



STAFF REPORT
Board Meeting of December 22, 2021

AGENDA ITEM: 5-A

PREPARED BY: Patricia Taylor, Executive Director

SUBJECT:

Infrastructure Investment and Jobs Act of 2021 (IIJA)

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

The Infrastructure Investment and Jobs Act of 2021 (IIJA), also referred to as BIL (Bipartisan Infrastructure Law), is a federal bill that addresses provisions related to federal-aid highway, transit, highway safety, motor carrier, research, hazardous materials, and rail programs of the U.S. Department of Transportation (U.S. DOT). The bill was approved by the 117th Congress (Senate passage on August 10, 2021 and House passage on November 5, 2021). On Monday, November 15, 2021, President Biden signed IIJA into law.

The bill includes \$1.2 trillion in investments over five years, from Federal Fiscal Year (FFY) 2022 through FY 2026, including \$550 billion in new spending on transportation, water, and power infrastructure projects. Included in your package is comprehensive PowerPoint presentation prepared by Federal Highway Administration (FHWA). Also, included in your package is a summary PowerPoint prepared by MCTC staff. MCTC staff presentation will focus on major IIJA transportation formula (apportionment) and discretionary (competitive funding programs). Under IIJA, California is estimated to receive the following guaranteed formula transportation formula:

- \$25.3 billion for federal-aid highway apportioned programs over five years (compared to approximately \$19.4 billion under the Fixing America's Surface Transportation Act (FAST Act), the last five-year authorization of federal-aid highway programs);
- \$4.2 billion over five years from a new bridge program;
- \$384 million over five years from a new program to support the expansion of an electric vehicle (EV) charging network; and
- \$9.45 billion over five years to improve public transportation options across the state (compared to approximately \$8.1 billion under the FAST Act, the last five-year authorization of federal-aid highway programs).

California, through the California Department of Transportation (Caltrans), traditionally reached an agreement with local transportation agencies to divide federal-aid highway funding apportioned to California at 60 percent to be controlled by the state and 40 percent by local agencies.

In addition, IJA also creates new transportation discretionary grant programs and increases funding for existing discretionary grant programs between FY 2022 and FY 2026; provides five years of National Network funding to Amtrak, totaling \$16 billion; and guarantees \$8 billion, and authorizes \$15 billion more in future appropriations for Federal Transit Administration (FTA) Capital Investment Grants.

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.