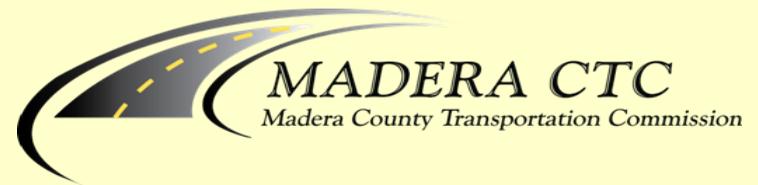


# Madera County

# Transportation Commission

**Infrastructure Investment and Jobs Act (IIJA)**  
**Bipartisan Infrastructure Law (BIL)**  
*Includes Transportation Reauthorization*

*Patricia Taylor, Executive Director*



# *Infrastructure Investment and Jobs Act (IIJA)*

## *Bipartisan Infrastructure Law (BIL)*

### *\*Includes Transportation Reauthorization\**

- ***“Economic Recovery,”*** President Biden – November 15, 2021
  - ❖ \$1.2T in total spending (\$550B in new spending) over 5 years (2022-2026)
- ***“Once-in-a-generation investment,”*** Governor Newsom

**BIL** – addresses provisions related to federal-aid highway, transit, highway safety, motor carrier, research, hazardous materials, and rail programs

☐ **California Benefits:** expected to receive the following guaranteed formula transportation funding: (\*per CalSTA)

- \$25.3B for federal-aid highway apportioned programs (compared to approximately \$19.4 billion under FAST Act)
- \$4.2B over five years for a new bridge program
- \$9.45B over five years to improve public transportation options across the state (compared to approximately \$8.1 billion under FAST Act)
- \$384M over five years for a new program to support expansion of an electric vehicle (EV) charging network



***California – through 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***

# *NEW transportation discretionary grant programs & INCREASES funding for existing discretionary grant programs between FY 2022-2026.*

Programs focus on climate action, equity, freight/goods movement, rail/transit, etc.

- **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 (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 transportation discretionary grant programs & INCREASES funding for existing discretionary grant programs between FY 2022-2026.*

- **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 Street 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 (SMART) 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

***NEW transportation discretionary grant programs &  
INCREASES funding for existing discretionary grant  
programs between FY 2022-2026.***

**Other NON-Surface Transportation Infrastructure Funding (over five years):**

- Minimum of \$100M to help provide broadband coverage
- \$84M for wildfire protection
- \$40M to protect against cyber attacks
- \$3.5B to improve water infrastructure
- \$1.5B airport infrastructure

**How does the Madera County region fit into the equation?**

# What does this mean for MCTC and the Madera County region?

- Uncertainty: Requires Some New Regulations and New Guidance to be developed prior to implementation
- Potential Funding Increases:
  - ❖ Regional Surface Transportation Program (RSTP)
  - ❖ Congestion Mitigation and Air Quality (CMAQ)
  - ❖ Metropolitan Planning (highway and transit)
  - ❖ Highway and Bridge Funding
  - ❖ Transit Funding
- Adds New Funding – competitive and discretionary programs (a few new programs are as follows):
  - ❖ TAP (Transportation Alternative Program)  
(Madera now eligible)
  - ❖ PROTECT (Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (Grant Program)
  - ❖ Carbon Reduction Program
  - ❖ Evs, resiliency, airports, broadband



# *What's Next – Key Takeaways for Madera*

- ❑ Expecting new regulations and new guidance packages – will not see all funds instantly
- ❑ Beauty of Measure T – Locally controlled
- ❑ Continue **Multi-Modal Planning** in Madera County region
- ❑ Identify how the federal funding can help plan/implement Madera's vision
- ❑ Identify how to maximize limited resources efficiently and effectively
- ❑ Start laying the groundwork now
- ❑ Make sure our planning studies align with the **community needs** and funding opportunities
- ❑ Work in **partnership** with federal, state, and local agencies
- ❑ Strengthen **grant writing** (approximately 11 new competitive grant programs, and 6 new competitive pilot programs) – this does not include the state programs
- ❑ A permanent fix for the Highway Trust Fund was not addressed (no new revenue sources). Continue to work with **Members of Congress**

# Thank You!

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