



50x50 Action Network Recommendations Comparison Chart
Infrastructure Investment Jobs Act
Build Back Better Act

| Key Ideas | Recommendations | Infrastructure Investment Jobs Act | Build Back Better Act |
|---|--|---|--|
| <p>Ensure Key Grant Programs Have Resources and Flexibility to Support 50x50 Priorities</p> | <ol style="list-style-type: none"> 1. Better Utilizing Investments to Leverage Development (BUILD) Grants. <ul style="list-style-type: none"> • 1.1: Increase funding for BUILD grants to \$2 billion annually and maintain that funding level for at least the next five fiscal years. • 1.2: Expand project eligibility to explicitly include projects that electrify transportation systems, including the installation of advanced vehicle fueling infrastructure (consumer, freight, and public transit). • 1.3: Establish a new \$300 million BUILD grant program to promote energy efficiency. | <p>Section. 21202. Local and Regional Project Assistance. 1.1: This section would authorize \$1.5 billion a year for the Local and Regional Project Assistance Program (the RAISE/BUILD program). 1.2: Eligible projects include highway or bridge projects, passenger or freight rail projects, port infrastructure projects, and surface transportation components of airport projects, among other surface transportation projects that advance the goal of the program. The goal of the program shall be to fund eligible projects that will have a significant local or regional impact and improve transportation infrastructure.</p> | <p>Similar programs: Section 30431. Zero-Emissions Vehicle Infrastructure Grants This section appropriates \$600 million to DOE to carry out projects to build out publicly accessible level 2 electric vehicle supply equipment in rural communities or underserved or disadvantaged communities. Section 30103. Greenhouse Gas Reduction Fund. This section provides \$29 billion to support the rapid deployment of low- and zero-emission technologies. Approximately \$7 billion in state, local, and nonprofit programs to install zero-emission distributed technologies in low-income and disadvantaged communities, as</p> |



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| | <p>2. Surface Transportation Block Grant Program</p> <ul style="list-style-type: none"> • 2.1: Increase the total Surface Transportation Block Grant authorization to \$20 billion per year • 2.2: Congress should increase the set aside for the Transportation Alternatives program, to 65 percent | <p>Sec. 11109. Surface transportation block grant program.</p> <p>2.1: The IJA reauthorizes the federal-aid highway programs for 5-year (FY22-26) for a total of \$273.2 billion. The authorization covers state apportionments for federal highway construction, Surface Transportation Block Grants, Congestion Mitigation and Air Quality Improvement Program among other programs.</p> <p>Increases new eligibilities of funding to include construction of electric vehicle charging infrastructure and vehicle-to-grid infrastructure, installation and deployment of intelligent transportation technologies, projects that facilitate intermodal connections between emerging transportation technologies, resilience features, and cybersecurity protections.</p> | <p>well as \$2 billion in state, local, and nonprofit efforts to install zero-emission vehicle charging or fueling infrastructure.</p> <p>Look at Build Back Better column and Recommendation 1 row for a similar program.</p> |



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| | | 2.2: Increases the minimum percentage of TAP funding that is sub-allocated on the basis of population from 50 percent to 59 percent. | |
| Leverage Programs to Accelerate a Transition to More Efficient Vehicles Where Emissions and Public Health Impacts are Critical | 3. Congestion Mitigation and Air Quality Improvement (CMAQ) Grant Program <ul style="list-style-type: none"> • 3.1: Authorize CMAQ for five fiscal years (FY2021-26) and increase funding to \$5 billion per year. | SEC. 11115. CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM. 3.1: Adds eligibility of funds to be sent on shared micro mobility, including bike share and shared scooter systems, as well as for the purchase of medium- or heavy-duty zero emission vehicles and related charging equipment. | Similar program: Section 30101. Clean Heavy-Duty Vehicles. This section appropriates \$5 billion to carry out section 132 of the Clean Air Act (CAA), as added by this section, of which \$2 billion is for recipients proposing to replace eligible heavy duty vehicles serving communities located in nonattainment areas. Section 132(b) establishes a program to make awards of grants and rebates to replace Class 6 and Class 7 heavy-duty vehicles with zero-emission vehicles. Section 132(c) establishes an application |



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| | <p>4. The Diesel Emissions Reduction Act (DERA)</p> <ul style="list-style-type: none"> • 4.1—Reauthorize DERA for five fiscal years and increase annual funding to \$150 million | <p>Similar programs: Section. 71101. CLEAN SCHOOL BUS PROGRAM. This program is for \$1 billion per year for FY 2022-2026. The program is created by amending an expired program from the Energy Policy Act of 2005 and would be managed by the Administrator of the Environmental Protection Agency. State or local governments, eligible contractors, and nonprofit school transportation associations are authorized to receive grant funds. Fifty percent of the funds are authorized for zero-emission school buses, and 50 percent of the funds are authorized for alternative fuels and zero-emission school buses. Funds may be prioritized for rural or low income communities and entities that have matching funds available. The Administrator is authorized to provide funds to cover up to 100 percent of the costs for the replacement of the bus.</p> | <p>requirement. Section 132(d) defines terms used in this section.</p> <p>Section 30105. Diesel Emissions Reductions. 4.1: This section provides EPA \$60 million for Diesel Emissions Reduction Act (DERA), to remain available until September 30, 2031.</p> |



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| | | <p>Section 71102. ELECTRIC OR LOW-EMITTING FERRY PILOT PROGRAM. Provides \$1.25 billion for the Federal Transit Administration’s Passenger Ferry Grant Program. to provide grants for the purchase of electric or low-emitting (methanol, natural gas, liquefied petroleum gas, hydrogen, coal-derived liquid fuels, biofuels) ferries.</p> | |
| <p>Ensure Robust Access to Financing for Efficient Transportation</p> | <p>5. Transportation Infrastructure Finance and Innovation Act (TIFIA) program</p> <ul style="list-style-type: none"> • 5.1: Congress should reauthorize TIFIA contract authority for an additional five fiscal years, increase loan authority, and adequately fund the Build America Bureau to improve and reform the application process. It was historically authorized at much higher levels (\$750 million FY2013 and \$1 billion for FY2014 and FY2015), but then significantly decreased by the FAST Act (ranging from \$275-300 million per fiscal year over FY2016-FY2020). | <p>Sec. 12001. Transportation Infrastructure Finance and Innovation Act of 1998 amendments. 5.1: Makes several updates to the Transportation Infrastructure Finance and Innovation Act (TIFIA) program intended to increase program utilization, streamline the application process for assistance, and increase transparency in the vetting process for projects seeking TIFIA funds.</p> | |



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| | <p>6. Reinstatement of Build America Bonds (BAB)</p> <ul style="list-style-type: none"> • 6.1: Reinstatement of Build America Bonds for 10 years with a federal subsidy of the interest at 35 percent or a level comparable to incentives received by private developers. • 6.2: Expand BAB eligibility. These bonds could be used for transportation infrastructure projects and, as part of reinstatement, provisions should be included to ensure that projects related to advanced fueling infrastructure, and other sustainable transportation projects are eligible. | | |
| | <p>7. Municipal Bonds</p> <ul style="list-style-type: none"> • 7.1: Preserve the tax exemption of municipal bonds and reinstate advance refunding | | |
| | <p>8. Private Activity Bonds</p> <ul style="list-style-type: none"> • 8.1: Increase the total amount of Private Activity Bonds to \$20 billion | <p>Sec. 80401. Private activity bonds for qualified broadband projects. 8.1: Increases amount to \$600 million.</p> | |



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| | <ul style="list-style-type: none"> 8.2: Adjust the eligibility of PABs to support energy efficiency | 8.2: This provision allows states to issue PABs to finance broadband deployment, specifically for projects in rural areas where a majority of households do not have access to broadband. | |
| | 9. Mobility on Demand (MOD) Sandbox Demonstration <ul style="list-style-type: none"> 9.1: Congress should authorize a five-year MOD program that allocates \$20 million per year for new technologies and approaches to integrated MOD with transit. | | |
| Enhance Energy Efficiency at Ports and Airports | 10. The Airport Improvement Program (AIP) <ul style="list-style-type: none"> 10.1: Increase authorization of AIP to \$5 billion. Within that amount, \$300 million should be set aside for specific projects that would increase the energy efficiency of airports. 10.2: Emphasize energy efficiency at airports | Airport Improvement grant program. Increases funds to \$25B for runways, gates, & taxiways as well as a new Airport Terminal Improvement program for terminals, concessions, and multimodal connections. Of those— \$5 billion will go towards Airport Terminal Projects, giving consideration to projects that improve energy efficiency, | Section 110007. Alternative Fuel and Low-Emission Aviation Technology Program. This section provides \$300 million for the Department of Transportation to support investments for projects that develop, demonstrate, or apply low-emission aviation technologies or produce, transport, |



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| | | including upgrading environmental systems, upgrading plant facilities, and achieving Leadership in Energy and Environmental Design (LEED) accreditation standards. | blend, or store sustainable aviation fuels. |
| | <p>11. Incentivize the Modernization of Port Infrastructure</p> <ul style="list-style-type: none"> • 11.1: House airport/port modernization efforts in a specific location in the Congressional Transportation Committee(s) • 11.2: Incentivize port modernization, including electrification. | <p>Department of Transportation’s Port Infrastructure Development Program (PIDP) and Marine Highways Program (MHP). \$455M per year for 5 years.</p> <p>Of those—</p> <p>\$450M in funding a year will go to Port Infrastructure Development Program (PIDP) to improve port facilities on our coasts, rivers and Great Lakes.</p> <p>PIDP grants will go to improve port infrastructure, including intermodal connections, and reduction of greenhouse gas emissions (including projects for – port electrification or electrification master planning, development of terminal microgrids, Providing idling reduction infrastructure; among other).</p> | <p>Section 30102. Grants to Reduce Air Pollution at Ports. This section provides \$3.5 billion for the purchase and installation of zero-emission equipment and technology at ports, as well as the development of climate action plans at ports. Requires that 25 percent of investments are made at ports in nonattainment areas.</p> |



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| Strengthen Transit and Rail Systems | <p>12. Maximize the quality and impact of highly-efficient transit systems through the federal transit program</p> <ul style="list-style-type: none"> • 12.1: Congress should increase funding for the Urbanized Area Formula program (Sections 5307 and 5336) to \$7 billion per year, authorized for at least five years • 12.2: Increase funding for the Section 5337 State of Good Repair Program to \$4 billion per year, authorized for at least five years • 12.3: Increase funding for the Section 5339 Bus and Bus Facilities program, to a total appropriation of \$2 billion per year, authorized for at least five years. This includes raising funds to \$1 billion for Bus and Bus Facilities Formula, \$840 million for Bus and Bus Facilities Competitive Grants, and \$200 million for Low or No Emissions Grants per year | <p>12.2: Section. 30016. STATE OF GOOD REPAIR GRANTS. Increased funding towards the State of Good Repair program to \$4.75B</p> <p>12.3: Section. 30018. GRANTS FOR BUSES AND BUS FACILITIES. Increases the minimum allotment for States and territories under section 5339(a) from \$1.75 million to \$4 million and encourages utilization of innovative procurement practices. It raises the rural set aside in the section 5339(b) “Buses and Bus Facilities” competitive grant program to 15 percent, up from the current 10 percent requirement.</p> <p>The section ensures that lower-emission buses and vehicles, including natural gas-powered buses and vehicles, are eligible for no less than 25 percent of funds made available under the program.</p> | <p>Similar program: Section 110003. Neighborhood Access and Equity Grant Program. This section provides \$4 billion to support neighborhood equity, safety, and affordable transportation access. Includes \$2.37 billion for competitive grants administered by the Federal Highway Administration to reconnect communities divided by existing infrastructure barriers, mitigate negative impacts of transportation facilities or construction projects on disadvantaged or underserved communities, and support equitable transportation planning and community engagement activities. Ensures that \$1.58 billion is provided for the above-described</p> |



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| | <ul style="list-style-type: none"> 12.4: Allow partnerships with bus manufacturers for Low or No Emissions Grants. | | <p>purposes and dedicated to projects in disadvantaged or underserved communities or in communities that have taken steps to ensure that projects do not lead to gentrification or displacement of existing residents. Also includes \$50 million to the Federal Highway Administration to provide technical assistance to local governments to improve project delivery, provide direct capacity-building grants for local project administration, and for other administrative expenses of the Federal Highway Administration.</p> |
| | <p>13. Capital Investment Grants Program</p> <ul style="list-style-type: none"> 13.1: Reauthorize Capital Investment Grants for five fiscal years | <p>Sec. 30005. Fixed guideway capital investment grants.</p> <ul style="list-style-type: none"> 13.1: Increase funding for the Capital Investment Grants Program to \$8B. | <p>SEE Build Back Better column and Recommendation 14 row for a similar program</p> |



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| | <ul style="list-style-type: none"> • 13.2: Congress should increase the annual authorization levels and appropriations for Capital Investment Grants to \$5 billion per year • 13.3: Direct the Federal Transit Administration to address statutory provisions | <ul style="list-style-type: none"> • 13.2: There are authorized \$3 billion for each fiscal year 2022 through 2026. • 13.3: The bill will also allow multiple projects in a community to move forward simultaneously • 13.3: Increased funding for the Expedited Project Delivery for Capital Investment Grants Pilot Program. | |
| | <p>14. Railroad Rehabilitation and Improvement Financing (RRIF) Program</p> <ul style="list-style-type: none"> • 14.1: Address barriers to enable greater use of RRIF. Congress has identified several issues that reduce the effectiveness of this financing source, including long review times and high costs to the applicant. Sufficient funding of the Build America Bureau and greater coordination with the TIFIA program should be made to address these ongoing concerns to make RRIF loans more accessible | <p>Section 21301. RRIF codification and reforms.</p> <ul style="list-style-type: none"> • 14.1: This section would codify the Railroad Rehabilitation and Improvement Financing (RRIF) program in title 49 and makes reforms to the RRIF program including: <ul style="list-style-type: none"> • Adding landside port infrastructure as an eligible project category, • Making permanent the transit-oriented development project eligibility, • Codifying the RRIF Express program, • 14.2: Will provide \$50 million each year to subsidize credit risk premiums, up to \$20 million per loan, and | <p>Similar program:</p> <p>Section 110006. Passenger Rail Improvement, Modernization, and Emissions Reduction Grants. This section provides \$10 billion for high-speed rail corridor assistance under Chapter 261 of Title 49, supporting the planning and development of public high-speed rail projects.</p> |



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| | <ul style="list-style-type: none"> 14.2: Congress should increase the existing loan authority to \$50 billion to enable more widespread use of available loans | <p>require those premiums to be refunded upon repayment.</p> | |
| <p>Develop Charging Infrastructure to Support Electrification</p> | <p>15. Section 30C – Alternative Fuel Vehicle Refueling Property Credit</p> <ul style="list-style-type: none"> 15.1: Reinstate and make permanent the Section 30C tax credit 15.2: Change definition of caps. Currently, the 30C tax credit is capped per charging station, not per charger, a challenge for charging providers as stations become larger. The cap should be specifically indicated on a “per charger” basis 15.3: Make the 30C Tax Credit Refundable. | <p>SIMILAR program: Section 11401. GRANTS FOR CHARGING AND FUELING INFRASTRUCTURE. Provides \$7.5 billion. The purpose of this section is to establish a grant program 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.</p> | <p>Section 136405. Alternative fuel refueling property credit. 15.1: The provision extends the alternative fuel vehicle refueling property credit through 2031. 15.2: Beginning in 2022, the provision expands the credit for zero-emissions charging and refueling infrastructure of a nature subject to depreciation by providing a base credit of 6% for expenses up to \$100,000 and 4% for allowable expenses in excess of such limitation (i.e., it allows a credit for expenses beyond the limit if certain requirements are met). The provision provides an</p> |



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| | <p>16. Create New Grant Programs to Invest in Charging/Fueling Equipment for Electric Vehicles (battery electric and hydrogen fuel cell)</p> <ul style="list-style-type: none"> • 16.1—Establish a \$300 million grant program (for FY2019-2028) for the installation of electric vehicle fueling/charging infrastructure (including electricity and hydrogen) along the National Highway System • 16.2— Establish a \$250 million EVSE program (for FY2021-2026) to invest in electric charging stations in local communities, including public and private workplace charging, and urban DC fast charging hubs • 16.3— Establish a National Park Charging program. | <p>See Infrastructure Investment Jobs Act column Recommendation 15 row for similar program.</p> | <p>alternative bonus credit level of 30% for expenses up to \$100,000 and 20% thereafter.</p> <p>SEE Build Back Better column and Recommendation 22 row for similar program.</p> |



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| Explore New Approaches to Infrastructure Investment | 17. Create a National Green Infrastructure Bank 18. Initiate Pilot Projects/Studies to Consider the Impact of Performance-Based Criteria on Transportation Projects | | Similar program: Section 110002. Community Climate Incentive Grant Program. This section provides \$4 billion to reduce on-road greenhouse gas emissions. Includes \$50 million for the Federal Highway Administration to establish a greenhouse gas performance measure; establish an incentive structure for states that demonstrate significant carbon reductions; issue requirements, guidance, and regulations necessary to ensure the reduction of on-road greenhouse gas emissions; and for other administrative expenses for the Federal Highway Administration to carry out the section. Also includes |



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| | | | <p>\$950 million for incentive grants to states that make significant progress in reducing emissions or that adopt strategies to achieve net-zero surface transportation emissions by 2050, and \$3 billion for non-state entities for projects to reduce carbon emissions.</p> |
| <p>Pursue Strong Support for Innovation through Coordinated Federal RDD&D</p> | <p>19. Department of Energy - Vehicle Technologies Office (R&D)</p> <ul style="list-style-type: none"> • 19.1: Increase funding to \$380 million for FY2020 • 19.2: Increase funding to promote research and development (R&D) in battery technologies | <p>Similar program: Section 40207. Battery processing and manufacturing. This section establishes a “Battery Material Processing Grant Program” within DOE’s Office of Fossil Energy to ensure the US has a viable battery materials processing industry. This section also establishes within the Office of Energy Efficiency and Renewable Energy a battery manufacturing and recycling grant program to support and sustain a North American battery supply chain.</p> | <p>Similar program: Section 30442. Advanced Technology Vehicle Manufacturing. This section appropriates \$3 billion to the Secretary of Energy for the costs of providing direct loans under Energy Independence and Security Act section 136, known as the Advanced Technology Vehicles Manufacturing program, to produce advanced technology</p> |



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| | | | medium and heavy-duty vehicles, trains or locomotives, maritime vessels, aircraft, or hyperloop technology. This section also removes the cap on the amount of direct loans the Secretary can issue under this program. |
| | 20. Department of Transportation – Office of Research and Technology (R&D) <ul style="list-style-type: none"> 20.1: Increase funding to \$20 million for FY2020 | Similar program: Increase funding for the University Transportation Centers by \$95M. This funding supports the University Transportation Centers (UTC) Program, which advances the state-of-the-art in transportation research and technology. | |
| | 21. Create an Interagency Task Force on Advanced Transportation Systems and Technologies | | |
| | 22. Support the Deployment of Electric Vehicles <ul style="list-style-type: none"> 22.1: Adjust the Section 30D Plug-in Electric Vehicle Tax Credit to support greater access to electric vehicles and remain a critical | See Infrastructure Investment Jobs Act column and Recommendation 15 row for a similar program. | Section 136401. Refundable new qualified plug-in electric drive motor vehicle credit for individuals. This provision provides |



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| | <p>enabler of EV markets until they reach viability</p> <ul style="list-style-type: none"> • 22.2: Reinstate the Alternative Fuels Tax Credit and amend the credit to include electricity as an alternative fuel | | <p>for a refundable income tax credit for new qualified plug-in electric drive motor vehicles placed into service by the taxpayer during the taxable year. The credit is limited to one vehicle per-taxpayer per-taxable year. This provision is made effective beginning after December 31, 2021, replacing section 30D, the plug-in electric drive motor vehicles credit.</p> <p>Section 136402. Credit for previously-owned qualified plug-in electric drive motor vehicles. The provision creates a new refundable credit for the purchase of used battery and fuel-cell electric cars after date of enactment through 2031. Buyers can claim a base credit of \$2,000 for the purchase of</p> |



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| | | | <p>qualifying used EVs, with an additional \$2,000 based on battery capacity. The credit is capped at the lesser of \$4,000 or 50% of the sale price.</p> <p>Section 136403. Credit for qualified commercial electric vehicles. This provision creates a new credit for qualified commercial electric vehicles placed into service by the taxpayer.</p> |
| | <p>23. Renewable Fuel Standard</p> <ul style="list-style-type: none"> 23.1: Ensure the EPA acts on applications for renewable electricity under the Renewable Fuel Standard | | |
| | <p>24. Support Active Modes</p> <ul style="list-style-type: none"> 24.1: Reinstate the Bicycle Commuter Tax Benefit. | <p>Similar program: Sec. 11133. Bicycle transportation and pedestrian walkway. Provides a definition for the class 1, 2, and 3 electric bicycles and the addition of micro-mobility as an eligible</p> | <p>Similar program: Section 136406. Reinstatement and expansion of employer provided fringe benefits for bicycle commuting. This provision</p> |



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| | | <p>use of funds for construction of walkways and bicycle transportation facilities</p> | <p>eliminates the temporary suspension of the exclusion for qualified bicycle commuting benefits and increases the maximum benefit from \$20 per month to \$81 per month.</p> <p>Section 136407. Credit for certain new electric bicycles. This provision provides for a 30% refundable tax credit for qualified electric bicycles placed into service before January 1, 2026.</p> |