

Please note: The current surface transportation reauthorization – the Fixing America’s Surface Transportation (FAST) Act – is running on a one-year extension. Congress must pass a new surface transportation bill, or another extension, prior to the FAST Act’s expiration on September 30, 2021. There is no requirement or legislative deadline for infrastructure legislation. It is possible that surface transportation reauthorization and infrastructure legislation will be combined.

| | American Jobs Plan | Bipartisan Infrastructure Plan (Proposed 6/16/21) | Senate Environment and Public Works (EPW) Surface Transportation Reauthorization Act of 2021 (STRA-21) | Senate Commerce Surface Transportation Investment Act of 2021 (STIA) | INVEST in America (House Democrats Proposal) | STARTER 2.0 Act (House Republicans Proposal) |
|------------------------------------|---|---|--|---|--|---|
| Status | Original proposal from the Biden administration. | Proposal supported by a group of 20 senators (10 Democrats and 10 Republicans). | Reported out of Committee. This is the highway title of the Senate surface transportation reauthorization. The other titles will be added by other committees. | Reported out of Committee. This is the rail, motor carrier and highway safety title of the Senate surface transportation reauthorization. The other titles will be added by other committees. | Reported out of Committee. | Introduced; will serve as a starting point for House Republicans in any conference negotiations. |
| Scope | Highways/bridges, transit, rail, airports, water, broadband, housing, power and energy, education, child care, small businesses and manufacturing. | Highways/bridges, transit, rail, airports, water, EVs, energy, broadband, resiliency, superfund sites, and abandoned mines. | Highways/bridges. | Rail, motor carrier, and highway safety. | Highways/bridges, transit, rail, motor carrier and highway safety. | Highways/bridges, transit, rail, motor carrier and highway safety. |
| Duration | Eight years | Five years or eight years | Five years | Five years | Five years | Five years |
| Total Cost | US\$2.25 trillion | US\$579 billion will be “new,” above-baseline spending. The numbers below break down the US\$579 billion. <ul style="list-style-type: none"> The plan’s total cost (new + baseline) is US\$973 billion for five years and US\$1.209 trillion for eight years. | US\$303.5 billion | US\$78 billion | US\$547.9 billion | US\$400 billion |
| One-time or Reauthorization | One-time, in addition to surface transportation reauthorization. | One time funding; possibly inclusive of reauthorization. | Reauthorization. | Reauthorization. | Reauthorization. | Reauthorization. |
| Transit | US\$85 billion | US\$48.5 billion | Senate Banking has jurisdiction over this title. | Senate Banking has jurisdiction over this title. | US\$109 billion | US\$50.5 billion, maintains FY2021 levels |
| Highways | US\$115 billion for modernization (includes bridges) | US\$110 billion (includes bridges) | US\$273.15 billion for federal-aid highway programs | Senate EPW has jurisdiction over this title. | US\$334 billion <ul style="list-style-type: none"> US\$275 billion for federal-aid highway programs | US\$311 billion |
| Ports | US\$17 billion | US\$16.3 billion (includes waterways) | US\$250 million for Reduction of Truck Emissions at Port Facilities | N/A | N/A | N/A |
| Airports | US\$25 billion | US\$25 billion | The bill expands TIFIA program eligibility to certain airport projects through FY2025. | N/A | N/A | N/A |
| Bridges | Included in the US\$115 billion for highway modernization. | Included in the US\$110 billion for highways. | US\$6.5 billion for a new bridge investment program | Senate EPW has jurisdiction over this title. | Included in the US\$343 billion for highway funding. | US\$23 billion for the Large Bridges Investment Program |
| EVs | US\$174 billion | US\$15 billion | US\$2.5 billion for Charging & Fueling Infrastructure Grants | Senate EPW has jurisdiction over this title. | US\$4 billion | None |
| Rail | US\$80 billion | US\$66 billion | Senate Commerce has jurisdiction over this title. | US\$64 billion, inclusive of rail, multimodal and freight investments. | US\$95 billion | US\$16.5 billion |
| Housing | US\$300 billion | None | N/A | N/A | N/A | N/A |
| Broadband | US\$100 billion | US\$65 billion | N/A | N/A | N/A | N/A |
| Other | US\$20 billion to reconnect communities US\$25 billion for projects that will benefit the regional or national economy US\$50 billion for resiliency projects | US\$1 billion for reconnecting communities US\$73 billion for power infrastructure US\$55 billion for water infrastructure US\$47.2 for resiliency US\$16 billion for orphan wells/abandoned mines US\$5 billion each for remediation of superfund sites and western water storage | | Provides an additional US\$6.5 billion for the INFRA program. | US\$5.7 billion in Member-designated highway and transit projects (earmarks) | Increases the cap on Private Activity Bonds from US\$15 billion to US\$45 billion. |
| Pay-Fors | Raises the corporate tax rate to 28%; strengthens a minimum tax on multinational corporations by doubling its rate to 21% and requiring companies to calculate that tax on a country-by-country basis; and imposes a 15% minimum tax on companies’ book income. | Includes a number of proposed financing sources for new spending, including instituting infrastructure financing authority to leverage private investment; increasing P3s, PABs, and asset recycling; reducing the IRS tax gap; redirecting unused UI relief funds; repurposing unused COVID relief funds for infrastructure; expanding state and local COVID fund uses; allowing use of toll credit balance for infrastructure; creating an annual surcharge on EVs; indexing the gas tax to inflation; and adjusting customs user fees. | Does not contain a revenue title, which falls under the jurisdiction of the Senate Finance Committee. | Does not contain a revenue title, which falls under the jurisdiction of the Senate Finance Committee. | Does not contain a revenue title, which falls under the jurisdiction of the House Ways & Means Committee. | Does not contain a revenue title, which falls under the jurisdiction of the House Ways & Means Committee. |

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