

FROM: Brian Deese and Anita Dunn
TO: Jobs Cabinet
RE: Historic Bipartisan Infrastructure Framework Addresses Challenges Facing American Families, Small Businesses, Workers, and Farmers

Last week, Senators from both parties and the President agreed on a bipartisan infrastructure framework to create good-paying jobs, invest in American competitiveness, and generate long term sustainable economic growth. The President said Thursday that he is committed to working with Congress and generating support among the public for the framework. As we move into this next phase of advocating for the bipartisan deal, please see below for key points on how the Bipartisan Infrastructure Framework addresses key challenges facing the American economy, families, small businesses, workers, and farmers.

Summary

The Bipartisan Infrastructure Framework is the largest long-term investment in our infrastructure in nearly a century. It is four times the [infrastructure investment](#) in the 2009 Recovery Act.

It is the largest investment in public transit in history, the largest investment in passenger rail since the creation of Amtrak, and the largest investment in repairing our nation's bridges since the construction of the interstate highway system. It will build a nationwide network of electric vehicle (EV) chargers, eliminate the nation's lead service lines and pipes, and will accomplish the President's goal of getting every American reliable, affordable, high-speed internet. The Framework is the largest investment in clean transmission in American history, and will create good-paying union jobs addressing legacy pollution and advancing environmental justice.

Economists across the board agree that this plan will mean more jobs, more workers participating in the labor force, higher productivity, and higher growth for our economy over the long term. According to one study of the American Jobs Plan: nearly [90 percent of jobs](#) don't require a college degree; 75 percent don't require an associate's degree. As the President says, this is a blue-collar blueprint to rebuild America.

	Amount (billions)
Total	\$579
Transportation	\$313
Roads, bridges, major projects	\$110
Safety	\$11
Public transit	\$48.5
Passenger and Freight Rail	\$66
EV infrastructure	\$7.5
Electric buses / transit	\$7.5
Reconnecting communities	\$1

Airports	\$25
Ports & Waterways	\$16.3
Infrastructure Financing	\$20
Other Infrastructure	\$266
Water infrastructure	\$55.2
Broadband infrastructure	\$65
Environmental remediation	\$21
Power infrastructure including grid authority	\$73
Western Water Storage	\$5
Resilience	\$47.2

**New spending + baseline (over 8 years) = \$1,209B*

Roads, Bridges, and Major Projects -- \$110 billion

Challenge: Today, [1 in 5 miles of highways](#) and major roads, and 45,000 bridges, are in poor condition. 40 percent of bridges are more than 50 years old. For example, in Woodstock, NH, a 183-foot-long bridge services 60 commercial trucks a day. It is structurally deficient and 82 years old. If this bridge goes down, fire trucks would make 10-mile detours to get to town. In the Mississippi Delta, two counties shut down over 60 bridges due to deteriorating condition. Closures reroute residents on 40- to 50-mile detours.

As a result of the poor condition of our roads and bridges, traffic congestion costs over [\\$160 billion per year](#). Americans are forced to pay \$1,000 every year in wasted time and fuel.

The Bipartisan Infrastructure Framework addresses these challenges by investing \$110 billion in new funding to repair our roads and bridges and support major, transformational projects. It is the largest investment in repairing and reconstructing our nation's bridges since the construction of the interstate highway system. The 2009 Recovery Act included \$29 billion in direct investment in roads and bridges.

This investment includes dedicated funding to rebuild ten of the most economically significant bridges in the country as well as 10,000 small bridges, providing critical linkages to communities. It will build upon bipartisan efforts to repair our highways, roads, and main streets, with a focus on climate change mitigation and resilience. And, the Framework expands discretionary grant programs to support projects of regional and national significance – transformative, often multimodal, projects that would not otherwise receive funding.

Public Transit -- \$48.5 Billion

Challenge: Underinvestment in public transit – both in repairing existing transit systems and developing new transit – leads to longer commuting times and worse climate outcomes. Even before COVID, there was a deferred maintenance backlog of \$105 billion according to the Department of Transportation. This translates to delays, disruptions, and unreliable service.

Households that take public transportation to work have [twice](#) the commute time. In some cities, people of color are [twice as likely](#) to use public transit to get to work.

The transportation sector is now the [single largest](#) source of U.S. greenhouse gas emissions. According to the [National Household Travel Survey](#), more than four out of five trips taken by Americans in 2017 were in cars, trucks, and SUVs. In order to achieve our ambitious climate goals, we must provide compelling alternatives to personal vehicle travel through modern, reliable, and frequent public transit and rail options in communities across the country, so that more Americans can rely on these forms of sustainable transportation.

Investments in public transit help people get better jobs and higher wages, and raise economic growth and productivity. [One study](#) found that a metropolitan area's 10 percent increase in transit seats or rail service miles per capita is associated with up to \$1.8 billion per year in increased wages. Another [study](#) found that improved transit access increases labor force participation.

The Bipartisan Infrastructure Framework addresses these challenges by investing \$48.5 billion of new investment to modernize transit, and improve accessibility for the elderly and people with disabilities. The Framework is the largest Federal investment in public transit in history.

The Framework will clear the backlog in public transit repairs, **and** build new transit. It will replace thousands of transit vehicles, including buses, with clean, zero emission vehicles.

And, it will benefit communities of color since these households are twice as likely to take public transportation and many of these communities lack sufficient public transit options.

Safety -- \$11 Billion

Challenge: America has one of the [highest road fatality rates](#) in the industrialized world, double the rate in Canada, and quadruple that in most [European countries](#). This is simply unacceptable.

The Bipartisan Infrastructure Framework addresses these challenges by investing \$11 billion in transportation safety programs, including a new Safe Streets for All program to help states and localities reduce crashes and fatalities in their communities, especially for cyclists and pedestrians.

The Framework will more than double funding directed to state and local programs that improve the safety of people and vehicles in our transportation system, including highway safety, truck safety, and pipeline and hazardous materials safety.

Passenger Freight and Rail -- \$66 Billion

Challenge: U.S. passenger rail lags behind the rest of the world in reliability, speed, and coverage. China already has [22,000](#) miles of high-speed rail, and is planning to double that by 2035.

The high-traffic Northeast Corridor sees [260 million](#) passenger trips per year. It has multiple bridges and tunnels at risk of failure. Experts estimate that a single day without service would cost the economy [\\$100 million in lost productivity](#) and transportation-related impacts.

The Bipartisan Infrastructure Framework addresses these challenges by positioning Amtrak and rail to play a central role in our transportation and economic future. It's bold and does not just tinker around the edges. This the largest investment in passenger rail since the creation of Amtrak 50 years ago.

The Framework invests \$66 billion in rail to eliminate the Amtrak maintenance backlog, modernize the Northeast Corridor, and bring world-class rail service to areas outside the northeast and mid-Atlantic.

EV Infrastructure -- \$7.5 Billion

Challenge: Although the market for EV charging has grown significantly in recent years, the existing network of 100,000 publicly available chargers is too sparse, and its growth is too slow to support the rapid expansion in electric vehicles needed. The public needs convenient, reliable, and affordable chargers where they drive, where they live, and where they work, shop, and play. Getting there will require both public and private investment.

[China](#) had over 800,000 EV charging outlets at the end of 2020, up from 516,000 in 2019 and 300,000 in 2018. In December 2020 alone, China installed 112,000 public charging points — more than the entire U.S. public charging network. Their latest 5-year plan calls for the equivalent of \$14 billion in investment in EV charging infrastructure.

Investing in EV charging stations is critical to meet our climate goals and compete with China.

The Bipartisan Infrastructure Framework addresses these challenges by investing \$7.5 billion in grant funding, plus an additional \$7.5 billion in low-cost financing, to build out a national network of EV chargers. This is the first-ever national investment in EV charging infrastructure in the United States. Public financing will have a particular focus on rural, disadvantaged, and hard-to-reach communities. It will construct 500,000 chargers nationwide.

Electric Buses -- \$7.5 Billion

Challenge: There are roughly [475,000](#) school buses in the United States and 95 percent of them run on diesel. As a result, every day, more than [25 million children](#) and thousands of bus drivers breathe polluted air on their rides to and from school. Diesel air pollution is linked to asthma and other health problems that hurt our communities and cause students to miss school.

The Bipartisan Infrastructure Framework meets this challenge by delivering 35,000 EV school buses nationwide, including in rural communities. The Bipartisan Infrastructure Framework will help school districts across the country buy clean, American-made, zero emission buses, replacing a sizable percent of the yellow school bus fleet.

These investments will drive demand for American-made batteries and vehicles, creating jobs and supporting domestic manufacturing, while also removing diesel buses from some of our most vulnerable communities.

Reconnecting Communities -- \$1 Billion

Challenge: Portions of the interstate highway system were built through Black neighborhoods, destroying homes, schools, churches, and parks and causing lasting impacts for residents who stayed. Examples include Miami, Birmingham, St. Paul, Pittsburgh, Flint, Charlotte, Los Angeles, and Syracuse.

The Bipartisan Infrastructure Framework meets this challenge by creating a first-ever program to reconnect communities divided by transportation infrastructure. The program will fund planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure. This is in addition to other major grant programs that could fund elements of these projects.

Airports, Ports, and Waterways -- \$41 Billion

Challenge: While the United States pioneered the modern aviation industry, today, U.S. airports lag far behind. [Not a single](#) U.S. airport is in the top 25 worldwide.

[Only 9 percent of roads](#) outside ports are in good or very good condition. These connections are needed to link ports and other transportation infrastructure to move people and goods.

The [American Society of Civil Engineers](#) gives America's Inland Waterways infrastructure a D+; the system faces a \$6.8 billion backlog in construction projects and ongoing lock closures.

A thriving, resilient post-pandemic economy relies on well-functioning ports and freight networks to move goods to market and world-class airports to welcome domestic and international travelers.

The Bipartisan Infrastructure Framework meets this challenge by investing \$16.3 billion in port infrastructure and \$25 billion in airports to address repair and maintenance backlogs, reduce congestion and emissions near ports and airports, and drive electrification and other low-carbon technologies.

Modern, resilient, and sustainable port, airport, and freight infrastructure will support U.S. competitiveness by removing bottlenecks and expediting commerce and reduce the environmental impact on neighboring communities.

Infrastructure Financing Authority -- \$20 Billion

Challenge: The infrastructure gap and climate crisis cannot be addressed by the Federal government alone, and billions of dollars of private capital are waiting on the sidelines.

The Bipartisan Infrastructure Framework meets this challenge by creating a first of its kind Infrastructure Financing Authority that will leverage billions of dollars into clean transportation and clean energy. The new Infrastructure Financing Authority will mobilize private investment, water, distributed energy resources and retrofits of residential, commercial and municipal buildings. The Infrastructure Financing Authority will provide low-cost capital to state, local, and private entities, including green banks and community financial institutions, seeking to address the most significant needs of our time through a broad toolkit of financial assistance.

The Framework proposes an initial capitalization of \$20 billion, which experts estimate could leverage billions in total investment.

Water Infrastructure -- \$55 Billion

Challenge: Across the country, pipes and treatment plants are aging and polluted drinking water is endangering public health. There are [up to 10 million homes](#) with lead service lines and pipes. Children in up to [400,000 schools](#) and child care facilities are at risk of exposure to lead.

For kids, higher exposure to lead can translate to [IQ points lost](#), can negatively affect [academic performance](#), and can lead to [cardiovascular disease](#) later in life. [By some estimates](#), each lead service line replaced at a cost of \$5,000 per line leads to \$22,000 in health savings.

The Bipartisan Infrastructure Framework meets this historic challenge by making the largest investment in clean drinking water in American history. It will replace 100 percent of the nation's lead pipes and service lines, benefiting up to 10 million American households and 400,000 schools and child care centers.

From rural towns to struggling cities, the Framework invests in water infrastructure across America, including in Tribal Nations and disadvantaged communities that need it most.

Broadband Infrastructure -- \$65 Billion

Challenge: Based on FCC estimates, more than 35 percent of rural Americans lack wired access to broadband at acceptable speeds. During the COVID-19 pandemic, there were stories of kids sitting in McDonald's parking lots to log on to remote school in parts of the country. [A much higher percentage](#) of White families use home broadband internet than Black or Latino families: 80 percent, compared to 71 percent and 65 percent, respectively.

And, even where there is high speed internet, according to the latest OECD data, among 35 countries studied, the United States has the [second highest broadband costs](#).

The Bipartisan Infrastructure Framework meets this challenge by investing \$65 billion to make high-speed broadband available to all Americans, to bring down high-speed internet prices across the board, and to close the digital divide.

With the 1936 Rural Electrification Act, the Federal government made a historic investment in bringing electricity to nearly every home and farm in America, and millions of families and our economy reaped the benefits. Broadband internet is the new electricity. It is necessary for Americans to do their jobs, to participate equally in school learning and health care, and to stay connected.

Power Infrastructure -- \$73 Billion

Challenge: Power outages cost the U.S. economy up to [\\$70 billion](#) annually. For example, the recent Texas power outages caused estimated losses of up to [\\$90 billion](#) for the state.

As climate change-induced extreme weather events happen more frequently, we need to make investments to build a more resilient grid. And, exacerbating the challenge, the majority of the nation's grid is aging, with some components over a century old and over [70 percent of transmission and distribution](#) (T&D) lines well into the second half of their lifespans.

The Bipartisan Infrastructure Framework meets this challenge by making the single largest investment in transmission in American history. It creates a Grid Development Authority at the Department of Energy to enable a national, clean energy power grid and funds to support activities that reduce the impacts to the electric grid and communities from extreme weather, wildfire, and natural disasters.

It deploys long distance, high voltage transmission to enhance reliability and resilience, lower costs, and integrate the highest value clean energy resources. It invests in research and development for advanced transmission and electricity distribution technologies, and smart grid technologies that deliver flexibility and resilience. And, it invests more than \$22 billion in demonstration projects and research hubs for next generation technologies like advanced nuclear reactors, carbon capture for industrial plants, and green hydrogen.

Resilience and Western Water -- \$52 Billion

Challenge: Last year, the United States faced 22 extreme weather and climate-related disaster events with losses over \$1 billion – a cumulative price tag of nearly [\\$100 billion](#). For example, in Louisiana, Hurricane Laura caused [\\$19 billion](#) of damage, broken water systems, and a damaged electrical grid. In the wake of Hurricane Harvey, Black and Hispanic residents were twice as likely to report lost income.

The Bipartisan Infrastructure Framework meets this challenge by helping communities build resilience to wildfires and floods through investments in forest management and upgrades to critical infrastructure -- like elevating buildings, roads, and bridges, hardening physical infrastructure, and winterizing the power grid. And, it will fund state and local infrastructure

improvements and emergency response strategies, such as planning grants to support development of evacuation routes or upgrading community shelters.

The Framework will also make it easier for low-income families to buy flood insurance. And, it will help Western farmers, ranchers, Tribes, families, and communities better prepare for future droughts. It will invest in ecosystem restoration, such as the restoration of wetlands that can reduce flood risk for communities.

###