

# INFRASTRUCTURE LEGISLATION CHART

## NO LABELS

The new Senate infrastructure bill represents the best of two-party legislating, with serious members in both chambers of Congress working to find substantive, targeted solutions to address a major national challenge that had gone unaddressed for decades.

Contrary to the criticism that this deal was put together by just a handful of individuals, it is a by-product of in-depth negotiations with the White House, outside experts, and House and Senate members of both parties. Many of its individual provisions draw on the cooperative past work of both parties within the regular committee process.

The efforts of the House Problem Solvers Caucus and the so-called “G10” Senate group were necessary to fill the void created by the partisan destruction that has too often made regular order and two-party legislating impossible. Both the process by which the Senate bill was assembled, and the bill itself, are, of course, imperfect. But this bill represents the largest federal infrastructure investment since the creation of the Interstate Highway System in 1956, and could be a historic achievement for members of BOTH parties. It is, in short, a WIN-WIN outcome -- and it’s precisely what the American public wants, with last week’s No Labels poll showing that 72% of voters across 33 key House districts support passage of the bipartisan infrastructure plan. Countless other polls show a similar level of public support.

Passing this measure isn’t hard because anyone doubts that this is both the right thing and the popular thing to do.

What makes it hard is the politics of the moment, and already we’ve seen the usual suspects on both sides -- the same ones who try to kill every bipartisan deal -- undermine this one.

But we can’t let them succeed, because this infrastructure bill is too important to fail.

We will write more about what is in the Senate bill in the coming days, as the amendment process moves forward.

For now, here is our first look at the elements of this important deal, and why it is vital that it be signed into law, to create jobs, improve our economic competitiveness, protect the health of our people, and expand economic and educational opportunity for all Americans.

## TRANSPORTATION

CATEGORY	COST	CONTEXT
<b>ROADS AND BRIDGES</b>	\$110 billion	42% of U.S. bridges are at least 50 years old, 220,000 need repair work, and nearly 80,000 need to be replaced. Bad roads cost Americans \$500 every year in car repairs and wasted fuel. [1, 2]
<b>RAILWAYS</b>	\$66 billion	Amtrak could fund more than 30 new routes, connecting 160 new communities including Las Vegas, Nashville, Columbus, and Phoenix. [3]
<b>PUBLIC TRANSIT</b>	\$39 billion	76% of Americans back increased funding. 36 million Americans rely on public transit to get to work. [4, 5]
<b>AIRPORTS</b>	\$25 billion	Terminal upgrades would decrease air travel delays. 30% of all U.S. flights are delayed or canceled. [6, 7]
<b>ELECTRIC VEHICLES</b>	\$15 billion	Largest investment ever. There will be nearly 19 million EVs on U.S. roads by 2030, up from 1 million in 2018. [8, 9]
<b>ROAD SAFETY</b>	\$11 billion	Includes new bike lane funding. Bicycling surged in 2020, and half of Americans plan to bike more often. [10, 11]

## SAFETY AND CLEANUP

CATEGORY	COST	CONTEXT
<b>POWER INFRASTRUCTURE</b>	\$73 billion	80% of Americans back increased funding. The February 2021 Texas blackouts were responsible for as many as 700 deaths. [12, 13]
<b>WATER INFRASTRUCTURE</b>	\$55 billion	As many as 10 million homes and 400,000 schools lack safe water. [14]
<b>WATER STORAGE</b>	\$50 billion	Funding included at request of bipartisan group of Western stakeholders. [15, 16]
<b>WELL, MINE, AND SUPER-FUND SITE CLEANUP</b>	\$21 billion	Paid for in part by reinstating lapsed levies on pollutants. [17]

## NEW INVESTMENTS

CATEGORY	COST	CONTEXT
<b>BROADBAND</b>	\$65 billion	62% of Americans back increased funding. Nearly 17 million American kids do not have home Internet access. [4, 18]
<b>RECONNECTING COMMUNITIES</b>	\$1 billion	Funds to remove or retrofit highway construction that split up urban neighborhoods [19]

[1] CBS Evening News, July 27, 2021

[2] Washington Post, April 27, 2017

[3] Amtrak, May 27, 2021

[4] AP/NORC, July 22, 2021

[5] Pew Research Center, April 7, 2016

[6] Vox, August 2, 2021

[7] Slate, July 21, 2021

[8] White House fact sheet, June 24, 2021

[9] Edison Electric Institute, November 30, 2018

[10] CNBC, July 28, 2021

[11] Union Cycliste Internationale, June 25, 2020

[12] Data for Progress, July 1, 2021

[13] The Verge, May 27, 2021

[14] The Conversation, May 4, 2021

[15] Rep. Josh Harder (D-CA), July 28, 2021

[16] Western FarmPress, July 29, 2021

[17] IGIS, July 29, 2021

[18] K-12 Dive, July 23, 2020

[19] Roads & Bridges, April 20, 2021