



## INVEST in America FAST Act Reauthorization Snapshot

The INVEST in America Act provides \$494 billion over five years for surface and rail transportation investments. Included is \$411 billion over five years from the Highway Trust Fund (HTF) for highway, transit, safety, and research programs, a 46 percent increase over current investment levels. It provides \$319 billion for the Federal-aid highway program under the Federal Highway Administration (FHWA), \$105 billion for transit programs under the Federal Transit Administration (FTA), \$4.6 billion for highway safety programs under the National Highway Traffic Safety Administration (NHTSA), \$5.3 billion for motor carrier safety programs under the Federal Motor Carrier Safety Administration (FMCSA).

**Emergency Assistance** - The bill provides \$83.1 billion in FY21 to ensure states, cities, tribes, territories, and transit agencies can administer programs, advance projects, and preserve jobs in the aftermath of the COVID-19 crisis by extending FY20 enacted levels for Federal-aid highway, transit, and safety programs through FY21. The bill provides additional administrative expenses out of the Highway Trust Fund for FHWA and NHTSA and out of the General Fund for FTA. Highway, transit, and safety funds are made available at 100 percent federal share to eliminate the need for a match in FY21. While the bill's higher funding levels would take effect immediately, it is only carrying over FAST Act policies (no new policy changes for FY21).

**Innovation** - The bill authorizes \$2.2 billion in FY22 through FY25 for research programs. It increases funding to \$144 million per year for the Highway Research and Development Program, \$96 million per year for the University Transportation Centers Program, more than doubles funding to \$152 million for FY22 through FY25 for the Technology and Innovation Deployment Program, and provides \$100 million per year for the Intelligent Transportation Systems Program. The INVEST in America Act renames the ATCMTD program to the Safe, Efficient Mobility through Advanced Technology (SEMAT) Program. The new program makes vehicle-to-pedestrian and Mobility on Demand eligible and increases the Federal share of the program to 80 percent. The INVEST in America Act increases funding to \$70 million per year from the Technology Innovation Deployment Program. The program no longer is a set-aside in the Highway Research and Development Program or the Intelligent Transportation Systems Program. The INVEST in America Act establishes a new five-year national VMT pilot program and nearly doubles funding for state-level VMT pilot programs and adds cybersecurity to the scope of the pilot programs.

**Congestion Pricing** - The bill authorizes congestion pricing subject to congestion and air quality impacts on both the toll facility and non-tolled routes onto which traffic might be diverted; planned investments to improve public transportation or other non-tolled alternatives in the corridor; environmental justice and equity impacts; impacts on freight movement; and economic impacts.



Ensures that public transportation vehicles and intercity buses can use new toll facilities without paying a toll. The bill repeals the Value Pricing Pilot.

**Mobility on Demand** - The INVEST in America establishes new flexible federal rules for MOD that integrate new technologies with transit. MOD is an eligible activity under Urbanized Area Formula Grants – 5307; Formula Grants for Rural Areas – 5311; and Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310. It clarifies that electronic micromobility devices, including scooters, can be used on a bicycle transportation facility similar to electric bicycles and tricycles, subject to state and local safety regulations. The bill includes bike share under the definition for associated transit improvements. The bill would prevent a transit agency from deploying an automated vehicle that duplicates, eliminates, or reduces the frequency of existing public transportation service. Requires transit agencies considering transit automated vehicles to develop a workforce development plan describing how the automated vehicle will affect transit workers. The bill directs USDOT to initiate procedures to develop an open data standard that would enable public transportation agencies, Mobility on Demand providers, Mobility as a Service technology providers, and local governments the efficient means to transfer data. The bill provides the MOD Sandbox \$5 million per year.

**Alternative Fuel Vehicle Infrastructure** - INVEST in America establishes a \$350 million annual competitive grant program to deploy electric vehicle charging and hydrogen fueling infrastructure. It also requires electric vehicle charging stations that receive title 23 funds to be usable by the majority of EV drivers and accessible to all members of the public.

**Congestion Relief** - The bill establishes a Projects of National and Regional Significance (PNRS) program, which provides more than \$9 billion over the life of the bill for large highway, transit, and passenger and freight rail projects that reduce congestion on roadways. It requires USDOT to consider whether the project uses innovative technologies and innovative design and construction techniques. The Infrastructure for Rebuilding America (INFRA) discretionary grant program is now Projects of National and Regional Significance, and the program lifts the multimodal freight cap.

INVEST in America establishes a \$250 million Gridlock Reduction Grant program to reduce traffic gridlock in large metropolitan areas. The Secretary of Transportation may award six grants under this section to applicants that submit a comprehensive program of surface transportation-related projects to reduce traffic congestion and related adverse impacts, including a project for one or more of the following: (1) Transportation systems management and operations. (2) Intelligent transportation systems. (3) Real-time traveler information. (4) Traffic incident management. (5) Active traffic management. (6) Traffic signal timing. (7) Multimodal travel payment systems. (8) Transportation demand management.



The bill establishes a \$600 million per year Community Transportation Investment Grants program to support local investments in projects to improve safety, state of good repair, accessibility, environmental quality through infrastructure investments. ITS is an eligible activity.

**Climate Change and Resiliency** - The bill provides \$250 million per year for Community Climate Innovation Grants to reduce greenhouse gases. ITS is an eligible activity.

The INVEST in America Act creates a new Carbon Pollution Reduction program. It will provide flexible funding to states to fund projects that the projects reduce greenhouse gas emissions. ITS is an eligible activity.

The bill requires USDOT to establish and implement a Pre-disaster Mitigation Program to enhance the resilience of the transportation system of the United States and efficient use of Federal resources. Eligible activities include communications and intelligent transportation system equipment and infrastructure to improve the capacity or operation of an evacuation route.

**Smart Truck Parking** - The bill creates a Parking for Commercial Motor Vehicles grant program to address the shortage of parking for commercial motor vehicles and improve the safety of commercial motor vehicle drivers. Projects eligible include the use of intelligent transportation systems to facilitate access to publicly and privately provided commercial motor vehicle parking.

**Dig Once** - INVEST in America Act includes "Dig Once" language and creates a Dig Once Funding Task Force to estimate the cost of a nationwide Dig Once requirement and to propose and evaluate options for funding such a requirement.

**Rural Broadband** - The bill establishes a \$250 million Rebuild Rural grant program to support infrastructure investment in rural communities. The DOT will prioritize projects that address coordination of projects in the highway right-of-way with proposed broadband service infrastructure needs.

The bill does not contain language preserving the 5.9 GHz band for V2X. The House Committee on Energy and Commerce has jurisdiction over spectrum policy.

For more information on the INVEST in America FAST Act reauthorization bill, email ITS America's Vice President of Legislative Affairs Ron Thaniel at [rthaniel@itsa.org](mailto:rthaniel@itsa.org).