

The Infrastructure Investment and Jobs Act

Setting the Record Straight on the Bipartisan Infrastructure Bill



✗ Only \$55 billion is for roads and bridges.

✓ Over \$350 billion is dedicated to roads and bridges.

- ✓ The Infrastructure Investment and Jobs Act (IIJA) includes over \$350 billion in dedicated funding for roads and bridges, including a five-year surface transportation reauthorization that provides \$304 billion for roads and bridges, and then \$47 billion in one-time funding to repair and replace bridges.¹

✗ The bill isn't fully paid for.

✓ It is.

- ✓ The IIJA is paid for in a variety of ways, none of which include raising corporate, individual or capital gains tax rates.
- ✓ Due to rules that the Congressional Budget Office (CBO)—the official budget scorekeeper for Congress—is forced to follow, it determined that this bill would add a modest amount to the deficit. However, in its determination, CBO did not account for the bill's repurposing of unused COVID relief funding or unused unemployment insurance towards construction investment, which would otherwise help cover that deficit.²
- ✓ Remember, Republicans ran into similar challenges when CBO scored President Trump's 2017 Tax Cuts and Jobs Act and concluded that it would add to the deficit.³

✗ Doesn't update the NEPA process.

✓ It will expedite the project approval process.

- ✓ The IIJA includes multiple provisions aimed at expediting the project approval process as noted by House Republican leadership.⁴
- ✓ First and foremost, the bill would make President Trump's signature executive order - One Federal Decision - permanent law.⁵ Ironically, President Biden would sign this executive order into law after repealing it as one of his first official acts in office.
- ✓ Specifically, the IIJA:
 - Requires the Department of Transportation to develop a schedule consistent with an agency average of two years to complete its review for large projects, which typically take the longest, and requires accountability to the public when milestones are missed;
 - Allows for the utility relocation in the right of way prior to the National Environmental Policy Act (NEPA) review being completed⁶; and
 - Extends the time period for a state to assume the responsibility for small projects, that have little or no environmental impact, from a term of not more than 3 years, to a term of 5 years.⁷

¹ Sect. 11101 and Title VIII

² https://www.cbo.gov/system/files/2021-08/hr3684_infrastructure.pdf

³ <https://www.cbo.gov/system/files/115th-congress-2017-2018/costestimate/hr1.pdf>

⁴ https://mcusercontent.com/301a28247b80ab82279e92afb/files/a61e0101-e07c-df14-e8d0-03559392ef6a/FINAL_DRAFT_Senate_Infra_Bill_Summary_Document_.pdf?utm_source=117th+Legislative+Digest&utm_campaign=a9e1d8e874-Legislative_Digest1_5_2016_COPY_09&utm_medium=email&utm_term=0_0258ddd81e-a9e1d8e874-147543441

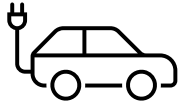
⁵ Sect. 11301

⁶ Sect. 11315

⁷ Sect. 11314

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✗ It is basically *A Green New Deal*

✓ False.

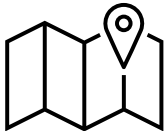
- ✓ The IIJA includes limited programs and funding for electric vehicle charging, reducing carbon emissions, and promoting resiliency in the nation's infrastructure. Unlike the Green New Deal and policies inspired by it, the IIJA:
 - Does NOT prohibit states from building new roads⁸;
 - Does NOT prioritize transit or rail projects over road projects; and
 - ALLOWS states and local government to continue to make transportation decisions instead of Washington D.C.



✗ Passing this will cause inflation.

✓ False.

- ✓ The IIJA includes an investment in our surface transportation systems that will be spent over a five-year period⁹ rather than a one-time infusion of funds like was provided under much of the COVID relief spending packages.
- ✓ This funding will allow for states and companies to plan for major projects and invest in their equipment and workforce.
- ✓ The IIJA will make a historic investment in providing broadband to areas that currently do not have access.
- ✓ Former President Trump's own alma mater stated that this bill will decrease the deficit and is a benefit to the economy.¹⁰



✗ The government will be able to track where I drive.

✓ False.

- ✓ The IIJA includes a voluntary—not mandatory—pilot program to demonstrate a national motor vehicle per-mile user fee.¹¹
- ✓ The growing number of electric and alternative fuel vehicles are reducing revenues into the Highway Trust Fund which has made the current motor fuel taxes insufficient to support our transportation needs.
- ✓ States across the country have been testing this system – some like Oregon, for over 20 years.¹²
- ✓ The national pilot will share insights on this vehicle per-mile user fee, that will help facilitate the possible transition away from motor fuel taxes which will eventually become unsustainable as more Americans transition to electric cars.
- ✓ This pilot will help answer questions about how a tax could be collected, how to ensure that rural residents don't get forced into unfairly paying more and other unanswered questions.
- ✓ Still not convinced? – Then don't volunteer to participate.

⁸ Title I Subtitle D

⁹ Sect. 11101 and Title VIII

¹⁰ <https://budgetmodel.wharton.upenn.edu/issues/2021/6/15/economic-effects-of-infrastructure-investment>

¹¹ Sect. 13002

¹² https://www.myorego.org/wp-content/uploads/2017/07/RUFPP_finalreport.pdf