



Infrastructure Investment & Jobs Act Overview

Presented by

Mike Schaub

Agenda

- Speaker Introduction
- Tetra Tech Company Overview
- IIJA
- Other Grant Opportunities
- Tetra Tech's Approach
- Closing Thoughts





Mike Schaub, Project Manager

- Over 20 years of experience in homeland security, disaster recovery, and intelligence
- Extensive management experience planning, and execution of public assistance and hazard mitigation projects, supporting over 40 counties and cities in recovery and mitigation efforts



Tetra Tech Company Overview



25 YEARS
POST-DISASTER
RESPONSE
EXPERIENCE

90+ MAJOR
DISASTERS
IN 23 STATES &
2 US TERRITORIES

\$3.2B
ANNUAL REVENUE

17,000
CLIENTS

\$10B POST-DISASTER GRANTS
650+ FEDERAL GRANT-
FUNDED PROJECTS

10,000+
PROJECT WORKSHEETS (PWs)
99.8% FUNDS
RETAINED

21,000
ASSOCIATES

450 OFFICES
WORLDWIDE

WORKS ON
70,000
PROJECTS ANNUALLY

300+
STATE/LOCAL CLIENTS

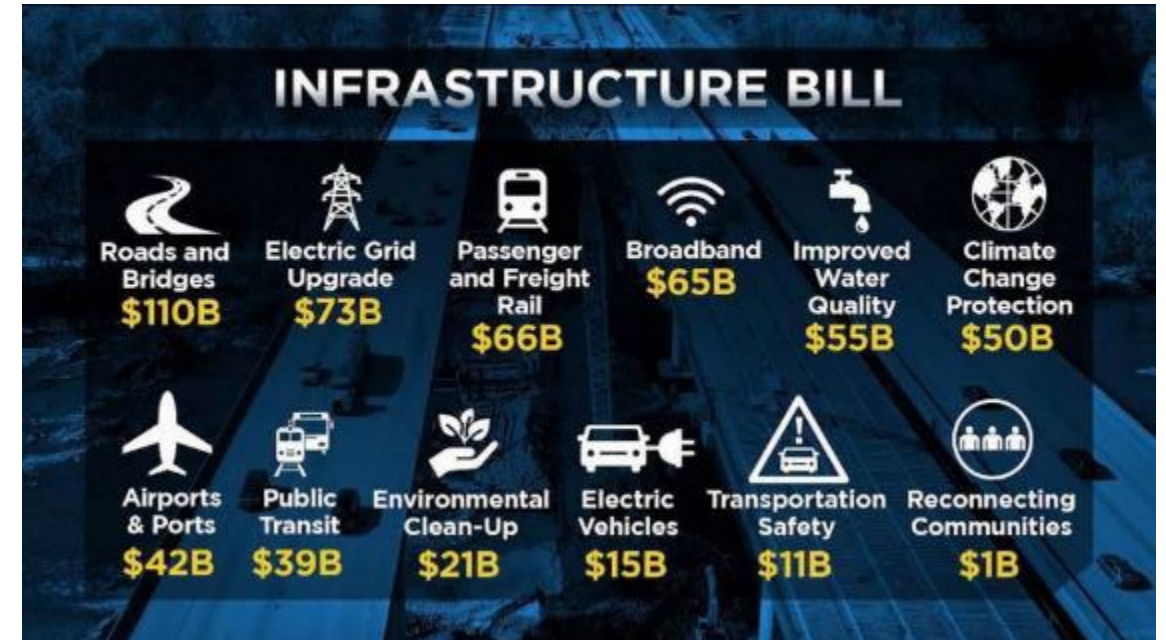
95% REPEAT CLIENTS/
CONTRACTS



IIJA Overview

a.k.a. Bipartisan Infrastructure Deal (BID) Bipartisan Infrastructure Law (BIL)

- Signed into law on November 15, 2021
- **IIJA's Purpose**
 - Targeted infrastructure improvement
 - Job creation
- **Three Main Funding Streams for Metropolitan Planning Organizations**
 - Meeting eligibility criteria for formula funds
 - Direct federal spending (FHWA, FEMA, for example) that are competitive/formula
 - Competitive grant programs

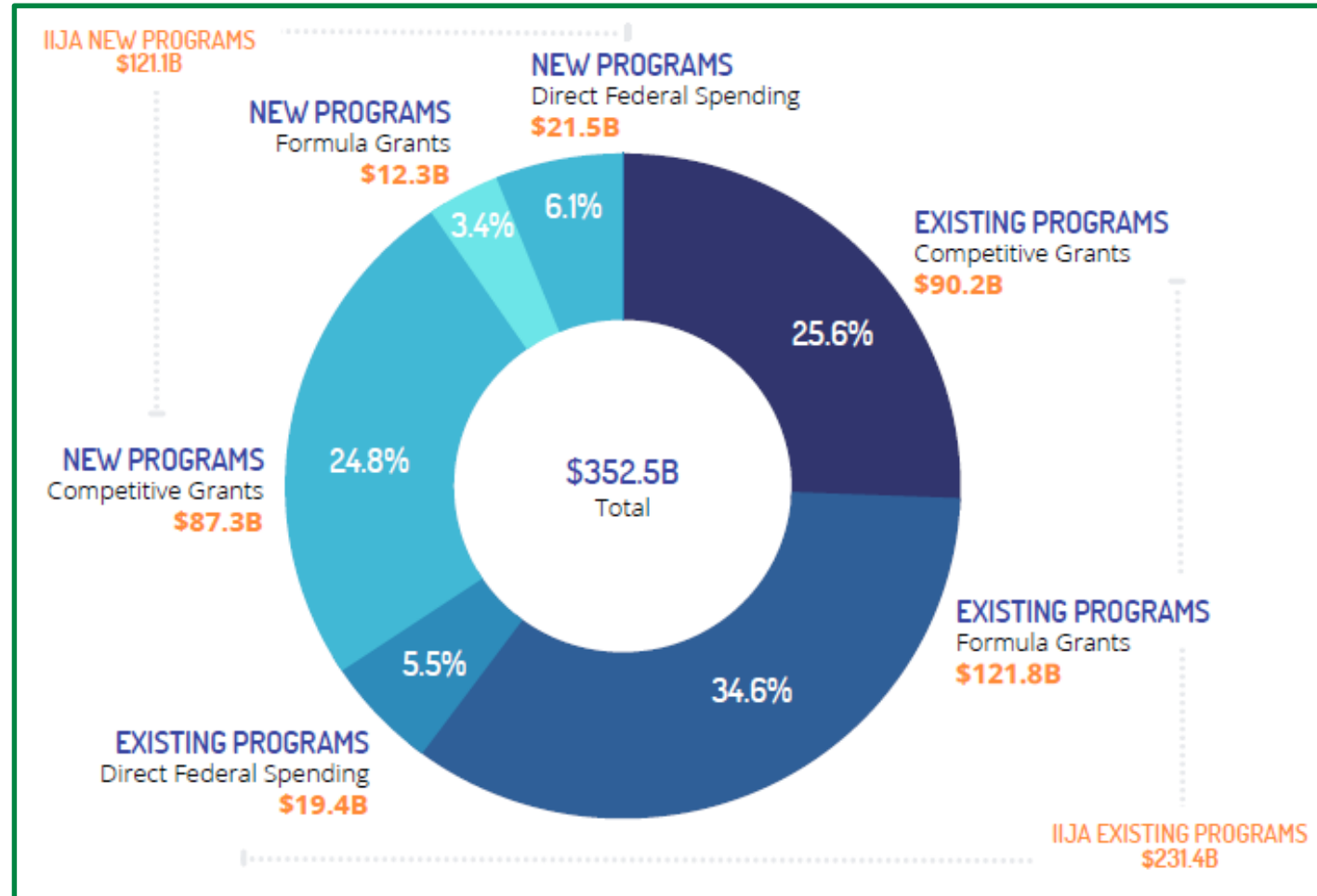


IIJA Overview



- Funding is for FY22-26
- 5 years of funding: \$840B
 - \$567B for Transportation Services
 - Energy, natural resources, and commerce programs (broadband) each are \$65-68B
- CBO: federal IIJA spending to states and local governments will peak between FY25 and FY27
- Existing formula programs that received supplemental funds will move the most quickly
- New programs, both formula and competitive, will become available more gradually
- \$352.5B – programs most relevant to local governments

Funding Summary – Local Government Focused



Source: IIJA Investment Guide, The US Conference of Mayors

Program Categories Applicable to Local Governments



Climate Resiliency & Environment



Electric Grid



Clean Energy



Airports



Ports



Broadband



Clean Drinking Water & Water Systems



Surface Transportation & Highways

Reauthorized Programs – Competitive Grants

- **Brownfield Remediation Program**
 - EPA - \$1.5B, no local match
 - Industrial Site/HAZMAT remediation
- **BRIC Program**
 - FEMA - \$1B, 25% local match
 - Hazard mitigation projects
- **Clean Water and Drinking Water SRF**
 - EPA - \$57.7B, non-federal match required
 - Wastewater facility construction, runoff management, storage tanks
- **Low/No Emission Vehicle Program**
 - FTA - \$5.25B, non-federal match required
 - Grants to transit agencies for vehicles/infrastructure
- **Port Infrastructure Development Program**
 - MARAD - \$2.25B, non-federal match required
 - Increased extreme weather resiliency
- Rebuilding American Infrastructure with Sustainability & Equity (RAISE) Grant Program – OST, \$7.5B, Multi-modal projects
- Lead Service Line Replacement – EPA, \$15B



Reauthorized Programs – Formula Grants

- **Airport Improvement Program**
 - FAA - \$15B, non-federal match required
 - Runways, taxiways, airport signage/lighting/markings
- **Congestion Mitigation and Air Quality Improvement Program**
 - FHWA - \$13.2B, non-federal match required
 - Emission reduction projects
- **State of Good Repairs Grants**
 - FTA - \$21.6B, non-federal match required
 - Maintenance, replacement, and rehab of rail and bus systems
- **Surface Transportation Block Grant Program**
 - FHWA - \$64.8B, non-federal match required
 - EV charging infrastructure, intelligent transportation technology



Program Breakdown – TX State-Level

- **Federal Aid Highway Program**
 - Apportioned Highways - \$26.9B
 - Apportioned Bridge Replacement/Repairs - \$537M
 - Competitive - Bridge Investment Program - \$12.5B
 - Competitive - Major Projects/Economic Benefits - \$16B
- **Improve Public Transportation - \$3.3B**
- **EV Charger Network**
 - Apportioned - \$408M
 - Competitive - \$2.5B
- **Broadband – Apportioned - \$100B**
- **Climate Change, Cyber Attacks**
 - Fire mitigation - \$53M
 - Cyber defense - \$42M
- **Water Infrastructure - \$2.9B**
- **Airports - \$1.2B**



Newly Established Programs – Competitive Grants



- Airport Terminal Program
 - FAA - \$5B, non-federal match required
 - Expand capacity, replace aging infrastructure
- Bridge Investment Program
 - NTIA - \$42.5B, non-federal match required
 - Repair or replace bridges (poor or fair condition)
- Broadband Equity, Access, and Deployment Program
 - FTA - \$21.6B, non-federal match required
 - Extend/improve access in poorly connected areas
- Clean School Bus Program
 - DOE - \$64.8B, no match required
 - Decarbonize school bus fleets
- Congestion Relief Program
 - USDOT - \$250M, non-federal match required
 - Mitigate traffic congestion (cities >1M)



Newly Established Programs – Competitive Grants

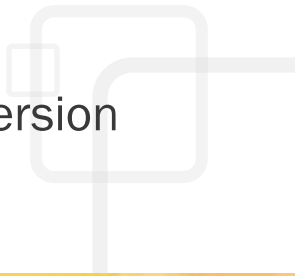


- **Digital Equity Act**
 - FTIA - \$2.75B, No – Capacity Grant, Yes – Competitive Grant
 - Increase connectivity for certain populations
- **Electric Vehicle Charging and Refueling Grants**
 - FHWA - \$2.5B, non-federal match required
 - Expanding alternative charging stations on DOT-designated alternative fuel corridors
- **Preventing Outages & Enhancing the Resilience of the Electric Grid**
 - FTA - \$5B, non-federal match required
 - Reduce likelihood/impact of grid damages
- **PROTECT Grant Program**
 - FHWA - \$1.3B, non-federal match required
 - Strengthen infrastructure against weather events
- **Reconnecting Communities Initiative**
 - FHWA/OST - \$1B, non-federal match required
 - Reconnecting Communities Initiative which aims to help cities rectify damage caused by highways built through predominantly nonwhite neighborhoods.

Newly Established Programs – Competitive Grants



- Safe Streets and Roads for All Grant Program
 - FHWA - \$5B, non-federal match required
 - Decrease pedestrian deaths in urban areas
- State of Good Repair Grants - Competitive
 - FTA - \$1.5B, non-federal match required
 - Replacement of rail cars
- SMART Grants
 - OST - \$500M, non-federal match required
 - Smart city/community development
- Transmission Facilitation Program
 - DOE - \$2.5B, no match required
 - Enhance transmission lines, telecom networks
- Transportation Alternatives Program Set Aside
 - FHWA - \$7.2B, non-federal match required
 - Construction of safe pedestrian/cyclist routes, conversion of unused rail corridors



Newly Established Programs – Formula Grants



- **National Electric Vehicle Formula Program**
 - FHWA - \$5B, non-federal match required
 - Build and deploy EV charging infrastructure
- **PROTECT Formula Program**
 - FHWA - \$7.3B, no match required
 - Enhance highway, public transit, and ports resiliency against extreme weather



IIJA - Other Potential Grants

INDEX OF ADDITIONAL IIJA PROGRAMS

REAUTHORIZED PROGRAMS

COMPETITIVE

PROGRAM NAME	AGENCY	AMOUNT	CAN CITIES APPLY DIRECTLY*
Federal-State Partnership for Intercity Passenger Rail Grants	DOT	\$368	No
Capital Investment Grants Program	DOT	\$88	No
Nationally Significant Freight and Highway Projects (NSFPA) Program	DOT	\$88	Yes
Consolidated Rail Infrastructure and Safety Improvement Grant	DOT	\$58	Yes
Transportation Infrastructure Finance and Innovation Act (TIFIA)	DOT	\$1,254	Yes
Nationally Significant Federal Lands and Tribal Projects Program	DOT	\$1,778	No
Highway Research and Development Program	DOT	\$728M	Yes
Highway Trust Fund: Technology and Innovation Deployment Program	DOT	\$508M	No
Highway Trust Fund: Intelligent Transportation System Program	DOT	\$508M	Yes
Highway Trust Fund: University Transportation Centers	DOT	\$408M	No
Smart Grid Investment Grant Program	DOE	\$28	Yes
Industrial Research and Assessment Centers	DOE	\$508M	No
Water Infrastructure Financing and Innovation Act (WIFIA)	EPA	\$375M	Yes
Lead Contamination in School Drinking Water	EPA	\$208M	No
National Flood Insurance Fund	DHS	\$358	No

FORMULA

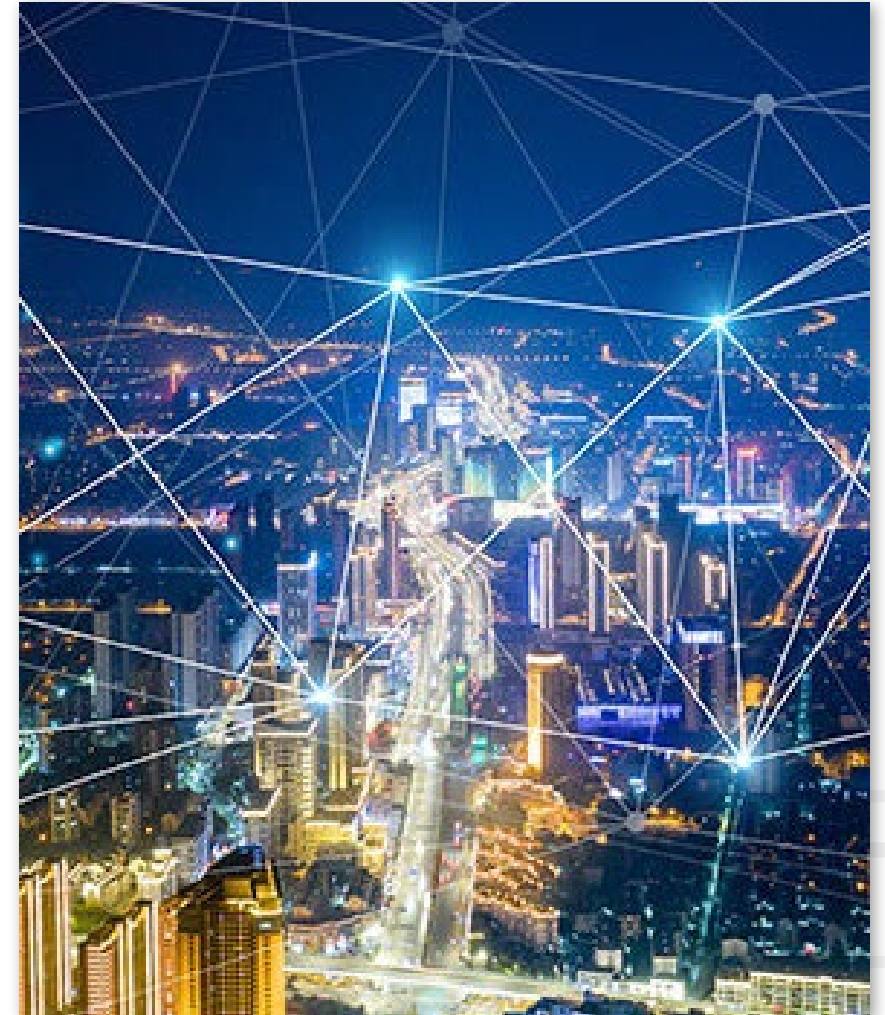
PROGRAM NAME	AGENCY	AMOUNT	CAN CITIES APPLY DIRECTLY*
Additional Increases in PTA Formula Programs	DOT	\$27.28	No
National Highway Freight Program	DOT	\$7,158	No
Federal Lands and Tribal Transportation Program	DOT	\$58	No

- Numerous other Reauthorized and Newly Established Programs
- Formula
- Competitive
- Main lead federal agencies are DOT, DOE, EPA, and DOI



IIJA Funding Strategies

- Maximize regional buy-in (just as with FEMA mitigation grants)
- Many funds will flow through
 - Public authorities, public utilities, private telecom providers
 - Metropolitan planning organizations, non-profits
 - State governments, particularly state transportation departments
- Position your county as a clean energy & tech innovation hub
- Use the IIJA to address the climate crisis and build resiliency



IIJA Funding Strategies

From the recently released BIL Guidebook; other suggested areas to start for your Infrastructure Task Force:

- Inventory and map the lead pipes in your county
- Work with your state's broadband agency to ensure your county or region's needs are appropriately mapped and inventoried
- Begin mapping sites for electric vehicle and alternative fuel charging stations





Other Grant Opportunities

Public Assistance (PA) Program

Purpose: To provide assistance to State, local, Territorial, or Tribal, and local (SLTT) governments, and certain types of private nonprofit (PNP) organizations so that communities can quickly respond to and recover from major disasters or emergencies declared by the President



FEMA



FEMA Public Assistance and Mitigation



The PA Program also encourages protection of damaged facilities from future incidents by providing assistance for hazard mitigation measures (406 Mitigation)

- As of August 3, 2022, FEMA adjusted large project thresholds from \$139,800 to \$1M
- Currently FEMA is not changing any program requirements as a result of the increase in the monetary threshold
- Includes 406 Mitigation, which can fund an additional 100% of repair costs towards mitigating damaged infrastructure

Categories of PA Work



FEMA Public Assistance – Other Considerations

- **Cost Share**
 - Traditionally 75% Federal /25% Local
 - FEMA may fund at 100% or 90%, depending on circumstances
- **FEMA PA Variations**
 - Additional eligible costs – removal of debris in improved channels, for example
 - 30-day windows for increased federal share
- Timelines for project obligation, reimbursement, and closeout
- **Simplifying PA – Sep 6, 2022 Memo**
 - Flexible process for power restoration costs
 - Elimination of size requirements of trees, limbs, branches, and stumps requiring removal
 - Provision to allow Applicants to not use higher consensus-based codes in 50% rule calculations
 - FEMA will no longer perform a separate reasonable cost analysis of work performed through EMAC.



Hazard Mitigation Grant Program (HMGP)



- HMGP (404 Mitigation) assistance is triggered by a major disaster declaration or a Fire Management Assistance Grant award
- Awarded on a sliding scale as a percentage of the estimated amount of total federal assistance for the disaster. States with a FEMA-approved Enhanced Hazard Mitigation Plan before the disaster are eligible for HMGP funding of 20% of the total amount of disaster assistance.



HMGP Objectives

- Reduces vulnerability to disasters and their effects
- States, Local governments, Territories, and Tribes (STTLs) can use HMGP funding for mitigation projects for any type of natural hazard and for eligible activities that reduce risk and builds resilience
- HMGP funding does not have to be used for the incident or disaster type for which it was allocated
- Promotes individual and community safety and their ability to adapt to changing conditions and withstand and rapidly recover from disruption due to emergencies (resilience)



HMGP - Examples of Eligible Activities

- Property Acquisition & Structure Demolition/Relocation
- Structure Elevation
- Mitigation Reconstruction
- Dry Floodproofing Historical Structures
- Generators
- Flood Risk Reduction Projects
- Retrofitting of Existing Buildings & Structures
- Safe Room Construction
- Wind Retrofit for Family Residences
- Infrastructure Retrofit
- Soil Stabilization
- Wildfire Mitigation
- Post-Disaster Code Enforcement
- Hazard Mitigation Plans



FHWA Emergency Relief (ER) Program

- Program from the Highway Trust Fund for the repair or reconstruction of Federal-aid highways and roads on Federal lands which have suffered serious damage as a result of natural disasters or catastrophic failures from an external cause
- For Interstate highways, the Federal share is 90 percent. For all other highways, the Federal share is 80 percent



FHA ER Program Emergency Work

- Emergency repair work to restore essential travel, minimize the extent of damage or protect the remaining facilities
- Must be accomplished in the first 180 days after the disaster occurs
- May be reimbursed at 100 percent Federal share



Emergency Watershed Protection (EWP) Program



The EWP Program is a recovery effort aimed at relieving imminent hazards to life and property caused by floods, fires, windstorms, and other natural disasters.

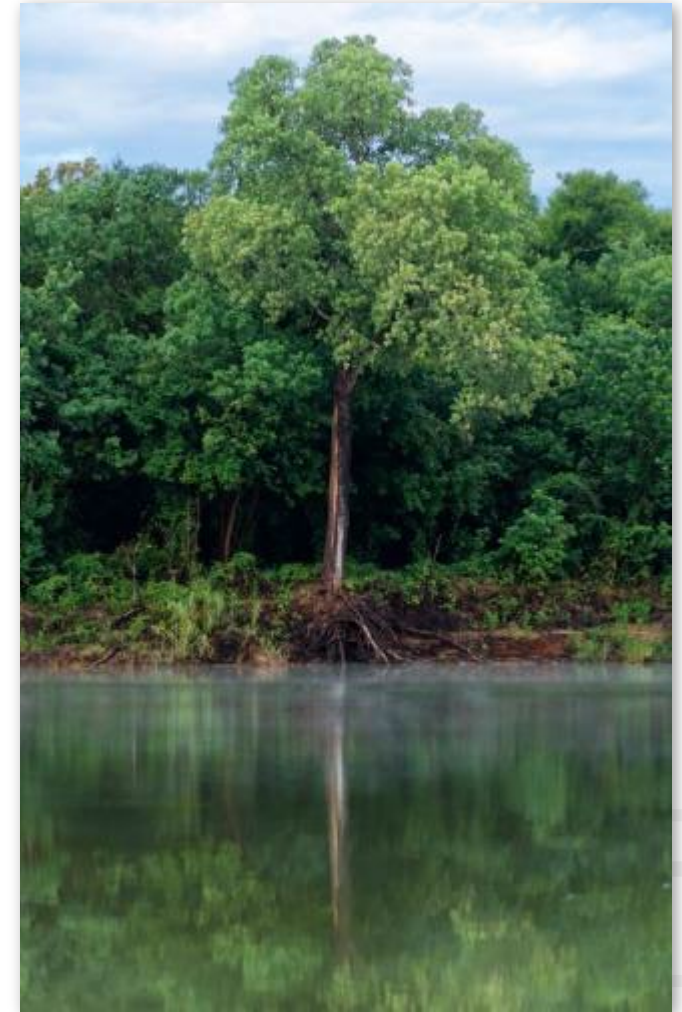


EMERGENCY WATERSHED
PROTECTION PROGRAM (EWP)



EWP Specifics

- **Funding**
 - Not necessary for a national emergency to be declared for an area to be eligible for assistance
 - Funding is provided through congressional appropriation
- **Cost Share** – 75%/25% fed/local cost share
- **Types of work authorized**
 - Debris-clogged waterways.
 - Unstable streambanks.
 - Severe erosion jeopardizing public infrastructure.
 - Wind-borne debris removal.
 - Damaged upland sites stripped of protective vegetation by fire or drought
- **Process** – NRCS conducts a Damage Survey Report; state applies



Community Development Block Grant (CDBG)

The CDBG Program includes Disaster Recovery (DR) grants to rebuild disaster affected areas and provide crucial seed money to start the recovery process



CDBG-DR Specifics

- Purpose
 - Funding is focused on long-term recovery efforts
 - Addresses unmet needs not covered by other federal programs
 - Funds SUPPLEMENT and fill remaining gaps
 - CDBG-DR cannot SUPPLANT other federal funds
- Eligible Uses
 - Disaster Relief
 - Long Term-Recovery
 - Restoration of Infrastructure
 - Housing
 - Economic Revitalization



Inflation Reduction Act (IRA) of 2022

\$369 Billion in renewable energy and climate resiliency. States and locals will be eligible to receive direct payments from federal agencies. Some key provisions that counties would be interested in are:

- **DOE** - Energy rebates, apprenticeship training, energy efficiency in buildings, electric transmissions, advanced industrial facilities and climate and environmental programs.
- **EPA** - Counties would be directly eligible to apply for EPA funding under many of their programs to reduce emissions, including competitive programs to reduce air pollution at ports and to provide financial assistance to low-income and disadvantaged communities for zero-emission technologies.
- **USDOT/FHWA** - Programs to improve walkability and safety, mitigate negative environmental impacts and support planning and capacity-building activities in disadvantaged communities, including for counties.
- **HUD** - Grants to fund projects that address affordable housing and climate change issues, such as projects designed to increase the energy or water efficiency of affordable housing.
- **USDA NRCS, Forestry** - Vegetation management, reforestation and hazardous fuels reduction projects to improve the health of federal and non-federal forestlands.
- **NOAA** - coastal communities to prepare for extreme storms and other changing climate conditions.
- **BLM** - Drought Response and Preparedness, funding for BLM water supply projects, projects to cover water conveyance facilities with solar panels, and drought mitigation in western states
- **DHS** – To implement sustainability and environmental programs. FEMA to provide assistance under the Stafford Act for costs associated with low-carbon building materials and for low-carbon and net-zero energy projects.

Tetra Tech's Approach



- **Goal:** Assist Local Governments in setting up an effective and audit-proof grant management program
- Main Tasks
 - Project Design/Mgmt.
 - Grant Mgmt.
 - Technical Assistance
- Realize the unknowns
 - Grant demand signals
 - Federal agency processes and procedures
- The right staff in the Program Center is key



Closing Thoughts

- Regional buy-in is key
- Scale of project is greatly dependent upon grant demand
- IJA grant/project processes still being developed
- Maximize funding for climate change resiliency and overall mitigation





Questions?

Contact Info:

Mike Schaub

mike.schaub@tetrattech.com