**Congressional Oversight**

**of the Infrastructure Investment and Jobs Act in FY 2022**

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**Introduction to Infrastructure Investment and Jobs Act**

The Infrastructure Investment and Jobs Act (IIJA) provides a once-in-a-generation investment in American infrastructure, ranging from broadband to transportation and environmental remediation. IIJA provides $1.2 trillion to state, local and tribal governments and their non-profit partners through over 350 grant programs, each with millions to billions of dollars in potential improvements. As the most significant investment in infrastructure development since President Dwight Eisenhower's Federal Highway system in the 1950s, IIJA provides a substantial opportunity to reshape America's infrastructure to meet the needs of the 21st century.

Since President Biden signed IIJA into law on November 15th, 2021, Congress has pushed agencies to ensure that programs within the IIJA get implemented properly and successfully while questioning state and local leaders on their needs and plans for IIJA funding. Congressional hearings focused on informative criticism and hearing from witnesses about the speed of funding distribution and the nature of problems confronted by agencies charged with implementing IIJA programs.

How effectively has Congress utilized and fulfilled its oversight responsibility for the IIJA? This report provides an overview of the House and Senate committees and subcommittees undertaking this oversight. It also summarizes highlights of Congressional hearings where stakeholders and state and local governments have testified regarding the effectiveness of IIJA's implementation during its first year as a law while providing four recommendations for future oversight hearings on IIJA.

**Overview of IIJA Hearings**

Since November of 2021, five Congressional committees have held ten oversight hearings on IIJA, with three Senate and two House committees taking a primary role in the oversight process. These committees include:

1. the House Natural Resources Committee;
2. the House Transportation and Infrastructure Committee;
3. the Senate Banking, Housing, and Urban Affairs Committee;
4. the Senate Commerce, Science, and Transportation Committee; and
5. the Senate Environmental and Public Works Committee.

These committees had seven federal and state agency leaders and five non-profit leaders speaking on issues they face and how best to implement the funding provided in the IIJA.

While each committee has a different approach to examining the implementation of the IIJA, there were unifying concerns across party lines and in both the House and Senate. Issues of concern in hearings include: how to support transit agencies in receiving funding, how transit agencies plan to recover from the loss in ridership from COVID, how will Buy America provisions be implemented, how permitting for projects will be implemented successfully, and how to implement measures to connect communities disproportionately negatively impacted historically by poor infrastructure. Additionally, committees raised other issues: supporting electric vehicles, addressing shoreline flooding, managing workforce shortages in state and local governments, using highway funding, eliminating maintenance backlogs at transit agencies, and providing necessary reforms for the highway trust fund.

**Primary Committees**

**House Natural Resources Committee**

The House Natural Resources Committee has held two hearings: Benefits of Legacy Pollution Clean-Up Programs in the Bipartisan Infrastructure Law in March, and Investing in Wildfire Management, Ecosystem Restoration, and Resilient Communities: Examining the Biden Administration's Priorities for implementing the Bipartisan Infrastructure Law in April. Both hearings examined how wildfires and oil wells are dealt with through funding provided in IIJA.

In a hearing with environmental leaders throughout states, who remain on high alert as they try and plug 10,000 oil wells, many undiscovered and in states without plans to deal with closing all wells. According to Dr. Stephen Feldgus from the Department of Interior (USDOI), state DOIs will receive over $4.7 billion to plug orphan wells and $11.3 billion for mine reclamation. Thus far, USDOI has already worked to allocate funds, allowing up to $1.25 billion for state DOIs through the Orphan Well program to apply by May 14th and $725 million through the Abandoned Coal Mine Land Reclamation program already set aside. During this hearing, members raised a high level of critical concern over groundwater contamination due to orphan wells potentially hurting community health outcomes as it seeps into drinking water systems.

In addition, guidelines on the Mine Land Reclamation program say that IIJA funds cannot be allocated towards acid mining drainage, which represent further health risks as it contaminates water including from undocumented oil wells. After Dr. Feldgus, several other witnesses testified on their concerns about oil and coal mine reclamation through the IIJA funding. Though witnesses expressed their appreciation for the funding provided, there was concern over the speed of the permitting process for oil reclamation projects slowing down the process. There also is not enough funding for DOIs to find oil wells, even with $30 million to support orphan well plugging through the US Department of Energy, as states also have their requirements. Overall, representatives during the hearing expressed concern about how the USDOI and state DOIs continue to deal with reclamation and abandoned oil wells.

With a rise in wildfires throughout the western United States, representatives are heavily concerned about how the US Agriculture and Interior Departments and state agencies intend to implement the $5 billion provided for ecosystem restoration and wildfire management. Representatives were concerned that firefighting services lack staff, and state Interior Departments took firefighters from local fire departments through a memorandum of understanding. Members were troubled by the potential of wildfire services not having the proper staff to implement the funding. Indeed, despite numerous hiring efforts and seasonal workers doing their training (this hearing took place in early April), representatives were worried that the funding would deal with wildfire prevention effectively. However, the National Forest Service continues progressing with implementing the grant funding. According to Chief Hall-Rivera from the Forest Service, the new $1 billion Community Wildfire grant program will likely be distributed in September as they need time to release the notice of funding opportunity in June. Additionally, a provision in the IIJA allows for a new commission to examine wildfire management practices which, according to Chief Hall-Rivera, will be up and running by December, preparing the Forest Service and others to improve tactics related to wildfire suppression.

**House Transportation and Infrastructure Committee**

In three hearings entitled Leveraging IIJA: Plans for Expanding Intercity Passenger Rail in December 2021, Addressing the Roadway Safety Crisis: Building Safer Roads for All in June, and Implementing the Infrastructure Investment and Jobs Act in July, the committee examined how to prioritize roadway safety, expand intercity passenger rail, and how the Department of Transportation was laying out the guidelines for new grant programs.

Public roadway safety is a top priority for millions of Americans as they travel daily, including commuting to work, the grocery store, school, and recreationally, and was the focus of one hearing. This hearing emphasized roadway fatalities and heard strategies to increase shared responsibility towards Vision Zero through safer highway design policies, including guardrails, designs based on slower speeds, and methods of using the safer systems approach. Throughout COVID, there has been a significant rise in traffic fatalities, over 40,000+ in 2021 alone, so much so that Congress called in several leaders to inquire about plans. However, not a single witness from the National Highway Traffic Safety Administration (NHTFSA), which monitors federal policies on roadway fatalities, the Federal Highway Administration (FHWA), which will be distributing $350 billion in formula apportionments to individual states, or state DOTs, was present at the hearing. Members were highly concerned about how individual states would reach Vision Zero, which would mean zero traffic fatalities while highway investments increased. In the IIJA, $350 billion has been set aside for highway formula funds over the next five years, with over $52.5 billion already distributed to the state DOTs. Members were concerned about the need for safety measures to prevent truck driver fatigue and reconnecting communities affected by transportation expansion projects. Witnesses stressed the importance of utilizing the Reconnecting Communities Pilot Program, which provides $1 billion to reconnect communities historically impacted by transportation developments such as highway and transit expansions. However, members were concerned about how to use all new funding if agencies could not deliver funds into state and local accounts quickly enough.

With intercity passenger rail receiving $66 billion in IIJA funding, leaders from Amtrak, state DOTs, and rail corridor commissions around the contiguous United States came to Congress to explain how they intended to use those funds to improve service. As the most significant apportionment in the 50 years of Amtrak's history, this represents a considerable investment in the Northeast Corridor and the national network, with these entities receiving $15.7 billion and $6 billion, respectively. President Stephen Garden of Amtrak was adamant that funding would help decrease corridor maintenance backlogs and improve service. Questions from committee members were wide and varied, with the primary focus on how passenger rail intends to meet the demands of a post-COVID world with fewer and fewer riders willing to brave the rails and expanding access to areas with little to no state-supported rail lines. The members were primarily concerned with how Amtrak and intercity networks intend to fund different regions of the networks and how they would be expanding service with this additional funding.

Finally, Secretary Buttigieg spoke to the committee on the continuous progress of USDOT in implementing IIJA transportation programs with a focus on transit equity and jobs. As the USDOT continues to roll out the $650 billion to various programs, 10 out of 17 programs are opening in 2021 and 2022 with currently available with Notices of Funding Opportunity now open, including $12.2 billion in the Bridge Investment program, $1.2 billion for the Transit-Oriented Development (TOD) pilot program, and $1 billion for Reconnecting Communities Pilot program. According to Secretary Buttigieg, with all these new grants, local hiring provisions will require local hiring provisions and prioritizing underserved businesses in grant applications. Many members inquired about how the Capital Investment grants would implement equity within programs like the TOD pilot and how it fits into President Biden's Justice 40 initiative. Secretary Buttigieg noted that the criteria will allow more applicants and will not prioritize traditional projects such as interstate highways. Members were concerned about maintaining the highway trust fund, as $118 billion was taken from the trust fund to the treasury general account to pay for IIJA. Their concern was how to revitalize the highway trust fund with more money taken to fund IIJA leading to an enormous deficit. Members suggested that the United State Department of Transportation (USDOT) could implement a Vehicle Miles Traveled, or (VMT), which would allow drivers to be taxed based on the distance they travel in or between states or more tolls. Concerns were raised despite IIJA already setting aside $50 million for a National Motor Vehicle Per-Mile User Fee Pilot Program to examine the possibility of using VMT for paying for the trust fund instead of the gas tax.

**Senate Banking, Housing, and Urban Affairs Committee**

In three hearings held by the committee, including [Advancing Public Transportation under the Bipartisan Infrastructure Law](https://www.banking.senate.gov/hearings/advancing-public-transportation-under-the-bipartisan-infrastructure-law) in March, [Advancing Public Transportation in Small Cities and Rural Places Under the Bipartisan Infrastructure Law](https://www.banking.senate.gov/hearings/advancing-public-transportation-in-small-cities-and-rural-places-under-the-bipartisan-infrastructure-law)  in April, and [Advancing Public Transportation Under the Bipartisan Infrastructure Law: Update from the Federal Transit Administration](https://www.banking.senate.gov/hearings/advancing-public-transportation-under-the-bipartisan-infrastructure-law-update-from-the-federal-transit-administration) in July, Senators questioned how to best use the billions for public transportation for rural and urban regions.

Given IIJA's $87 billion set aside for public transportation, Senators asked how to build better transit systems for essential workers and frequent riders. The committee acknowledged the importance of the Buy America provision in the IIJA for our competitiveness in improving manufacturing and as a tool to guard against supply chain issues, as the products will be easier to access if made in America. Additionally, Senators were interested in how the $8 billion capital investment program, which got a 50 percent increase in funding over the five years of IIJA, would best be used by transit agencies. Overall, the Senators took the opportunity to praise the IIJA's progress thus far; witnesses' testimony was more context on issues within public transportation rather than any substantive information on how IIJA implementation is going. Many Senators spoke about their state projects, including the Gateway between New York and New Jersey, and not on the progress of the implementation; this focus is concerning as it fails to advance our understanding of how IIJA is implementing public transportation funding.

Rural and small city leaders are very concerned about the availability of funding for projects included in IIJA, how rural networks are supported, and how the application process supports more rural networks while successfully implementing the $4.56 billion allocated for the rural formula program. One of the witnesses, the Reason Foundation's Senior Managing Director of Transportation Policy Baruch Feigenbaum, noted the difficulty in receiving funding with large amounts of federal regulation preventing rural agencies with less staff from applying for the financing they need. Similarly, the St. Cloud Metro Bus CEO Ryan Daniel expressed concerns about the need for more direct technical assistance to rural agencies, as their staff is usually under-equipped to apply for federal grants. Additionally, a shortage of bus drivers hurts rural communities as they have to shut down their routes, forcing potential passengers to seek alternatives that might not be as accessible or available. Senators want to create more services; however, these rural agencies need funding and more support to apply for their applications and new exceptions when applying. Many rural agencies do not often meet the requirements that keep urban agencies in mind, primarily when developing the NOFO. The hearing gave rural agencies and organizations a forum to provide feedback on issues related to public transit.

The Federal Transit Administration (FTA) has been hard at work setting up and distributing the $108 billion provided in the Bipartisan Infrastructure Law, eagerly sharing the information with the Banking, Housing, and Urban Affairs Committee. Since IIJA became law, the FTA apportioned out $13 billion and issued Notices of Funding Opportunity for $1.7 billion in combined Low/No emission bus grants, bus and bus facilities discretionary grants, and $300 million for ferry grants. Senators appreciated the investments funneled back into their states while being concerned about their progress. With a microchip shortage, Senators were very concerned as the FTA continued investing billions in electric vehicles. The administrator was very receptive, saying she is working with the White House and other industry leaders to ensure chip manufacturing is up to date with billions in semiconductor funding. Overall, Senators were interested in the details of the BIL and how it could be implemented.

**Other Committees**

**Senate Commerce, Science, and Transportation Committee**

The committee held a hearing in June entitled [Oversight of the National Telecommunications and Information Administration](https://www.commerce.senate.gov/2022/6/oversight-of-the-national-telecommunications-and-information-administration) to examine how best NTIA will implement funding provided in IIJA.

The National Telecommunications and Information Administration (NITA) continues to announce broadband grant funds while taking feedback on how to implement IIJA as it advises the President on broadband policies. Administrator Alan Davidson testified earlier in 2022 about how NTIA plans to close the digital divide in internet connectivity and how the Department plans to roll out Spectrum effectively. With $48.2 billion at stake in broadband funding in programs ranging from Broadband Equity, Access and Deployment, Middle Mile Broadband, and the Tribal Broadband Connectivity program, among others, there is an enormous potential for more Americans to have access to the internet. So far this year, NITA has announced $360 million in broadband being distributed, with an additional $1 billion allocated throughout summer 2022. Senators were excited yet concerned about funding implementation without being overly burdensome on new providers, the difficulty in divvying up funding with an arduous permitting process, and how the NITA works with different local agencies to get them their needed funding. There was so much concern about broadband funding delivery that the chair stated, "This has to be done correctly; otherwise, there will be no infrastructure, not just broadband; there will be no infrastructure completed in a timely manner." Several Senators further questioned the Administrator on making the funds accessible and reliably communicating with providers and other state and local entities to get this funding out. Senators further expressed significant concerns raised over broadband maps used by the Federal Communications Commission that NITA relies on as they have not been in use since 2019, are outdated, and do not reflect who has current access to internet service. Without a change to these maps, the NITA will not be able to provide the broadband access promised and will instead exacerbate inequities currently present among minority and rural communities.

**Senate Environmental and Public Works**

The committee held a hearing in March on [Implementation of the Infrastructure Investment and Jobs Act](https://www.epw.senate.gov/public/index.cfm/hearings?ID=5AC11745-E5F6-4918-BB15-06AA28FA332E), where the Department of Transportation discussed how they would roll out the funding provided through notices of funding opportunities and formula funding.

According to Secretary Buttigieg in March, the Department of Transportation is rolling funding out the door at a breakneck pace. With the clock ticking to the law's, the USDOT as of its fifth month had already apportioned $60 million to states and opened $2 billion in discretionary grants, along with the most significant apportionment of federal highway funds in decades, $52 billion. USDOT has already opened Notices of Funding to applicants for the Rebuilding American Infrastructure Sustainability and Equity (RAISE) grant, Port Infrastructure Development Program, and Airport Terminal Program; this is just the start. While excited, Senators asked about states' discretion in determining their piece of the $350 billion in federal highway funding and how their highway trust fund money is used. The Secretary confirmed that each state is free to do as they wish with their highway funds. Senators inquired about how USDOT will implement electric vehicles with high energy costs. Secretary Buttigieg was receptive to the Senators' concerns, particularly about energy dependence. USDOT has already created a Joint Office of Energy and Transportation in collaboration with Energy Secretary Granholm to facilitate the delivery of $5 billion for low-emission vehicles and charging infrastructure.

**House and Senate Reactions to IIJA**

The House was largely excluded from the negotiations surrounding the IIJA, as these primarily took place in the Senate. The perceived lack of engagement made Representatives act harshly toward IIJA implementation, even on the Democratic side, despite representatives' happiness over the additional funding for their districts. Throughout the five hearings held by the House, members expressed concerns over the implementation and rules of the IIJA not being designed to support the mission of building infrastructure that the Biden Administration has promised. On the other hand, Senators were highly optimistic yet cautious, interested in getting answers to their communities' implementation problems as IIJA continued to apply for specific projects within their states. This law is a win for bipartisanship in the Senate, as both Democrats and Republican Senators cooperated to ensure the passage of IIJA. However, their praise did not stop members from voicing their frustrations and concerns, emphasizing federal agencies charged with implementation, including the Departments of Transportation, Commerce, and Interior, along with the Environmental Protection Agency and Federal Emergency Management Agency.

**Congressional Hearings Analysis**

Congress has strived to hear differing perspectives regarding whom they bring into their committee spaces to hear about IIJA. While federal agencies are primarily concerned with program delivery, state and local leaders raised concerns about how program funds get allocated, application processes, and how effectively they can tackle their agencies' missions. In most hearings, state and local officials talked about transportation and environmental issues within their community and their strategies and struggles in implementing them. Leaders from state and local governments were concerned about being supported throughout the funding process. Local officials were concerned about adequate technical assistance from agencies and rules regarding how they receive grants. With the urban v. rural divide in mind, many local leaders were concerned that the grant application rules did not support their limited capacity to apply. Overall, various concerns were raised by leaders from state and local agencies when they provided context to struggles with receiving funding from IIJA. Federal leaders were very receptive throughout the process, finding ways to follow up with offices and clarify hard questions.

**IIJA Funding Distribution from November 2021 to August 2022**

Throughout the ten hearings, witnesses from federal agencies reported on their progress in the implementation of the IIJA funding. The following presents the funding allocated thus far this fiscal year and how far along agencies are in getting all of their funding out.

The Department of Transportation allocated $650 billion to highways, public transportation, passenger rail, and electric vehicles. So far, the Department of Transportation has already distributed over $112 billion between roads and other public transportation projects, in addition to billions more in the 18 programs, not including the RAISE grant equivalent to $51.5 billion provided in notices of Funding Opportunity available by December 2022. The Department has spent the last nine months creating new programs, such as the Reconnecting Communities program, and funding is going out quickly. Although the Department will develop notices of funding opportunities for programs, they are rapidly implementing the IIJA in conjunction with Congress and the White House Infrastructure Coordinator Mitch Landrieu.

The Department of Interior oversees the National Forest Service and Land and Mineral Management Bureau, already allocating $21.5 billion towards environmental clean-up and wildfire management projects, with $849 given out to state agencies. At the same time, $1.25 billion will be allocated in the remainder of the Fiscal Year 2022, representing less than 10 percent of the funding given to the DOI.

The Department of Commerce oversees the National Telecommunications and Information Administration allocated $48.2 billion through IIJA but has only distributed $350 million in funding through the Broadband Infrastructure and Tribal Broadband programs. However, they have already prepared $45 billion to be allocated between all other programs and will soon announce a Notice of Funding Opportunity.

Overall, agencies have started to allocate their IIJA funding rapidly while developing the guidelines to help implement those programs. Although less than **$200 billion** of the $1.2 trillion has been allocated so far, many agencies continue to provide guidelines. With dozens of new programs created in IIJA, many agencies need months to properly develop policies and notices of funding opportunities. Despite IIJA being a relatively new law, funding is rapidly going out; however, only time will tell what the real impacts on America's infrastructure are.

**IIJA Oversight Conclusions**

With only a few months remaining in the 117th Congress, committee chairs must be ready to have their committee continue to oversee IIJA funding implementation regardless of who controls the House and Senate. Agencies will continue to distribute funds throughout the two successive Congresses. With more than half of the funding yet to be distributed, committees must watch to see funds used for their constituents' needs. Committees must hold agencies like the Federal Transit Administration, Environmental Protection Agency, and other distributing agencies accountable while continuing conversations with state and local entities. There must be a space for listening to non-profit voices as a source of context on transportation, broadband, and environmental issues. However, Congress's primary responsibility must ensure that agencies correctly apply for funding and assist state and local entities.

Members of Congress ask many questions about IIJA programs in many of the hearings they have conducted or are going to conduct. The hearings sometimes served as a forum for Representatives and Senators to ask about their district/state project status or how they can deliver results back to their home state. In addition, the hearings must continue to focus on how agencies are developing IIJA programs and what are the needs of state and local agencies. As Congress gets towards the waning years of IIJA distribution in Fiscal Years 2025 and 2026, they must ensure new notices announced are focused on agency needs. After all, it will likely take five to ten years to see a substantial change to America's infrastructure with all the permitting and construction on individual projects.

While IIJA has given tools to state and local governments, there is a risk that these will perpetuate previous inequities, with $1 trillion remaining divided among government agencies and non-profits. Despite programs designed to combat those, such as the Reconnecting Communities program and the Lead Service Line Replacement Fund, the law's funds will maintain existing inequalities if not funded to suit community needs. Congress must maintain pressure on agencies giving out grants to ensure that the funding reflects the needs of the community rather than just continuing things the way they currently are. Although agencies will set guidelines throughout the next two fiscal years, committees must continue questioning their implementation. Bringing in agencies, organizations, and state and local leadership is critical to the conversations; Congress must see problems firsthand and dedicate half of the future hearings to field visits. While many non-profits are not receiving funding, organizations such as the National Governor's Association, National League for Cities, and American Association for State Highway and Transportation Officials should be sought out for policy recommendations.

With nearly $350 billion allocated towards highways, Congress must ensure that future federal highway funding is fully supported by ensuring that the Highway Trust Fund remains afloat. With the debate over the highway trust fund and its effectiveness, Members of Congress must collaborate with their colleagues and the Federal Highway Administration to reform the fund to recognize the changing circumstances. With the $7.5 billion charging station investments in more electric vehicles, the transition to electric vehicles will take away much of the funds provided in the Federal gas tax.

**Future IIJA Oversight Recommendations**

As Fiscal Year 2022 comes to a close, Congress, through its committees, must continue to monitor the implementation of the IIJA. The funds provided in the IIJA will remain available for the next four years; thus, Congress must continue overseeing the department and federal agency leaders in charge of IIJA. Below are some recommendations based on observations from hearings and what committees must do as they continue their oversight.

First, committees should encourage greater attendance by Members of Congress in future hearings. During the nine months since IIJA became a law, committees have had varying levels of engagement throughout hearings, ranging from 18 percent to 100 percent attendance at their meetings. While many of the hearings include members ex-officio from the full committee (chair and ranking member), half of all hearings did not have a majority present. The lack of engagement should raise the alarm about how Congress conducts oversight functions if members abstain from attending and thus fail to ask administrators, state, and local officials questions. In addition, members could have called in through telecommunications, as members in various committees did from their DC office or district. Although hearings are now mostly in person, there must be flexibility for members to ask questions while attending to their district/state needs.

Second, Congress must invite more department and agency leaders to testify at hearings to discuss their track record for implementing their funding and programs. Though Congressional committees heard from multiple stakeholders on the state and local level, alongside non-profit policy and advocacy organizations, including their insights into policy and implementation across jurisdictions, they must be present to provide the needed context to implementing IIJA programs. Congress must insist and if needed, subpoena Biden Administration leaders. In these hearings, Congress has heard nothing from the Environmental Protection Agency (EPA), Federal Emergency Management Administration (FEMA), FHWA, or FHSFA. These agencies are administering billions of dollars around traffic safety, resilience, and clean school buses. Congress has yet to call them during this Fiscal Year to address their progress on notices of funding opportunities available and funding already allocated, through formula or discretionary. Congress should continue to have committees that value the importance of state and local leadership, particularly in transportation and resilience; they must first prioritize those whose priorities are ensuring funds are delivered.

Third, Congress must seek another non-partisan lens to assist the committees in their oversight of the IIJA, specifically the Congressional Research Service. The office should analyze topics covered within the hearings and prepare updates on current programs' status. Though the office has thus far contributed reports on the funding levels within programs and in connection with past reports (see CRS report on IIJA Army Corp of Engineers funding in references), their office should collaborate with agencies to ensure that committees better understand how far they are on distributing the IIJA funding allotted to them. This report would provide key context that would allow Administration leaders to react in a non-partisan fashion and allow committees to facilitate a more proactive discussion that emphasizes what has been allocated and what should continue to be allocated as Congress continues to examine the impacts of the funding with more than 70 percent yet to be allocated.

Fourth and finally, Congress must schedule at least twice per fiscal year hearings with agencies and departments that have funding for the IIJA. None of the hearings mentioned any further planned hearings or a schedule for overseeing the agencies and departments, instead doing the hearings when needed. Additionally, none of the committee chairs announced future hearings scheduled in the future to oversee IIJA. More hearings will allow committees to regularly keep administrative officials to their promises and ensure that grants continue to distribute funding effectively and efficiently.

In summary, Congressional committees conducting oversight hearings on the Infrastructure Investment and Jobs Act in the upcoming 118th and 119th Congresses should consider the following recommendations:

1. Committees must ensure attendance by membership, whether in person or virtual.
2. Agency leadership must participate in the oversight process, particularly those who have yet to attend a hearing.
3. The Congressional Research Service must assist committees with oversight evaluation.
4. Congress must insist that each oversight committee have at least two annual hearings with all agencies and departments charged with distributing IIJA funding in attendance.

By following these recommendations, Congress will hear from all agencies, conduct proper oversight, and receive feedback on the successes and challenges of implementing the Infrastructure Investment and Jobs Act.

**Congressional Oversight Hearings on the IIJA in Fiscal Year 2022**

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| House of Representatives Hearings on the Infrastructure Investment and Jobs Act | | | | |
| Committee | Subcommittee | Hearings and Dates | Agencies and Organizations present | Highlights |
| Natural Resources | Energy and Mineral Resources | [Benefits of Legacy Pollution Clean-Up Programs in the Bipartisan Infrastructure Law](https://naturalresources.house.gov/hearings/benefits-of-the-legacy-pollution-clean-up-programs-in-the-bipartisan-infrastructure-law) March 31st, 2022 | Land and Mineral Management, Department of Interior, Appalachian Citizens Law Center, Energy Transition Environmental Defense Fund, California Department of Conservation and Utah Department of Natural Resources | Members were heavily critical of the IIJA funding distribution to help clean up oil and gas wells. Many members were worried that not enough funding was in the IIJA for states to find unaccounted oil and gas wells as states continuously struggled to close and remediate the remaining lands. |
| Natural Resources | Natural Parks, Forests and Public Lands | [Investing in Wildfire Management, Ecosystem Restoration, and Resilient Communities: Examining the Biden Administration’s Priorities for implementing the Bipartisan Infrastructure Law](https://naturalresources.house.gov/hearings/investing-in-wildfire-management-ecosystem-restoration-and-resilient-communities-examining-the-biden-administrations-priorities-for-implementation-of-the-bipartisan-infrastructure-law) April 5th | Office of Wildlife Management Department of Interior, State and Private Forestry, Office of Intergovernmental Relations Department of Agriculture | Members on both sides of the aisle were very critical of how investments were being implemented with a rise in wildfires and how federal agencies were implementing these priorities in the IIJA. |
| Transportation and Infrastructure | Railroads, Pipelines and Hazardous Materials | [Leveraging IIJA: Plans for Expanding Intercity Passenger Rail](https://transportation.house.gov/committee-activity/hearings/leveraging-iija-plans-for-expanding-intercity-passenger-rail) December 9th, 2021 | Amtrak, California DOT, Northeast Corridor Commission, North Carolina DOT, Southern Rail Commission | This hearing addresses Amtrak and intercity passenger rail’s progress on maintenance backlogs while remaining concerned about the rail corridor developments, particularly in the Northeast. |
| Transportation and Infrastructure | Highways and Transit | [Addressing the Roadway Safety Crisis: Building Safer Roads for All](https://transportation.house.gov/committee-activity/hearings/addressing-the-roadway-safety-crisis-building-safer-roads-for-all) June 8th, 2022 | National League of Cities, AASHTO, Washington Area Bicyclist Association, Fehr & Peers, ATSSA | This hearing addressed concerns over high traffic fatalities and how to best implement road safety measures. However, criticism of continuous highway funding rather than road safety measures was a priority. |
| Transportation and Infrastructure | Full Committee | [Implementing the Infrastructure Investment and Jobs Act](https://transportation.house.gov/committee-activity/hearings/implementing-the-infrastructure-investment-and-jobs-act) July 19. 2022 | US Department of Transportation (USDOT) | This hearing addressed widespread concerns by members about inflation affecting the infrastructure funds, the amount of continuous funding for highway expansion, implementation concerns with program requirements new and old, and the seldom input the House was able to provide when considering the programs in IIJA. |

\*Hearings are listed in committee alphabetical order

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| US Senate Hearings on the Infrastructure Investment and Jobs Act | | | | |
| Committee | Sub-Committee | Name and Date | Agencies/organzation | What happened? |
| Banking, Housing and Urban Affairs | Full Committee | [Advancing Public Transportation under the Bipartisan Infrastructure Law](https://www.banking.senate.gov/hearings/advancing-public-transportation-under-the-bipartisan-infrastructure-law) March 15th, 2022 | Central Ohio Transit Authority, Metropolitan Atlanta Rapid Transit Authority, AFL-CIO, Manhattan Institute, Thoreau Institute | This hearing celebrates the work that IIJA has made thus far and the contributions from members while pushing to ensure opportunities are made available and appropriately implemented, along with how faster and better service is being delivered responsibly. |
| Banking, Housing and Urban Affairs | Housing, Transportation, and Community Development | [Advancing Public Transportation in Small Cities and Rural Places Under the Bipartisan Infrastructure Law](https://www.banking.senate.gov/hearings/advancing-public-transportation-in-small-cities-and-rural-places-under-the-bipartisan-infrastructure-law) April 6th, 2022 | St. Cloud Metro Bus, Community Transportation Association of America, Reason Foundation | This hearing emphasized the necessity for rural transit funding to be smartly implemented while expressing concerns for the need to rollback urban-centric rules while modernizing rural transit systems. |
| Banking, Housing and Urban Affairs | Full Committee | [Advancing Public Transportation Under the Bipartisan Infrastructure Law: Update from the Federal Transit Administration](https://www.banking.senate.gov/hearings/advancing-public-transportation-under-the-bipartisan-infrastructure-law-update-from-the-federal-transit-administration) July 12th, 2022 | Federal Transit Administration(FTA) | During this hearing, around bus and transit programs and how the FTA is working to reconnect historically marginalized communities, members were eager to hear how they can bring back funds to their communities while acknowledging the sharp decline in transit ridership due to COVID-19. |
| Commerce, Science, and Transportation | Communications, Media, and broadband | [Oversight of the National Telecommunications and Information Administration](https://www.commerce.senate.gov/2022/6/oversight-of-the-national-telecommunications-and-information-administration)  June 9th, 2022 | National Telecommunications and Information and Administration(NTIA) | The biggest concern is that there has not been a hearing on NTIA in four years, and how to connect millions of Americans to broadband while maintaining digital access. |
| Environment and Public Works | Full Committee | [Implementation of the Infrastructure Investment and Jobs Act](https://www.epw.senate.gov/public/index.cfm/hearings?ID=5AC11745-E5F6-4918-BB15-06AA28FA332E) March 2nd, 2022 | US Department of Transportation(USDOT) | The hearing celebrated the bipartisan collaboration between committee members to pass IIJA while criticizing how DOT is implementing climate resilience towards coastline states, including Rhode Island and Massachusetts. The committee expressed similar concerns over the delivery of both highway projects to urban and rural communities and how electric vehicle charging equipment funding is being delayed with continuing resolution preventing funds from being distributed. |

\*Hearings are listed in committee alphabetical order.

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