

# HB 2017 Transit Advisory Committee

December 17, 2021



# Webex Tutorial

## Chat

- Right side window
- Chats are recorded

## Participants

- Right side window
- Raise your hand

Video On/Off

Reactions

Mute/Unmute

Leave Meeting

The toolbar contains the following elements from left to right: a red microphone icon with a slash through it and the text 'Unmute' with a dropdown arrow; a video camera icon with a slash through it and the text 'Stop video' with a dropdown arrow; a square icon with an upward arrow and the text 'Share'; a circular refresh icon; a circular ellipsis icon; a red circular icon with a white 'X'; a grid icon with the text 'Apps'; a person icon with a list symbol; a speech bubble icon; and a final circular ellipsis icon.

# Meeting Agenda

Public Comment	8:30 a.m.
Advisory Committee Bylaws	8:35 a.m.
Infrastructure Investment & Jobs Act	9:15 a.m.
Meeting Adjourns	10:00 a.m.

# Public Comment



# Advisory Committee Bylaws

## Update

- II. Committee Purpose
- III. Committee Operation
- V. Committee & Subcommittees
- VIII. Member Appointments & Alternatives
- X. Eligible Projects & Process



# Vote on Bylaw Changes

## Voting Procedures

- Chair calls for a motion to vote; must be seconded to move to discussion
- Discuss motion
  - Motion can only be amended if allowed by person making the motion
- Chair closes discussion
- Chair calls for a vote
- Vote on the motion
- No other motions considered until a vote is taken

# THE INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) AND BUILD BACK BETTER

Transit Programs



# OVERVIEW

- President Biden signed the \$1.2 trillion package on November 15th.
- Includes a five-year \$383.4 billion surface transportation reauthorization (\$89.8 billion above baseline).
- The package also includes an additional \$550 billion in NEW one-time guaranteed appropriations that will spend out over the next 5-years.
- Between FY 2022 and FY 2026, U.S. DOT will have a total of \$567 billion available for both formula and discretionary programs.



# FTA FUNDING AND PROGRAMS

IIJA provides a total of \$106.9 billion for public transit, an increase of \$41.1 billion (63 percent) above current levels, including \$91.15 billion in guaranteed funding.

This includes:

- \$69.9 billion in contract authority from the Mass Transit Account of the HTF for transit formula programs – a 31.6 percent increase from FAST Act levels between FY 2021 and FY 2022
- Amounts available for Specific FTA Formula Programs
  - \$33.6 billion is provided for 5307 Urbanized Formula Grants;
  - \$18.4 billion for 5337 State of Good Repair Formula Grants;
  - \$4.6 billion for 5311 Rural Formula;
  - \$3.9 billion for Growth/Density Formula
  - \$3.2 billion for Bus Formula;
  - \$2.3 billion for Competitive Bus Grants; and
  - \$1.9 billion for 5310 Elderly/Disabled Formula.
- FY 2022 - \$13.3 billion in formula grant will be available to FTA direct recipients in FY 2022.

# **ADDITIONAL AMOUNTS OF FUNDING AVAILABLE FOR TRANSIT PROJECTS AND ACTIVITIES UNDER IIJA**

- **In additional to the amounts provided to Federal public transportation programs under the Surface Transportation Authorization, the IIJA also includes \$21.2 billion of guaranteed advance appropriations for Capital Investment Grants and for certain formula programs.**
- **These funds will be made available of the next 5-years (fiscal year (FY) 2022 through FY 2026), and include the following:**
  - **\$5.3 billion for Low-No Emission Bus Grants;**
  - **\$4.8 for State of Good Repair Formula Grants;**
  - **\$8 billion for Capital Investment Grants;**
  - **\$1.75 billion new competitive grant program for capital ADA improvement for legacy fixed guideway systems; and**
  - **\$250 million for Elderly/Disabled Formula.**

# PORTLAND-VANCOUVER UZA FORMULA FUNDING IN IIJA

- Portland/Vancouver UZA is projected to receive a total of \$548.6 million in FTA formula funding over the 5-years. (
- Of this amount –
  - \$57.8 million will be provided for 5307 Urbanized Area Program;
  - \$38.5 million for 5337 State of Good Repair Formula Grants (\$29.8 million in regular formula funds and \$8.7 million in additional guaranteed General Fund appropriations);
  - \$2.5 million for 5340 Growth/Density Formula;
  - \$3.7 million for 5339 Bus and Bus Facilities; and
  - \$2.5 million for 5310 Elderly/Disabled Formula (\$2.2 million in regular formula funds and \$290,377 in additional guaranteed General Fund appropriations.
- In Fiscal year 2022, the region is projected to receive a total of \$105 million – a \$28.5 million (37 percent) increase above the FY 2021 level – in FTA formula funding. FY'23 - \$107 million; FY'24 - \$109 million; FY'25 - \$111 million; FY'26 - \$114.7 million

# IIJA FTA COMPETITIVE GRANT OPPORTUNITIES

IIJA provides the following amounts for FTA competitive grant programs (5-year total amounts available):

- **Capital Investment Grants – \$8 billion (this is in addition to the \$15 billion authorized in the surface transportation reauthorization)**
- **Low-No Emission Buses – \$5.6 billion**
- **Competitive Bus – \$1.97 billion**
- **Electric or Low-Emission Ferries – \$250 million**
- **ADA Upgrades to Rail Transit – \$1.75 billion**
- **Rural Passenger Ferry Service – \$1 billion**

# NEW FHWA PROGRAMS OF INTEREST

- **Carbon Reduction Program** – Provides \$6.4 billion in formula funding to reduce transportation emissions. Public transportation projects are eligible to receive funding under this program. May be 100% federal.
- **Congestion relief program** – Provides \$250 million in competitive grants of not less than \$10 million for projects in large urbanized areas for multimodal solutions to reduce highway congestion, economic and environmental costs related to congestion, and to optimize existing highway capacity through high occupancy vehicle toll lanes, cordon pricing, parking pricing, or congestion pricing.
  - Program provides the Secretary authority to allow tolls on the Interstate System as part of a project carried out with a program funds provided that the facility allows high occupancy vehicles, transit, and paratransit vehicles to use the facility at a discounted rate or without charge (unless the public authority determines that the number of such discounted vehicles would reduce the travel time reliability of the facility).
- **PROTECT** – Provides \$1.4 billion in discretionary funding and \$7.3 billion in formula funding to projects that help States improve the resiliency of transportation infrastructure. Allows for wetlands, floodplain, aquatic ecosystems, planning, disaster prep, etc. May be \$100% federal.
- **Charging and Alternative Fuel Grants** – Provides a total of \$7.5 billion to deploy publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure along designated alternative fuel corridors or in certain other locations that will be accessible to all drivers of electric vehicles, hydrogen vehicles, propane vehicles, and natural gas vehicles.

# BUILD BACK BETTER - AFFORDABLE HOUSING ACCESS PROGRAM CONTINUED

- **Eligible Activities Under Affordable Housing Access Program:**
  - Construction of new fixed guideway;
  - Bus rapid transit and High-frequency bus service with Zero Emission Vehicles (including acquisition of vehicles and charging infrastructure);
  - Expansion of service area or frequency of service for recipients/subrecipients under 5311 and recipients under 5307 for fare-free or reduced fare service or acquisition of vehicles;
  - Renovation or construction of facilities for disadvantaged communities or neighborhood, in persistent poverty communities, or for low-income riders; and
  - Additional assistance to project sponsors of new fixed guideway, core capacity, or corridor BRT not yet open to revenue service if:
    - applicant demonstrates that the funding provides additional support for access to affordable housing and the enhancement of mobility for residents in disadvantaged communities or neighborhoods, persistent poverty communities, or for low-income riders; AND
    - assistance under this paragraph does not increase the federal share of net project cost by 10 percent OR share of assistance from a FTA program by more than 10 percent.

# Meeting Adjourned