

## 2021 Senate Bipartisan Infrastructure Bill (BIB)

The legislation is billed as a “\$550 billion bill,” but that is just the amount of money that is provided directly by the bill that is over and above what we were already spending (called “baseline”). Of that \$550 billion, the Department of Transportation will get almost 50 percent (\$274 billion).

For the US Department of Transportation, the baseline includes \$293.5 billion of Highway Trust Fund contract authority the amount provided in fiscal 2020, and then again in 2021, times 5 for the 2022-2026 five-year period). Since the programs have expired, they need to be reauthorized with new legislation, and this highway-transit-safety reauthorization bill has been incorporated into the bipartisan infrastructure bill.

The \$274 billion for USDOT in the bill was split up: \$89.8 billion was used to give allow increased Highway Trust Fund contract authority over the five-year 2022-2026 period, and then \$184.1 billion in direct appropriations (not just for highways and transit and safety, but for railroads and airports and multimodal grants and ports), to be released in five equal installments on October 1 of each year for the next five years.

A complete surface transportation reauthorization bill is contained in the bipartisan legislation. The highway-only reauthorization bill reported unanimously from the Environment and Public Works Committee earlier this year (S. 1931) is almost completely unchanged from the reported version. Similarly, the FMCSA-NHTSA-rail-multimodal reauthorization bill reported almost-unanimously from the Commerce, Science and Transportation Committee (S. 2016) is almost completely unchanged as well.

The total is \$383.4 billion in contract authority over five years, as shown below and compared to the fiscal 2021 FAST-extended level.

### Highway Trust Fund Contract Authority Under FAST Act (FY 2021) and BIB (FY 2022-2026) (Billion \$\$)

	<u>FY21</u>	<u>FY22</u>	<u>FY23</u>	<u>FY24</u>	<u>FY25</u>	<u>FY26</u>	<b><u>5-Year</u></b>	<b><u>Average</u></b>
FHWA CA (including ER)	47.104	58.212	59.504	60.835	62.053	63.396	<b>304.000</b>	60.800
FMCSA CA	0.676	0.874	0.874	0.891	0.909	0.927	<b>4.474</b>	0.895
NHTSA CA	0.778	0.967	0.992	0.978	1.037	1.059	<b>5.033</b>	1.007
FTA CA	10.150	13.355	13.634	13.990	14.279	14.642	<b>69.900</b>	13.980
<b>HTF Total CA</b>	<b>58.709</b>	<b>73.408</b>	<b>75.004</b>	<b>76.694</b>	<b>78.278</b>	<b>80.024</b>	<b>383.407</b>	<b>76.681</b>
<i>Transit Percentage</i>	<i>17.3%</i>	<i>18.2%</i>	<i>18.2%</i>	<i>18.2%</i>	<i>18.2%</i>	<i>18.3%</i>	<i>18.2%</i>	

This spending is made possible by a \$118 billion bailout of the Highway Trust Fund from general revenues, in section 80103 of the bill – \$90 billion to be deposited in the Highway Account and \$28 billion to be deposited in the Mass Transit Account.

The traditional measure of a surface transportation reauthorization bill also includes authorizations for future general fund appropriations for mass transit. In the bipartisan bill, those total \$3.15 billion per year – \$3.000 billion per year for Capital Investment Grants, and \$150 billion per year for the special capital funding for the DC-area WMATA system. (The bill moves FTA administrative expenses, and research and training and workforce programs, under the Transit Formula Grants account and gives them annual contract authority.)

This legislation would put the bulk of the new appropriated money for USDOT in the hands of the Secretary, Pete Buttigieg, to distribute via competitive grant programs under which, guided by statutory rules, he will pick which projects get funded from what are expected to be numerous applicants. By our initial count, it's over \$100 billion, and that does not include the regular INFRA grants and TIFIA and Trust Funded discretionary bus grants. This is just the one-time appropriations, over and above the regular grant work that is done.

### **Appropriations for USDOT Grants to State/Local Governments in the BIB**

Millions of dollars of advance appropriations over FY 2022-2026.

		<u>Formula</u>	<u>Competitive</u>
OST	Megaprojects		5,000.0
OST	RAISE Grants		7,500.0
OST	Safe Streets		5,000.0
OST	Culverts		1,000.0
OST	SMART		500.0
FAA	Airport Grants – Airside	14,900.0	100.0
FAA	Airport Grants – Terminals		5,000.0
FHWA	Bridge Program	27,500.0	9,235.0
FHWA	EV Charging Infrastructure	5,000.0	
FHWA	INFRA Grants		3,200.0

FHWA	Reduce Truck Emissions in Ports		150.0
FHWA	Reconnecting Communities		500.0
FHWA	Ferry Boats and Terminals	342.0	
FHWA	Appalachian Highways	1,250.0	
FRA	CRISI Grants		5,000.0
FRA	Railroad Crossing Elimination		3,000.0
FRA	Fed.-State Partnership for IPR		36,000.0
FTA	State of Good Repair Grants	4,750.0	
FTA	Low-No Emission Bus Grants		5,250.0
FTA	Capital Investment Grants		8,000.0
FTA	ADA Upgrades to Rail Transit		1,750.0
FTA	Electric or Low-Emission Ferries		250.0
FTA	Rural Passenger Ferry Service		1,000.0
MARAD	Port Infrastructure Development		2,250.0
PHMSA	Nat. Gas Pipeline Modernization		1,000.0
<b>Total, US Department of Transportation</b>		<b>53,742.0</b>	<b>100,685.0</b>