

A Summary of the Infrastructure Investment and Jobs Act and What It Means for Massachusetts

- Provisions Secured by Senator Ed Markey
- DPCC Nationwide Funding Summary
- White House Massachusetts Funding Summary

Prepared by the office of



Senator Markey's Provisions in the Infrastructure Investment and Jobs Act

BRAIN TRAIN Act – The bipartisan infrastructure law establishes a new Corridor Identification and Development Program aligned with, and including language from, Senator Markey's [BRAIN TRAIN Act](#), legislation to advance intercity passenger rail projects that create new service, enhance service, or restore former service in unserved and underserved communities such as those in Western Massachusetts. Through this program, the Department of Transportation (DOT) will create a pipeline of identified rail projects eligible for federal funding. The bill then provides \$12 billion over five years for such projects, while giving funding preference to proposals included in the new development pipeline and that serve historically unconnected or under-connected areas, such as East-West Rail in Massachusetts.

Warren Cowles Grade Crossing Safety Act – The infrastructure law includes a new \$3 billion Railroad Crossing Elimination Program, which mirrors the goals of and incorporates language from Senator Markey's [Warren Cowles Grade Crossing Safety Act](#). This significant new funding will reduce rail-related fatalities nationwide—like the tragic death of Warren Cowles in Longmeadow, Massachusetts—by supporting critical improvements to highway-rail crossings, such as eliminating grade crossings, adding protective gates and signals, relocating track, or installing bridges.

Bridge Investment Act – Senator Markey is an original co-sponsor of the [Bridge Investment Act](#), legislation to establish a competitive grant program to assist with the repair and replacement of deficient and outdated bridges and ease the national bridge repair backlog. The bipartisan infrastructure law includes this legislation and provides \$12.5 billion over the next five years to assist state, local, federal and tribal entities in rehabilitating or replacing bridges, such as the Cape Cod Canal Bridges.

Connecting America's Active Transportation System Act – The infrastructure package includes a modified version of Senator Markey's [Connecting America's Active Transportation System Act](#). This legislation authorizes \$1 billion over the next five years to connect walking and biking infrastructure into accessible, affordable, and safe active transportation networks that allow people to reach destinations within a community, as well as travel between communities, without ever needing a car.

Promoting Auto Recalls Toward Safety (PARTS) Act – The bipartisan infrastructure law includes Senator Markey's [PARTS Act](#), which enhances the effectiveness of automotive recalls by authorizing the DOT to provide grants to states for use in notifying registered car owners about manufacturer-issued safety recalls. The legislation also requires automakers to complete extended reporting on their recall campaigns, as well as instructs the National Highway Traffic Safety Administration (NHTSA) to publish an annual list detailing recall completion rates and effectiveness.

Modernizing Seat Back Safety Act – The infrastructure legislation includes a modified version of Senator Markey’s [Modernizing Seat Back Safety Act](#), which requires NHTSA to issue an advanced notice of proposed rulemaking (ANPRM) to update seat back safety standards, in order to prevent repeated tragedies caused by seat back collapse during car crashes. If NHTSA determines that a final rule is appropriate based on its ANPRM, the agency will then issue updated seat back safety standards for new cars.

Stay Aware for Everyone (SAFE) Act – The bipartisan law includes a modified version of Senator Markey’s [SAFE Act](#), which requires the DOT to study how driver-monitoring systems can prevent driver distraction, driver disengagement, automation complacency, and the foreseeable misuse of advanced driver-assist systems. If warranted based on the results of this study, the legislation then requires a rulemaking to require the installation of driver-monitoring systems in new cars, which will incorporate appropriate privacy and data security safeguards.

Early Warning Reporting System Improvement Act – The infrastructure law includes Senator Markey’s [Early Warning Reporting System Improvement Act](#), which strengthens compliance requirements for automakers to report to NHTSA potential defects and incidents involving fatalities and serious injuries. The legislation also directs NHTSA to make the information it receives through its vehicle safety databases publicly available in a more user-friendly format, so that consumers and independent safety experts can evaluate potential safety defects themselves.

Complete Streets – The bipartisan infrastructure law aligns with Senator Markey’s [Complete Streets Act](#) by requiring that states and metropolitan planning organizations set aside 2.5 percent of their highway planning funding for designing “complete streets” projects and policies that will improve safety and accessibility for all users of the road. A “complete street” is one designed to provide safe and accessible transportation options for multiple modes of travel, as well as for people of all ages and abilities.

ESCAPE Act – As part of an overarching climate resiliency program, the infrastructure package includes Senator Markey’s [ESCAPE Act](#) and dedicates \$140 million over five years for projects to improve, fortify, or replace life-saving evacuation routes, including arteries such as the Cape Cod Canal Bridges.

Reducing Carbon Emissions – The bipartisan infrastructure law includes language that mirrors the goals of Senator Markey’s [GREEN STREETS Act](#), requiring states to prioritize and develop strategies to reduce carbon emissions from transportation sources, and to provide funding to achieve those goals.

Equity for Electric Vehicle Charging Infrastructure – The bipartisan legislation includes \$1.25 billion to build electric vehicle and alternative fueling charging infrastructure in disadvantaged, rural, densely populated, and low- and moderate-income communities, as well as fund educational and community engagement programs to support the use of zero-emission transportation. These policies and aims mirror those in Senator Markey’s [Community Vehicle Charging Act of 2021](#).

Security and Privacy in Your Car (SPY Car) Act – The infrastructure law includes a section of Senator Markey’s [SPY Car Act](#), which requires the Federal Highway Administration to create a “cybersecurity tool” and appoint a “cyber coordinator” that will help transportation authorities identify, detect, protect against, respond to, and recover from cyber incidents.

Ensuring Transparency and Accountability – The bipartisan legislation includes [language](#) that Senator Markey requested to ensure that the Federal Railroad Administration will provide public notice and an opportunity to comment before it can waive or suspend critical track safety standards, which will ensure stakeholders and the public can weigh in on these important safety issues before the agency makes any decisions.

Clean Drinking Water – The infrastructure law includes Senator Markey’s [provisions](#) to increase funding for the Assistance for Small and Disadvantaged Communities Program—which helps underserved, small, and disadvantaged communities meet *Safe Drinking Water Act* requirements in public water systems—to \$510 million over five years. The Senator’s provisions also allow this funding to go toward filters for on-site, immediate water quality improvement, and partnerships with nonprofit organizations for technical expertise to help map and manage small and disadvantaged water system assets.

Combined Sewer Overflows – The bipartisan infrastructure law includes Senator Markey’s [provision](#) to expand an existing municipal sewer overflow grant program to allow federal funds to help develop notification systems that warn communities, such as those along the Merrimack River in Massachusetts, when sewage overflows into their drinking water—a critical safety measure to help protect public health as experts work to address overflow prevention at the source.

Funding for Massachusetts

Over the next five years, based on formula funding alone and [according](#) to the White House, Massachusetts will receive a dedicated \$4.2 billion for road improvements, \$1.1 billion for bridge replacement and repair, and \$2.5 billion for enhancing public transit systems like the MBTA. In addition, Massachusetts will receive \$1.1 billion to improve its water infrastructure, helping to provide clean and safe drinking water across the Commonwealth. Massachusetts is also expected to receive \$244 million for airport infrastructure, at least \$100 million to promote broadband access, \$63 million for deploying electric vehicle charging infrastructure, \$15.7 million to strengthen cybersecurity, and \$5.8 million to protect against wildfires.

In total, Massachusetts is set to benefit from more than \$9 billion in federal investment, while the state can also compete to receive billions more under the infrastructure bill’s numerous grant programs.



The Infrastructure Investment and Jobs Act

Thanks to President Biden and a bipartisan coalition led by Senate Democrats, America is finally rebuilding our aging infrastructure. And we are committed to building back better for the American people.

After years of inaction...

- [One in every five miles](#) of our nation's roadways is in poor condition.
- Our nation's drinking and wastewater infrastructure needs could [top three-quarters of a trillion dollars](#) over the next two decades.
- [One in five students](#) lacks needed access to high-speed internet.
- Power outages continue to cost the U.S. economy [billions each year](#); costs borne by ratepayers [could increase eightfold](#) by century's end.
- And – across the board – our aging national infrastructure is woefully unprepared for the stresses of new climate realities.

Now Democrats have stepped up to deliver much-needed investments in our core infrastructure priorities, including:





- **Repairing and rebuilding our transportation system, from fixing our roads and bridges to investing in transportation alternatives (\$567 billion).**
- **Securing reliable, high-speed internet for all Americans (\$65 billion).**
- **Ensuring that each and every community, regardless of zip code, has reliable access to clean water (\$55 billion).**
- **Revolutionizing our energy infrastructure so that households can count on cleaner, more reliable, and more affordable power (\$75.2 billion).**

These investments will bring our nation's infrastructure into the 21st century, create good-paying American jobs, and help secure our nation's global competitiveness for years to come.

Click [HERE](#) for state-by-state infrastructure report cards

Click [HERE](#) to see how this vital legislation addresses each state's needs

The Infrastructure Investment and Jobs Act will:

| | | | |
|---|---|--|---|
|  |  |  |  |
| repair and rebuild our transportation system | ensure every community has reliable access to clean water | secure high-speed internet for all Americans | provide cleaner and more affordable power for American households |

Building Back Better – A Sector-By-Sector Breakdown

Transportation: Today, over 40% of our nation's roadways are in poor or mediocre condition, the maintenance backlog for bridges is nearly a quarter of a million deep, and nearly half of all Americans still lack access to any form of public transit. That's why the Infrastructure Investment and Jobs Act makes targeted investments in key areas of need, including:

- **Roads, Bridges, Transportation Alternatives, and Major Projects:** \$351 billion to repair and rebuild our roads and bridges, expand bicycle and pedestrian infrastructure, improve roadway safety, and jumpstart other major projects. Includes \$300 billion in state formula grants as well as funding for:
 - **EV Charging:** \$7.5 billion to build out the nation's charging network to support next-generation electric vehicles.
 - **Resilience:** \$8.7 billion for transportation resilience.
 - **Bridges:** \$40 billion to rebuild and repair our bridges.
 - **Transportation Alternatives:** \$7.2 billion to build bike lanes, sidewalks, and low-emission transportation choices.
 - **INFRA:** \$8 billion for freight and major highway project grants.



- **Transit:** \$91.1 billion – the largest-ever federal investment in public transit. Includes \$74.9 billion in formula grants to states and localities, of which at least \$23 billion will go to State of Good Repair needs, as well as funding for:
 - **Capital Investment Grants:** \$8 billion to build new rapid transit capacity, including subways, light rail, commuter rail, and bus rapid transit corridors.
 - **Cleaner transit buses:** \$5.25 billion to purchase electric and low-emission buses to replace aging diesel buses.
 - **Accessibility for all:** \$1.75 billion to make legacy rail transit stations accessible for riders with disabilities.
- **Passenger Rail:** \$66 billion to address Amtrak’s maintenance backlog.
- **Clean School Buses:** \$5 billion to ensure a clean commute for students who take the bus to and from school.
- **Airports:** \$25 billion to repair runways, gates, terminals, and more.

Importantly, this bill also expands critical Buy American requirements to ensure that these dollars are spent on American products and services.

Click [HERE](#) for state-by-state transportation statistics

Click [HERE](#) for state-by-state public transit data

High-Speed Internet: The Federal Communications Commission estimates that [14.5 million Americans lack access to high-speed internet](#), and new reporting suggests that [this number – in reality – could be about three times higher](#). Overall, 65% of counties have average internet speeds that fail to meet the standard for broadband, leaving 1 in 5 children without the internet access they need to succeed in school. This legislation works to bridge this digital divide by:

- Providing \$42.45 billion in grants to states to deploy broadband.
- Providing \$14.2 billion for the Affordable Connectivity Benefit to ensure that low-income families have access to reliable, high-speed internet.
- Establishing a new “Middle Mile” grant program that will provide \$1 billion to will help get high-speed internet to unserved areas at affordable costs.

An estimated 14.5 million Americans don't have access to high-speed internet.

The Infrastructure Investment and Jobs Act will bridge this digital divide.



- Providing \$2 billion in additional funding for Tribal Broadband Connectivity Program grants.
- Including another \$2 billion for the Department of Agriculture to support broadband deployment in rural areas.
- Establishing two new grant programs to promote digital equity and inclusion, providing \$2.75 billion to make making sure that all communities and community members have the tools necessary to take advantage of broadband access.

Click [HERE](#) to view broadband gaps across the U.S.

Clean Water: Millions of Americans do not have consistent access to clean water. Many more live in areas where a single storm can have devastating impacts on their water infrastructure – as we’ve seen this year in Texas, Mississippi, and across the country. Democrats are making the investments necessary to ensure that each and every community, regardless of zip code, has reliable access to clean water. Specifically, this act:

- Provides \$23.4 billion for the Drinking Water and Clean Water State Revolving Funds.
- Provides \$15 billion to replace lead service lines across the country.
- Provides \$10 billion to address PFAS contamination.
- Establishes a pilot program to address water affordability.
- Creates a new competitive grant program to improve stormwater control.
- Provides states with greater flexibility and improved funding mechanisms to invest in water infrastructure projects in rural and disadvantaged communities.
- Reauthorizes a number of vital drinking water and wastewater infrastructure programs.



Democrats are making the investments necessary to ensure that each and every community, regardless of zip code, has **reliable access to clean water.**

Click [HERE](#) for drinking water infrastructure needs by state

21st Century Energy Infrastructure: American families and individuals need to be able to count on the lights coming on each time they flip the switch. And they need to be able to heat their homes in the winter and keep them cool

in the summer. Ensuring reliable, affordable energy is vital, and this legislation helps do just that by:

- Providing \$27.15 billion to revamp our power grid, bolstering resilience and reliability.
- Including \$7.7 billion to establish supply chains for critical clean energy technologies.
- Allocating \$8 billion to the Department of Energy for the establishment of a regional clean hydrogen hubs program.
- Investing \$3.5 billion in the Weatherization Assistance Program, which helps reduce energy costs for low-income households.

Building Resilience Into Our Infrastructure: While we must work diligently to halt emissions and keep global temperatures in check, that alone is not enough. We are already in the midst of a climate crisis – unprecedented heat, wildfires, droughts, and flooding serve as our reminder. Last year alone, severe storms, wildfires, and droughts led to \$95 billion in damage and took the lives of nearly 300 Americans. When it comes to climate, the past is no longer a good indication of what lies ahead. That’s why Democrats have made resilience a priority.

- The Infrastructure Investment and Jobs Act represents the single-largest-ever investment in infrastructure resiliency, with investments totaling more than \$47 billion across multiple sectors of the economy.

The Infrastructure Investment and Jobs Act will Deliver for Massachusetts

President Biden and Vice President Harris support the Senate's passage of the Infrastructure Investment and Jobs Act, the largest long-term investment in our infrastructure and competitiveness in nearly a century. **The need for action in Massachusetts is clear and recently released state-level data demonstrates that the Infrastructure Investment and Jobs Act will deliver for Massachusetts.** For decades, infrastructure in Massachusetts has suffered from a systemic lack of investment. The historic Infrastructure Investment and Jobs Act will make life better for millions of Massachusetts residents, create a generation of good-paying union jobs and economic growth, and position the United States to win the 21st century. Specifically, the Infrastructure Investment and Jobs Act will:

- **Repair and rebuild our roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists and pedestrians.** In Massachusetts there are 472 bridges and over 1,194 miles of highway in poor condition. Since 2011, commute times have increased by 10.9% in Massachusetts and on average, each driver pays \$620 per year in costs due to driving on roads in need of repair. The Infrastructure Investment and Jobs Act is the single largest dedicated bridge investment since the construction of the interstate highway system. **Based on formula funding alone, Massachusetts would expect to receive \$4.2 billion for federal-aid highway apportioned programs and \$1.1 billion for bridge replacement and repairs under the Infrastructure Investment and Jobs Act over five years¹.** Massachusetts can also compete for the \$12.5 billion Bridge Investment Program for economically significant bridges and nearly \$16 billion of national funding in the bill dedicated for major projects that will deliver substantial economic benefits to communities.
- **Improve healthy, sustainable transportation options for millions of Americans.** Bay Staters who take public transportation spend an extra 52.9% of their time commuting and non-White households are 2 times more likely to commute via public transportation. 23% of transit vehicles in the state are past useful life. **Based on formula funding alone, Massachusetts would expect to receive \$2.5 billion over five years under the Infrastructure Investment and Jobs Act to improve public transportation options across the state².**
- **Build a network of EV chargers to facilitate long-distance travel and provide convenient charging options.** The U.S. market share of plug-in electric vehicle (EV) sales is only one-third the size of the Chinese EV market. The President believes that must change. The bill invests \$7.5 billion to build out the first-ever national network of EV

¹ These values are estimates and may change based on updated factor data each fiscal year.

² Transit formula funding amounts are subject to changes resulting from the 2020 census or from annual transit service data reported to FTA's National Transit Database.

chargers in the United States and is a critical element in the Biden-Harris Administration's plan to accelerate the adoption of EVs to address the climate crisis and support domestic manufacturing jobs. **Under the Infrastructure Investment and Jobs Act, Massachusetts would expect to receive \$63 million over five years to support the expansion of an EV charging network in the state³. Massachusetts will also have the opportunity to apply for the \$2.5 billion in grant funding dedicated to EV charging in the bill.**

- **Help connect every American to reliable high-speed internet.** Broadband internet is necessary for Americans to do their jobs, to participate equally in school learning, health care, and to stay connected. Yet 11% of Massachusetts households do not have an internet subscription, and 2% of people in Massachusetts live in areas where, under the FCC's benchmark, there is no broadband infrastructure. **Under the Infrastructure Investment and Jobs Act, Massachusetts will receive a minimum allocation of \$100 million to help provide broadband coverage across the state, including providing access to the at least 137,000 people in Massachusetts who currently lack it. And, under the Infrastructure Investment and Jobs Act, 1,340,000 or 19% of people in Massachusetts will be eligible for the Affordability Connectivity Benefit, which will help low-income families afford internet access.**
- **Prepare more of our infrastructure for the impacts of climate change, cyber attacks, and extreme weather events.** From 2010 to 2020, Massachusetts has experienced 14 extreme weather events, costing the state up to \$5 billion in damages. **Under the Infrastructure Investment and Jobs Act, based on historical formula funding levels, Massachusetts will expect to receive \$5.8 million over five years to protect against wildfires and \$15.7 million to protect against cyberattacks. Bay Staters will also benefit from the bill's historic \$3.5 billion national investment in weatherization which will reduce energy costs for families.**
- **Deliver clean drinking water to every American and eliminate the nation's lead service lines and pipes.** Currently, up to 10 million American households and 400,000 schools and child care centers lack safe drinking water. **Under the Infrastructure Investment and Jobs Act, based on the traditional state revolving fund formula, Massachusetts will expect to receive \$1.1 billion over five years to improve water infrastructure across the state and ensure that clean, safe drinking water is a right in all communities.**
- **Improve our nation's airports.** The United States built modern aviation, but our airports lag far behind our competitors. **Under the Infrastructure Investment and Jobs Act,**

³ These values are estimates and may change based on updated factor data each fiscal year.

airports in Massachusetts would receive approximately \$244 million for infrastructure development for airports over five years⁴.

Over the coming days and weeks, we will expect to receive additional data on the impact of the Infrastructure Investment and Jobs Act in Massachusetts.

⁴ Precise allocations would change each year because the formulas use current passenger boarding and cargo data, and this estimate is based on 2019 data.