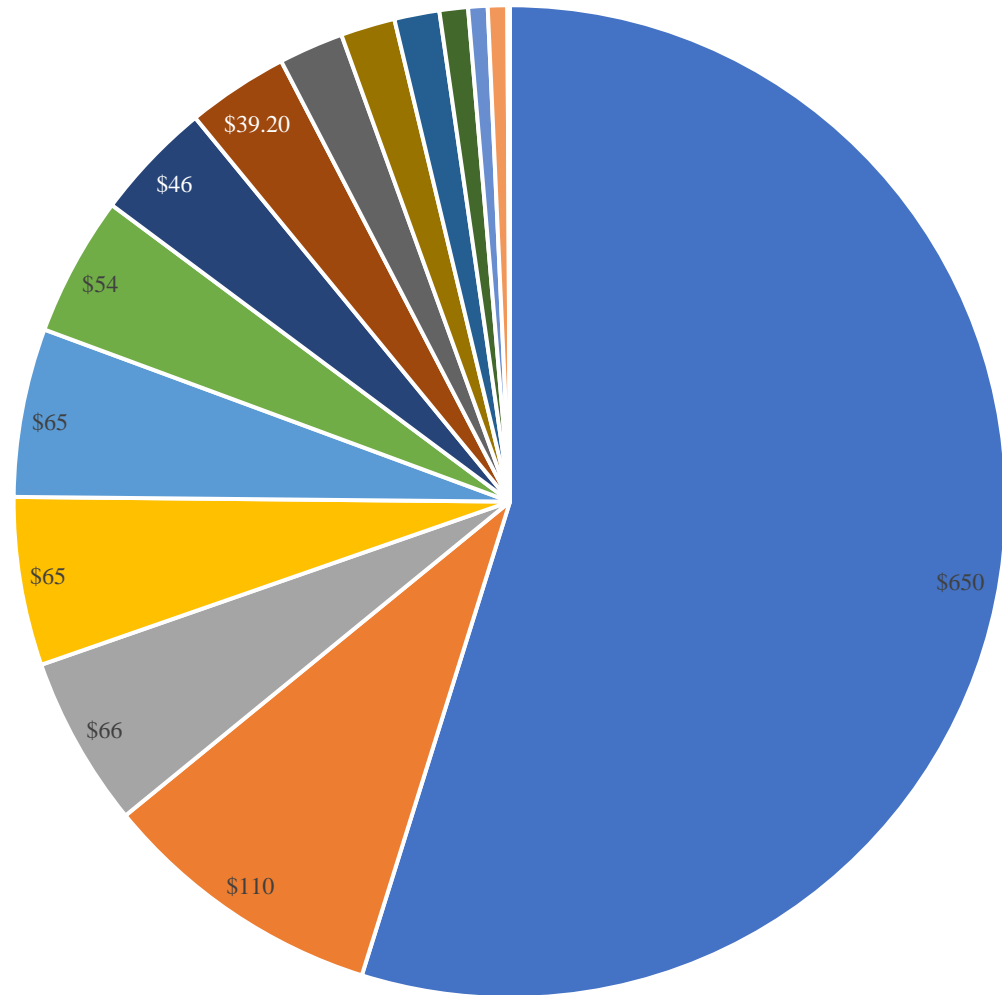


Infrastructure Investment and Jobs Act (IIJA)

Spending Over 5 Years in Billions of Dollars

- Reauthorization of Existing Transportation Programs
- Roads and Bridge
- Freight and Passenger Rail
- Energy and Electric Grid
- Broadband
- Water and Wastewater
- Resiliency (Natural Disasters, Cybersecurity)
- Public Transit
- Airports (\$25)
- Legacy Pollution, Brownfields, etc. (\$21)
- Ports and Waterways (\$17.4)
- Highway and Pedestrian Safety (\$11)
- Low Emission Buses and Ferries (\$7.5)
- Electric Vehicle Charging (\$7.5)
- Reconnecting Communities (\$1)



*Reauthorizations includes the Highway Trust Fund (over \$300 billion), Inland Waterways Trust Fund and other dedicated funding streams utilizing existing fees.

\$550 Billion In New Spending Over 5 Years

Roads, Bridges, & major projects: \$110B - Codifies One Federal Decision principles and NEPA reforms, improving timeliness and accountability within the federal permitting process. Funds new, dedicated grant program to replace and repair bridges and increases funding for the major project competitive grant programs.

Passenger and Freight Rail: \$66B - Provides funding for the Amtrak National Network for new service and dedicated funding to the Northeast Corridor, which has incurred a severe repair backlog after Hurricane Sandy. Increases funding for freight rail and safety.

Safety and Research: \$11B - Funds highway & pedestrian safety and research programs, as well as pipeline safety and repair.

Public Transit: \$39.2B - Funds nation's transit system repair backlog, which DOT estimates is more than 24,000 buses, 5,000 rail cars, 200 stations, and thousands of miles of track, signals, and power systems.

Broadband: \$65B - Grants to states for broadband deployment and other efforts to close the digital divide. Expands eligible private activity bond projects to include broadband infrastructure.

Airports: \$25B - Increases funds for Airport Improvement grant program for runways, gates, & taxiways as well as a new Airport Terminal Improvement program for terminals, concessions, and multimodal connections.

Ports and Waterways: \$17.4B - Funding for waterway and coastal infrastructure, inland waterway improvements, port infrastructure, and land ports of entry through the Army Corps, DOT, Coast Guard, the GSA, and DHS.

Water Infrastructure: \$54B - Includes the bipartisan Drinking Water and Wastewater Infrastructure Act. Provides a historic \$15 billion for lead service line replacement and \$10 billion to address PFAS. Supports water infrastructure in Tribal communities by providing \$1.8 billion for the Indian Health Service Sanitation Facilities Construction program.

Power and Grid: \$65B - Includes the bipartisan Energy Infrastructure Act, which includes funds for grid reliability and resiliency and support for a Grid Development Authority; critical minerals and supply chains for clean energy technology; key technologies like carbon capture, hydrogen, direct air capture, and energy efficiency; and energy demonstration projects from the bipartisan Energy Act of 2020.

Resiliency: \$46B - Funding for cybersecurity to address critical infrastructure needs, flood mitigation, wildfire, drought, coastal resiliency, waste management, ecosystem restoration, and weatherization.

Low-Carbon and Zero-Emission School Buses & Ferries: \$7.5B - Funds for the adoption of low-carbon and zero-emission school buses, including through hydrogen, propane, LNG, compressed natural gas, biofuel, and electric technologies. Provides support for a pilot program for low emission ferries and rural ferry systems.

Electric Vehicle Charging: \$7.5B – Funds for alternative fuel corridors and to build out a national network of electric vehicle charging infrastructure to facilitate 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: \$1B – Funds for projects that remove barriers to opportunity caused by legacy infrastructure. The program will provide dedicated funding for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure.

Addressing Legacy Pollution: \$21B – Funds to clean up brownfield and superfund sites, reclaim abandoned mine lands, and plug orphan oil and gas wells, improving public health and creating good-paying jobs.

Highlights for Central New York

Roads and Bridges – According to the American Road & Transportation Builders Association, New York State will receive \$24.89 billion in formula funding from IJA over the next 5 years, including a 43% increase in 2022.

- Increased economic activity as a result of this investment is projected to raise household income by an average of \$357.

Airports – Expanded AIP funding is estimated to deliver over \$27 million for Syracuse Hancock International Airport.

Transit – Provides an estimated \$74 million for CENTRO and \$94.5 million for RGRTA over the next 5 years.

- Includes \$8 billion for DOT's Capital Investment Grants (CIG) Program, which could help advance Bus Rapid Transit in Syracuse.

Clean Water and Drinking Water – According to the National Association of Clean Water Agencies (NACWA), nearly half of the \$23.5 billion in new federal investment IJA provides for the Clean Water and Drinking Water State Revolving Funds (SRF) over the next 5 years will come in the form of grants or forgivable loans.

- Clean Water and Drinking Water SRFs are an essential source of water infrastructure investment in Central New York and across NYS.

Ports and Waterways – Additional funding for the U.S. Army Corps of Engineers will help advance pending projects in Oswego, Little Sodus Bay, Greater Sodus Bay, and across Lake Ontario.

Broadband – Additional funding covers over \$42.5 billion for Broadband Deployment Grants and additional funding for USDA's ReConnect Program, as well as funding to help CNY families in rural and low-income communities with the affordability of high-speed internet.

Spending Pay-Fors

- \$53 billion from certain states' unused enhanced federal UI supplements (Source: CBO estimate)
- \$67 billion in unused savings from the COVID-19 employer retention tax credit that CBO projected would be utilized and were not, minus the impact of sunseting the credit (CBO letter)
- \$106 billion in unused savings from COVID-19 paid & family leave tax credits that CBO projected would be utilized and were not (CBO letter)
- \$51 billion from delaying Medicare Part D rebate rule (Source: CBO score)
- \$21.4 billion in rescissions in unused funding from 2020 COVID bills (Source: CBO score)
- \$10.2 billion from sales of future spectrum auctions (Source: CBO score)
- \$67 billion from proceeds of the February 2021 c-band auction (Source: CBO estimate)
- \$53 billion in economic growth resulting from a 33 percent return on investment in these long-term infrastructure projects (Source: CBO analysis)
- \$28 billion from clarifying the application of information reporting requirements for cryptocurrency (Source: JCT score)
- \$21 billion from extending fees on GSEs (Source: CBO score)
- \$14.5 billion from reinstating certain Superfund fees (Source: JCT score)
- \$8.7 billion from extending the mandatory sequester (Source: CBO score)
- \$6.1 billion in sales from the Strategic Petroleum Reserve (Source: CBO score)
- \$6.1 billion from extending customs user fees (Source: CBO score)
- \$3.2 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: JCT score)

TOTAL OFFSETS = \$519 billion

Douglas Holtz-Eakin (American Action Forum) - "A well-structured infrastructure bill would boost the supply side of the economy, reducing inflationary pressures. Improving roads, bridges, and ports would make it less costly for businesses to operate, allowing them to increase their output per hour, and putting downward pressure on consumer prices."

Michael Strain (AEI) - "There are good reasons to believe this bipartisan infrastructure spending won't be inflationary. Its focus is on improving longer-term productivity, not near-term demand. By strengthening the supply side of the economy, it would ease inflationary pressures. In addition, the spending would be spread out over a decade."

Congressional Budget Office (CBO) - The CBO estimates that infrastructure spending will create a 33% return on investment because of the economic benefits of the long-term infrastructure projects (offset in part by debt issued).

Myths vs. Facts

Myth: *This legislation only provides \$110 billion for real infrastructure.*

Fact: This legislation is 100% physical infrastructure and is completely separate from Democrat's \$3.5 trillion spending spree. Additionally, according to the American Road & Transportation Builders Association, more than 40% of guaranteed funding under IIJA is allocated to roads and bridges. This legislation also includes investments in a wide range of physical infrastructure, including our ports and airports, pipes and sewer systems, electrical grids and broadband networks.

Myth: *This legislation is part of the Green New Deal.*

Fact: This legislation includes funding for pipelines and domestic mineral production, promoting U.S. dominance in energy production. These investments are antithetical to the rigid and unrealistic goals of the Green New Deal. The House sponsor of the Green New Deal voted against this bill.

Myth: *This legislation authorizes a mileage tax.*

Fact: This legislation authorizes a study on a vehicle miles traveled (VMT) fee, helping to determine if such a system is a feasible way to capture revenue from electric vehicles and other roadway users that are not paying into the Highway Trust Fund.

Myth: *This legislation is not paid for.*

Fact: This bill is paid for. CBO rules do not allow them to count funding like the \$53 billion in unused unemployment insurance or \$173 billion in unused COVID aid that will be repurposed for physical infrastructure in the scoring of this bill. IIJA decreases the deficit and is a net benefit to the economy over the next 30 years, according to a Penn Wharton analysis.