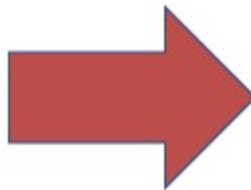


MAP Forum Annual Meeting

December 3, 2021

Erich Zimmermann

Deputy Director/Transportation Director, NARC

 Full analysis available at narc.org

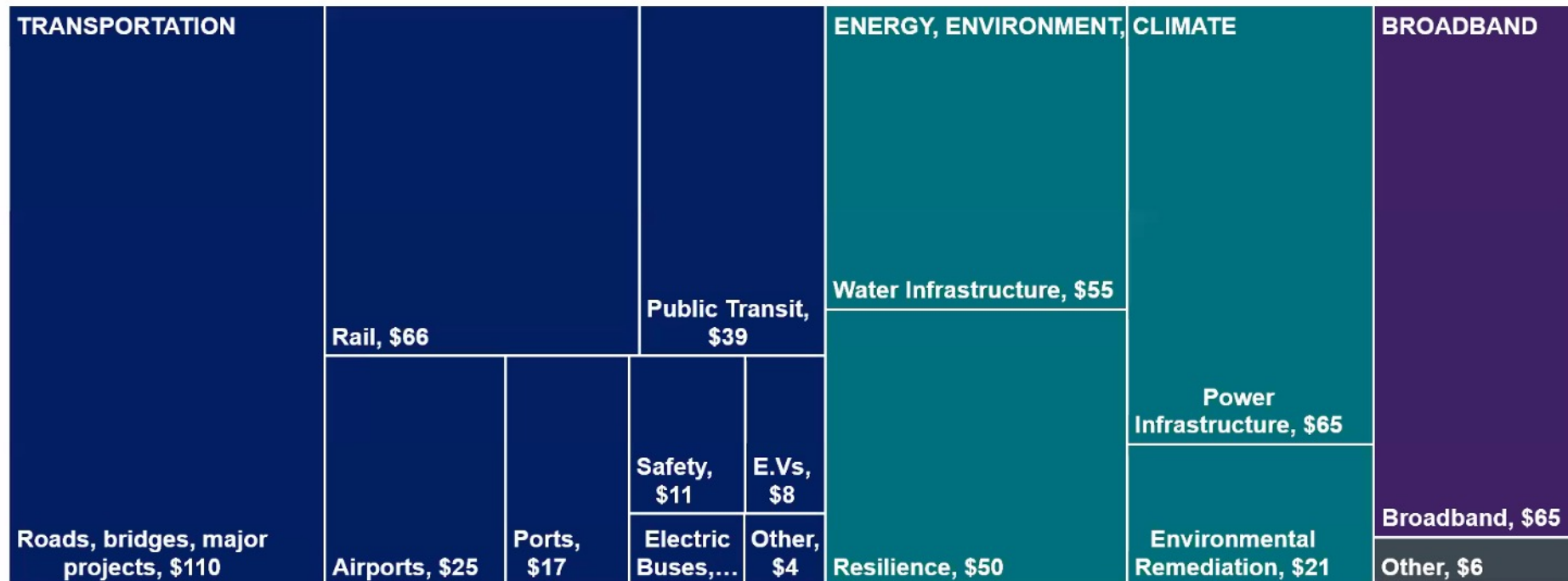
Infrastructure Investment and Jobs Act (IIJA)

- Bipartisan Infrastructure Law (BIL)
- \$1.2T in total spending
 - \$550B in new spending
- Includes Senate reauthorization, water infrastructure bills
- Has funding for power, EVs, resiliency, airports, broadband
- Senate negotiated package
- Passed Senate with 69 votes; passed House 228-206 (13 Rs yes/6Ds no)

At a glance: The Bipartisan Infrastructure Deal

The Bipartisan Infrastructure Deal, \$Billions | \$550B/\$1.2T

■ TRANSPORTATION ■ ENERGY, ENVIRONMENT, CLIMATE ■ OTHER ■ BROADBAND



What's In the Bill for Transportation?

- Full FAST Act reauthorization
- Significant funding increases
- New formula and discretionary programs, both within and outside of reauthorization
- \$567.5B for USDOT; \$351B for FHWA, \$91B for FTA

Total BID increase: \$550B

- USDOT: \$567.5B
 - \$293.4B (FAST baseline) + \$274.1B (transpo. funding increase)
 - Half of the BID's increase
 - \$274.4B (non-transpo funding increase)

\$90B – contract authority
(authorization increase)

\$184B – guaranteed
appropriations

What's In the Bill for Transportation?

	5-year Funding	% Increase
NHPP	\$148.0B	27%
STBGP*	\$72.0B	24%
HSIP	\$15.6B	34%
Carbon Reduction Program*	\$6.42B	n.a.
PROTECT Program*	\$7.3B	n.a.
CMAQ*	\$13.2B	10%
National Freight Program	\$7.15B	13%
STBGP Set-Aside (TAP)*	\$7.2B	71%
Metro. Planning (highway)*	\$2.28B	32%
Metro. Planning (transit)*	\$0.8B	42%

What's In the Bill for Transportation?

- Formula Funding vs. Discretionary Grants
 - Two significant new formula programs within reauthorization
 - Several additional new formula programs
 - Bridges, EV charging, transit state of good repair
 - Dozens of new discretionary programs
 - Plus many new pilot programs
- Bill sections that impact MPOs/RTPOs: 42
- New formula programs (in reauthorization): 2
- New competitive grant programs (transportation): 11
- New competitive pilot programs: 6

Appropriations for USDOT Grants to State/Local Governments in BID		Formula	Competitive
OST	Megaprojects		5,000.0
OST	RAISE Grants		7,500.0
OST	Safe Streets		5,000.0
OST	Culverts		1,000.0
OST	SMART		500.0
FAA	Airport Grants - Airside	14,900.0	100.0
FAA	Airport Grants - Terminals		5,000.0
FHWA	Bridge Program	27,500.0	9,235.0
FHWA	EV Charging Infrastructure	5,000.0	
FHWA	INFRA Grants		3,200.0
FHWA	Reduce Truck Emissions in Ports		150.0
FHWA	Reconnecting Communities		500.0
FHWA	Ferry Boats and Terminals	342.0	
FHWA	Appalachian Highways	1,250.0	
FRA	CRISI Grants		5,000.0
FRA	Railroad Crossing Elimination		3,000.0
FRA	Fed.-State Partnership for IPR		36,000.0
FTA	State of Good Repair Grants	4,750.0	
FTA	Low-No Emission Bus Grants		5,250.0
FTA	Capital Investment Grants		8,000.0
FTA	ADA Upgrades to Rail Transit		1,750.0
FTA	Electric or Low-Emission Ferries		250.0
FTA	Rural Passenger Ferry Service		1,000.0
MARAD	Port Infrastructure Development		2,250.0
PHMSA	Nat. Gas Pipeline Modernization		1,000.0
Total, US Department of Transportation		53,742.0	100,685.0

Source: Eno Transportation Weekly

Program policy changes

Surface Transportation Block Grant Program (STBGP)

- Suballocation remains at 55%
- Modifies the “population bands” within the program
- Expands project eligibility

Transportation Alternatives Program (TAP)

- Funding is substantially increased; TAP funding level is now 10% of STBGP
- TAP suballocation is increased to 59% (currently 50%)
- States may allocate 100% of its funding
- MPOs serving an urbanized population of 200,000 or fewer are now eligible

Metropolitan Planning (PL)

- MPO housing requirements added in final Senate compromise
- Requires consistency in planning data when more than one MPO within an urbanized area
- States and MPOs may use social media and other web-based tools to encourage public participation and solicit public feedback
- When first designating officials, MPO must consider “the equitable and proportional representation of the population of the metropolitan planning area”

Congestion Mitigation and Air Quality (CMAQ) Program

- New eligibilities (micromobility, heavy duty zero emission vehicles)
- Funds can be used for operating assistance for public transportation projects, with no time limit in rural areas and in urbanized areas under 200K population

Increasing Safe and Accessible Transportation Options

- States and MPOs must use at least 2.5% of their planning funds to carry out 1 or more activities “to increase safe and accessible options for multiple travel modes for people of all ages and abilities.”
- Activities include:
 - Development of Complete Streets standards
 - Development of Complete Streets prioritization plan
 - Development of active transportation plans
 - Regional or megaregional planning to consider alternatives to new highway capacity
 - Development of plans and policies to support transit-oriented development

New formula program

Carbon Reduction Program: new formula program to reduce transportation emissions.

- 65% of funds are suballocated to areas within the state by population (identical to STBGP)
- Lots of eligible projects, including public transportation, bike/ped, ITS, congestion pricing
- Each state, in consultation with any MPOs, has 2 years to develop a carbon reduction strategy; requires a state to consult with an RTPO when obligating funds for projects in a rural area.
- Funding: \$6.4B over five years.

New formula program

PROTECT Program: new program for resilience improvements; formula and competitive grants

- Funding: \$7.3B over five years by formula (2% for planning); \$1.4B for competitive grants
- Eligible projects: storm surge, flood protection, or aquatic ecosystem restoration
- MPOs eligible to receive **resilience planning grants, resilience improvement grants, community resilience and evacuation route grants, at-risk coastal infrastructure grants**
- Federal share: 80%; Can be increased: + 7% if state/MPO has resilience improvement plan and prioritized the funded project; +3% if MPO has incorporated resilience plan into metropolitan transportation plan

- **National Infrastructure Project Assistance Grants** (multi-modal, multi-jurisdictional projects of significance)
- **Strengthening Mobility and Revolutionizing Transportation (SMART) Program** (demonstration projects for advanced smart city tech)
- **Rural Surface Transportation Grant Program** (improve and expand the surface transportation infrastructure in rural areas.)
- **Bridge Investment Program (Discretionary)** (encourage bridge repair that will improve safety, efficiency, and reliability of people and freight movement)
- **Grants for Charging and Fueling Infrastructure** (publicly accessible electric vehicle charging and hydrogen, propane, and natural gas fueling infra)
- **Safe Streets and Roads for All Grant Program** (Vision Zero)
- **Railroad Crossing Elimination Program** (highway- or pathway-rail grade crossing improvements to improve safety and mobility of people and goods)
- **Healthy Streets Program** (expand the use of cool pavement and porous pavement and expand tree cover)
- **Active Transportation Infrastructure Investment Program** (to “provide safe and connected active transportation facilities in an active transportation network or active transportation spine.”)

Congestion Relief Program

- New competitive congestion relief program to provide discretionary grants to “advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas...”
- Eligible projects include:
 - Integrated congestion management system;
 - HOV toll lanes, cordon price, parking pricing or congestion pricing;
 - Mobility services such as commuter buses and vans; and
 - Incentive programs to encourage carpooling.
- Interstate tolling is allowed under specific circumstances.
- MPOs over 1,000,000 population are eligible; states are eligible to obligate funds in urbanized areas under 1M population.
- Funding: \$250M over five years.

Safe Streets and Roads for All Grant Program:

- New competitive grants to support "Vision Zero"
- Funding: \$1B over five years.
- Requires a "Comprehensive Safety Action Plan" "aimed at preventing transportation-related fatalities and serious injuries in a locality; "Vision Zero" or "Toward Zero Deaths" plan."
 - Elements of the plan:
 1. goals and timeline for eliminating fatalities and serious injuries;
 2. analyses of crash location and community input;
 3. data driven approach to identify projects or strategies; and
 4. mechanisms for evaluating outcomes and effectiveness.
- MPOs are eligible entities.
- Federal share is 80%.
- Requires regular reporting to the Secretary and final report that outlines elements of the project carried out by the receiving entity.

Safe Streets and Roads for All Grant Program:

- Eligible projects include development of the plan itself (40% of funding); planning, design, and development activities to execute on projects and strategies; or to carry out the projects or strategies themselves.
- Project chosen based on whether it:
 1. Is likely to significantly reduce or eliminate transportation-related fatalities and serious injuries involving peds, cyclists, public transportation users, motorists, and commercial operators;
 2. Demonstrates engagement with public and private stakeholders;
 3. Adopts innovative technologies or strategies to promote safety;
 4. Employs low-cost, high-impact strategies that improve safety over a wider geographical area;
 5. Ensures equitable investment in the safety needs of underserved communities;
 6. Includes evidence-based projects or strategies; and
 7. Achieves other conditions as the Secretary determines.

Pilot programs

- **National Motor Vehicle Per-Mile User Fee Pilot:** to study the potential for a national per-mile fee to replace gas tax: \$50M
- **Prioritization Process Pilot Program:** project scoring based on planning objectives: \$50M
- **Reconnecting Communities Pilot Program:** removing legacy highways that impact communities: Planning grants: \$150M over five years; capital construction grants: \$350M over five years; \$500M in guaranteed appropriations
- **Transportation Access Pilot Program:** to develop an accessibility data set and make it available to MPOs and RTPOs
- **Wildland Crossing Safety:** to reduce wildlife-vehicle collisions and improve habitat connectivity; 60% of funds to rural areas: \$350M

Whither (Wither?) the Highway Trust Fund

- IIJA includes a \$118B transfer to HTF
 - \$90B to Highway Account
 - \$28B to Transit Account
 - Brings transfers to HTF since 2008 to more than **TWO HUNDRED SEVENTY BILLION DOLLARS!!!**
 - That's a lot of cheese!
- IIJA does **NOTHING** for HTF solvency beyond the five years of the reauthorization (ie. no new revenue sources)
 - The future cliff is that much worse
- IIJA contains a mileage-based user fee study

What's Next?

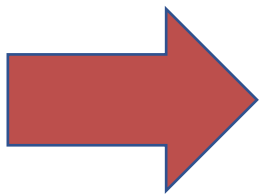
- Rulemaking, program writing, and eventually distributing funds and publishing NOFAs
- Instructions to implement quickly
- Think ahead and plan early
 - Identify best fit(s) and form your team
 - Do you need a grant writer?
 - Ask for help!
 - Notify your Members of Congress
- NARC/AMPO are developing a process to provide feedback to the administration

Thank you!

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Full analysis available at narc.org