

FUNDING, PROGRAMS & LEGISLATION
EXECUTIVE COMMITTEE MEETING

MONDAY, FEBRUARY 14, 2022
2:00 PM



Zoom link:

<https://us02web.zoom.us/j/85390710355?pwd=czlnSzVINXE2cnhXUVZ0U3kwelA0QT09>

Webinar ID: 853 9071 0355

Password: 571956

As allowed by Assembly Bill (AB) 361, until further notice the TAM Executive Committee meetings will not be providing an in-person meeting location for the public to attend. The Committee will meet via Zoom and members of the public are encouraged to participate remotely as described below.

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<https://us02web.zoom.us/j/84928022287?pwd=d3VwM2R6d2Y5RCsrUU1mYTZON2xWZz09>

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- Before the meeting: email your comments to jdoucette@tam.ca.gov. Please email your comments no later than 5:00 P.M. Sunday, February 13, 2022 to facilitate timely distribution to Committee members. Please include the agenda item number you are addressing and your name and address. Your comments will be forwarded to the Committee members and will be placed into the public record.

- During the meeting (only): Your meeting-related comments may be sent to info@tam.ca.gov. During the meeting your comments will be read (3-minute limit per comment) when the specific agenda item is considered by the Committee. Your comment will also become part of the public record. (In order to ensure staff receives your comment during the meeting, it is recommended that you send your comment using info@tam.ca.gov, early in the meeting.

- During the meeting (only): Ensure that you are in a quiet environment with no background noise. If participating by phone, raise your hand on Zoom by pressing *9 and wait to be called upon by the Chair or the Clerk to speak. You will be notified that your device has been unmuted when it is your turn to speak. You may be notified prior to your allotted time being over. Your comments will also become part of the public record.

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Ross
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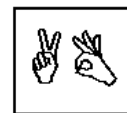
San Anselmo
Brian Colbert

San Rafael
Kate Colin

Sausalito
Susan Cleveland-Knowles

Tiburon
Alice Fredericks

County of Marin
Damon Connolly
Katie Rice
Stephanie Moulton-Peters
Dennis Rodoni
Judy Arnold



Late agenda Late agenda material can be inspected in TAM's office between the hours of 8:00 a.m. and 5:00 p.m.

TAM is located at 900 Fifth Avenue, Suite 100, San Rafael.

The meeting facilities are accessible to persons with disabilities. Requests for special accommodations (assisted listening device, sign language interpreters, etc.) should be directed to Jennifer Doucette at 415-226-0820 or email: jdoucette@tam.ca.gov, **no later than 5 days** before the meeting date.

AGENDA

1. Chair's Report (Discussion)
2. Commissioners Comments (Discussion)
3. Executive Director's Report (Discussion)
4. Open time for public expression, up to three minutes per speaker, on items not on the Board of Commissioners' agenda. (While members of the public are welcome to address the Board, under the Brown Act, Board members may not deliberate or take action on items not on the agenda, and generally may only listen.)
5. Approval of Meeting Minutes from January 10, 2022 (Action) – **Attachment**
6. Infrastructure Investment and Jobs Act (Discussion) – **Attachment**



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
EXECUTIVE COMMITTEE
Funding, Programs & Legislation
January 10, 2022
2:00 p.m.

Virtual Meeting

MEETING MINUTES

Members Present: Beach Kuhl, Ross Town Council
Eric Lucan, Novato City Council, Committee Chair
Judy Arnold, County of Marin Board of Supervisors
Katie Rice, County of Marin Board of Supervisors
Susan Cleveland-Knowles, Sausalito City Council

Members Absent: None

Staff Members Present: Anne Richman, Executive Director
Bill Whitney, Principal Project Delivery Manager
Dan Cherrier, Principal Project Delivery Manager
David Chan, Director of Programming and Legislation
Derek McGill, Director of Planning
Grace Zhuang, Accounting and Administration Specialist
Helga Cotter, Senior Accountant/HR Specialist
Jennifer Doucette, Executive Assistant/Clerk of the Board
Li Zhang, Deputy Executive Director/Chief Financial Officer
Molly Graham, Public Outreach Coordinator
Nick Nguyen, Principal Project Delivery Manager
Scott McDonald, Senior Transportation Planner

Chair Lucan called the meeting to order at 2:02 p.m.

Chair Lucan welcomed everyone to the meeting and asked Executive Assistant/Clerk of the Board Jennifer Doucette to conduct a roll call to ensure a quorum. A quorum of the Board was confirmed and detailed information about how the public may participate was provided.

1. Chair's Report (Discussion)

Chair Lucan reported that this will be his last meeting as Chair of the Funding, Programs & Legislation (FP&L) Executive Committee as a new TAM Board Chair and Vice-Chair will be selected at the end of the month.

2. Commissioner Comments (Discussion)

None.

3. Executive Director's Report (Discussion)

Executive Director (ED) Anne Richman reported on the final remaining Marin-Sonoma Narrows (MSN) segment; the State Route (SR) 37 Policy Committee Meeting; the upcoming SR 37 Planning and Environmental Linkages Public Meeting; the Novato Blvd. Improvements Project Draft Environmental Impact Report (EIR); and Marin Municipal Water District's (MMWD's) announcement to conduct a full environmental review for the water pipeline project.

ED Richman also reported on the resignations of David Kim, Secretary of California State Transportation Agency (CalSTA), and TAM's Senior Accountant/HR Specialist Helga Cotter. On behalf of TAM, ED Richman thanked Ms. Cotter for her dedication to her job and the agency and wished her well in her new career as the next Administrative Services Director of the City of Belvedere.

4. Open Time for Public Expression

Chair Lucan asked if any other members of the public wished to speak or had submitted a comment by e-mail, and hearing none, he closed this item.

5. Approval of Meeting Minutes from October 11, 2021 (Action)

Commissioner Arnold moved to approve the Minutes of the October 11, 2021 meeting, which was seconded by Commissioner Cleveland-Knowles. A roll call vote was conducted, and the motion was unanimously approved.

6. Adopt the 2022 Legislative Platform (Action)

ED Richman introduced Director of Programming and Legislation David Chan, and Gus Khouri of Khouri Consulting to present the proposed 2022 State Legislative Platform and Governor Newsom's budget proposal for FY2022-23.

Mr. Khouri reported on budget impacts to transportation including high-speed rail; statewide transit and rail projects; port infrastructure and goods movement; zero-emissions vehicles, equipment and infrastructure; active transportation and projects to connect communities; high priority grade separation projects; and climate adaptation projects.

In response to Commissioner Rice, Mr. Khouri explained that the 10% maximum limit for the state budget reserves was established through a constitutional amendment that requires excess funds to be spent on infrastructure.

Mr. Khouri further reported on TAM's proposed 2022 Legislative Platform, highlighting additions and changes from the 2021 State Legislative Platform, including streamlining application processes for state funding; monitoring funding opportunities for land-use and transportation planning integration for transit-oriented development; increased funding for zero-emission vehicle infrastructure; leveraging regional partnerships; enhancing mobility options; and pursuing federal funding opportunities.

In response to Commissioner Cleveland-Knowles, Mr. Khouri noted that for the Board meeting, staff can provide a redlined copy of the legislative platform.

In response to Commissioner Lucan, ED Richman explained that Senator Dodd's office plans to reintroduce Senate Bill (SB) 1408 this year regarding tolling on State Route 37. TAM has been working with the four North Bay counties and the Metropolitan Transportation Commission (MTC) to update the legislative language, including identifying eligible uses for toll revenue.

Chair Lucan asked if any members of the public wished to speak or had submitted a comment by e-mail, and hearing none, he asked for a motion.

Commissioner Kuhl moved to adopt the 2022 Legislative Platform, which was seconded by Commissioner Arnold. A roll call vote was conducted, and the motion was unanimously approved.

7. Review the Priority Development Area Investment and Growth Strategy (Action)

ED Richman introduced Director of Planning Derek McGill who presented this item, which recommends the FP&L Executive Committee reviews and recommends the TAM Board accept the required Priority Development Area (PDA) Investment and Growth Strategy (IGS) for submittal to MTC.

Mr. McGill provided an overview of the Marin PDA-IGS, including program background; development, affordable housing, and transportation projects in the PDAs; PDA planning needs; and next steps.

In response to Commissioner Cleveland-Knowles, ED Richman explained that Caltrans District 4 has identified funding to begin a Project Initiation Document (PID) to study flooding in Marin City and parts of Sausalito and identify improvements and protections for flood-prone areas.

In response to Commissioner Rice, ED Richman explained that the PDA-IGS is a specific report requested by MTC. TAM will continue to identify opportunities to seek funding from state and federal resources.

Commissioner Rice commented that long-term, advanced planning should account for sea-level rise.

Chair Lucan asked if any members of the public wished to speak or had submitted a comment by e-mail, and hearing none, he asked for a motion.

Commissioner Cleveland-Knowles moved to recommend the TAM Board accept the required PDA-IGS for submittal to MTC, which was seconded by Commissioner Rice. A roll call vote was conducted, and the motion was unanimously approved.

The meeting was adjourned at 3:02 p.m.

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DATE: February 14, 2022

TO: Transportation Authority of Marin
Funding, Programs & Legislation Executive Committee

FROM: Anne Richman, Executive Director *Anne Richman*
David Chan, Director of Programming and Legislation

SUBJECT: Infrastructure Investment and Jobs Act (Discussion), Agenda Item No. 6

RECOMMENDATION

Discussion item only.

BACKGROUND

The Infrastructure Investment and Jobs Act (IIJA), also referred to as the Bipartisan Infrastructure Bill (BIL), was signed into law by President Joe Biden on November 15, 2021. IIJA invests approximately \$1.2 trillion with the goals of:

- rebuilding roads, bridges, ports, airports, and rails,
- expanding access to clean drinking water,
- providing broad-based access to high-speed internet,
- addressing the climate crisis,
- advancing environmental justice, and
- investing in neglected communities.

Within these broad areas of funding, IIJA also includes federal policy direction to emphasize climate action, zero-emission vehicle deployment, social equity, goods movement, and multi-modal transportation investment.

The IIJA includes the following key transportation provisions over the 5-year period:

- Provides \$351 billion for highways with \$307 billion distributed as formula apportionments to states.
- Provides \$91 billion for transit, \$12 billion for highway safety, and \$66 billion for passenger rail.
- Creates a new \$27.5 billion formula based Federal Highway Administration (FHWA) bridge program.
- Creates a new \$5 billion electric vehicle (EV) charging infrastructure formula program.
- Provides \$69.9 billion from the Mass Transit Account of the Highway Trust Fund for transit formula programs.
- Transfers \$118 billion from the General Fund to the Highway Trust Fund (\$90 billion to Highway Account; \$28 billion to Mass Transit Account).
- Creates new discretionary grant programs and increases existing discretionary grant program funding via advance General Fund appropriations including programs shown in the table below.

EXISTING	NEW
Rebuilding American Infrastructure Sustainably and Equitably (RAISE)/BUILD/TIGER at \$7.5 billion	National Infrastructure Project Assistance (for megaprojects) at \$5 billion
Infrastructure for Rebuilding American (INFRA) at \$3.2 billion	Safe Streets and Roads for All at \$5 billion
Federal-State Partnership for Intercity Passenger Rail at \$36 billion	Culvert Removal, Replacement, and Restoration at \$1 billion
Federal Transit Administration (FTA) Low-No Emission Vehicle Program funded at \$5.6 billion	Strengthening Mobility and Revolutionizing Transportation Grant Program at \$500 million
Amtrak National Network at \$16 billion	
Amtrak Northeast Corridor at \$6 billion	

This memo focuses on IJJA’s major surface transportation programs, particularly the many discretionary (competitive) funding programs with upcoming Notices of Funding Opportunity (NOFOs).

DISCUSSION

Surface Transportation

IJJA roughly doubles federal surface transportation investment from the previous federal transportation reauthorization act, Fixing America’s Surface Transportation Act (FAST Act). IJJA includes a five-year reauthorization (FY2021-22 to FY2025-26) of surface transportation programs for FHWA, which is the primary source of funding for the Metropolitan Transportation Commission’s (MTC’s) One Bay Area Grant (OBAG) Program. Transportation funding is distributed through:

- Formula Programs – Highway and transit formula grants that flow through states, regions, and Federal Transit Administration designated recipients; and
- Competitive Programs – United States Department of Transportation (USDOT) administered competitive grants

A major component of this reauthorization is \$273.2 billion in federal-aid highway formula funding for states. FHWA announced that it disbursed to states a total of \$52.5 billion in formula funding for FY2021-22, representing more than a 20 percent increase over the FY2020-21 formula funding level.

California is estimated to receive the following formula funding over the five-year period:

- \$25.3 billion for federal-aid highway programs, compared to approximately \$19.4 billion under the FAST Act;
- \$4.2 billion for a new bridge program;
- \$384 million for a new program to support EV charging network expansion; and
- \$9.45 billion to improve public transportation options across the state, compared to approximately \$8.1 billion under the FAST Act.

In accordance with an existing agreement, federal-aid highway funding apportioned to California is distributed 60 percent to the California Department of Transportation (Caltrans) and 40 percent to local agencies through the Metropolitan Planning Organizations, such as MTC. MTC generally distributes the highway funding via the OBAG programs, though some of the new IJJA funding is still under discussion.

While the dollar figures being discussed with IIJA appear astronomical, it should be noted that the impacts to transportation formula programs will be more subtle as the funds trickle down to California and the Bay Area. IIJA is a reauthorization of funding established by the FAST Act so existing federal transportation programs will continue to be funded by IIJA. Furthermore, IIJA includes many non-traditional transportation programs, such as broadband and clean water, that prior federal surface transportation authorizations did not address.

Marin transit agencies will also be experiencing funding increases with traditional Federal Transit Administration (FTA) formula programs. Transit funding from IIJA intended for formula distribution will continue with existing programs and a few new programs.

In addition, IIJA indicates that programs, such as the Surface Transportation Block Grant (STBG) sub-allocations for local governments, include significantly expanded flexibility on how funds can be used. Staff, along with other CTAs, have consistently advocated for flexibility to use these federal funds in accordance with local priorities and needs. Staff is glad to see this message in IIJA and will review federal directives as they become available.

Competitive Programs

Attachment A is a compendium of competitive grants programs that will be made available from IIJA, including 10 Transportation programs and nine Climate, Energy & Environment programs. Most of the programs will be issuing a NOFO in 2022 but details are still being developed. Also still being developed is the state's policy for supporting funding applications for projects that are on the state highway system. MTC is also considering prioritizing certain projects for funding applications, for some of the IIJA programs. Staff will be monitoring these developments and the programs with assistance from our partners such as MTC and Self-Help Counties Coalition (SHCC).

Information on some grant programs, especially existing programs such as INFRA, RAISE, and Bus Facilities, are widely disseminated and are familiar, but other lesser-known programs may be more challenging to track. Programs have been known to be posted on the Federal Register with no forewarning or widespread notification. Programs may also be administered by federal agencies that are not considered traditional with the transportation community. Staff is considering retaining consultant assistance to support TAM with monitoring funding opportunities and positioning Marin applications favorably. If a decision is reached to retain a federal legislative consultant, staff will bring an item to the TAM Board for approval.

The first NOFO was published on January 28, 2022, for \$1.5 billion in grant funding through the RAISE discretionary grant program. RAISE is the first discretionary funding program to accept applications under IIJA. RAISE is intended to fund surface transportation infrastructure projects that will have a significant local or regional impact. The deadline for RAISE applications is April 14, 2022, and selections will be announced by August 12, 2022. Staff will be discussing possible application(s) for submittal for the RAISE Grant Program.

In addition to the RAISE Grant Program, Attachment A indicates that NOFOs for other competitive grant programs will be published periodically during 2022. Staff will assess TAM-sponsored projects to see which ones may be appropriate for various IIJA programs. Staff will also inform local jurisdictions and transit agencies of published NOFOs. Staff will also continue to be a resource to our partners for disseminating program information and assistance in application development and providing support letters where applicable.

The TAM Board will be informed of any applications submitted from Marin of which TAM staff is aware, including applications from local jurisdictions and transit agencies.

FISCAL IMPACTS

There are no immediate fiscal impacts with the discussion of IJJA. Any actual funds realized from IJJA will be incorporated into TAM's budget as they are secured.

NEXT STEPS

Continue to collaborate with our partners and monitor funding opportunities from IJJA, as well as related regional and state policies. Inform local agencies of funding opportunities and be a resource to them in developing applications. Consider retaining a consultant and seek TAM Board approval at a later date.

ATTACHMENTS

Attachment A – Fact Sheet: Competitive Infrastructure Funding Opportunities for Local Governments
Attachment B – PowerPoint Presentation

PRESIDENT JOE BIDEN

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FACT SHEET:
Competitive Infrastructure Funding Opportunities for Local Governments

The Bipartisan Infrastructure Law includes billions of dollars in competitive funding available to cities, towns, and municipalities across dozens of new and existing programs. As local governments begin to rebuild and reinvest in their communities, the Biden-Harris Administration stands ready to support local leaders as they combine funding streams, organize around their priorities, and build local support for long overdue infrastructure projects.

At the U.S. Conference of Mayors Winter Meeting, White House Infrastructure Implementation Coordinator and former New Orleans Mayor Mitch Landrieu will highlight 25 already available or soon-to-be-available sources of funding that local governments – particularly cities – can compete or apply for directly. Listed below is the latest available information on these key programs, including links to agency websites, application timing, and descriptions. Highlighted programs were selected based on their size and cross-cutting objectives. Using these available sources of funds, cities can begin to plan to build in-line with President Biden’s economic, equity, climate and resilience, Made in America, and labor goals. The White House will also be releasing a comprehensive guidebook of all available funding from the Bipartisan Infrastructure Law in the coming weeks.

The federal government cannot build a better America alone – it needs state and local leadership to act as coordinators and help prepare communities to benefit from transformative infrastructure funding. Outlined below is a short overview of how cities and towns can begin to prepare, as well as contact information for relevant federal agencies. The support of mayors is essential to fulfilling the Biden-Harris Administration’s goal of equitably rebuilding America on time, on task, and on budget. Building back better is going to be a multi-year effort, and we need the help of all local leaders to start building the foundation for years to come.

25 Competitive Infrastructure Funding Opportunities for Local Governments¹

Transportation

1. **[Rebuilding American Infrastructure Sustainably and Equitably \(RAISE\) Grants](#)**– This existing competitive grant program at the Department of Transportation provides \$7.5 billion with an additional \$7.5 billion subject to Congressional approval in funding for road, rail, transit, and other surface transportation of local and/or regional significance. Selection criteria safety, sustainability, equity, economic competitiveness, mobility, and community connectivity. **Applications will open in the first quarter of 2022.**
2. **[Port Infrastructure Development Program Grants](#)** – This existing \$2 billion Department of Transportation program funds investment in the modernization and expansion of U.S. ports to remove supply chain bottlenecks, ensure long-term competitiveness, resilience, and sustainability while reducing impacts to the environment and neighboring communities. The infrastructure law expanded the program’s eligibilities to include projects that improve goods movement, as well as port electrification projects, idling reduction solutions, equipment charging infrastructure and related worker training initiatives. **The Department of Transportation expects to open applications in February 2022.**
3. **[Bus & Bus Facilities Competitive Grants](#)** – This existing \$2 billion program at the Department of Transportation provides capital funding to replace, rehabilitate, purchase, or lease buses and bus related equipment and to rehabilitate, purchase, construct, or lease bus-related facilities – as well as capital funding for low or no emissions bus projects. Fiscal Year 2021 grant selections will be announced soon. **Applications are expected to open for the Fiscal Year 2022 grant program in the first quarter of 2022.**
4. **National Infrastructure Project Assistance (also known as “Megaprojects” or MEGA)**– This \$5 billion competitive grant program supports multi-modal, multi-jurisdictional projects of regional or national significance. Communities are eligible to apply for funding to complete critical large projects that would otherwise be unachievable without assistance. **Selection criteria for the program will be posted on the [Department of Transportation](#) website in February 2022.**
5. **[Infrastructure for Rebuilding America \(INFRA\) Grants](#)** – This Department of Transportation program supports highway and rail projects of regional and economic significance. **Applications will open in the first quarter of 2022. Learn more about how to apply [here](#).**

¹ Funding amounts includes programs’ contract authority, advanced appropriations and mandatory appropriations. Funding subject to appropriations not included.

6. **Safe Streets and Roads for All** – This new \$5 billion competitive grant program at the Department of Transportation will provide funding directly to and exclusively for local governments to support their efforts to advance “vision zero” plans and other complete street improvements to reduce crashes and fatalities, especially for cyclists and pedestrians. **Applications are expected to open in May 2022.**
7. **Charging and Fueling Infrastructure Grants** – In addition to the \$5 billion formula program distributed to states, this \$2.5 billion discretionary grant program at the Department of Transportation will fund the strategic deployment of publicly accessible electric vehicle charging infrastructure, as well as hydrogen, propane, and natural gas fueling infrastructure, along designated alternative fuel corridors and in communities. **The Department is seeking comments on program design by January 28th [here](#), and after January 28th [here](#).**
8. **Clean School Bus Program** – This new \$5 billion competitive grant program at the Environmental Protection Agency (EPA) will provide funding to replace existing school buses with low- or zero-emission school buses. **Applications for funding will be made available [here later this spring](#).**
9. **Reconnecting Communities** – The Bipartisan Infrastructure Law creates a first-ever \$1 billion program at the Department of Transportation to reconnect communities divided by transportation infrastructure – particularly historically disadvantaged communities too often nearly destroyed or cut in half by a highway. This new competitive program will provide dedicated funding to state, local, metropolitan planning organizations, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure to address these legacy impacts. **Applications will open in the second quarter of 2022.**
10. **Rural Surface Transportation Grant** - This new \$2 billion competitive grant program at the Department of Transportation will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth. This amount includes specific set asides for small projects (\$200 million), rural roadway lane departure improvements (\$300 million), and the Appalachian Development Highway System (\$500 million). **Applications will open in the first quarter of 2022.**

Climate, Energy & Environment

1. **[Building Resilient Infrastructure and Communities Program](#)** – This existing Federal Emergency Management Agency (FEMA) program will distribute \$1 billion to support communities undertaking hazard mitigation projects to reduce the risks they face from disasters and other natural hazards. FY21 applications are open until January 28th, 2022 and hundreds of millions of dollars in funding remains available. Communities will apply as sub-applicants

under their states. **Applications for FY22 are expected to open no later than September 30th, 2022.**

2. **[Flood Mitigation Assistance](#)** – \$3.5 billion from this existing FEMA program can be used for projects that reduce or eliminate the risk of repetitive flood damage to buildings insured by the [National Flood Insurance Program](#). FY21 applications are open until January 28th, 2022. Communities will apply as sub-applicants under their states. **Applications for FY22 are expected to open no later than September 30th, 2022.**
3. **[Brownfields Remediation Program](#)** – This existing EPA program will provide \$1.2 billion in grants and technical assistants to communities to assess and safely clean-up contaminated properties and offer job training programs. Communities are currently able to request funding for Targeted Brownfields Assessments through their regional EPA office. **Additional competitive funding opportunities will be announced this spring.**
4. **[Energy Efficiency and Conservation Block Grants](#)** – This Department of Energy block grant program will provide \$550 million to states, local governments, and tribes for projects that reduce energy use, increase energy efficiency, and cut pollution. **The first funding opportunity is expected for release in the Fall of 2022.**
5. **Grants for Energy Efficiency and Renewable Energy Improvements in Schools** – This new Department of Energy Program will provide \$500 million for local government education agencies and nonprofit partners to make energy efficiency, renewable energy, and clean vehicle upgrades and improvements at public schools. **The opportunity to apply for funding is expected to be open in the Fall of 2022.**
6. **Energy Improvement in Rural or Remote Areas** – This new Department of Energy program will provide \$1 billion to entities in rural or remote areas (defined as cities, towns, or unincorporated areas with fewer than 10,000 inhabitants) to increase environmental protection from the impacts of energy use and improve resilience, reliability, safety, and availability of energy. **Applications for funding are expected to be open in the Fall of 2022.**
7. **Grants for Energy Efficiency and Resilience Code Adoption** – This Department of Energy program will provide \$225 million to state energy agencies, in partnership with local building code agencies, codes and standards developers, utilities, and other entities, to enable sustained, cost-effective implementation of updated building energy codes to save customers money on their energy bills. **Applications for funding are expected to be open by the end of 2022.**

8. **Regional Clean Hydrogen Hubs** – This new Department of Energy program will provide \$8 billion to support the development of at least four regional clean hydrogen hubs to improve clean hydrogen production, processing, delivery, storage, and end use. **Applications for funding will open in the Summer of 2022.**
9. **Community Wildfire Defense Grant Program** – This new \$1 billion program at the Department of Agriculture will provide grants to communities at risk from wildfire to develop or revise their community wildfire protection plans and carry out projects described within those plans. It will include a mix of formula and competitive funds. **Applications are expected to open early in 2023.**

Broadband, Cyber, and Other Programs

1. **ReConnect Program** – This existing Department of Agriculture program will provide almost \$2 billion in loans and grants for projects that provide broadband in rural areas. **Applications will likely open in the 3rd quarter of 2022 (and towns in rural areas can apply to the current \$1.15B in loans and grant funding, application deadline: February 22, 2022).**
2. **Middle Mile Grants Program** – This new \$1 billion program at the Department of Commerce provides grants for the construction, improvement or acquisition of middle mile broadband infrastructure. **Applications will likely open during the second quarter of 2022.**
3. **State and Local Cybersecurity Grant Program** – This new \$1 billion program at the Department of Homeland Security makes available federal funds to state, local, and tribal governments to address cybersecurity risks and cybersecurity threats to information systems that they own or operate. **Applications will likely open during the third quarter of 2022.**
4. **Smart Grid Investment Grant Program and Energy Sector Operational Support For Cyber Resilience Program** – These two Department of Energy programs will provide \$3 billion and \$50 million, respectively, for electric utilities, including municipal and co-operative utilities, to modernize the electricity grid and increase resilience to cybersecurity threats. **Applications for the Smart Grid program are expected to be open by the end of 2022, and applications for the Cyber Resilience program are expected to be open in the Summer of 2022.**
5. **Water & Groundwater Storage and Conveyance** – This existing \$1 billion program at the Department of Interior provides funding for water storage projects with capacity between 2,000 and 30,000 acre-feet – as well as projects

convey water to or from surface water or groundwater storage. **The Department will hold its final stakeholder sessions this month and open applications later this spring.**

6. **[Emergency Watershed Protection Program](#)** – This existing Department of Agriculture program will provide \$300 million in technical and financial assistance to project sponsors for the design and construction of measures to help repair damages from a recent disaster. **Applications open in February.**

Other Opportunities

The law further significantly increased the amount of non-competitive formula funding that will flow first to states and then on to cities and local governments. Examples include funding available through Surface Transportation Block Grant sub-allocations for local governments, which now include significantly expanded the flexibilities for cities to determine how these funds can be used, as well as increases for states' [Clean Water](#) and [Drinking Water](#) State Revolving Funds. We encourage cities to reach out to the state or regional offices for various federal agencies, as well as state governments' infrastructure coordinators, to better understand forthcoming increases in formula funding.

Getting Ready to Apply for and Receive Federal Infrastructure Funds

Building a better America is a shared endeavor no one can do alone, and investing federal infrastructure dollars will require significant coordination between cities, states, Tribal governments, community stakeholders, and other key partners.

Earlier this month, the White House Infrastructure Implementation Coordinator [sent a letter to Governors](#) recommending a series of preparatory actions, including appointing infrastructure coordinators to manage the flow of funds to their states. Cities can also begin to coordinate across their departments and with metropolitan planning organizations (MPO) to:

1. Prioritize your community's capital needs and develop a project pipeline – taking time to think about the projects previously considered impossible due to lack of funding or regional coordination. This is a once-in-a-generation funding opportunity that will require bold, inclusive thinking.
2. Use the forthcoming Bipartisan Infrastructure Law Guidebook to identify federal funding streams to target.
3. Ensure all transit, railway, road, highway, and bridge projects are a part of your MPO's Transportation Improvement Plan.
4. Begin mapping sites for electric vehicle and alternative fuel charging stations.
5. Inventory and map the lead pipes in your city. Read through the Biden-Harris Lead Pipe and Paint Action Plan [here](#) for additional federal resources for this effort.
6. Work with your state's broadband agency to ensure your city or region's needs are appropriately mapped and inventoried.

7. Establish relationships with the regional offices for key federal agencies, who can help direct you to resources and provide technical assistance.

The American Rescue Plan also provided over \$350 billion in critical resources to every state, county, city, and unit of local government to support their response to the COVID-19 public health emergency, including in making the investments needed to ensure a durable and equitable economic recovery. Cities should look to leverage those resources to help prepare for the transformative investments included in the Bipartisan Infrastructure Law including training the workers needed to build high quality infrastructure; hiring back the public sector workers needed to help manage potential federal investments; and getting a jump start on water, sewer, and broadband projects that could complement investments from the infrastructure law.

We recognize local capacity may be strained due to the pandemic, historic underinvestment, or just the challenges of day-to-day governance. A city's lack of capacity to apply for federal funds can create significant inequities – and for many communities, this will be their first time applying for funds from a suite of federal agencies. While many funding streams in the Bipartisan Infrastructure Law specifically set aside funds for disadvantaged communities, the White House Infrastructure Implementation Team will be engaging states, Tribal governments, territories, federal agencies, philanthropies, and others to leverage all available resources to quickly deliver the necessary technical assistance and capacity to underserved communities.

Agency Contact Information

Environmental Protection Agency: State&Local@epa.gov

Department of Transportation: intergov@dot.gov

Department of Interior: OIEA@ios.doi.gov

Department of Commerce: CommerceIGA@doc.gov

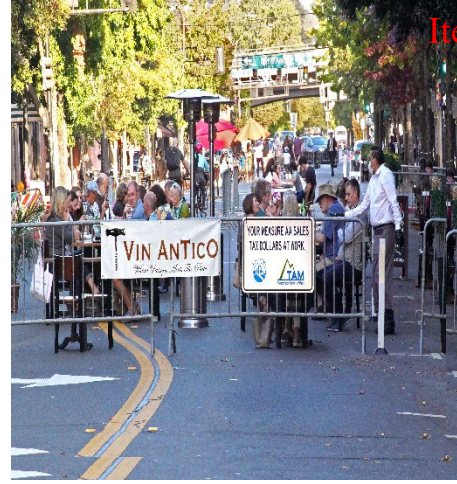
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Department of Agriculture: EIA@usda.gov

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Infrastructure Investment and Jobs Act (IIJA)

Transportation Authority of Marin

Funding, Programs & Legislation Executive Committee

February 14, 2022

Background

- The Infrastructure Investment and Jobs Act (IIJA), also referred to as the Bipartisan Infrastructure Bill (BIL), was signed into law by President Joe Biden on November 15, 2021.
- Invests approximately \$1.2 trillion to improve infrastructure
- Includes five-year reauthorization (FY2021-22 to FY2025-26) of spending with goals of:
 - rebuilding roads, bridges, ports, airports, and rails,
 - expanding access to clean drinking water,
 - providing broad-based access to high-speed internet,
 - addressing the climate crisis,
 - advancing environmental justice, and
 - investing in neglected communities
- IIJA includes policies that emphasize climate action, zero-emission vehicle deployment, social equity, goods movement, and multi-modal transportation investment.

Surface Transportation Programs

- IJA roughly doubles federal surface transportation investment from the previous federal transportation reauthorization act, Fixing America's Surface Transportation Act (FAST Act)
- Transportation funding is distributed through:
 - Formula Programs – Highway and transit formula grants that flow through states, regions, and Federal Transit Administration designated recipients; and
 - Competitive Programs – United States Department of Transportation (USDOT) administered competitive grants

Transportation Funding

- Key transportation provisions in IIJA include:
 - \$91 billion for transit
 - \$69.9 billion for transit formula programs
 - \$66 billion for passenger rail
 - \$351 billion for highways with \$307 billion distributed as formula apportionments to states
 - \$12 billion for highway safety
 - \$27.5 billion new formula-based FHWA bridge program
 - \$5 billion new EV charging infrastructure formula program
 - \$118 billion from the General Fund to the Highway Trust Fund (\$90 billion to Highway Account; \$28 billion to Mass Transit Account)

Competitive Programs

- IJA provides fundings for existing and new competitive grants programs (Attachment A), including 10 Transportation programs and nine Climate, Energy & Environment programs
- Most of the programs will be issuing a Notice of Funding Opportunity (NOFO) in 2022, but details are still being developed
- The State will be developing policies for supporting applications on the state highway system
- MTC is also considering prioritizing certain projects for some of the IJA programs

Competitive Programs (cont.)

- Creates new discretionary transportation grant programs and increases funding to existing discretionary grant programs

EXISTING	NEW
Rebuilding American Infrastructure Sustainably and Equitably (RAISE)/BUILD/TIGER at \$7.5 billion	National Infrastructure Project Assistance (for megaprojects) at \$5 billion
Infrastructure for Rebuilding American (INFRA) at \$3.2 billion	Safe Streets and Roads for All at \$5 billion
Federal-State Partnership for Intercity Passenger Rail at \$36 billion	Culvert Removal, Replacement, and Restoration at \$1 billion
Federal Transit Administration (FTA) Low-No Emission Vehicle Program at \$5.6 billion	Strengthening Mobility and Revolutionizing Transportation Grant Program at \$500 million
Amtrak Northeast Corridor at \$6 billion	
Amtrak National Network at \$16 billion	

California's Share of Formula Funding

- California is estimated to receive the following formula funding over the five-year period:
 - \$25.3 billion - federal-aid highway programs
vs. \$19.4 billion under the FAST Act
 - \$9.45 billion - public transportation programs
vs. \$8.1 billion under the FAST Act
 - \$4.2 billion - new bridge program
 - \$384 million - new EV charging network expansion program
- Highway funding apportioned to California is distributed 60 percent to the California Department of Transportation (Caltrans) and 40 percent to local agencies through the Metropolitan Planning Organizations, such as MTC

Formula Funding in the Bay Area

- MTC generally distributes the highway funding via the OBAG programs but some of the new IIJA funding is still under discussion
- Marin transit agencies will also be experiencing funding increases with traditional FTA formula programs
- Transit funding from IIJA intended for formula distribution will continue with existing programs and a few new programs
- While the dollar figures being discussed with IIJA appear astronomical, impacts to formula programs will be more subtle
- Why?
 - Existing federal transportation programs will continue to be funded by IIJA
 - Includes many non-traditional transportation programs, such as broadband and clean water, that prior federal surface transportation authorizations did not address

Tracking Information

- Staff will monitor developments and the programs with assistance from our partners such as MTC and Self-Help Counties Coalition (SHCC)
- Staff is participating in statewide working groups
- Information on some grant programs, especially existing programs such as INFRA, RAISE, and Bus Facilities, are widely disseminated and are familiar; but lesser-known programs may be more challenging to track
- Programs may also be administered by federal agencies that are not considered traditional with the transportation community
- Staff is considering retaining consultant to support monitoring funding opportunities and positioning Marin applications favorably

Notices of Funding Opportunity (NOFO)

- A NOFO was published on January 28 for \$1.5 billion in the RAISE Grant Program, which is the first discretionary funding program to accept applications under IJA
 - RAISE is intended to fund surface transportation infrastructure projects
 - The deadline for applications is April 14, 2022, and selections will be announced by August 12, 2022
 - Staff will consider possible application(s) for RAISE
- NOFOs for other competitive grant programs will be published periodically during 2022
- Staff will assess TAM-sponsored projects for compatibility with various IJA programs

Marin Agencies

- Staff will inform local jurisdictions and transit agencies of published NOFOs
- Staff will continue to be a resource to our partners for disseminating program information and providing support letters where applicable
- TAM Board will be informed of any applications submitted from Marin of which TAM staff is aware, including applications from local jurisdictions and transit agencies

Questions and Feedback

Thank you!