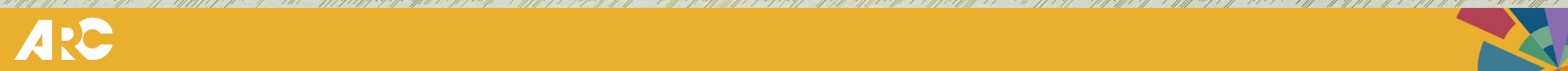


Status of IIJA Funding Opportunities

Overview of Inflation Reduction Act

Open Discussion on Implementation Roles

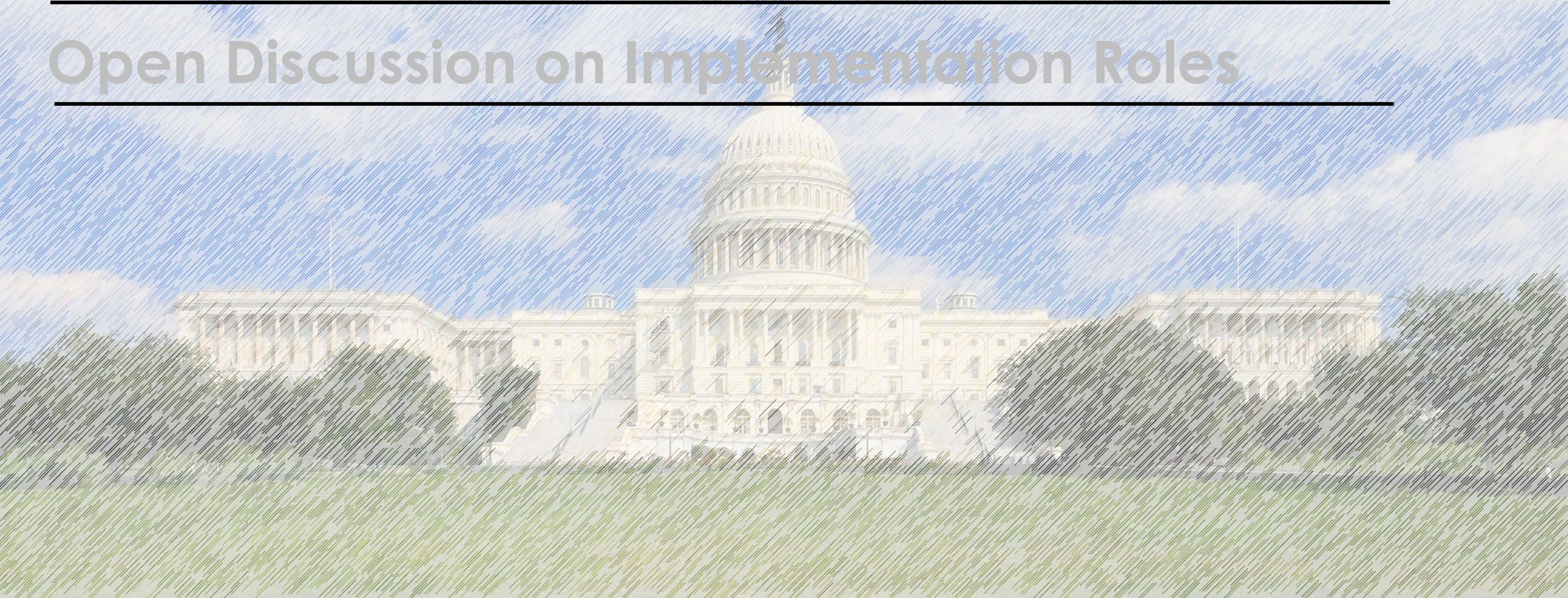
Transportation Coordinating Committee
September 9, 2022



Status of IIJA Funding Opportunities

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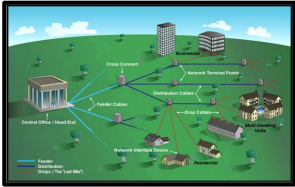
Currently Open IIJA Notices of Funding Opportunity (1/2)*



Safe Streets and Roads for All

CLOSES SEPTEMBER 15 (USDOT/Office of the Secretary)

\$1.0 billion



Middle Mile Grants Program (Commerce)

CLOSES SEPTEMBER 30 (Commerce Dept.)

\$1.0 billion



Railroad Crossing Elimination Program

CLOSES OCTOBER 4 (USDOT/FRA)

\$573 million



Reconnecting Communities Pilot Program

CLOSES OCTOBER 13 (USDOT/FHWA)

\$195 million

* As of September 9, 2022. The content of this slide focuses exclusively on programs of highest relevance to the Atlanta region. As a result, the list may not be inclusive of all active IIJA NOFOs.



Currently Open IIJA Notices of Funding Opportunity (2/2)*



Consolidated Rail Infrastructure and Safety Improvement Grants

CLOSES DECEMBER 1 (USDOT/FRA)

\$1.4 billion

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Recently Closed IIJA Notices of Funding Opportunity (1/1)*



Bridge Investment Program

CLOSED SEPTEMBER 8 (USDOT/FHWA)

\$2.36 billion



Clean School Bus Program

CLOSED AUGUST 19 (EPA)

\$1.0 billion



Pilot Program for Transit Oriented Development **\$13.2 million**

CLOSED JULY 25 (USDOT/FTA)

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Pending IIJA Notices of Funding Opportunity (1/4)*



Strengthening Mobility and Revolutionizing Transportation (SMART) Grants

EXPECTED TO OPEN SEPTEMBER 2022 (USDOT/Office of Secretary)

\$100 million
*Estimated***



Charging and Fueling Infrastructure Grants (Corridors)

EXPECTED TO OPEN 4TH QUARTER 2022 (USDOT/FHWA)

\$250 million
*Estimated***



Charging and Fueling Infrastructure Grants (Communities)

EXPECTED TO OPEN 4TH QUARTER 2022 (USDOT/FHWA)

\$250 million
*Estimated***

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** Based on calculation of 20% of the overall five-year appropriated amounts identified in IIJA. Does not include any additional authorized amounts which Congress may make available on an annual basis or which lead agency may combine with other revenue sources. Available amount may be lower due to administrative set-asides or other program implementation considerations.

Pending IJA Notices of Funding Opportunity (2/4)*



Building Resilient Infrastructure and Communities Program

EXPECTED TO OPEN SEPTEMBER 30, 2022 (DHS/FEMA)

\$200 million
*Estimated***



Energy Efficiency and Conservation Block Grant Program

EXPECTED TO OPEN 3RD QUARTER 2022 (DOE)

\$110 million
*Estimated***



Federal-State Partnership for Intercity Passenger Rail Grants

EXPECTED TO OPEN OCTOBER 2022 (USDOT/FRA)

\$7.2 billion
*Estimated***

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Pending IIJA Notices of Funding Opportunity (3/4)*



Rail Vehicle Replacement Grants

EXPECTED TO OPEN 3RD QUARTER 2022 (USDOT/FTA)

\$300 million

*Estimated***



Reduce, Reuse, Recycling Education and Outreach Grants

EXPECTED TO OPEN 4TH QUARTER 2022? (EPA)

\$15 million

*Estimated***



Regional Clean Hydrogen Hubs

EXPECTED TO OPEN 3RD QUARTER 2022 (DOE)

\$8 billion

*Estimated***

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Pending IIJA Notices of Funding Opportunity (4/4)*



Solid Waste Infrastructure for Recycling Infrastructure Grants

EXPECTED TO OPEN 4th QUARTER 2022 (EPA)


\$55 million
*Estimated***


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How to Stay Informed



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Infrastructure Investment & Jobs Act

BUILDING A
BETTER FUTURE
FOR THE
ATLANTA REGION


ARC is committed to **educate, communicate, prepare, and advise** our community partners about the infrastructure law and help maximize the opportunities to bring **IIJA** investments to their communities. We must work together to seize this historic opportunity to invest in the Atlanta region and improve quality of life for all residents.




Transportation
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Climate, Energy,
and Environment
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Additional
Opportunities
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IIJA Funding Opportunity Resource Database

Let ARC help you find the funding opportunities most relevant to the Atlanta region.

 **RESOURCE DATABASE**

[Latest News & Announcements](#)

[Funding Opportunity Highlights](#)

Receive Email Updates

Sign up to receive email updates about funding opportunities and other IIJA related information.
"*" indicates required fields

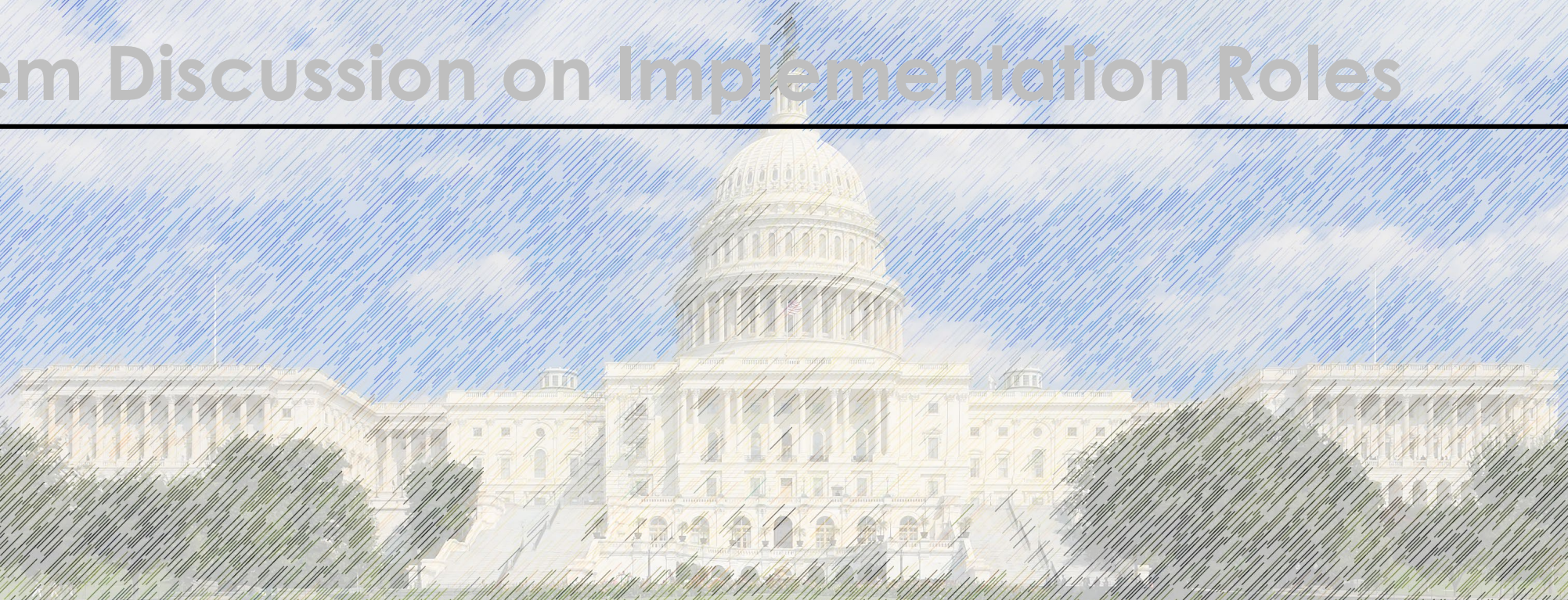
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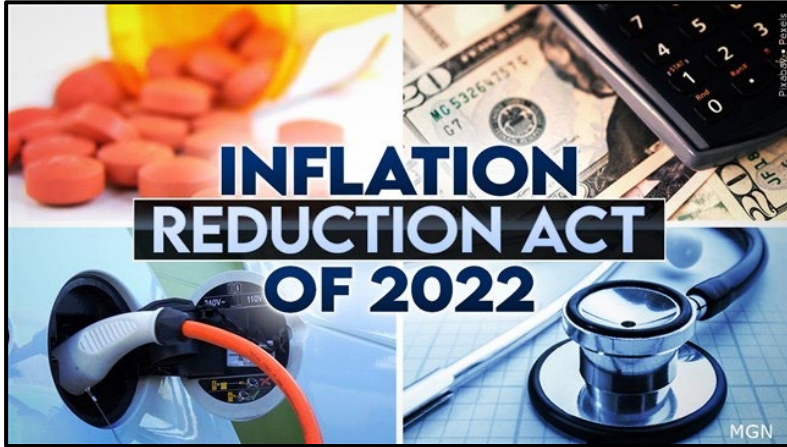
Status of IIJA Funding Opportunities

Overview of Inflation Reduction Act

Open Discussion on Implementation Roles



Basics of the Inflation Reduction Act



- Signed into law on August 16, 2022
- Technically, it is simply a budget reconciliation bill with no actual official name
- Slimmed down version of the original Build Back Better legislation that had stalled in negotiations with Senators Manchin and Sinema
- Forecast by CBO to have minimal impact on inflation, but will reduce the annual federal deficit by about \$100 billion by 2031
- About \$485 billion in new spending to be offset by \$790 in savings and revenue increases

New Spending Under the Inflation Reduction Act

Policy	Cost (-)/Savings (2022-2031)
Energy and Climate	-\$386 billion
Clean Electricity Tax Credits	-\$161 billion
Air Pollution, Hazardous Materials, Transportation and Infrastructure	-\$40 billion
Individual Clean Energy Incentives	-\$37 billion
Clean Manufacturing Tax Credits	-\$37 billion
Clean Fuel and Vehicle Tax Credits	-\$36 billion
Conservation, Rural Development, Forestry	-\$35 billion
Building Efficiency, Electrification, Transmission, Industrial, DOE Grants and Loans	-\$27 billion
Other Energy and Climate Spending	-\$14 billion
Health Care	-\$98 billion
Extension of Expanded ACA Subsidies (three years)	-\$64 billion
Part D Re-Design, LIS Subsidies, Vaccine Coverage	-\$34 billion
Total, Spending and Tax Breaks	-\$485 billion

Offsets for Inflation Reduction Act Spending

Policy	Cost (-)/Savings (2022-2031)
Health Savings	\$322 billion
Repeal Trump-Era Drug Rebate Rule	\$122 billion
Drug Price Inflation Cap	\$101 billion
Negotiation of Certain Drug Prices	\$99 billion
Revenue	\$468 billion
15 Percent Corporate Minimum Tax	\$313 billion
IRS Tax Enforcement Funding*	\$124 billion
Closure of Carried Interest Loophole	\$13 billion
Methane Fee, Superfund Fee, Other Revenue	\$18 billion
Total, Savings and Revenue	\$790 billion

Relationship Between Transportation Impacts of IIJA and IRA



IIJA will invest billions in providing the public infrastructure to support the conversion to clean energy vehicles (charging stations, energy grid improvements, cybersecurity, etc.)

Relationship Between Transportation Impacts of IIJA and IRA



IRA will provide incentives for manufacturers to produce those clean energy vehicles and for consumers to buy them (point of sale tax credits, elimination of production limits, battery manufacturing and mineral production incentives, etc.)

Transportation Programs in the IRA



- **\$3.2 billion for a new Neighborhood Access and Equity Grant Program to mitigate the negative consequences of existing surface transportation facilities**
- **\$3 billion for the US Postal Service to buy electric vehicles**
- **\$3 billion for EPA grants to ports to reduce air pollution**
- **\$2 billion to promote the use of low-carbon building materials by USDOT grant recipients**
- **\$1 billion for EPA grants for municipalities to buy clean heavy-duty vehicles**
- **\$297 million to research alternative aviation fuels**
- **\$100 million for USDOT (mostly FHWA) to expedite permitting reviews**

Reconnecting Communities Pilot Program (IIJA) vs. Neighborhood Access and Equity Grant Program (IRA)

In general the intent of both programs is the same: improving connectivity in communities where a transportation facility such as a highway is a major barrier. The types of projects and eligible applicants (states, local governments, MPOs) are also similar. But there are some key differences....

Reconnecting Communities

- \$1.0 billion of funding
- Program managed by Office of the Secretary
- Funding subdivided by type of grant (capital vs. planning)
- Minimum and maximum award amounts
- Capital projects may only receive up to 50% federal match

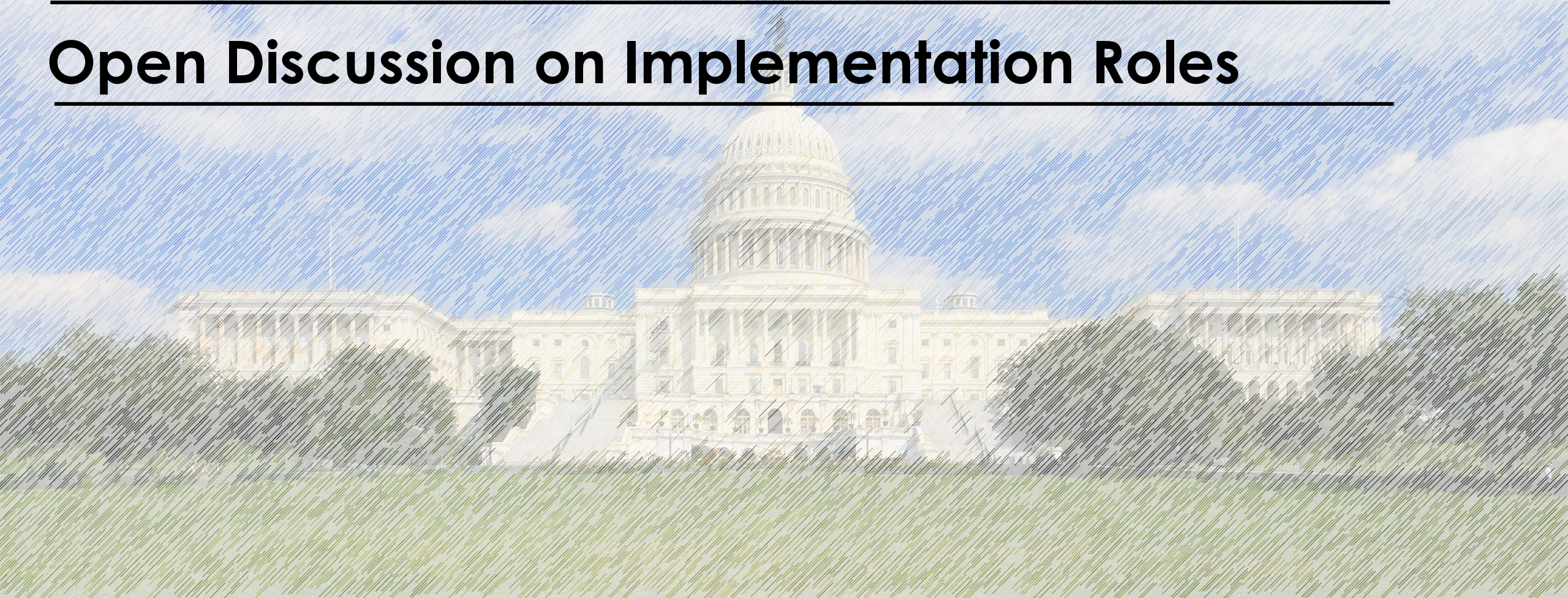
Neighborhood Access and Equity

- \$3.2 billion of funding
- Program managed by USDOT/FHWA
- Funding subdivided by type of recipient area (economically disadvantaged vs. any area)
- No minimum and maximum award amounts
- Up to 80% federal match (100% in some areas)

Status of IIJA Funding Opportunities

Overview of Inflation Reduction Act

Open Discussion on Implementation Roles



Open Discussion

What challenges are you facing within your organization in understanding IJA and taking advantages of its opportunities?

- Insufficient uncommitted funds to meet match requirements?
- Burden on staff time responding to frequent NOFOs?
- Lack of technical skills and data?
- Insufficient time to coordinate with other potential implementation partners and identify high quality projects?
- All of the above? Others?

What do you believe are some realistic and appropriate roles ARC should play in addressing those challenges?