

The *Infrastructure Investment and Jobs Act of 2021 (IIJA)* includes the *Surface Transportation Reauthorization Act of 2021*, legislation reported by the Senate Committee on Environment and Public Works in May 2021. This legislation would invest record amounts of funding in our nation's highway programs to improve and repair our highways and bridges, tackle climate change and resilience, and enhance safety and mobility for the American people. The bill authorizes $303.5 billion out of the Highway Trust Fund (HTF) over five years, and the IIJA appropriates an additional $47.272 billion for federal highway programs.

Improving Our Highways and Bridges

The bill increases funding for core highway formula programs and distributes 90 percent of the total funding from the Highway Trust Fund to the states by formula. This is a 34 percent increase over funding levels in the *Fixing America's Surface Transportation Act (FAST Act)* and would be the largest amount of funding ever authorized by a surface transportation bill. The bill does not change the share of the formula funding that each state receives.

Bridge Investment Program

The bill provides $12.5 billion over five years for a new Bridge Investment Program that funds competitive grants to address the nationwide backlog of bridge repair and rehabilitation projects. The funding includes $3.265 billion from the Highway Trust Fund and an additional $9.235 billion appropriated for this program in the appropriations title.

Bridge Formula Program

The bill appropriates $27.5 billion for a new bridge formula program to provide funding to States and Tribal governments to repair and rebuild bridges in poor condition. To help counties and local governments that struggle to pay for costly bridge projects, 15 percent of funds will be set-aside for "off-system bridges" including projects on locally-owned facilities that are not on the National Highway System.

INFRA Funding

The bill provides $8 billion over five years for the National Significant Freight and Highway Projects Program, known as "INFRA." INFRA provides competitive grants for highway, bridge, and multimodal freight projects of national and regional significance. The funding includes $4.8 billion from the Highway Trust Fund and an additional $3.2 billion appropriated for INFRA in the appropriations title.

Tackling Climate Change and Resilience

This reauthorization bill includes a climate title with more than $18 billion in funding from the HTF as well as an additional $5 billion in funding appropriated for EV charging infrastructure.

Reducing Carbon Emissions from Transportation
The bill establishes a new Carbon Reduction Program that will distribute approximately $6.4 billion over five years to states by formula to invest in projects that support a reduction in transportation emissions. Eligible projects include transportation electrification and EV charging, public transportation, including Bus Rapid Transit, infrastructure for bicycling and walking, intelligent transportation systems (ITS) improvements, infrastructure to support congestion pricing, diesel engine retrofits, and port electrification. Of that funding, 65 percent would be suballocated by population to support eligible projects in local communities. Also, states would be required to develop emission carbon reduction strategies.

PROTECT Resilience Grants
The bill creates a new Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) grant program, which provides formula funding to states and competitive grants to eligible entities to make our surface transportation infrastructure more resilient, including through the use of natural infrastructure, to the effects of extreme weather and natural disasters. Specifically, the bill provides $7.3 billion in formula funding and $1.4 billion in competitive grants over five years funded from the HTF. A portion of PROTECT competitive grants would be set aside for at-risk coastal infrastructure and evacuation routes.

Electric Vehicle Charging
The bill authorizes $2.5 billion from the Highway Trust Fund over five years for a new competitive grant program to build out alternative fuel corridors along the National Highway System and electric vehicle charging infrastructure and alternative fueling infrastructure in communities across the country. The bill also appropriates $5 billion in the appropriations title for a new Electric Vehicle Formula Program to provide money for States to build electric vehicle charging infrastructure.

The highway reauthorization title makes electric vehicle charging eligible for funding through the existing Surface Transportation Block Grant Program (STBGP) and allows for the purchase of zero-emission vehicles in the Congestion Mitigation and Air Quality Improvement Program.

Port Truck Emissions Reduction Program
The bill would provide $400 million to reduce air emissions from trucks idling at port facilities. The funding includes $250 million from the Highway Trust Fund as well as an additional $150 million appropriated for this program in the appropriations title.

Healthy Streets
The bill authorizes a new Healthy Streets Program for eligible projects, including projects that mitigate urban heat islands, improve air quality, and reduce stormwater runoff. Grants would be prioritized for low-income communities and disadvantaged communities.

Resilience and Adaptation Centers of Excellence
The bill authorizes the creation of new Resilience and Adaptation Centers of Excellence, which will advance research to help make surface transportation infrastructure more resilient to natural disasters and extreme weather.

Supporting Rural America & Tribal Communities

Rural Surface Transportation Grant Program
The bill invests in rural America by authorizing $2 billion over five years for a new competitive grant program to improve and expand the surface transportation system in rural areas. The goals of the program include: increasing connectivity; improving the safety and reliability of moving people and freight; generating economic growth; and improving quality of life.

Tribal Transportation Projects
The bill authorizes nearly $3 billion over its five years for the Tribal Transportation Program, ensuring that tribes will have greater access to funding for surface transportation projects throughout Indian Country. The bill also restores dedicated funding for the High Priority Projects Program within the Tribal Transportation Program and sets aside $100 million over five years for bridges throughout Indian Country within the Bridge Investment Program.

Office of Tribal Government Affairs
The bill creates an Office of Tribal Government Affairs (Office) within DOT. The Office will help address the needs of tribal communities, and provide tribes and tribal leaders with the ability to better interact with DOT. This office will have an Assistant Secretary for Tribal Government Affairs that will be responsible for DOT's work with tribes and tribal communities.

Enhancing Safety and Equity for All Road Users

Reconnecting Communities Pilot Program
The bill provides $1 billion over five years for a new pilot program that provides competitive grants for planning and projects to remove, retrofit, or mitigate existing highways that were built through neighborhoods and created a barrier to mobility and economic development. As communities across the nation are beginning to reimagine their downtowns to provide more sustainable and equitable access, this new program will support their efforts to reconnect and revitalize those areas. The funding includes $500 million from the Highway Trust Fund and an additional $500 million appropriated for this program in the appropriations title.

Formula Funding and Accountability for Safety
The bill provides states with increased flexibility to address their pressing safety needs with their formula funding under the Highway Safety Improvement Program and includes a new special rule to provide targeted funding to address the safety needs of vulnerable road users under certain circumstances. It also sets aside $1.3 billion over five years for the Railway-Highway Crossing Program.

Transportation Alternatives
The bill increases funding for the Transportation Alternatives Program (TAP), which funds bicycle and pedestrian projects among other projects, through a 10 percent set-aside of the STBGP. It also includes various changes that direct more funding to local communities.

Safe Routes to School
The bill codifies the existing Safe Routes to School Program, which encourages children to safely walk or bike to school. It also expands the program to include activities for high school-aged students.

Complete Streets
The bill helps address communities' access to safe bicycling and walking options by providing dedicated funding for the development of Complete Streets standards and planning by states and metropolitan planning organizations.

Reducing Wildlife-Vehicle Collisions
The bill authorizes $350 million over five years for a new pilot program that provides competitive grants for projects that reduce wildlife-vehicle collisions. It also makes wildlife crossing structures eligible for funding through certain formula and competitive grant programs and adds animal detection systems research and development as a priority area for intelligent transportation system research and development.

Facilitating Efficient Project Delivery

One Federal Decision
The bill codifies core elements of the "One Federal Decision" policy for major surface transportation projects, including establishing a two-year goal for completion of environmental reviews, as well as page limits for environmental documents. In addition, the bill requires the Secretary of Transportation (Secretary) to provide a list of categorical exclusions to certain federal agencies and directs those agencies to publish a notice of proposed rulemaking to adopt relevant categorical exclusions within one year.

Improving Federal Agency Coordination
The bill allows federal land management agencies to use an environmental document previously prepared by the Federal Highway Administration (FHWA) for a project addressing the same action, and also allows for a federal land management agency to use the categorical exclusions listed in the implementing regulations of FHWA.

Improving Accountability
The bill directs the secretary to carry out a process to track, and annually submit to Congress a report containing the time to complete an environmental impact statement and an environmental assessment under the *National Environmental Policy Act*.

Early Utility Relocation

The bill allows for states to be reimbursed for an early utility relocation project carried out prior to the completion of the environmental review for a larger, authorized surface transportation project so long as certain requirements are met. The requirements include that the early utility relocation project did not influence the environmental review process for the surface transportation project.