements and restrictions • Requires USDOT to establish a CIG Dashboard displaying information on each project seeking a grant agreement
INCREASES RURAL SET-ASIDE FOR BUS GRANTS	<p>Raises the Buses and Bus Facilities competitive grant set aside for rural projects from 10 to 15%. The bill also requires that 25% of the competitive funding go to projects related to the acquisition of low or no emission buses or bus facilities rather than zero-emission vehicles and facilities. Further, it requires that recipients of grants related to zero-emissions vehicles or related infrastructure use at least 5% of their award to fund workforce development training to address the impact of the transition to zero-emission vehicles.</p>
CREATES NEW REQUIREMENTS FOR FEDERAL TRANSIT FUND RECIPIENTS	<p>URBANIZED AREA FORMULA GRANTS (5307) The bill requires that section 5307 recipients serving an urbanized area with a population of 200,000 or more include in their comprehensive agency safety plan a risk reduction program for transit operations to improve safety by reducing the number and rates of accidents, injuries, and assaults on transit workers. It also requires that a joint labor-management safety committee be formed to approve the safety plan.</p> <p>Establishes a new safety set aside. Recipients must allocate at least 75% of their funds to safety-related projects eligible under section 5307. If the recipient fails to meet the performance targets for risk reduction established by the safety committee, it is required to use the set-aside for projects reasonably likely to meet help meet those targets.</p> <p>PUBLIC TRANSPORTATION EMERGENCY RELIEF (PTER) Requires PTER applicants to demonstrate proof of all necessary and required insurance coverage prior to receiving a grant.</p> <p>TRANSIT SAFETY Requires recipients of federal funding provided by the FTA to report additional data for inclusion in the National Transit Database, including data on assaults of transit workers and bus-related fatalities.</p>

F. Funding & Financing

<p>AUTHORIZES GENERAL FUND TRANSFER TO BAIL OUT THE HTF</p>	<p>Allocates \$118 billion to the HTF from the general fund: \$90 billion for highways and \$28 billion mass transit.</p>
<p>RAISES THE CAP ON PRIVATE ACTIVITY BONDS</p>	<p>Increases the cap from \$15 billion to \$30 billion.</p>
<p>MAKES AMENDMENTS TO THE TIFIA PROGRAM</p>	<ul style="list-style-type: none"> • Lifts the requirement that borrowers prepay their loans with excess revenues if those revenues are used for surface transportation • Increases the threshold for TIFIA projects from \$75 million to \$150 million • Adds new eligibilities, including infrastructure projects located near transportation facilities, airport-related projects, and the acquisition of plant and wildlife habitats to mitigate any project-related environmental impacts
<p>MAKES LOCAL GOVERNMENTS ELIGIBLE FOR THE SURFACE TRANSPORTATION SYSTEM FUNDING ALTERNATIVES PROGRAM</p>	<p>Competitive grant to carry out eligible activities, including testing the design and equity of implementing an alternative user fee among income groups and rural and urban drivers and other activities associated with transitioning away from the federal gas tax. The federal cost share is 80% for entities who have not received a previous grant under the program and 70% for those who have.</p>

G. Airports

<p>FUNDS THE AIRPORT IMPROVEMENT PROGRAM</p> <p>\$15 BILLION OVER FIVE YEARS</p>	<p>Provides \$3 billion annually over FY22-26 from the general fund and remains available for the following three years after the year in which it is provided. Funding is distributed annually in the following ways:</p> <ul style="list-style-type: none"> • No more than \$2.4 billion through formulas to primary airports • No more than \$500 million apportioned for general aviation and commercial service airports • \$20 million for recipients of contract tower program competitive awards
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	No AIP funds may go toward debt service.
<p>CREATES NEW "GROUNDSIDE" COMPETITIVE GRANT PROGRAM FOR AIRPORT IMPROVEMENTS</p> <p>\$5 BILLION OVER FIVE YEARS</p>	<p>Provides \$1 billion annually for competitive awards to carry out eligible projects to improve the aging infrastructure of airport terminals, which are confined to:</p> <ul style="list-style-type: none"> • On-airport rail access projects • Relocating, reconstructing, repairing or improving an airport-owned traffic control tower <p>No more than 55% for large hubs, 15% for medium hubs; 20% for small hubs; and 10% for nonprimary airports can be awarded annually. The federal share is 80% for large and medium-size airports and 95% for small and nonprimary airports. Projects that increase access and capacity are prioritized.</p>

H. Ports

<p>INCREASES FUNDING FOR THE PORT INFRASTRUCTURE DEVELOPMENT PROGRAM</p> <p>\$2.25 BILLION OVER FIVE YEARS</p>	<p>\$450 million annually from FY22-26 from the general fund and remains available for the following ten years after the year in which it is provided. Newly eligible projects include:</p> <ul style="list-style-type: none"> • Improvements to address sea-level rise, flooding and/or extreme weather • Port electrification • Procuring new equipment • Installing electric vehicle/alternative refueling infrastructure
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II. Energy & Environment

<p>CREATES A NEW COMPETITIVE GRANT PROGRAM TO ENHANCE THE RESILIENCE OF THE ELECTRIC GRID</p> <p>\$5 BILLION OVER FIVE YEARS</p>	<p>Governments that serve as the local electric grid operator, electric storage operator, electric generator, transmission owner or operator, distribution provider or fuel supplier are eligible to apply for the program. USDOE will make competitive awards to carry out a variety of eligible activities to reduce the likelihood and consequence of impacts to the electric grid due to extreme weather, wildfire and natural disaster.</p>
<p>AUTHORIZES FUNDING FOR THE WEATHERIZATION ASSISTANCE PROGRAM</p> <p>\$3.5 BILLION IN FY 2022</p>	<p>Funds will remain available until expended for eligible projects that reduce energy costs for low-income households by improving energy efficiency.</p>
<p>CREATES A NEW CARBON UTILIZATION GRANT PROGRAM</p> <p>\$310.14 MILLION OVER FIVE YEARS</p>	<p>State and local governments would be eligible for new grants to procure and use products derived from captured carbon oxides. It expands the U.S. Department of Energy (USDOE) Carbon Utilization Program objectives to include developing standards and certifications to support the commercialization of carbon oxide products. Funding authorized at the following levels:</p> <ul style="list-style-type: none"> • FY 2022: \$41.00 million • FY 2023: \$65.25 million • FY 2024: \$66.56 million • FY 2025: \$67.94 million • FY 2026: \$69.39 million

<p>CREATES A NEW COMPETITIVE GRANT PROGRAM FOR MODERNIZING ENERGY INFRASTRUCTURE</p> <p>\$3 BILLION OVER FIVE YEARS</p>	<p>Funds projects focusing on advancing smart community technologies. Selection criteria include the extent to which an entity has:</p> <ul style="list-style-type: none"> • A public transportation system capable of integration with other systems to improve mobility • A population density and needs that will be suitable for a demonstration project under this program • A community with the capacity and leadership to carry out the proposed project transparently and who is likely to be successful • Access to advanced data and technology • USDOE required to ensure geographic diversity in making awards <p>Eligible projects include:</p> <ul style="list-style-type: none"> • Planning activities and environmental reviews • Pre-engineering and design work • Procurement of real property • Construction phase activities <p>Certain projects prioritized. At the request of an applicant, USDOE will provide technical assistance. Finally, a successful applicant is required to submit to USDOE two years after the date of award a report containing a benefit-cost analysis assessing the cost of deploying the project to the compared benefits, as well as the data supporting how an entity is meeting the project goals.</p>
<p>ESTABLISHES A CARBON DIOXIDE TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION (CIFIA) PROGRAM</p> <p>\$2.1 BILLION OVER FIVE YEARS</p>	<p>\$600 million authorized annually in FY22 and FY23 and \$300 million in each FY24 through FY26 to establish a CIFIA loan program that provides flexible, low-interest loans for carbon dioxide transportation infrastructure projects and grants for new infrastructure to facilitate future growth.</p>

<p>ADDRESSES NEEDS OF TRANSMISSIONS LINES</p>	<p>NEW REVOLVING LOAN FUND \$2.5 BILLION OVER FIVE YEARS USDOE can issue loans to or enter into public-private partnerships with eligible entities to carry out replacement or enhancement projects on eligible transmission lines.</p> <p>NEW TRANSMISSION FACILITATION PROGRAM \$50 MILLION OVER FIVE YEARS Competitive funds under USDOE to carry out eligible projects, including:</p> <ul style="list-style-type: none"> • Constructing or replacing an electric power transmission line • Increasing transmission capacities • Connecting an isolated microgrid to an existing infrastructure corridor
<p>MAKES GRANTS TO STATE AND LOCAL GOVERNMENTS FOR BATTERY PROCESSING</p> <p>\$3 BILLION OVER FIVE YEARS</p>	<p>DOE competitive grant funds that will remain available until expended to carry out eligible projects, including:</p> <ul style="list-style-type: none"> • Demonstration projects for advanced battery component manufacturing and recycling (no less than \$50 million) • Construction of one or more new commercial-scale advanced battery component manufacturing or recycling facility (no more than \$100 million) • Retooling, retrofitting or expanding existing battery processing facilities (no more than \$50 million)
<p>ENHANCES ENERGY EFFICIENCY IN PUBLIC SCHOOLS</p> <p>\$500 MILLION OVER FIVE YEARS</p>	<p>Local education agencies and public schools eligible to apply to DOE for competitive grants to carry out eligible activities, including:</p> <ul style="list-style-type: none"> • Improvements, repairs or renovations to schools that directly decrease energy costs • Improvements teacher and student health • Installation of alternative fueling infrastructure on school grounds for buses or the public • Procurement of alternative fueled vehicles for bus fleets and other school-related operations <p>A successful application is required to, upon request of DOE, submit a report describing how the funds were used, estimated cost-saving, metrics and other requirements outlined in the IJA.</p>

<p>EXPANDS ENERGY EFFICIENCY AND CONSERVATION BLOCK GRANT PROGRAM ELIGIBILITIES</p> <p>\$550 MILLION IN FY 2022</p>	<p>Funds remain available until expended. New eligibilities include:</p> <ul style="list-style-type: none"> • Programs for financing energy efficiency, renewable energy, and zero-emission transportation • Capital investments • Projects and programs that leverage public-private partnerships • Programs allowing rebates, grants or other incentives for the purchase and installation of renewable energy technologies
<p>PROVIDES RESOURCES FOR LOCALLY-OWNED OR -OPERATED HYDROELECTRIC FACILITIES</p> <p>\$628.6 MILLION IN FY 2022</p>	<p>Hydroelectric efficiency improvement incentives: \$75 million authorized in FY22 for hydroelectric efficiency improvement incentives. Local governments that own or operate a turbine or other generating device, which generates hydroelectric energy for sale that will be added to an existing dam or conduit, are eligible for these funds.</p> <p>Hydroelectric capital improvement incentives: \$553.6 million authorized in FY22 for incentive payments to the owners and operators of hydroelectric facilities for capital improvements related to maintaining and enhancing hydroelectricity generation by improvising grid resiliency, improving dam safety, and environmental improvements. Owners or operators of hydroelectric facilities at existing dams are eligible for these payments to make the capital improvements.</p>
<p>FUNDS BROWNFIELDS RESTORATION PROJECTS</p> <p>\$1.2 BILLION OVER FIVE YEARS</p>	<p>Funds can be used to carry out Brownfields projects authorized under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This CERCLA funding is available in grants, interagency agreements and associated program support costs.</p> <p>Multipurpose grants, assessment grants, revolving loan fund grants, cleanup and job training grants, technical assistant, training and research grants under CERCLA.</p>

III. Public Lands

<p>EXTENDS THE SECURE RURAL SCHOOLS (SRS) PROGRAM FOR THREE YEARS</p>	<p>Ends the annual 5% funding reduction and funding is increased for the next three years to FY17 levels, resulting in an increase of approximately \$60 million per year compared to FY20 payments. Recipients can decide whether to accept SRS payments or federal timber harvest receipts for FY22 and FY23.</p> <p>The bill creates a new Resource Advisory Committee (RAC) appointment pilot program that allows the U.S. Forest Service Chief or the Bureau of Land Management (BLM) Director to present the Secretaries of Agriculture or Interior with recommended RAC members. The Secretaries have 30 days to confirm or reject the appointees, who will be automatically appointed if no action is taken within that 30-day period.</p> <p>Title III funds can be used for expanding broadband access in schools, which will be key to improving educational quality in rural areas.</p>
<p>PROVIDES RESOURCES FOR WILDFIRE RISK MITIGATION</p> <p>\$5.5 BILLION OVER FIVE YEARS</p>	<p>Directs \$3.4 billion to the U.S. Forest Service and the U.S. Department of the Interior to reduce the threat of wildfire on federal lands through mechanical thinning, timber harvests, prescribed burns, community wildfire protection grants and collaborative led projects. Agencies have to come up with a plan to treat 10 million acres of forestland by 2027 for wildfire risk reduction within the Wildland-Urban Interface and near critical drinking water sources.</p> <p>Creates a categorical exclusion for forest management activities to establish fuel breaks to protect critical infrastructure from wildfire, including roads, water infrastructure, pipelines and transmission lines.</p> <p>Provides an additional \$2.1 billion for ecosystem restoration through Good Neighbor Agreements, invasive species eradication, cross-boundary management projects and stewardship contracts.</p> <p>USDA may determine when an emergency situation exists on the national forests, which allows for expanded forest management activities, such as harvesting dead or dying trees and post-fire reforestation, to be conducted on the National Forest System to meet the emergency threat.</p>

<p>ADDRESSES U.S. FOREST SERVICE LEGACY ROADS AND TRAILS</p> <p>\$250 MILLION OVER FIVE YEARS</p>	<p>Creates the Forest Service Legacy Roads and Trails program to prioritize maintenance of authorized roads and trails within the National Forest System.</p> <p>The Forest Service may decommission existing and previously closed roads and trails after proposed closures have undergone public comment, and the agency ensures closures do not impede resource, recreational or emergency access. The Forest Service also able to close some unauthorized user-created roads and trails not identified on agency maps, which may create conflict with users, local governments and other interested parties.</p>
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IV. Drinking Water & Wastewater

<p>AMENDS STATE REVOLVING LOAN FUNDS FOR WATER</p> <p>\$29.3 BILLION OVER FIVE YEARS</p>	<p>Eligibility for grants under both state revolving funds (SRFs). Investments levels for both the drinking water and clean water SRFs authorized at the following levels:</p> <ul style="list-style-type: none"> • FY 2022: \$2.40 billion • FY 2023: \$2.75 billion • FY 2024: \$3.00 billion • FY 2025: \$3.25 billion • FY 2026: \$3.25 billion <p>Drinking Water State Revolving Fund: At least 12% of funds must go to disadvantaged communities, up from 6%. Buy America requirements apply to any upgrades made with these funds.</p> <p>Clean Water State Revolving Fund (CWSRF): To the extent there are sufficient applications, a state is required to use a minimum of 10% of CWSRF for grants, negative interest loans, and loan forgiveness, or to buy, refinance or restructure debt for disadvantaged communities as determined by the state. The amount for additional subsidies cannot exceed 30%.</p>
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<p>ADDRESSES WATER CONTAMINANTS</p>	<p>Capitalization grants \$15 billion over five years 49% of funds provided to states for capitalization grants are available through grants to local governments to address lead in drinking water by replacing service lines and carrying out associated activities that are directly connected to identifying, planning, designing, and replacing lead service lines.</p> <p>Emerging contaminants \$1 billion over five years Funding to address emerging contaminants will be deposited into the state revolving fund and provided to eligible recipients as loans with 100% forgiveness or as grants.</p> <p>PFAS \$4 billion over five years Additional funding provided to further address emerging contaminants in drinking water, with a focus on perfluoroalkyl and polyfluoroalkyl substances (PFAS). This funding is provided to eligible recipients as loans with 100% forgiveness or as loans.</p>
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V. Broadband

<p>MAKES GRANTS TO STATES FOR BROADBAND DEPLOYMENT</p> <p>\$42.45 BILLION IN FY 2022</p>	<p>Allocates \$42.45 billion to the Broadband Equity, Access and Deployment Program, which will make grants to states. If a state fails to apply for funding, a local government can apply on their behalf.</p>
<p>CREATES NEW "MIDDLE MILE" COMPETITIVE GRANTS TO FACILITATE BROADBAND DEPLOYMENT</p> <p>\$1 BILLION OVER FIVE YEARS</p>	<p>National Telecommunications and Information Administration (NTIA) grants to construct, improve or acquire middle-mile infrastructure. Applications that connect middle mile and last mile networks or plan to provide service in unserved areas, among other criteria will be prioritized.</p>

<p>EXTENDS THE EMERGENCY BROADBAND BENEFIT PROGRAM</p>	<p>Renamed the "Affordable Connectivity Program," and the monthly benefit reduced from \$50 to \$30 for consumers.</p>
<p>CREATES A NEW COMPETITIVE GRANT PROGRAM FOR BROADBAND</p> <p>\$1.25 BILLION OVER FIVE YEARS</p>	<p>Establishes a new State Digital Equity Capacity Grant Program providing grants to do the following:</p> <ul style="list-style-type: none"> • Act as the recipient and administrator of awarded funds • Develop and implement a State Digital Equity Plan • Make subgrants to eligible entities • Serve as an advocate for digital equity and inclusion and repository of best practices

VI. Cybersecurity

<p>CREATES A NEW COMPETITIVE GRANT PROGRAM FOR CYBERSECURITY</p> <p>\$250 MILLION OVER FIVE YEARS</p>	<p>A rural electric cooperative or locally-owned utility can apply directly to the DOE for competitive grants and technical assistance, as well as to enter into cooperative agreements with other eligible entities to meet the program's goal of protecting and responding to cyber threats against electric utility systems.</p>
<p>ESTABLISHES A NEW STATE AND LOCAL CYBERSECURITY GRANT PROGRAM</p> <p>\$1.3 BILLION OVER FOUR YEARS</p>	<p>Makes local governments eligible for these funds as subgrantees of states following apportionments made to states by the U.S. Department of Homeland Security based on total population and rural population figures.</p> <p>No later than 45 days after a state received its apportionment, it is required to obligate no less than 80% of grant funds to local governments. If a state fails to obligate the funds, a local government can petition DHS for direct funding.</p> <p>25% of the obligated funds are reserved for rural areas. DHS is required to consult with local representatives in carrying out this program, which sunsets in FY25.</p>

REQUIRES USDOT TO CREATE A CYBERSECURITY TOOL FOR STATE AND LOCAL PUBLIC TRANSPORTATION AUTHORITIES	USDOT required to develop a tool and an office within the Department to assist public transportation agencies, an owner or operator of a highway, and manufacturers producing transportation-related products to protect against cyber incidents within two years of the bill's enactment.
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VII. Resilience

AMENDS THE STAFFORD ACT	Expands eligibilities within the Hazard Mitigation Grant Program (HMGP) to include the replacement or installation of wildfire resilient electrical transmissions or utility poles. HMGP provides vital funding following major disaster declarations to make resilience improvements.
ESTABLISHES INTERGOVERNMENTAL COMMISSION ON WILDFIRE MITIGATION AND PREVENTION	Comprised of representatives from the Bureau of Land Management, FEMA, National Park Service, Fish and Wildlife Service and the Forest Service – to study and make recommendations to improve federal policies relating to the prevention, mitigation, suppression and management of wildland fires across the U.S. Local governments one of 18 non-federal stakeholders that will hold a place on the Commission.
FULLY FUNDS THE SAFEGUARDING TOMORROW THROUGH ONGOING RISK MITIGATION (STORM) ACT \$500 MILLION OVER FIVE YEARS	Provides state and local governments with the ability to create resilience revolving loan funds for infrastructure projects.

<p>FUNDS THE BUILDING RESILIENT INFRASTRUCTURE AND COMMUNITIES (BRIC) PROGRAM</p> <p>\$1 BILLION OVER FIVE YEARS</p>	<p>BRIC, which replaced the FEMA Pre-Disaster Mitigation Program, provides funding to states and local governments to strengthen the resilience of critical infrastructure, such as transportation, energy, water supply and communications.</p>
<p>FUNDS FLOOD MITIGATION ASSISTANCE GRANTS (COMPETITIVE)</p> <p>\$3.5 BILLION OVER FIVE YEARS</p>	<p>Provides funding to state and local governments for projects that reduce or eliminate the risk of repetitive flood damage to buildings insured by the National Flood Insurance Program.</p>