

INVEST IN AMERICA ACT

Building a Just and Equitable Future

The way we invest in transportation and infrastructure has a profound impact on equity. For too long, transportation decisions have disproportionately and negatively impacted communities of color, low-income communities, and people with disabilities. The INVEST in America Act will help build a more just and equitable future through strong requirements for investment in businesses owned by socially and economically disadvantaged individuals, dedicated resources to low-income communities, consideration of equity and environmental justice in funding decisions, and improved access for people with disabilities.

- **Reauthorizes and updates U.S. DOT's Disadvantaged Business Enterprise program**, requiring that states use at least 10% of funds under the highway, transit, innovation, and TIFIA titles of the bill via small business concerns owned and controlled by socially and economically disadvantaged individuals.
- Establishes **apprenticeship goals** for the largest highway grant programs with an emphasis on employing traditionally underrepresented populations, including women and minorities, to create a more diverse construction workforce.
- Requires the Secretary to **consider whether projects serve persistent poverty communities** in the Projects of National and Regional Significance program (\$13 billion).
- Requires the Secretary to **consider equity and environmental justice, and whether a project is in a persistent poverty or urban poverty community**, under the Community Climate Investment Grant program (\$1 billion).
- Provides **\$109 billion total for transit** in communities of all sizes.
- Requires **consideration of equity and environmental justice for tolling** and congestion pricing projects.
- Sets aside **\$50 million a year, administered through the transit rural formula grant, for rural persistent poverty areas**, defined as a county with a poverty rate above 20% since 1990. Requires states to distribute these federal funds to persistent poverty counties.
- Creates a transit **demonstration grant to provide for a reduced fare for low-income riders** to help close transit equity gaps. Commissions a GAO review into the benefits and implications of fare-free transit.

- Creates a new **\$3 billion program to reconnect economically-disadvantaged and underserved neighborhoods that have been divided by arterial highways** and other infrastructure, emphasizing projects that ensure inclusive economic development and environmental justice.
- Creates a **new program to reduce transit deserts**, improving access to jobs and essential destinations in communities that are unserved or underserved by transit.
- Requires the Secretary to **consider equity and environmental justice under the new Active Connected Transportation** grant program, which funds comprehensive bike networks in communities as well as long-distance connectors and trails (\$250 million per year).
- **Doubles the set aside for urban areas formula dollars based on low-income population** and deep poverty census tracts and directs transit agencies to serve these populations.
- Creates a new program to bring transit rail stations into **compliance with the Americans with Disabilities Act**.
- Adds additional **planning considerations for accessibility and equity**, including a holistic look at housing and land use policies, in both the statewide and metropolitan planning processes.
- Creates a grant program to examine the costs and benefits of allowing **flexibility in paratransit trips that allow one stop for certain needs** like dropping children off at daycare or school or stopping briefly at the pharmacy, grocery store, or bank.
- **Requires the U.S. Access Board to finalize guidelines for access by disabled pedestrians** to the public right-of-way.
- Revises the goals of the National Highway Freight program to include further **consideration of environmental justice and equity impacts**.
- Provides **multiple incentives in the Capital Investment Grant ratings process** if the project preserves or encourages higher density affordable housing near a project.
- Revises the provisions of the National Strategic Freight Plan, the National Multimodal Freight Policy, and the State Freight Plans to include **further considerations of environmental justice and equity impacts**.
- Establishes an **Office of Transit-Supportive Communities** to make grants, provide technical assistance, coordinate transit-housing policies across the federal government, and incorporate strategies to promote equity for underrepresented and underserved communities.
- Reestablishes the Transportation Equity Research Program that will focus on **the impacts of surface transportation planning, investment, and operations on underserved populations**.

- Establishes a national clearinghouse to examine the use of autonomous vehicles (AVs), including **research into the land use and social equity impacts of AVs.**
- **Allows a transit grantee to transfer property no longer needed to a local government authority, non-profit, or other third party for the purpose of transit-oriented development** and releases the federal interest in that asset. Requires that at least 40% of the housing units in such a project be offered as affordable housing.
- Requires the Secretary to issue best practices to better scope **which types of transit service changes trigger a review under Title VI** of the Civil Rights Act.
- Directs the Secretary to make grants to an eligible non-profit institution of higher education to establish and operate a **national Center of Excellence for fair and equitable traffic safety enforcement**, to promote fair and equitable traffic safety enforcement with the goal of reducing traffic fatalities and injuries.
- Provides preference within the Passenger Rail Improvement, Modernization, and Expansion (PRIME) grant program to projects that **improve service to and investment in socially disadvantaged communities.**
- Taking into account **the impact of past rail development on minority communities**, the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program provides preference to projects that **improve service to or provide direct benefits to socially disadvantaged groups, including the relocation of right-of-way that affect community connectivity.**
- Authorizes the Secretary to establish workforce development pilot programs in partnership with railroad carriers, allowing for **strengthened minority outreach and workforce diversity.**
- Requires the Secretary to consider track records of **fostering economic development in disadvantaged communities** through rail transportation systems in awarding funding to interstate rail compacts.
- Requires the Secretary to consider how projects will **positively impact the accessibility of affordable housing** within a region when awarding high-speed rail corridor planning assistance.
- Makes **Indian tribes eligible for competitive rail funding** in the PRIME, CRISI, BeST and Highway-Rail Grade Crossing Separation grant programs.
- Requires Amtrak to conduct a comprehensive review of all Amtrak policies, procedures, protocols, and guidelines for **accessibility for passengers with disabilities** in coordination with representatives of the disability advocacy community.

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Meeting the Challenge of Climate Change

Climate change is the defining challenge of our time, and transportation is the number one source of greenhouse gas emissions in the U.S. The INVEST in America Act takes bold steps to build the clean transportation sector of the future by reforming existing programs and launching new initiatives to reduce carbon pollution. The bill creates key new programs to cut emissions and mitigate the threat of extreme weather; invests in clean fuel infrastructure; provides more zero-emission and clean transportation choices; and harnesses American ingenuity in our fight against climate change. Specifically, the bill:

- **Creates a new carbon pollution reduction apportionment program**, investing \$8.3 billion in highway, transit, and rail projects that will reduce greenhouse gases, and holds states accountable for their performance by measuring annual progress and requiring low-performing states to dedicate additional resources toward reducing carbon pollution.
- **Establishes a new pre-disaster mitigation program**, providing \$6.25 billion to help states prepare for and mitigate the impacts of climate change and extreme weather, including through natural infrastructure.
- **Provides record investment in transit**, dedicating \$109 billion to support all modes of transit in urban, suburban, and rural communities.
- **Invests \$4 billion in electric vehicle charging and alternative fueling infrastructure** along designated corridors, reducing range anxiety, and helping America shift to the next generation of clean vehicles. Requires each state to make a plan for filling charging gaps and make progress in meeting that plan.
- **Significantly increases support for pedestrian and bike infrastructure and complete streets**, supporting zero-emission modes through almost \$10 billion in dedicated investment via existing and new programs.
- **Reforms the largest highway construction program** to emphasize state of good repair and eliminate policies that tilt the scales towards unneeded capacity expansions. In addition, it requires states to first consider operational improvements and transit when proposing additional capacity.
- **Establishes a new greenhouse gas performance measure** to track states' progress in reducing carbon pollution from our highway system.

- **Creates a locally-driven climate discretionary grant program**, allowing communities to advance innovative solutions to reduce carbon pollution.
- Establishes a new **\$3 billion program to reconnect economically-disadvantaged and underserved neighborhoods that have been divided by arterial highways** and other infrastructure through retrofit, repurposing, or removal, if appropriate. Emphasizes projects that ensure inclusive economic development and environmental justice.
- Makes the **freight formula program fully multimodal** and expands environmental considerations in freight planning.
- **Establishes a new green highway materials research, development, and deployment program** focused on highway materials that will reduce or sequester greenhouse gas pollution generated during production and construction.
- **Invests over \$4 billion in zero emission buses**, greening our transit systems and improving air quality in our communities.
- **Overhauls federal design standards to support complete streets**, helping pedestrians, bicyclists, and transit riders travel safely.
- **Increases funding and incentives for transit-oriented development**, ensuring that more Americans have access to walkable and transit-supportive communities.
- Requires **consideration of pollution reduction and resilience through the planning process** to ensure we're building sustainably for the future.
- Creates a new gridlock reduction program focused **on operational improvements, travel demand management, and multi-modal solutions to urban traffic congestion**.
- **Doubles funding for deploying innovative, green technologies**, focusing on innovations that will reduce greenhouse gas emissions from the surface transportation system.
- **Provides a 500+ percent boost in funding compared to FAST Act levels for rail**, allowing for critical investment in and expansion of an environmentally-friendly form of land-based transportation for freight and passengers.
- Requires Amtrak to develop a strategy to become **a net-zero carbon emissions transportation provider and achieve net-zero carbon emissions** within the Northeast Corridor by 2035.
- Establishes the Passenger Rail Improvement, Modernization, and Expansion (PRIME) grant program focused on the growth of intercity and high-speed passenger rail, with **electrification and mitigation of environmental impacts** as eligible activities under the program. Further provides preference in PRIME to projects that achieve environmental benefits such as **the reduction of greenhouse gas emissions or improvement in local air quality**.

- Directs the Secretary to sponsor a National Academies of Science assessment on **the potential impacts of climate change on the national rail network**.
- Establishes a new **university rail climate innovation competitive grant program** focused on the research of low- and zero-emission rail technologies.
- Requires the Secretary to prioritize **projects that will reduce greenhouse gas emissions** when awarding high-speed rail corridor planning and development assistance.

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Rebuilding Rural America

Rural America faces significant challenges in fixing crumbling roads and bridges, providing access to good-paying jobs, and ensuring the safety of their communities. The INVEST in America Act provides landmark investment in rural communities, dedicating record resources to improving safety, state of good repair, and access to jobs and services.

- Provides \$290 billion in directly apportioned funding to state departments of transportation to **invest in communities** of all sizes to improve safety, fix roads and bridges, and improve access to jobs. Project decisions will be made by state and local governments, not the federal government.
- Reforms the Surface Transportation Program to ensure that **smaller cities and towns receive their fair share of highway funding**.
- Increases the off-system bridge set-aside, providing approximately **\$1 billion in annual investment in off-system bridges** out of highway formulas to repair deficient and unsafe bridges in rural and small communities.
- Establishes a **new Rebuild Rural Bridges** discretionary grant program to provide **\$1 billion** to rehabilitate or replace off-system bridges, Tribal bridges, and other rural bridges in poor condition.
- **Increases funding for dedicated rural transit formula grants by 50%**, supporting rural transit infrastructure.
- Increases the High-Risk Rural Roads set-aside to **direct more funding for crucial safety projects in rural communities**.
- Provides \$2.4 billion over the life of the bill for a new Community Transportation Investment Grant program dedicated to local government applicants in communities of all sizes. **At least 25% of these funds must be spent in rural areas**.
- Sets aside **\$50 million a year for rural areas with persistent poverty counties**, defined as a county with a poverty rate above 20% since 1990. Requires states to distribute these federal funds to persistent poverty counties.
- Provides \$1 billion over the life of the bill for Community Climate Investment Grants to reduce carbon pollution, dedicated to applicants in communities of all sizes, **including an emphasis on rural persistent poverty communities**.

- **Streamlines the TIFIA grant program to make it easier for rural projects to access federal loan assistance**, expediting the credit rating process, waiving fees for more projects, and requiring DOT to report on the location of TIFIA-assisted projects.
- Boosts total tribal transportation funding to **\$1 billion per year** in guaranteed investment, which will predominantly support rural areas.
- **Creates a Mobility Innovation program** that allows rural transit agencies to invest in new mobility technologies to provide innovative service that meets the unique needs of rural areas.
- Provides for the **creation of additional critical rural freight corridors**, allowing states to direct funds to high-priority roadways essential for keeping our economy moving.
- **Streamlines the process by which the Federal Transit Administration provides funds to rural and small communities**, ensuring that they receive federal funds more quickly.
- **Establishes a new wildlife crossings program** to reduce vehicle-wildlife crashes and improve habitat connectivity and sets aside 50% of funding for rural areas.
- Ensures better coordination between states and broadband entities, **supporting “dig once” policies** that will allow for better access to broadband for rural America.
- Increases the amount of funds that rural recipients can use for **workforce training and capacity building**.
- Provides \$29.3 billion for Amtrak, of which \$16.2 billion is dedicated to Amtrak’s National Network, **which includes long-distance and state-supported routes that connect rural communities**.
- Provides \$7 billion for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program, of which **\$1.05 billion is dedicated to rural projects, 280% more than the FAST Act set-aside**.
- **Renews Amtrak’s mandate to provide long distance service to the entire country—** beyond coastal population centers.

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Supporting Local Communities

The INVEST in America Act provides **more than \$50 billion over five years in dedicated Highway Trust Fund funding to local areas**. In addition, the bill modifies other state-controlled program funds, increasing the likelihood that these funds will be spent on projects that will directly benefit communities. The bill strengthens the state-local relationship, addresses concerns expressed by both states and localities about the current Federal-aid highway program process, enhances coordination, and improves the flow of funds to communities of all sizes.

Higher funding for Metropolitan Planning Organizations (MPOs) and local governments

The INVEST in America Act significantly increases the total amount of funding to MPOs and local governments through apportioned and allocated programs, both on a total dollar basis and as a percentage of total funds made available under the Highway Trust Fund:

- Provides approximately **\$37 billion** over five years in **Surface Transportation Program (STP)** funding required to be suballocated to local areas.
- Provides nearly **\$7 billion** over five years in **Transportation Alternatives Program (TAP)** funding. Of this amount, 66% or **\$4.3 billion** is required to be suballocated to local areas, and the bill allows up to 100% of TAP funds to be suballocated.
- Provides an additional **\$2 billion** for **safe streets projects** in communities of all sizes, provided through the HSIP formula and fully suballocated to local areas.
- Provides **\$2.4 billion** over the life of the bill for a new **Community Transportation Investment Grant** program dedicated to local government applicants in communities of all sizes. Sets aside funding specifically for technical assistance to applicants.
- Provides **\$1 billion** over the life of the bill for new **Community Climate Investment Grants** to reduce carbon pollution, dedicated to non-state applicants in communities of all sizes. Sets aside funding specifically for technical assistance to applicants.
- Provides **\$1 billion** over the life of the bill for a new **Metro Performance program** to directly allocate Federal-aid highway contract authority and obligation limitation to qualified MPOs to advance local priority projects.
- Provides **\$2.4 billion** over the life of the bill for planning funding to MPOs.

- Establishes a new Metropolitan Planning Research Pilot Program **to make awards to MPOs to carry out research to enhance and improve metropolitan planning practices.**

Funding for projects to benefit local communities

- Provides \$8.3 billion for a **Carbon Pollution Reduction apportioned program** that requires states to expend funds on projects that will reduce greenhouse gas emissions, which are higher in larger population centers.
- Provides \$6.25 billion for a **Pre-Disaster Mitigation** program to fund projects identified by MPOs and states in the planning process and listed on vulnerability assessments of critical transportation assets, evacuation routes, and repeatedly damaged facilities.
- Provides \$4 billion for **Clean Corridors** grants for electric vehicle charging and alternative fueling infrastructure, which can be allocated by the Secretary directly to local areas if states do not program the funding in a timely manner.
- Provides \$1 billion for **Rebuild Rural Bridges grants** to fix off-system bridges.
- Creates a **vulnerable road user safety special rule**, requiring states with high rates of cyclist and pedestrian fatalities to obligate funding to address safety hotspots in the specific geographic areas of the State in which fatalities occur.
- Increases the **off-system bridge set-aside** to provide approximately \$1 billion annually in off-system bridges to assist bridge projects in smaller communities.
- Increases the **High-Risk Rural Roads set-aside** to direct more funding for safety projects in rural communities.

Ensures money flows fairly to communities of all sizes

- Requires States to allocate STP funds by four areas of population size: (1) over 200,000; (2) 50,000 – 200,000; (3) 5,000 – 50,000; and (4) under 5,000. This change will **ensure federal apportionment dollars are expended proportionally among smaller communities.**

Strengthens local input and decision-making

- Sets aside resources under STP for **technical assistance to MPOs** that directly allocate federal funding.
- Requires **additional technical assistance to states and subrecipients** to facilitate compliance with federal requirements.
- Requires funds that are suballocated in **areas represented by smaller MPOs to be obligated equitably.**

- Establishes a **transportation system access measure** that will fundamentally shift the project-selection process to take into consideration the movement of people by various modes of transportation, rather than vehicle level of service only.
- Requires states to adopt **context-sensitive design standards** and provides design flexibility for local governments as they advance projects.
- Allows MPOs to designate **critical multimodal urban freight corridors**.

Increases transparency and accountability

- **Requires the publication in a user-friendly format, including interactive maps, of project information** on all projects over \$5 million funded with federal dollars, including the project location and the population size of the area in which the project is located.
- Significantly **strengthens accountability and oversight of discretionary grant programs** by requiring that project selection be based on data-driven determinations, quantified, and documented, and by requiring that all unsuccessful grant applicants have an opportunity to be debriefed by the Department of Transportation.

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Toward Zero Deaths: Building Safer Streets for All

While there was a significant decrease in vehicle miles traveled last year due to COVID-19 public health measures, preliminary data shows traffic fatalities reached a 13-year high in 2020 with an estimated 38,680 people dying in motor vehicle crashes on U.S. roadways. This represents an increase of approximately 7.2% from the previous year, while the rate of fatalities rose 23%.

Active transportation has increased significantly over the last decade, but pedestrian and bicyclist fatalities also soared by almost 50 percent in that timeframe. The INVEST in America Act tackles this crisis with comprehensive policies to ensure safety is a top priority. This comprehensive approach to complete street design, formula funding program reforms, improved safety performance management, innovation and safety research efforts, and coordination between states and local governments, will drive transformative changes that can put our country on the road to zero deaths.

- **Boosts highway safety funding** by more than 50% over current law. Provides additional flexibility to invest in safety education, training, and enforcement.
- **Significantly increases funding for pedestrian and bike infrastructure and complete streets**, supporting zero-emission modes through approximately **\$10 billion** in investment via existing and new programs. Expands eligibilities for safe routes to schools.
- **Requires coordinated bicycle and pedestrian safety planning** and ensures states with the highest pedestrian and bicycle fatalities address those risks. Sets aside funding for complete streets projects and makes this funding available to both cities and smaller towns.
- **Adopts context sensitive design principles** to provide for complete streets in urban areas and ensure the safety of all road users. Provides design flexibility to local governments.
- **Emphasizes high-risk rural roads**, while providing more certainty and flexibility for states that will be required to make additional safety investments on rural roads.
- **Modernizes the railway grade crossing program**, providing for additional flexibility to address large grade separation projects and suicides on railroad tracks.
- **Strengthens performance measures** by removing the ability to set regressive safety targets.
- **Invests in work zone safety** by allowing states to fund work zone safety training and certification for state and local employees and construction workers.
- **Ensures speed limits take safety into account** by using the data available to states and localities. Eliminates the 85% design speed requirement under the Manual on Uniform Traffic Devices.

- **Increases investment in research on automated vehicle safety** for both passengers and other road users. Boosts funding for intelligent transportation systems research and deployment to make our transportation system smarter and safer.

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Prioritizing Intercity Passenger Rail: Amtrak

The Transforming Rail by Accelerating Investment Nationwide (TRAIN) Act authorizes \$32 billion in rail investment for Amtrak. The legislation includes funding to support Amtrak's National Network and the Northeast Corridor. There is a substantial backlog of unfunded state of good repair projects on Amtrak's network, including an estimated \$40 billion on the Northeast Corridor alone. The TRAIN Act enables Amtrak to address these urgent needs and prepare for the future.

Amtrak Funding

- To allow Amtrak to make sustained investments in infrastructure, stations, and equipment, reduce its state of good repair backlog, and expand its network, the TRAIN Act authorizes **\$32 billion over five years for intercity passenger rail service on the Northeast Corridor and the National Network**. This is more than three times higher than Amtrak funding levels in the FAST Act. Of this amount, the Northeast Corridor will receive \$13.5 billion and the National Network will receive \$18.5 billion over five years.
- **Up to \$250 million of National Network funding will be used to offset states' portion of certain nationally shared assets**, helping defray costs that Amtrak charges states for state-supported routes in FY 2022.

State Partners

The TRAIN Act includes changes to support states by bringing transparency and accountability to the Amtrak-State partnership. Specifically, the bill includes:

- **Measures to increase transparency and accountability of the costs assigned to states for state-supported routes.** The bill also establishes procedures and a deadline for the State-Amtrak Intercity Passenger Rail Committee to update the cost share methodology.
- **Measures that require Amtrak to engage early with all affected stakeholders when considering the establishment of new, or expansion of existing, state-supported routes.** This includes statutory updates that require Amtrak to engage early with the states and receive affirmative state permission before construction or initiation of such service. The bill also establishes an alternative cost share methodology that Amtrak and its state partners may agree to pursue to facilitate the development, construction, and operation of new or expanded state-supported routes.

Amtrak Reforms

The TRAIN Act also includes reforms to passenger services to help meet riders' expectations and drive demand by ensuring that Amtrak responds to the needs of all passengers, including those with

disabilities, and that it continues its legacy of providing quality jobs and employing a skilled workforce. Specifically, the bill includes:

- Changes to Amtrak's findings, mission, and goals to reflect the importance of Amtrak; reforms to the Board of Directors to build accountability to passengers, states, and workers; and **clarification that Amtrak does not exist solely to make a profit, but to serve the public interest** in providing national intercity passenger rail service.
- **A ban on ticket conditions that require mandatory arbitration of customer claims and disputes.**
- Increased overall funding to allow Amtrak to **close the gap in bringing stations and facilities into compliance with the Americans with Disabilities Act (ADA)**, as well as a full review of Amtrak's business operations for ADA consideration.
- **Requirements that all long-distance route passengers traveling overnight have access to meals**, establishment of a working group to recommend improvements to onboard food and beverage service, and removal of statutory language related to the cost of food and beverage service. The bill also requires that any individual preparing or providing onboard food and beverage service must be an Amtrak employee.
- **A requirement that Amtrak identify the mission of the Amtrak Police Department and develop a workforce planning process** to ensure the department maintains personnel levels necessary for protecting the safety and security of the Amtrak system.
- **Requirements that the busier stations served by Amtrak be staffed with an Amtrak ticket agent.**

Accessing the Network

Outside the Northeast Corridor most of Amtrak's trains operate on tracks owned by freight railroads. Part of the bargain that relieved the freight railroads of their legal obligation to provide passenger rail service around the time of Amtrak's creation was that Amtrak passenger trains must have dispatching priority over freight trains. Unfortunately, this has not always been the practice of freight railroads. To keep Amtrak trains on time and meet passenger expectations, freight railroads must follow the law and give preference to Amtrak trains. The TRAIN Act:

- **Allows Amtrak to directly enforce its statutory right of preference in court.**
- Further specifies how the Surface Transportation Board decides Amtrak requests to expand service frequency.

Maintaining and Expanding the Passenger Rail Network

Responding to the needs of America's intercity passenger rail infrastructure, the TRAIN Act establishes a new Passenger Rail Improvement, Modernization, and Expansion (PRIME) grant program and a new Bridges, Stations and Tunnels (BeST) directed grant program.

PRIME is authorized at \$25 billion over five years to make grants for rail projects that improve mobility, operational performance, or expand the intercity passenger rail network.

The PRIME grant program:

- Makes eligible Amtrak, a state, a group of states, political subdivisions, and interstate compacts and sets the federal share up to 90 percent.
- Includes eligibility for high-speed rail projects.
- Prioritizes projects that incorporate regional planning or have support from multiple states and projects with environmental benefits including greenhouse gas emission reductions.

BeST is authorized at \$25 billion over five years, for publicly-owned or Amtrak-owned major rail bridges, stations, and tunnels that have total project costs of at least \$500 million. The

BeST program:

- Requires projects to be part of a multi-state rail plan and have a Tier I environmental impact statement completed.
- Requires the Secretary of Transportation to establish an inventory of projects to be funded thereby providing some level of funding certainty.

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Historic Investment in Passenger and Freight Railroads

The Transforming Rail by Accelerating Investment Nationwide (TRAIN) Act makes once-in-a-generation advancements in rail transportation possible with the authorization of \$59.8 billion in new or existing rail safety and development grant programs. Furthermore, the bill identifies the need for a rail trust fund to create a dedicated and reliable funding source for Amtrak and competitive rail grants to sustain high-speed and intercity passenger rail corridor development and public benefit freight rail projects. A rail trust fund would also address the discrepancy in historical federal investment in highways, aviation, and intercity passenger rail.

Intercity Passenger Rail Corridor Development

The TRAIN Act makes significant investments in intercity passenger rail by:

- **Creating the *Passenger Rail Improvement, Modernization, and Expansion (PRIME)* competitive grant program, authorized at \$25 billion over five years**, primarily for states and localities to launch high-speed and intercity passenger rail development. Four percent of PRIME funds are reserved for high-speed rail corridor development planning. The bill includes preferences for projects that are supported by multiple states, achieve environmental benefits such as reducing greenhouse gas emissions, and improve service to and investment in socially disadvantaged communities.
- **Creating the *Bridges, Stations, and Tunnels (BeST)* directed grants program, authorized at \$25 billion over five years**, for publicly-owned or Amtrak-owned major rail bridges, stations, and tunnels that have total project costs of at least \$500 million. BeST projects are required to be part of a multi-state rail plan and have a completed Tier I environmental impact statement.
- Establishing a state rail funding formula directed grant program to all 50 states and the District of Columbia to provide **dedicated funds for states to plan for new intercity passenger rail projects**. States may use the funds on small rail capital projects if intercity passenger rail planning is not feasible.
- **Authorizing \$100 million for the Federal Railroad Administration to lead regional planning efforts and for up to 10 interstate rail compacts to develop additional regional high-speed and/or intercity passenger rail corridors.**
- **Reauthorizing *Restoration and Enhancement* competitive grants at \$100 million over five years** that provide operating assistance for up to three years on up to six intercity passenger rail routes.

Additional Rail Investment

The TRAIN Act makes additional significant investments in rail by:

- **Increasing investment in the *Consolidated Rail Investment and Safety Improvements (CRISI)* competitive grant program, authorized at \$7 billion over five years, four times the current funding level.** CRISI can fund a whole host of rail projects including public benefit freight rail, private and public passenger rail development, rail line relocation, grade crossing improvements, railroad trespassing and suicide prevention, workforce development, and research.
- **Establishing a new *Highway-Rail Grade Crossing Separation* competitive grant program at \$2.5 billion over five years** in recognition that the safest highway-rail grade crossing is a separated one. Current grade crossing public funds are insufficient to address this national need.
- **Creating a new *University Rail Climate Innovation* competitive grant program at \$100 million over five years** to study the development of low- and zero-emission rail technologies.

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Improving and Investing in Railroad Safety

Maintaining a high level of safety in the railroad industry is critical to protecting passengers and railroad workers. A safe system also facilitates the flow of railroad traffic, allowing for the reliable and efficient transportation of freight that contributes to the national economy. The Transforming Rail by Accelerating Investment Nationwide (TRAIN) Act makes a host of safety improvements and investments.

Grade Crossings

From 2011-2020, more than 21,000 collisions at highway-rail grade crossings caused nearly 6,000 injuries and 2,500 fatalities, as reported by the Highway-Rail Grade Crossing Incident dashboard. The TRAIN Act makes significant investments in improving grade crossing safety by:

- **Establishing a new grade crossing separation grant program with \$2.5 billion over five years** to finance the cost of projects that build or improve grade crossing separations or eliminate crossings incidental to separation projects, as well as related project planning costs. These projects improve safety by eliminating vehicle-train accidents, while increasing capacity and traffic flow for both trains and vehicles.
- **Authorizing grants administered by the Federal Railroad Administration (FRA) for carrying out public information and education programs** to raise awareness of grade crossings and railroad safety and to prevent rail-related deaths and injuries. Funding is also available for public campaigns focused on reducing the number of railroad suicides.

Strengthening Safety Standards

The TRAIN Act sets a higher safety standard that will help protect passengers, the public, and railroad workers by responding to current safety challenges and strengthening safeguards. Specifically, the bill bolsters safety in the passenger and freight railroad network by:

- **Requiring operators of regularly scheduled intercity or commuter rail passenger transportation to develop and implement a safety validation plan** prior to starting revenue service.
- **Increasing the number of railroad safety inspectors** the FRA employs by an estimated 20% over five years.
- **Directing the Secretary to regularly analyze data reported on accident/incident forms** for trends or patterns of potential safety risks.

- **Directing the Secretary to finalize an overdue rulemaking on fatigue management plans** and requiring such plans be reopened if fatigue is a systemic issue.
- **Rescinding special permits or approvals for transporting liquefied natural gas (LNG) by rail tank car** and staying DOT regulations governing the transport of LNG by rail tank car until the safety of such movement is thoroughly analyzed and additional conditions are met.
- **Requiring FRA to make applications for non-emergency waivers from safety regulations and their supporting data publicly available**, and to provide for public comment before waivers are finalized.
- **Requiring that freight trains have a certified locomotive engineer and a certified conductor**, with limited exemptions for short line and small railroads.
- **Ensuring U.S. railroad workers operate freight trains in the United States.**
- **Making yardmasters subject to hours of service protections.**
- **Directing entities providing intercity and commuter rail transportation to develop plans for responding to assaults on passengers and workers** within their systems.

Long Trains

The TRAIN Act addresses the impact of long trains and implementation of the precision scheduled railroading model by:

- Requiring the Secretary to **study the safety impacts of long freight trains** under various conditions.
- **Directing DOT to begin collecting train length** and additional operating crewmember data from railroads filing accident/incident forms with the FRA.
- **Directing the Secretary to audit crewmember qualification and certification programs** and review governing regulations to ensure the programs and standards reflect current industry practices and prepare crewmembers for safely operating trains.

Blocked Crossings

Blocked crossings can impact emergency services response times, put drivers and pedestrians at heightened risk, and frustrate the public. The TRAIN Act tackles blocked crossings by:

- **Prohibiting stopped freight trains from blocking public crossings for more than 10 minutes**, while allowing for commonsense exemptions. The DOT is authorized to impose penalties for crossings that are repeatedly blocked following investigation into causes and possible remedies of blocked crossings, including consultation with the railroad.
- Directing the Secretary to **establish a national database for the public to record blocked crossings** and creating a mechanism for the public to report blocked crossings directly to the railroads.