



IIJA/BIL Implementation Sub-Working Group for Transit and Commuter Rail

January 28, 2022





Agenda



- Welcome and Introductions, Background/Purpose
- Cal-STA Infrastructure Investment and Jobs Act Implementation – Transit and Commuter Rail Overview
- Sub-Working Group Objectives and Discussion
- Upcoming Meeting Dates and Action Items





Welcome & Introduction

- Kyle Gradinger, Division Chief, Rail and Mass Transportation – Directs Caltrans' efforts on the Transit and Commuter Rail Sub-Working Group and Intercity Passenger Rail Sub-Working Group.
- Momoko Tamaoki, Assistant Division Chief, Rail and Mass Transportation – Lead for Transit and Commuter Rail Sub-Working Group
- Wendy King, Office Chief, Transit Grants and Contracts – Lead for Transit and Commuter Rail Sub-Working Group
- Chad Riding, Chief, Strategic Management Branch – Coordinator for Transit and Commuter Rail Sub-Working Group
- Andy Furillo – Administrator for Transit and Commuter Rail Sub-Working Group





Background

- The Infrastructure Investment and Jobs Act of 2021 (IIJA) was signed into law on November 15, 2021.
- The bill includes \$1.2 trillion in investments, including \$550 billion in new spending on transportation, water and power infrastructure, and pollution cleanup.
- CalSTA established IIJA Transportation Implementation Working Group
- Caltrans' IIJA internal policy team developed Sub-Working Groups





Purpose

Sub-Working Groups will:

1. Meet as often as necessary to discuss implementation issues in the respective issue areas
2. Determine whether new state implementing legislation is necessary
3. Develop a description of what the Sub-Working Group will be discussing
4. Develop an Action Plan for the Sub-Working group
5. Provide recommendations for implementing the federal programs and policy within the respective issue areas





IIJA – Transit and Commuter Rail Programs



- **U.S. Department of Transportation (U.S. DOT) Discretionary/Competitive Programs - EXISTING**
 - **Local and Regional Project Assistance** (formerly RAISE/BUILD/TIGER) funded at \$7.5 billion over five years (\$15 billion total including authorized funding).
 - **INFRA** funded at \$8 billion over five years (\$14 billion total including authorized funding).
 - **FRA's Consolidated Rail Infrastructure and Safety Improvement Program (CRISI)** program funded at \$5 billion over five years.
 - **FTA's Low-No Emission Vehicle Program** funded at \$5.6 billion over five years.
 - **FTA's Capital Investment Grant** program \$8 billion guaranteed and \$15 billion more authorized for potential future appropriations.





IIJA – Transit and Commuter Rail Programs



- U.S. Department of Transportation (U.S. DOT) Discretionary/Competitive Programs – NEW under IIJA
 - **National Infrastructure Project Assistance** (for megaprojects) funded at \$5 billion over five years (\$15 billion total including authorized funding).
 - **Safe Streets and Roads for All** funded at \$5 billion over five years (\$6 billion total including authorized funding)
 - **Railroad Crossing Elimination Program** at \$3 billion over five years.
 - **Strengthening Mobility and Revolutionizing Transportation Grant Program** funded at \$500 million over five years.
 - **Rail Vehicle Replacement Program, All Station Accessibility Program, Electric or Low-Emitting Ferry Program, and Ferry Service for Rural Communities**





Bipartisan Infrastructure Law

Significant Funding Increases



- Up to \$108 billion for public transit over five years
 - \$69.9 B from Highway Trust Fund
 - \$21.25 B in Advance Appropriations
 - \$17 B in Authorized Appropriations
- New and increased funding for State of Good Repair, Low or No Emission, and CIG Grants
- Continues existing structure for FTA programs focused on urban, rural, and targeted populations

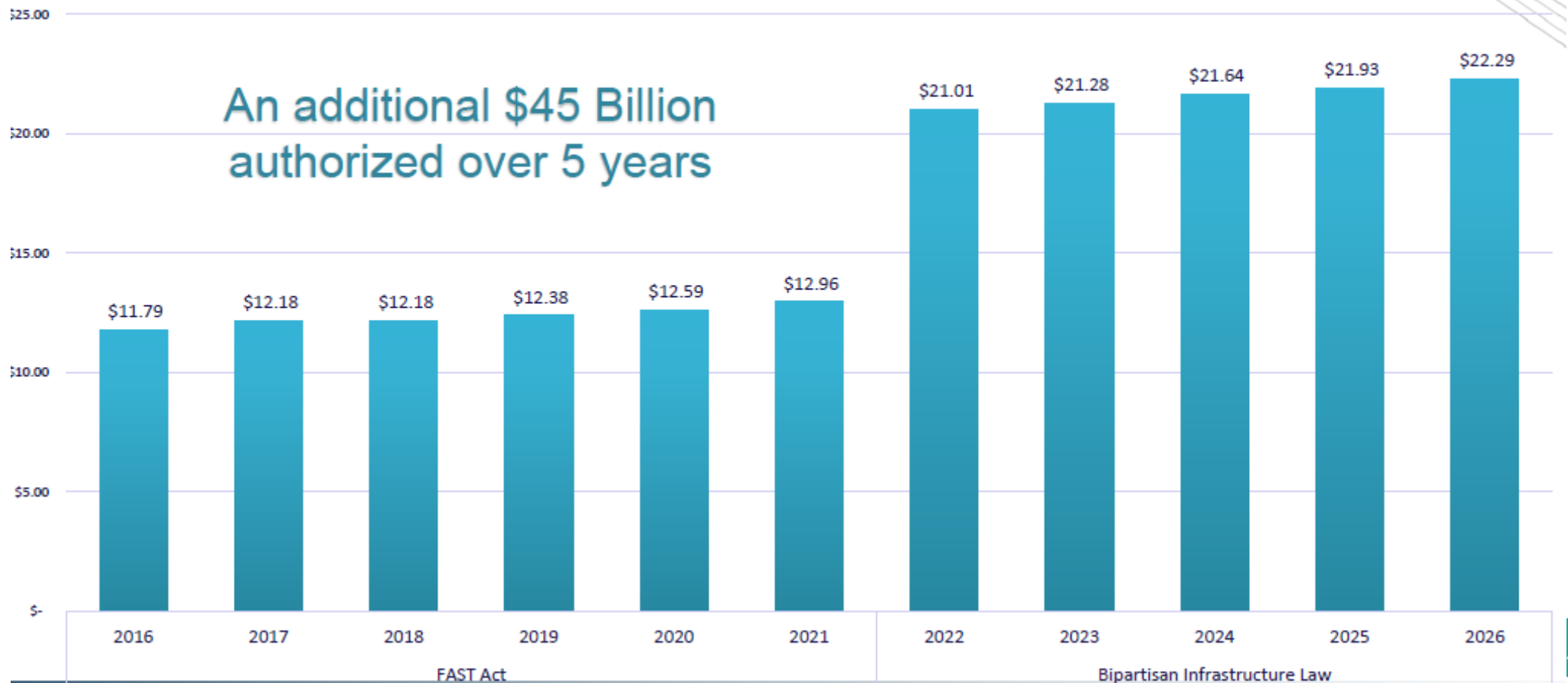
New Grant Programs



- Rail Vehicle Replacement Program
- All Station Accessibility Program
- Electric or Low-Emitting Ferry Pilot Program
- Ferry Service for Rural Communities

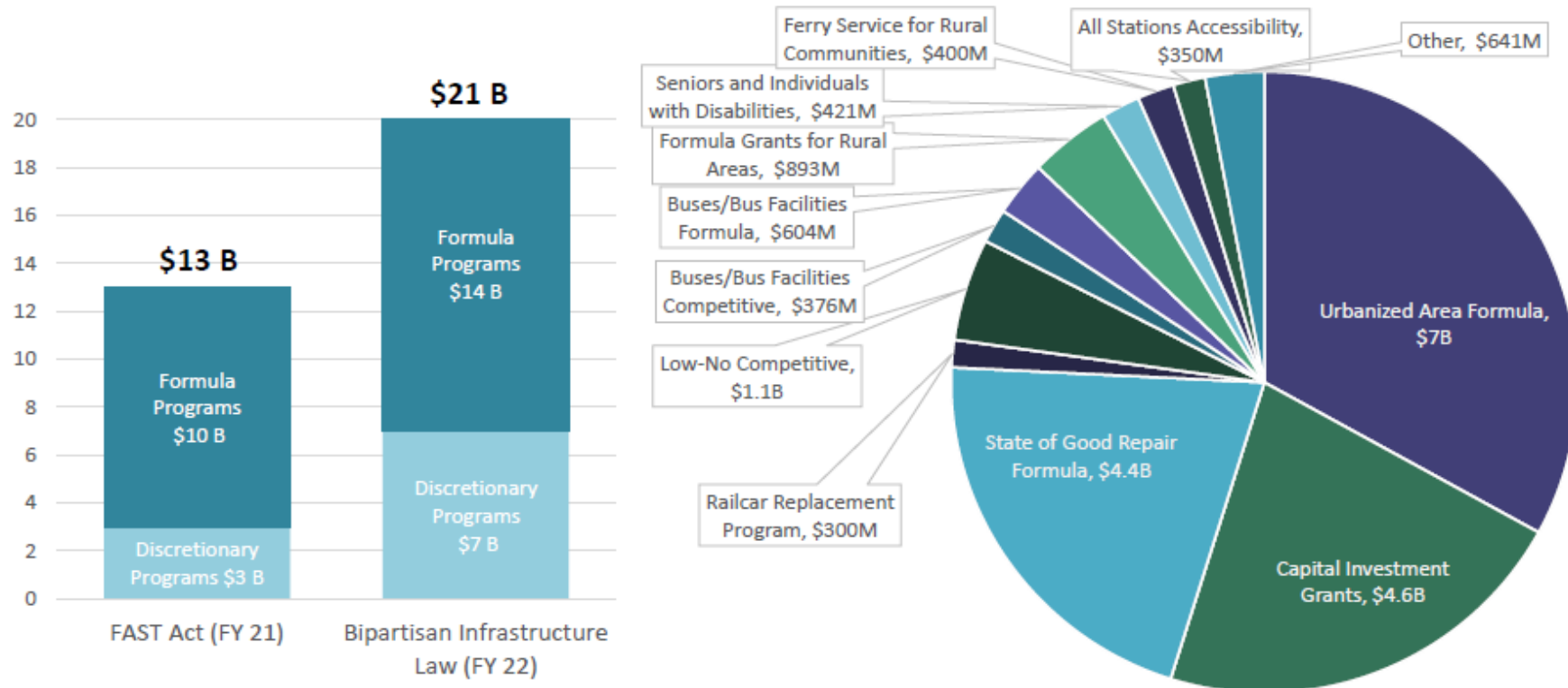


Increased Funding for Public Transportation





Increased Formula and Competitive Funding



Note: Total funding shown includes authorized trust fund contract authority, authorized annual appropriations for FY22 and certain advance appropriations for FY22 enacted as a part of the Bipartisan Infrastructure Law. Annual appropriations are subject to Congressional action.





Apportionments and Funding Competitions

Full year funding not yet available – Continuing Resolution through Feb. 18, 2022

- **FY22 Apportionment Tables**
 - FTA plans to post a partial year apportionment based on Continuing Resolution levels by the end of January 2022
- **FY22 Apportionment Notice with Interim Guidance**
 - Guidance for transit agencies, applicants, and funding recipients
- **Notices of Funding Opportunity for 10 competitive programs**
 - Will be issued on a rolling basis; will combine to extent possible
 - NOFOs will contain program guidance for new programs
 - Buses & Bus Facilities and Low or No Emission Vehicle Program likely first to be issued
 - Schedule for some programs depends on timing of a full year appropriation





Federal and State Goals/Priorities



Federal Priorities	State Goals
Safety	Safety first
Modernization	Enhance and connect the multimodal transportation network
Climate	Lead climate action
Equity	Advance equity and livability in all communities
	Cultivate Excellence
	Strengthen stewardship and drive efficiency





Program Areas Changed by the Law

- Formula Programs
- Competitive Programs
- Planning
- Environment
- Capital Investment Grants Program
- Safety
- Research, Innovation, and Administration



Formula Programs

Urbanized Area Formula

- 30% increase to program funding levels from FY21 to FY22 (\$4.8B to \$6.3B)
- Increases the set-aside for Small Transit Intensive Cities from 2% to 3%
- Requires recipients in large UZAs to use at least 0.75% of their funds for safety-related projects eligible under the Urbanized Area Formula program (Section 5307)

Formula Grants for Rural Areas

- 30% increase to program funding levels from FY21 to FY22 (\$601M to \$781M)
- Provides \$229 million for Public Transportation on Indian Reservations over five years
- 20% of the Public Transportation on Indian Reservations funds must be distributed on a competitive basis, while the remainder must be apportioned by formula
- 3% of Rural Formula funding is available for the Appalachian Development Public Transportation Assistance program

Buses and Bus Facilities

- 30% increase to program funding levels from FY21 to FY22 (\$461M to \$599M)
- The Formula National Distribution is increased to \$4 million for each State and \$1 million for each territory
- Encourages use of Innovative Procurement tools, such as cooperative procurement contracts or state cooperative procurement schedules



Competitive Programs: Changes to Existing

Buses and Bus
Facilities
Competitive and
Low or No
Emissions
Competitive
Programs

- 30% increase to authorized funding levels, plus additional \$1.1 billion per year for Low or No Emissions Competitive Grants
- Requires a Notice of Funding Opportunity (NOFO) be issued no more than 30 days after the passage of a full-year appropriation, and awards be announced 75 days after the NOFO closes or the end of the fiscal year the NOFO was issued, whichever is earlier
- An applicant that is submitting a project to both Low-No and Bus, or only Low-No, may propose partnerships with TVMs to satisfy the competitive procurement requirements
- Both require that for projects related to zero-emission buses, a zero-emission fleet transition plan must also be submitted with the application
- Not less than 25% of Low-No funding must be made available for low emission vehicles and related facilities
- 5% of funds used to purchase zero-emission vehicles or infrastructure must be utilized for workforce development unless the applicant certifies that less is needed to carry out their transition plan
- Minimum amount of rural funding has increased from 10% to 15% for the Buses and Bus Facilities Competitive Program



Competitive Programs: New Programs



Rail Vehicle Replacement Program

\$300M Per Year

Eligible Recipients:

- States and local government authorities

Eligible Activities:

- Replacement of rail rolling stock



Electric or Low-Emitting Ferry Pilot Program

\$100M Per Year

(\$50M of which subject to appropriations)

Eligible Recipients

- Will be identified in a NOFO

Eligible Activities:

- Electric or low-emitting ferries that use alternative fuel or onboard energy storage systems, related charging infrastructure



Ferry Service for Rural Communities

\$400M Per Year

(\$200M of which subject to appropriations)

Eligible Recipients:

- States for ferry service that operated a regular schedule at any time during five-year period ending March 1, 2020 and served at least 2 rural areas located more than 50 sailing miles apart

Eligible Activities:

- Capital and operating assistance



All Stations Accessibility Program

\$350M Per Year

Eligible Recipients:

- States and local government authorities

Eligible Activities:

- Upgrade legacy rail transit stations that remain inaccessible to individuals with disabilities



California Apportionments

- California is slated to receive \$10.3B through IIJA.
 - The numbers below reflect the best breakdown available.

FTA Highway Trust Fund Authorization Apportionments for California for the IIJA

FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Grand Total FY 22-26
\$1,417,700,550	\$1,803,268,791	\$1,841,180,788	\$1,890,522,212	\$1,930,440,759	\$1,980,726,543	\$9,446,139,093





Transit



- Implementation Goals and Objectives from the State & Local
 - CAPTI
 - CTP 2050
 - State Rail Plan
 - CIBS
- Potential Implementation Risks/Challenges
- Top Priority for the Working Group





Next Steps



- Develop priority themes and implementation strategies
- Schedule theme focused meetings and decide meeting frequency and duration
- Coordination with relevant sub-working group(s)
- Start developing the activity description and action plan



