Infrastructure Investments and Jobs Act

TRANSPORTATION		
Highways, Roads & Bridges	$273.15 billion over 5 years for Highway Trust Fund (HTF) Contract Authority for Highways, Roads and Bridges from FY 2022 through FY 2026	• Contract authority would be authorized at the following levels: ○ FY 2022: $52.49 billion ○ FY 2023: $53.54 billion ○ FY 2024: $54.61 billion ○ FY 2025: $55.70 billion ○ FY 2026: $56.81 billion • Funds would be apportioned to states through nine federal-aid highway formula programs, including two new programs: ○ $6.41 billion Carbon Reduction Program (new): ○ $13.2 billion Congestion Mitigation and Air Quality Improvement Program ○ $15.56 billion Highway Safety Improvement Program ○ $2.28 billion Metropolitan Planning ○ $7.15 billion National Highway Freight Program ○ $148 billion National Highway Performance Program ○ $7.30 billion Promoting Resilient Operations for Transformative, Efficient and Cost Saving Transportation (PROTECT) Program (new) ○ $1.23 billion Railway-Highway Crossing Program ○ $72 billion (before TAP) Surface Transportation Block Grant Program
	$72 billion over 5 years for changes to the Surface Transportation Block Grant	• $5.18 billion over 5 years to increase the off-system bridge set-aside ○ The set-aside would increase from 15 percent to 20 percent of a state's FY 2009 share of the no-longer-existent Highway Bridge Program, resulting in an increase of $258 million annually from current law. Low-water crossings would become eligible. • New projects eligible for STBG funds include: ○ Installation of electric vehicle (EV) charging infrastructure ○ Installation of measures to protect a transportation facility from cyber threats ○ Projects to increase tourism ○ Wildlife collisions mitigation ○ Resiliency improvements • Establishes a 4th population band for sub-allocations for communities between 50,000 and 200,000

		• Increases the threshold for the STBG Special Rule from 5,000 to 50,000 • $7.2 billion over 5 years to increase funding for the Transportation Alternatives Program (TAP) ○ Funding would increase by becoming 10 percent of the entire STBGP before other set-asides. The percentage states are required to sub-allocate to local governments based on population would also increase from 50% to 59%, and an option would be provided for states to sub-allocate up to 100%.
	$8 billion over 5 years for the Nationally Significant Freight and Highway Projects (INFRA) Grant Program	• $3.2 billion over five years • Authorizes $4.8 billion in Highway Trust Fund contract authority • 30% of the funds would be reserved for small projects in rural areas, and the federal share for those projects would increase from 60% to 80%.

	$36.74 billion over 5 years for the Bridge Investment Program (BIP)	• $27.5 billion formula funding
		    ○ While states would receive the BIP formula funds, the bill would create a 15 percent set-aside within the program to address off-system bridges, much like STBG.
		• $9.24 billion competitive funding
		    ○ Counties could apply directly to USDOT for the competitive portion of the BIP to carry out small and large bridge projects. Eligible projects would be defined as those meeting the following goals, including:
		        ▪ Reducing the number of bridges already in poor condition or those that are in fair condition but are at risk of falling into poor condition in the next three years
		        ▪ Reducing the number of bridges and the amount of individual vehicle miles traveled (VMT) over bridges in poor or vulnerable condition, as well the VMT over bridges that do not meet current design standards or that have weight restrictions
		• The federal share for projects would be no more than 50 percent for large projects (defined as those costing more than $100 million) and no more than 80 percent for any other project. Off-system bridges would be eligible.

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	$1 billion over 5 years for a Reconnecting Communities Pilot Program	• $150 million over 5 years for Planning Grants
		  ○ Counties could apply directly to USDOT for planning funds to carry out feasibility studies on the impact of removing or mitigating physical infrastructure barriers, including within communities, to improve accessibility and facilitate economic development at an 80 percent federal share.
		  ○ Applications would be evaluated on criteria including the age of the facility, its impact on accessibility and its current role in meeting traffic demands.
		• $350 million over 5 years for Capital Construction Grants
		  ○ USDOT would make awards to the owner of an eligible facility, including at-grade crossings, limited access highways, viaducts and other principal arterial facilities acting as a barrier.
		  ○ The facility owner could partner with a county to carry out eligible projects, including the removal, retrofit or mitigation of an eligible facility and the replacement of an existing facility with a new facility that restores connectivity.

	$350 million over 5 years for a new Wildlife Crossings Pilot Program	• Counties could apply directly to USDOT for this new competitive grant program to carry out eligible projects that reduce collisions and/or improve habitat connectivity.
	$25 million over 5 years for a competitive grant program to address threats to pedestrians	• Counties could apply directly to USDOT for funds for bollard installation, defined as a "project to install raised concrete or other metal posts on a sidewalk adjacent to a roadway to are designed to slow or stop a vehicle." • The federal share would be up to 100%.
	Increases the cap on state incentive payments to local governments	• The cap established by the Section 130 program would increase from $7,500 to $100,000. • The federal cost share would also increase to 100% for projects eliminating at-grade rail-highway crossings.
	Addresses the Manual on Uniform Traffic Control Devices	• Allows counties to determine local roadway design. The MUTCD would be updated to remove the requirement that local roads must be built to state standards, allowing for counties and other local governments to use the FHWA-approved roadway design of their choice. The IIJA would also create new standards to facilitate the rollout of EV charging stations.

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		• Requires USDOT to update the MUTCD. The required update would provide for the protection of vulnerable road users, testing and integrating automated vehicle technology, the installation of electronic traffic. It would also incorporate recommendations issued by the National Committee on Uniform Traffic Control Devices that have not yet been incorporated.
	Establishes new criteria for Metropolitan Planning Organizations (MPOs) to consider when designating county and other local representatives	• MPOs would be required to consider the equitable and proportional representation of the population of the metropolitan area when designating officials or representatives. This section would also enhance coordination among MPOs designated within the same area.
Permit Streamlining	Codifies "One Federal Decision permit streamlining provisions	• USDOT would be required to take several steps to implement new streamlining policies, including: ○ Developing a two-year timeline for completing environmental reviews on major projects—defined as a project requiring multiple reviews, permits or studies ○ Issuing any related authorizations no later than 90 days following a record of decision issuance ○ Limiting reviews to 200 pages ○ Requiring federal agencies to identify existing categorical exclusions that, if also applied by another agency, would have the potential to expedite project delivery. ○ Requiring USDOT to annually report to Congress the time it takes to complete reviews required by the National Environmental Protection Act (NEPA)
	Expedites evaluations for projects within an operational right-of-way	• Federal agencies would be required to provide, at minimum, a preliminary review of applications for projects within an operational right-of-way within 45 days of submission. Other deadlines would also be created, and federal agencies not meeting a prescribed timeline would be subject to reporting requirements.
	Increases cost thresholds eligible for categorical exclusions	• For small projects, the threshold would increase from $5 million to $6 million; for large projects, it would increase from $30 million to $35 million, thereby making more projects eligible.

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Climate	$2.5 billion over 5 years for charging and infrastructure grants	• Counties could apply directly to USDOT for funds to carry out eligible projects that promote the deployment of infrastructure for EVs and hydrogen, propane and natural gas in designated areas. Propane refueling infrastructure would be restricted to medium and heavy-duty vehicles. • 50% of total program funds would be distributed annually through Community Grants for the installation of EV and alternative fueling infrastructure on public roads, schools and in other publicly accessible locations. • Rural areas, low- and middle-income neighborhoods, and communities with either limited parking or a high number of multiunit housing would be prioritized for awards. • The federal cost share would be 80 percent, with an additional requirement that – as a condition of contracting with an eligible entity to carry out a project under this section – a private entity would become responsible for the local match.
	$6.42 billion over 5 years for a carbon reduction formula program	• A state would be required to sub-allocate 65 percent of funds apportioned for this purpose on a per-capita basis to counties and other local governments in the same way STBGP funds are distributed. • Eligible projects would include public transit projects, trails and other projects to facilitate non-motorized users of the road, the replacement of streetlights with energy-efficient alternatives, purchase or lease of zero-emissions construction equipment, among several others. • For areas of 50,000 or more, a state would also be required to provide obligation authority (OA). When obligation authority is provided alongside contract authority, the entity in receipt of OA is able to obligate – or spend – the funds designated for their area, versus OA remaining with the state and the state retaining control over project selection.
	$8.7 billion over 5 years for the Protect Grant Program	• $7.3 billion formula funding • $1.4 billion competitive grants counties could apply for directly through USDOT to enhance the resiliency of infrastructure assets, including projects to improve coastal infrastructure and evacuation routes. • 4 subgrants would be created to distribute funds o Planning Grants ($140 million)

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		○ Resilience Improvement Grants ($980 million) ○ Community Resilience and Evacuation Route Grants ($140 million) ○ At-Risk Coastal Infrastructure Grants ($140 million) • Federal cost share would range from 80 to 100 percent for various eligible projects w/ opportunities to reduce the local match requirements by meeting a voluntary resiliency planning requirement.
	$500 million over 5 years for the Health Streets Program	• Counties with a disproportionate number of communities of color, defined in the legislation as, in a state, a Census block where the total percentage of residents who identify as nonwhite is more than 50 percent, or USDOT determines it to be eligible for funding under this program. • Eligible projects would include the installation of cool and/or porous pavements and the expansion of tree cover with the goal of reducing urban heat centers and improving air quality. The federal cost share for this program would be 80 percent, with a waiver of up to 100 percent available at the discretion of USDOT.
Rail	$10 billion over 5 years for infrastructure	• Counties could apply directly to USDOT for a new competitive grant program to provide single or multi-year grants to carry out projects that would generate national or regional economic mobility or safety benefits. • Eligible projects would include: ○ Highway or bridge projects ○ Freight intermodal or freight rail projects with a public benefit, including ○ Rail- highway grade separation or elimination projects ○ Intercity passenger rail projects and public transportation projects • Projects that can be bundled include ○ Development phase activities ○ Construction, reconstruction and rehabilitation ○ Real property procurement ○ Environmental mitigation • 50% of the funding reserved for projects between $100 million and $500 million • Other federal assistance could be used to meet local match requirements, not to exceed a maximum of 80% federal share

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	$2.5 billion over 5 years to eliminate at-grade rail-highway crossings	• Counties could apply directly to USDOT for competitive grant funds, at an 80 percent federal cost share, to meet the following goals of:
		  ○ Eliminating frequently blocked at-grade crossings
		  ○ Improving the health and safety of communities
		  ○ Reducing the impacts of rail operations on underserved communities
		  ○ Improving mobility and commerce
		• $500 million would be provided annually for eligible projects, including:
		  ○ Closing or separating at-grade crossings
		  ○ Track relocation
		  ○ Installing protective devices and other technological solutions that improve safety
		  ○ Planning, environmental review and design activities related to an eligible project

	$7.5 billion over 5 years to make the RAISE program an authorized program to ensure its continued funding as a mandatory program	• This flexible, competitive grant program – formerly named both BUILD and TIGER by the two previous administrations, respectively – is widely utilized by counties to carry out a variety of eligible infrastructure projects. • Surface transportation projects with significant local or regional impacts would be eligible, including projects to replace and rehabilitate culverts or prevent stormwater runoff. • Grant award amounts would be limited to $25 million, and the 50/50 split for urban-rural project selection would remain.
	$1 billion over 5 years for culvert removal, replacement & restoration	• Counties could apply directly to USDOT for a new competitive grant program to carry out eligible projects that replace, remove or repair culverts that would improve or restore fish passage for certain fish, with a priority given those species who are endangered or at risk of becoming endangered, or projects that address fresh-water runoff that impact certain marine life. • Authorizes $800 million annually, with a federal share of no more than 80 percent.
	$3 billion over 5 years for the INFRA grant program	• Counties can apply directly to USDOT for INFRA (Nationally Significant Freight and Highway Projects) grants, which are awarded on a competitive basis, have a variety of eligible uses under current law. • Funding would be authorized at the following levels: ○ FY 2022: $1.1 billion

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		○ FY 2023: \$1.2 billion ○ FY 2024: \$1.3 billion ○ FY 2025: \$1.4 billion ○ FY 2026: \$1.5 billion
	\$25 million over 5 years for multi-state compacts	• Counties and other local public authorities, including ports, could enter into multi-state compacts to improve the movement of goods, including assembling rights-of-way and performing capital improvements. • A compact could subsequently establish a multi-state advisory freight corridor advisory committee with state departments of transportation and other entities, including local governments. • USDOT would be required to establish a grant program to facilitate the efforts of these compacts within the first three years of their inception, authorized at \$5 million annually over the life of the bill with a 50 percent non-federal match requirement.
	\$5 billion over 5 years to expand eligibilities under the Consolidated Rail Infrastructure & Safety Improvements (CRISI) grant program	• CRISI program eligibilities would be expanded to include eligibilities for the following: ○ Development and implementation of measures to prevent trespassing ○ Research and development to advance innovative rail projects ○ Preparation of emergency plans for communities through which hazardous materials are transported by rail
	\$250 million over 5 years for the Restoration and Enhancement grant (REG) program	• Extends the Restoration and Enhancement grant (REG) program from 3 to 6 years • Counties can utilize REG funds to expand or enhance intercity passenger rail.
	\$3 billion over 5 years for a railroad crossing elimination program	• Counties could apply directly to USDOT for competitive awards to carry out highway-rail or pathway rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods. • Eligible projects would include: ○ Grade separations or closures ○ Track relocations

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		◦ Installation of protective devices ◦ Using intelligent transportation solutions • At least 20% of the funds would be reserved for rural or tribal areas. • The federal cost share could not exceed 80%.
	$42.5 billion over 5 years for the Federal-State Partnership for Intercity Passenger Rail grant program	• The Federal-State Partnership for State of Good Repair grant program would be renamed the Federal-State Partnership for Intercity Passenger Rail grant program. ◦ $7.5 billion authorization and $36 billion appropriation • Project eligibilities would be expanded to allow for new capacity, including by: ◦ Expanding or establishing new intercity passenger rail service ◦ Improving intercity rail service performance and efficiency ◦ Carrying out planning and environmental studies associated with an eligible project
	$5 billion over 5 years for a new Safe Streets and Roads for All grant program	• Counties could apply directly to USDOT for competitive awards to support and implement local safety initiatives to prevent death and serious injury on roads and streets, known as Vision Zero and Toward Zero Deaths national strategies. • $200 million would be authorized annually to carry out the program; however, the appropriations portion of the bill would provide $1 billion annually.
	$500 million over 5 years for a new Strengthening Mobility & Revolutionizing Transportation (SMART) grant program	• Counties could apply directly to USDOT for competitive awards to carry out demonstration projects focused on smart city or community technologies and systems, including those focused on: ◦ Coordinated automation ◦ Connected vehicles ◦ Intelligent, sensor-based infrastructure ◦ Systems integration ◦ Commerce delivery and logistics ◦ Drones ◦ Smart grid technologies • Both development and construction phase activities would be eligible costs, however, certain restrictions would apply, including: ◦ No more than 40% of the funds awarded to primarily benefit large communities

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		○ No more than 30% awarded to benefit midsized communities ○ No more than 30% awarded to benefit rural communities
	Amtrak	• Amtrak would be required to consult with states, local governments including counties, relevant commuter and regional transportation authorities, host railroads, the FRA and other stakeholders on the development of new state-supported routes.
	Corridor Identification and Development Program	• A new Corridor Identification and Development Program would be created to facilitate the development of intercity passenger rail corridors and counties would be eligible to submit corridor proposals.
	Local Hiring Preference	• Federal transportation grant recipients, including counties, would be authorized to implement a local hiring preference, including through pre-hire agreements.
Public Transit	$69.9 billion over 5 years to authorize High Trust Fund (HTF) contract authority for mass transit from FY 2022 – FY 2026	• Contract authority would be authorized as follows: ○ FY 2022: $13.36 billion ○ FY 2023: $13.63 billion ○ FY 2024: $13.99 billion ○ FY 2025: $ 14.28 billion ○ FY 2026: $14.64 billion
	Capital Investment Grant (CIG) Program changes	• Raising the threshold for federal assistance from $100 million to $150 million and total project cost from $300 million to $400 million for Small Starts projects • Requiring New Starts, Small Starts and core capacity improvement project applicants to make progress toward meeting the performance targets set in section 5326(c)(2) in order to receive a grant • Requiring core capacity improvement projects be located in a corridor that is projected to be at or over capacity within the next ten years, rather than the next five years, before moving into the engineering phase • Allowing applicants to bundle multiple projects that meet certain requirements and restrictions

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		• Requiring USDOT to establish a CIG Dashboard displaying information on each project seeking a grant agreement
	New requirements for federal transit fund recipients	• Would require that section 5307 recipients serving an urbanized area with a population of 200,000 or more include in their comprehensive agency safety plan a risk reduction program for transit operations to improve safety by reducing the number and rates of accidents, injuries, and assaults on transit workers. It would also require that a joint labor-management safety committee be formed to approve the safety plan. • Would establish a new safety set aside. These 5307 recipients would be required to allocate at least .75 percent of their funds to safety-related projects eligible under section 5307. If the recipient failed to meet the performance targets for risk reduction established by the safety committee, the recipient would be required to use the set-aside for projects reasonably likely to meet help meet those targets. • Would require PTER applicants, including counties, to demonstrate proof of all necessary and required insurance coverage prior to receiving a grant. • Would require recipients of federal funding provided by the Federal Transit Administration (FTA) to report additional data for inclusion in the National Transit Database, including data on assaults of transit workers and bus-related fatalities.
Funding & Financing	Authorizes general fund transfer to bail out the Highway Trust Fund	• The HTF would receive a transfer from the U.S. Treasury's general fund in the amount of $118 billion, including $90 billion for the highway account and $28 billion for the mass transit account.
	Raises the cap on Private Activity Bonds	• The cap would increase from $15 billion to $30 billion, which will allow counties to enter into additional public-private partnerships to supplement future surface transportation projects with private investments, which ultimately supports broader community and economic development.

	Makes amendments to the TIFIA program	• Several changes include
		  ○ Lifting the requirement that counties and other borrowers prepay their loans with excess revenues if those revenues are used for surface transportation
		  ○ Increasing the threshold for TIFIA projects from $75 million to $150 million

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		○ Adding new eligibilities, including infrastructure projects located near transportation facilities, airport-related projects, and the acquisition of plant and wildlife habitats to mitigate any project-related environmental impacts
	Makes local governments eligible for the Surface Transportation System Funding Alternatives Program	• Counties could apply directly to USDOT for funds to carry out eligible activities, including testing the design and equity of implementing an alternative user fee among income groups and rural and urban drivers and other activities associated with transitioning away from the federal gas tax. The federal cost share would be 80 percent for entities who have not received a previous grant under the program and 70 percent for those who have.
Airports	$15 billion over 5 years ($3 billion each from FY 2022-FY 2026)	• Funding from the U.S. Treasury would remain available for the following three years after the year in which it was provided, and it would be distributed annually in the following ways ○ No more than $2.4 billion through formulas to primary airports ○ No more than $500 million apportioned for general aviation and commercial service airports ○ $20 million for recipients of contract tower program competitive awards ○ No Airport Improvement Program (AIP) funds could go toward debt service.
	$5 billion over 5 years for a new "Groundside" Competitive Grant Program	• $1 billion annually for competitive awards to carry out eligible projects to improve the aging infrastructure of airport terminals, which would be confined to: ○ On-airport rail access projects ○ Relocating, reconstructing, repairing or improving an airport-owned traffic control tower ○ No more than ▪ 55 percent for large hubs, ▪ 15 percent for medium hubs, ▪ 20 percent for small hubs, and ▪ 10 percent for nonprimary airports could be awarded annually. ○ The federal cost share of a project would be 80 percent for large and medium-size airports and 95 percent for small and nonprimary airports. ○ Projects that would increase access and capacity would be prioritized.

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ENERGY & ENVIRONMENT		
Electric Grid	$5 billion over 5 years	• Grant program administered by USDOE that would make competitive awards to carry out a variety of eligible activities to reduce the likelihood and consequence of impacts to the electric grid due to extreme weather, wildfire and natural disaster. • Counties that serve as the local electric grid operator, electric storage operator, electric generator, transmission owner or operator, distribution provider or fuel supplier would be eligible to apply for the program.
Weatherization	$3.5 billion in FY 2022	• Counties would be eligible to apply directly to the program for projects that reduce energy costs for low-income households by improving energy efficiency. • Funds would remain available until expended for eligible projects.
Carbon Utilization	$310.14 million over 5 years	• Expands the U.S. Department of Energy (USDOE) Carbon Utilization Program objectives to include developing standards and certifications to support the commercialization of carbon oxide products. • State and local governments would be eligible for new grants to procure and use products derived from captured carbon oxides. • Funding would be authorized at the following levels: o FY 2022: $41 million o FY 2023: $65.25 million o FY 2024: $66.56 million o FY 2025: $67.94 million o FY 2026: $69.39 million
Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program	$3 billion over 5 years	• Competitive grant program for modernizing energy infrastructure. • Counties could apply directly to USDOE for the new SMART Grant Program to carry out demonstration projects focusing on advancing smart community technologies. • Selection criteria would include the extent to which an entity has: o A public transportation system capable of integration with other systems to improve mobility o A population density and needs that will be suitable for a demonstration project under this program

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A community with the capacity and leadership to carry out the proposed project transparently and who is likely to be successful
Access to advanced data and technology USDOE would be required to ensure geographic diversity in making awards
Eligible projects would include:
Planning activities and environmental reviews
Pre-engineering and design work
Procurement of real property
Construction phase activities
Certain projects would be prioritized. At the request of an applicant, USDOE would provide technical assistance and a successful applicant would be required to submit to USDOE two years after the date of award a report containing a benefit-cost analysis assessing the cost of deploying the project to the compared benefits, as well as the data supporting how an entity is meeting the project goals.
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<tr><td>Carbon Dioxide Transportation</td><td>$2.1 billion over 5 years</td><td>
Establishes a carbon dioxide transportation infrastructure finance and innovation (CIFIA) program.
$600 million would be authorized annually in FY 2022 and FY 2023
$300 million in each FY 2024 through FY 2026 to establish a CIFIA loan program that would provide flexible, low-interest loans for carbon dioxide transportation infrastructure projects and grants for new infrastructure to facilitate future growth.
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<tr><td>Battery Processing</td><td>$3 billion over 5 years</td><td>
Counties could apply directly to USDOE for competitive grant funds that would remain available until expended to carry out eligible projects, including:
Demonstration projects for advanced battery component manufacturing and recycling (no less than $50 million)
Construction of one or more new commercial-scale advanced battery component manufacturing or recycling facility (no more than $100 million)
Retooling, retrofitting or expanding existing battery processing facilities (no more than $50 million)
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<tr><td>Energy Efficiency and Conservation</td><td>$550 million in FY 2022</td><td>
Expands the Energy Efficiency and Conservation Block Grant Program Eligibilities to include:
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Block Grant Program		○ Programs for financing energy efficiency, renewable energy, and zero-emission transportation ○ Capital investments ○ Projects and programs that leverage public-private partnerships ○ Programs allowing rebates, grants or other incentives for the purchase and installation of renewable energy technologies
Hydroelectricity	$628.6 million in FY 2022	• $75 million would be authorized in FY 2022 for hydroelectric efficiency improvement incentives. ○ Counties that own or operate a turbine or other generating device which generates hydroelectric energy for sale that will be added to an existing dam or conduit would be eligible for these funds. • $553.6 million would be authorized in FY 2022 for incentive payments to the owners and operators of hydroelectric facilities for capital improvements related to maintaining and enhancing hydroelectricity generation by improvising grid resiliency, improving dam safety, and environmental improvements. ○ Counties that are the owners or operators of hydroelectric facilities at existing dams would be eligible for these payments to make the capital improvements.
Brownfields	$1.2 billion over 5 years	• Counties eligible to apply for multipurpose grants, assessment grants, revolving loan fund grants, cleanup and job training grants, technical assistant, training and research grants under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). • CERCLA funding would be available in grants, interagency agreements and associated program support costs.
Transmission Lines	$2.5 billion over 5 years	• USDOE to issue loans to, or enter into public-private partnerships with, counties and other eligible entities to carry out replacement or enhancement projects on eligible transmission lines.
	$50 million over 5 years	• Counties could apply directly to USDOE for competitive funds to carry out eligible projects under the new transmission facilitation program, including:

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		○ Constructing or replacing an electric power transmission line ○ Increasing transmission capacities ○ Connecting an isolated microgrid to an existing infrastructure corridor

PUBLIC LANDS & WESTERN WATER SHORTAGE		
Wildfire Risk Mitigation	$5.5 billion over 5 years	• $3.4 billion would be directed to the U.S. Forest Service and the U.S. Department of the Interior to reduce the threat of wildfire on federal lands through mechanical thinning, timber harvests, prescribed burns, community wildfire protection grants and collaborative led projects. ○ Agencies would have to come up with a plan to treat 10 million acres of forestland by 2027 for wildfire risk reduction within the Wildland-Urban Interface and near critical drinking water sources. • $2.1 billion would be provided for ecosystem restoration through Good Neighbor Agreements, invasive species eradication, cross-boundary management projects and stewardship contracts.
Forest Service Legacy Roads and Trails Program	$250 million over 5 years	• Would prioritize maintenance of authorized roads and trails within the National Forest System. ○ Additionally, the Forest Service would be allowed to decommission existing and previously closed roads and trails after proposed closures have undergone public comment, and the agency ensures closures do not impede resource, recreational or emergency access. ○ The Forest Service would also be able to close some unauthorized user-created roads and trails not identified on agency maps, which may create conflict with users, local governments and other interested parties.
Water Storage	$100 million	• Competitive grant funds for small water storage and groundwater storage projects available to counties and other entities that demonstrate a need for a project that is technically and

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		financially feasible, is in compliance with applicable laws and guidelines, and provides a federal benefit.
Bureau of Reclamation		• Allows counties to use aid from the American Rescue Plan Act to satisfy the non-federal match requirement for Bureau of Reclamation projects.

WATER		
State Revolving Loan Funds	$29.3 billion over 5 years	• Counties are eligible for grants under both state revolving funds (SRFs). ○ **Drinking Water State Revolving Fund:** The minimum percentage of funds that must go to disadvantaged communities would increase from 6 percent to 12 percent. Buy America requirements would apply to any upgrades made with these funds. ○ **Clean Water State Revolving Fund (CWSRF):** To the extent there are sufficient applications, a state would be required to use a minimum of 10 percent of CWSRF for grants, negative interest loans, and loan forgiveness, or to buy, refinance or restructure debt for disadvantaged communities as determined by the state. The amount for additional subsidies could not exceed 30 percent • Investments levels for both the drinking water and clean water SRFs would be authorized at the following levels: ○ FY 2022: $2.40 billion ○ FY 2023: $2.75 billion ○ FY 2024: $3.00 billion ○ FY 2025: $3.25 billion ○ FY 2026: $69.39 million
Capitalization Grants	$15 billion over 5 years	• 49% of funds provided to states for capitalization grants would be made available through grants to counties and other local governments to address lead in drinking water by

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		replacing service lines and carrying out associated activities that are directly connected to identifying, planning, designing, and replacing lead service lines.
Emerging Contaminants	$1 billion over 5 years	• Would be deposited into the state revolving fund and would be provided to eligible recipients as loans with 100% forgiveness or as grants.
PFAS	$4 billion over 5 years	• To further address emerging contaminants in drinking water, with a focus on perfluoroalkyl and polyfluoroalkyl substances (PFAS), funding would be provided to eligible recipients as loans with 100% forgiveness or as grants.

RESILIENCE		
STORM Act	$500 million over 5 years to fully fund the STORM Act (Safeguarding Tomorrow Through Ongoing Risk Mitigation)	• Would provide state and local governments with the ability to create resilience revolving loan funds for infrastructure.
BRIC Program	$1 billion over 5 years for BRIC (Building Resilient Infrastructure and Communities) Program	• Replaced the FEMA Pre-Disaster Mitigation Program and provides funding to states and local governments to strengthen the resilience of critical infrastructure, such as transportation, energy, water supply and communications.
Flood Mitigation Assistance	$3.5 billion over 5 years	• Competitive grants to provide funding to state and local governments for projects that reduce or eliminate the risk of repetitive flood damage to buildings insured by the National Flood Insurance Program.
HMGP	Amends Stafford Act	• Expands eligibilities within the Hazard Mitigation Grant Program (HMGP), which provides funding to counties following major disaster declarations to make resilience improvements, to include the replacement or installation of wildfire resilient electrical transmissions or utility poles.

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BROADBAND & CYBERSECURITY		
Broadband Equity, Access and Deployment Program	$42.45 billion in FY 2022	• Would make grants to states and allow a local government to apply for funding if a state fails to do so.
NTIA	$1 billion over 5 years	• Counties would apply directly to the National Telecommunications and Information Administration (NTIA) for grants to construct, improve or acquire middle-mile infrastructure. • Applications that connect middle mile and last mile networks or plan to provide service in unserved areas, among other criteria, would be prioritized.
State Digital Equity Capacity Grant Program.	$1.25 billion over 5 years	• Competitive grant program for which a county would be an eligible recipient of a subgrant, in addition to being eligible to serve as an "administering entity" for a state seeking funding under the newly established State Digital Equity Capacity Grant Program. • In an administrator role, a county would do the following: ○ Act as the recipient and administrator of awarded funds ○ Develop and implement a State Digital Equity Plan ○ Make subgrants to eligible entities ○ Serve as an advocate for digital equity and inclusion and repository of best practices
The Emergency Broadband Benefit <u>program</u>	Renamed the "Affordable Connectivity Program"	• The monthly benefit would be reduced from $50 to $30 for consumers.
State and Local Cybersecurity Grant Program (would sunset in FY 2025)	$1.3 billion over 4 years	• Counties would be eligible as subgrantees of states following apportionments made by the U.S. Department of Homeland Security based on total population. ○ No later than 45 days after receiving an apportionment, a state would be required to obligate no less than 80% of grant funds to local governments. ○ 25% of the obligated funds would be reserved for rural areas

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		• If a state failed to obligate the funds, a local government could petition DHS for direct funding.