

The Surface Transportation Investment Act of 2021

The Surface Transportation Investment Act (STIA) introduced by Commerce, Science, and Transportation Committee Chair Maria Cantwell and Ranking Member Wicker provides \$78 billion over 5 years for multimodal surface transportation, rail, freight, and safety programs, a significant increase over the Fixing America's Surface Transportation (FAST) Act authorization levels. This legislation creates new programs and updates existing programs to ensure that the U.S. Department of Transportation, states, local governments, and transportation providers can comprehensively solve the biggest transportation challenges. It also makes an historic level of investments in the U.S. passenger rail system to ensure passengers, in both rural and urban areas, have better access to rail service.

MULTIMODAL AND FREIGHT INVESTMENTS - \$28 billion

- **Freight:** The United States moved \$18 trillion dollars' worth of freight in 2018. This is expected to nearly double to \$37 trillion in 2045, making it essential that the United States makes concentrated investments in our freight infrastructure. This bill provides an average of \$1.2 billion a year for the Nationally Significant Multimodal Freight grant program, also known as INFRA. Additionally, the bill provides resources for multistate planning and research.
- **Multimodal Investment:** People and goods move by car, train, boat, truck, foot and bike to get where they need to go, and our transportation investment programs should allow states, local governments, and transportation providers to comprehensively address their transportation challenges. This bill for the first time authorizes the U.S. DOT's BUILD/RAISE grant program at \$1.5 billion annually, and creates a new program to fund big dollar value projects of national significance at \$2 billion annually. Additionally, the bill provides rural and tribal communities with the resources and tools to better plan and compete for financial assistance.
- **Multimodal freight policy:** The bill authorizes a new office of Multimodal Freight Infrastructure and Policy, updates the National Freight Strategic Plan, and improves coordination between the federal and state governments on freight planning.

RAIL - \$36 billion

- **Passenger Rail:** This bill authorizes over \$25 billion over five years for intercity passenger rail, the most significant bipartisan investment in passenger rail in history. This bill protects Amtrak's treasured long-distance routes, provides funding to address the Northeast Corridor project backlog, and encourages expansion of passenger rail corridors with State support.

- **Safety:** This bill authorizes over \$7.5 billion over five years for rail safety and improvement projects, including a new \$500 million per year grant program to eliminate grade crossings and a significant increase in funding for the popular Consolidated Rail and Infrastructure Safety Improvement (CRISI) grant program.
- **RRIF:** The bill makes substantial improvements to the Railroad Rehabilitation and Improvement Financing Program (RRIF) to make it a more attractive and useful to potential borrowers. For the first time, it authorizes \$50 million per year for credit risk premium assistance similar to other U.S. DOT loan programs, expands eligibility to transit oriented development projects and landside port infrastructure, and codifies the RRIF express program targeted at smaller and rural project applicants.

SAFETY - \$13 billion

- **Highway Safety:** This bill provides \$6 billion for NHTSA's highway safety programs, including funding for local governments to create vision zero plans to make our communities safer.
- **Truck Safety:** This bill provides \$4.6 billion for FMCSA's commercial vehicle programs through proven programs that provide flexibility to states to help address highway fatalities, combat human trafficking, and improve law enforcement training.
- **Hazardous Materials Safety:** This legislation provides \$500 million dollars over five years to improve first responder planning and training for hazardous material incidents.

RESEARCH - \$1 billion

- This bill authorizes over \$1 billion for new and existing research and development programs.

The legislation also reauthorizes and makes important reforms to many of the agencies in the Department of Transportation including:

- The Office of the Secretary (OST)
- The Federal Railroad Administration (FRA)
- The Federal Motor Carrier Safety Administration (FMCSA)
- The National Highway Traffic Safety Administration (NHTSA)
- The Pipeline and Hazardous Materials Safety Administration's (PHMSA) Hazardous Materials Programs