

NCTCOG FACT SHEET

May 2022

QUICK TAKE

What:

The Infrastructure Investment and Jobs Act

Details:

The Infrastructure Investment and Jobs Act was signed into law on November 15, 2021, and totals \$1.2 trillion. The law funds Federal-aid highways, highway safety programs, transit programs and other transportation programs with \$567.5 billion through Fiscal Year 2026.

Significance:

The passage of this five-year infrastructure bill ensures funding for roads, bridges, rail, transit, ports, airports, the electric grid, water system and newer efforts such as the expansion of electric vehicle charging stations. New infrastructure elements include funding for the electric grid, water system, and increased broadband access.

By the Numbers:

\$32.9 billion

The funding Texas will receive over five years for highways, transit and other related transportation projects.

5-Year Authorization Law Provides \$567.5B for Transportation

On November 15, 2021, President Joe Biden signed into law the Infrastructure Investment and Jobs Act, or IIJA. This new Bipartisan Infrastructure Law is intended to rebuild and improve roads, bridges, rails, ports, airports and more. This five-year bill replaced the Fixing America's Surface Transportation Act, or the FAST Act, which expired in 2020 was extended through FY2021.

The legislation provides states with \$351 billion for highways over five years with funding from the Highway Trust Fund and General Fund. Texas is projected to receive almost \$28 billion for federal-aid highway apportioned programs and \$537 million for bridge replacement and repairs over five years.

The IIJA authorizes more than a 40% increase over the FAST Act in guaranteed funding for public transportation. These funds are for local buses, subways, commuter rail, light rail, paratransit and ferries. Texas expects to receive \$3.3 billion over five years to improve public transportation options across the state, including \$450 million to the Texas Department of Transportation for rural transit expansion.

Comparison of FAST Act and IIJA

	FAST Act	IIJA
Length	5 years	5 years
Funding	\$305 billion	\$567.5 billion
Average Annual Funding	\$61 billion	\$113.4 billion
Total Highway Funding	\$226.3 billion	\$351.3 billion
Total Transit Funding	\$61.1 billion	\$91.1 billion

This table compares key transportation funding categories between the FAST Act and IIJA. The FAST Act expired in 2020 and was extended through 2021.

The IIJA expands on existing funding programs, including an increase in the amount of funding set aside within the Surface Transportation Block Grant Program (STBG); it adds new eligibilities to STBG to include construction of wildlife crossing structures, electric vehicle charging infrastructure and vehicle-to-grid infrastructure. The law increases funding for the Transportation Alternatives (TA) Program, which funds bicycle and pedestrian projects through a 10% set-aside of the STBG. It also includes changes that direct more funding to local communities.

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Also included is a 10% increase for Congestion Mitigation and Air Quality (CMAQ) funds. The legislation broadens CMAQ project eligibility to include more projects such as micro-mobility, diesel engine replacement, zero-emission vehicles and places greater priority on funding to minority or low-income populations. CMAQ provides funds for transportation projects designed to reduce traffic congestion and improve air quality, particularly in areas that do not attain national air quality standards.

The bill authorizes \$2.5 billion from the Highway Trust Fund over five years for a new competitive grant program to build out alternative fuel corridors, electric vehicle charging infrastructure and alternative fueling infrastructure in communities across the country. Texas is expected to receive \$408 million over five years to support the expansion of the state’s EV network. The bill also includes \$5 billion for a new Electric Vehicle Formula Program to build electric vehicle charging infrastructure.

New Highway and Transit Programs

Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) Program

A new formula-funded grant program that will distribute \$7.3 billion in grants over five years. Additionally, \$1.4 billion in competitive discretionary grants are available to help states and local agencies improve the resilience of transportation infrastructure. State funds from the PROTECT program can be spent on resilience improvements, community resilience, evacuation routes and at-risk coastal infrastructure.

Carbon Reduction Program

This formula program in the new infrastructure law will require states to develop a carbon reduction strategy within two years. This program will invest in projects that support a reduction in transportation emissions, such as transportation electrification, EV charging, public transportation, bicycle and walking corridors, infrastructure to support congestion pricing, port electrification and diesel engine retrofit programs. Texas is expected to receive \$642 million over five years.

EV Charging Infrastructure

Establishes a new grant program for alternative fuel corridors, as well as a National Electric Vehicle Formula Program to provide additional funding to states to deploy EV charging infrastructure.

Bridge Investment Program

Establishes a new bridge investment program to award competitive grants for projects that improve the condition of bridges. Texas is expected to receive \$537.2 million over five years for a bridge replacement, rehabilitation, preservation, protection and reliability.

Railroad Crossing Elimination Program

A new grant program for projects that make improvements to highway and at-grade rail crossings.

The Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program

A new grant program designed to support state, local, or community demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.

Federal-Aid Highway Programs (Formula)	IIJA 5-Year Funding	% Increase
National Highway Performance Program	\$148B	27%
Surface Transportation Block Grant Program	\$72B	24%
Highway Safety Improvement Program	\$15.6B	34%
(New) Carbon Reduction Program	\$6.4B	n/a
(New) PROTECT Program	\$7.3B	n/a
Congestion Mitigation Air Quality (CMAQ)	\$13.2B	10%
National Freight Program	\$7.2B	13%
STBG Set-Aside (Transportation Alternatives)	\$7.2B	71%
Metropolitan Planning (Highway)	\$2.3B	32%
Metropolitan Planning (Transit)	\$0.8B	42%

