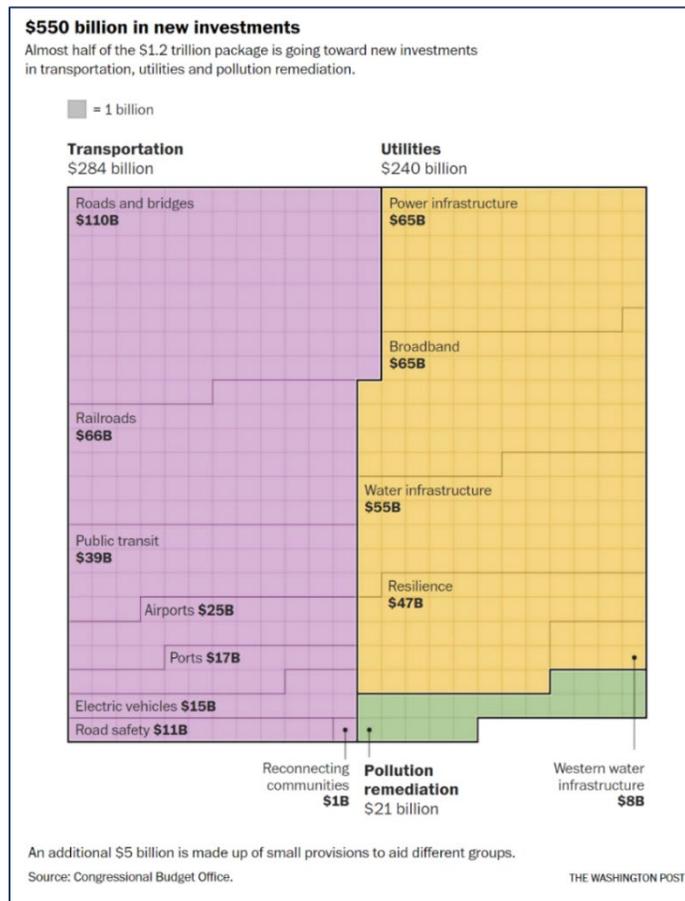


The Infrastructure Investment and Jobs Act

What the IIJA means for Utah | December 8, 2021

OVERVIEW

President Biden signed the Infrastructure Investment and Jobs Act (IIJA) into law on Monday, November 15. The \$1.2 trillion bill is not a stimulus bill but instead a long-term approach to rebuilding and investing in America's infrastructure.¹ Of the \$1.2 trillion, \$550 billion is on new investments. In terms of new spending, the bill is authorized based on the tables below.



Categories (\$ in Billions)	Amount
Reauthorization of Past Transportation Funding	\$ 650
Transportation	\$ 285
Roads, Bridges, & Major Projects:	\$ 110
Passenger and Freight Rail	\$ 66
Safety	\$ 11
Public Transit	\$ 39
Ports and Waterways	\$ 17
Airports	\$ 25
Low-Carbon and Zero-Emission School Buses & Ferries	\$ 8
Electric Vehicle Charging Stations	\$ 8
Reconnecting Communities	\$ 1
Broadband	\$ 65
Water Infrastructure	\$ 55
Power and Grid	\$ 73
Resiliency	\$ 46
Western Water	\$ 8
Environmental Remediation	\$ 21
Total	\$ 1,203

Broadly, the IIJA does three things: provides funding; expedites permitting for new energy infrastructure; and provides new authorities and creates new programs. This summary report describes the money coming to Utah in the following categories: transportation, western water infrastructure and resiliency, water, power and grid, environmental remediation, and broadband.

At the state level, money will come in via existing formulas, through earmarks, and new competitive grants for both new and existing federal programs for surface transportation, energy infrastructure, transportation safety, transit, broadband, ports and waterways, airports, drinking water, and wastewater. Each grant opportunity has its own requirements, but generally, eligible grant recipients include states, local authorities, and private organizations.

¹ The Brookings Institution, "[America has an infrastructure bill. What happens next?](#)," November 9, 2021.

STATE ALLOCATIONS (SOURCE: FFIS²)

National Totals						
Category	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2022-2026
Transportation	\$ 105,720,165	\$ 107,284,997	\$ 108,988,805	\$ 110,512,138	\$ 112,234,228	\$ 544,740,333
Water	\$ 8,704,000	\$ 9,429,000	\$ 9,831,000	\$ 10,231,000	\$ 10,231,000	\$ 48,426,000
Environmental Remediation	\$ 19,800,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 21,000,000
Power & Grid	\$ 14,249,918	\$ 6,035,500	\$ 6,086,813	\$ 6,138,191	\$ 4,508,388	\$ 37,018,809
Broadband	\$ 60,200,000	\$ 550,000	\$ 550,000	\$ 550,000	\$ 550,000	\$ 62,400,000
Resilience and Western Water	\$ 8,435,400	\$ 2,437,400	\$ 2,332,400	\$ 2,132,400	\$ 2,032,400	\$ 17,370,000
Total	\$ 217,109,483	\$ 126,036,897	\$ 128,089,018	\$ 129,863,728	\$ 129,856,016	\$ 730,955,142

Utah Funding						
Category	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2022-2026
Transportation	\$ 615,347	\$ 627,284	\$ 639,936	\$ 652,155	\$ 665,250	\$ 3,461,352
Water	\$ 74,478	\$ 80,149	\$ 83,077	\$ 85,990	\$ 85,990	\$ 409,684
Environmental Remediation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Power & Grid	\$ 38,177	\$ -	\$ -	\$ -	\$ -	\$ 38,177
Broadband	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Resilience and Western Water	\$ 2,514	\$ 5,029	\$ 3,772	\$ 1,257	\$ -	\$ 12,572
Total	\$ 730,516	\$ 712,462	\$ 726,785	\$ 739,402	\$ 751,240	\$ 3,921,785

SPENDING PAY-FORS (SOURCE: NCSL³)

Funding for the IJA comes from the following sources:

- \$205 billion from repurposing of certain unused COVID relief dollars (Source: CBO score & CBO estimate)
- Funding from recouping fraudulently-paid benefits from enhanced federal unemployment insurance (UI) supplement (Awaiting CBO Letter)
- \$49 billion from delaying Medicare Part D rebate rule (Source: CBO score)
- \$53 billion from certain states returning unused enhanced federal UI supplement (Source: CBO estimate)
- \$20 billion from sales of future spectrum auctions (Source: CBO score) and \$67 billion from proceeds of the February 2021 c-band auction (Source: CBO estimate)
- \$56 billion in economic growth resulting from a 33 percent return on investment in these long-term infrastructure projects (Source: CBO analysis)
- \$28 billion from applying information reporting requirements to cryptocurrency (JCT score)
- \$21 billion from extending fees on government-sponsored enterprises (GSEs) (Source: CBO Score)
- \$13 billion from reinstating certain Superfund fees (Source: JCT score)
- \$8.7 billion from the mandatory sequester (Source: CBO score)
- \$6 billion from extending customs user fees (Source: CBO score)
- \$6 billion in sales from the Strategic Petroleum Reserve (Source: CBO score)
- \$3 billion in savings from reducing Medicare spending on discarded medications from large, single-use drug vials (Source: CBO Score)

² FFIS, "State Allocations," November 20, 2021.

³ NCSL, "Infrastructure Investment and Jobs Act," and "Bipartisan Infrastructure Investment and Jobs Act Summary," November 8, 2021.

- \$2.9 billion from extending available interest rate smoothing options for defined benefit pension plans (Source: CBO Score)

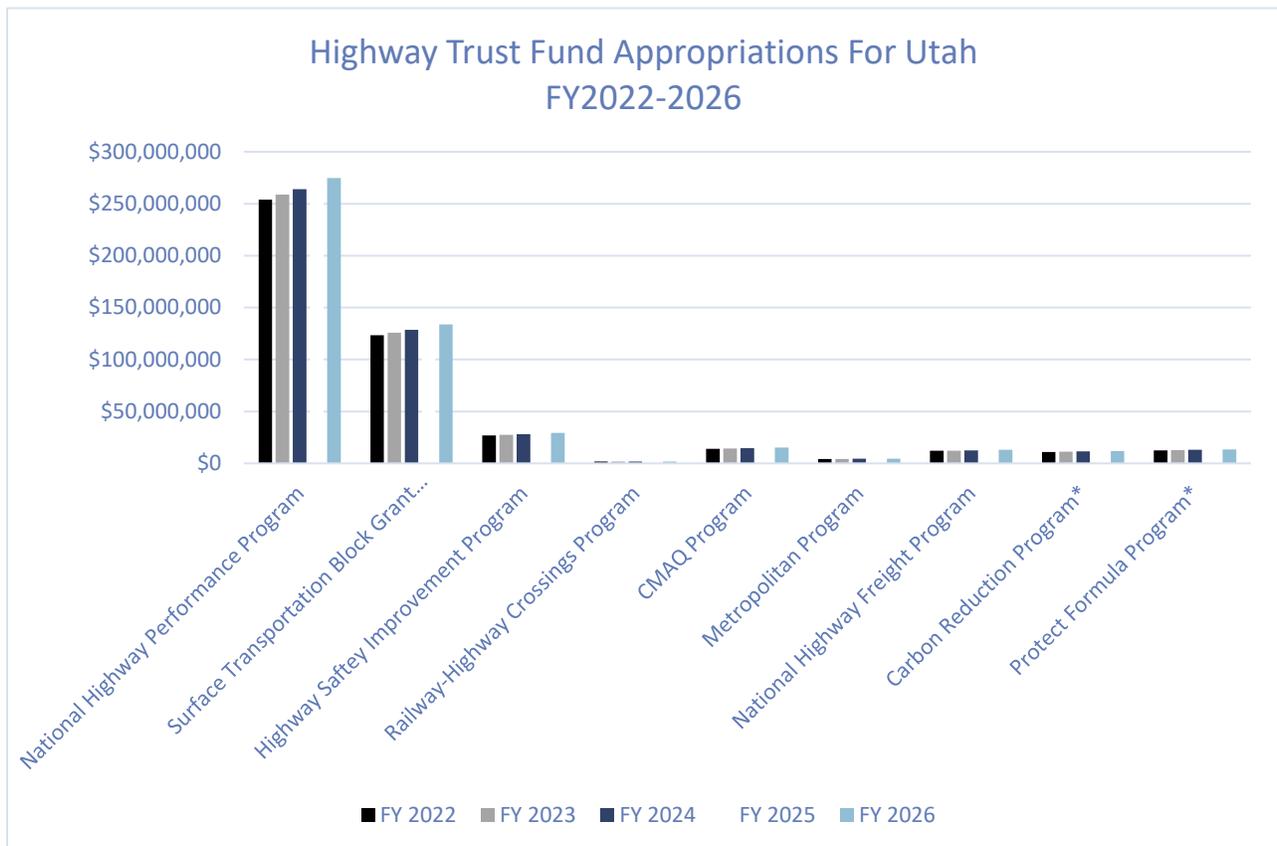
TRANSPORTATION HIGHWAY TRUST FUND

The IIJA authorizes Highway Trust Fund (HTF) amounts for highways, roads, and bridges for FY2022-2026. The funds will be apportioned to states through nine federal-aid highway formula programs, including two new programs. Total HTF apportionments for Utah will increase by 21% above the FY2021 baseline (then the total growth is about 2% year-over-year). The table and chart below detail the money appropriated to Utah for each of those nine programs between FY2022-2026.

**FY 2022 - FY 2026 ESTIMATED PROGRAM-BY-PROGRAM APPORTIONMENTS UNDER THE
COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS PROPOSED SURFACE TRANSPORTATION REAUTHORIZATION ACT OF 2021 FOR UTAH
(before post-apportionment set-asides; before penalties; before sequestration)**

	National Highway Performance Program	Surface Transportation Block Grant Program	Highway Safety Improvement Program	Railway-Highway Crossings Program	CMAQ Program	Metropolitan Program	National Highway Freight Program	Carbon Reduction Program*	Protect Formula Program*	Total
FY 2022	\$ 253,830,985	\$ 123,485,344	\$ 26,883,629	\$ 1,898,379	\$ 14,077,180	\$ 4,274,942	\$ 12,042,442	\$ 11,010,777	\$ 12,520,042	\$ 460,023,720
FY 2023	\$ 258,907,605	\$ 125,955,051	\$ 27,459,894	\$ 1,898,379	\$ 14,358,723	\$ 4,360,441	\$ 12,283,291	\$ 11,230,992	\$ 12,770,443	\$ 469,224,819
FY 2024	\$ 264,085,758	\$ 128,474,152	\$ 28,047,684	\$ 1,898,379	\$ 14,645,898	\$ 4,447,650	\$ 12,528,956	\$ 11,455,612	\$ 13,025,852	\$ 478,609,941
FY 2025	\$ 269,367,472	\$ 131,043,635	\$ 28,647,230	\$ 1,898,379	\$ 14,938,816	\$ 4,536,603	\$ 12,779,536	\$ 11,684,724	\$ 13,286,369	\$ 488,182,764
FY 2026	\$ 274,754,821	\$ 133,664,508	\$ 29,258,767	\$ 1,898,379	\$ 15,237,592	\$ 4,627,335	\$ 13,035,126	\$ 11,918,419	\$ 13,552,096	\$ 497,947,043
Total	\$ 1,320,946,641	\$ 642,622,690	\$ 140,297,204	\$ 9,491,895	\$ 73,258,209	\$ 22,246,971	\$ 62,669,351	\$ 57,300,524	\$ 65,154,802	\$ 2,393,988,287

Source: https://www.epw.senate.gov/public/_cache/files/7/6/76a75cd2-8e70-42c4-8142-82ffef83c867/29CF2A3E5A597BF34CD020F96F197F4A.ta-est-fy-2022-2026-apportionments-epw-reauth-act-2021-rev-1.pdf
* = new program



Below are descriptions of the nine HTF programs. Seven were amended by the IIJA, and those amendments are described below. Two programs are entirely new and are summarized below. The page number in each subsection corresponds to the page number in the IIJA PDF text. You can download the bill here - <https://www.congress.gov/bill/117th-congress/house-bill/3684/text>. The superscript after the italic text provides a link to the federal statute that the program currently exists in.

1. National Highway Performance Program (NHPP) (page 29)

Division A, Title I, Subtitle A, Sec. 11105⁴

The NHPP provides support for the condition, performance, and construction of new facilities on the National Highway System.

Performance Program funds can also be used to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters.

2. Surface Transportation Block Grant Program (STBG) (page 33)

Division A, Title I, Subtitle A, Sec. 11109⁵

New projects will become eligible for STBG funds, including:

- Installation of electric vehicle charging infrastructure.
- Installation of measures to protect a transportation facility from cyber threats.
- Installation and deployment of intelligent transportation technologies.
- Projects that facilitate intermodal connections between emerging transportation technologies.
- Projects to increase travel and tourism.
- Wildlife collisions mitigation projects.
- Resiliency improvements to transportation structures.
- Rural barge landing, dock, and waterfront infrastructure projects.

The IIJA increases the amount of in the STBG set aside for the Transportation Alternatives Program (TAP), which can be put toward eligible projects that include (but not limited to) the planning, design, and construction of trails, environmental mitigation activities to address stormwater management, and construction of overlooks.

The bill creates a new population band within the STBG for communities between 50,000 and 200,000 to allow for a more equitable suballocation of funds and requires state consultation with metropolitan planning organizations.

In addition to the funds outlined above, Utah will receive about \$36 million between FY2022-2026 from the National Vehicle Electric Formula as a supplemental appropriation from the general fund.⁶

⁴ See [23 U.S.C.A. § 119](#) for current program.

⁵ See [23 U.S.C.A. § 133](#) for current program.

⁶ White House fact sheet, "[The Infrastructure Investment and Jobs Act will Deliver for Utah](#)," August 4, 2021.

3. Highway Safety Improvement Program (page 47)

Division A, Title I, Subtitle A, Sec. 11111⁷

Eligible projects

The IIJA expands the Highway Safety Improvement Program to include funding for:

- Construction of features designed to calm traffic and reduce vehicle speeds.
- Construction of traffic control devices for pedestrians and bicyclists.
- Roadway improvements that separate pedestrians and motor vehicles.
- Pedestrian security features designed to stop or slow a motor vehicle.

The IIJA also expands the definition of “specified safety project” to include projects that:

- Promote awareness and inform the public regarding highway safety matters.
- Facilitate enforcement of traffic safety laws.
- Provide infrastructure and related equipment to support emergency services.
- Conduct safety-related research.
- Support safe routes to school.

Vulnerable road user safety assessment

The IIJA also requires a “vulnerable road user safety assessment” to be integrated into the existing requirement for a State Strategic Highway Safety Plan⁸ to improve the safety of vulnerable road users.

4. Railway-Highway Grade Crossing Program (page 33)

Division A, Title I, Subtitle A, Sec. 11108⁹

This bill increases the cap for incentive payments for at-grade crossing closures from \$7,500 to \$100,000. The federal cost share would increase from 90 to 100 percent for projects that eliminate at-grade rail-highway crossings.

5. Congestion Mitigation and Air Quality Improvement Program (CMAQ) (page 52)

Division A, Title I, Subtitle A, Sec. 11115¹⁰

The IIJA expands the eligibility of funds from the CMAQ to be used for:

- Shared micro mobility (including bike and scooter systems) to reduce demand for roads.
- The purchase of heavy-duty zero emission vehicles and related charging equipment.
- The replacement of certain diesel equipment.

6. Metropolitan Planning Program

The funding is suballocated to Utah’s four Metropolitan Planning Organizations (MPOs): Cache; Wasatch Front Regional Council; Mountainland Association of Governments; and Dixie. The IIJA will now require MPOs to consider the equitable and proportional representation of the population of the metropolitan area when designating officials or representatives. Currently, MPOs are required to

⁷ See [23 U.S.C.A. § 148](#) for current program.

⁸ AASHTO “[Comprehensive Analysis of the Bipartisan Infrastructure Bill](#),” September 15, 2021.

⁹ See [23 U.S.C.A. § 130](#) for current program.

¹⁰ See [23 U.S.C.A. § 149](#) for current program.

consist of local elected officials, officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation, and appropriate state officials.¹¹

7. National Highway Freight Program (page 51)

Division A, Title I, Subtitle A, Sec. 11114¹²

The IIJA increases the maximum number of highway miles a state may designate as critical rural freight corridors from 150 to 300 miles and increases the critical urban freight corridors from 75 to 150 miles. Utah uses these designations for portions of our highways.

8. Carbon Reduction Program (NEW) (page 127)

Division A, Title I, Subtitle D, Sec. 11403

Eligible projects

The IIJA establishes the Carbon Reduction Program, which funds projects that support the reduction of transportation emissions, including:

- Traffic monitoring projects.
- On-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
- The deployment of infrastructure-based autonomous vehicle technology.
- A project to replace street lighting and traffic control devices with energy-efficient alternatives.
- A project or strategy that is designed to support congestion pricing.
- Efforts to reduce the environmental and community impacts of freight movement.
- A project to support the deployment of alternative fuel vehicles (EV, hydrogen, natural gas, or propane).
- A project for diesel engine retrofit.
- A project that reduces transportation emissions at port facilities.
- Other projects that demonstrate a reduction in transportation emissions, as approved by the federal Department of Transportation.

Carbon Reduction Strategy

States are required to develop a carbon reduction strategy in consultation with any MPO within two years after the date of enactment of the Surface Transportation Reauthorization Act of 2021 and update the strategy at least every four years.

9. Promoting Resilient Operations for Transformative, Efficient and Cost Saving Transportation (PROTECT) Program (NEW) (page 134)

Division A, Title I, Subtitle D, Sec. 11405

This new program provides grants for resilience improvements via three channels:

- Formula funding distributed to states.
- Competitive planning grants given directly to communities. These grants are to assess vulnerabilities to current and future weather events and natural disasters and changing

¹¹ Federal Transit Administration, "[Metropolitan Planning Organization \(MPO\)](#)," accessed December 1, 2021.

¹² See [23 U.S.C.A. § 167](#) for current program.

conditions, including sea level rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities.

- Competitive resilience improvement grants that:
 - Protect surface transportation assets.
 - Allow communities to implement resilience improvements and strategies for the continued operation of surface transportation systems that:
 - Serve critical local, regional, and national needs, including evacuation routes.
 - Provide access or service to hospitals and other medical or emergency service facilities.
 - Protect coastal infrastructure.
 - Protect natural infrastructure that guards and enhances surface transportation assets while improving ecosystem conditions.

NON-HIGHWAY TRUST FUND APPROPRIATIONS

Bridge Investment Program (page 56)

Division A, Title I, Subtitle A, Sec. 11118

As an appropriation from the general fund, Utah will receive \$225 million between FY2022-2026 to replace or reconstruct bridges in poor or fair condition. The money will likely be used to help off-system bridges (off-system bridges are bridges not on the National Highway System) in poor condition. The appropriation is administered by the Federal Highway Administration.

The federal share for projects is no more than 50% for large projects (defined as those costing more than \$100 million) and no more than 80% for any other project.

Transit Appropriations (page 461)

Division C

Transit appropriations are administered by the Federal Transit Administration. Utah will receive about \$627 million during FY2022-2026 for transit projects and investments, and for metropolitan planning. There are also competitive grant opportunities, including grants for:

- Transit oriented development
- Public transportation on Indian reservations
- Technical assistance and workforce development
- Bus and bus facilities

American Public Transportation Association (APTA) Calculated Formula Funding¹³ : Urbanized Areas Within the UTA Service Area Under IIJA

Urbanized Area	FY 2021	FY 2022	5-Year Funding Total
Ogden-Layton, UT	18,864,954	25,472,372	133,176,528
Provo-Orem, UT	12,135,198	16,292,857	85,203,564
Salt Lake City-West Valley City, UT	46,103,236	63,625,846	332,285,121
TOTAL	\$77,103,388	\$105,291,075	\$550,665,213

¹³ UTA uses formula funds for preventative maintenance, state of good repair projects, to purchase bus rolling stock, facility improvements, and services for the elderly and disabled. The use of the formula funds is described in statute.

Airports (page 988)

Division J, Title VIII

Utah will receive \$181 million during FY2022-2026 based on formula appropriations. According to the Utah Department of Transportation (UDOT) Aeronautics Division, the money is suballocated based on an airport's total number of annual passenger enplanements. Salt Lake City airport will receive the bulk of the money, and UDOT is projecting that Provo, Ogden, St. George, Cedar City, Moab, and Vernal airports will likely double their annual entitlements. UDOT will be working closely with the Federal Aviation Administration's Airports District Office on the calculation of the formulas.

WATER

The IIJA will give \$219 million to the Clean Water State Revolving Fund, which supports projects relating to wastewater treatment and water collection systems, and the Drinking Water State Revolving Fund, which subsidizes water for municipalities with low median incomes or where the average water bill is 1.75% of the median income.¹⁴

\$214 million will go toward the Navajo Utah Water Rights Settlement, where around 40% of its members living on sovereign land in Utah currently don't have running water.¹⁵

ENVIRONMENTAL REMEDIATION

\$21 billion national total

IIJA has funding for cleaning up brownfield and superfund sites, reclaim abandoned mine lands, and plug orphan oil and gas wells, improving public health and creating good-paying jobs.

POWER & GRID

\$73 billion national total

IIJA has funding for upgrading the power infrastructure, including building resilient transmission lines, researching next generation technologies (nuclear, carbon capture, and clean hydrogen), and investing in the development for advanced transmission technologies.

BROADBAND

\$65 billion national total

Utah will receive a minimum allocation of \$100 million to help provide broadband coverage across the state, and 22% of people in Utah will be eligible for the Affordability Connectivity Benefit which helps pay for internet access.¹⁶

Additional broadband-related information:

- \$42.45 billion will go directly to states via grant, administered by the Department of Commerce.
- Includes the Digital Equity Act, which contains \$685 million for State Digital Equity Capacity Grant Program and \$625 million for the Digital Equity Competitive Grant Program.

¹⁴ Salt Lake Tribune, "[Utah will get \\$3 billion in roads alone, Sen. Romney says of trillion dollar infrastructure bill](#)," November 9, 2021.

¹⁵ Deseret News, "[Here's what the \\$1.2T infrastructure bill will look like in the West](#)," November 9, 2021.

¹⁶ White House fact sheet, "[The Infrastructure Investment and Jobs Act will Deliver for Utah](#)," August 4, 2021.

- Provides \$1 billion for middle mile investments (connects from national and major regional internet backbones to local networks)
- Establishes a task force to look at workforce needs in the telecommunications industry

WESTERN WATER INFRASTRUCTURE AND RESILIENCY

CENTRAL UTAH PROJECT COMPLETION ACCOUNT

The Department of Interior will allocate \$50 mil for the Central Utah Project Completion Account. The project directs water from the Colorado River for residential, commercial, and agricultural purposes. \$10 mil shall be deposited into the Utah Reclamation Mitigation and Conservation Account to be used the Utah Reclamation Mitigation and Conservation Commission. *Division J, Title III.* (page 936)

RESILIENCY: \$46 BILLION NATIONAL TOTAL

Resiliency includes funding to address cybersecurity, waste management, flood and wildlife mitigation, drought, and coastal and ecosystem restoration.

Utah will receive \$19 million over five years to protect against wildfires and \$13 million to protect against cyberattacks.¹⁷

Additional resiliency-related information:

- \$1 billion over four years is dedicated to a grant program for improving state, local, tribal, and territorial government cybersecurity.
- The following investments in infrastructure resiliency:
 - Disaster Relief Fund (DRF) – \$1 billion
 - National Flood Insurance Fund (NFIP) – \$3.5 billion
 - FEMA Flood Mitigation Assistance Program – \$3.5 billion
 - STORM Act – \$500 million (over 5 years)
 - STORM is a program at FEMA to help states establish revolving loan funds that could be used by local governments to carry out mitigation projects that reduce natural disaster risk.
 - Preventing Outages and Enhancing Resilience of the Electric Grid – \$5 billion
 - Directs the Department of Energy to establish a grant program to support activities that reduce the likelihood and consequence of impacts to the electric grid due to extreme weather, wildfire, and natural disaster.

¹⁷ White House fact sheet, "[The Infrastructure Investment and Jobs Act will Deliver for Utah](#)," August 4, 2021.