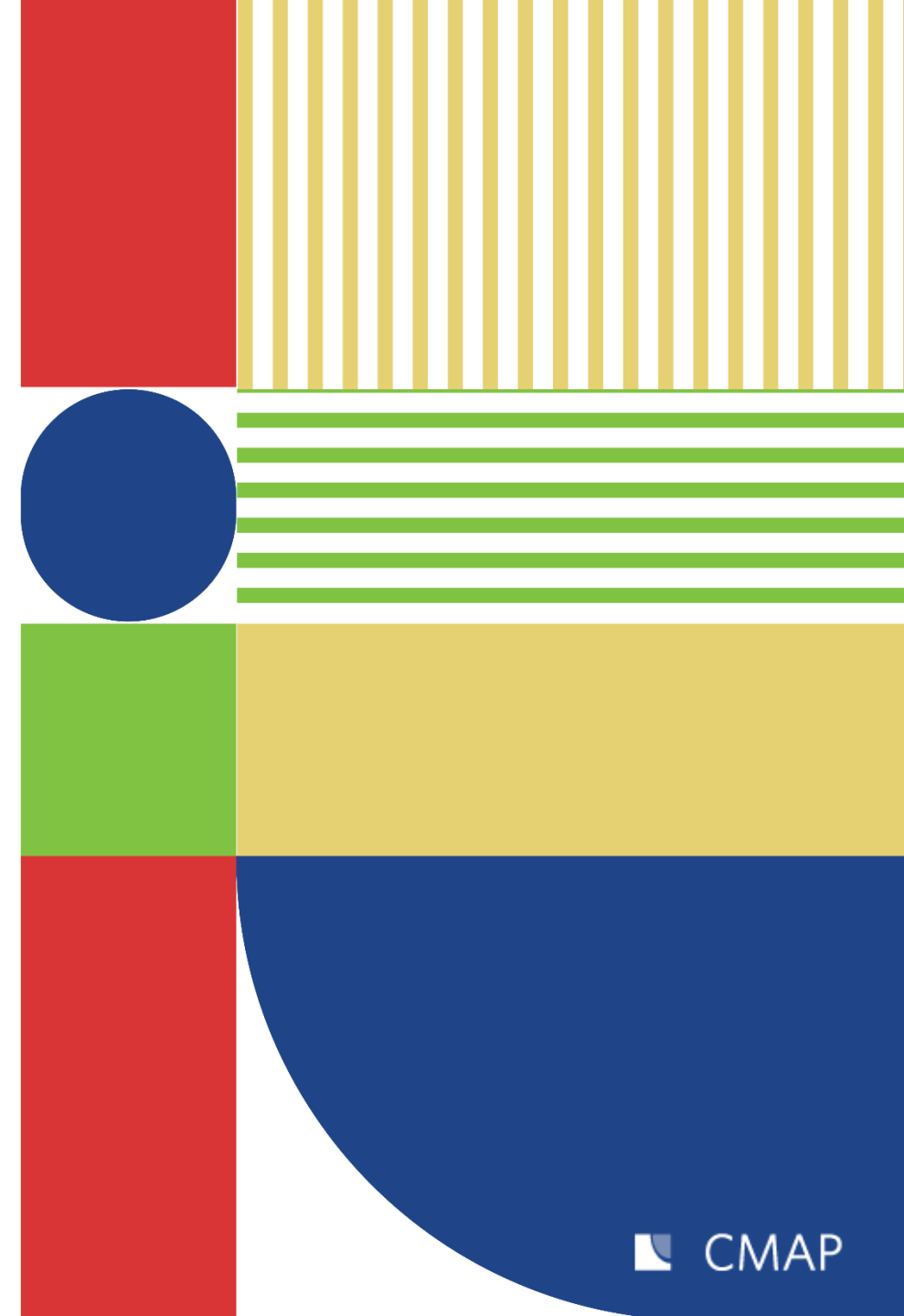


Infrastructure Investment and Jobs Act (IIJA)

November 19, 2021

Funding and Policy Overview for Transportation Sections

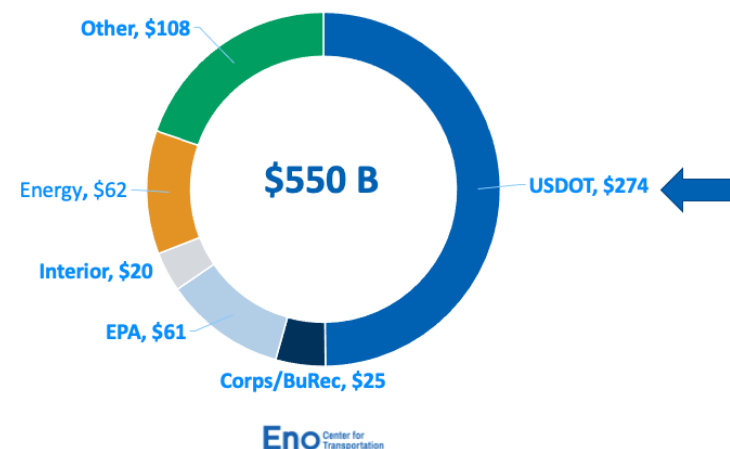


Funding Overview

Transportation Impact:

- Roughly half (\$274 B) of the \$550 billion in new spending (above FAST Act levels) goes to USDOT.
- Brings USDOT's total budget authority to \$567.4 billion from FY 2022 to 2026, with an additional \$93.5 billion in authorized funding subject to appropriations.

"\$550 Billion in Additional Spending"



Agency	Highway Trust Fund	Guaranteed Appropriations	General Fund (subject to appropriation)
FHWA	\$304.0B	\$47.3B	\$14.6B
FTA	\$69.9B	\$21.3B	\$15.8B
Multimodal			\$21.9B
FRA		\$66.0B	\$36.2B
FMCSA	\$4.5B	\$0.67B	
NHTSA	\$5.0B	\$1.61B	\$2.8B
Research/Innovation			\$0.6B
Hazmat*			\$0.6B
OST		\$19.0B	\$1.3B
FAA		\$25.0B	
MARAD		\$2.3B	
PHMSA		\$1.0B	
HTF – Highways	\$313.5B		
HTF – Transit	\$69.9B		
Totals	\$383.4B	\$184.2B	\$93.5B
Total "Real" Funding: \$567.5B			

CMAP Program Funding Impact

Program Name	National Estimate (FY21, FY22-26)	Illinois Estimate (FY22-26)
Surface Transportation Block Grant (STBG) w/ Transportation Alternatives (TAP) set-aside	<p>\$11.3 billion in FY21 (FAST) to nearly \$15 billion by FY26 (IIJA) -- 32% increase</p> <p>FY22-26: \$72 billion (\$7.2 billion for TAP)</p>	<p>FY2022: \$486 million FY2026: \$526 million -- 8% increase</p> <p>FY22-26: \$2.5 billion</p>
Congestion Mitigation and Air Quality (CMAQ)	<p>\$2.5 billion in FY21 (FAST) to \$2.745 billion by FY26 (IIJA) -- 10% increase</p> <p>FY22-26: \$13.2 billion</p>	<p>FY2022: \$120 million FY2026: \$129 million -- 7.5% increase</p> <p>FY22-26: \$624 million</p>
Metropolitan Planning	<p>\$358 million in FY21 (FAST) to nearly \$472 million by FY26 (IIJA) -- 32% increase</p> <p>FY22-26: \$2.28 billion</p>	<p>FY2022: \$22.5 million FY2026: \$24.3 million -- 8% increase</p> <p>FY22-26: \$117 million</p>

Current Highway Formula Funding Impact

Program Name	National Estimate (FY21, FY22-26)	Illinois Estimate (FY22-26)
National Highway Performance Program (NHPP)	<p>\$24 billion in FY21 (FAST) to \$30.7 billion by FY26 (IIJA) -- 27% increase</p> <p>FY22-26: \$148 billion</p>	<p>FY2022: \$999.5 million FY2026: \$1 billion -- slight increase</p> <p>FY22-26: \$5.2 billion</p>
Highway Safety Improvement Program (HSIP)	<p>\$2.4 billion in FY21 (FAST) to \$3.2 billion by FY26 (IIJA) -- 34% increase</p> <p>FY22-26: \$15.5 billion</p>	<p>FY2022: \$102 million FY2026: \$111 million -- 9% increase</p> <p>FY22-26: \$533 million</p>
National Highway Freight Program (NHFP)	<p>Remained steady at FAST levels at \$1.47 billion annually</p> <p>FY22-26: \$7.15 billion</p>	<p>FY2022: \$49 million FY2026: \$53.37 million -- 9% increase</p> <p>FY22-26: \$256.6 million</p>
Railway-Highway Crossings Program	<p>Remained steady at FAST levels at \$245 million annually</p> <p>FY22-26: \$1.2 billion</p>	<p>FY2022: \$11.3 million FY2026: \$11.3 million -- steady</p> <p>FY22-26: \$56.5 million</p>

New Highway Formula Funding Impact

Program Name	National Estimate (FY22-26)	Illinois Estimate (FY22-26)
Carbon Reduction Program <i>to invest in projects that reduce transportation-related emissions.</i>	\$1.2 billion in FY22 (IIJA) to \$1.3 billion by FY26 (IIJA) -- 8% increase FY22-26: \$6.4 billion	FY2022: \$43 million FY2026: \$46.9 billion -- 9% increase FY22-26: \$225.6 million
PROTECT Program <i>to states to support resilient infrastructure projects.</i>	\$1.4 billion in FY22 (IIJA) to \$1.5 billion by FY26 (IIJA) -- 7% increase FY22-26: \$7.3 billion	FY2022: \$49.3 million FY2026: \$53.36 million -- 8% increase FY22-26: \$256.5 million
Bridge Investment Program <i>to support state efforts for bridge replacement, rehab, protection and construction.</i>	Steady at \$5.5 billion annually FY22-26: \$27.5 billion	FY22-26 annual average: \$274.6 million FY22-26: \$1.373 billion
National Electric Vehicle Program <i>to states to establish electric vehicle charging infrastructure.</i>	Steady at \$1 billion annually FY22-26: \$5 billion	FY22-26 annual average: \$29 million FY22-26: \$148.6 million

Transit and Passenger Rail Formula Funding Impact

Program Name	National Estimate (FY21, FY22-26)	Illinois Estimate (FY21 funding and FY22-26)
FTA Transit Formula Grants	<p>\$9.7 billion in FY21 (FAST) to \$14.58 billion by FY26 (IIJA) -- 50% increase</p> <p>FY22-26: \$69.7 billion <i>*An additional \$5 billion in advanced appropriations provided for 5337(c) and 5310 formula grants.</i></p>	<p>FY2021 (FAST): \$606 million FY2026: \$930 million -- 53% increase</p> <p>FY22-26: \$4.45 billion</p>
Amtrak – Passenger Rail Grants (Northeast Corridor and National Network)	<p>\$1.8 billion in FY21 (FAST) to \$4.4 billion by FY26 (IIJA) -- 144% increase</p> <p>FY22-26: \$19.2 billion <i>*An additional \$22 billion in advanced appropriations from FY22-26.</i></p>	<p><i>*IL Not yet available or accessible. Between general fund authorization and advanced appropriations, Amtrak's National Network is expected to receive 28.65 billion from FY22-26.</i></p>

Overall Illinois Impact

Including new highway formula programs (does not include Bridge and Electric Vehicle formulas)

- Estimated increase of **30%** from **FY21's \$1.556 billion to \$2 billion by FY26.**

Including Bridge and Electric Vehicle formula, total Illinois highway apportionments

- Estimated at **\$11.3 billion from FY22-26.**

Total transit apportionments for the Illinois

- See an estimated increase of **53%** from **FY21's \$606 million to \$930 million** by FY26, totaling **\$4.45 billion from FY22-26.**

Opportunities to reduce congestion and improve resilience

NEW Congestion Relief Program

- \$250 million over five years in competitive funding to advance multimodal solution to congestion. MPOs over 1 million are eligible to apply. Priority given to areas with high degree of congestion.

NEW Healthy Streets Program

- \$500 million over five years for eligible projects, including planning and assessment projects that mitigate urban heat islands, improve air quality, and reduce stormwater runoff.
- MPOs eligible and there is a federal share waiver of up to 100%. Grants prioritized for low-income / disadvantaged communities.

Resiliency in the National Highway Performance Program (NHPP)

- IIJA expands the purpose of the NHPP to increase the resiliency of the National Highway System against the impacts of extreme weather events, flooding, and other natural disasters.
- Allows states to use up to 15% of funding for protective resiliency features on federal-aid highways and local bridges that will mitigate the risk of recurring damage from extreme weather events.

Investments in electric vehicle and alternative fuels infrastructure

NEW National Electric Vehicle Formula

- \$5 billion over five years to states to establish electric vehicle charging infrastructure. Program eligibility covers the purchase, installation, operation, maintenance, and data sharing associated with electric vehicle charging infrastructure.

NEW Alternative Fuels Corridor Program

- \$2.5 billion over five years in competitive funding to support state and local governments with alternative charging and fueling (hydrogen, propane, natural gas) infrastructure.

Expanded Surface Transportation Block Grant (STBG) program eligibility

- IIJA adds new eligibility for infrastructure to support electric vehicle charging, intelligent transportation technologies, and emerging transportation technologies.

Opportunities to build more equitable transportation

NEW Reconnecting Communities Pilot Program

- \$1 billion over five years in competitive grants for planning and projects to remove, retrofit, or mitigate existing highways that were built through neighborhoods and created a barrier to mobility and economic development.

NEW Transportation Access Pilot Program

- To support states and regions with developing accessibility data to improve transportation planning. This pilot will assist transportation planners with measuring the impact transportation investments may have on healthcare, childcare, education, jobs, and other essential services.

Authorization of the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program (aka Local and Regional Project Assistance program)

- \$7.5 billion over five years in competitive funding for multimodal infrastructure projects with significant local and regional impact. USDOT prioritized projects that could demonstrate improvements to racial equity in the last round of RAISE.

Opportunities to enhance mobility and strengthen the transit system

NEW All Stations Accessibility Program

- \$1.75 billion over five years to upgrade the accessibility of legacy rail fixed guideway public transportation systems.

NEW SMART Mobility Demonstration Grant Program

- \$1 billion over five years in grants to conduct demonstration projects focused on advanced smart city or community technologies and systems to improve transportation efficiency and safety.

Capital Investment Grant (CIG) Program

- Nearly doubles competitive funding for the Capital Investment Grant (CIG) program to \$23 billion (between general fund authorizations and advanced appropriations) over five years. Under the IIJA, applicants required to show they have or will make progress toward meeting performance targets for asset management.

Expanded Congestion Mitigation and Air Quality (CMAQ) eligibility

- IIJA expands CMAQ eligibility to include shared micromobility projects, such as bike-share infrastructure, as well as the purchase of zero-emission vehicles and charging equipment.

Investments in freight, passenger rail, and multimodal infrastructure

NEW Railroad Crossing Elimination Program

- \$5.5 billion in competitive funding over five years to states, regions, and local governments to eliminate highway-rail grade crossings frequently blocked by freight activity.

NEW National Infrastructure Project Assistance Grants

- \$10 billion over five years in competitive funding to multimodal projects of national significance. Eligible projects include highway, bridge, freight intermodal, freight rail, passenger rail, and grade separations.

Intercity Passenger Rail

- Expands project eligibility for the Intercity Passenger Rail grant program to include a focus on improved performance allowing for the replacement or repair of infrastructure and other equipment needed to achieve a state of good repair.

Opportunities to improve safety for all road users

NEW Safe Streets and Roads for All Program

- \$6 billion over five years in grants to support local Vision Zero efforts. Regions and local governments are eligible to apply for this funding to develop and implement comprehensive safety action plans.

NEW Active Transportation Infrastructure Investment Program

- \$1 billion in competitive funding over five years to a multi-state group, multi-county group, or individual states to support safe and connected active transportation networks.

Highway Safety Improvement Program (HSIP) requirement

- States are required to use at least 15% of HSIP to address the safety of vulnerable road users when total annual fatalities of those users represent at least 15 percent of the total annual crash fatalities in the state. Also requires every state to create a Vulnerable Road User Assessment.

Expanded Transportation Alternatives Program (TAP) eligibility

- Expands project eligibility to include safety projects that address vulnerable road users.

Funding surface transportation and new pilots for revenue collection

Funding surface transportation

- Since 2008, the Highway Trust Fund has required non-transportation revenue infusions of \$153.5 billion. IIJA continues this trend as it transfers \$118 billion from the general fund. IIJA keeps the federal MFT at 1993's 18.3 cents per gallon.

NEW National Motor Vehicle Per-Mile User Fee Pilot

- Will test a per-mile user fee for passenger vehicles and light-, medium-, and heavy-duty trucks, with a goal of including volunteer participants from all 50 states; Washington, D.C.; and Puerto Rico.

Strategic Innovation for Revenue Collection

- Formerly Surface Transportation System Funding Alternatives Program, this program expands to MPOs and local governments, with the federal share increasing from 70 to 80 percent.

NEW Toll credit exchange pilot

- To evaluate the feasibility and demand of a toll credit exchange marketplace between states. Ten states will be eligible to participate and exchange toll credits to cover the non-federal share of transportation projects.