



Infrastructure Investment and Jobs Act

What is in it for highway and bridge contractors?

The [AGC-supported](#) Senate bipartisan infrastructure package, the [Infrastructure Investment and Jobs Act](#), would invest more than \$1.2 trillion in the nation’s roads, bridges, transit systems, airports, ports and waterways, drinking water and wastewater systems, energy infrastructure, and more. Here’s what is in the [package](#) for AGC’s highway contractors:

Surface Transportation Reauthorization - \$304 billion

The bill includes the AGC-supported [Surface Transportation Reauthorization Act](#) that passed by the Senate Environment and Public Works Committee in May. This bill makes a record \$304B investment over 5 years in the nation’s highway, road, and bridge programs, representing a 34% increase in spending over current levels of funding. A 5-year extension of the FAST Act would have been \$235B. As part of the bill, 90% of the contract authority funding would go out by formula to the states, fulfilling an AGC policy recommendation. A state-by-state breakdown of funding can be found [here](#), and a full AGC-summary of this can be found [here](#). Specifically included in the funding:

Formula Funding to States National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Program, National Highway Freight Program, PROTECT Grants, Carbon Reduction Program, etc.	\$273B
Allocated Programs Federal Lands and Tribal Transportation, Congestion Relief Program, INFRA grants, Ferry Boats, etc.	\$19.5B
Rural Surface Grant Program	\$2B
Bridge Investment Program	\$3.2B
Electric Vehicle Charging and Alternative Fuel Infrastructure	\$2.5B
PROTECT Grants	\$1.4B
Plus Funding for Additional Programs	

Additional Funding - \$47 billion

A breakdown of the additional funding to the surface transportation reauthorization is included below:

Bridge Investment Programs Formula dollars to states based on need (\$27B) Discretionary grant program administered by U.S. DOT (\$9B)	\$36B
Electric Vehicle Charging and Alternative Fuel Infrastructure	\$5B
Additional INFRA discretionary grant program – Information on INFRA found here	\$3.2B
Appalachian Highways – Information on ADHS program found here	\$1.25B
Reconnecting Communities	\$500M
Ferry Boats and Terminal Construction	\$342M
Research Programs	\$95M

Why do some documents say there is an additional \$110 billion for roads and bridges?

Many summary documents that have been circulated display the additional investment over current spending levels in the surface transportation reauthorization portion of this bill as “additional funding.” Before final bill text was revealed, it was incorrectly assumed that the \$110B pot of funding was in addition to the surface reauthorization bill included in this package. Some documents also include funding for multimodal investment (that highway construction would be eligible) or investment in activities that are not actual construction.

How is this different than the [INVEST in America Act](#) that was passed by the House?

The [INVEST in America Act](#) is the House-version of surface transportation reauthorization passed on a largely partisan basis. While it includes \$334 billion for roads and bridges, it also includes AGC-opposed policies such as limiting a state’s ability to build new roads. In addition, there were no reforms to the environmental review and permitting process and it broadly expanded Buy America requirements to construction materials without exemptions.

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