Infrastructure Investment and Jobs Act
Travel-related Provisions
July 30, 2021

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Airport Infrastructure Grants

- **$15 billion in formula-based airport infrastructure grants:**
  - **$3 billion annually (FY22 – FY26):** $3 billion made available for each fiscal year (FY22-FY26) and each annual tranche remains available for 4 years.
  - **Funds are distributed through an enplanement-based formula.** The formula is similar to the one used in the American Rescue Plan Act (e.g. uses AIP's per-passenger boarding formula for primary airports; there is no reduction for airports with a PFC of $3.50 or higher; there are no maximum apportionment limits, etc.). Any remaining funds after the first apportionment are distributed to each airport based on its:
    - In FY22: Share of total enplanements in FY19
    - In FY23: Share of total enplanements in FY19
    - In FY24: Share of total enplanement in the most recent calendar year.
    - In FY25: Share of total enplanement in the most recent calendar year.
    - In FY26: Share of total enplanement in the most recent calendar year.
  - **Any PFC-eligible project can be funded** (as defined in 40117(a)(3) of title 49)
  - **Unobligated funds will be redistributed as competitive grants every 5 years.**

DOT Policy and Funding for Travel and Tourism

- **Strengthens DOT's focus on critical travel and tourism infrastructure:** The IIJA ensure the U.S. Department of Transportation establishes national strategies and provides funding for critical travel infrastructure projects. The IIJA includes provisions to:
  - **Makes travel and tourism related infrastructure projects more competitive to receive funding under 6 programs:**
    - **RAISE Grants (Local and Regional Project Assistance):** As part of the selection criteria for RAISE grants, the Secretary must consider whether a project would increase tourism opportunities – making these types of projects more competitive to receive funds.
    - **National Infrastructure Project Assistance Grants:** As part of the merit criteria for the NIPA discretionary grant program, DOT must consider the overall number of travelers and tourists that a project would serve.
    - **Gridlock Grant Program:** Under the IIJA, the Gridlock Grant Program gives special consideration to projects that are listed in or would help achieve the goals of the National Travel and Tourism Infrastructure Strategic Plan.
    - **Congestion Mitigation and Air Quality (CMAQ) Program:** The IIJA amends the CMAQ program to make projects that facilitate travel and tourism eligible to receive funding. The bill also allows States to use CMAQ funds for operating expenses for state-owned passenger rail lines, such as the Downeaster.

        - **Surface Transportation Block Grant Program:** Adds "projects to enhance travel and tourism" to the list of eligible projects that can be funded under the program.
        - **Rural Surface Transportation Grant Program:** Makes tourism-related projects more competitive to receive funding by directing the Secretary to consider the extent to which a project increases access for tourists to Federal land, National Parks, national forests, national recreation areas, national wildlife refuges, wilderness areas, or State parks.
    - **Updates DOT's National Travel Infrastructure Strategic Plan:** The IIJA directs U.S. DOT to update its National Travel Infrastructure Strategic Plan to include short-term and long-term strategies across all modes of transportation to help the travel industry recover from COVID-19.
    - **Establishes a Chief Travel and Tourism Officer in DOT**: The Chief Travel and Tourism Officers would report directly to the Secretary and coordinate tourism-related policy for the Department across all modes of transportation.
    - **Accelerates the approval of innovative transportation technologies:** The IIJA codifies the Non-traditional and Emerging Transportation Technology (NETT) Council and calls for prompt regulatory action to further safe and prompt hyperloop deployment in the U.S.
    - **Directs DOT to study its travel and tourism activities:** The IIJA directs the Secretary to conduct a study on the travel and tourism activities within the Department. The study shall evaluate how the Department evaluates travel and tourism needs or criteria in considering applications for grants under the grant programs of the Department.

<u>EV Charging Infrastructure Grant Program</u>

- **Creates a grant program to establish a national EV charging network:** The IIJA directs the Secretary to establish a grant program for Alternative Fuel Corridors, as well as a set-aside grant program for Community grants.
- **Grants are eligible for several types of renewable fuels:** These programs are designed to strategically deploy publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure along designated alternative fuel corridors or in certain other locations that will be accessible to all drivers of electric vehicles, hydrogen vehicles, propane vehicles, and natural gas vehicles.
- **Eligible entities**: Grants may be awarded to a State or political subdivision of a State, a metropolitan planning organization, a unit of local government, a special purpose district or public authority with a transportation function, including a port authority, an Indian tribe, and a territory of the United States.
- **Directs DOT to designate alternative fuel corridors network:** The IIJA establishes a process of designating alternative fuel corridors periodic and recurring, and also modifies a reporting deadline.
- **Set-aside for Community Grants:** The IIJA sets aside 50 percent of the total program funds for each fiscal year for Community Grants, to install EV charging and alternative fuel in locations on public roads, schools, parks, and in publicly accessible parking facilities. These grants will be prioritized for rural areas, low-and moderate-income neighborhoods, and communities with low ratios of private parking, or high ratios of multiunit dwellings.
- **Federal share:** The Federal cost-share for a project may not exceed 80 percent. Further, as a condition of contracting with an eligible entity, a private entity must agree to pay the non-Federal share of project costs.