

SUMMARY OF THE “INVESTING IN A NEW VISION FOR THE ENVIRONMENT AND SURFACE TRANSPORTATION IN AMERICA” ACT (INVEST in America Act) - June 3, 2020

The 5-year reauthorization package released by the House Transportation & Infrastructure Committee would provide \$494 billion, \$411 billion of it out of the Highway Trust Fund (HTF) for highway, transit, safety, and research programs, a 46 percent increase over current funding levels.

This breaks down to:

\$319 billion for the Federal-aid highway program under the Federal Highway Administration, \$105 billion for transit programs under the Federal Transit Administration, \$5.3 billion for highway safety under the National Highway Traffic Safety Administration, \$4.6 billion for motor carrier safety under the Federal Motor Carrier Safety Administration, and \$60 billion for rail programs.

Major programmatic proposals cover a wide range of topics:

Bridge Investment - Requires States to spend 20 percent of their NHPP and Surface Transportation Program (STP) any area dollars on bridge repair and rehabilitation projects, supporting approximately \$28 billion in fix-it-first bridge investments in FY 2022-2025. Increases the off-system bridge set-aside to over \$1 billion per year from approximately \$770 million in current law.

Electric Vehicle Charging and Hydrogen Fueling Infrastructure Grants. Provides \$350 million per year for grants for electric vehicle charging and hydrogen fueling infrastructure

Gridlock Reduction Grants. Provides \$250 million (half for freight grants). Grants to be awarded for reducing congestion in large metro areas, with an emphasis on operational, technological, and mode shift strategies.

Increased Accountability - Requires FHWA to develop a website that shows all active Federal-aid highway projects over \$5 million in the country.

Tolling “Reform”

- Repeals the Interstate System Reconstruction and Rehabilitation Pilot Program (ISRRPP)
- Sunsets the Value Pricing Pilot Program – which may curtail any future progress on such projects.
- Reestablishes the requirement that FHWA enter into a toll agreement before allowing tolling on a Federal-aid highway.
- Establishes additional “guardrails” around tolling to ensure that any adverse impacts both on and off the facility are evaluated and addressed.

Public Transportation - Substantially increases transit funding out of the Highway Trust Fund over current investment levels. Funding for buses and zero emission buses see significant funding increases to make up for cuts to bus funding in the last two reauthorization cycles.

Supporting All Riders

- Doubles the set-aside of the low-income factor in the urban formula and uses a measure of deep poverty by census tract to target the poorest urban neighborhoods.
- Establishes a reduced fare pilot project to enable transit agencies to experiment with reduced fares for low-income riders.

Vehicle-Miles Traveled (VMT) Pilots

- Nearly doubles funding for VMT pilots across the country, encouraging States to begin implementing successful VMT programs.
- Establishes a national VMT pilot program, including both passenger and commercial vehicles in all 50 States, to invest in developing a sustainable funding mechanism for the surface transportation system.

Transportation Infrastructure Finance and Innovation Act

- Streamlines the program by raising the threshold above which projects are required to secure multiple credit rating agency opinions.
- Further clarifies that the proceeds of a secured loan under TIFIA shall be considered part of the non-Federal share of a project under title 23 or chapter 53 of title 49 if the loan is repayable from non-Federal funds.
- Allows territories to use funds made available under this section for the non-Federal match under the TIFIA program.
- Clarifies the criteria under which projects are eligible for the streamlined application process.
- Provides additional funding to allow the Department to waive fees for small projects.

The House package is being characterized as a partisan Democrat sponsored product generated without input from the Republican minority of the Committee. Earlier in the year the minority issued the following 6 principals indicating their goals for an eventual reauthorization measure:

- Addressing the long-term sustainability of the Highway Trust Fund.
- Incorporating innovative developments in technology to improve our infrastructure.
- Streamlining the project delivery process to maximize available funding.
- Addressing the infrastructure needs of America's rural communities.
- Prioritizing core programs and functions of our existing federal surface transportation programs.
- Ensuring state flexibility.

How these conflicts are reconciled is still to be determined, and similarly the 5-year funding package approved by the Senate Environment & Public Works Committee in July 2019 offers a much more traditional extension of existing programs that differs significantly from the House package. None of these proposals address how the extended or expanded programs would be paid for even though they all increase current program funding levels. The current highway program, authorized by the FAST Act, expires on September 30, 2020.