

# Opportunities Abound: The IIJA and the Future of Transportation Investment

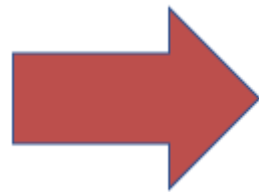


## NJ TransAction 2022

April 26, 2022

**Erich Zimmermann**

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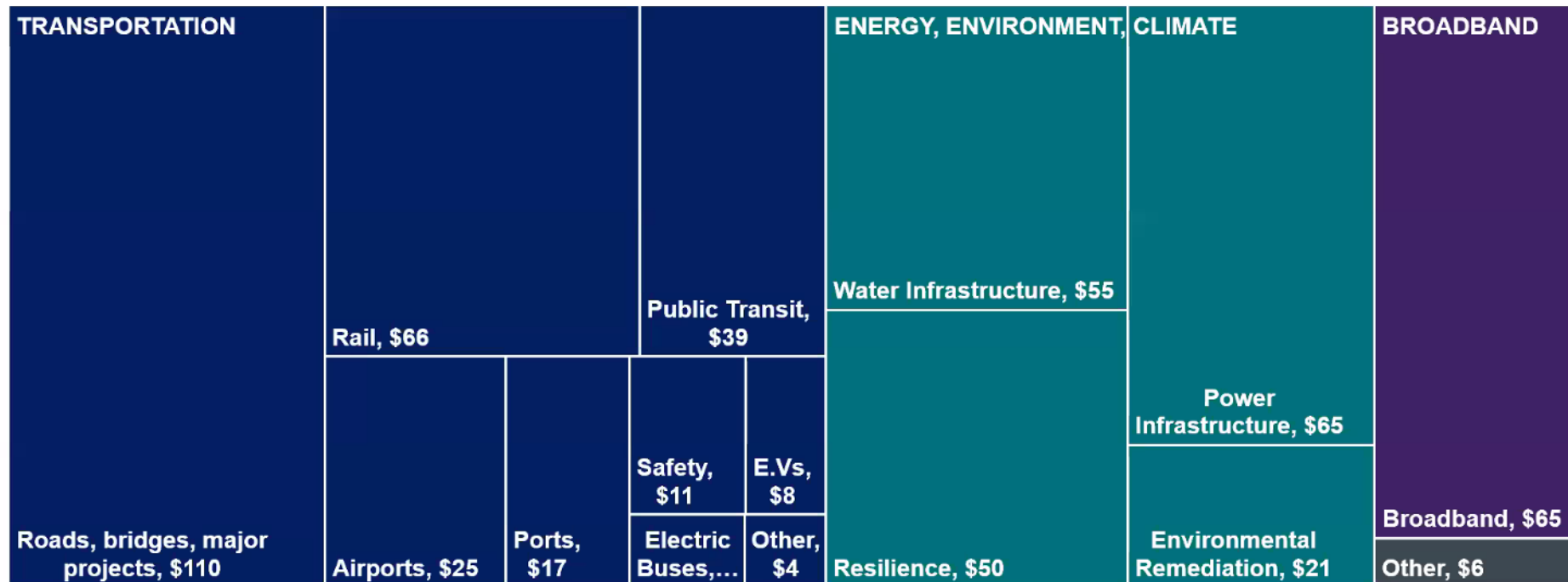
Full analysis available at [narc.org](https://narc.org)

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# At a glance: The Bipartisan Infrastructure Deal

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

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



## Key Terminology

- **Formula program** – a program whereby each state receives a share of funding that can be used on projects indicated as eligible by Congress
- **Competitive grant program** – a program where states, cities, MPOs and other eligible recipients must apply for funding and compete against others for funding, with USDOT as ultimate decider
- **Suballocation** – when funding is provided for metropolitan, regional, and local prioritization. In some formula program, funds are "allocated" (distributed) to each state and then further "suballocated" to MPOs.
- **Guaranteed appropriations** – general funds (as opposed to Highway Trust Fund funds) provided in the BIL that are immediately available for spending and do not require additional action by Congress.
- **Reauthorization** – the renewal of the nation's surface transportation program, previously called the FAST Act.

## What's In the Bill for Transportation?

- Full FAST Act reauthorization
- Significant funding increases
  - Transit, rail, and bridges
- New transportation spending (\$274.1B)
  - This represents half of all the new spending in the BIL
- Formula Funding vs. Discretionary Grants
  - Two significant new formula programs within reauth.
    - PROTECT and Carbon Reduction Program
  - Several additional new formula programs outside of reauth.
    - Bridges, EV charging, transit state of good repair
  - Dozens of new discretionary programs
    - Plus many new pilot programs

## What's In the Bill for Transportation?

Formula Funding	5-year Funding	% Increase
<b>NHPP (to states for highways)</b>	\$148.0B	27%
<b>STBGP* (to states and locals, flexible)</b>	\$64.8B	11%
<b>Highway Safety Improvement Program</b>	\$15.6B	34%
<b>Carbon Reduction Program*</b>	\$6.42B	n.a.
<b>PROTECT Program* (resilience)</b>	\$7.3B	n.a.
<b>Congestion Mitigation and Air Quality*</b>	\$13.2B	10%
<b>National Freight Program</b>	\$7.15B	13%
<b>STBGP Set-Aside (TAP)* (bicycle/pedestrian projects)</b>	\$7.2B	71%
<b>Metro. Planning (highway)*</b>	\$2.28B	32%
<b>Metro. Planning (transit)*</b>	\$0.8B	42%
<b>Transit</b>	\$108.2B	74%

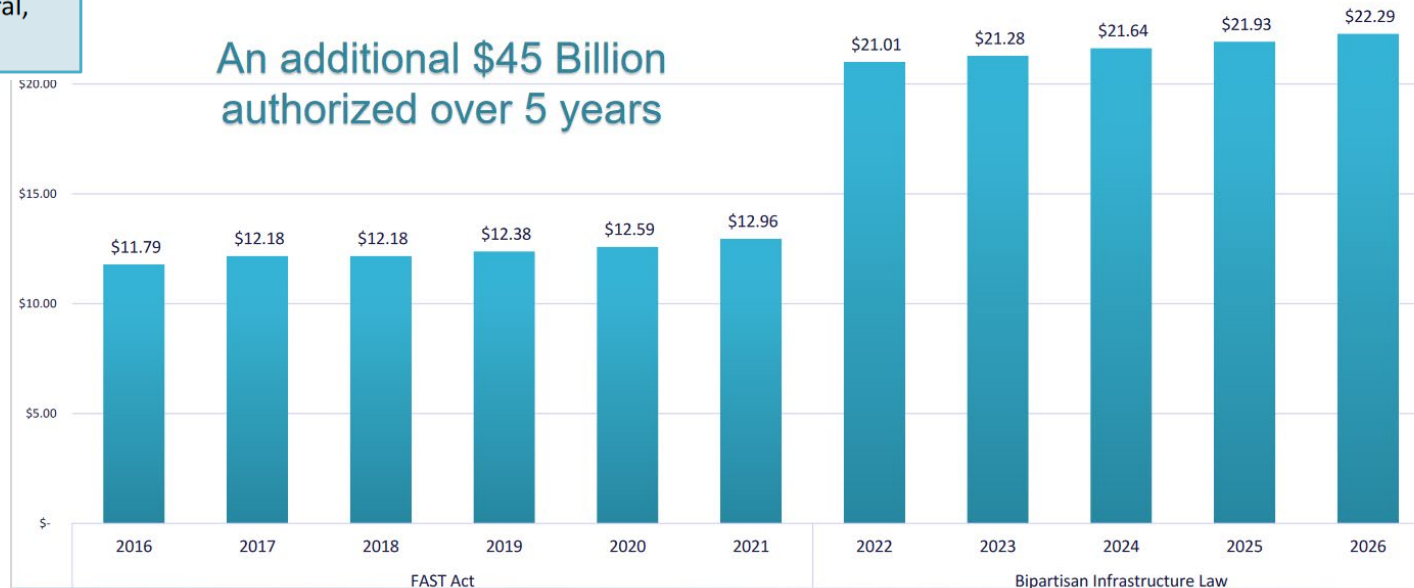
## Significant Funding Increases



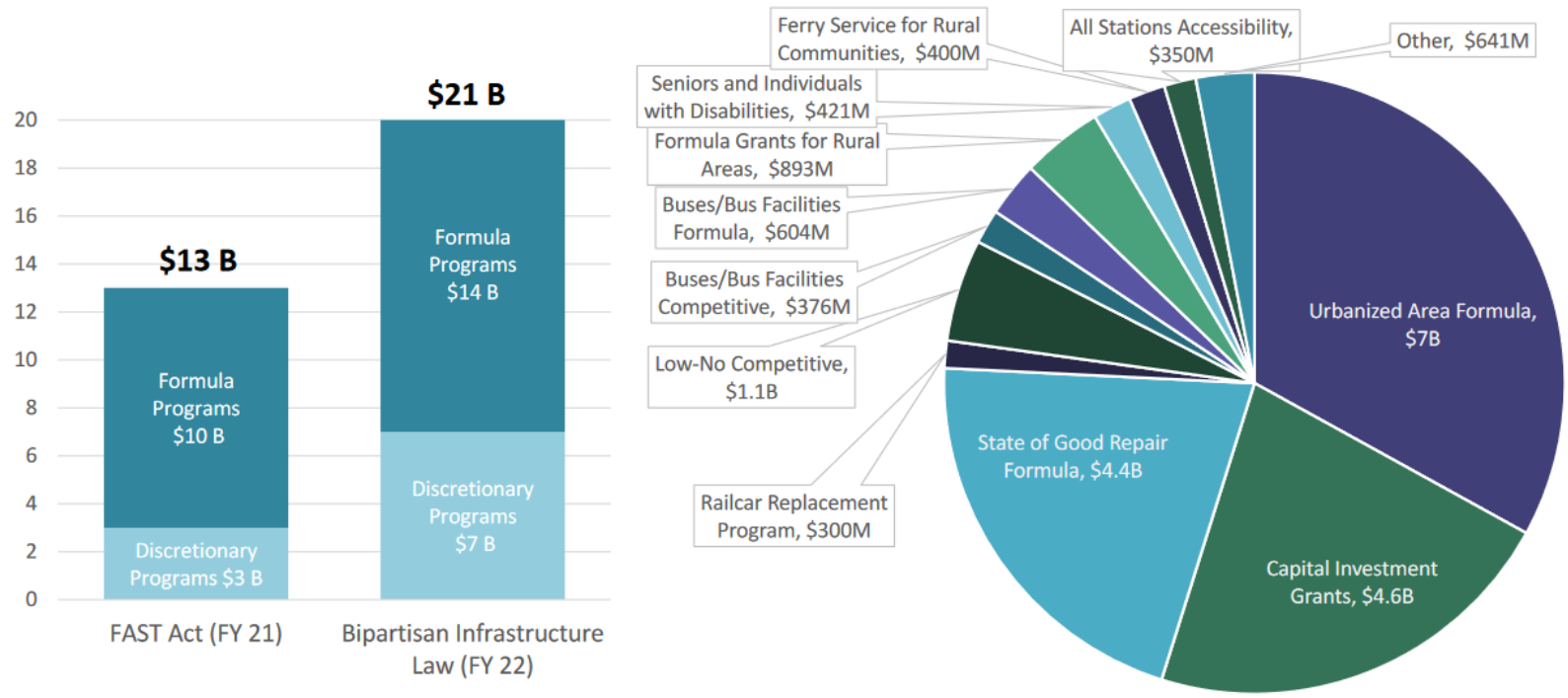
- Up to \$108 billion for public transit over five years
  - \$69.9 B from Highway Trust Fund
  - \$21.25 B in Advance Appropriations
  - \$17 B in Authorized Appropriations
- New and increased funding for State of Good Repair, Low or No Emission, and CIG Grants
- Continues existing structure for FTA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

## Increased Funding for Public Transportation

An additional \$45 Billion authorized over 5 years



## 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.*



# Bipartisan Infrastructure Law

Appropriations for USDOT Grants to State/Local Governments in BID			
		<u>Formula</u>	<u>Competitive</u>
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
<b>Total, US Department of Transportation</b>		<b>53,742.0</b>	<b>100,685.0</b>

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 provisions 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)
- Eligible projects are those that support the reduction of transportation emissions, including public transportation, bike/ped, trails, ITS, congestion pricing/management
- Funds can be used for planning, design, and/or construction
- Each state, in consultation with any MPOs, has 2 years to develop a carbon reduction strategy
- Also 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

### **Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (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 uses: resilience planning; strengthen and protect evacuation routes; increase resilience of system from storm surge, flooding, wildfires, etc. Highway, transit, and certain port projects are eligible.
- MPOs eligible to receive **resilience planning grants, resilience improvement grants, community resilience and evacuation route grants, at-risk coastal infrastructure grants**

## New Competitive Grant Programs

- **National Infrastructure Project Assistance Grants (MEGA Grants)** (large, multi-modal, multi-jurisdictional projects of significance)  
**Rural Surface Transportation Grant Program** (improve and expand the surface transportation infrastructure in rural areas.)  
**Local and Regional Project Assistance** (not new; INFRA program in its newly authorized form)
- **Safe Streets and Roads for All Grant Program** (Vision Zero; significant planning component)
- **Strengthening Mobility and Revolutionizing Transportation (SMART) Program** (demonstration projects for advanced smart city tech)
- **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)
- **Railroad Crossing Elimination Program** (highway- or pathway-rail grade crossing improvements to improve safety and mobility of people and goods)
- **Healthy Streets Program** (expand 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** (innovative approaches to congestion in large (1M+) metro areas)

## 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

## What Has Happened?

- Bridge formula program, MEGA/INFRA/Rural combined NOFO are the first to move
- TAP Guidance has been released
- Carbon Reduction Program guidance has been released
- RAISE grants (formerly BUILD, formerly TIGER) – applications were due April 14
- Electric vehicle (EV) program guidance available

Timing we know of so far

- Reconnecting Communities - Applications open Q2 2022
- Safe Streets and Roads for All - Apps open May 2022
- Clean School Bus Program - Apps available later spring
- Charging and Fueling Infra Grants - Seeking feedback on program design



## What's Next?

For the administration



- Rulemaking, program writing, and eventually publishing NOFAs and distributing funds
- Implementation is likely to happen quickly
- No wrong doors/single application?

## What's Next?

### For regions and MPOs

- Think ahead and plan early
  - Notify your Members of Congress
- Invest wisely
- Thinking regionally, thinking systematically
  - Think of how to partner with DOT, local communities, nearby MPOs, etc.
  - Think BIG, think creatively

### Resources

- [FHWA BIL Website](#)
- [FTA BIL Website](#)
- [Bipartisan Infrastructure Law Guidebook](#)
- [Fact Sheet: Competitive Infrastructure Opportunities for Local Governments](#)

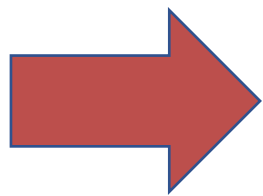
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**Thank you!**

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Full analysis available at [narc.org](http://narc.org)

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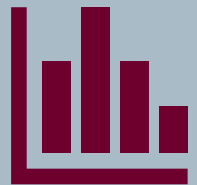
**NJ TransAction  
Conference**  
April 26, 2022



Lois Goldman, Director, Long Range Planning  
**North Jersey Transportation Planning Authority**

# How the NJTPA Can Help

- Ensure consistency with Plan 2050
- Tie applications to other plans (state, regional, local)
- Assist with building local partnerships
- Provide data and analytical tools



# Long Range Transportation Plan

## Transportation

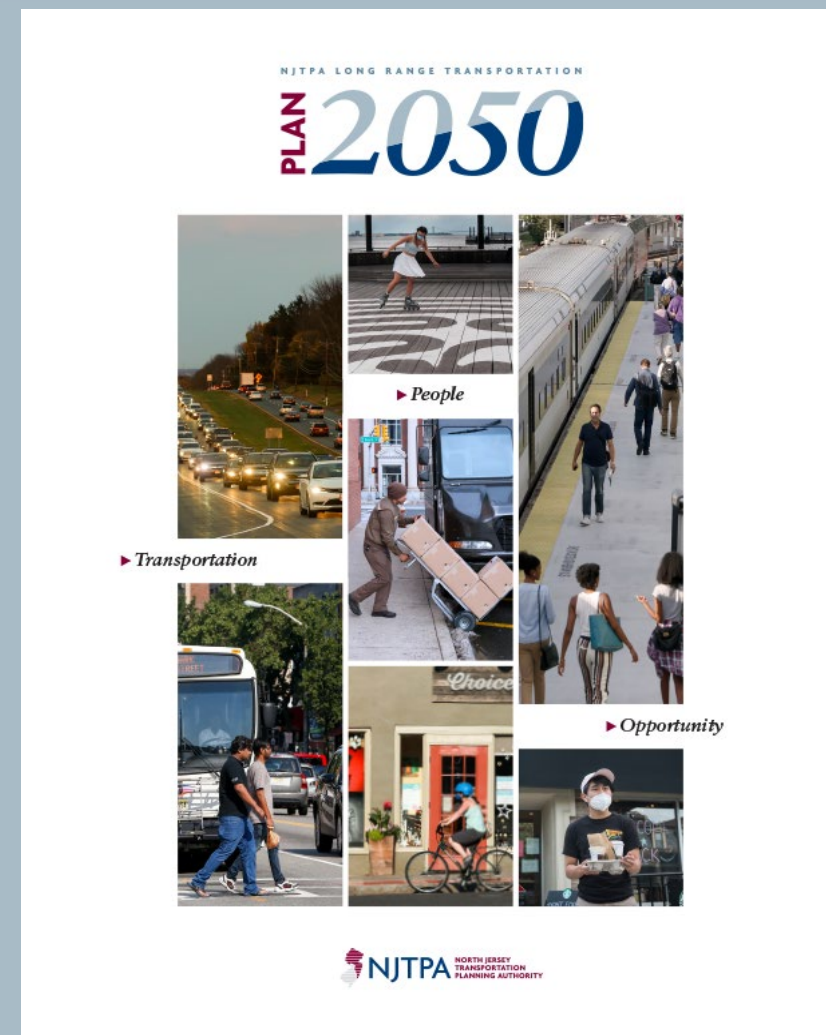
- Safety, Reliability, Roads, Bridges, Transit, Goods Movement, Active Transportation

## People

- Equity, Accessibility, Travel Options, New and Old Travel Patterns

## Opportunity

- Climate Resilience, Technology



# Plan 2050 Implementation: Formula and Competitive Opportunities

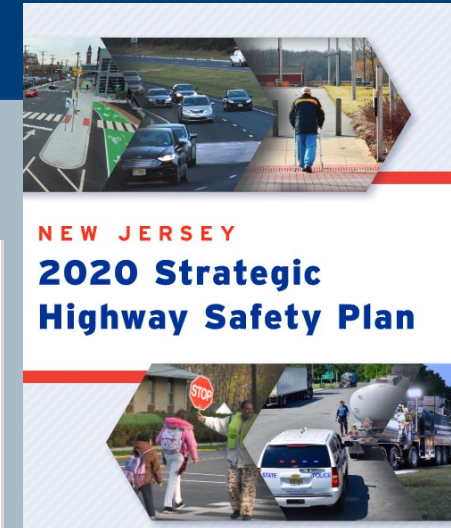
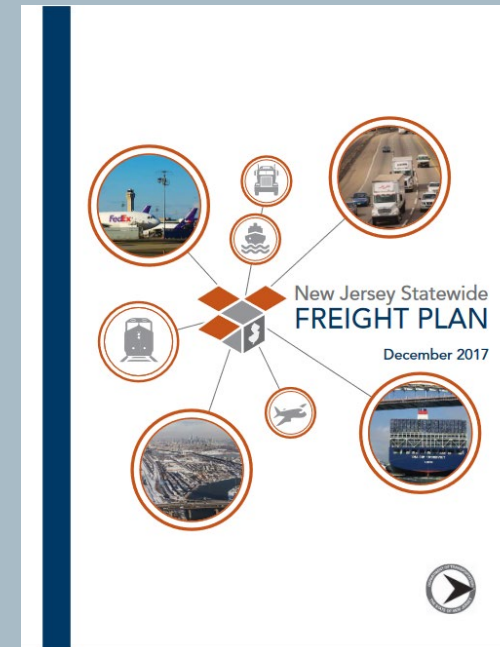
- State of Good Repair, Safety, Goods Movement
- Climate Resilience and Electrification of Transportation
- Equity
- Multi-modal travel options
- Trans Hudson Rail Capacity



# Regional Coordination: Planning Studies

## Past and Current Planning Studies

- New Jersey Energy Master Plan, Strategic Highway Safety Plan
- Regional and Local Active Transportation Plans
- Regional and Local Electric Vehicle Plans
- Studies that Recommend Improvements for Disadvantaged Populations





# Example Regional/Local Planning Studies

**FREEWAY DRIVE & STATION AREA**

SAFE PEDESTRIAN CONNECTIONS | ECONOMIC DEVELOPMENT | DEDICATED BIKE LANES

**SAFETY AND PUBLIC REALM STUDY**

NEW CIVIC PARK

TRAFFIC CALMING | PEDESTRIAN-FRIENDLY BRIDGE | PAINTED HIGHWAYS

**NJTPA**  
NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY



**Complete Streets Conceptualization Report for Post Office Plaza**  
Township of Cranford, Union County, NJ  
2019



**FINAL REPORT**  
**Somerset County Roadway Safety Study**

SOMERSET COUNTY ROADWAY SAFETY STUDY

December 2021

**SOMERSET** **NJTPA** NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY  
Defining the Vision. Shaping the Future.

**H<sub>2</sub>** | **ELEX FUEL** | **LPG** | **E**

## Alternative Fuel Vehicle Readiness

A Guidebook for Municipalities

December 2017

# Regional Coordination: Partnerships

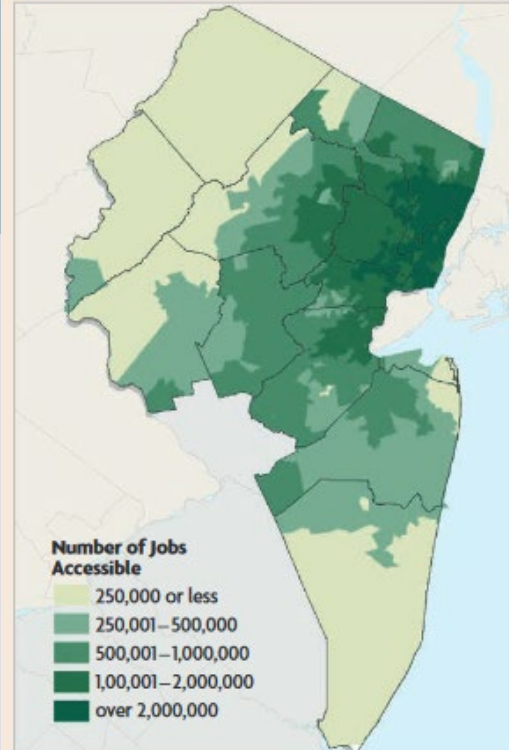
- Demonstrating Collaboration and Local Support, Required or Not
- Engaging Stakeholders and the Public



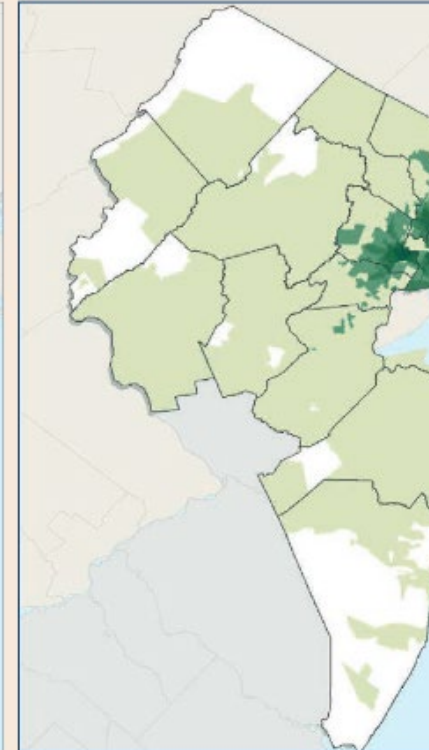
# Data and Analytical Tools

Number of Jobs Accessible by Auto within 45 minutes and by Transit within 60 minutes, 2020

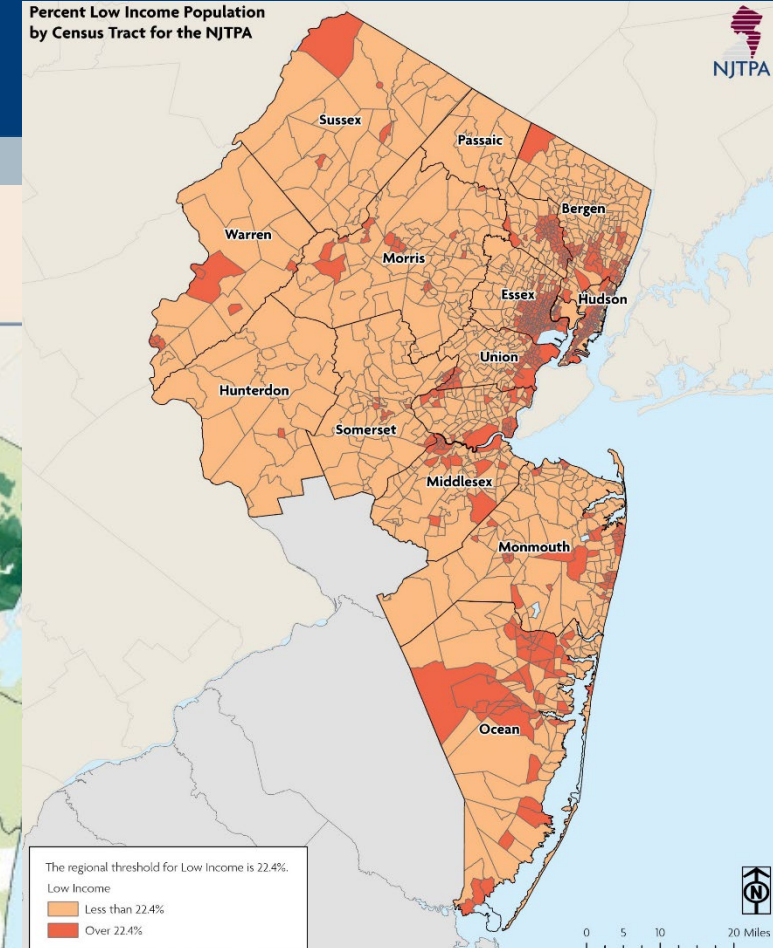
By Auto



By Transit

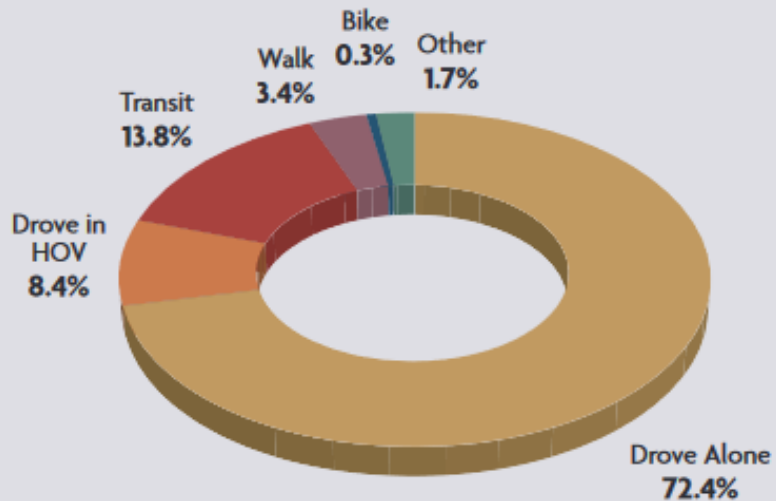


Percent Low Income Population by Census Tract for the NJTPA



Transportation Mode used by NJTPA Commuters

Excludes those who worked from home



# Other Steps for Success

- Set Goals and Objectives
- Plan for Opportunities ([grants.gov](https://www.grants.gov))
- Build and Strengthen Partnerships
- Matching and Overmatching
- Take a Long View



# Resources

## NJTPA Resources:

- IIJA: <https://njtpa.org/IIJA>
- Plan 2050: <http://njtpa.org/Plan2050>

## Federal Resources:

- [Build.gov](https://www.build.gov)
- [Grants.gov](https://www.grants.gov)
- <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>



# Thank You

*Defining the Vision. Shaping the Future.*



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