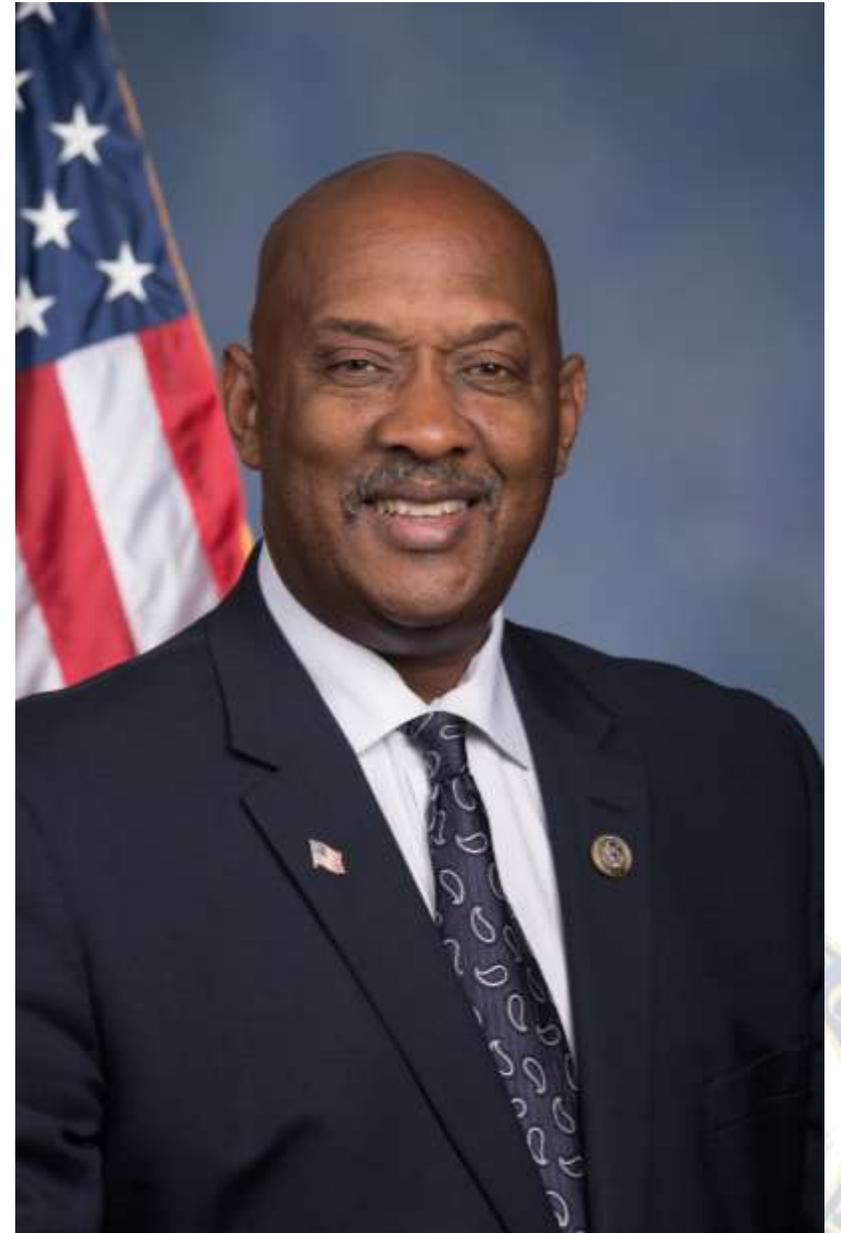


Bipartisan Infrastructure Investment and Jobs Act

Philadelphia Community Briefing



Topline

Congressman Evans and his office are here to help State- and City-level officials, and their offices, navigate this landmark bill. Our offices MUST coordinate to ensure Philadelphia receives as much funding as possible.

To connect with Congressman Evans' office:

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Topline

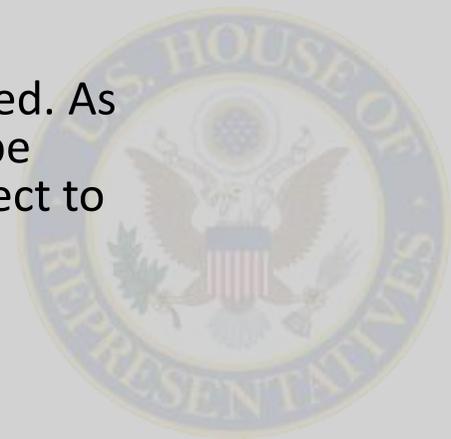
- Largest federal investment in transportation, infrastructure, & clean energy in a generation.
- \$1.2 trillion in total spending
 - \$650 billion in reauthorized spending
 - \$550 billion in new spending over 5 years
- Reauthorizes federal surface transportation programs for Fiscal years 2022-2026.
- Will create 1.5 million jobs per year, when combined w/ Build Back Better Act.
- Mitch Landrieu – new Senior Advisor and Infrastructure Coordinator



Topline

Notes

- Most funds are not directly allocated to cities, but instead to the State government or through discretionary or competitive grants. PA is expected to receive around \$18 billion in total funding over 5 years, not including any discretionary grants.
- Many of the Infrastructure Bill's programs are in flux. Although they have been authorized, the exact nature of application processes, grant instructions, funding resources, and more remain up to the discretion of various executive office officials. More information on many specific provisions will be cleared up in coming weeks and months as agencies roll out these programs.
- Some provisions included in the bill have been authorized, but not appropriated. As such, funding may not be immediately available for many programs, and will be subject to the congressional appropriations process. Programs which are subject to appropriations are marked in this presentation with an *.



A photograph of the Philadelphia skyline, featuring several prominent skyscrapers, with a multi-lane highway interchange in the foreground. The highway has several lanes of traffic, including cars and trucks. A large circular graphic is overlaid on the left side of the image, containing text and a list of statistics. The sky is overcast and grey.

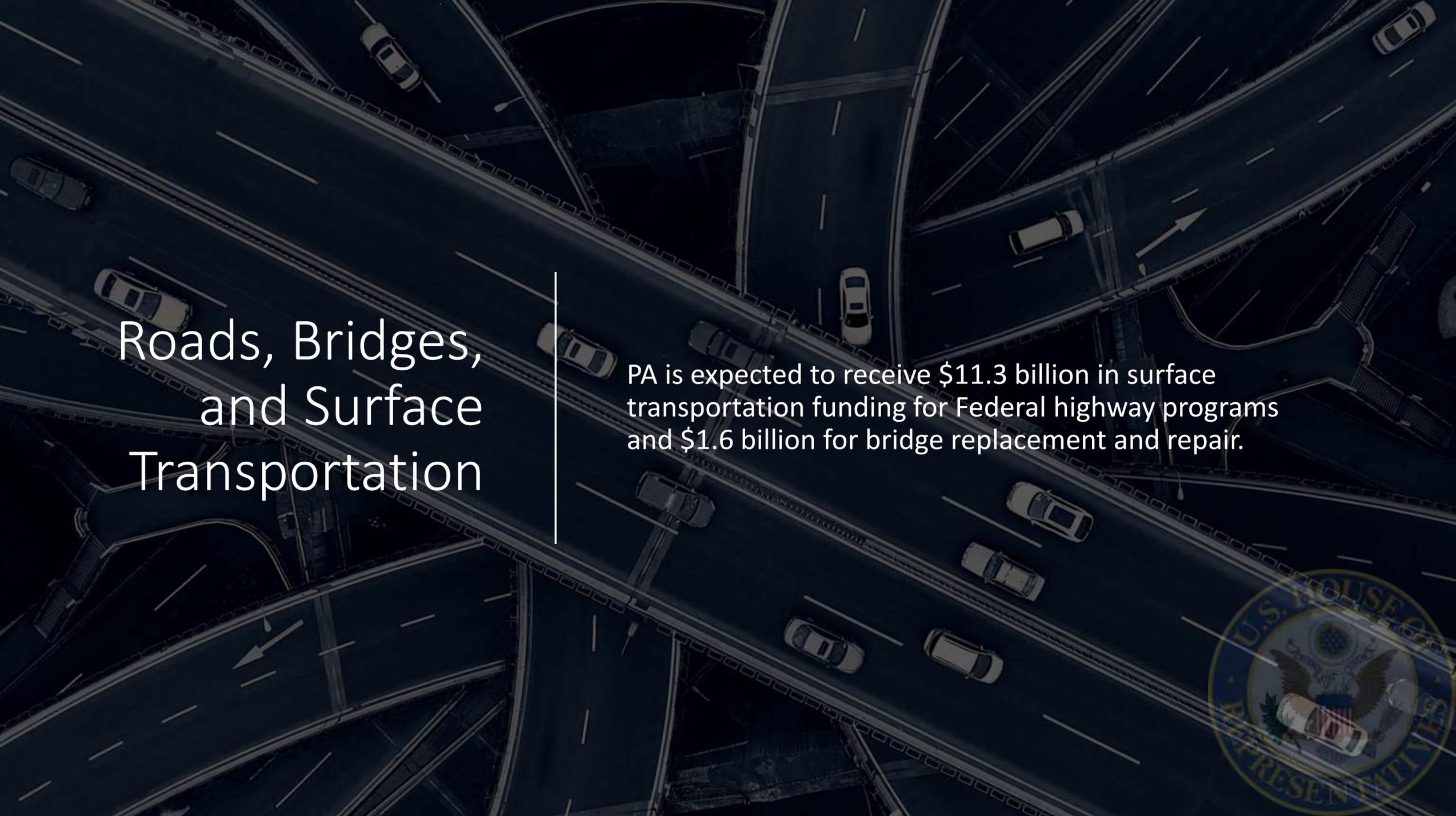
Roads, Bridges, and Surface Transportation Projects - Philadelphia Statistics

- Philadelphia has at least 89 structurally deficient bridges (15% of all city bridges), Pennsylvania is the fifth worst state nationwide for bridge conditions.¹
- 5% of PA's Interstate highways are in poor condition, greater than the 3% nationally.²
- 2020 saw an 82% increase in traffic-related fatalities over previous 5-year average. These are largely concentrated on specific roads, which account for most incidents (N. Broad Street, Hunting Park).³

¹<https://artbabridgereport.org/congressional/map>

²<https://tripnet.org/reports/pennsylvania-interstate-news-release-06-22-2021/>

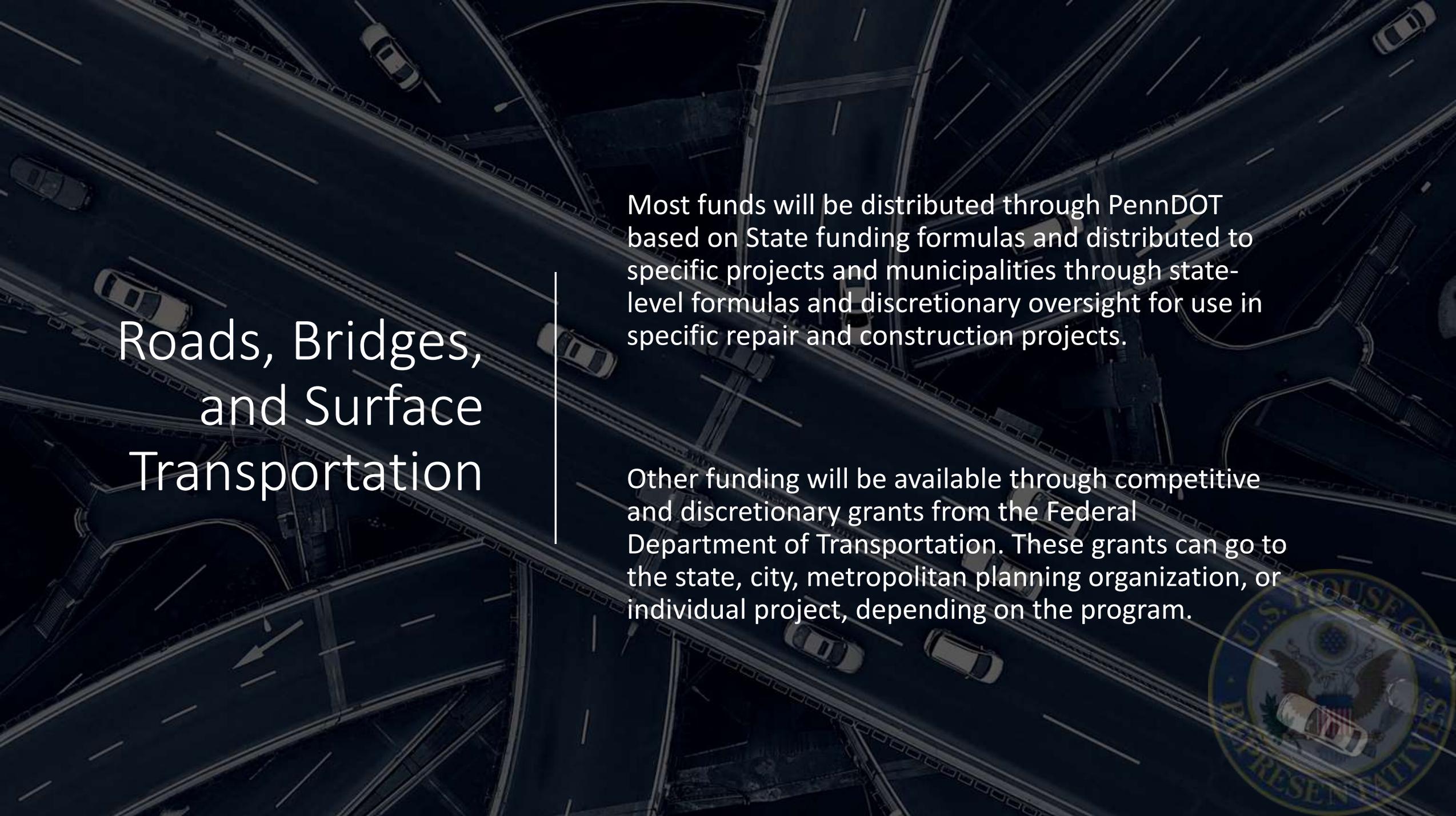
³<http://visionzerophl.com/uploads/attachments/ckuevrzxf0e4lued6k9c50dau-visionzero2021report-compressed.pdf>



Roads, Bridges, and Surface Transportation

PA is expected to receive \$11.3 billion in surface transportation funding for Federal highway programs and \$1.6 billion for bridge replacement and repair.





Roads, Bridges, and Surface Transportation

Most funds will be distributed through PennDOT based on State funding formulas and distributed to specific projects and municipalities through state-level formulas and discretionary oversight for use in specific repair and construction projects.

Other funding will be available through competitive and discretionary grants from the Federal Department of Transportation. These grants can go to the state, city, metropolitan planning organization, or individual project, depending on the program.



Roads, Bridges, and Surface Transportation Projects – Competitive Grants

Bridge Investment Program

- Grants available for States, cities, and MPOs to repair and replace bridges.
- Minimum grant for a large project is \$50 million, or \$2.5 million for smaller projects.
- Prioritizes projects that have applied for, but not yet received, Federal grants, and requires each State to receive funding for *at least* 1 large project or 2 smaller ones.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants

- Formerly known as BUILD grants, provides an additional \$7.5 billion nationally for freight and passenger surface transportation projects that may not otherwise receive Federal support.

Congestion Relief Program

- Allows PA and the Delaware Valley Regional Planning Commission to compete for Federal grants to plan, design, and implement integrated congestion relief traffic programs.
- Grants of at least \$10 million, with up to 80% Federal cost-share.



Roads, Bridges, and Surface Transportation Projects – Competitive Grants

Safe Streets for All

- \$5 billion to support Vision Zero plans like Philadelphia's that reduce traffic incidents and improve road safety.
- Federal cost-share up to 80%.

Active Transportation Infrastructure Investment Program*

- Encourages construction of sidewalks, bikeways, pedestrian trails, that better connect people with public transit, schools, workplaces, and recreation areas. Greater federal-shares available for communities with high poverty rates.
- \$200 million annually for 5 years.

Transportation Access Pilot Program

- Allows participating States, MPOs, and regional transit organizations to develop data sets to measure the level of access to important destinations within their communities.
- Assessments will help communities better improve transportation planning and connect more residents with more resources.



Reconnecting Communities

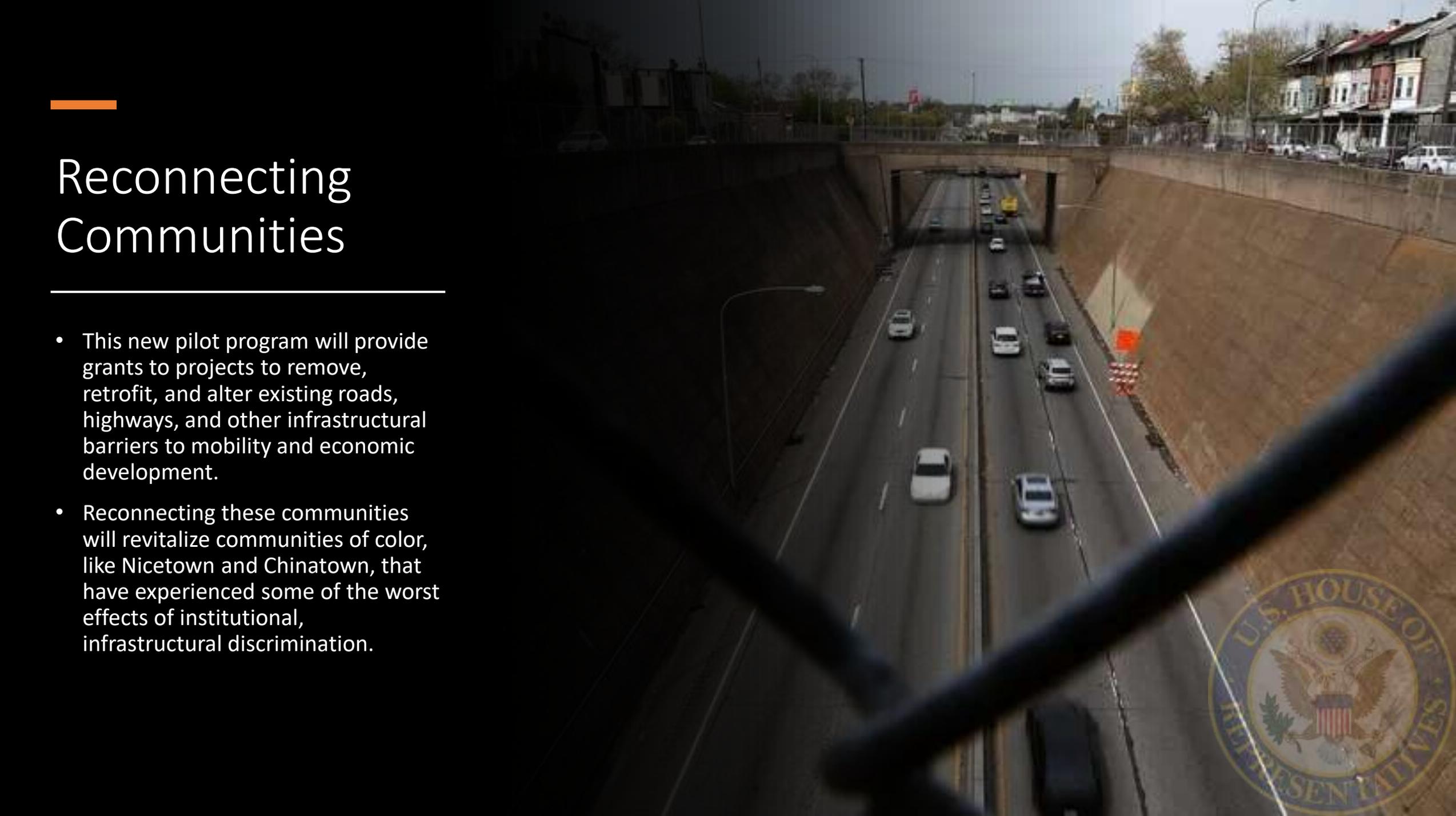
- Congressman Evans jointly introduced a \$1 billion Reconnecting Communities Pilot Program included in the package.
- For generations, racist redlining laws and infrastructure legislation led to the construction of highways and roads that split low-income communities and communities of color apart and away from the rest of the surrounding communities.



Reconnecting Communities

- As a result, these neighborhoods lost decades of economic opportunities, access to public services, and have been consistently overlooked and neglected.
- An additional \$4 billion for comparable Neighborhood Access and Equity Grants is included in the Build Back Better Act.





Reconnecting Communities

- This new pilot program will provide grants to projects to remove, retrofit, and alter existing roads, highways, and other infrastructural barriers to mobility and economic development.
- Reconnecting these communities will revitalize communities of color, like Nicetown and Chinatown, that have experienced some of the worst effects of institutional, infrastructural discrimination.



Reconnecting Communities

- Grants will be solicited by the Secretary of Transportation, and will be composed of 2 separate parts:
 - Planning grants and technical assistance:
 - Will be evaluated based on the likeliness of a facility needing urgent replacement or reconstruction, on the basis that the facility is a barrier to economic development, and on feasibility of the project restoring broader community connectivity.
 - Priority given to economically disadvantaged communities.
 - May not exceed \$2 million, Federal cost-share of up to 80%





Reconnecting Communities

- Grants will be solicited by the Secretary of Transportation, and will be composed of 2 separate parts:
 - Capital Construction grants:
 - Will be evaluated based on how much the project improves access, how it absorbs changed transportation demand, its impact on freight movement, opportunities for inclusive economic development, results of cost-benefit and feasibility studies, and on intent for the project to employ local residents.
 - Must be at least \$5 million, Federal cost-share of up to 50%
 - Federal cost-share for entire project may not exceed 80%





Reconnecting Communities

- Grants are administered as reimbursables. Projects will need to prove ability to fund themselves up-front through a negotiated grant agreement with the Federal Highway Administration.
- Actual payment does not occur until the project is either completed, or has reached a specified, agreed-upon point of completion).
- Grants may be made to States, local governments, MPOs, or non-profits.



Healthy Streets Program*

- Discretionary grant program to help communities mitigate urban heat islands, expand tree coverage, and install cooler, more porous pavements.
 - 80% Federal cost-share, up to 100% cost-share for certain disadvantaged communities, as determined by Department of Transportation.
 - Grants up to \$15 million.



Public Transit

- Around 25% of Philadelphians use public transit as their primary method of transportation.¹
- Current estimates show that the Philadelphia Metropolitan Area can expect around \$2.3 billion from the Federal Transit Administration for public transportation works.
- SEPTA is expected to receive an extra \$120 million in federal funding, on top of the existing \$300 million yearly. Over the next 5 years, SEPTA can expect an additional \$540 million on top of normal Federal funding.

¹ <https://www.pewtrusts.org/en/research-and-analysis/reports/2019/07/24/the-cost-of-commuting-for-philadelphians>



Public Transit – Eligible Grants

\$8 billion to state and local agencies for Capital Investment Grants Program to expand rail and bus service.

Multiple projects can move forward simultaneously – single entity may be eligible for new systems, expansions both large and small, core capacity upgrades, and more.

\$4.75 billion for State of Good Repair Grants to maintain, replace, and rehabilitate buses and trains in poor conditions.

Up to 50% Federal cost-share available to government transit authorities.

\$1.75 billion for an All Stations Accessibility Program (ASAP) to upgrade accessibility of rail stations for persons with disabilities.

SEPTA has already indicated they will apply for this grant.



Northeast Corridor



\$6 billion in funding for procurement & deferred maintenance backlog within the Northeast Corridor (Boston → Washington, D.C.), including SEPTA.

\$24 billion for Federal-State capital projects along the Northeast Corridor to repair, replace, and rehabilitate railroads.

Plan development and reporting reforms for the Northeast Corridor Commission – to develop asset management plans and to eliminate state-of-good-repair backlogs.





Disadvantaged Business Enterprise Program

All FHWA and FTA are subject to compliance with the Disadvantaged Business Enterprise Program, which helps minority- and women-owned businesses compete for federally funded transportation contracts.

Broadband*

About 16% of Philadelphia households still lack broadband access¹. PA will receive at least \$100 million to address this, with additional funding based on need determined by FCC.

Grants provided through formula to States to install internet and Wi-Fi infrastructure, and to provide reduced-cost broadband for multi-family residencies. Low-cost internet connection plan option is required.

10% set-aside for high-cost areas.

At least 25% required funding match, unless waived by Commerce Department.

¹<https://www.phila.gov/2021-10-19-philadelphia-household-internet-assessment-survey-demonstrates-significant-increase-in-internet-access/>

Digital Equity Act

State Digital Equity Planning Grant

- Provides funding to States to develop a State Digital Equity Plan, which will identify barriers to digital equity, assess how to improve barriers to digital connection, and identify partners to implement reforms.
- \$60 million total

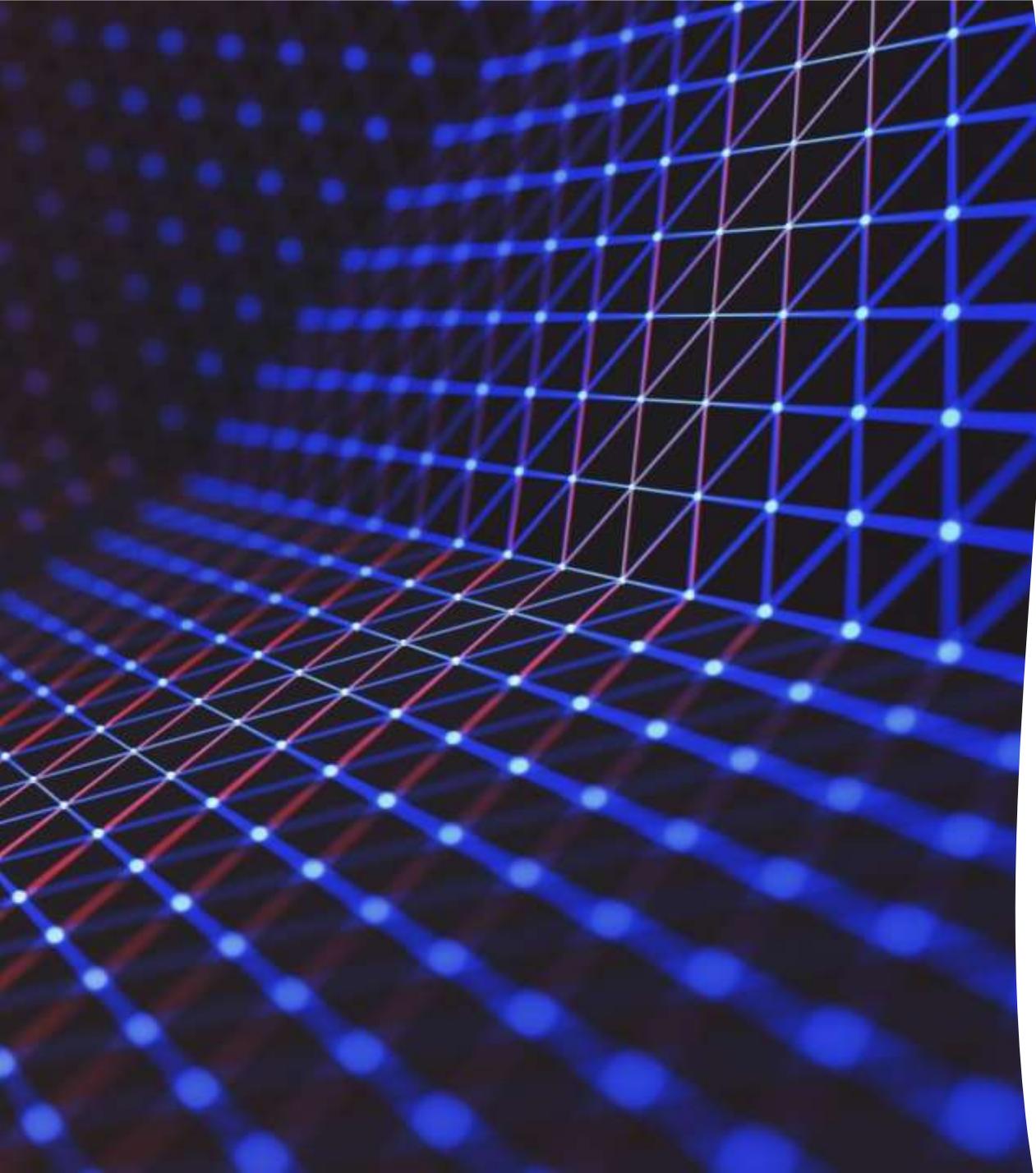
State Capacity Grants

- Provides similar grants to States to implement their equity plans
- \$540 million over 5 years

Digital Equity Competitive Grant

- Competitive grants, up to 90% Federal cost-share, available to cities, local education agencies, and nonprofits to implement digital inclusion programs
- \$250 million appropriated annually



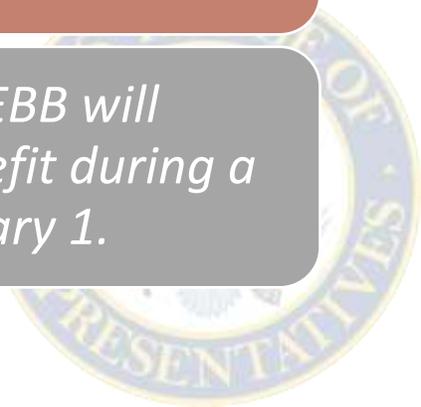


Broadband – Affordable Connectivity

Changes the Emergency Broadband Benefit to the “Affordable Connectivity Benefit” and makes the benefit permanent.

Provides low-income families with a \$30 per month voucher for an internet plan of their choosing.

Households currently enrolled in EBB will continue to receive their \$50 benefit during a 60-day transition beginning January 1.



Flood Mitigation

- Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (**PROTECT**) grants
 - Creates a competitive grant program to help improve resiliency of transportation infrastructure
 - To allow cities to improve transportation to better prepare and respond to natural disasters and reduce the impact of extreme weather events
 - Can include construction to mitigate storm surges, flood management, mudslide protection, build evacuation routes, etc.
 - Up to 80% Federal cost-share.
 - \$7.3 billion in formula funding, plus \$1.4 billion in competitive grants



Flood Mitigation

- \$7 billion for Army Corps of Engineers flood mitigation infrastructure projects.
- \$500 million in funding for STORM Act FEMA loans, which can be used by local governments to carry out mitigation projects.



Energy



\$5 billion to build up electric grid resilience, provided through grants to states, municipalities, and public utility commissions.*



\$500 million for the State Energy Program, which provides funding and technical assistance to states to enhance energy security, energy initiatives, carbon emission reductions, and alternative fuel expansion.



\$225 million for grants to States to assist in sustained, cost-effective implementation of updated building energy codes.

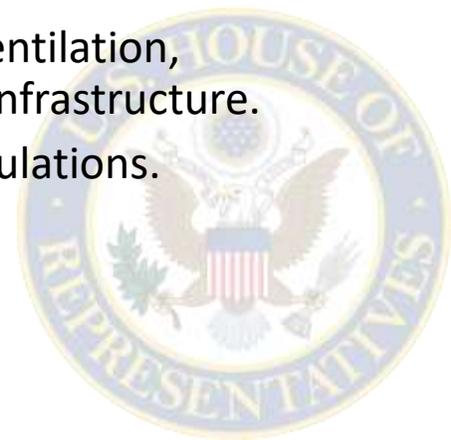




Public School Energy Efficiency Improvements

\$500 million in competitive grants for energy efficiency improvements in public schools

- Includes improvements to heating, air conditioning, ventilation, lighting, and power as well as alternative fuel vehicle infrastructure.
- Priority given to schools with low-income student populations.



Alternative Fuel Corridors

- Alternative Fuel Corridors are highways that have infrastructure (or are in the process of having infrastructure) to support alternative fuel options, like electricity, hydrogen, or compressed natural gas.
- PA has over 1,800 miles of AFCs, including several electric vehicle AFCs in the Philadelphia metro area.
 - I-76, I-95, I-676



Alternative Fuel Corridors

- IIJA includes \$7.5 billion to build out AFCs and create a national network of alternative fuel charging infrastructure.
 - \$5 billion allocated by formula
 - PA expected to receive at least \$171 million.
 - \$2.5 billion through competitive grants
- These new charging stations, which in PA will focus on EV charging, will be accessible to all EV drivers.



Alternative Fuel Corridors

- Grants provided through State, city governments, MPOs, and certain transportation authorities, and are used to contract with private organizations for installation.
- Federal share up to 80%
- 50% of grants will go towards Community Grants, to install EV and alternative fuel stations in local communities, with a focus on areas with dense multiunit dwellings and low private parking levels.



Clean School Buses

- \$1 billion authorized to swap out and improve the nation's school bus fleet.
 - 50% will go to zero-emission buses.
 - 50% will go to alternative fuel buses.
- Grants and rebates available to state and local governments, as well as certain contractors.
- Priority is given to areas with low-income students, and EPA Administrator may decide to make awards up to 100 percent of total cost of replacement.



Waste Management

\$15 million annually in EPA grants to states, local governments, and nonprofits to fund community recycling education programs.*

\$100 million for EPA pollution prevention program to provide grants to businesses for adopting pollution prevention and waste reduction practices.





Water Infrastructure

- Nearly 40% of Philadelphia residents say they do not drink tap water out of a belief that it either tastes bad or is bad for them¹. Water quality concerns are especially prevalent in neighborhoods with high minority populations.
- Pennsylvania will receive about \$1.4 billion over 5 years to improve the state's water infrastructure and ensure safe drinking water for all communities.
- Disadvantaged communities are now eligible for 100% Federal cost-share for existing Safe Drinking Water Act programs, as determined by the EPA.



Drinking Water

Technical Assistance & Grants

- Extends authorization for existing technical assistance to public water systems for 5 years.
- Makes State-based nonprofits eligible for funding to provide technical assistance to public water systems.

Drinking Water State Revolving Loan Funds

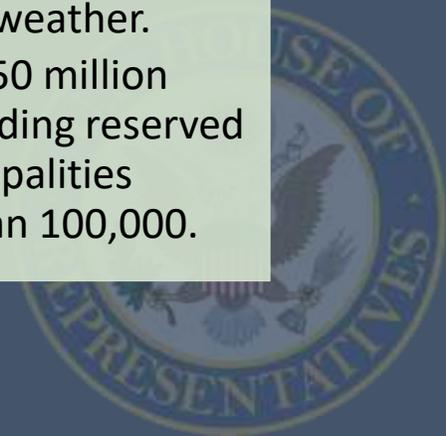
- Grants awarded through EPA, with a 20% State match.
- Bill broadens aid provided to disadvantaged communities and increases minimum subsidies for these communities from 6% to 12 %

Assistance for Disadvantaged Communities*

- Authorizes grants to public water systems to assist in connecting households to clean, public water, through installation of filtration systems and lead line removal.
- Non-federal cost match of only 10%.

Drinking Water Infrastructure Resiliency*

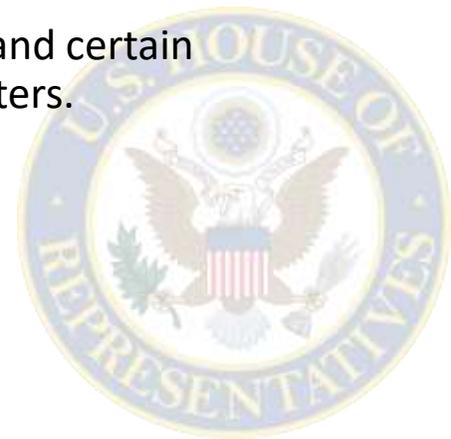
- Creates an EPA grant program to assist large drinking water systems, like Philadelphia's, to increase resilience to natural hazards, cybersecurity, and extreme weather.
- 50% of \$50 million grant funding reserved to municipalities larger than 100,000.





Lead Removal

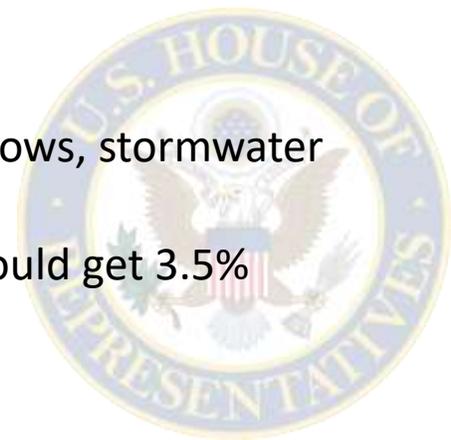
- Reauthorizes EPA lead reduction projects with an increased \$100 million annually for 5 years, prioritizing disadvantaged communities.*
- Lead Inventorying Utilization Grant Pilot Program*
 - \$10 million to establish a pilot program to provide discretionary grants to municipalities with high density of lead service lines to carry out lead reduction projects.
 - EPA has wide discretion to organize the program.
- Voluntary School and Childcare Lead Testing Grant*
 - Expands grant eligibility to public water systems and certain nonprofits that service schools and childcare centers.
 - Noncompetitive, no matching funds required.





Wastewater & Stormwater

- EPA will provide assistance to 15 publicly-owned treatment works to create or improve waste-to-energy systems. The Philadelphia Water Department currently operates a resource recovery program that captures and reuses biogas byproducts for energy.*
 - Competitive grants of up to \$4 million
- Sewer Overflow and Stormwater Reuse Municipal Grants*
 - Reauthorization of grant program to improve sewer overflows, stormwater management, and recapture technologies.
 - 5-year authorized funding of \$280 million, of which PA should get 3.5% (about \$9.8 million)





Delaware River Basin

- \$26 million over five years to support the Delaware River Basin Restoration program.
- Managed by U.S. Fish and Wildlife Service, this program:
 - supports efforts to conserve and restore fish and wildlife habitats
 - improves water quality in the Delaware River
 - reduces flood damage
 - upgrades water management practices
 - enhances public access to recreation.



Environmental Remediation



- \$3.5 billion over 5 years to clean up and remediate Superfund sites, with a waiver for State cost-sharing requirements.
- Superfund sites are contaminated with hazardous waste substances and are public risks to human health.
- 4 sites with ongoing cleanup projects in Philadelphia may benefit:
 - Enterprise Avenue Landfill
 - Publicker Industries Inc.
 - Franklin Slag Pile
 - Metal Bank



Workforce Development

The IIJA is estimated to create 1.5 million jobs per year over the next decade, in conjunction with the pending Build Back Better Act, which passed the House on November 19, 2021.

Job creation will focus on creating good-paying, union jobs.

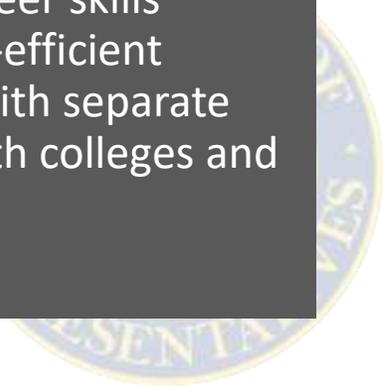
Local hiring preference for transportation construction projects.





Workforce Development

- New workforce development provisions will provide greater flexibility for training and education, and will apply to various sectors:
 - Surface transportation – current Federal workforce development grants will now include vocational schools and will apply to apprenticeships and pre-apprenticeships
 - Water infrastructure – public works departments will now be eligible, not just schools. The bill will also work to improve recruitment and retainment efforts and increase diversity.
 - Energy infrastructure – establishes grants to promote career skills training in the energy-efficient construction sector, with separate grants available to both colleges and nonprofits.



Airports

- \$15 billion over 5 years for Airport Improvement Program (AIP) grants.
 - Flexible grant that allows airports to address their specific needs.
 - Primarily formula-based.
 - PHL used prior AIP grants to reconstruct taxiways and runways
- \$5 billion in discretionary grants for terminal improvements
- \$5 billion for air traffic control facilities upgrades
- PA's total estimated airport funding will be around \$355 million





Ports & Waterways

- \$9.55 billion for the Army Corps of Engineers to address backlog of authorized projects.
 - Philadelphia District maintains more than 550 miles of navigable waterways throughout the Delaware River basin, manages coastal storm and flood risks, and provides engineering and environmental services.
- Over \$450 million annually for competitive Port Infrastructure Development Program grants, to improve port facilities.



Minority Business Development Agency

The MBDA is an agency within the Department of Commerce that promotes growth and competitiveness of minority-owned businesses.

This law codifies the MBDA into an official agency, as it has only existed under the privilege of executive order until now.



Minority Business Development Agency

MBDA business centers have been funded through annual congressional appropriations, but they will now receive dedicated funding - \$110 million authorized per year for the next 5 years, up from \$48 million in 2021.*

Grants will also be available to nonprofit organizations that support minority-owned enterprises



Minority Business Development Agency

- A new official position, Under Secretary of Commerce for Minority Business Development, is created, with instructions to:
 - Consult with both public and private sector actors to promote minority-owned businesses in local economies;
 - Conduct an annual national forum on problems relating to capital formation by minority businesses;
 - Engage with colleges and local leaders to develop business-oriented apprenticeships, internships, and scholarships to economically disadvantaged groups;
 - Administer grants for HBCUs and MSIs to fund entrepreneurship classes, and to nonprofits to assist minority institutions;
 - Establish a Minority Business Enterprises Advisory Council



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when the House is in session 9:00-6:00



Congressman Dwight Evans

represents Pennsylvania's 3rd Congressional District, which includes Northwest and West Philadelphia and parts of North, South and Center City Philadelphia. He was first elected in a special election in November 2016. Before that, he served as a state representative for 36 years, and earned a reputation as a pragmatic leader who knows how to put public policy above politics and make ideas matter. He made history in 1990 when he became the first African-American chairman of the House Appropriations Committee, a position he held for two decades.

Throughout his public service career, Congressman Evans has worked tirelessly to expand and broaden access to economic and educational opportunities for all Philadelphians. He currently serves on the Ways and Means and Small Business Committees. He is also an at-large member of the executive committee of the Congressional Black Caucus. In his first term, he had one of his bills passed and signed into law, a true accomplishment for a freshman in the minority party. The new law is designed to reduce costs for small business owners who apply for a loan through the Small Business Administration. He also hosted a roundtable in Philadelphia on small business issues with then Ranking Member, now Chairwoman of the Small Business Committee, Nydia Velazquez.





THANK YOU!