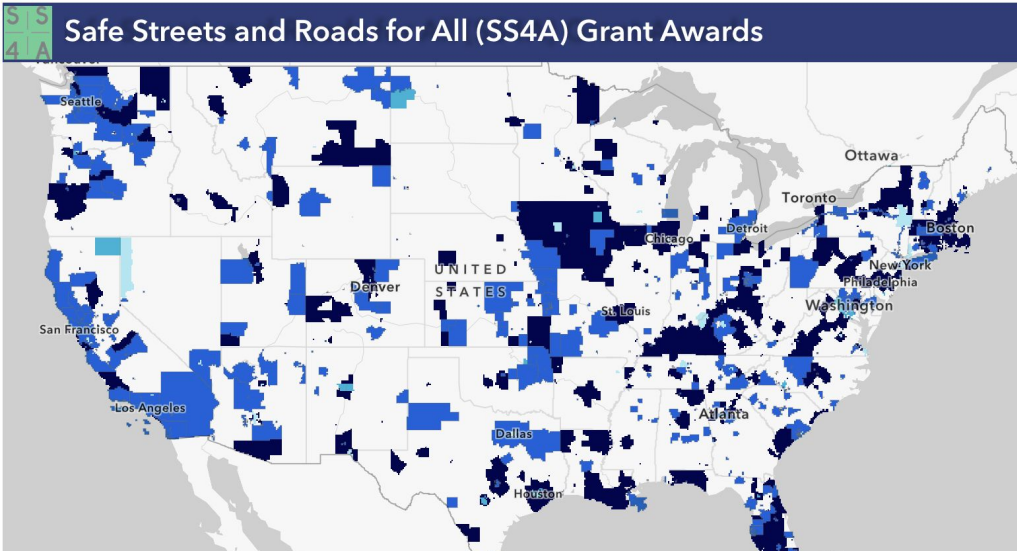


Transportation for America

A look ahead at 2025. But first a look back.

December 10, 2024

The Infrastructure Law contains big successes



Kentucky breaks ground on EV charging stations

BY MELINA DRUGA | FEBRUARY 21, 2024 | INVESTMENT

A ground-breaking ceremony recently was held in Richmond, Ky., for the state's first electric vehicle (EV) fast charging station built with federal funds from the National Electric Vehicle Infrastructure (NEVI) Program.



The US government is awarding \$1.7 billion to buy electric and low-emission buses

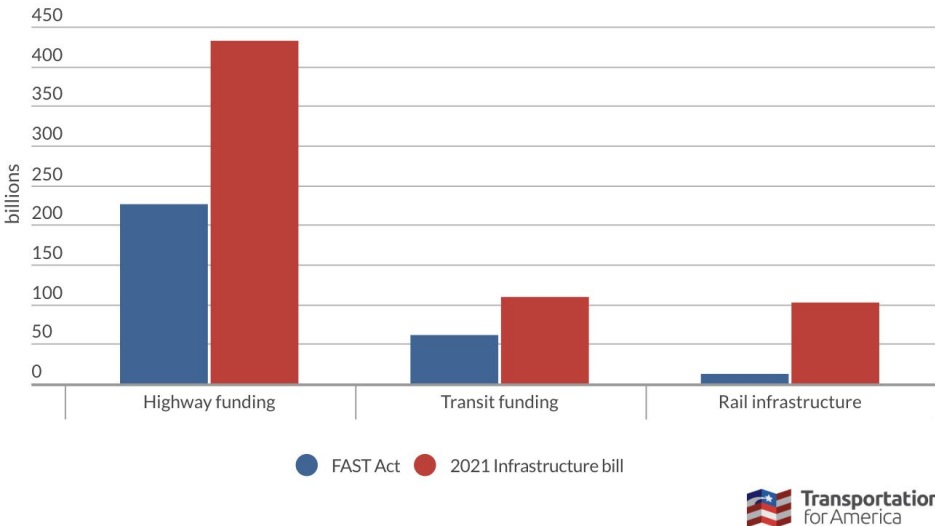


But a lot of problems too

Will America ever stop building more highways?

As emissions rise, some environmentalists are turning their attention to widening roads as well as pipelines

FAST Act vs the 2021 infrastructure bill



 Transportation for America

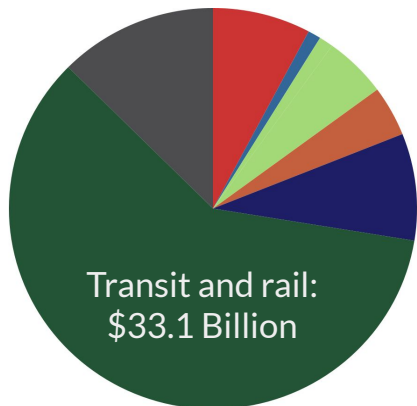


Traffic on Interstate 75 in Marietta, Ga., in May 2021. (Bloomberg News/Getty Images)

Discretionary Programs

\$55.28 Billion

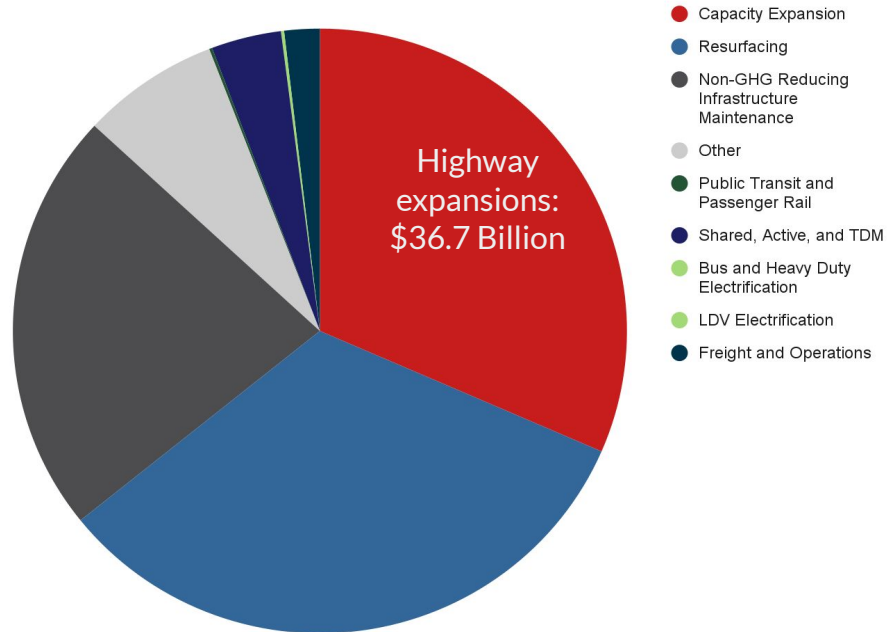
Net Emissions *Reduction*:
18.4 Million Tonnes CO₂e



FHWA Formula Programs

\$116.67 Billion

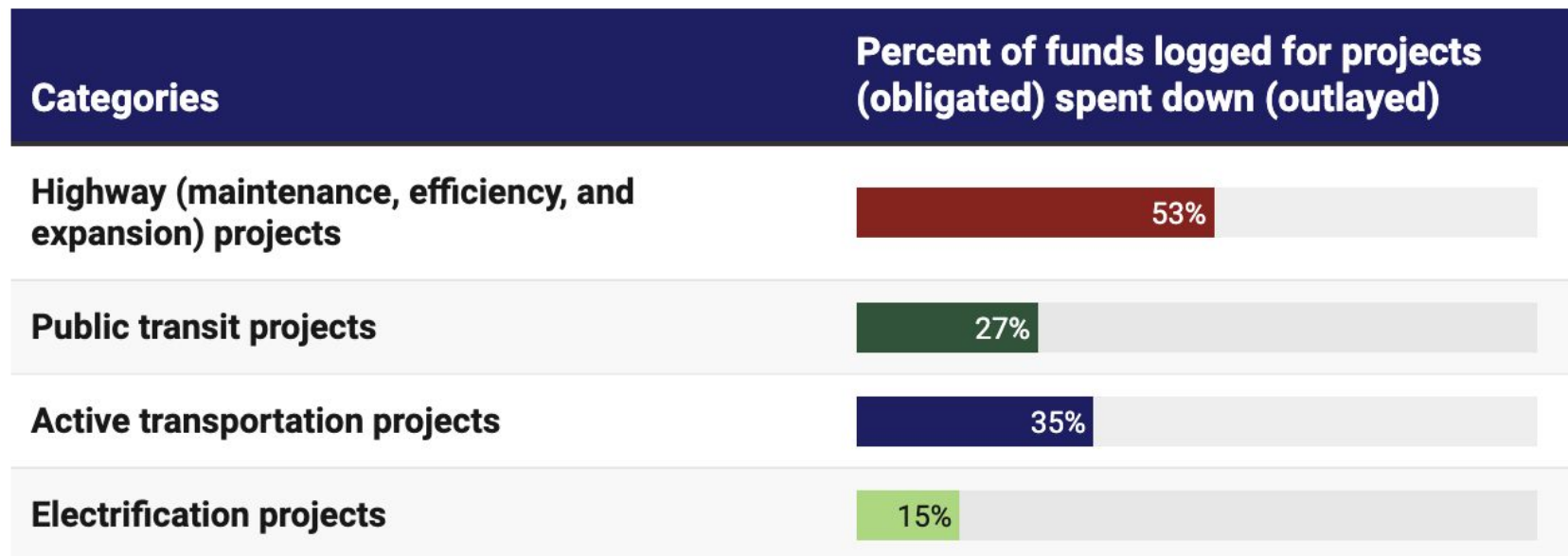
Net Emissions *Production*:
51.2 Million Tonnes CO₂e



- Capacity Expansion
- Resurfacing
- Non-GHG Reducing Infrastructure Maintenance
- Other
- Public Transit and Passenger Rail
- Shared, Active, and TDM
- Bus and Heavy Duty Electrification
- LDV Electrification
- Freight and Operations

Highway projects are spent down much faster than other types of projects

Highway projects, such as highway resurfacing, highway expansion, or other non-emissions-reducing road projects, outlay funds much faster than transit, active transportation, or electrification projects.

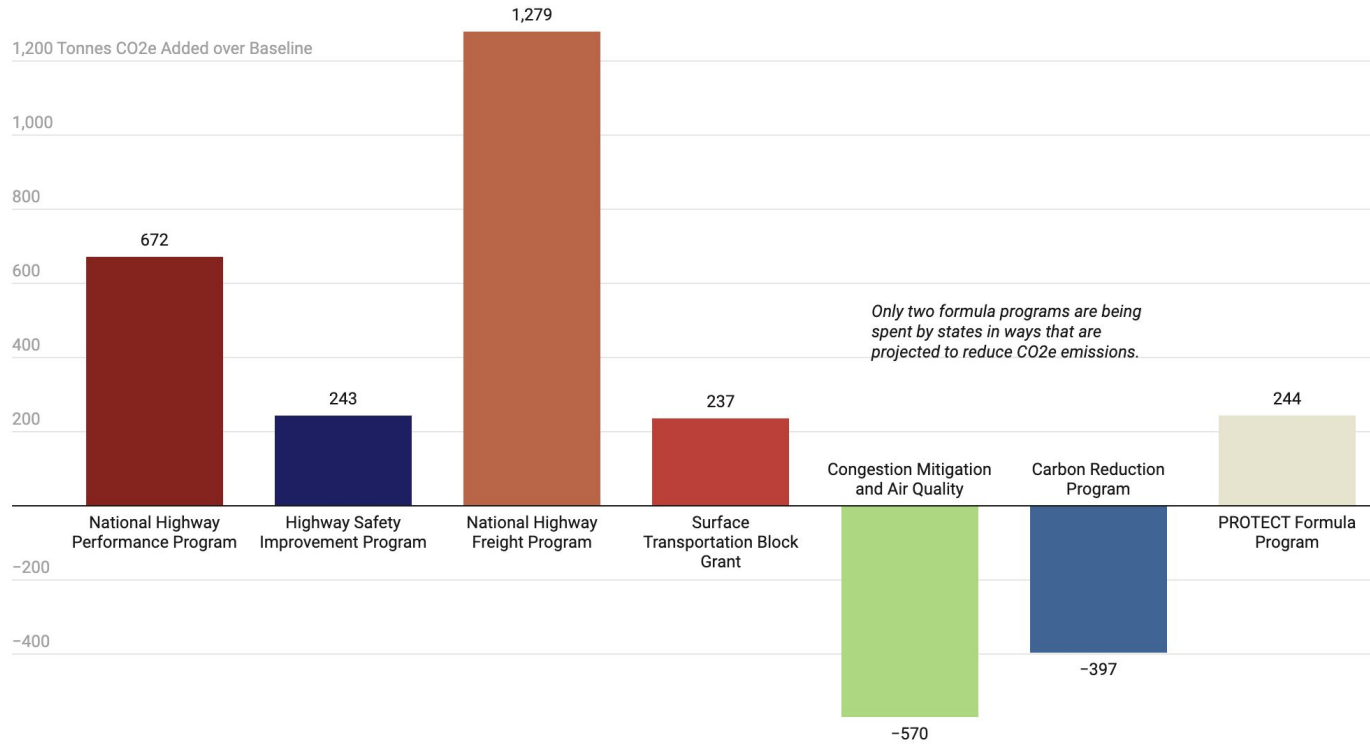


The largest federal highway program is among the most emitting

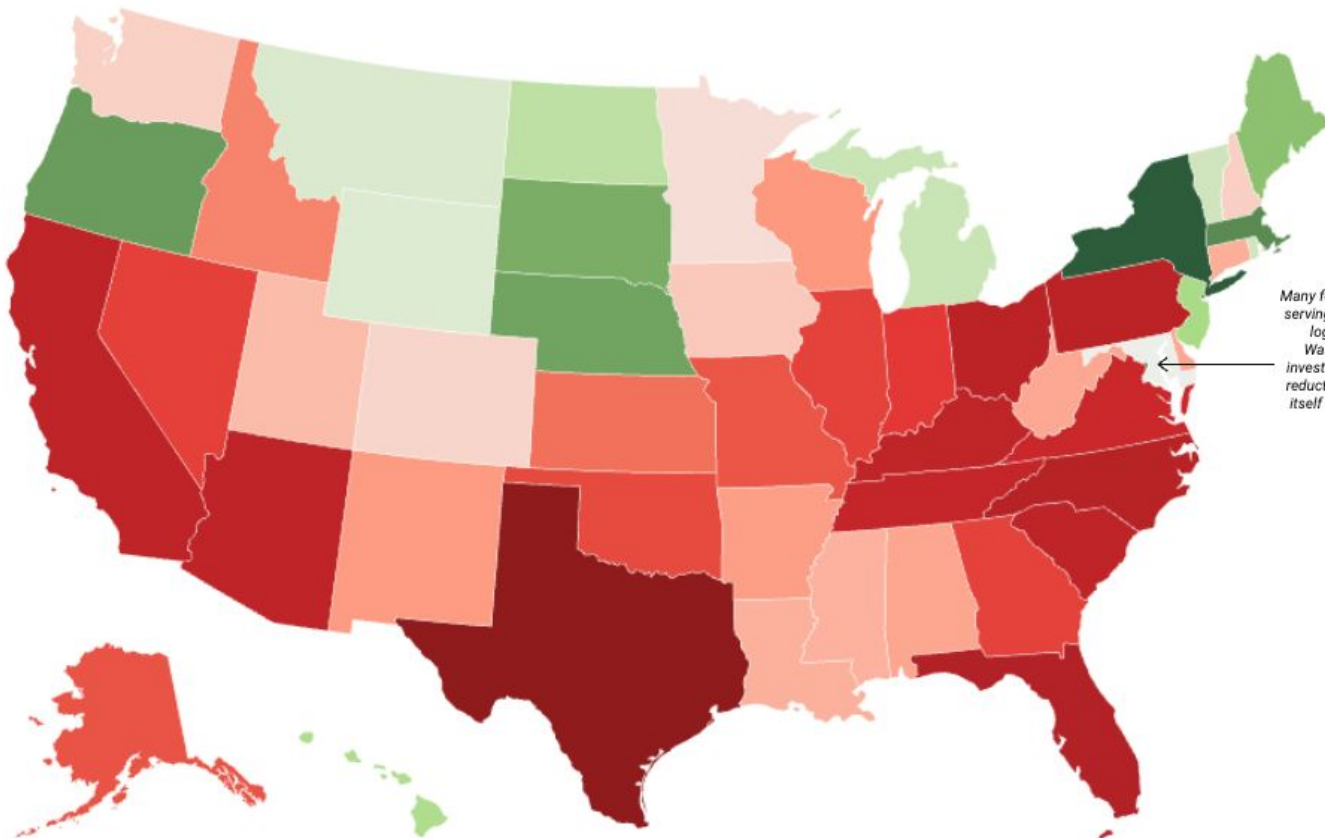
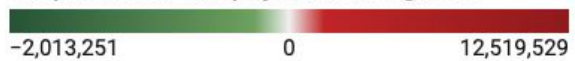
Net Tonnes of GHGs Shift Per Million Dollars Invested into FHWA Formula Programs

Each FHWA formula program allocates funding to different types of project eligibilities that states can select from. Programs that have funding obligated toward highway capacity expansions will induce more emissions.

For every million dollars obligated to NHPP, we projected a net 672 tonnes of CO₂e emissions will be added over Pre-IIJA emissions baseline figures cumulatively through 2040.



Cumulative net tonnes CO₂e increase or reduction compared to baseline projections through 2040



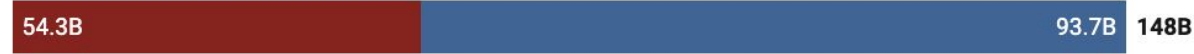
Many federal rail investments serving multiple states were logged as located in Washington, DC. Total investments and emissions reduction attributable to itself are lower than listed



Billions in IIJA formula funds are yet to be obligated

- Analyzed obligations as a proportion of total IIJA apportionments
- Remaining funds as a proportion of total IIJA apportionments

National Highway Performance Program



Surface Transportation Block Grant Program



Highway Safety Improvement Program



National Highway Freight Program



Congestion Mitigation and Air Quality Program



Carbon Reduction Program



PROTECT Program



What to expect in 2025

- The status quo trade groups will start producing their (typical) wish lists for the next five-year reauthorization
- The trust fund that pays for transportation will inch closer to bankruptcy
- Expect proposals like ending federal funding for transit, or slowing down transit capital spending
- Discretionary grant programs will fund different winners
- Existing or pending regulations will be repealed or shelved

Timeline

Oversight and information starts gathering and will go throughout the year

Early 2025

Meetings with stakeholders

Spring-Summer 2025

Hearings begin to start taking place

Drafting Legislation and Support

Fall 2025

White House: *may* issue a reauthorization proposal. This is usually the case but President Obama did not before MAP-21. (Because the Administration will be new and still staffing up, it could take until 2026 to get a full proposal done and other affected agencies.)

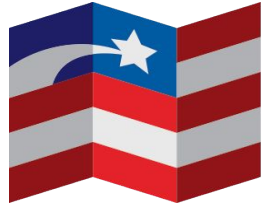
Introduced in early 2026

House: led by Transportation & Infrastructure but portions by Ways and Means (the money part) and Science

Senate: led by EPW by tradition, though equally large and important parts of the bill are written by Banking, Commerce and Finance (the money part)

Ideal timeline for reauthorization

March - April 2026	Hearings on bills
Legislating	
April - May 2026	Each committee passes their title of the bill in both houses (or at least EPW and T&I do)
May - June 2026	Titles wrapped together into one bill and go to the floor of each house for passage
June - August 2026	Conference committee, negotiate with White House
September 2026	Deal reached, passed by both chambers and signed by President



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