



## Transportation

*"As we transition from fossil fuel-powered vehicles to electric vehicles, the integrity of the infrastructure that will power our future must be prioritized. With the right federal standards in place, our government can ensure that electric vehicle charging stations are installed to the high-quality standards the American public deserves."*

*—International President  
Lonnie Stephenson*



900 7th Street NW  
Washington, DC 20001

202-728-6046

governmentaffairs@ibew.org

IBEWAction.org  
IBEW.org/political

# IBEW POLICY BRIEF

## GOVERNMENT AFFAIRS DEPARTMENT LEGISLATIVE ACTIVITY

### Transportation

The IBEW sees the electrification of the transportation sector as a major growth area for current and future members and supports policies that will ensure it will continue to provide union jobs with family-supporting wages and benefits.

The transportation sector accounts for the most significant portion (29 percent) of total greenhouse gas emissions in the United States in 2019, and nearly 60 percent of all transportation sector emissions come from light-duty vehicles. Without electrifying the transportation sector, the U.S. will not meet its emissions reduction targets. The IBEW sees transportation electrification as a vital opportunity for well-paying union jobs that modernize the nation's infrastructure and reinvigorate our manufacturing sector.

### Recent Developments

#### Transportation Funding in the Bipartisan Infrastructure Law (BIL)

The Bipartisan Infrastructure Law ("BIL") contains \$643 billion in transportation infrastructure funding.

#### INFRA Program

\$8 billion for the Infrastructure for Rebuilding America (INFRA) Program, which supports freight and highway projects of regional and national significance.

#### RAISE Grants

\$7.5 billion for Rebuilding American Infrastructure Sustainably and Equitably (RAISE) grants—a competitive grant program that provides funding for road, rail, transit, and other surface transportation projects with significant local or regional impact. Selection criteria include safety, sustainability, equity, economic competitiveness, mobility, and community connectivity.

The U.S. Department of Transportation recently announced that \$1.5 billion in RAISE discretionary grants are available, representing a 50-percent increase in funds over the prior year.

At least \$15 million in RAISE funding is guaranteed to go toward projects located in areas of persistent poverty or historically

disadvantaged communities. DOT has launched a tool that shows whether a project location is considered a historically disadvantaged community:

<https://usdot.maps.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a>



### Megaprojects

\$5 billion in funding will be available under the National Infrastructure Project Assistance or “Megaprojects” program. This program provides grants on a competitive basis to support multijurisdictional or regional projects of significance that may also cut across multiple modes of transportation. Communities are eligible to apply for funding to complete large critical projects that would otherwise be unachievable.

### Port investments

The BIL includes several investments to decrease emissions and upgrade and modernize at America’s ports, including a \$2.25 billion Port Infrastructure Development Program, a \$150 million program aimed at reducing truck idling at port facilities, \$25 million for America’s Marine Highway Program and \$2.25 million for modernization at land ports.

### National Electric Vehicle Infrastructure (NEVI) Formula Program

The BIL includes \$7.5 billion to help make EV chargers accessible to all Americans. The National Electric Vehicle Infrastructure (NEVI) Formula Program will provide dedicated funding to states to build infrastructure under Davis-Bacon prevailing wage standards.

The Government Affairs Department advocated through formal written comments to include the Electric Vehicle Infrastructure Training Program (EVITP) in the guidance to ensure the workforce is trained in high-quality programs.

### EV Infrastructure Policies

The electrification of the nation’s vehicle fleet will require significant investment in new charging infrastructure and substantial upgrades to the electrical generation and transmission systems. The Edison Electric Institute (EEI) estimates that 9.6 million charging ports will need to be installed by 2030 to meet the growing demand for electric vehicles. This will include hundreds of thousands of non-residential charging ports in office buildings, parking lots, on-street parking, and interstate service stops. The IBEW supports policies that ensure the installation of electric vehicle supply equipment (EVSE) be made by IBEW members with an Electric Vehicle Infrastructure Training Program (EVITP) certification. Such policies are already in place in California and Nevada.

The IBEW further supports policies that will allow electric utility companies to build out charging stations in their service areas, including rural and historically disadvantaged communities. EVITP certification requirements can ensure that EV charging infrastructure is built out quickly, efficiently, and cost-effectively.

Significant upgrades to the electric grid and other electrical generation will also be necessary to support the millions of charging stations installed in the coming years. The United States will need to invest \$30-90 billion in electric transmission above current investments and generate 70-200 gigawatts in additional power generation to meet electrical demand by 2030. The IBEW supports federal policies that will facilitate the construction of new transmission lines, including “right-sizing” by incentivizing the development of transmission capacity in excess of current market demands and permitting reform that will make it easier to build transmission lines to deliver renewable energy from solar and wind-heavy regions to population centers. Additionally, the IBEW supports an all-of-the-above energy strategy to ensure sufficient baseload generation and grid reliability.

## Rail Improvement Investments

The BIL authorized \$78 billion in spending over the next five years for funding that could be used to improve rail infrastructure projects. It consists of \$36 billion on rail alone, \$28 billion on multimodal and freight and \$13 billion on safety initiatives. The reauthorization included several historical rail programs like, Amtrak intercity passenger and NEC programs, Consolidated Rail Infrastructure and Safety Improvement Grants, and federal-state partnership for intercity passenger rail grants.

## Railroad Policies

The IBEW supports infrastructure investments that include funding for high-speed rail and the electrification of our nation's passenger railroad network, both on existing Amtrak routes and the creation of new networks. The electrification of our railroad network would modernize the current system and reduce greenhouse gas emissions. In addition, the IBEW supports investment in public transportation systems, including subways, light rail and commuter rail. World-class public transportation systems would help reduce the number of cars on the road, lowering emissions while improving local economies and creating family-supporting jobs.

Congress must ensure that rail investments protect, preserve, and grow good paying-union jobs. Diversity of transportation can handle the hard questions we face, including the limited access to opportunity and vital services for many in rural America.

U.S. history is punctuated with federal investment to achieve significant advancements in our infrastructure. Construction of a rail system that would span the United States required federal support through the Pacific Railway Act of 1862. The economic potential realized through high-speed rail investments largely depends on the labor standards placed on the money used.

The IBEW is opposed to efforts in the railroad industry that places profits above the safety of IBEW railroad members. It is important that companies are able to pursue precision, profitability and efficiency in operations, although Class I freight rail carriers have proven that Precision Scheduled Railroading (PSR) is not a lean or streamlined business model — it is a dangerous cost-cutting scheme to lower operating ratios and appease investors through devastating cuts to the workforce and a degradation in the safety culture throughout the railroading industry.

## Shipbuilding Policies

The Jones Act states that any ship sailing between two domestic ports of call within the United States, Puerto Rico, and Hawaii must be U.S. flagged, U.S. built, and U.S. crewed. The IBEW is opposed to any efforts to repeal this important law. The Jones Act is vital to ensuring a vibrant domestic maritime industry, rebuilding the American fleet and protecting national security. Any attempts to subvert this 100-year-old law undermine the hard-fought working conditions, pay and benefits that exist in the U.S. maritime sector in favor of exploitative foreign competitors.

## Pending Transportation Priorities:

- Applying the Electric Vehicle Charging Infrastructure Training Program (EVITP) credential to any program that incentivizes the build-out of electric vehicle supply equipment
- Ensuring that contractors must compete for work based on who can best train, best equip, and best manage a construction crew by applying Davis-Bacon prevailing wages on projects
- Honoring the safety standards, training programs, compensation, and benefits that workers are entitled to through the use of registered apprenticeship programs

- Including those who have historically faced barriers to employment as prospective job candidates by promoting innovative workforce policies such as Community Benefits Agreements
- Opposing efforts for railway labor law carve-outs
- Ensuring that periodic inspections are performed as necessary, and only by a qualified mechanical inspector, for safe operations of locomotives
- Passage of the Railroad Employee Equality and Fairness (REEF) Act that would end sequestration on railroad unemployment and sickness benefits
- Enforcing Buy America conditions on materials

**Additional Resources**

National Electric Vehicle Infrastructure Program Guidance

[https://www.fhwa.dot.gov/environment/alternative\\_fuel\\_corridors/nominations/90d\\_nevi\\_formula\\_program\\_guidance.pdf](https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/nominations/90d_nevi_formula_program_guidance.pdf)



**Government Affairs Department Staff Policy Area Points of Contact:**

**Danielle Eckert**

Danielle\_Eckert@ibew.org .....Railway Labor Act (RLA)

**Taylor Waites**

Taylor\_Waites@ibew.org .....Labor Law (non-RLA)