

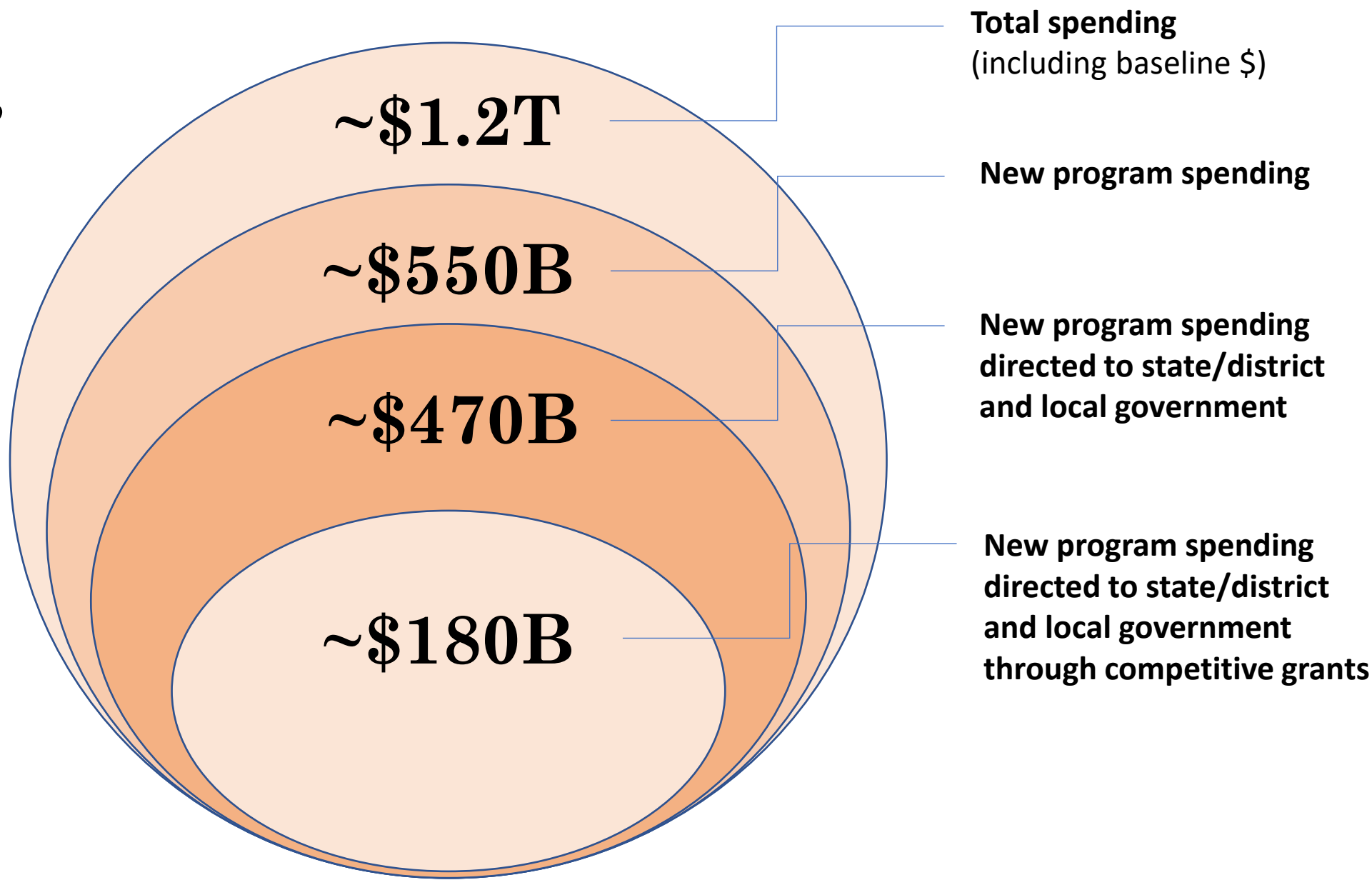


Infrastructure Investment and Jobs Act (IIJA)

Preparing to Maximize Impact for
Michigan

Michigan Infrastructure Office
March 16, 2022

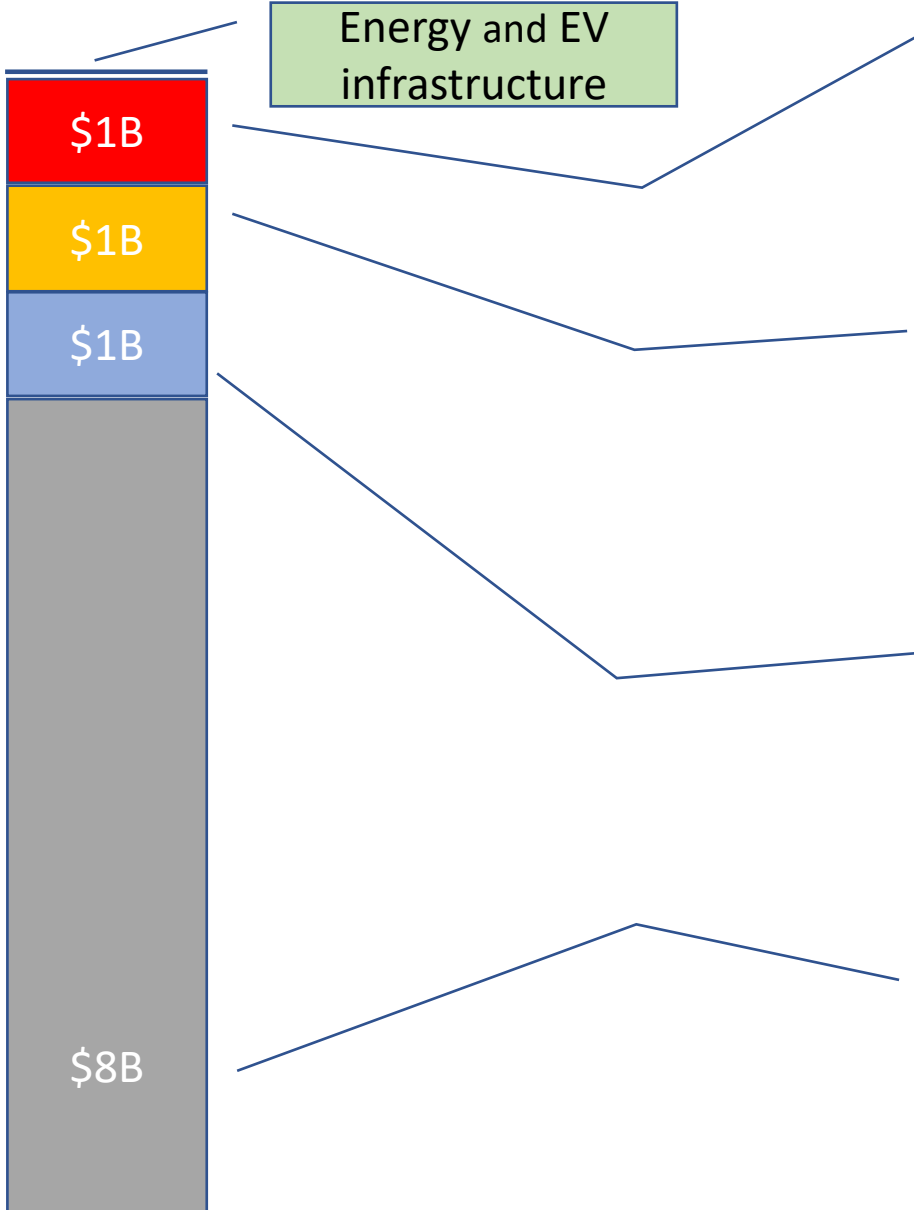
**BIL includes
\$550 billion of
new spending,
\$180 billion of
which is
competitive**



BIL Asset Class Breakdown

Roads/Bridges	\$104 billion	20% increase to highways and bridges to help fix the damn roads
Rail	\$66 billion	Mostly competitive. Amtrak, NE Corridor, and Intercity Rail
Broadband	\$62 billion	NTIA has largest program. Focused on deployment to high-cost and underserved communities.
Transit/Ferries	\$45 billion	Mostly competitive plan-based. Focus on sustainability, maintenance, and innovation.
Water	\$53 billion	Mostly formula. 5x increase in drinking water, 2x increase in clean water. LSL replacement.
Power	\$49 billion	Mostly competitive. \$9.5B for clean hydrogen and \$9B to strengthen the grid.
Resiliency	\$25 billion	Funding to counter cyberattacks and implement safety programs.
Remediation	\$22 billion	Mostly competitive. Focus on superfund remediation and brownfield grants.
Airports/Ports	\$104 billion	Mostly formula.
Electric vehicles	\$18 billion	First national investment in EV infrastructure. Zero/low emission bus/ferry fleets.
Safety	\$5 billion	All competitive. Implement “Vision Zero” to prevent transportation fatalities.

Michigan could receive up to ~\$11 billion in formula \$\$



Transit

- Build transit strategy that increases accessibility for underserved populations, adopts user-focused design, delivers on key outcomes
- Develop expected timeline for net zero strategy , considering repercussions on fleet electrification costs and need for infrastructure

Broadband

- Robust plan submissions required for NTIA to release BEAD funding
- States must build broadband office capacity, build location-level map, prepare to challenge federal maps to maximize drawdown
- Plan to close the digital divide

Water

- Prioritize lead pipe replacement, emphasis on disadvantaged communities

Roads, highways & bridges

- 20% increase, 5-years dedicated funding enabling long-term planning
- Opportunity to incorporate multi-modal approach
- Opportunities for economic development impact projects
- Emphasis on embedding core priorities of equity, sustainability and resilience into capital portfolio planning

~\$180 billion in competitive grants: 50% concentrated in 10 programs

Grant Program	Description	Amount available
Intercity Passenger Rail (DOT)	Repair, replace, or rehabilitate railroad assets	\$36B (\$12B for states)
Abandoned Mine Land Reclamation (DOI)	Defray costs associated with abandoned mine reclamation	\$11.3B
Bridge Investment Program (DOT)	Carry out large and small projects to repair bridges	\$9.2B
Regional Clean Hydrogen Hubs (DOE)	Develop at least four regional clean hydrogen hubs	\$8.0B
Capital Investment Grants (DOT)	New and expand commuter/light rail, ferries, bus service	\$8.0B
Local and Regional Project Assistance (DOT)	RAISE/BUILD: road, rail, transit, and port projects	\$7.3B
Transit Infrastructure: Zero/low-emission bus	Grants available to build and transition bus fleets	\$5.3B
Consol. Rail Infrastructure and Safety (DOT)	Projects to improve the safety, efficiency, and reliability of rail	\$5.0B
Safe Streets and Road for All (DOT)	Implement “Vision Zero” plans to prevent fatalities	\$5.0B
Total amount expected		

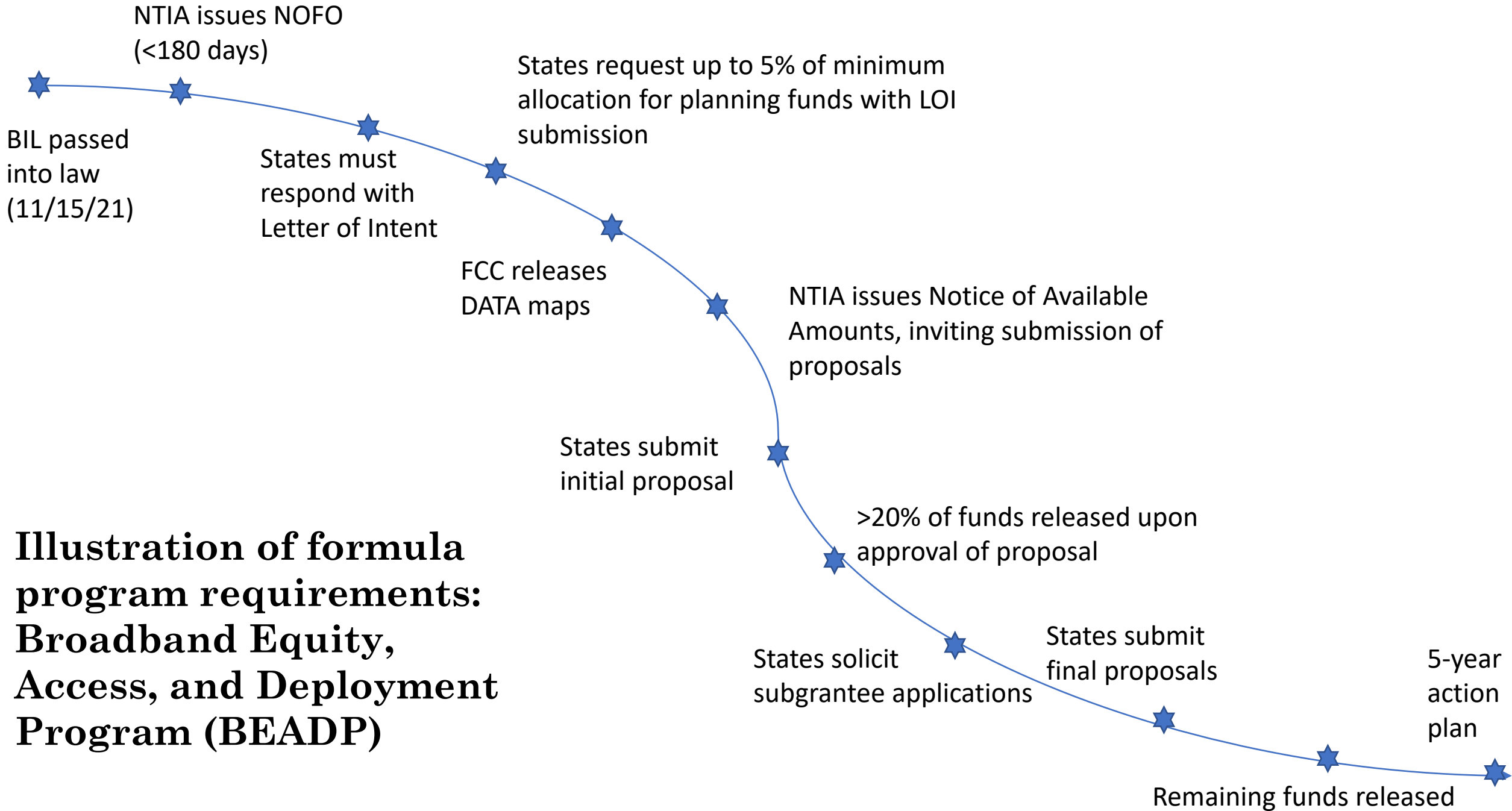


Illustration of formula program requirements: Broadband Equity, Access, and Deployment Program (BEADP)