

The politics of intermingling the infrastructure bill with the \$3.5 trillion social programs agenda in the budget reconciliation bill makes the infrastructure vote highly complex and uncertain. Added links to the federal debt ceiling and potential for a federal government shutdown only file the complexity.

Now is the time for IBTTA members to let their representatives in the House know how important the infrastructure package is to you and ask your members of Congress to support approval of the infrastructure bill. We urge the IBTTA community to contact their representatives in the House to urge for timely passage of the Infrastructure Investment and Jobs Act (HR-3684-117).

Highlights of the benefits express bill include:

- (1) The federal surface transportation program expires on September 30, 2021. Continuing resolutions and short-term extensions of the FAST Act will only promote uncertainty and delays in planning and implementing critical infrastructure projects.
- (2) The bill supports new tolling on the interstate highways through the Congestion Relief Program in up to 10 urbanized areas, without the burden of new tolling agreements.
- (3) The legislation increases competitive and discretionary funding opportunities to historic highs, allowing toll operators and regional/local organizations unprecedented direct access federal funds for broad range of programs. Of the \$550 billion of funding in the bill, about \$100 billion is allocated in competitive and discretionary grant programs.
- (4) A toll credit marketplace pilot program allows states to trade unused toll credits with others to help with local match requirements for federally funded programs and strengthen engagement and new solutions.
- (5) Provides more support for road-user charging (RUC) and mileage-based user fees (MBUF), a critical next generation of highway user fees.
 - The Strategic Innovation for Revenue Collection Program continues existing state and regional demonstration and implementation programs with a larger federal share, incentives for new grant recipients, and expanded program eligibility beyond the States.
 - New funding for a National Vehicle-Miles-Traveled (VMT) Fee Pilot includes a seat for the tolling industry on the Advisory Board that will establish the structure, scope, and methodology the pilot program. A report to Congress will address the feasibility for the long-term solvency of the Highway Trust Fund, and advice on administrative costs of collection, privacy provisions, and equity impacts.
- (6) IJJA requires a new highway cost allocation model to identify costs of highway design, construction, rehabilitation, and maintenance by vehicle types and class of highway user. The model will capture the share of costs for each highway user class on safety, emissions, congestion, and noise. A report to Congress will recommend a set of revenue options to fully cover the costs of highway use, including recommendations for changes to existing revenue streams and new revenue streams based on user fees.

- (7) TIFIA improvements to increase program use and streamline the application process.
- (8) \$7.5 billion in grants are available to begin to build out of electric vehicle charging infrastructure in alternative fuel corridors.
- (9) Core infrastructure investments for bridges, tunnels and highways:
 - New competitive grants for bridge investments to rehabilitate or replace bridges will supplement formula funding.
 - New resiliency grants available in the PROTECT program to prepare and mitigate infrastructure impacts due to climate change and severe weather.
 - An array of cyber security programs aimed at protecting critical infrastructure.
 - Freight programs with allocations for highway safety and research.
- (10) Transformative investments in the future :
 - A Carbon Reduction Program aimed at reducing emission through traffic management controls, advanced transportation and congestion management technologies, ITS, and V2X communications.
 - Technology readiness through investments in emerging technology, infrastructure impacts from automated vehicles, and real-time data integration for traveler information and operations decision support.
 - Workforce development programs encouraging human capital plans for immediate and long-term workforce needs with greater flexibility allowing obligation of funds for apprenticeships, on-the-job training, and vocational school support.