

# THE INVEST IN AMERICA ACT

FOR THE PEOPLE

## 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.