

Federal Transit Programs under the Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act)

USDOT Webinar on Transportation and Infrastructure Grants
Wednesday, November 2, 2022

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FTA Region IV
Regional Administrator



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

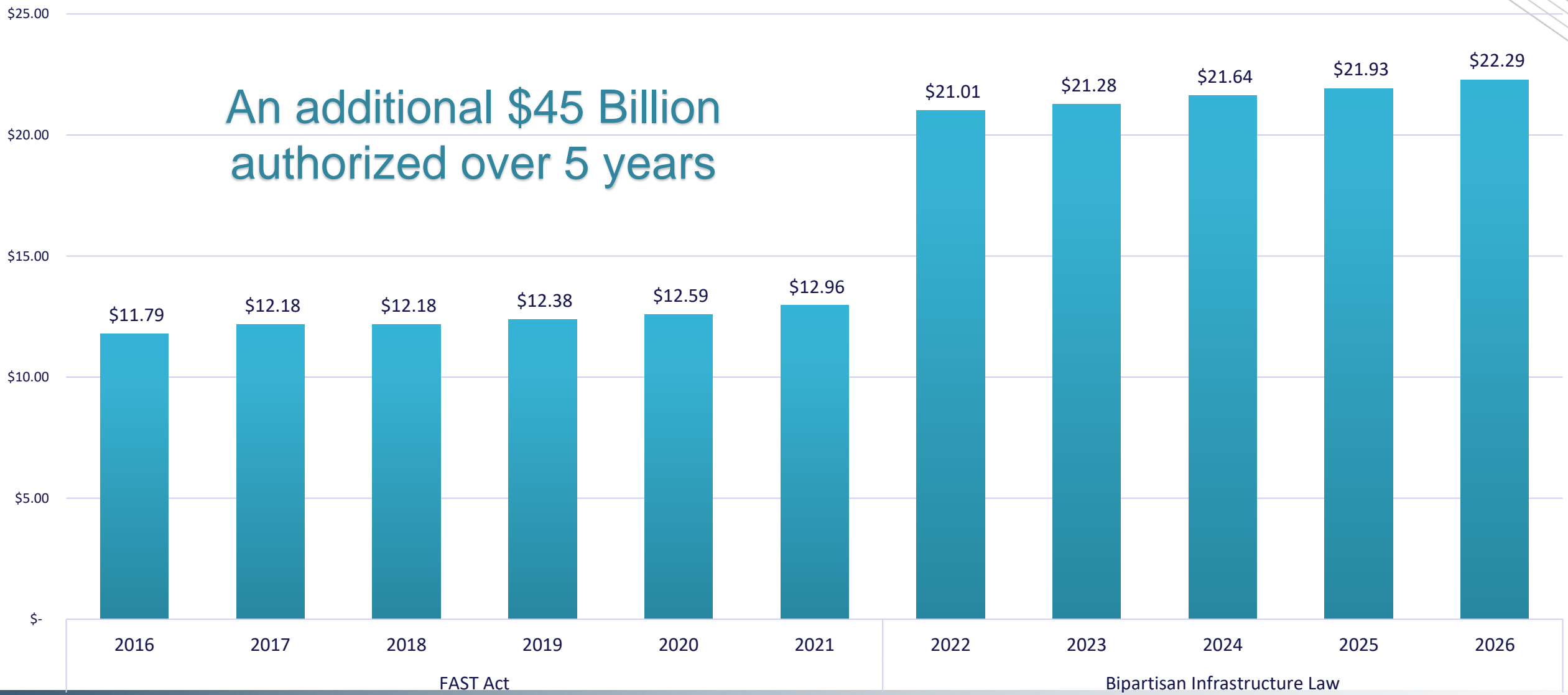
New Grant Programs



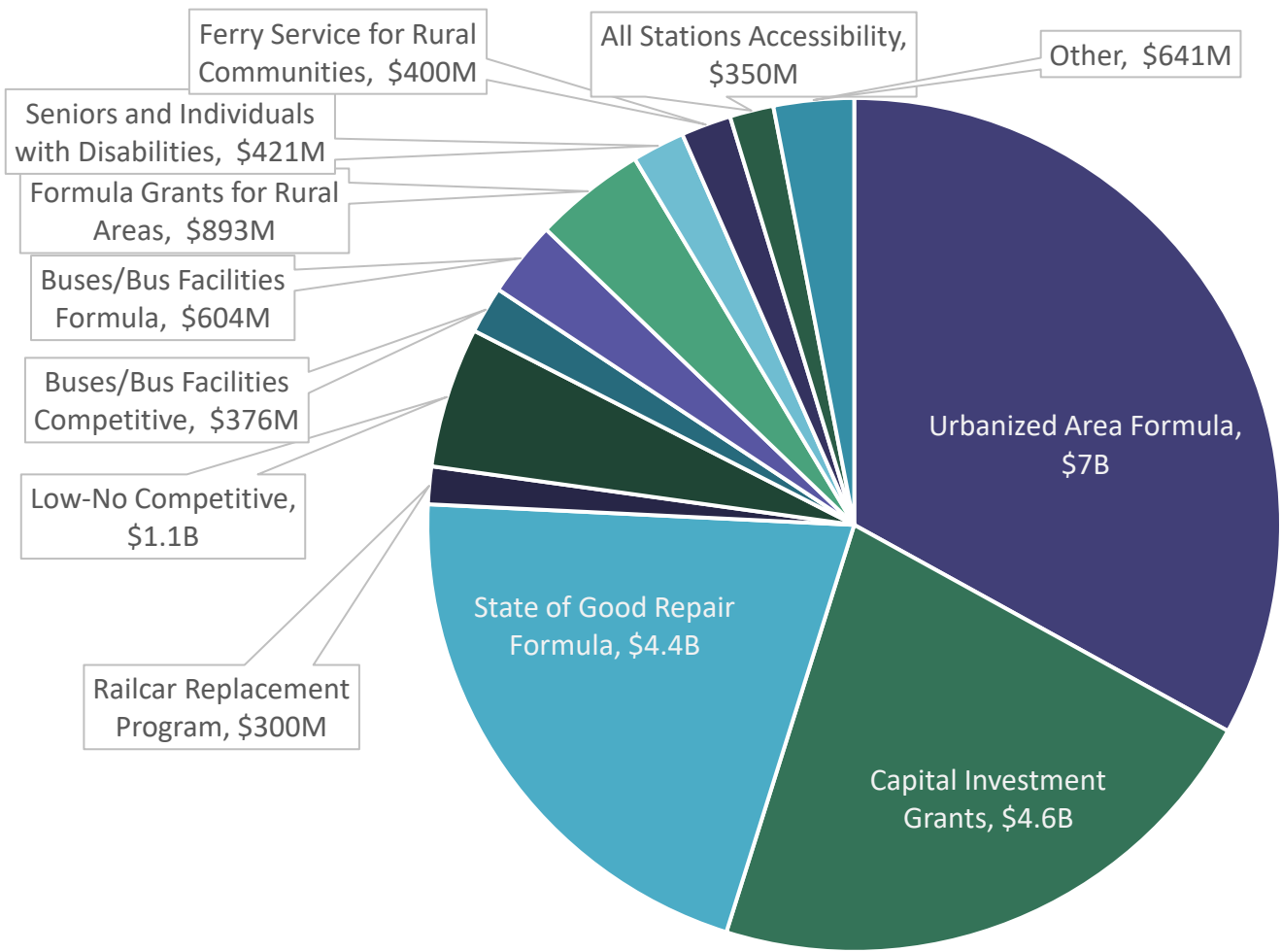
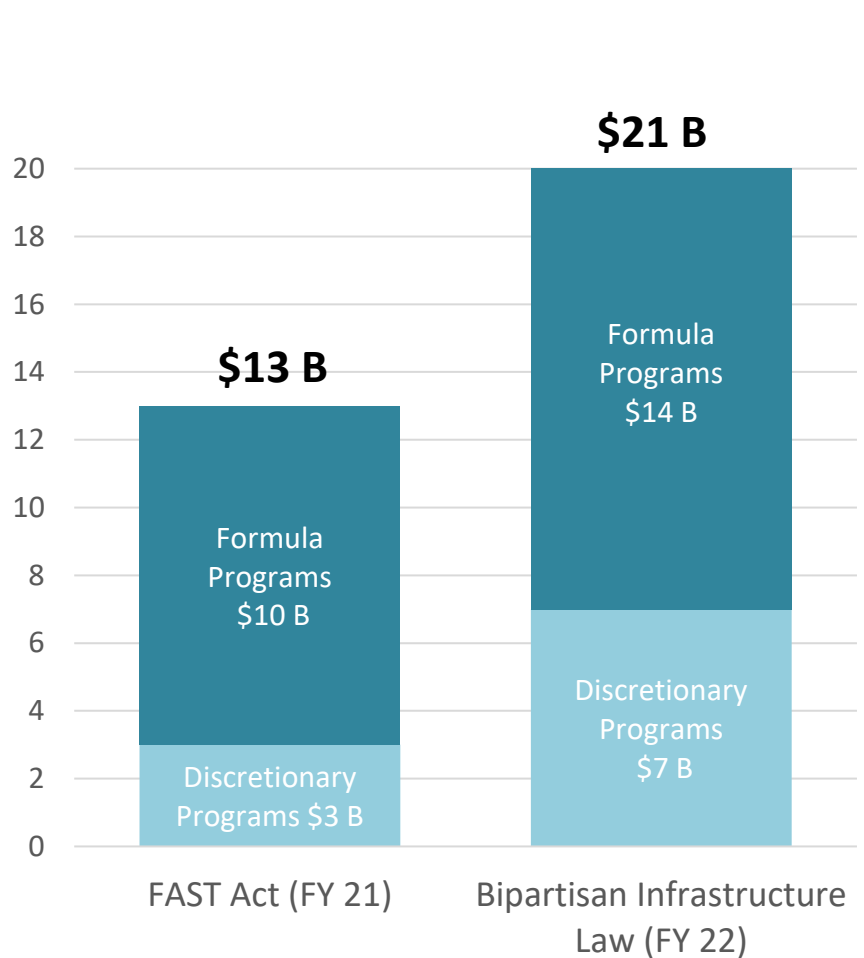
- Rail Vehicle Replacement Program
- All Station Accessibility Program
- Electric or Low-Emitting Ferry Pilot Program
- Ferry Service for Rural Communities

Increased Funding for Public Transportation

An additional \$45 Billion authorized over 5 years

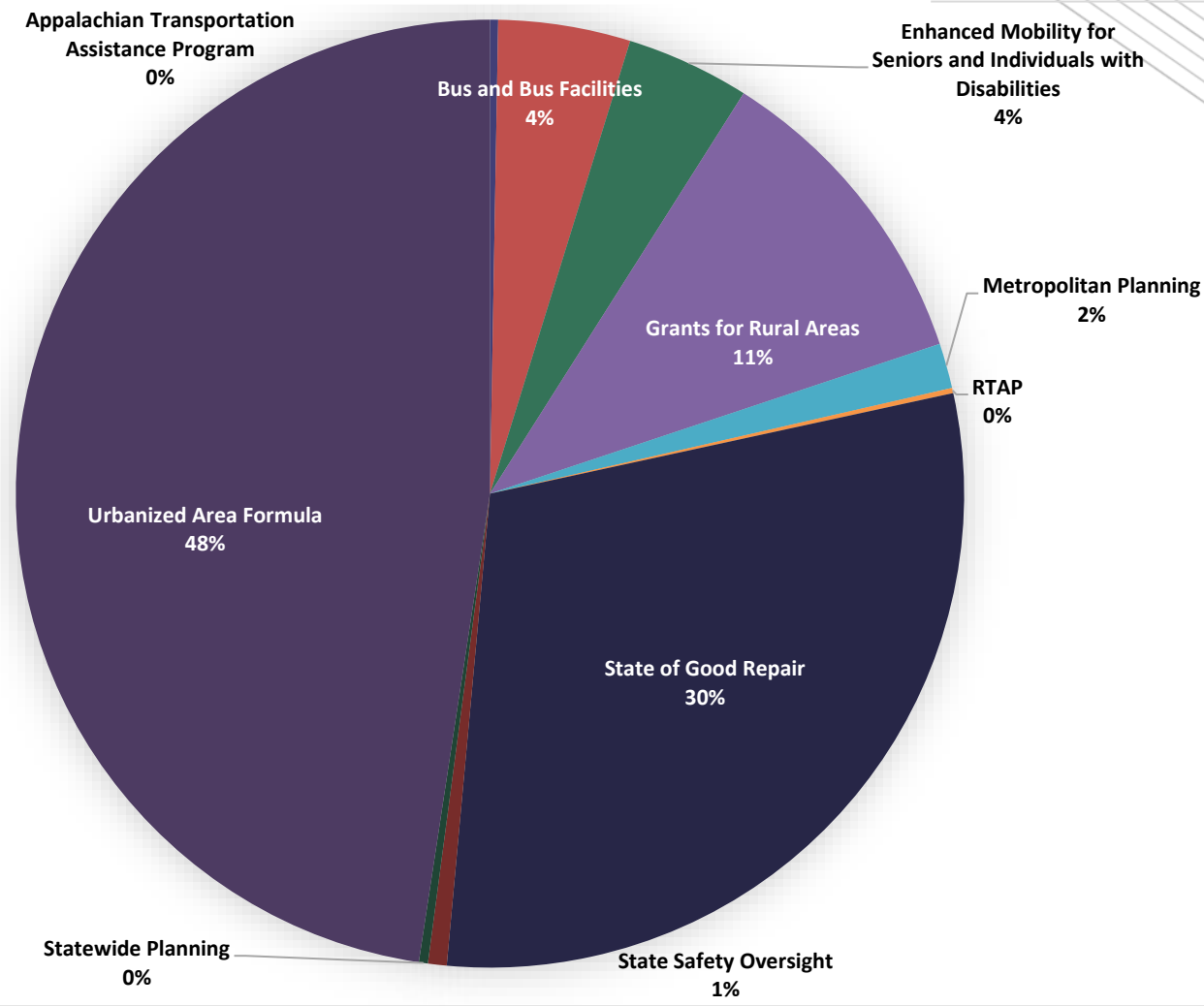
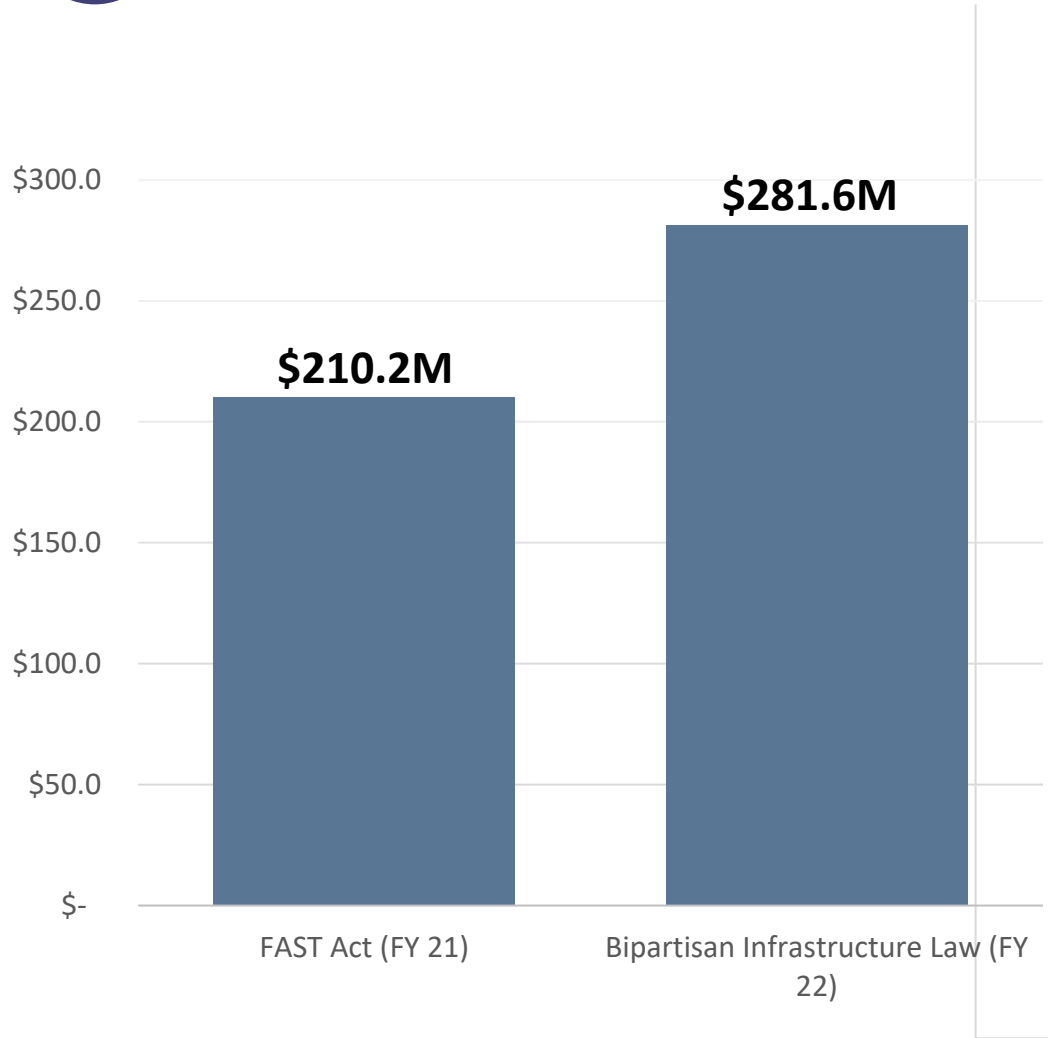


Increased Formula and Competitive Funding



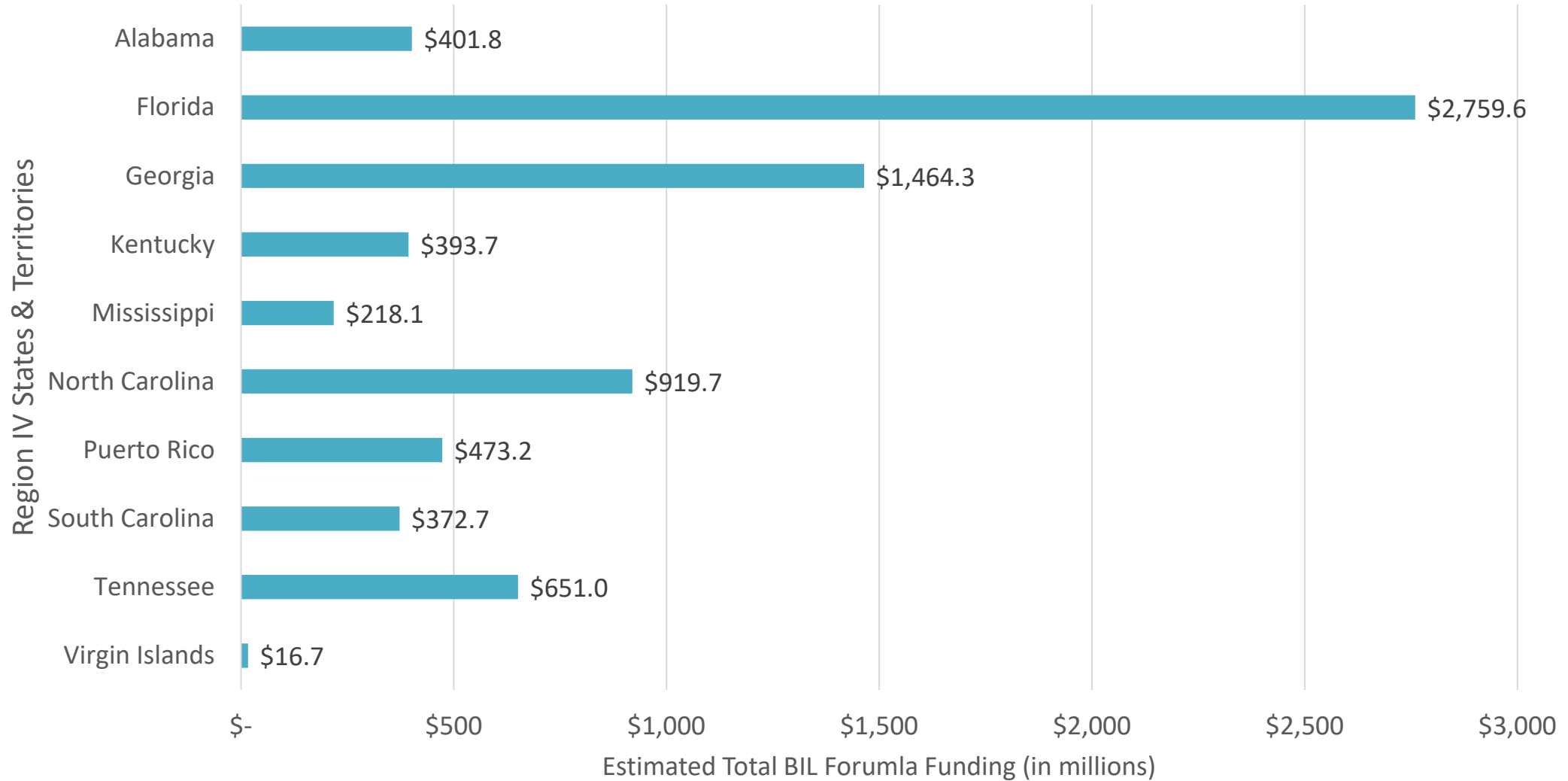
Note: Total funding shown includes authorized trust fund contract authority, authorized annual appropriations for FY22 and certain advance appropriations for FY22 enacted as a part of the Bipartisan Infrastructure Law. Annual appropriations are subject to Congressional action.

Georgia Formula Funding Increases FY21-FY22



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Region IV BIL Funding Projections by State FY22-26



Formula Programs

Urbanized Area Formula

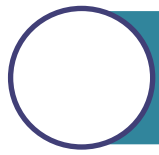
- 30% increase to program funding levels from FY21 to FY22 (\$4.8B to \$6.3B)
- Increases the set-aside for Small Transit Intensive Cities from 2% to 3%
- Requires recipients in large UZAs to use at least 0.75% of their funds for safety-related projects eligible under the Urbanized Area Formula program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

Formula Grants for Rural Areas

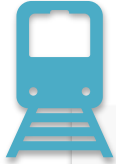
- 30% increase to program funding levels from FY21 to FY22 (\$601M to \$781M)
- Provides \$229 million for Public Transportation on Indian Reservations over five years
- 20% of the Public Transportation on Indian Reservations funds must be distributed on a competitive basis, while the remainder must 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: 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



Planning



Metro & Statewide Planning

- Adds consideration of state and local housing patterns in the planning process
- Requires MPOs to ensure the consistency of data used in the planning process if more than one MPO is designated within an urbanized area
- Permits the use of social media and other web tools to encourage public participation in planning
- Requires MPOs to consider the equitable and proportional representation of the population of the planning area when designating officials
- Permits more than 80% federal share for planning in lower-density or lower-income portions of metropolitan or adjoining rural areas



Pilot Program for Transit Oriented Development

- Permits federal financing for site-specific and comprehensive planning for TOD



Small UZA/Rural Opportunities

- **Section 5339 Competitive and Low/No Emission Vehicle funding**
 - 5339 Competitive ~ \$400M annually
 - 5339 Low/No ~ \$1.1B annually
 - 5% of Low/No and 5339 discretionary grants related to zero-emission vehicles or related infrastructure must be used for workforce development activities
 - 25% of Low-No funding set aside for low emission vehicles and related facilities
- **Formula Funding Program Increases**
 - Section 5307 ~ \$32M increase
 - Section 5311 ~ \$7M increase
- **Other Competitive Opportunities**
 - Areas of Persistent Poverty ~ \$20M annually
 - Innovative Coordinated Access & Mobility (ICAM) ~\$5M annually

FTA Priorities for Implementation

FTA Bipartisan Infrastructure Law Priorities



Safety – The law will enable FTA to enhance state safety oversight programs by strengthening rail inspection practices to protect transit workers and riders from injuries and to ensure safe access to transit.



Modernization – Increased formula and competitive funding will begin to reduce the enormous state of good repair investment backlog in the nation’s transit systems by repairing aging infrastructure and modernizing bus and rail fleets.

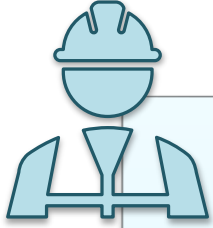


Climate – The law includes landmark investments to support the replacement of thousands of transit vehicles, including buses and ferries, with cleaner low- and zero-emission vehicles.



Equity – Investments in equity, including Justice40, will help eliminate transit deserts, improve connectivity to economic and social opportunities, ensure universal accessibility for people with disabilities, support minority and women-owned businesses, and reduce the disparity in quality and frequency of service in underserved communities.

FTA Priorities – Workforce and Rider Safety



Our Priorities

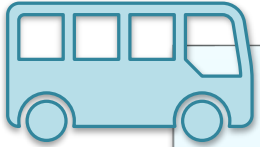
- Ensure the safety of the transit rider
- Ensure the safety of the transit workforce
- Ensure the safety of the general public

Strategies

- Collect data on safety incidents and operator assaults
- Provide additional training to transit agency staff
- Promote continued adoption of safety management systems
- Enhance oversight of safety requirements and regulations



FTA Priorities – Modernizing Transit Infrastructure



Our Priorities

- Ensure the availability of modern, safe, and efficient transit infrastructure
- Reduce the backlog of transit modernization investments

Strategies

- Provide funding to repair and replace aged and outdated transit infrastructure
- Promote equitable and climate friendly transit investments
- Incorporate new technologies
- Build and expand transit to serve growing communities and those without adequate mobility options



FTA Priorities – Addressing the Climate Crisis



Our Priorities

- Reduce carbon emissions from transit vehicles, infrastructure and construction
- Increase the resilience of transit systems to climate and extreme weather hazards
- Support the adoption of American-made low and zero-emission vehicle technologies

Strategies

- Focus discretionary investments on projects that address the climate crisis
- Technical assistance to support adoption of zero-emission vehicles
- Research and innovation investments



FTA Priorities – Improving Equity in Transit



Our Priorities

- Expand access and opportunity to underserved, overburdened, and disadvantaged communities
- Incorporate equity in transportation planning and funding decisions
- Increase social and economic opportunity through investments in equitable transit projects
- Justice40: Ensure that no less than 40% of the benefits of FTA investments reach underserved, overburdened, and disadvantaged communities

Strategies

- Support underserved, overburdened, and disadvantaged communities by:
 - Ensuring that planning organizations responsible for planning hear from these communities
 - Focusing discretionary investments on projects that promote equity
 - Directing technical assistance
 - Collecting data on the effects of transit service that can address historic inequities
 - Supporting minority and women-owned businesses



Resources and Contacts

- Bipartisan Infrastructure Law Website - <https://www.transit.dot.gov/BIL>
- Program Fact Sheets - <https://www.transit.dot.gov/funding/grants/fta-program-fact-sheets-under-bipartisan-infrastructure-law>
- Contact FTA-IIJA@dot.gov
- Subscribe to Grants.gov for notifications of new NOFOs



Resources and Contacts

- Contact your FTA Regional Office for assistance
 - Atlanta, GA:
 - Pre-Award/Planning: Brittany Lavender (Brittany.lavender@dot.gov), John Crocker (John.crocker@dot.gov),
 - Post- Award/Oversight: Nelson Delgado-Rivera (n.Delgado-rivera@dot.gov)
 - Augusta, Savannah, Columbus:
 - Pre-Award/Planning: Aviance Webb (Aviance.webb@dot.gov),
 - Post-Award/Oversight: Nelson Delgado-Rivera
 - Georgia DOT: Courtney Roberts (Courtney.Roberts@dot.gov)