



## Infrastructure Investment and Jobs Act

building and maintaining America's physical infrastructure including:

- x \$66B for freight and passenger rail;
- x \$65B to states for broadband deployment and broadband affordability;
- x \$55B for water infrastructure;
- x \$47B for roads and bridges (in addition to the reauthorization);
- x \$73B for modernizing electric grid and clean energy transmission;
- x \$39B for transit;
- x \$25B for airport projects; and

## One Federal Decision

that will help hold agencies accountable by requiring timelines and page large environmental documents. It makes other improvements by allowing relocation prior to the environmental reviews being complete.

; Allows States to Build New Roads Without New Restrictions  
Does not include restrictions on or excludes eligibilities for expanding highway capacity like was included in the House INVEST Act. [ACIC of America was opposed](#) to this provision and led [a coalition effort](#) in opposition to it.

: Allows for Local Hire Requirements, But Does Not Require Them

The bill allows grant recipients discretion to implement a local or economic hiring preference relating to the use of labor on a grant-funded construction project, subject to any applicable State/local laws, policies, and procedures. This, however, does not alter the status quo.

: Gives Broad Discretion to Federal Agencies

Provides funds to federal agencies for discretionary grants. It provides agencies an opportunity to add new requirements, some of which could go beyond the scope of congressional intent.

