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MICHAEL WOODMAN, Executive Director


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MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Michael Woodman, Executive Director 

SUBJECT: Executive Director's Report for the March 16, 2022 Meeting

DATE: March 16, 2022

INFRASTRUCTURE INVESTMENT AND JOBS ACT OF 2021

The *Infrastructure Investment and Jobs Act of 2021* (IIJA, P.L. 117-58) is a federal bill that addresses provisions related to federal-aid highway, transit, highway safety, motor carrier, research, hazardous materials, and rail programs of the U.S. Department of Transportation (U.S. DOT). The bill was approved by the 117th Congress (Senate passage on August 10, 2021 and House passage on November 5, 2021). On November 15, 2021, President Biden signed IIJA into law.

The bill includes \$1.2 trillion in investments over five years, from Federal Fiscal Year (FFY) 2022 through FFY 2026, including \$550 billion in new spending on transportation, water and power infrastructure, and pollution cleanup, in addition to regular annual spending on infrastructure projects. This overview focuses on major IIJA transportation formula (apportionment) and discretionary (competitive) funding programs, particularly in areas where California actively sought to shape the bill through engagement with Congress (climate action, equity, freight/goods movement, rail/transit, etc.). Under IIJA, California is estimated to receive the following guaranteed formula transportation funding:

- \$25.3 billion for federal-aid highway apportioned programs over five years (compared to approximately \$19.4 billion under the Fixing America's Surface Transportation Act (FAST Act), the last five-year authorization of federal-aid highway programs);
- \$4.2 billion over five years from a new bridge program;
- \$384 million over five years from a new program to support the expansion of an electric vehicle (EV) charging network; and
- \$9.45 billion over five years to improve public transportation options across the state (compared to approximately \$8.1 billion under the FAST Act, the last five-year authorization of federal-aid highway programs).

It should be noted that in the past, California - through the California Department of Transportation (Caltrans) - traditionally reached an agreement with local transportation agencies to divide federal-aid highway funding apportioned to California at 60 percent to be controlled by the state and 40 percent by local agencies.

IIJA also creates new transportation discretionary grant programs and increases funding for existing discretionary grant programs between FY 2022 and FY 2026 including:

- Existing: Local and Regional Project Assistance (formerly RAISE/BUILD/TIGER) funded at \$7.5 billion over five years (\$15 billion total including authorized funding);
- Existing: INFRA funded at \$8 billion over five years (\$14 billion total including authorized funding);
- Existing: Federal Railroad Administration's (FRA) CRISI program funded at \$5 billion over five years;
- Existing: Federal-State Partnership for Intercity Passenger Rail funded at \$36 billion over five years;
- Existing: Federal Transit Administration (FTA) Low-No Emission Vehicle Program funded at \$5.6 billion over five years;
- New: Bridge Investment Program (in addition to bridge formula program) funded at \$12.5 billion over five years;
- New: National Infrastructure Project Assistance (for megaprojects) funded at \$5 billion over five years (\$15 billion total including authorized funding);
- New: Safe Streets and Roads for All funded at \$5 billion over five years (\$6 billion total including authorized funding);
- New: Railroad Crossing Elimination Program at \$3 billion over five years;
- New: Culvert removal, replacement, and restoration funded at \$1 billion over five years;
- New: Strengthening Mobility and Revolutionizing Transportation Grant Program funded at \$500 million over five years;
- New: Reconnecting Communities Pilot Program at \$1 billion over five years;
- New: Charging and Fueling Infrastructure Discretionary Grants at \$2.5 billion over five years.

IIJA also provides five years of National Network funding to Amtrak, totaling \$16 billion, which can be used to upgrade California Amtrak stations and related facilities to full Americans with Disabilities Act (ADA) compliance, rehabilitate and replace old Amtrak-owned fleet and conduct corridor development activities. The IIJA guarantees \$8 billion, and authorizes \$15 billion more in future appropriations for FTA Capital Investment Grants.

NCTC staff is participating on eight stakeholder IIJA implementation sub-working groups established by the California State Transportation Agency (CalSTA) to help guide the development of new discretionary funding programs. NCTC staff will keep the Commission informed of funding opportunities as additional program details are developed.