



Grant programs in the IIJA

**A high-level overview of key grant programs in the
Infrastructure Investment and Jobs Act (IIJA)**

January 2022



Roadmap

- **Overview**
- **Key programs by issue area**
 - **Roads and bridges**
 - **Broadband**
 - **Airports**
 - **Rail**
 - **Public transit**
 - **Ports and waterways**
 - **Cybersecurity**

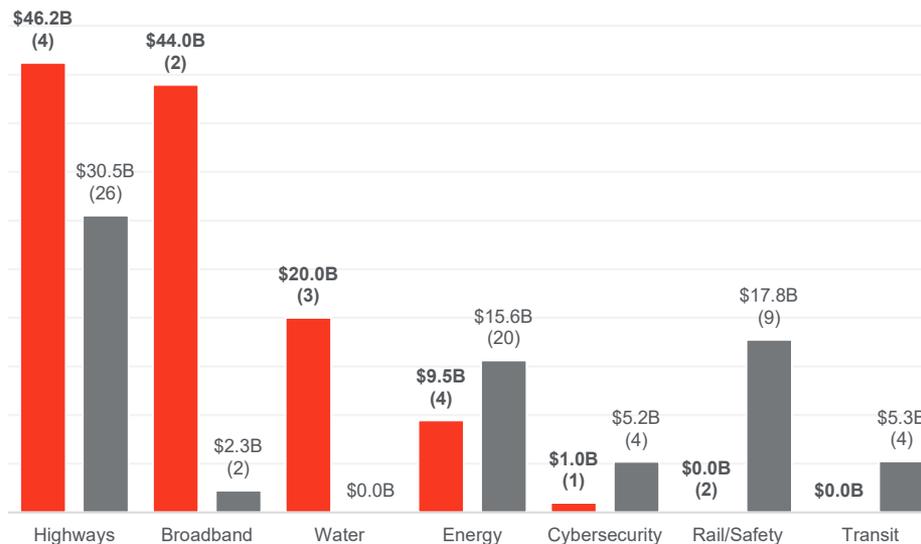
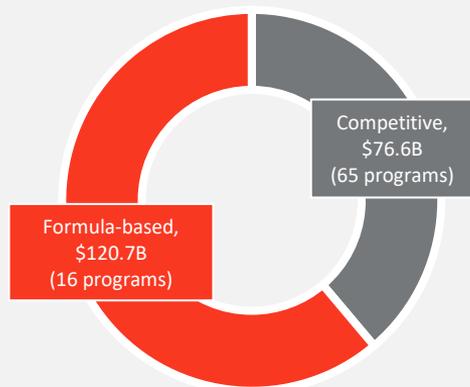


Majority of funds to states will be distributed via formula-based grants

5-year state funding by grant type and investment area

Federal funds information for states; in \$ billions; number of programs in ()

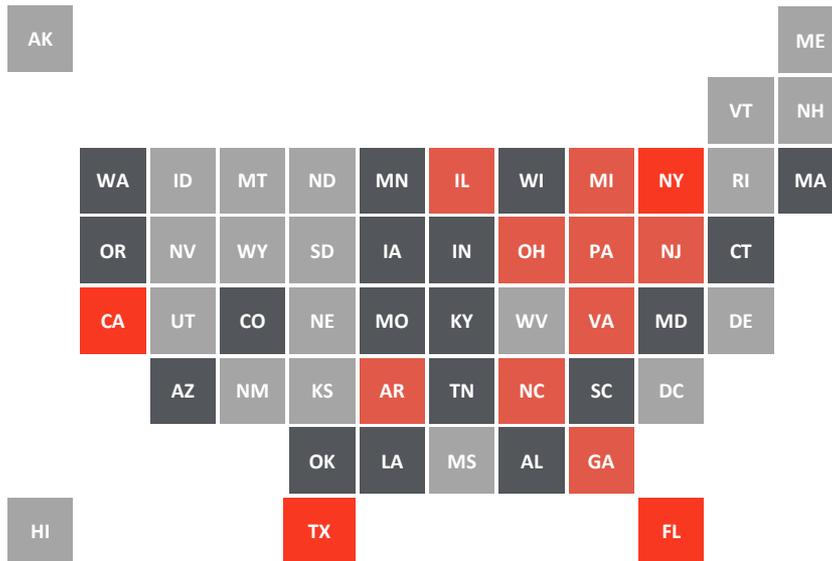
Competitive grants make up the majority of programs but the minority of funding



California, Texas, and New York receive the most from Biden's infrastructure bill

Total Estimated Infrastructure bill allocations by state

■ <\$5 Billion ■ \$5 Billion - \$10 Billion ■ \$10 Billion - \$20 Billion ■ >\$20 Billion



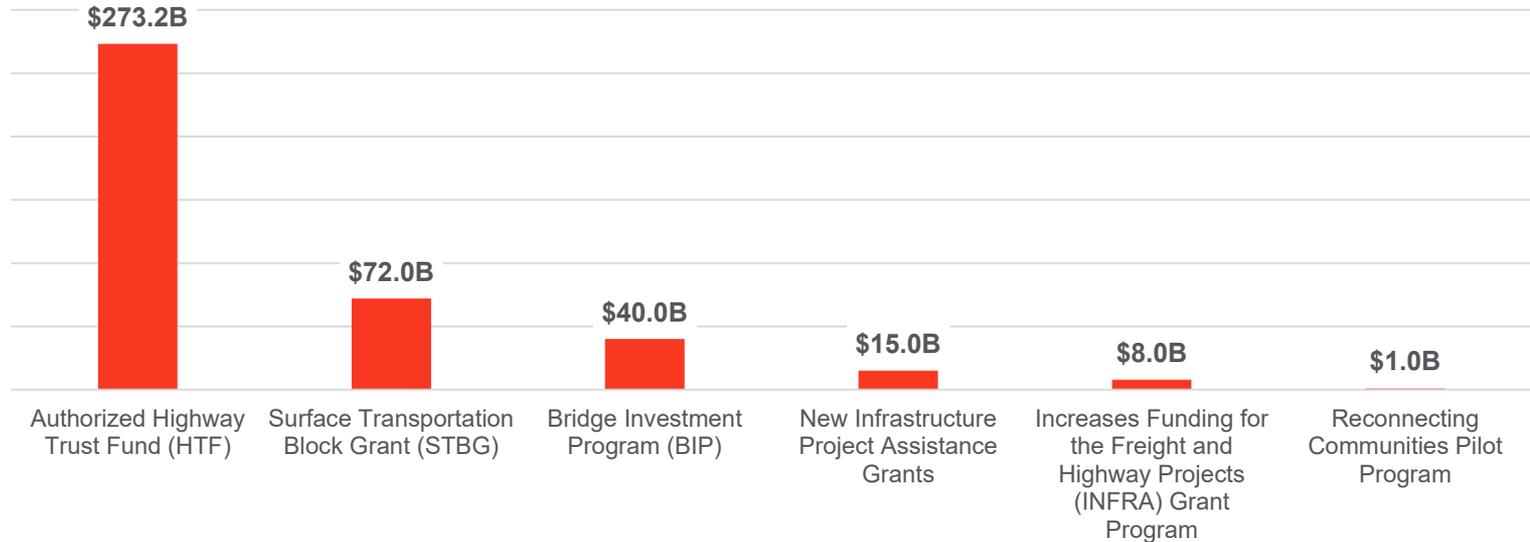
STATE RANK

1. California: **\$44.56B**
2. Texas: **\$35.44B**
3. New York: **\$26.92B**
4. Florida: \$19.1B
5. Illinois: \$17.81B
6. Pennsylvania: \$17.8B
7. New Jersey: \$13.51B
8. Ohio: \$12.83B
9. Georgia: \$12.34B
10. Michigan: \$10.78B
11. North Carolina: \$10.4B
12. Virginia: \$10.1B
13. Massachusetts: \$9.33B
14. Missouri: \$9.01B
15. Indiana: \$8.84B
16. Washington: \$8.59B
17. Tennessee: \$7.96B
18. Maryland: \$7.4B
19. Arizona: \$7.31B
20. Wisconsin: \$7.27B
21. Louisiana: \$7.25B
22. Alabama: \$6.97B
23. Minnesota: \$6.8B
24. Kentucky: \$6.49B
25. Colorado: \$6.17B
26. South Carolina: \$6.11B
27. Connecticut: \$6.04B
28. Oklahoma: \$5.77
29. Oregon: \$5.36B
30. Iowa: \$5.08B
31. Arizona: \$4.93B
32. Alaska: \$4.93B
33. Mississippi: \$4.46B
34. West Virginia: \$4.4B
35. Nevada: \$4.04B
36. Utah: \$3.96B
37. Montana: \$3.86B
38. Kansas: \$3.84B
39. New Mexico: \$3.73B
40. Nebraska: \$3.04B
41. Idaho: \$3.03B
42. Washington D.C.: \$3.01B
43. South Dakota: \$2.85B
44. North Dakota: \$2.64B
45. Hawaii: \$2.62B
46. Wyoming: \$2.58B
47. Rhode Island: \$2.57B
48. Delaware: \$2.38B
49. Maine: \$2.37B
50. Vermont: \$2.22B
51. New Hampshire: \$2.05B



IIJA authorizes \$110 billion towards roads and bridges

Funding for key roads and bridges programs in IIJA (in \$ billions)



Breakdown of key roads and bridges grant programs (1/2)

PROGRAM	FUNDING	OVERVIEW	ALLOCATION
Authorized Highway Trust Fund Programs	\$273.15 billion	Appropriates funding for nine federal aid-highway formula programs	<ul style="list-style-type: none"> Administered by Federal Highway Administration (FHWA) \$148 billion to the National Highway Performance Program (NHPP) to construct and maintain projects on the expanded National Highway System (NHS) and ensure Federal aid funding for highway construction reaches performance targets \$15.56 billion to the Highway Safety Improvement Program (HSIP) to improve highway safety on public roads through data driven improvement projects \$1.23 billion for the Rail-Highway Crossing Program to eliminate hazardous railway-highway crossings and reduce fatalities
Surface Transportation Block Grant (STBG)	\$72 billion	Creates changes to the STBG, funding multiple programs including Off system bridges, Special Rule thresholds, and the Transportation Alternative Program (TAP)	<ul style="list-style-type: none"> Administered by FHWA Sets aside \$5.18 billion for off-system bridges that make up almost half the nation's bridges. Establishes a fourth population band for communities between 50,000 to 200,000 to provide equitable programs for communities of varied sizes New projects become eligible including installation of electric vehicle (EV) charging infrastructure, cyber threat protections for transportation facilities, wildlife collisions mitigations, resiliency improvements and more Will make rural minor collectors on rural roads and critical rural freight corridors eligible for funding under the Special Rule; population threshold for this program increases from 5,000 to 50,000 Allocates \$7.2 Billion for TAP funds to carry out eligible projects including design and construction of trails, environmental mitigation, construction of overlooks and more
Bridge Investment Program	\$40 billion	Allows counties to apply for funding to carry out bridge projects (Funded by the HTF and guaranteed appropriations)	<ul style="list-style-type: none"> Administered by FHWA Creates a new competitive bridge investment program to encourage bridge repair, improve safety, efficiency, and reliability Grants are awarded at the rate of \$50 million or more for larger projects MPOs with population over 200,000 are eligible to receive grants under this program Eligible projects must begin within 18 months after funds are obligated and preliminary engineering must be complete



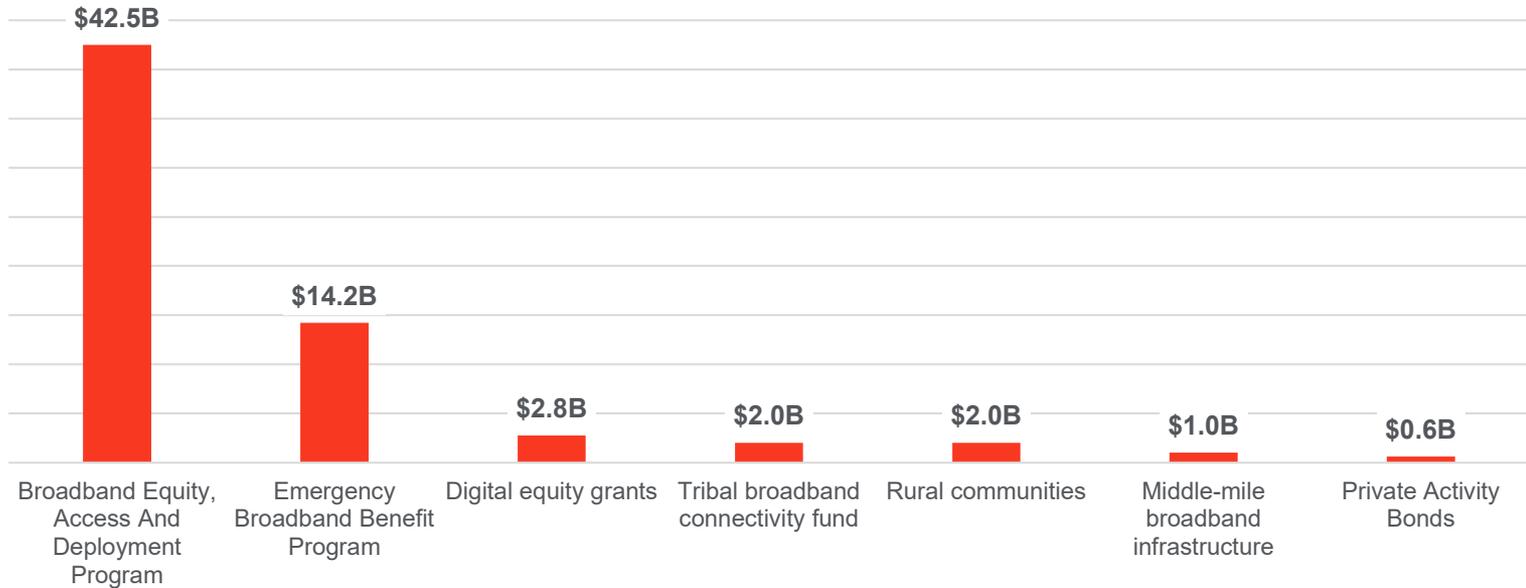
Breakdown of key roads and bridges grant programs (2/2)

PROGRAM	FUNDING	OVERVIEW	ALLOCATION
New Infrastructure Project Assistance Grants	\$15 billion	Provides funding for eligible projects in Highway and Bridge projects, At-grade rail crossings, intercity passenger rail systems, and public transit	<ul style="list-style-type: none"> Administered by Department of Transportation (DOT) Newly developed competitive grant program to support freight-related projects, including roads and bridges, intermodal facilities, grade separation or elimination, intercity passenger rail, and public transportation Provides 50% of funding between projects estimated to cost \$100 million and \$500 million with the other 50% is allocated towards projects over \$500 million Funding eligibility requires the project be likely to generate regional economic, mobility, and safety benefits, have one or more stable sources of non-federal funding in addition to a significant amount of federal funding, and more Project applicants must have sufficient legal, financial and technical capacity
Freight and Highway Projects (INFRA) Grant Programs	\$8.0 billion	Provides grants to advance the of rebuilding America's infrastructure and create jobs by funding significant national and regional highway and rail projects	<ul style="list-style-type: none"> Administered by DOT Funding is allocated through the HTF and guaranteed appropriations Updates to the INFRA program include priorities surrounding good-paying jobs, safety, multimodalism, racial equity, access to opportunity and climate change Multiple jurisdictions may apply for INFRA grants including states, metropolitan planning organizations, local governments, federal land management agencies, tribal governments and more Eligible project include highway and freight projects under the National Highway Freight Network, highway and bridge projects under the National Highway System (NHS), rail-highway grade crossing projects, and intermodal
Reconnecting Communities Pilot Program	\$1.0 billion	Targets urban freeway projects including demolition of freeways harmful to community structures	<ul style="list-style-type: none"> Administered by FHWA \$150 million for Planning Grants and \$350 million in Capital Construction Grants is provided by the HTF \$500m million in funding is allocated through guaranteed appropriations The program would fund feasibility studies on the impacts of removing, retrofitting, or mitigating freeways that have disenfranchised black and brown communities in areas of business, housing, health and more Begins planning efforts to rebuild



IIJA puts \$65 billion towards broadband infrastructure

Funding for key broadband programs in IIJA (in \$ billions)



Breakdown of key broadband grant programs (1/2)

PROGRAM	FUNDING	OVERVIEW	ALLOCATION
Broadband Equity, Access And Deployment Program	\$42 billion	Formula-based grants to states to accelerate broadband deployment	<ul style="list-style-type: none"> Administered by the National Telecommunications and Information Administration (NTIA) Each state to receive a minimum of \$100 million 10% set aside for underserved high-cost areas States to submit a 5-year action plan with initial requests and are required to coordinate with local and regional entities to distribute funding States must certify that 100% of unserved areas are met before funding deployment in underserved areas 25% matching fund requirement will apply (with some exceptions for high-cost areas) New networks must meet minimum quality standards of 100/20 Mbps and provide at least one tier of affordable service Proposals will likely be due in 2022
Digital equity grants	\$2.75 billion	Establishes 2 new grant programs to promote digital inclusion and equity in historically underserved communities	<ul style="list-style-type: none"> Administered by NTIA State Digital Equity Capacity Grant Program (formula-based): \$1.5 billion to states, or \$300 million/year from 2022-2026. 50% based on population, 25% based on the number of households below 150% of FPL, and 25% based on comparative lack of broadband adoption. Each state must submit how it plans to use funds to NTIA Digital Equity Competitive Grant Program: Awarded directly to grant recipients, who can include a wide range of entities with rules established by NTIA. Budget is \$1.25 billion (\$250 million/year from 2022-2026)
Tribal Broadband Connectivity program	\$2 billion	Offers grants for broadband deployment, digital inclusion, workforce development, telehealth, and distance learning on tribal lands	<ul style="list-style-type: none"> Administered by NTIA; created in Consolidated Appropriations Act of 2021 Extends the program timeline so that grantees have 18 months (instead of 6 months) to commit funds to a project and 4 years (instead of 1) to expend all their grant funding NTIA expects to complete its review, selection of successful applicants, and first-round award processing by November 29, 2021 Earliest start date for awards is expected to be December 13, 2021



Breakdown of key broadband grant programs (2/2)

PROGRAM	FUNDING	OVERVIEW	ALLOCATION
USDA rural development	\$2 billion	Grants to support rural broadband deployment	<ul style="list-style-type: none"> Administered by US Department of Agriculture (USDA) \$1.96 billion to go to USDA's existing ReConnect grant and loan program, including \$74 million for USDA's Section 601 broadband loan program and \$5 million for the development of cooperatives to provide broadband Applicants committing to net neutrality will be favored in review
Middle Mile grant program	\$1 billion	Competitive, technology-neutral grants for the construction, improvement, or acquisition of middle mile broadband infrastructure	<ul style="list-style-type: none"> NTIA has 6 months to issue a notice of funding opportunity about the new program; NTIA to make grant awards 9 months after that Funds are available until September 30, 2026 Awardees must complete construction within 5 years of winning a grant Eligible entities include state, local, and tribal governments; telecommunications/technology companies; non-profits; and economic development authorities Applicants must prove that they are capable of competently carrying out a project and operating the resulting middle-mile broadband network Amount funded under the program cannot exceed 70% of project's total costs
Private Activity Bonds	\$600 million	Authorizes certain broadband projects as eligible activities for tax-exempt private activity bonds	<ul style="list-style-type: none"> Issued by state and local governments to finance public-private collaboration on broadband



IIJA authorizes \$25 billion for airports

Funding for key airport programs in IIJA (in \$ billions)



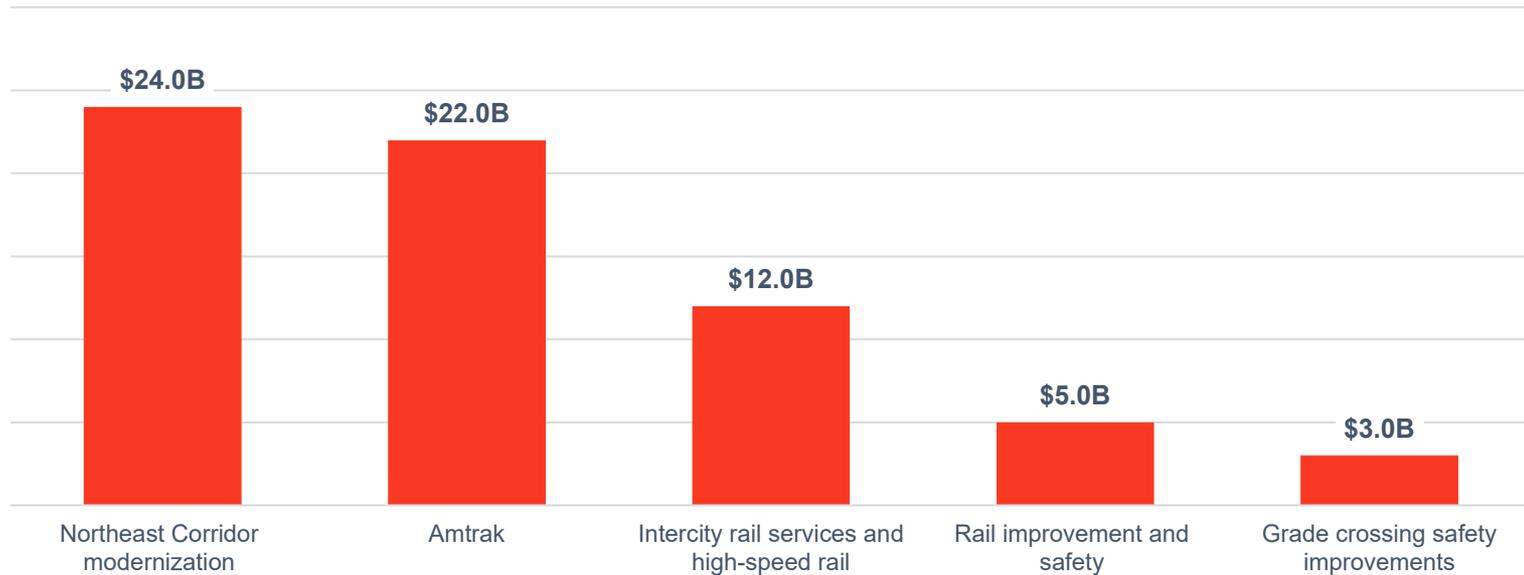
Breakdown of key airport grant programs

PROGRAM	FUNDING	OVERVIEW	ALLOCATION
Airport Improvement Program (AIP)	\$15 billion	Formula-based grants to airports	<ul style="list-style-type: none"> Administered by the Federal Aviation Administration (FAA) Provides grants for planning and development of public-use airports 75% of eligible costs are covered by the grants, though small reliever airports may be covered by upwards of 90-95% Eligible entities include publicly owned airports, privately-owned FAA reliever airports, and privately-owned airports with a scheduled service of at least 2,500 enplanements. All entities must also be included in the National Plan of Integrated Airport Systems
AIP Terminal Development Programs	\$5 billion	Funding specifically set aside for use in competitive grants for airport terminals	<ul style="list-style-type: none"> Provides \$1 billion annually for refurbishing aging airport infrastructure like terminals, on-airport rail access projects, and the refurbishment of airport-owned traffic control towers The grant funding is split such that no more than 55% of funding goes to large hub airports, 15% for medium hubs, 20% for small hubs, and 10% for non primary airports Federal cost share is limited to 80% of program costs for large and medium sized airports, and 95% for small and non primary airports
FAA's air traffic control towers	\$5 billion	Finances major investments for air traffic control facilities.	<ul style="list-style-type: none"> Aims to provide funds to refurbish or establish air navigation facilities and equipment Eligible entities include FAA-owned and operated air traffic control facilities <ul style="list-style-type: none"> \$200 million of the funding is reserved for FAA-owned contract towers Secretary of Transportation Pete Buttigieg must submit a plan to House and Senate Committees on Appropriations, listing those air traffic control towers and contract towers that will receive funding in FY2022 <ul style="list-style-type: none"> The Secretary must provide such a list for each fiscal year thereafter for which the funding is available, so until 2026



IIJA authorizes \$66 billion for passenger and freight rail

Funding for key rail programs in IIJA (in \$ billions)



Breakdown of key rail grant programs (1/3)

PROGRAM	FUNDING	OVERVIEW	ALLOCATION
Federal-State Partnership for Intercity Passenger Rail program	<ul style="list-style-type: none"> \$36 billion total ≤ 24 billion for the Northeast Corridor \$12 billion for other network expansions 	Provide funding to rehabilitate, repair, or replace qualified railroads to improve intercity passenger rail performance and good repair backlogs	<ul style="list-style-type: none"> Administered through the Federal Railroad Administration (FRA) Eligible projects include those that replace assets with those that increase capacity or improve service, bring services to a state of good repair among other eligible projects Eligible recipients include states, interstate compacts, public agencies, political subdivisions of a state, and or Amtrak
Capital Investment Grants Program	\$8 billion	Funds capital investments to transits including streetcars heavy rail, commuter rail, and light rail, bus rapid transit	<ul style="list-style-type: none"> Administered through FRA Require transit agencies complete a series of steps over several years to secure funding including environmental reviews, developing alternative routes and implementing routes in a long-term transportation plan
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	\$7.5 billion	Competitive grant program	<ul style="list-style-type: none"> Awards are limited to \$25 million Provides 50/50 split of funds between urban and rural areas Previously known as the TIGER and BUILD grant



Breakdown of key rail grant programs (2/3)

PROGRAM	FUNDING	OVERVIEW	ALLOCATION
Consolidated Rail Infrastructure and Safety Improvements program (CRISI)	\$5 Billion	Provides federal funding to improve efficiency, reliability, and safety of freight and intercity rail services	<ul style="list-style-type: none"> Administered through DOT Eligible projects include capital projects that reduce congestion, grows ridership, improve, rail lines and relocation projects, development of safety programs, workforce development, research related to safety improvements, projects to improve highway-rail grade crossing, deployment of safety technology for railroads, among other eligible projects Eligible recipients include states, interstate compacts, rail carriers, nonprofit labor organizations, transportation research boards, universities, and state agencies
Infrastructure for Rebuilding America program (INFRA)	\$3 billion	Competitive grants awarded to stimulate economic development, mobility, and safety improvements	<ul style="list-style-type: none"> Administered through DOT Eligible projects include freight projects apart of the National Highway Freight Network, bridge or highway projects under the National Highway system among other projects Eligible uses of grant include acquisition, reconstruction or rehabilitation of property, equipment acquisition, operational improvements, environmental mitigation, and construction contingencies 10 percent of funds are reserved for small projects (>5 million) and 25% are dedicated to rural communities Prefers projects with local sponsor (with exemptions for rural areas)
Highway-Rail Grade Crossing	\$2.5 billion	Provide funds to support road-rail crossing grade separation	<ul style="list-style-type: none"> Administered through DOT Goals include improving commerce and mobility Eligible projects include track relocation, separating or closing at-grade crossings, planning environmental review and design activities related to project and installing protective devices to improve safety





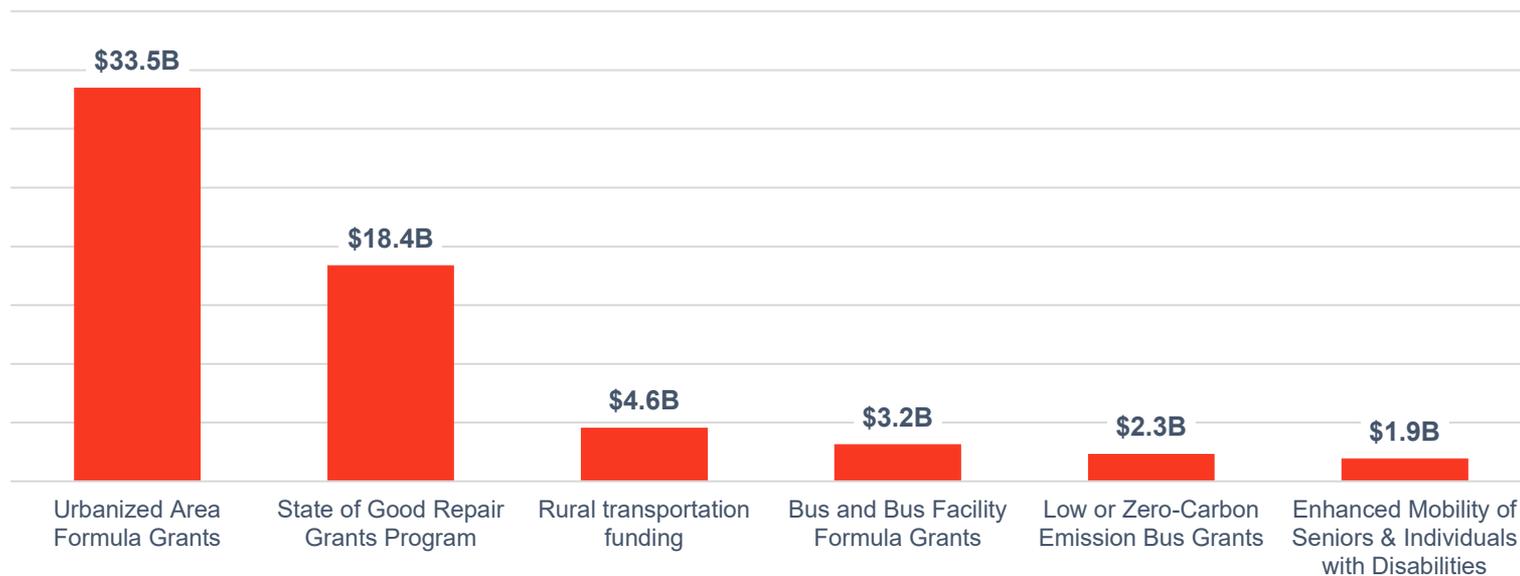
Breakdown of key rail grant programs (3/3)

PROGRAM	FUNDING	OVERVIEW	ALLOCATION
Restoration and Enhancement grant program	\$250 million	Provides funds to cover operating expenses for new passenger rail routes	<ul style="list-style-type: none">• Funds can be used to cover operating expenses to defray costs• Would allow the federal government to cover cost of operating a new route from 90% in the first year to 30% over six years
Interstate Compact Program	\$25 million	Provides funds for local and county authorities to enter multi-state compacts to perform capital improvements and improve the movement of goods and assembling rights-of way	<ul style="list-style-type: none">• Administered by DOT• Authorizes \$ 5 million over five years• Requires 50 percent non-federal match



IIJA expands federal public transit funding to \$89.9 billion over 5 years

Funding for key rail programs in IIJA (in \$ billions)



Breakdown of key public transit grant programs (1/2)

PROGRAM	FUNDING	OVERVIEW	ALLOCATION
Urbanized Area Formula Grants	\$33.5 billion	Formula-based grants to states for transport planning and implementation	<ul style="list-style-type: none"> Administered by the Federal Transit Administration (FTA) Makes federal resources available to urbanized areas with a population of 50,000 or more States or local officials must present certain materials to access federal funds for eligible programs, such as planning, engineering, design, or evaluation of transit projects Funding is also available for the replacement, restructuring, or renovation of existing transit systems Urban areas with populations over 200,000 must include comprehensive safety plans to reduce rates of accidents or injuries; recipients must allocate at least 0.75% of funds to safety-related projects
State of Good Repairs Grant Program	\$18.39 billion	Expands available funding for capital assistance to maintain and repair transit programs	<ul style="list-style-type: none"> Administered by FTA Eligible state and local authorities may apply for capital assistance for projects that maintain a fixed guideway or high intensity motorbus system <ul style="list-style-type: none"> Examples of this include passenger stations and terminal, rolling stock, tracks, power line equipment and structures, signals and communications, security equipment and systems, operational support equipment, and maintenance facilities
Rural Transportation Program Assistance	\$4.58 billion	Establishes a new federal grant program to support rural transportation programs	<ul style="list-style-type: none"> Administered by the FTA Provides funding to rural areas to assist with designing and implementing projects to train and support transit operators States may use the funds for training, technical assistance, research, and related support services



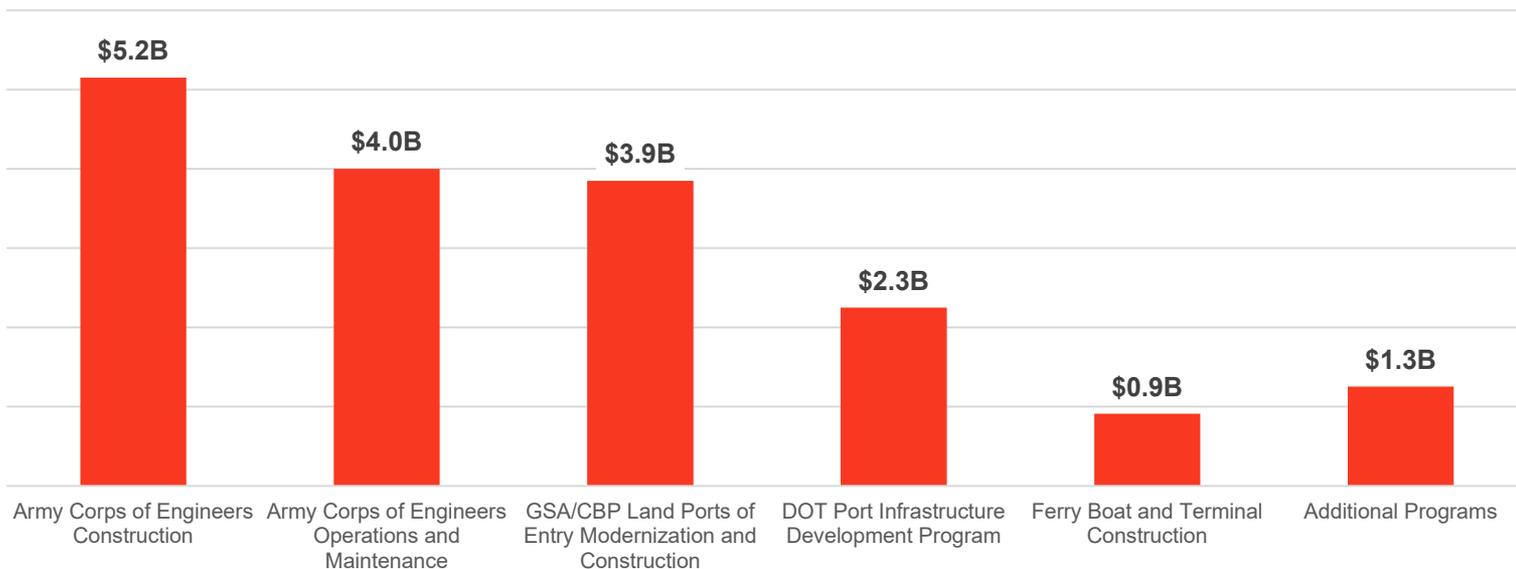
Breakdown of key public transit grant programs (2/2)

PROGRAM	FUNDING	OVERVIEW	ALLOCATION
Bus and Bus Facilities Formula Grants	\$3.16 billion	Provides federal resources to states to improve and procure buses and related equipment and facilities	<ul style="list-style-type: none"> Administered by FTA The existing grant program provides states with direct assistance to replace, repair, or purchase buses and necessary related equipment Eligible entities include state and local governments that offer fixed-route bus services, and nonprofit organizations that are involved with public transit Requires a local match of 20%, except for projects which relate to the American with Disabilities Act or the Clean Air Act Specifically sets aside 15% of available funds for rural projects
Low or Zero-Carbon Emission Bus Grants	\$2.34 billion	Grants to support the adoption and use of low or zero-carbon emission buses	<ul style="list-style-type: none"> Administered by FTA Funding is allocated through a competitive grant program; applicants must first submit proposals to the FTA Provides state and local governments with funding to purchase or lease low or zero-emission transit buses and supporting facilities or equipment The federal share for leasing or purchasing a transit bus cannot exceed 85%; the federal share for leasing or purchasing related equipment and facilities must not exceed 90%
Enhanced Mobility of Seniors & Individuals with Disabilities	\$1.94 billion	Provides federal funding to states for nonprofit transportation groups that meet the needs of seniors and disabled Americans	<ul style="list-style-type: none"> Administered by FTA Funds are apportioned based on a state's share of senior and disabled Americans Eligible recipients include states and local authorities as well as nonprofit organizations which provide public transportation for affiliated groups Funds are provided for the acquisition and maintenance of buses and vans, wheelchair ramps and lifts, mobility management programs, and necessary related equipment and systems for relevant transit programs The federal share of funding cannot exceed 80% for capital costs and 50% for operating costs



IIJA authorizes \$17 billion towards ports and waterways over 5 years

Funding for key rail programs in IIJA (in \$ billions)





Breakdown of key ports and waterways grant programs

PROGRAM	FUNDING	OVERVIEW	ALLOCATION
Ferry Boat and Terminal Construction	\$912 million	Provides funding for the Ferry Boat and Terminal Construction program in section 147 of title 23	<ul style="list-style-type: none">• Administered by FHWA• \$182.4 million per year for 5 years to fund the construction of ferry boats and ferry terminal facilities serving as links on public highways as well as boats and terminal serving passengers
Reduction in Truck Emissions at Ports	\$400 million	Requires the Secretary of Transportation to coordinate and fund projects through competitive grants to reduce port-related emissions from idling trucks	<ul style="list-style-type: none">• Administered by DOT• \$80 million per year for 5 years to reduce port emissions from trucks• The program is established under EPW Surface Transportation Reauthorization• Requires a study on port benefits from electrification and emerging technologies that reduce truck emissions (Sec. 1402)



IIJA puts \$2 billion towards cybersecurity resiliency

Funding for key cyber programs in IIJA (in \$ millions)



Breakdown of key cyber grant programs

PROGRAM	FUNDING	OVERVIEW	ALLOCATION
State, Local, Tribal, and Territorial Grant Program	\$1 billion over 4 years (\$200M FY22, \$400M FY23, \$300M FY24, \$100M FY25)	Establishes grant program to provide federal cybersecurity assistance to SLTT entities	<ul style="list-style-type: none"> Administered by FEMA in consultation with the Cybersecurity & Infrastructure Security Agency (CISA) Grant is flexible and can be used for vulnerability assessments, NIST best practice adoption, ensuring continuity of operations, improving cyber workforce, and addressing cyber threats to critical infrastructure States and tribes must submit a cybersecurity plan outlining how they will improve their cybersecurity to CISA States must obligate at least 80% of grant funds to local governments with 25% of obligated funds reserved for rural areas DHS Secretary must consult with state, local, and tribal personnel to inform grant guidance
Rural and Municipal Utility Advanced Cybersecurity Grant and Technical Assistance Program	\$250 million	Competitive grant program aimed at protecting critical infrastructure from cyber attacks	<ul style="list-style-type: none"> Administered by FEMA in consultation with CISA States must submit plans outlining their plans for grant funds to CISA and match federal funds
Cyber Response and Recovery Fund	\$100 million (\$20 million/ year for 5 years)	Provides support to public or private entities responding to cyber attacks	<ul style="list-style-type: none"> Administered by CISA Allows DHS Secretary to declare a Significant Incident following a breach of public and private networks Fund provides direct support to public or private entities as they respond to and recover from significant cyberattacks and breaches Unused funds will remain available until expended with the program ending September 30, 2028

