

# INFRASTRUCTURE INVESTMENT & JOBS ACT

Analysis & Timeline of ARTBA Leadership  
on the Road to Reauthorization



Transportation Makes America Work



American Road  
& Transportation  
Builders Association



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# ADVOCACY IN ACTION

**Coalition leadership ... policy analysis ... empirical reports ... digital communications and advertising ... economic analyses ... state and local group partnerships ... grassroots activism ... direct lobbying ... and innovative advocacy tools.**



2022 ARTBA Chairman  
Ward Nye



ARTBA President &  
CEO Dave Bauer

**Each of these—and more—were core components of the unique and unrelenting campaign the American Road & Transportation Builders Association (ARTBA) deployed to help secure generational increases in federal transportation investment.**

President Joseph R. Biden on Nov. 15, 2021, signed a new law that provides record investments to improve America’s transportation infrastructure systems.

ARTBA’s road to this outcome began in July 2016 at Caterpillar’s Illinois headquarters. Launched by Chairman David Zachry (Zachry Corporation), the “Project 2019” Task Force, chaired by Ward Nye (Martin Marietta) and Rob Charter (Caterpillar), brought together 25 leading industry executives over two days to explore opportunities for helping ensure a significant increase in federal highway and public transit investment.

ARTBA Chairman Bob Alger (Lane Construction) took the next step in January 2019 with creation of a Fixing America’s Surface Transportation (FAST) Act Reauthorization Task Force, co-chaired by Paula Hammond (WSP USA) and Tim Duit (Duit Construction). Its charge: develop a legislative and regulatory policy blueprint for the next surface transportation bill. In three months, the diverse group, representing several generations of association leaders, produced a consensus—and forward-looking—32-page report of policy recommendations. Many of them were incorporated into the Infrastructure Investment & Jobs Act (IIJA).

Nearly half of the IIJA’s \$1 trillion will be dedicated to highway, bridge, and public transportation improvements. It also includes a five-year surface

transportation reauthorization. The highway and public transit investment increases in year one: 38 percent and 73 percent, respectively.

The IIJA contains ARTBA-championed reforms to speed up project delivery, facilitate efficient goods movement, enhance worker safety, and preserve state flexibility in the pursuit of mobility solutions.

We are pleased to provide this report about what the IIJA will mean for the transportation construction industry over the next decade, and how ARTBA and its state contractor chapters and members contributed to the monumental achievement for our nation.

Thirty-two Republicans joined 265 Democrats in the U.S. Senate and House of Representatives in voting for the IIJA. Few, if any, major new laws could garner such bipartisan support, particularly in the current divided political climate.

There is much work ahead for ARTBA and the transportation construction industry in helping ensure the IIJA’s investment levels are realized in the annual appropriations process and its policy reforms are implemented as intended.

Anyone in search of public policy perfection should not look to federal legislation. The real litmus test should be if a law will help move America forward. In the case of the IIJA, the answer is an unequivocal “yes.”

# Analysis: Infrastructure Investment & Jobs Act



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## EXECUTIVE SUMMARY

The Infrastructure Investment & Jobs Act (IIJA) includes the largest increase in federal highway and public transportation investment in more than 50 years.

It offers an unprecedented opportunity to repair and modernize every state's transportation system and is the culmination of years of advocacy leadership by ARTBA's members and D.C.-based professional staff. The IIJA will facilitate important physical infrastructure improvements aimed at strengthening the safe and efficient movement of people and products. According to a September 2021 analysis by IHS Markit, the increased highway and transit investment levels will add nearly \$500 billion to U.S. GDP by 2027.

At the core of the new law is a five-year reauthorization of the federal surface transportation program and \$450 billion for highway, bridge, public transportation, and safety improvements—more than half of the IIJA's total investments.

The law includes significant and long-time ARTBA- and industry-championed policy improvements, including:

- streamlined project delivery and environmental approval advancements, such as the codification of the "One Federal Decision" executive order;
- increased investments in safety, research, and education programs; and
- expanded access to Private Activity Bonds for highway and intermodal projects.

Rather than generating new highway user fee revenue to pay for its investment increases, the IIJA transfers \$118 billion from the General Fund to support its surface transportation commitments over the next five years.

The IIJA also expands five-year investments in:

- railways: \$66 billion
- water infrastructure: \$55 billion
- airports: \$25 billion
- multi-modal projects: \$19 billion
- ports and marine highways: \$17 billion

It also supports other non-transportation infrastructure priorities, such as broadband, energy, and environmental programs.

Congressional engagement on major bipartisan infrastructure legislation began in 2019, when the Senate Environment & Public Works (EPW) Committee drafted, and unanimously approved, America’s

Transportation Infrastructure Act (ATIA), which proposed major highway and bridge investment increases and featured important project delivery reforms.

ARTBA Chairman Steve McGough (HCSS) testified before the EPW Committee in June 2020 in support of ATIA and highlighted the role transportation infrastructure plays as an economic engine. ATIA did not receive consideration by the full Senate, but the work done by the EPW Committee served as the foundation of the IIJA’s surface transportation reauthorization.

ARTBA and its members have been dogged in the pursuit of significant surface transportation investment increases and weren’t knocked off course even in the fog of the COVID-19 pandemic. The association’s volunteer leaders, state contractor chapter affiliates and D.C.-based government affairs team participated in thousands of meetings on Capitol Hill, in district offices, and project site visits across the country. Such grassroots activism was an essential factor affecting the final legislative outcome.

**Breakdown of \$852 Billion in Guaranteed Funding in the Infrastructure Investment & Jobs Act**

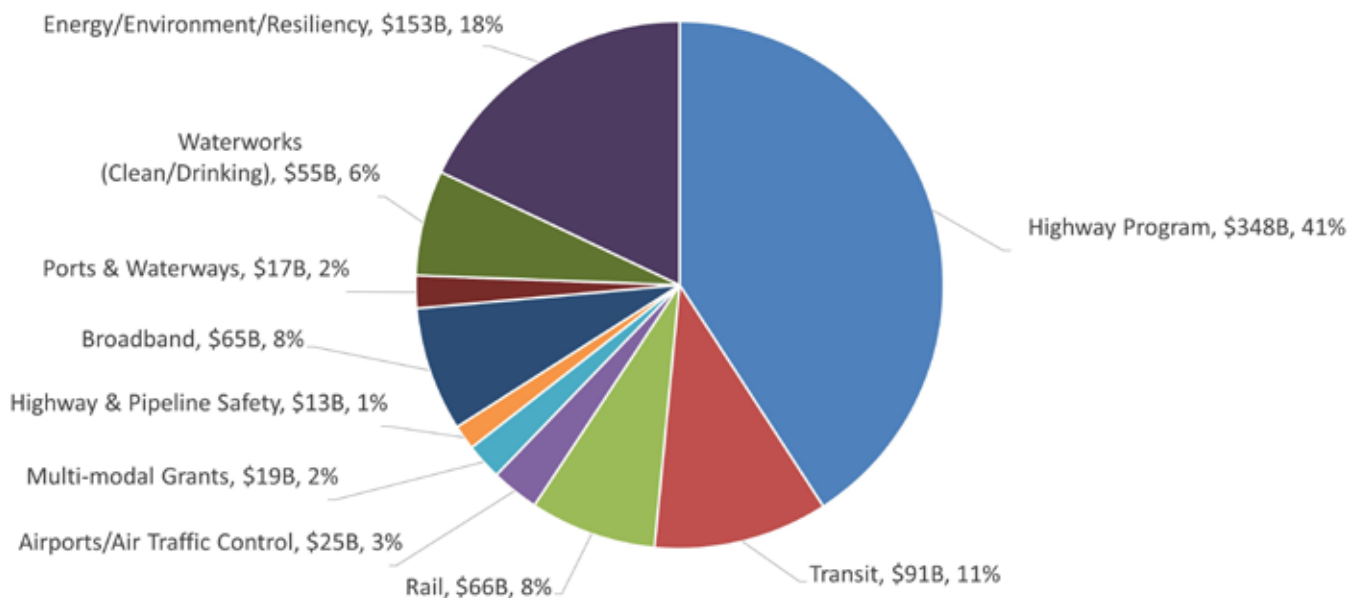




Photo: Shutterstock

## HIGHWAYS

The IIJA includes a five-year reauthorization of the federal highway program and invests \$347.6 billion in highway and bridge improvements through FY 2026. This record level of support begins with a year one 38 percent increase, which grows with inflation in subsequent years.

The new law's investment levels, however, are not the only measure of its potential impacts. The history of the federal highway program has been one in which the federal government provides resources and broad goals for the utilization of those funds, and states and other project owners make individual project decisions. The IIJA largely maintains that institutional partnership.

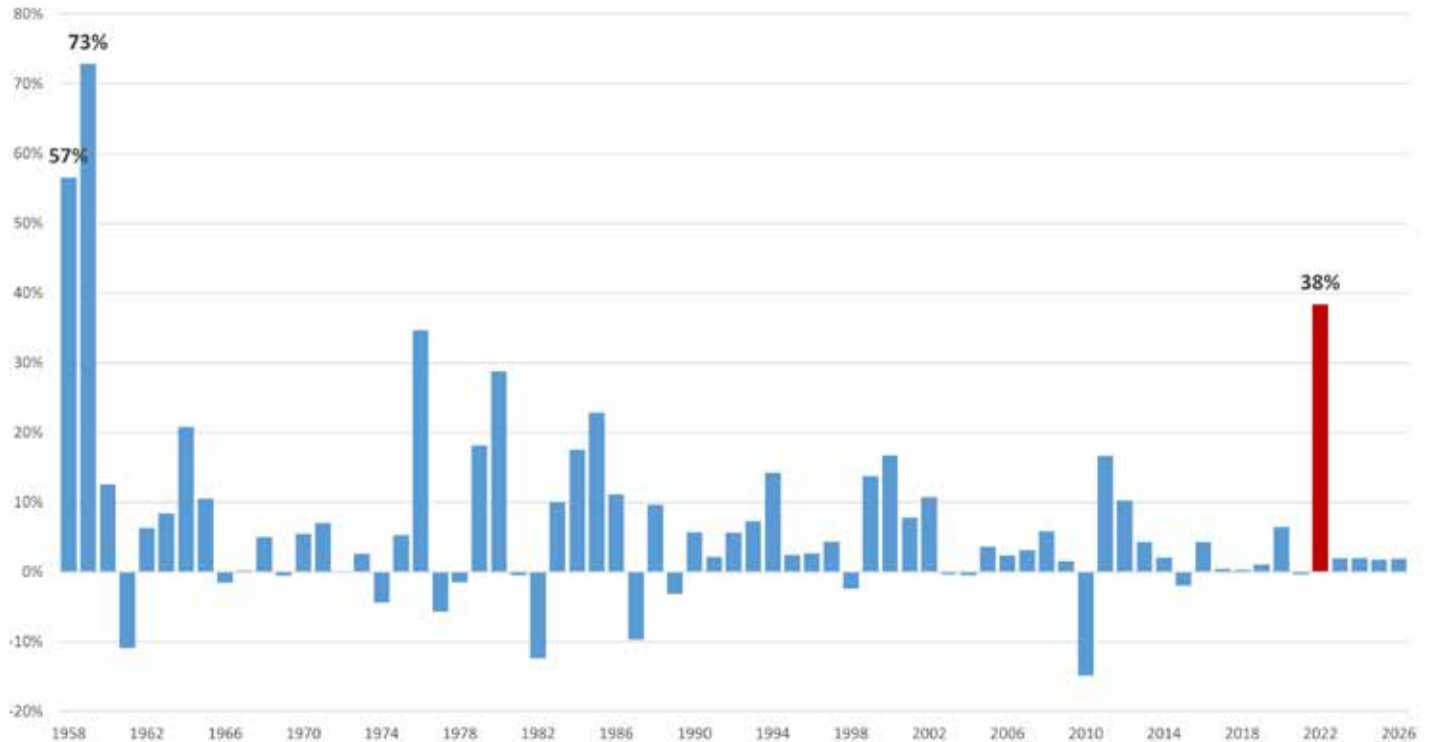
In fact, 87 percent of federal highway funds over the next five years will be distributed annually to the states by formula. The remaining resources will largely be controlled by the U.S. Department of Transportation (DOT) and will be awarded through a series of discretionary grant programs and federal, tribal and research programs.

**State Formula Funds Under FAST Act (FY 2021) and IIJA (in millions)**

State	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	IIJA Total (FY2022-2026)	IIJA Average
Alabama	\$830.5	\$1,066.0	\$1,086.1	\$1,106.6	\$1,127.5	\$1,148.8	\$5,534.9	\$1,106.98
Alaska	\$548.9	\$719.8	\$733.0	\$746.6	\$760.4	\$774.5	\$3,734.3	\$746.87
Arizona	\$801.0	\$1,029.6	\$1,049.0	\$1,068.8	\$1,088.9	\$1,109.5	\$5,345.8	\$1,069.16
Arkansas	\$566.8	\$752.5	\$766.2	\$780.2	\$794.4	\$809.0	\$3,902.3	\$780.45
California	\$4,018.0	\$5,788.3	\$5,885.5	\$5,984.7	\$6,085.9	\$6,189.1	\$29,933.5	\$5,986.69
Colorado	\$592.1	\$772.8	\$787.1	\$801.8	\$816.7	\$831.9	\$4,010.3	\$802.06
Connecticut	\$549.8	\$788.2	\$801.5	\$815.0	\$828.9	\$843.0	\$4,076.5	\$815.31
Delaware	\$185.2	\$272.6	\$277.1	\$281.7	\$286.4	\$291.1	\$1,408.9	\$281.78
Dist. of Col.	\$174.7	\$259.7	\$263.9	\$268.3	\$272.7	\$277.1	\$1,341.7	\$268.35
Florida	\$2,074.1	\$2,598.6	\$2,648.8	\$2,700.0	\$2,752.3	\$2,805.6	\$13,505.3	\$2,701.07
Georgia	\$1,413.5	\$1,782.6	\$1,816.8	\$1,851.7	\$1,887.3	\$1,923.6	\$9,262.0	\$1,852.39
Hawaii	\$185.2	\$295.4	\$299.9	\$304.5	\$309.1	\$313.9	\$1,522.8	\$304.55
Idaho	\$313.1	\$429.9	\$437.5	\$445.2	\$453.1	\$461.1	\$2,226.8	\$445.36
Illinois	\$1,556.4	\$2,187.9	\$2,225.6	\$2,264.0	\$2,303.2	\$2,343.2	\$11,324.1	\$2,264.81
Indiana	\$1,043.1	\$1,362.4	\$1,387.6	\$1,413.4	\$1,439.6	\$1,466.4	\$7,069.4	\$1,413.89
Iowa	\$538.0	\$747.7	\$760.7	\$774.0	\$787.5	\$801.4	\$3,871.3	\$774.26
Kansas	\$413.7	\$553.5	\$563.6	\$573.8	\$584.2	\$594.8	\$2,869.8	\$573.97
Kentucky	\$727.4	\$981.8	\$999.4	\$1,017.3	\$1,035.6	\$1,054.3	\$5,088.4	\$1,017.68
Louisiana	\$768.3	\$1,147.1	\$1,165.7	\$1,184.6	\$1,204.0	\$1,223.7	\$5,925.0	\$1,185.01
Maine	\$202.1	\$293.4	\$298.3	\$303.3	\$308.4	\$313.6	\$1,516.9	\$303.39
Maryland	\$657.9	\$890.6	\$906.5	\$922.7	\$939.3	\$956.2	\$4,615.4	\$923.07
Massachusetts	\$664.9	\$1,042.5	\$1,058.6	\$1,075.0	\$1,091.7	\$1,108.8	\$5,376.6	\$1,075.32
Michigan	\$1,152.6	\$1,529.5	\$1,557.4	\$1,585.8	\$1,614.8	\$1,644.4	\$7,931.9	\$1,586.38
Minnesota	\$713.9	\$937.9	\$955.2	\$972.8	\$990.8	\$1,009.2	\$4,866.0	\$973.19
Mississippi	\$529.5	\$695.8	\$708.7	\$721.7	\$735.1	\$748.7	\$3,610.0	\$721.99
Missouri	\$1,036.4	\$1,370.8	\$1,395.9	\$1,421.5	\$1,447.6	\$1,474.2	\$7,109.9	\$1,421.97
Montana	\$449.2	\$597.1	\$608.0	\$619.1	\$630.4	\$641.9	\$3,096.6	\$619.32
Nebraska	\$316.4	\$434.0	\$441.6	\$449.4	\$457.4	\$465.5	\$2,248.0	\$449.59
Nevada	\$397.5	\$533.7	\$543.3	\$553.1	\$563.1	\$573.3	\$2,766.4	\$553.29
New Hampshire	\$180.9	\$267.3	\$271.7	\$276.2	\$280.7	\$285.4	\$1,381.4	\$276.28
New Jersey	\$1,093.0	\$1,573.0	\$1,599.4	\$1,626.4	\$1,654.0	\$1,682.0	\$8,134.9	\$1,626.97
New Mexico	\$402.0	\$539.2	\$548.9	\$558.8	\$569.0	\$579.3	\$2,795.2	\$559.03
New York	\$1,837.6	\$2,637.1	\$2,681.6	\$2,727.0	\$2,773.2	\$2,820.4	\$13,639.4	\$2,727.87
North Carolina	\$1,141.7	\$1,494.8	\$1,522.5	\$1,550.7	\$1,579.4	\$1,608.7	\$7,756.1	\$1,551.23
North Dakota	\$271.8	\$379.1	\$385.7	\$392.4	\$399.2	\$406.2	\$1,962.6	\$392.52
Ohio	\$1,467.4	\$1,900.5	\$1,936.0	\$1,972.2	\$2,009.2	\$2,046.9	\$9,864.7	\$1,972.93
Oklahoma	\$694.3	\$906.8	\$923.6	\$940.8	\$958.3	\$976.1	\$4,705.6	\$941.12
Oregon	\$547.2	\$726.3	\$739.5	\$753.0	\$766.8	\$780.9	\$3,766.5	\$753.29
Pennsylvania	\$1,796.2	\$2,535.0	\$2,578.5	\$2,622.9	\$2,668.1	\$2,714.2	\$13,118.7	\$2,623.74
Rhode Island	\$239.4	\$342.7	\$348.5	\$354.4	\$360.4	\$366.6	\$1,772.6	\$354.51
South Carolina	\$733.1	\$956.0	\$973.7	\$991.8	\$1,010.3	\$1,029.1	\$4,960.8	\$992.17
South Dakota	\$308.7	\$424.5	\$432.0	\$439.6	\$447.4	\$455.3	\$2,198.8	\$439.75
Tennessee	\$925.1	\$1,197.6	\$1,220.0	\$1,242.8	\$1,266.1	\$1,289.9	\$6,216.3	\$1,243.26
Texas	\$4,270.4	\$5,356.8	\$5,460.2	\$5,565.6	\$5,673.2	\$5,782.9	\$27,838.8	\$5,567.75
Utah	\$380.1	\$512.3	\$521.5	\$530.9	\$540.4	\$550.2	\$2,655.3	\$531.06
Vermont	\$222.2	\$318.1	\$323.5	\$329.0	\$334.6	\$340.3	\$1,645.5	\$329.09
Virginia	\$1,114.0	\$1,476.8	\$1,503.7	\$1,531.2	\$1,559.3	\$1,587.9	\$7,658.9	\$1,531.79
Washington	\$742.1	\$1,033.2	\$1,051.2	\$1,069.5	\$1,088.2	\$1,107.3	\$5,349.5	\$1,069.90
West Virginia	\$478.4	\$689.4	\$701.0	\$712.8	\$724.8	\$737.1	\$3,565.1	\$713.02
Wisconsin	\$823.7	\$1,057.5	\$1,077.5	\$1,097.8	\$1,118.6	\$1,139.7	\$5,491.1	\$1,098.23
Wyoming	\$280.5	\$389.7	\$396.5	\$403.5	\$410.5	\$417.7	\$2,018.0	\$403.60
<b>Apportioned Total</b>	<b>\$43,369.8</b>	<b>\$58,575.3</b>	<b>\$59,625.1</b>	<b>\$60,695.9</b>	<b>\$61,788.0</b>	<b>\$62,902.0</b>	<b>\$303,586.3</b>	<b>\$60,717.27</b>

*Includes the following programs where funds will be distributed to states and Washington, D.C., by formula: federal-aid highway core program, bridge formula program, and national electric vehicle formula program.*

## Annual Percentage Increase in Nominal Highway Funding



### State-Focused, Recurring Investments

The IIJA maintains the five core highway formula categories that have existed since 2015 and creates a new initiative that will provide every state with dedicated funding for bridge improvements. The combined impact of these instruments will be disbursing \$58.6 billion among the states in 2022 increasing to \$62.9 billion in 2026. By comparison, states received \$43.4 billion in formula funds in FY 2021.

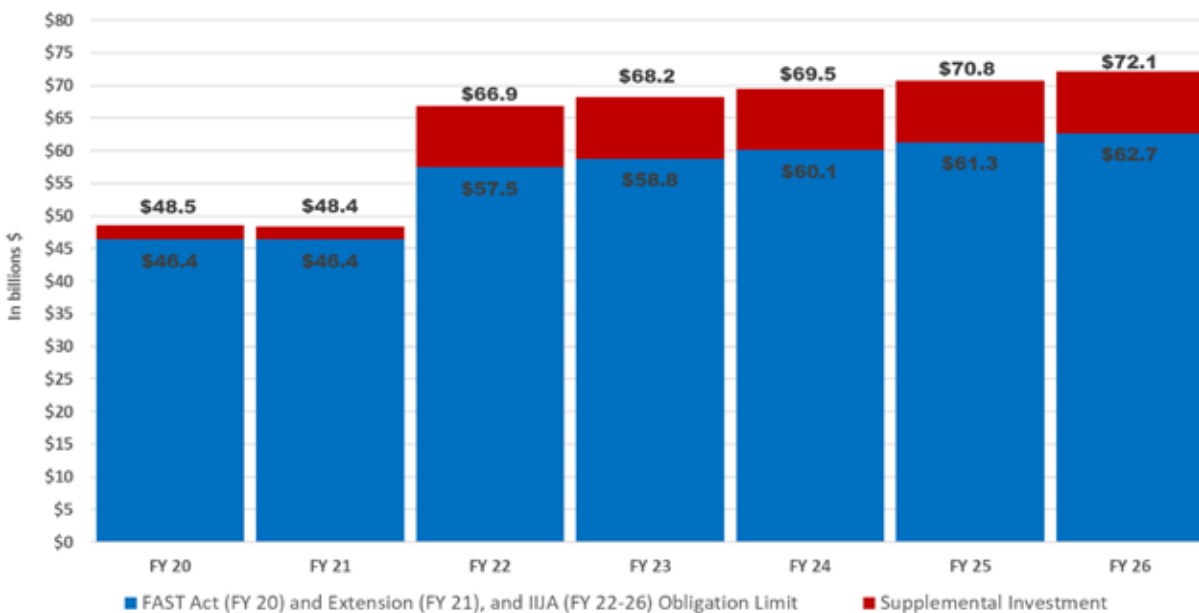
Formula funds, regardless of the category, require a modest cost-sharing match (typically 20 percent). In the history of the federal program, no state has been unable to use their apportioned funds.

A summary of the key **formula initiatives** and resource levels is below:

- **National Highway Performance Program (NHPP), \$144.8 billion over five years:** features new eligibility for states to invest in resiliency against natural disasters, cybersecurity threats, and underground utility work.
- **Surface Transportation Block Grant Program, \$72 billion over five years:** increases the percentage of resources set-aside for the Transportation Alternatives Program from 7.5 percent to 10 percent. Retains existing eligibilities and allows states to use funds for electric vehicle (EV) charging infrastructure, intelligent and emerging transportation technology projects, wildlife crossings, resiliency and cybersecurity, and waterfront infrastructure.

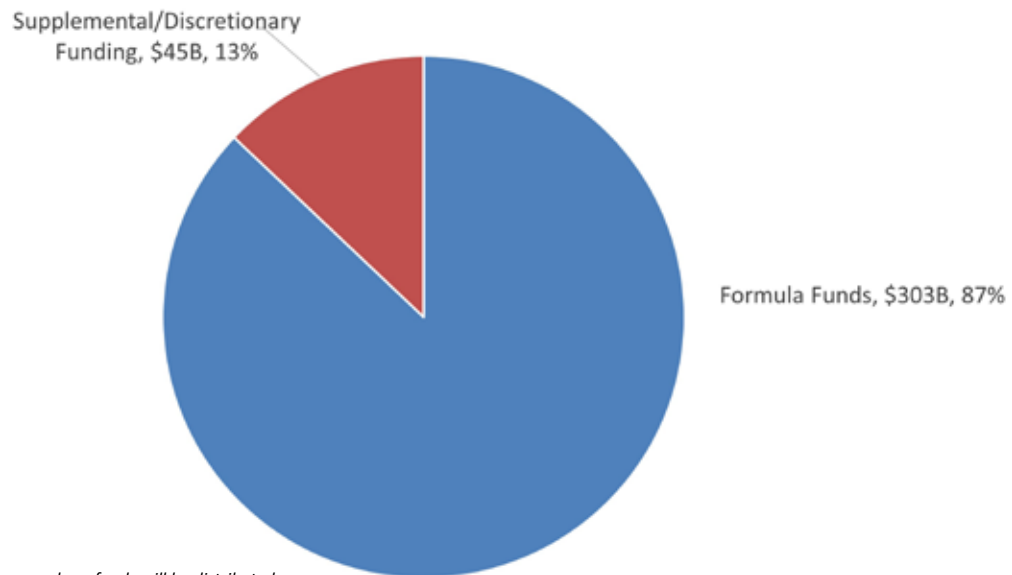
- **Bridge Construction Program (NEW), \$27.5 billion over five years:** creates a rehabilitation and construction program to repair bridges on the National Highway System. Resources are delivered via a formula calculated based on bridge conditions in each state. Funding for this program comes from the General Fund and not the Highway Trust Fund (HTF).
- **Highway Safety Improvement Program (HSIP), \$15.6 billion over five years:** extends the use of HSIP funds to non-physical improvement programs, including driver behavior campaigns. The revised HSIP emphasizes significant safety enhancements for “vulnerable road users,” including pedestrians, cyclists, and persons with disabilities, but still leaves decision-making authority with the states.
- **Congestion Mitigation and Air Quality (CMAQ), \$13.2 billion over five years:** expands CMAQ eligibility to include marine projects (i.e., lock and dam modernization projects and marine highway improvements) that are connected to the federal-aid highway system, “micro-mobility” projects such as scooters and bike-share systems, as well as the purchase of zero-emission medium and heavy-duty vehicles and charging equipment. The IIJA allows U.S. DOT to assist metropolitan planning organizations in tracking emissions reduction progress in disadvantaged communities as part of a performance plan.
- **National Highway Freight Program (NHFP), \$7.2 billion over five years:** states may use up to 30 percent of NHFP funds on multi-modal projects, an increase from 10 percent. New use of funds includes rural freight networks, lock, dam, and marine highway assets—if they are likely to reduce on-road emissions.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Grant Program (NEW), \$7.3 billion over five years:** establishes both a formula and discretionary program aimed at rewarding states that enhance the resiliency of transportation infrastructure and make plans for future improvements. The \$7.3 billion in formula funding can be directed to projects that protect coastal infrastructure, improve evacuation routes, and other resiliency efforts.

**Federal Highway Program Obligation Limitation Under FAST Act, IIJA, and Supplemental Investment**



Source: FHWA and Senate Infrastructure Investment and Jobs Act.

## Breakdown of \$348 Billion IIJA Highway Funding



*Includes the following programs where funds will be distributed to states by formula: federal-aid highway core program, bridge formula program, and national electric vehicle formula program.*

- **Carbon Reduction Program (NEW), \$6.4 billion over five years:** provides resources to reduce transportation-related emissions. Diesel engine retrofit projects and projects aimed at reducing the environmental and community impacts of freight movement are eligible. Only states participating in the program will be required to submit carbon reduction strategies to the U.S. DOT, with the first state report due two years after the IIJA's enactment.
- **National Electric Vehicle Formula Program (NEW), \$5 billion over five years:** provides funding to states to build out EV charging infrastructure and to establish an interconnected network to facilitate access and reliability for zero-emission vehicles.

### Project-Focused National Grants

The IIJA continues the long-standing practice of reserving a portion of annual highway funds for U.S. DOT control. While some of these resources are directed to federal, territory, tribal and research programs, the vast majority are distributed through a series of existing and new programs focused on specific national challenges. Under this construct, applicants submit proposals to the department and awards are determined through a variety of competitive factors.

The IIJA provides the U.S. DOT with purview over \$8.6 billion in resources in FY 2022 and that amount grows to \$9.5 billion by FY 2026. By comparison, the department had discretion over \$4.8 billion in grant programs during FY 2021.

Discretionary programs may or may not require a project owner contribution. Uncommitted grant funds are typically redistributed to all states based on the overall highway distribution formula and a state's ability to meet any cost-sharing requirements.

A summary of the IJJA's **major discretionary** project support categories and funding availability is below:

- **Nationally Significant Freight and Highway Projects (NSFHP), \$8 billion over five years:** allows the U.S. DOT to use up to 30 percent of annual funding for multi-modal projects, up from 10 percent. It broadens eligibility to resiliency, wildlife crossings, freight-related waterway, and international border projects. New transparency provisions in the selection process for NSFHP are also included.
- **Bridge Investment Program (NEW), \$12.5 billion over five years:** directs resources from the HTF (\$3.3 billion over five years) and General Fund (\$9.2 billion over five years) to repair and replace bridges. Projects must total at least \$2.5 million, and each state is guaranteed at least one project.
- **Charging and Fueling Infrastructure Grants (NEW), \$2.5 billion over five years:** creates a grant program to assist in the build out of EV and alternative fuel infrastructure.
- **Rural Surface Transportation Grant Program (NEW), \$2 billion over five years:** directs at least 25 percent of the resources to improvements on the Appalachian Development Highway System, and 90 percent must go to projects of at least \$25 million.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Grant Program (NEW), \$1.4 billion over five years:** the discretionary portion of this program intends to support states that enhance the resiliency of transportation infrastructure and make plans for future improvements. Resources are directed to projects that protect coastal infrastructure, improve evacuation routes, and other resiliency efforts.
- **Appalachian Development Highway System (ADHS), \$1.25 billion over five years:** The ADHS was established in 1965 to connect a series of highways to the Interstate Highway System in the Appalachian Mountain region.



Photo: Shutterstock

**HIGHWAY AUTHORIZATIONS UNDER THE AMENDMENT IN THE NATURE OF A SUBSTITUTE TO H.R. 3684 AS PASSED BY THE SENATE  
(INFRASTRUCTURE INVESTMENT & JOBS ACT)**

<i>(From the HTF HA Unless Otherwise Indicated) (In Dollars)</i>	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	5-Year Total	5-Year Average
<b>Estimated State-Focused Formula Programs (CA)</b>								
Federal-aid Highway Program	44,064,294,311	52,488,065,375	53,537,826,683	54,608,583,217	55,700,754,881	56,814,769,844	273,150,000,000	54,630,000,000
National Highway Performance Program 1/	[24,894,567,928]	[28,439,442,345]	[29,008,231,188]	[29,588,395,810]	[30,180,163,727]	[30,783,766,930]	[148,000,000,000]	[29,600,000,000]
Surface Transportation Block Grant Program 2/	[12,005,879,753]	[13,835,404,382]	[14,112,112,470]	[14,394,354,721]	[14,682,241,816]	[14,975,886,619]	[72,000,000,008]	[14,400,000,002]
Highway Safety Improvement Program 3/ 4/	[2,420,227,245]	[2,979,761,019]	[3,044,326,241]	[3,110,182,769]	[3,177,356,425]	[3,245,873,542]	[15,557,499,996]	[3,111,499,999]
Rail-Highway Grade Crossing Program	[295,000,000]	[245,000,000]	[245,000,000]	[245,000,000]	[245,000,000]	[245,000,000]	[1,225,000,000]	[245,000,000]
Congestion Mitigation & Air Quality Improvement Program	[2,601,261,175]	[2,536,490,803]	[2,587,220,620]	[2,638,965,032]	[2,691,744,332]	[2,745,579,213]	[13,200,000,000]	[2,640,000,000]
Metropolitan Planning	[359,801,399]	[438,121,139]	[446,883,562]	[455,821,233]	[464,937,657]	[474,236,409]	[2,280,000,000]	[456,000,000]
National Highway Freight Program	[1,487,556,811]	[1,373,932,519]	[1,401,411,169]	[1,429,439,392]	[1,458,028,180]	[1,487,188,740]	[7,150,000,000]	[1,430,000,000]
Carbon Reduction Program		[1,233,656,891]	[1,258,330,028]	[1,283,496,627]	[1,309,166,561]	[1,335,349,891]	[6,419,999,998]	[1,284,000,000]
PROTECT Grants - Formula		[1,402,756,277]	[1,430,811,405]	[1,459,427,633]	[1,488,616,183]	[1,518,388,500]	[7,299,999,998]	[1,460,000,000]
Bridge Formula Program GF	1,080,000,000	5,500,000,000	5,500,000,000	5,500,000,000	5,500,000,000	5,500,000,000	27,500,000,000	5,500,000,000
National Electric Vehicle Formula Program GF		1,000,000,000	1,000,000,000	1,000,000,000	1,000,000,000	1,000,000,000	5,000,000,000	1,000,000,000
<b>Total, State-Focused Formula Programs</b>	<b>45,144,294,311</b>	<b>58,988,065,375</b>	<b>60,037,826,683</b>	<b>61,108,583,217</b>	<b>62,200,754,881</b>	<b>63,314,769,844</b>	<b>305,650,000,000</b>	<b>61,130,000,000</b>
<b>Estimated Project-Focused National Grants and Other Programs (CA)</b>								
TIFIA	300,000,000	250,000,000	250,000,000	250,000,000	250,000,000	250,000,000	1,250,000,000	250,000,000
Tribal Transportation Program	505,000,000	578,460,000	589,960,000	602,460,000	612,960,000	627,960,000	3,011,800,000	602,360,000
Federal Lands Transportation Program	375,000,000	421,965,000	429,965,000	438,965,000	447,965,000	455,965,000	2,194,825,000	438,965,000
Federal Lands Access Program	270,000,000	285,975,000	291,975,000	296,975,000	303,975,000	308,975,000	1,487,875,000	297,575,000
Territorial & Puerto Rico Highway Program	203,350,000	219,000,000	224,000,000	228,000,000	232,500,000	237,000,000	1,140,500,000	228,100,000
Nationally Significant Freight & Highway Projects HTF HA & GF	1,000,000,000	1,640,000,000	1,640,000,000	1,640,000,000	1,540,000,000	1,540,000,000	8,000,000,000	1,600,000,000
Bridge Investment Program HTF HA & GF		2,447,000,000	2,487,000,000	2,497,000,000	2,522,000,000	2,547,000,000	12,500,000,000	2,500,000,000
Congestion Relief Program		50,000,000	50,000,000	50,000,000	50,000,000	50,000,000	250,000,000	50,000,000
Charging & Fueling Infrastructure Grants		300,000,000	400,000,000	500,000,000	600,000,000	700,000,000	2,500,000,000	500,000,000
Rural Surface Transportation Grant Program		300,000,000	350,000,000	400,000,000	450,000,000	500,000,000	2,000,000,000	400,000,000
PROTECT Grants - Discretionary		250,000,000	250,000,000	300,000,000	300,000,000	300,000,000	1,400,000,000	280,000,000
Reduction of Truck Emissions at Port Facilities HTF HA & GF		80,000,000	80,000,000	80,000,000	80,000,000	80,000,000	400,000,000	80,000,000
Nationally Significant Federal Lands and Tribal Projects	100,000,000	55,000,000	55,000,000	55,000,000	55,000,000	55,000,000	275,000,000	55,000,000

**HIGHWAY AUTHORIZATIONS UNDER THE AMENDMENT IN THE NATURE OF A SUBSTITUTE TO H.R. 3684 AS PASSED BY THE SENATE  
(INFRASTRUCTURE INVESTMENT & JOBS ACT)**

<i>(From the HTF HA Unless Otherwise Indicated) (In Dollars)</i>	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	5-Year Total	5-Year Average
Highway Research & Development Program	125,000,000	147,000,000	147,000,000	147,000,000	147,000,000	147,000,000	735,000,000	147,000,000
Technology & Innovation Deployment Program	67,500,000	110,000,000	110,000,000	110,000,000	110,000,000	110,000,000	550,000,000	110,000,000
Training & Education	24,000,000	25,000,000	25,250,000	25,500,000	25,750,000	26,000,000	127,500,000	25,500,000
Intelligent Transportation Systems Program	100,000,000	110,000,000	110,000,000	110,000,000	110,000,000	110,000,000	550,000,000	110,000,000
University Transportation Centers Program HTF HA & GF	77,500,000	99,000,000	99,500,000	100,000,000	100,500,000	101,000,000	500,000,000	100,000,000
Bureau of Transportation Statistics	26,000,000	26,000,000	26,250,000	26,500,000	26,750,000	27,000,000	132,500,000	26,500,000
Wildlife Crossings Pilot Program		60,000,000	65,000,000	70,000,000	75,000,000	80,000,000	350,000,000	70,000,000
Prioritization Process Pilot Program		10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	50,000,000	10,000,000
Reconnecting Communities Pilot Program HTF HA & GF		195,000,000	198,000,000	200,000,000	202,000,000	205,000,000	1,000,000,000	200,000,000
FHWA Administrative Expenses	480,797,689	490,964,697	500,783,991	510,799,671	521,015,664	531,435,977	2,555,000,000	511,000,000
Construction of Ferry Boats and Ferry Terminal Facilities HTF HA & GF	80,000,000	178,400,000	180,400,000	182,400,000	184,400,000	186,400,000	912,000,000	182,400,000
Appalachian Development Highway System GF	100,000,000	250,000,000	250,000,000	250,000,000	250,000,000	250,000,000	1,250,000,000	250,000,000
Other Supplemental Programs GF	21,000,000							
<b>Total, Project-Focused National Grants and Other Programs</b>	<b>3,855,147,689</b>	<b>8,578,764,697</b>	<b>8,820,083,991</b>	<b>9,080,599,671</b>	<b>9,206,815,664</b>	<b>9,435,735,977</b>	<b>45,122,000,000</b>	<b>9,024,400,000</b>
<b>Additional General Fund Authorizations, Subject to Future Appropriations</b>	<b>210,000,000</b>	<b>2,679,500,000</b>	<b>2,821,500,000</b>	<b>2,933,500,000</b>	<b>3,060,500,000</b>	<b>3,187,500,000</b>	<b>14,682,500,000</b>	<b>2,936,500,000</b>
<i>Contract Authority - Highway Account of Highway Trust Fund</i>	47,004,092,000	58,112,430,072	59,403,510,674	60,734,782,888	61,953,170,545	63,296,105,821	303,500,000,000	60,700,000,000
<i>General Fund Supplemental Appropriations</i>	2,000,000,000	9,454,400,000	9,454,400,000	9,454,400,000	9,454,400,000	9,454,400,000	47,272,000,000	9,454,400,000
<i>General Fund Subject to Appropriation</i>	210,000,000	2,679,500,000	2,821,500,000	2,933,500,000	3,060,500,000	3,187,500,000	14,682,500,000	2,936,500,000
<b>Contract Authority from the Highway Account of the Highway Trust Fund</b>	<b>47,004,092,000</b>	<b>58,112,430,072</b>	<b>59,403,510,674</b>	<b>60,734,782,888</b>	<b>61,953,170,545</b>	<b>63,296,105,821</b>	<b>303,500,000,000</b>	<b>60,700,000,000</b>
<b>Exempt from Obligation Limitation 5/</b>	<b>639,000,000</b>	<b>639,000,000</b>	<b>639,000,000</b>	<b>639,000,000</b>	<b>639,000,000</b>	<b>639,000,000</b>	<b>3,195,000,000</b>	<b>639,000,000</b>
<b>Subject to Obligation Limitation</b>	<b>46,365,092,000</b>	<b>57,473,430,072</b>	<b>58,764,510,674</b>	<b>60,095,782,888</b>	<b>61,314,170,545</b>	<b>62,657,105,821</b>	<b>300,305,000,000</b>	<b>60,061,000,000</b>
<b>Budget Authority General Fund Supplemental Appropriations</b>	<b>2,000,000,000</b>	<b>9,454,400,000</b>	<b>9,454,400,000</b>	<b>9,454,400,000</b>	<b>9,454,400,000</b>	<b>9,454,400,000</b>	<b>47,272,000,000</b>	<b>9,454,400,000</b>
<b>Budget Authority Subject to Appropriation from General Fund</b>	<b>210,000,000</b>	<b>2,679,500,000</b>	<b>2,821,500,000</b>	<b>2,933,500,000</b>	<b>3,060,500,000</b>	<b>3,187,500,000</b>	<b>14,682,500,000</b>	<b>2,936,500,000</b>
<b>Total</b>	<b>49,209,442,000</b>	<b>70,246,330,072</b>	<b>71,679,410,674</b>	<b>73,122,682,888</b>	<b>74,468,070,545</b>	<b>75,938,005,821</b>	<b>365,454,500,000</b>	<b>73,090,900,000</b>

HTF HA = Highway Trust Fund Highway Account    GF = General Fund    CA = Contract Authority

1/ Includes amount exempt from obligation limitation.    2/ Amount includes Transportation Alternatives.    3/ Amount excludes Railway-Highway Grade Crossings Program.

4/ Amount excludes \$3,500,000 takedown for safety-related programs.    5/ The table excludes \$100 million per fiscal year that is permanently authorized for emergency relief.



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## HOW IT'S PAID FOR

The IIJA does not address the HTF's revenue shortfall. Instead, it transfers \$118 billion from the federal General Fund to the HTF to cover the difference between projected outlays from its road, bridge, and transit investments and existing highway user fee revenue sources. The IIJA utilizes \$852 billion from a variety of sources to offset its investment levels, such as:

- \$205 billion in unused COVID-19 emergency funding.
- \$87 billion from past and future spectrum auctions.
- \$56 billion from projected tax revenue from infrastructure investments.
- \$53 billion from states that did not use their previously allocated unemployment insurance during the pandemic.
- \$49 billion by delaying until 2026 a Medicare prescription drug rule.
- \$28 billion from reducing potential cryptocurrency tax avoidance.
- \$6 billion from selling oil from the strategic petroleum reserve.

The IIJA extends existing motor fuels and other HTF user fees at current rates through FY 2028.

# CONTRACTING ISSUES

The IIJA contains provisions that will impact the contracting community. Among them:

- **Disadvantaged Business Enterprise (DBE) Program:** reauthorizes the current provisions of the DBE program and codifies a recent inflation-based adjustment of the annual gross receipts cap for eligible DBE firms from \$23.98 million to \$26.29 million (averaged over the firm’s last three years) and maintains the requirement for future annual adjustments.

The DBE section carries over an existing “sense of Congress” that directs the U.S. DOT to “take additional steps” and ensure state DOTs are complying with the existing rule requiring prompt payment to DBE firms. The U.S. DOT is also instructed to track complaints on this issue and make this information available publicly.

The IIJA creates an undersecretary for minority business development within the U.S. Department of Commerce, who is to coordinate federal initiatives relating to socially or economically disadvantaged businesses, including the DBE program. Biden administration officials have indicated this individual will play a key role in equity efforts across the federal government.

- **Local Hire Mandates:** allows state or local transportation agencies to implement local, geographical, or economic hiring preferences, consistent with their own state or local laws. The provision goes on to specify that such mandates do not “unduly limit competition” in the bidding for federal-aid projects. This had been the legal basis for disallowing local hire in the past.

The IIJA also instructs U.S. DOT to provide Congress with a workforce diversity report relating to pre-apprenticeship programs, barriers to employment and other topics. The department also must formulate a model plan for state and local transportation agencies, and for the private sector, to address employment diversity issues.

- **Buy America:** provisions for “domestic content procurement preferences,” including Buy America, are extensive. For many years, the Buy America law has required that steel, iron and manufactured products in federal-aid highway and transit projects be “produced in the United States,” with certain exceptions. The new law states that existing preferences for those items—along with non-ferrous metals, plastic and polymer-based products, glass, lumber, and drywall—have been inadequate. As a result, the IIJA’s Buy America section makes the following changes to law:
  - Expands Buy America to “construction materials,” which now must be “produced in the United States.” It specifies that:
    - all manufacturing processes for iron and steel products “from the initial melting stage through the application of coatings” must occur in the U.S.
    - all manufactured products must be manufactured in the U.S., and more than 55 percent of the cost of its components must be domestic, subject to some exceptions.
    - the manufacturing processes for all construction materials must occur in the U.S.
    - the White House Office of Management & Budget is to issue guidance on the above specifications.

- Importantly, “construction materials” do not include “cement and cementitious materials, aggregates such as stone, sand, or gravel, or aggregate binding agents or additives,” and are therefore still not covered by Buy America.
- While the U.S. DOT and its agencies will need to issue regulations specifying the construction materials now covered by Buy America, Congress enumerates several types of materials that will likely remain or be added to this requirement, including steel, iron, manufactured products, non-ferrous metals, plastic and polymer-based products, glass, lumber, and drywall.
- Waivers to Buy America are possible if the U.S. DOT believes compliance would be “inconsistent with the public interest” or would increase the project’s cost by at least 25 percent. There are posting and public comment requirements for proposed waivers. The department must review general waivers at least every five years. This and other provisions could affect the flexibility that has been given to the use of commercially available off-the-shelf products in projects.
- **Workforce Development:** allocates \$25 million and instructs the U.S. DOT to establish a transportation workforce outreach program, which will include public service announcements and other communications promoting career opportunities in the sector. The Transportation Research Board is to develop a workforce needs assessment for the intelligent transportation technologies and systems industry.

While existing law has allowed use of federal-aid highway funds for education and training purposes, the IIJA widens eligibility to include workforce-related partnerships with industry, economic development organizations, workforce development boards and labor groups.
- **Materials and Supply Chain:** the U.S. DOT secretary is to appoint and convene a working group to study and report on the availability and environmental impacts of common material used on projects, including aggregates.
- **Federal Lands Projects:** agencies administering projects on federal lands may utilize alternative contracting methods available to states, including bundling and design-build, among others.

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**The IIJA allocates \$25 million and instructs the U.S. DOT to establish a transportation workforce outreach program, which will include public service announcements and other communications promoting career opportunities in the sector.**

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Photo: Shutterstock

## PROJECT DELIVERY & PROCESS IMPROVEMENTS

The IIJA makes significant improvements to the transportation project review and approval process.

The IIJA's codification of "One Federal Decision" streamlines National Environmental Policy Act (NEPA) reviews in several ways:

- consolidates all permitting decisions into one single document;
- designates a federal "lead" agency that determines a schedule for the process;
- sets a goal of finalizing reviews within an average of two years; and
- requires completion of all authorization decisions for a major project within 90 days of the issuance of a record of decision. For Federal Highway Administration (FHWA) projects, this is a significant improvement over the 2020 average of more than seven years.

The IIJA directs U.S. DOT to issue an annual report detailing progress made on improving project delivery,

such as savings and identification of problem areas. It builds on the success of FHWA's NEPA delegation program, which gives federal environmental and regulatory responsibilities to interested states by reducing the number of times participating states must reapply.

The law allows more projects with limited federal resources to qualify for categorical exclusion (CE) status—the least burdensome form of NEPA approval. It also makes it easier to gain CE authorization for projects already in an existing right of way by setting a 45-day deadline for preliminary approval.

The IIJA realizes a long-time ARTBA and industry regulatory priority by reforming the transportation planning process through the elimination of "fiscal constraint" requirements for projects beyond a four-year time frame. Recognizing that states can only predict funding levels through the existing reauthorization cycle, the IIJA will give planners the flexibility to address their long-term transportation needs.



Photo: ARTBA

## SAFETY

The IIJA institutes numerous policy changes to protect “vulnerable road users,” such as pedestrians, cyclists, and people with disabilities. These include:

- **Manual on Uniform Traffic Control Devices (MUTCD):** requires updates to the MUTCD every four years and expands the focus of the MUTCD to include areas such as “vulnerable road users” and automated vehicles. The MUTCD is currently undergoing its first update in more than 11 years.
- **Safety Contingency Funds:** allow state DOTs to create contingency funds, using federal resources, to cover costs for safety enhancements prior to or during construction and renovation projects that were not anticipated when contracts were initially approved. The secretary of transportation may not require matching state resources for the safety contingency funds.
- **Rail Grade Crossings:** continues support for safety enhancements at highway rail grade crossings, including eliminating such crossings when feasible through highway construction over rail facilities.

# RESEARCH, TECHNOLOGY & EDUCATION

The IIJA allocates \$2.6 billion for various programs involved in research and technology.

- **University Transportation Centers:** funding for the network of transportation research centers grows from \$77.5 million in FY 2021 to a five-year average of \$100 million.
- **Revenue-Based Pilot Programs:** supports two pilot programs to examine various user-based revenue solutions. The first commits \$75 million to continue existing programs that study various road use-based revenue systems. The second is a new \$50 million program designed to look at the feasibility of per-mile user-based revenue solutions and identify multiple ways revenue could be collected from program volunteers.

## P3 & FINANCING ISSUES

The IIJA features the following provisions relating to Public Private Partnerships (P3) and innovative financing:

- **Transportation Infrastructure Finance & Innovation Act (TIFIA):** Relating to this loan and credit assistance program, the law:
  - provides \$250 million per year for the program, a decrease from \$300 million in FY 2021.
  - expands eligibility for TIFIA to certain transit-oriented and airport projects.
  - requires more detailed timelines for the TIFIA application review and approval process, an expedited decision process for certain borrowers, and periodic on-line reports regarding application status.
  - mandates surety bonds for TIFIA-assisted projects unless already required by state or local law.
- **Private Activity Bonds (PABs):** raises the cap for highway projects and surface freight transportation facilities under this program from \$15 billion to \$30 billion.
- **Railroad Rehabilitation and Improvement Financing (RRIF):** The law:
  - authorizes \$50 million per year for credit assistance and \$70 million to repay the program's credit risk premium.
  - institutes a streamlined application process for certain borrowers.
  - specifies that a state or local agency can use the proceeds from a RRIF loan for the non-federal share of project costs if the loan is repayable with non-federal funds.
- **Value for Money Analysis:** sponsors of projects estimated over \$750 million and that have P3-enabling legislation plus certain other requirements must undertake a value for money analysis, relating to the feasibility of the project as a P3.
- **Toll Credits:** establishes a toll credit exchange pilot program, through which the U.S. DOT may allow up to 10 states with unused toll credits to transfer or sell them to other states. The seller must use the proceeds for construction costs of similar projects in their state. The buyer may use the toll credits as state matching funds on certain federal-aid projects.



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## MULTI-MODAL GRANTS

The IIJA allocates \$19 billion for five multi-modal grant programs to be administered by the office of the U.S Secretary of Transportation. All funding comes via the General Fund and is not subject to the annual appropriations process. They are:

- **National Infrastructure Project Assistance, \$5 billion over five years:** projects are usually of regional or national significance and must be highway, freight, freight rail, transit or multi-modal in nature. It will receive \$1 billion per year from FY 2022 through FY 2026 and the funding is available until it is expended.
- **Local & Regional Project Assistance, \$7.5 billion over five years:** this program strongly resembles the RAISE discretionary grant program (formerly known as TIGER and BUILD) that has received \$1 billion in funding the last four appropriations cycles. Grants will go to surface transportation projects that can be smaller, but still of local importance. This discretionary grant program will receive \$1.5 billion per year over five years.
- **Safe Streets & Roads for All Grant Program, \$5 billion over five years:** this is a new competitive grant program, funded at \$1 billion per year from FY 2022 through FY 2026, for localities to implement safety plans with the goal of preventing fatalities on streets.
- **National Culvert Removal, Replacement & Rehabilitation Grants, \$1 billion over five years:** this \$200 million per year program aims to enhance and improve fish and other animal passage where roads and waterways meet.
- **Strengthening Mobility & Revolutionizing Transportation (SMART) Grant Program, \$500 million over five years:** it invests \$100 million per year into autonomous, connected, and other intelligent transportation system enhancements.

In addition to guaranteed funding, another \$27.9 billion is authorized (subject to annual appropriations) for these or other similar programs.

# HIGHWAY & COMMERCIAL VEHICLE SAFETY PROGRAMS

The IJA reauthorizes the Federal Motor Carrier Safety Administration (FMCSA) and the National Highway Traffic Safety Administration (NHTSA) for five years and increases resources available to both programs. While the initiative will receive \$9.5 billion will come from HTF revenues, \$2.3 billion is allocated from the General Fund. An additional \$2.8 billion for NHTSA is authorized but subject to the annual appropriations process.

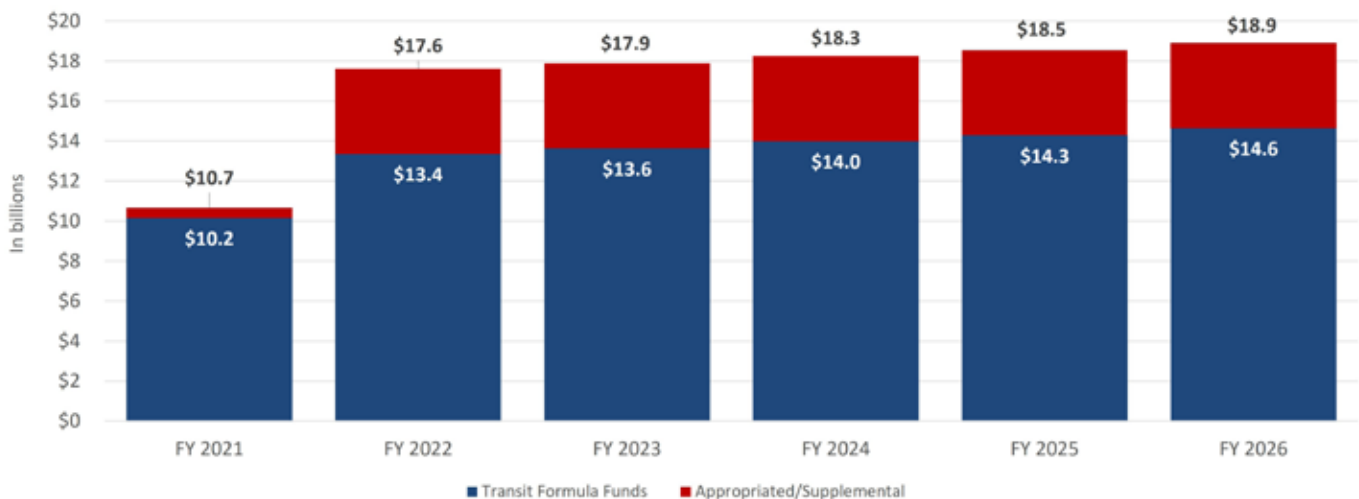
# PUBLIC TRANSPORTATION

Total guaranteed public transportation investment is \$91.1 billion and could rise to \$106.9 billion if funds contingent on appropriations are provided in the future.

- Reauthorization**

HTF-supported public transportation funding grows 31 percent from \$10.2 billion in FY 2021 to \$13.4 billion in FY 2022, and totals \$69.9 billion over five years. These resources can be invested in multiple areas, including bus grants, and capital and station improvements. The five-year total investment for these programs is \$69.9 billion—a \$21.2 billion increase, or 44 percent, from the previous five-year \$48.7 billion authorization.

**U.S. Transit Apportionments Under Infrastructure Investment and Jobs Act (IIJA)**



Source: Data is for state appropriations, and additional discretionary programs, including those appropriated from the General Fund.



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- **Supplemental Investment**

The IIJA provides \$21.3 billion in guaranteed supplemental funding from the federal General Fund, in the form of one-time appropriations spread over five years. The Capital Investment Grant (CIG) program will receive \$8 billion for major federal public transportation construction projects. The funds are to supplement state and local light rail and other transit capital projects.

- **General Fund Authorized**

The CIG program is authorized to receive \$15 billion to support light-rail and other capital-intensive transit projects, but these resources must be secured through the annual appropriations process. If fully funded by Congress, it would be a 30 percent increase from the \$2.3 billion provided in FY 2021.

The CIG program would double to \$4.6 billion annually if the \$3 billion authorization is approved on top of the \$1.6 billion per year of guaranteed funding.

## Public Transportation Program Funding Under Infrastructure Investment & Jobs Act

	2021	2022	2023	2024	2025	2026	TOTAL
<b>Obligation Limitation/Contract Authority (Total, HTF-supported programs)</b>	<b>\$10,150,348,462</b>	<b>\$13,355,000,000</b>	<b>\$13,634,000,000</b>	<b>\$13,990,000,000</b>	<b>\$14,279,000,000</b>	<b>\$14,642,000,000</b>	<b>\$69,900,000,000</b>
MAP-21 Pilot Program for Transit Oriented Development	10,000,000	13,157,184	13,432,051	13,782,778	14,067,497	14,425,121	68,864,631
Planning Programs	142,036,417	184,647,343	188,504,820	193,426,906	197,422,644	202,441,512	966,443,224
Urbanized Area Formula Grants	4,929,452,499	6,408,288,249	6,542,164,133	6,712,987,840	6,851,662,142	7,025,844,743	33,540,947,108
Enhanced Mobility of Seniors & Individuals w/ Disabilities	285,574,688	371,247,094	379,002,836	388,899,052	396,932,778	407,023,583	1,943,105,343
FAST Pilot Program for Enhanced Mobility	3,500,000	4,605,014	4,701,218	4,823,972	4,923,624	5,048,792	24,102,621
Formula Grants for Rural Areas	673,299,658	875,289,555	893,575,275	916,907,591	935,848,712	959,639,810	4,581,260,943
Transit Research	28,000,000	36,840,115	37,609,743	38,591,779	39,388,993	40,390,337	192,820,966
Technical Assistance and Workforce Development	9,000,000	11,841,465	12,088,846	12,404,500	12,660,748	12,982,608	61,978,168
Bus Testing Facilities	3,000,000	5,000,000	5,104,455	5,237,739	5,345,938	5,481,842	26,169,974
Administrative Expenses	121,052,000	131,000,000	134,930,000	138,977,900	143,147,237	147,441,654	695,496,791
National Transit Database	4,000,000	5,262,874	5,372,820	5,513,111	5,626,999	5,770,048	27,545,852
State of Good Repair Grants	2,683,798,369	3,515,528,226	3,587,778,037	3,680,934,484	3,755,675,417	3,850,496,668	18,390,412,832
Bus and Bus Facilities Grants	808,653,915	1,051,250,090	1,073,211,810	1,101,234,650	1,123,983,529	1,152,557,380	5,502,237,458
Growing States and High Density States Formula	570,032,917	741,042,792	756,523,956	776,277,698	792,313,742	812,455,901	3,878,614,090
<b>General Fund - Appropriated (Total, General Fund supported programs)</b>		<b>\$4,250,000,000</b>	<b>\$4,250,000,000</b>	<b>\$4,250,000,000</b>	<b>\$4,250,000,000</b>	<b>\$4,250,000,000</b>	<b>\$21,250,000,000</b>
Low-No Competitive Grants	-	1,050,000,000	1,050,000,000	1,050,000,000	1,050,000,000	1,050,000,000	5,250,000,000
State of Good Repair Grants	-	950,000,000	950,000,000	950,000,000	950,000,000	950,000,000	4,750,000,000
Senior and Disabled Mobility Grants	-	50,000,000	50,000,000	50,000,000	50,000,000	50,000,000	250,000,000
Capital Investment Grants	-	1,600,000,000	1,600,000,000	1,600,000,000	1,600,000,000	1,600,000,000	8,000,000,000
All Stations Accessibility Program	-	350,000,000	350,000,000	350,000,000	350,000,000	350,000,000	1,750,000,000
Electric or Low-Emitting Ferry Program	-	50,000,000	50,000,000	50,000,000	50,000,000	50,000,000	250,000,000
Ferry Service for Rural Communities	-	200,000,000	200,000,000	200,000,000	200,000,000	200,000,000	1,000,000,000
<b>Total - HTF and GF Appropriated Programs</b>	<b>\$10,150,348,463</b>	<b>\$17,605,000,000</b>	<b>\$17,884,000,000</b>	<b>\$18,240,000,000</b>	<b>\$18,529,000,000</b>	<b>\$18,892,000,000</b>	<b>\$91,150,000,000</b>
<b>Increase from previous year</b>	<b>--</b>	<b>73.44%</b>	<b>1.58%</b>	<b>1.99%</b>	<b>1.58%</b>	<b>1.96%</b>	
<b>General Fund - Authorized to be Appropriated</b>	<b>\$2,301,785,760</b>	<b>\$3,150,000,000</b>	<b>\$3,150,000,000</b>	<b>\$3,150,000,000</b>	<b>\$3,150,000,000</b>	<b>\$3,150,000,000</b>	<b>\$15,750,000,000</b>
Capital Investment Grants	2,301,785,760	3,000,000,000	3,000,000,000	3,000,000,000	3,000,000,000	3,000,000,000	15,000,000,000
Washington Area Metropolitan Transit Authority	-	150,000,000	150,000,000	150,000,000	150,000,000	150,000,000	750,000,000
<b>Grand Total</b>	<b>\$12,573,186,221</b>	<b>\$20,755,000,000</b>	<b>\$21,034,000,000</b>	<b>\$21,390,000,000</b>	<b>\$21,679,000,000</b>	<b>\$22,042,000,000</b>	<b>\$106,900,000,000</b>

# A Timeline of ARTBA Leadership on the Road to Reauthorization



# ROAD TO REAUTHORIZATION

President Joseph R. Biden on Nov. 15, 2021, signed the Infrastructure Investment & Jobs Act (IIJA) into law.

Nearly half of the IIJA's \$1 trillion is dedicated to highway, bridge, and public transportation improvements. It also includes a five-year reauthorization of the surface transportation programs.

The "Transportation Makes America Work" (TMAW) lobbying and advocacy communications program was the primary vehicle driving ARTBA's efforts on the road to the IIJA. Eighty member firms and state chapter organizations supported TMAW's annual program of work, which launched immediately following the December 2015 enactment of the Fixing America's Surface Transportation (FAST) Act.

The timeline on the following pages highlights key 2016-2021 leadership activities of ARTBA and its members.



## 2016-2021: BY THE NUMBERS

**\$7.5 Million** invested in Transportation Makes America Work program.

**60 Million** impressions and **225,000** engagements generated by ARTBA and the ARTBA co-chaired Transportation Construction Coalition (TCC)-led advertising campaigns.

**The Washington Post**

*"While the bill contains some nice progressive wins, or climate wins, those are dwarfed by the sheer magnitude of the highway construction money," said Kevin DeGood, director of infrastructure policy at the liberal advocacy group Center for American Progress."*

— Aug. 3, 2021 story by Michael Laris

2015



ARTBA Chairman David Zachry testifies before a House committee.

**DECEMBER**

President Barack Obama signs the five-year, Fixing America’s Surface Transportation (FAST) Act. The law provides \$286 billion for federal highway, safety and public transportation programs, along with numerous ARTBA-championed policy reforms.

ARTBA Chairman David Zachry (Zachry Corporation) testifies on highway program consolidation and project delivery reform at a House Oversight & Government Reform Committee hearing.



2016

**JANUARY**

ARTBA Chairman David Zachry announces creation of the “Project 2019” Task Force, co-chaired by Rob Charter (Caterpillar) and Ward Nye (Martin Marietta). Its mission: “develop transportation construction industry consensus goals and strategies for improving federal transportation funding and achieving regulatory changes to help ensure a smooth reauthorization of the federal surface transportation programs in 2020.”

**JULY**

Nearly 25 “Project 2019” Task Force industry leaders meet at Caterpillar headquarters in Illinois to focus on how to develop a sustainable, user-fee revenue alternative to deliver dramatically increased federal highway and public transportation investment.



Rob Charter  
Caterpillar

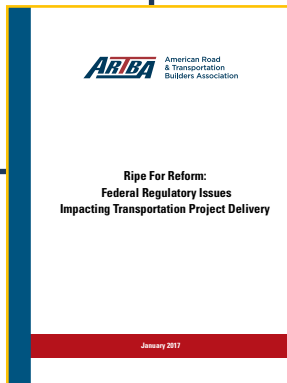


Ward Nye  
Martin Marietta

**OCTOBER**

The ARTBA Board unanimously approves a “Project 2019” Task Force proposal to support doubling federal surface transportation investment by 2026.





## JANUARY

ARTBA prepares a 14-page report, “Ripe for Reform: Federal Regulatory Issues Impacting Transportation Project Delivery,” for the Trump administration. It outlines two dozen reforms to help reduce delays in the transportation project review and approval process.

## MARCH

ARTBA and industry allies launch the Partnership for America’s Economic Expressway website: ([economicexpressway.org](http://economicexpressway.org)), and execute a D.C.-centric digital advertising and social media campaign to promote the need for a significant increase in federal surface transportation investment, particularly to help speed the safe and efficient movement of freight.

## JUNE

Past ARTBA Chairman David Zachry and ARTBA Chairman Matt Cummings (AECOM) meet in Washington, D.C., with President Donald Trump to make the case for a significant increase in federal transportation investment.

## OCTOBER

Granite Construction President Jim Roberts testifies on behalf of the Transportation Construction Coalition (TCC) before the House Transportation & Infrastructure (T&I) Committee and urges the panel to develop a sustainable user-based revenue mechanism to support increased federal surface transportation investment.



ARTBA and industry allies launched a D.C.-centric advertising campaign that included mobile billboards to promote the need for a significant increase in federal surface transportation investment in March 2017.



# 2018

## FEBRUARY

President Trump releases a 10-year, \$1.5 trillion infrastructure package that proposes \$200 billion in direct federal transportation funding to leverage increased state, local, and private sector investment.

## MARCH

The TCC and U.S. Chamber-led Americans for Transportation Mobility (ATM) coalitions launch a television and digital ad campaign pressing Congress and the Trump administration to act on a permanent fix for the Highway Trust Fund (HTF).



*“ARTBA is arguably the most vociferous and effective voice for infrastructure investment in the U.S... It has morphed over the decades from a pure advocacy association to a much more sophisticated organization operating in a much more sophisticated transportation sector.”*

David Arminas, editor of World Highways/ITS International, September-October 2019

**FasterBetterSafer**  
AMERICANS FOR TRANSPORTATION MOBILITY



# 2019

## JANUARY

ARTBA Chairman Bob Alger (Lane Construction) announces creation of FAST Act Reauthorization Task Force, co-chaired by Tim Duit (Duit Construction) and Paula Hammond (WSP USA).



Tim Duit  
Duit Construction



Paula Hammond  
WSP USA



## 2019 FAST Act Reauthorization Task Force Leaders

### Co-Chairs:

Paula Hammond, WSP USA  
Tim Duit, Duit Construction

### Members:

- Steve McGough, HCSS
- Shant Boyagian, Nossaman, LLP
- Andrew Dohrmann, T.Y. Lin International Group
- Tom O'Grady, HNTB
- Sofia Berger, WSP USA
- John Hay, CRH Americas Materials
- Janet Kavinoky, Vulcan Materials
- Paul Gruner, Montgomery County (Ohio) Engineer's Office
- Scott Bennett, Arkansas Department of Transportation
- Dave Zanetell, Kraemer North America
- Joe Cutillo, Sterling Construction
- Jennifer Aument, Transurban
- Joe Wingerter, Kiewit
- Ananth Prasad, Florida Transportation Builders' Association
- Denise Richardson, General Contractors Association of New York
- Bobby Stem, Association of Oklahoma General Contractors
- Chuck Niederriter, Golden Triangle Construction
- Amy Hall, Ebony Construction
- Hilary Nixon, Mineta Transportation Institute
- Dan Hickey, 3M
- Gregg Mitchell, Trinity Industries
- Stacy Carlson, Caterpillar Inc.
- Chris Myers, Caterpillar Inc.
- Miles Chiotti, Deere & Company
- Kate Fox Wood, Association of Equipment Manufacturers



Left to right: ARTBA Chairman Bob Alger, Lane Construction, Speaker Pelosi, and ARTBA President Dave Bauer at the May TCC Fly-in.

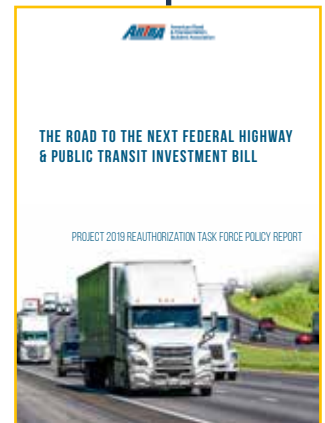
## APRIL

The FAST Act Reauthorization Task Force meets in Denver to develop policy recommendations.

## MAY

Speaker Nancy Pelosi (D-Calif.) calls for transportation infrastructure investment increases during a speech at the TCC's annual Washington Fly-in.

The 27-member FAST Act Reauthorization Task Force releases a consensus policy blueprint that calls for commonsense reforms and increased investment levels to renew and revitalize the U.S. highway, bridge, and public transportation network. ARTBA's Board unanimously approves the document, which is shared with members of Congress and their staffs.



2019

**JULY**

ARTBA Chairman Bob Alger testifies before the House Highways & Transit Subcommittee about the need to increase investment in both modes and to support those investment with new user fees.

Senate Environment & Public Works (EPW) Committee unanimously approves a five-year highway reauthorization bill, America’s Transportation Infrastructure Act. It would become a central component of the IIJA.



ARTBA Chairman Bob Alger delivers testimony at a House hearing.

**DECEMBER**

Congress passes, and President Donald Trump signs into law, the FY 2020 transportation appropriations bill at fully funded FAST Act authorized levels. It is the first time in five years that state transportation departments receive their full federal spending authority prior to Jan. 1. The spending measure also

adds \$4.1 billion for surface transportation and airport improvements from the General Fund that were not previously authorized. It marks the third consecutive year Congress and the president take such action, as federal highway, transit, and airport investment increases by nearly \$15 billion over previously authorized funding levels since FY 2018.



2020



President Trump at a White House event.

**JANUARY**

ARTBA President & CEO Dave Bauer joins a select group of business leaders at the White House as President Trump announces proposals to modernize the National Environmental Policy Act (NEPA). ARTBA members have long advocated to numerous administrations to streamline the NEPA process to reduce delays to key transportation improvement projects while still maintaining key environmental safeguards.



## FEBRUARY

ARTBA member Matt Girard (Plenary Group) reinforces the association's support for NEPA reform at a Denver public hearing held by the White House Council on Environmental Quality (CEQ).



ARTBA Director Matt Girard (at podium) discusses NEPA reform.

## APRIL

ARTBA Chairman Steve McGough, meeting with U.S. DOT Secretary Elaine Chao, calls on the Trump administration and Congress to stabilize state transportation programs in the wake of the COVID-19 pandemic and enact a robust surface transportation reauthorization bill.

## JUNE

ARTBA Chairman Steve McGough testifies before the Senate EPW Committee, emphasizing how a long-term federal transportation infrastructure investment bill will help drive the nation's economic recovery from the COVID-19 pandemic.

ARTBA launches first-of-its-kind interactive tool ([artbahighwaydashboard.org](http://artbahighwaydashboard.org)) to highlight for members of Congress and their staffs, news media, and other policymakers how and where each state invests its federal transportation dollars. ARTBA's government affairs team provides briefings on the dashboard to more than 250 congressional offices.



ARTBA Chairman Steve McGough spends more than two hours testifying before a Senate committee.

The House passes the "INVEST in America Act," a surface transportation legislative proposal that calls for spending \$494 billion over five-years to repair the nation's roads, bridges, rail, and public transportation systems.



# 2020

## SEPTEMBER

FAST Act expires. ARTBA and its allies successfully push for a one-year funding extension for the core highway and transit programs to provide market stability while work continues on a long-term reauthorization bill.



## ARTBA COVID-19 REPORTS

Under the extraordinary circumstances of the COVID-19 pandemic and national economic shutdown and amidst its continued pursuit on a multi-year infrastructure bill, ARTBA also provided a series of valuable 2020 reports, economic analyses, and webinars to keep the industry informed about the latest impacts on market conditions.

**71** issues of “State-by-State Compilation: Effect of COVID-19 on Projects.”

**22** issues of “Impacts of COVID-19 on State & Local Transportation Revenues & Construction Programs.”

**618** industry professionals participated in ARTBA webinars related to the pandemic.

# 2021

## JANUARY

ARTBA shares its transportation policy priorities with President-elect Joseph R. Biden’s U.S. DOT transition team.

California Department of Transportation Director Toks Omishakin, the Biden transition team lead at FHWA, briefs ARTBA’s Executive Committee on the president-elect’s infrastructure priorities.

House T&I Committee Chairman Peter DeFazio (D-Ore.) stresses the importance of capital investment in infrastructure during a virtual presentation to ARTBA’s Board.



## MARCH

President Biden calls for significant boosts in transportation infrastructure investment with the release of his American Jobs Plan (AJP) proposal.

## APRIL

TCC and ATM coalition deploy a “Moving Forward” television and social media campaign to push for action by Congress and the Biden administration on a transportation infrastructure investment package.





U.S. DOT Secretary Pete Buttigieg and ARTBA Chairman Steve McGough at the virtual TCC Fly-in.

**MAY**

ARTBA launches a digital “Freight Bottleneck Dashboard” to complement the “Highway Dashboard.”

Senate EPW Committee unanimously approves Surface Transportation Reauthorization Act (STRA). It provides more than \$300 billion in highway investment over five years.

ARTBA Chairman Steve McGough conducts TCC Fly-in virtual fireside chat with U.S. DOT Secretary Pete Buttigieg to discuss the administration’s American Jobs Plan and surface transportation reauthorization.



**JUNE**

President Biden and a bipartisan group of 10 U.S. Senators announce bipartisan infrastructure agreement.

**JULY**

House approves five-year reauthorization bill, INVEST in America Act, to provide \$600 billion in highway and public transit investment.

TCC and ATM digital and social media campaign presses for action on transportation infrastructure investment bill.

Senate begins debate on the Infrastructure Investment & Jobs Act (IIJA), a measure that includes a foundational five-year, \$450 billion reauthorization of the highway and public transit programs.

**AUGUST**

Senate approves the IIJA.



## SEPTEMBER

ARTBA commissions IHS Markit to analyze the economy-wide benefits of the increased highway and public transportation investment in the IIJA. The results, which include the projection of \$500 billion in additional economic growth and the creation of 250,000 jobs, is released and sent to Capitol Hill and news media, and also shared with ARTBA's state chapters.

ARTBA launches D.C.-centric digital and social media campaign to promote the IHS Markit study's findings.

## OCTOBER

Congress approves 30-day extension of surface transportation funding authorization.

TCC and ATM launch radio ad campaign targeting 15 House members from 13 states in their districts and pressing for final action on the IIJA.



September 2021 IHS Markit study shows one of the economic impacts of the additional highway, bridge and public transit spending in IIJA.

## NOVEMBER

House passes the IIJA.

President Biden signs the IIJA into law during a White House ceremony.

ARTBA Chairman Ward Nye represents the association's membership and transportation construction industry at the White House event.

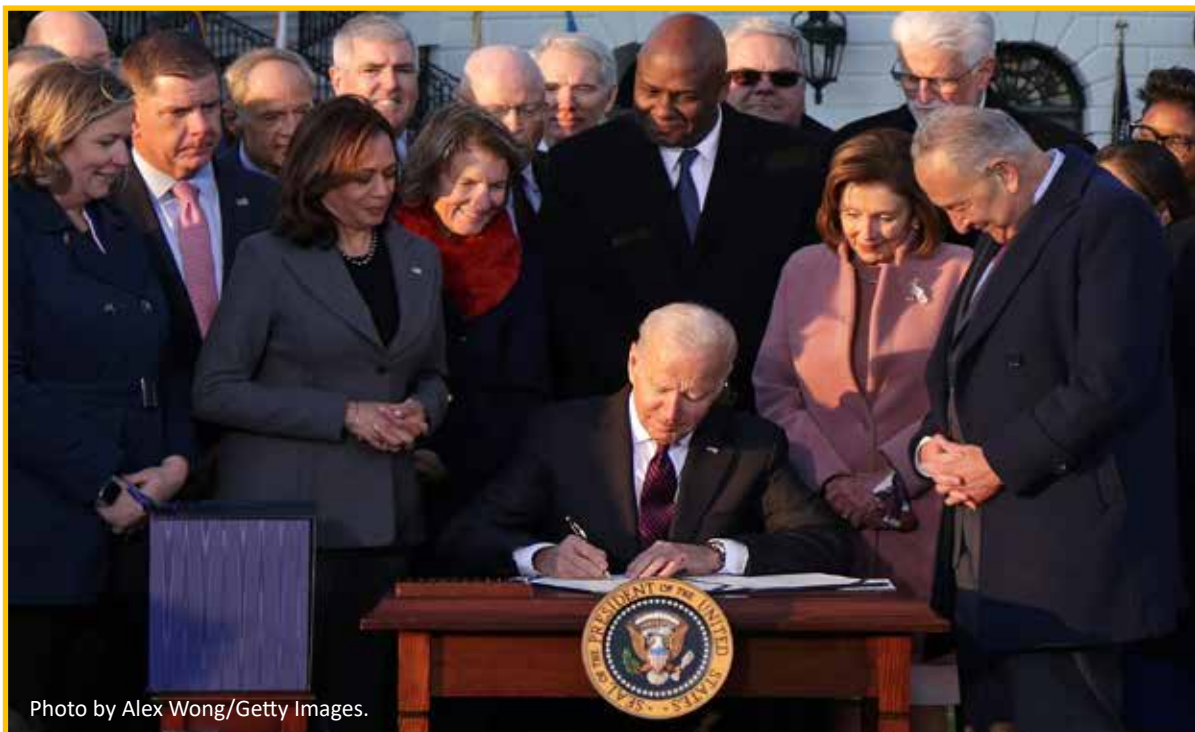


Photo by Alex Wong/Getty Images.

Transportation Makes America Work



Special thanks to the following ARTBA member firms and state chapter affiliates supporting the Transportation Makes America Work (TMAW) advocacy and communications program over the period 2016-2021:

- American Concrete Pavement Association
- Adams Construction Co.
- AECOM
- AGC of Minnesota
- Alabama Road Builders Association
- Aon Risk Services, Inc.
- Asphalt Refining Company
- Associated Pennsylvania Constructors
- Association of Equipment Manufacturers
- Balfour Beatty Infrastructure
- Beaver Excavating Co.
- Cardi Corp.
- Caterpillar Inc.
- CIC of Westchester County & Hudson Valley
- Colas USA
- Construction Industries of Massachusetts
- Contractors Association of Rockland County
- CRH Americas Materials
- David A. Bramble, Inc.
- David Nelson Construction Co.
- Duit Construction Co., Inc.
- Edw. C. Levy, Co.
- Florida Transportation Builders' Association
- Gallagher Asphalt Corporation
- Gannett Fleming
- General Contractors Association of New York
- Georgia Highway Contractors Association
- Georgia Transportation Alliance
- Gerken Paving, Inc.
- Granite Construction Company
- Hawkins Construction Company
- HCSS
- Heritage Construction & Materials
- High Company LLC
- HNTB
- Illinois Road & Transportation Builders Association
- International Union of Operating Engineers
- J. D'Annunzio & Sons, Inc.
- James Peterson Sons, Inc.
- John S. Lane & Son, Inc.
- Kentucky Association of Highway Contractors Inc.
- Kraemer North America
- Lane Construction Corporation
- Lanford Brothers Co, Inc.
- Lockton Companies
- Martin Marietta
- Maryland Transportation Builders & Materials Association
- Michigan Infrastructure & Transportation Association
- Minnesota Transportation Alliance
- National Asphalt Pavement Association
- National Stone, Sand and Gravel Association
- Ohio CAT
- Ohio Contractors Association
- Oklahoma General Contractors
- Oxford Construction Company
- Pace Construction Company
- Parsons
- R.E. Burns & Son
- Rock Road Companies, Inc.
- RS&H
- Summers-Taylor, Inc.
- Tennessee Road Builders Association
- Transportation Development Association of Wisconsin
- Transpo Industries, Inc.
- Trinity Highway Products
- UTCA of New Jersey
- Vecellio Group
- VHB
- Virginia Transportation Construction Alliance
- Vulcan Materials Company
- W.W. Clyde & Co.
- Williams Brothers Construction Co.
- Wisconsin Transportation Builders Association
- Wright Brothers Construction Company, Inc.
- WSP USA
- Wagman Heavy Civil
- Zachry Corporation



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