

THE INVEST IN AMERICA ACT

FOR THE PEOPLE

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.

Highways

- Reauthorizes U.S. DOT's Disadvantaged Business Enterprise program, requiring that States use at least ten percent 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.
- Requires the Secretary to consider whether projects serve persistent poverty communities in the Projects of National and Regional Significance program (\$2.2-\$2.35 billion per year).
- 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 (\$250 million per year).
- Requires consideration of equity and environmental justice for tolling and congestion pricing projects.
- Requires the Secretary to consider equity and environmental justice under the new Active Transportation Connectivity grant program (\$250 million one-time grant).
- 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.
- 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.
- 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 a national clearinghouse to examine the use of autonomous vehicles (AVs), including research into the land use and social equity impacts of AVs.

Transit

- Provides \$105 billion total for transit investments in communities of all sizes.

- Sets aside \$50 million a year, administered through the transit rural formula grant, but based on rural areas with persistent poverty counties, defined as a county with a poverty rate above 20 percent since 1990. Requires States to distribute these Federal funds to persistent poverty counties.
- Creates a demonstration grant to provide for a reduced fare for low-income riders to help close transit equity gaps. Requires collaboration with a University Transportation Research Center to study the impacts of these demonstration grants.
- 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 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. The grant will cover reporting costs and costs associated with the extra stops.
- Provides multiple incentives in the Capital Investment Grant ratings process if the project preserves or encourages higher density affordable housing near a project.
- 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.
- 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 15 percent of the housing units in such a project be offered as affordable housing.

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Meeting the Challenge of Climate Change

Climate change is the defining challenge of our time, and transportation is the leading cause of U.S. carbon pollution. 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 greenhouse gases. The bill creates key new programs to cut carbon pollution 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 \$105 billion to support all modes of transit in urban, suburban, and rural communities.
- **Invests \$1.4 billion in alternative fuel charging infrastructure**, reducing range anxiety and helping America shift to the next generation of clean vehicles.
- **Significantly increases support for pedestrian and bike infrastructure**, supporting zero-emission modes through over \$7 billion in 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.
- **Rebuilds and enhances our nation's rail network through a \$60 billion investment** in repair, resilience, and system expansion. Requires a National Academy of Sciences study on the impacts of climate change on the rail network.
- **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.
- 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 \$1.725 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.

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Rebuilding Rural America

Rural America faces significant challenges in fixing crumbling roads and bridges, providing access to family-wage 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 \$284 billion in directly apportioned funding to State Departments of Transportation to **investment in communities** of all sizes to improve safety, fix roads and bridges, and improve access to jobs. Project decisions with these funds are made by the State and local governments, not the Federal government.
- Reforms the Surface Transportation Program to ensure that **smaller cities and towns will see their fair share of highway funding.**
- Increases the off-system bridge set-aside, providing approximately **\$1 billion in annual investment in off-system bridges** to repair deficient and unsafe bridges in rural and small communities.
- **Increases funding for dedicated rural transit formula grants by 50 percent**, 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 percent since 1990. Requires States to distribute these Federal funds to persistent poverty counties.
- Establishes a **new Rebuild Rural Grant Program** to provide \$250 million in targeted investments for rural needs, including on and off the Federal-aid highway system.
- 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 along the way.**

- 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.
- 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.**
- Boosts total tribal transportation to **\$1 billion per year in guaranteed investment annually**, 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 meet the unique needs of rural areas.
- Provides for **technical assistance to local communities** to help facilitate timely and cost-effective project delivery.
- Provides **\$327 million in additional rural bus funds** to the States for FY22 through FY25.
- 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.
- **Renews Amtrak’s mandate to provide long distance service to the entire country**—beyond coastal population centers.
- **Streamlines the process by which the Federal Transit Administration provides funds to rural and small communities**, ensuring that they receive federal funds more quickly.
- **Creates eligibility for wildlife corridor crossing projects** under the National Highway Performance Program, the Surface Transportation Program, and the Rebuild Rural grant program, and authorizes research into wildlife-vehicle collisions.
- Ensures better coordination between States and broadband entities, **supporting “dig once” policies** that will allow for better access to broadband for rural America.

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Supporting Local Communities

The INVEST in America Act provides **\$48.7 billion over five years in dedicated funding to local areas**. In addition, the bill modifies other State-controlled program funds, increasing the likelihood that these funds will be expended on projects that will directly benefit communities.

The bill makes changes to strengthen the State-local relationship, address concerns expressed by both States and localities about the current Federal-aid highway program process, enhance coordination, and improve 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 **\$37.8 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 **\$2.4 billion** over the life of the bill, in guaranteed Highway Trust Fund dollars, 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, in guaranteed Highway Trust Fund dollars, 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 **\$750 million** 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 in order to advance local priority projects.
- Provides **\$2.4 billion** over the life of the bill for planning funding to MPOs.

Funding for projects to benefit local communities

- Establishes a new \$2 billion per year 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.

- Establishes a new \$1.5 billion per year 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 \$250 million for Rebuild Rural grants to specifically target projects in rural areas.
- Creates a vulnerable road user safety special rule, requiring States with high rates of cyclist and pedestrian fatalities to obligate funding to address safety hot spots in the specific geographic areas of the State in which fatalities occur.
- Increases the off-system bridge set-aside, which will provide an approximately \$1 billion investment 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 among smaller local communities proportionally.

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 location of such projects 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

Active transportation has increased significantly over the last decade, but pedestrian and bicyclist fatalities also soared by over 50 percent in that timeframe. While total traffic deaths fell by 1 percent in 2019, it was still the deadliest year on record for pedestrians and bicyclists. The INVEST in America Act seeks to tackle this crisis head on with comprehensive policies to ensure that safety is the top priority of the Nation's transportation policy. This comprehensive approach to complete street design, reforms to formula funding programs, improved safety performance management, innovation and safety research efforts, and coordination between States and local governments will drive transformative changes that can put us on the road to zero deaths.

- **Boosts highway safety funding** by more than 30 percent over current law. Provides additional flexibility to invest in safety education, training, and enforcement.
- **Significantly increases funding for pedestrian and bike infrastructure**, supporting zero-emission modes through a \$6.25 billion investment via existing and new programs. Reforms the Transportation Alternatives program to ensure these dollars go even further. Expands eligibilities for safe routes to schools.
- **Requires coordinated bicycle and pedestrian safety planning** and ensures that States with the highest pedestrian and bicycle fatalities take steps to address those risks.
- **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 for 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 surface transportation construction workers.
- **Ensures speed limits take safety into account** by using the data available to States and localities.
- **Increases investment in research on automated vehicle safety** for both passengers and other road users. Boosts funding for intelligent transportation systems deployment to make our transportation system smarter and safer.