



PRELIMINARY SUMMARY OF THE INFRASTRUCTURE INVESTMENT AND JOBS ACT

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ISSUE BRIEF

OVERVIEW

This brief is intended to provide an overview of the funding included in the Infrastructure Investment and Jobs Act (IIJA) as signed into law by President Biden on November 15, 2021. The bill authorizes a total of \$1.2 trillion. Most appropriations bills provide funding for a single fiscal year, however the IIJA provides appropriations for new programs over federal fiscal years 2022 through 2026. Of the \$1.2 trillion, \$550 billion is new funding, and the rest is for reauthorization of existing programs.

The numbers in this brief are preliminary and are subject to change. Our intent is to update the brief as more information becomes available.

This brief provides a breakdown of the new funding on the national level by major category, as well as a portion of funding to Utah.

NATIONAL FUNDINGS (IN \$ BILLIONS)

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

SUMMARY OF THE INFRASTRUCTURE INVESTMENT AND JOBS ACT

STATE ALLOCATIONS (IN \$ THOUSANDS)

The numbers in the tables below are extrapolated from the Federal Funds Information for States' (FFIS) spreadsheet, [State Allocations](#), which are based on summaries of divisions of the bill that authorize funding for areas relevant to states. FFIS has identified \$740 billion in grants relevant to states. The spreadsheet contains select programs and may not capture the total funding for each major funding category listed below.

National Totals						
Category	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2022-2026
Airports and Federal Aviation Administration Facilities	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$25,000,000
Broadband	\$60,200,000	\$550,000	\$550,000	\$550,000	\$550,000	\$62,400,000
Clean Energy and Power	\$16,169,250	\$7,140,500	\$7,191,813	\$7,243,191	\$5,618,388	\$43,363,141
Electric Vehicles, Buses and Ferries	\$4,934,591	\$5,085,525	\$5,237,503	\$5,390,490	\$5,544,561	\$26,192,670
Environmental Remediation	\$20,200,000	\$600,000	\$600,000	\$600,000	\$600,000	\$22,600,000
Other	\$1,881,791	\$1,493,697	\$1,508,841	\$1,294,691	\$1,315,226	\$7,494,246
Passenger and Freight Rail	\$8,850,000	\$8,850,000	\$8,850,000	\$8,850,000	\$8,850,000	\$44,250,000
Ports and Waterways	\$653,400	\$630,400	\$632,400	\$634,400	\$636,400	\$3,187,000
Public Transportation	\$16,558,032	\$16,812,922	\$17,139,125	\$17,403,052	\$17,735,502	\$85,648,634
Resilience	\$4,004,874	\$1,989,261	\$2,017,878	\$2,047,066	\$2,071,839	\$12,130,918
Resilience	\$3,687,457	\$2,812,130	\$2,737,297	\$2,562,967	\$2,489,150	\$14,289,000
Roads, Bridges and Major Projects	\$59,452,076	\$60,453,005	\$61,490,449	\$62,410,614	\$63,453,473	\$307,259,617
Safety	\$6,336,461	\$6,439,676	\$6,541,283	\$6,644,206	\$6,748,474	\$32,710,100
Water	\$11,924,800	\$9,807,134	\$10,209,133	\$10,609,133	\$10,600,800	\$53,151,000
Total	\$219,852,732	\$127,664,250	\$129,705,720	\$131,239,810	\$131,213,812	\$739,676,325

Utah Funding						
Category	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2022-2026
Airports and Federal Aviation Administration Facilities	\$36,207	\$36,207	\$36,207	\$36,207	\$36,207	\$181,033
Broadband	\$3,383	\$3,383	\$3,383	\$3,383	\$3,383	\$16,917
Clean Energy and Power	\$33,948	\$5,860	\$5,860	\$5,860	\$5,860	\$57,389
Electric Vehicles, Buses and Ferries	\$19,450	\$22,090	\$22,378	\$22,671	\$22,969	\$109,558
Environmental Remediation	\$39,864	\$0	\$0	\$0	\$0	\$39,864
Other	\$8,925	\$7,739	\$7,739	\$0	\$0	\$24,403
Ports and Waterways	\$0	\$0	\$0	\$0	\$0	\$0
Public Transportation	\$124,838	\$127,137	\$130,306	\$132,870	\$136,099	\$651,251
Resilience	\$18,235	\$12,770	\$13,026	\$13,286	\$13,552	\$70,870
Resilience	\$13,525	\$16,260	\$15,227	\$12,942	\$11,918	\$69,873
Roads, Bridges and Major Projects	\$439,710	\$447,610	\$455,677	\$463,898	\$472,291	\$2,279,187
Safety	\$28,782	\$29,364	\$29,958	\$30,564	\$31,182	\$149,852
Water	\$74,478	\$80,149	\$83,077	\$85,990	\$85,990	\$409,684
Total	\$841,345	\$788,571	\$802,838	\$807,672	\$819,453	\$4,059,879

Source: "State Allocations", Federal Funds Information for States, https://ffis.org/system/files/private/publications/2022/ffis_state_funding_in_iija_20.xlsx accessed 05-17-22.

NEW NATIONAL FUNDING BY SUBCATEGORY

This section contains additional analysis for the new national funding by providing a sector-by-sector breakdown.

TRANSPORTATION: \$284 BILLION

- Roads, Bridges, and Major Projects - \$110 Billion
 - For grant programs to repair and rebuild roads, bridges, and major projects, focusing on climate change mitigation, resilience, and equity for all users.
- Passenger and Freight Rail - \$66 Billion
 - For the needs of the U.S. rail network, including the Amtrak National Network, Amtracks' Northeast Corridor, and freight rail and safety.
- Public Transit - \$39 Billion
 - For the nation's transit system needs, including improving accessibility for seniors and persons with disabilities

- Airports - \$25 Billion
 - For Airport Improvement grant programs, improving runways, gates, emissions, congestions, and taxiways, as well as a new Airport Terminal improvement plan.
- Ports & Waterways - \$17 Billion
 - For waterway and coastal infrastructure, inland waterway improvements, port facilities, and land ports of entry through the Army Corps, Department of Transportation, Coast Guard, the General Services Administration, and the Department of Homeland Security.
- Safety & Research - \$11 Billion
 - For transportation safety, including highway, truck, and pedestrian safety, as well as pipeline safety and repairs.
- Low/No Carbon Buses and Ferries - \$7.5 Billion
 - For the adoption of zero-emission school buses and low emission alternative fuels. Provides support for a pilot program for low emission ferries and rural ferry systems.
- Electric Vehicle Charging Stations - \$7.5 Billion
 - For alternative fuel corridors and to build out a national network of electric vehicle charging infrastructure, facilitating long-distance travel and to provide convenient charging where people live, work, and shop. The federal funding will have a particular focus on rural disadvantaged, and hard-to-reach communities.
- Reconnecting Communities - \$1 Billion
 - For projects to remove barriers to opportunity caused by transportation facilities. The program will provide dedicated funding for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure.

POWER & GRID INFRASTRUCTURE: \$73 BILLION

- 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

- For broadband deployment and other efforts to provide every American with reliable high-speed internet, closing the digital divide.

WATER INFRASTRUCTURE: \$55 BILLION

- For replacing lead pipes and service lines, while also handling Perfluoroalkyl and polyfluoroalkyl substances (PFAS).

RESILIENCY: \$46 BILLION

- For addressing critical infrastructure needs, cyber-attacks, flood mitigation, drought, wildfire, ecosystem restoration, and weatherization.

WESTERN WATER: \$8.3 BILLION

- For addressing water and drought in the West through a variety of projects such as Water Storage, Water Recycling, Desalination, Rural Water, and Dam Safety.

ENVIRONMENTAL REMEDIATION: \$21 BILLION

- 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.

FINANCING THE NEW SPENDING (SOURCE: [NATIONAL CONFERENCE OF STATE LEGISLATURES](#))

In order to fund the bill under federal budgeting rules, Congress made several changes to other tax and expenditure programs. Those changes, as described by the National Conference of State Legislatures, are listed below. Even with the changes, the Congressional Budget Office estimates the bill as adding \$256 billion to projected deficits over the 2021 through 2031 period.

- \$205 billion from repurposing of certain unused COVID relief dollars (Source: Congressional Budget Office (CBO) score & CBO estimate)
- Funding from recouping fraudulently paid benefits from enhanced federal 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 (Joint Committee on Taxation (JCT) score)
- \$21 billion from extending fees on 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)
- \$2.9 billion from extending available interest rate smoothing options for defined benefit pension plans (Source: CBO Score)