



\$1.2 Trillion

Infrastructure Investment and Jobs Act



Infrastructure Act Summary



On November 5th, 2021, the United States Congress passed The Infrastructure Investment and Jobs Act and on November 15th, President Biden signed the bill into law. This act includes \$450 Billion in spending to renew existing programs and \$550 Billion in new federal spending (see summary below). The law also establishes an Infrastructure Implementation Task Force, led by former New Orleans Mayor, Mitch Landrieu and National Economic Council Director, Brian Deese.

In addition to providing direct grant and credit programs to fund and finance transportation, infrastructure, renewable energy, climate change and other important areas that will ultimately improve quality of life, this Act implements critical policy changes to improve the processes that help us implement change and look to earmark dollars towards key projects that will help improve both our quality of life and ways of moving and working every day.

The largest proponent of the bill, or approximately 20%, is funding for road and bridges, or approximately \$110 Billion. This includes bridge repair, replacement and rehabilitation. In addition, these funds will go towards improving our Nation's highways, improving safety, and in reconnecting our communities. The second and third largest areas for new funds will be \$73B for electrical grid improvements and \$66B for passenger and freight rail.

Infrastructure Type	Amount
Roads and bridges	\$110 billion
Passenger and freight rail	\$66 billion
Broadband internet infrastructure	\$65 billion
Water infrastructure, such as eliminating lead pipes	\$55 billion
Public transit	\$39.2 billion
Electrical grid improvements	\$73 billion
Resiliency (flood and wildfire mitigation, ecosystem restoration, weatherization, cybersecurity etc.	\$47.2 billion
Electric vehicle chargers and other EV infrastructure	\$7.5 billion
Cleaning up polluted sites, reclaiming abandoned mines and plugging oil and gas wells	\$21 billion
Reconnecting urban neighborhoods that were divided by highways	\$1 billion
Airport maintenance and improvements	\$25 billion
Port and waterway improvements	\$17 billion

SOURCE: [Reuters](#)

Funding Sources and Allocation

Allocation Prioritization:

Funding for the \$1.2T bill will be allocated through both non-competitive and competitive means. Criteria such as state population, transit users and more will be a basis for level of funding. Following an initial allocation, local officials will distribute funding based on a needs assessment. In addition, discretionary grants will also be made through an official application process.

In addition to the above, savings from rescinding unobligated appropriations for the Economic Injury Disaster Loan program for small businesses and nonprofit groups, the Paycheck Protection Program, the Education Stabilization Fund and relief for airline workers will be used. \$53 Billion will stem in part from states opting to terminate pandemic unemployment benefits in hopes of pushing the jobless to return to work. Finally, the bill would raise about \$50 billion by imposing new Superfund fees and changing the tax reporting requirements for cryptocurrencies, among other measures. The infrastructure proposal relies on generating \$56 billion in economic growth resulting from a 33% return on investment on the long-term projects.



Priorities of deployment:

- ❖ Invest public dollars efficiently, avoid waste and focus on measurable outcomes;
- ❖ Buy American and increase the competitiveness of the U.S. economy through implementing Made-in-America requirements, bolstering domestic manufacturing supply chains;
- ❖ Create good-paying job opportunities by focusing on high labor standards for these jobs, including prevailing wages and the free and fair chance to join a union;
- ❖ Invest public dollars equitably through the Justice40 Initiative (goal that 40 percent of overall benefits from federal investments in climate/clean energy go to disadvantaged communities);
- ❖ Build resilient infrastructure that can withstand the impacts of climate change and help combat the climate crisis; and
- ❖ Effectively coordinate with state, local, tribal and territorial governments in implementing these critical investments.

What does this mean for NY?

New York will receive one of the largest disbursements from the National bill, at a total of \$170 Billion. These funds will ultimately affect the lives of many, from improving commutes to every day needs such as broadband and the environment. Funding will go towards transformative projects such as building the extension of the Second Avenue subway line, to the revitalization of the Port Authority bus terminal, upgrading the subway's signals and improving trip times, and bridge and road upgrades for Long Island, Westchester and beyond.

Over the next five years, New York will receive the following: \$13.5 billion for highways and bridges; \$10 billion for public transit; just shy of \$1 Billion for airports; \$175 million for new electric vehicle charging stations, as well as funding for climate change initiatives.

Amtrak's high-speed rail proposals for the Northeast corridor are slated to receive more than \$6.5 billion for capital renewal backlog projects, as well as \$3.6 billion for intercity passenger rail grants. JFK International Airport could receive just shy of \$395 Million and LaGuardia Airport \$150 million for upgrades and repairs. The state may see \$90 billion for water infrastructure upgrades and \$100 million for the state to expand and subsidize broadband coverage. In addition, the MTA is slated to receive more than *\$10 billion.



Source: Gothamist



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