



May 27, 2021

# Senate Republicans Release Infrastructure Counterproposal

Senate Republicans released a second infrastructure counterproposal this morning. The eight-year \$928 billion “Republican Roadmap” includes \$360 billion more funding than the party’s April 22 proposal, with increases in every category but broadband infrastructure. The proposal, which follows weeks of negotiations between President Joe Biden and a group of Senate Republicans, falls roughly \$70 billion short of the White House’s \$1 trillion minimum baseline funding-level target.

In a memo to the president, Sens. Shelley Moore Capito (R-WV), Roy Blunt (R-MO), John Barrasso (R-WY), Pat Toomey (R-PA), Mike Crapo (R-ID) and Roger Wicker (R-MS) emphasized that they would only support the inclusion of policies directly related to physical infrastructure, recommending that nontraditional infrastructure priorities instead be enacted through separate legislation. The group also reiterated the Republican Conference’s opposition to revisiting any part of the Tax Cuts and Jobs Act of 2017. To offset the proposal, they recommended utilizing a combination of unspecified user fees, infrastructure financing and repurposed COVID-19 relief funds. These funding mechanisms were publicly supported by a group of bipartisan senators earlier this week: Sens. Mitt Romney (R-UT), Susan Collins (R-ME), Rob Portman (R-OH), Bill Cassidy (R-LA), Joe Manchin (D-WV), Kyrsten Sinema (D-AZ), Jeanne Shaheen (D-NH) and Jon Tester (D-MT)

The following chart details the differences between the Republican infrastructure offers released on April 22 and May 27 and the administration’s proposals within each category.

REPUBLICAN INFRASTRUCTURE PROPOSALS				WHITE HOUSE PROPOSAL
Category	April 22 Counterproposal	May 27 Counterproposal	Percent Change	
<b>Roads, Bridges and Major Projects</b>	\$299 billion	<p>\$506 billion</p> <p><i>Includes the following allocations:</i></p> <ul style="list-style-type: none"> <li>• Resilience (\$14 billion)</li> <li>• EV Charging Infrastructure (\$4 billion)</li> <li>• Reconnecting Communities (\$800 million)</li> </ul>	+69%	<p>\$334 billion</p> <p><i>Includes the following allocations:</i></p> <ul style="list-style-type: none"> <li>• Repairs to Roads and Bridges (\$115 billion)</li> <li>• Electric Vehicles (\$174 billion)</li> <li>• Project Support Fund (\$25 billion)</li> <li>• Inequities Fund (\$20 billion)</li> </ul> <p>Proposes a tax credit to incentivize investment in disaster resiliency. Asks Congress to authorize investments in extreme weather mitigation, climate-</p>

<b>Broadband Infrastructure</b>	\$65 billion	\$65 billion	<i>No Change</i>
<b>Public Transit Systems</b>	\$61 billion	\$98 billion	+60%
<b>Airports</b>	\$44 billion	\$56 billion	+27%
<b>Drinking Water and Wastewater</b>	\$35 billion	\$72 billion	+105%
<b>Rail</b>	\$20 billion	\$46 billion	+130%
<b>Ports and Inland Waterways</b>	\$17 billion	\$22 billion	+29%
<b>Water Storage</b>	\$14 billion	\$22 billion	+57%
<b>Safety</b>	\$13 billion	\$21 billion	+61%
<b>Infrastructure Financing</b>	N/A	\$20 billion	<i>New Category</i>
<i>Topline Spending</i>	<b>\$568 billion</b>	<b>\$928 billion</b>	<b>+63%</b>

smart technologies, coastal resiliency, etc.
\$100 billion
\$85 billion
\$25 billion
\$111 billion
<i>Includes the following allocations:</i>
<ul style="list-style-type: none"> <li>• Water System Modernization (\$56 billion)</li> <li>• Lead Removal (\$45 billion)</li> <li>• PFAS (\$10 billion)</li> </ul>
\$80 billion for Amtrak
\$17 billion
N/A
\$20 billion
N/A
<i>Biden said he will not support a proposal under \$1 trillion. His American Jobs Plan totaled \$2.3 trillion.</i>

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