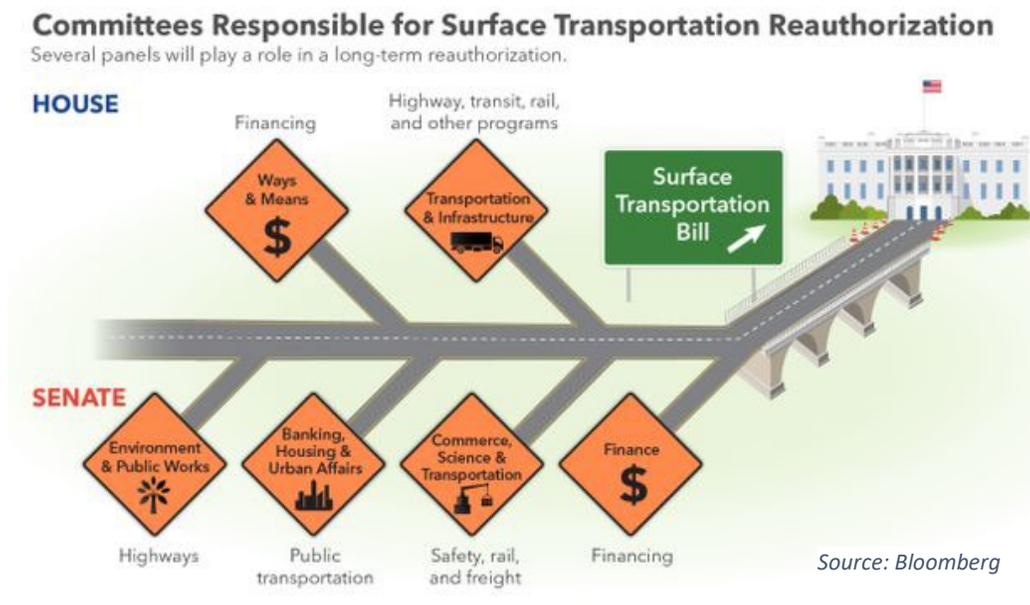


## Investing in a New Vision for the Environment and Surface Transportation (INVEST) in America Act Summary of Pavement-related Provisions

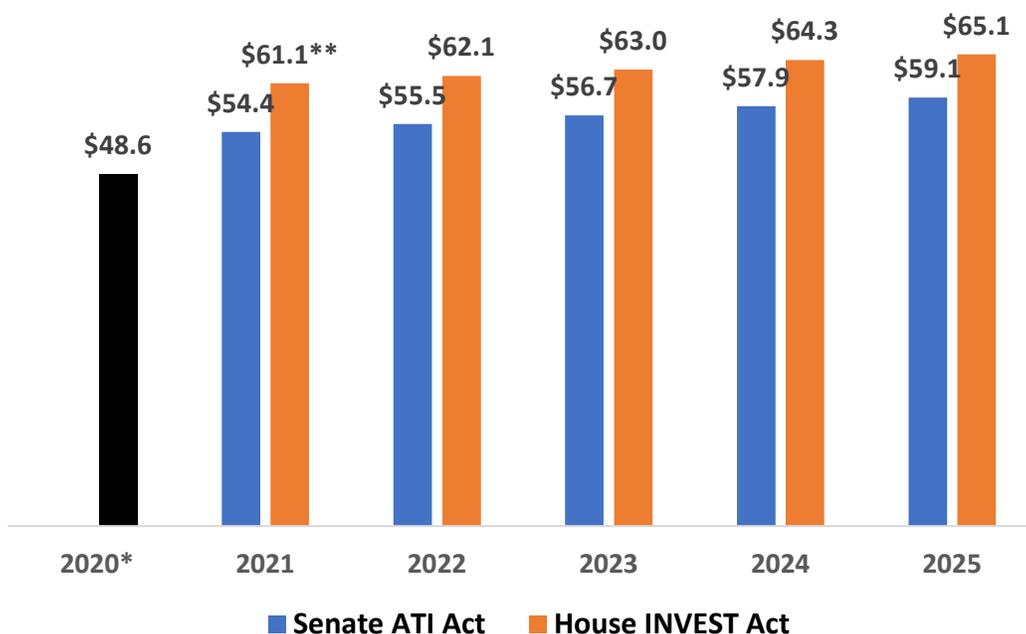
On June 3, 2020, The House Transportation and Infrastructure Committee Democratic leaders [introduced](#) the Investing in a New Vision for the Environment and Surface Transportation in America (INVEST in America) Act. The measure, introduced by Chairman Pete DeFazio (D-OR), calls for a five-year investment in infrastructure with \$319 billion of its \$494 billion in funding, or 65%, for highway-related projects. The House Ways and Means and Senate Finance Committees need to find at least \$140 billion in additional resources for the Highway Trust Fund to pay for the House bill. Lastly, the House bill does not include any pavement-type selection or pavement design mandates strongly opposed by NAPA.

The bill serves as an opening offer from House Democrats on the policy portions of the bill that will replace the FAST Act set to expire at the end of September. It is not likely to become law in its current form. Ranking Member Sam Graves (R-MO) [said](#) the bill lacks critical flexibility for the states, leaves rural America behind, and voiced strong opposition to the numerous new green mandates and progressive goals that are woven throughout the fabric of new and existing core programs. There are also committees from both chambers that would still need to produce their portions of the legislation.



The House Transportation and Infrastructure Committee plans to markup its bill on June 17th. The Senate companion bill, [S. 2302, America's Transportation Infrastructure Act \(ATIA\)](#) is pending before the U.S. Senate and has not been scheduled for a floor vote. A summary of pavement-related provisions in the Senate bill can be found by clicking [here](#).

**PROPOSED FEDERAL-AID HIGHWAY FUNDING LEVELS (IN BILLIONS) UNDER HOUSE INVEST ACT AND SENATE AMERICAN TRANSPORTATION INVESTMENT (ATI) ACT**



**Notes:**

\* Current Fiscal Year that includes \$46.4 billion under FAST Act + \$2.2 billion in General Fund Appropriations.

\*\* For FY 2021, House INVEST Act proposes \$46.4 billion from the Highway Trust Fund + \$14.7 billion in general fund appropriations. In addition, for FY 2021 only, the House INVEST Act proposes to make the Federal payable share on all highway projects at 100%.

**NEW CORE HIGHWAY PROGRAMS UNDER INVEST ACT**

While the INVEST Act increases Federal-aid Highway spending over 5 years, it also establishes two new core highway programs in addition to the seven programs already established under the law including: the National Highway Performance Program (NHPP); the Surface Transportation Program (STP); the Highway Safety Improvement Program (HSIP); the Congestion Mitigation and Air Quality Improvement Program (CMAQ); the National Highway Freight Program (NHFP); metropolitan planning; and the railway crossing program. The two new core highway programs are:

**The Predisaster Mitigation Program (PDM)**

Establishes a pre-disaster mitigation program which receives \$6.25 billion in funds over the life of the bill for resilience projects identified in the State and MPO vulnerability assessments. Construction of resilience improvements are eligible on any existing highway or transit asset. Projects eligible for funding under this section must be designed to ensure resilience over the life of the facility and take into consideration current and projected changes in flooding based on climate science and projected land use.

### **The Carbon Pollution Reduction Program**

Creates a new carbon pollution reduction program to fund projects that reduce greenhouse gas emissions. Intercity passenger rail projects are eligible for funding. The Secretary, in consultation with the Environmental Protection Agency, will periodically issue a report detailing which types of projects eligible under this section prove most effective in reducing carbon pollution.

### **ADDITIONAL HIGHWAY-RELATED PAVEMENT PROVISIONS UNDER INVEST ACT**

- Requires National Highway Performance Program (NHPP) funds to focus on state of good repair and operational improvements to existing facilities before building new highway capacity.
- Increases the Federal share up to 100% for projects that use innovative pavement materials that demonstrate reductions in greenhouse gas emissions through sequestration or innovative manufacturing processes.
- Increases funding for work zone safety grants, the national work zone information safety clearinghouse, and the public road safety.
- Adds eligibility for States to use Federal-aid Highway funds dedicated to workforce training and education on work zone safety training and certification for construction workers.
- Establishes a working group to assess the availability of stone, sand and gravel construction materials. The Working Group will report to the Secretary with any findings and recommendations to reduce the cost and environmental impacts of the transportation construction supply chain.
- Establishes a task force on developing a 21<sup>st</sup> century surface transportation workforce to identify and develop pathways for students and individuals to secure pre-apprenticeships, registered apprenticeships, and other work-based learning opportunities in the surface transportation sector of the United States.

### **PAVEMENT RESEARCH AND DEPLOYMENT PROVISIONS UNDER INVEST ACT**

Establishes a new program that will award grants of between \$2m - \$4m to universities to research greener research and support the development of materials that will reduce or sequester the amount of greenhouse gas emissions generated during the production of highway materials and the construction of highways.

Reauthorizes the Accelerated Implementation and Deployment of Pavement Technologies (AIDPT) program at \$12 million annually equally divided between asphalt and concrete materials. Adds to this program an emphasis on the deployment of innovative pavement designs, materials, and practices that reduce or sequester the amount of greenhouse gas emissions generated during the production of highway materials and the construction of highways. Expands program reporting requirements to include stormwater management, pavement durability, and energy efficiency. Adds new focus areas to include pavement monitoring and data collection practices; pavement durability and resilience; stormwater management; impacts on vehicle efficiency; the energy efficiency of the production of paving materials and the ability of paving materials to enhance the environment and promote sustainability; and integration of renewable energy in pavement designs.