Infrastructure Update

Infrastructure Investment and Jobs Act & Build Back Better Reconciliation Bill

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Bipartisan Infrastructure Bill (H.R. 3684)

- On August 10, 2021, the Senate passed the Infrastructure Investment and Jobs Act (H.R. 3684). This bipartisan legislation, to invest in the nation's infrastructure, includes funding for roads and bridges, rail, transit, airports, energy, sustainability, water, and broadband, among other priorities.
- The legislation provides $1.2 trillion in total spending over five years, including $550 billion in *new spending*. The legislation includes several authorizing bills, including:
    - Surface Transportation Reauthorization Act of 2021 (S. 1931)
    - Surface Transportation Investment Act (S. 2016)
    - Drinking Water and Wastewater Infrastructure Act (S. 914)
    - Energy Infrastructure Act (S. 2377)
    - Digital Equity Act (S. 2018)
    - RECYCLE Act (S. 923)
- House Speaker Nancy Pelosi (D-CA) has given her chamber until October 31 to negotiate an agreement on the infrastructure bill and the reconciliation bill.
- On October 2, the House and Senate passed a 30-day extension of the expiring surface transportation authorization (the FAST Act) that was included in the Infrastructure Investment and Jobs Act.

Reconciliation

- House and Senate committees are working on their portions of the reconciliation bill, in "pre-conference" mode.
- Outstanding issues remain, including Medicaid, Medicare, prescription drug pricing, and most importantly – how to pay for the bill.
- Senators Kyrsten Sinema (D-AZ) and Joe Manchin (D-WV) have said they will not support the $3.5 trillion price tag.
  - Senator Joe Manchin (D-WV) has suggested $1.5 trillion is the level of funding he would support.
  - President Biden has indicated a willingness to support $2.2 trillion.

Bipartisan Infrastructure Bill
Key Environment Provisions

Program	Funding Level
Electric Vehicle (EV) Charging and Refueling Grant Program • *New formula and competitive grant program; SCAG and local govts eligible* • Establishes a formula program to deploy publicly accessible alternative fuel vehicle charging infrastructure • 50% set aside each year for competitive grants--prioritizing rural areas and low to and moderate income neighborhoods and communities	$2.5 billion over five years
EV Charging Formula Program • *New formula program; funding through Caltrans* • Establishes a National EV Formula Program to provide funding to states to deploy EV charging infrastructure	$5 billion over five years
Clean School Bus Program (Dept. of Energy) • *New competitive grant program; local govts and school districts eligible* • Creates a school bus change out program to reduce greenhouse gas emissions and improve air quality	Mandatory $5 billion over five years

Bipartisan Infrastructure Bill
Key Transportation Provisions

Program	Funding Level
National Infrastructure Project Assistance [PRIORITY for SCAG] • *Similar to existing INFRA competitive grant program; SCAG and local govts eligible* • Competitive grant program for multimodal and multijurisdictional projects of national or regional significance	Mandatory $5 billion over five years
Local and Regional Project Assistance (RAISE Grants) • *Existing competitive grant program; SCAG and local govts eligible* • Renamed program that has increase funding for RAISE (formerly known as the BUILD and TIGER grant program)	Mandatory $7.5 billion over 5 years

Program	Funding Level
National Highway Freight Program [PRIORITY for SCAG] • *Existing formula program; funding through Caltrans* • Increases critical urban freight corridors from 75 to 150 miles	$7.15 billion over five years
Congestion Relief Program • *New program; SCAG and local govts eligible* • Grants to projects in large urbanized areas (more than one million people) to advance innovative, integrated, and multimodal solutions to congestion relief	$250 million over five years

Bipartisan Infrastructure Bill
Key Transportation Provisions

Program	Funding Level
Healthy Streets Program • *New competitive grant program; SCAG and local govts eligible* • Grants to deploy cool pavements and porous pavements, and to expand tree cover	$500 million over five years
Reconnecting Communities [PRIORITY for SCAG] • *New competitive grant program; SCAG and local govts eligible* • Planning and construction grants program to mitigate existing transportation facilities that create barriers to mobility, access, or economic development	Mandatory $500 million over five years

Program	Funding Level
Railroad Crossing Elimination Competitive Grant Program • *New competitive grant program; SCAG and local govts eligible* • Competitive grant program for the elimination of hazards at railway-highway crossings	Mandatory $3 billion over five years
Bridge Grant Program • *New competitive grant program; SCAG and local govts eligible*	Mandatory $9.235 billion over five years

Bipartisan Infrastructure Bill
Key Transportation Provisions

Program	Funding Level
Reducing Truck Emissions at Ports • *New competitive grant program; Port of LA eligible* • New grant program to reduce idling and emissions at ports	Mandatory $150 million over five years
Safe Streets and Roads for All Grant Program ("Vision Zero") • *New competitive grant program; SCAG and local govts eligible* • Competitive grant program to develop and implement comprehensive safety plans and projects	Mandatory $5 billion over five years
Strengthening Mobility and Revolutionizing Transportation (SMART) [PRIORITY for SCAG] • *New grant program; SCAG eligible* • Demonstration projects focused on advanced smart city or community technologies and systems to improve transportation efficiency and safety	Mandatory $500 million over five years
Port Infrastructure Development Program • *Existing competitive grant program; Port of LA eligible*	Mandatory $2.25 billion

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Bipartisan Infrastructure Bill
Key Transit Provisions

Program	Funding Level
Capital Investment Grants • Changes Small Starts program by increasing the threshold for capital costs from $300 million to $400 million, and federal share from $100 million to $150 million	$15 billion authorized Mandatory $8 billion over five years • 55% for New Starts • 20% for Core Capacity • 15% for Small Starts • 10% for Expedited Project Delivery projects

Program	Funding Level
Bus Formula Grants	$3.161 billion over five years
Bus Competitive Grants	$2.34 billion over five years
Low-No Emission Buses	Mandatory $5.25 billion over five years

Bipartisan Infrastructure Bill
Key Airport Provisions

Program	Funding Level
Airport Infrastructure Grants • Local match mirrors Airport Improvement Program (AIP) • $2.48 billion annually for primary airports • $500 million annual for general aviation and non-primary airports • $20 million annually for competitive grants to construct, rehabilitate, or relocate airport-owned contract towers. No local match. FAA will prioritize projects that enhance aviation safety, and improve air traffic efficiency.	Mandatory $15 billion over five years
New Airport Terminal Competitive Grant Program • 55% of the grants are required to be distributed to large hub airports, 20 percent for small hubs, 15 percent for medium hubs, and 10 percent for non-primary airports	Mandatory $5 billion over five years
FAA Facilities and Equipment • Eligible uses include: replacing terminal and Air Traffic Control (ATC) facilities, fuel storage tank replacement, electrical power system support, and hazardous materials management and environmental cleanup	Mandatory $5 billion over five years
TIFIA • Allows airports to access low-interest loans and loan guarantees under the TIFIA program for PFC-eligible projects	

Bipartisan Infrastructure Bill
Key Broadband Provisions

Program	Funding Level	Program	Funding Level
Broadband, Equity, Access and Deployment Program • Formula based program to states to competitively award grants to qualifying infrastructure, mapping, and adoption projects.	$42.5 billion	**Affordable Connectivity Program** • Formerly known as the Emergency Broadband Benefit • Makes program permanent; subsidy now $30/month	$14.2 billion
Middle Mile Broadband Infrastructure • Competitive grants for construction, improvement, or acquisition of middle-mill infrastructure	$1 billion	**Digital Equity Competitive Grant Program** • $250 million per year for competitive grants to local governments and non-profits	$2.75 billion

Reconciliation Bill
Key Transportation Provisions

- $10 billion to support **access to affordable housing** and enhance mobility for low-income individuals and residents of disadvantaged or persistent poverty communities.

- $4 billion for **reduction of carbon pollution** in the surface transportation sector—addressing the largest source of transportation greenhouse gas emissions.

- $4 billion to support neighborhood equity, safety, and affordable transportation access, including **reconnecting communities** divided by existing infrastructure barriers.

Key Takeaways and Next Steps

- Plan for competitive grant opportunities

- Coordination critical in the region

- Funding over several years

- Meet in advance with DOT to influence funding criteria

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