

TCC -IIJA Overview

Office of Federal Programs
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Carbon Reduction Program(CRP)

- ▶ The purpose of the CRP is to provide federal funding to projects that decrease transportation emissions, which are defined as the carbon dioxide (CO2) emissions that result from on-road, highway sources.
- ▶ Estimated Annual CRP Funding: \$1.234B (FY22) to 1.335B (FY26):
 - ▶ National Total: \$6.419B
 - ▶ California: \$106.7M (FY 22) –
 - ▶ \$69.4M – Local,
 - ▶ \$37.3M - State

Carbon Reduction Program(CRP)

▶ CRP Funding Status

- ▶ CRP funding is apportioned to regions and local agencies based on population, using the 2020 U.S. Census
- ▶ For the 2022 FFY, the funding category for Areas Over 200K has been defined and is available, thus allowing the apportionment for this category to be ascertained
- ▶ Funding categories of 50K to 200K, 5K to 49,999K and Areas Under 5K have total funding apportionment determined, however the sub-apportionments to MPOs and local agencies from the total amounts have not yet been determined
- ▶ Once the 2020 Urban Area Maps are released and resulting populations of the City and County are published, the funding apportionments will be calculated and posted for the funding categories of 50K to 200K, 5K to 49,999K and Areas Under 5K. – Target date is December 2022

Carbon Reduction Program(CRP)

- ▶ **Period of Availability:** CRP funds are contract authority. CRP obligations are reimbursed from the Highway Account of the Highway Trust Fund. CRP funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized (See 23 U.S.C. 118(b)). Thus, CRP funds are available for obligation for up to 4 years
- ▶ **Local Assistance Website for more information and updates:**
<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/carbon-reduction-program>

PROTECT

- ▶ The Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program provides funding to improve resiliency of the federal-aid eligible roads and infrastructure.
- ▶ This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.
- ▶ PROTECT program funds are apportioned to each state by formula and includes a PROTECT competitive grant over 5 years.
- ▶ Guidance has not been released but the assumption is that funding obligation timelines will be similar to CRP.
- ▶ DLA Website: TBD

Reconnecting Communities Pilot Discretionary Grant Funding

Purpose: The purpose of the RCP Program is to reconnect communities by removing, retrofitting, or mitigating transportation facilities such as highways and rail lines that create barriers to community connectivity including to mobility, access, or economic development.

Awarded on a competitive basis by USDOT

The NOFO has been announced with applications due by October 13, 2022

https://www.transportation.gov/sites/dot.gov/files/2022-06/RCP_NOFO_FY22.pdf

DLA website: TBD

Highway Bridge Program(HBP)

- ▶ The purpose of the Program is to replace or rehabilitate public highway bridges over waterways, other topographical barriers, other highways, or railroads when the State and the Federal Highway Administration determine that a bridge is significantly important and qualifies under the HBP program Guidelines.
 - ▶ Reimbursable scopes of work include replacement, rehabilitation, painting, scour countermeasure, and preventative maintenance activities.
 - ▶ What's new in IIJA?
 - ▶ Bridge Formula Program - \$27.5B (over 5 years)
 - ▶ Bridge Investment Program -\$9.2B (Grant)

IIJA Bridge Funding

- ▶ NHPP – Core Apportionment – Highway Trust Fund (\$231 M)
- ▶ STBGP – Core Apportionment – Highway Trust Fund (\$100 M)
- ▶ BFP – New Apportionment – General Fund
- ▶ \$574 M - split between State (\$321M) and
- ▶ Local (\$253M). Split subject to change. (On and Off System)
- ▶ BFP has obligation deadlines (3 years) and expenditure deadlines (5 years) – The BFP is truly “once in a lifetime” funding!
- ▶ Notes:
- ▶ 1. All values shown are draft annual apportionments and subject to change.



Los Verjeles Bridge 16C0026 – Yuba County

IIJA Bridge Funding

NHPP – Core Apportionment – HTF
STBGP – Core Apportionment – HTF
BFP – New Apportionment – General Fund

HBP Priorities:

1. Pay for existing construction projects – includes high-cost bridge projects
2. Projects Ready to Advertise for construction
3. Projects Nearly Ready to Advertise as they achieve milestones
4. Projects that could potentially advance
5. Projects on Prioritization List

NOTE: HBP will use BFP on construction and RW phases due to the expenditure deadline.



Mosquito Road Bridge 25C0061 – El Dorado County



IIJA Bridge Funding

Deliver! Deliver! Deliver!

Local Agencies should gear up for delivering their existing projects as soon as possible as there will be opportunities to advance programming as increased funding comes into the HBP.

Bridge Investment Program(BIP) Discretionary Grant Funding

▶ Bridge Investment Program

- ▶ Project to replace, rehabilitate, preserve or protect one or more bridges on the National Bridge Inventory or project to replace or rehabilitate culverts to improve flood control and improve habitat connectivity for aquatic species
- ▶ Who's eligible: State, MPO (w/ pop. >200K), Local government, Special purpose district or public authority with a transportation function, Federal land management agency, Tribal government
- ▶ The USDOT NOFO seeks applications for three categories:
 - ▶ 1. Planning Projects (due date is past)
 - ▶ 2. Bridge Projects (projects with eligible costs less than \$100 million)
 - ▶ 3. Large Bridge Projects (projects with eligible costs greater than \$100 million)

Bridge Investment Program(BIP) Discretionary Grant Funding

- Bridge Project Application Due: September 8, 2022, at 11:59 PM EDT
- Large Bridge Project Application Due: August 9, 2022, at 11:59 PM EDT
- Planning Project Application Due: July 25, 2022, at 11:59 PM EDT - (Due date is past)

- For FY22, approximately \$2.36 billion in funding is available to be awarded.
- **Large Bridge Project Grants**
 - A maximum award amount cannot exceed 50 percent of the total eligible projects cost
 - A minimum award amount of \$50 million
- **Bridge Project Grants**
 - A maximum award amount cannot exceed 80 percent of the total eligible project cost
 - A minimum award amount of \$2.5 million
- Q&A website is a great resource: <https://www.fhwa.dot.gov/bridge/bip/qa.cfm>

Safe Streets for All Program (SS4A)

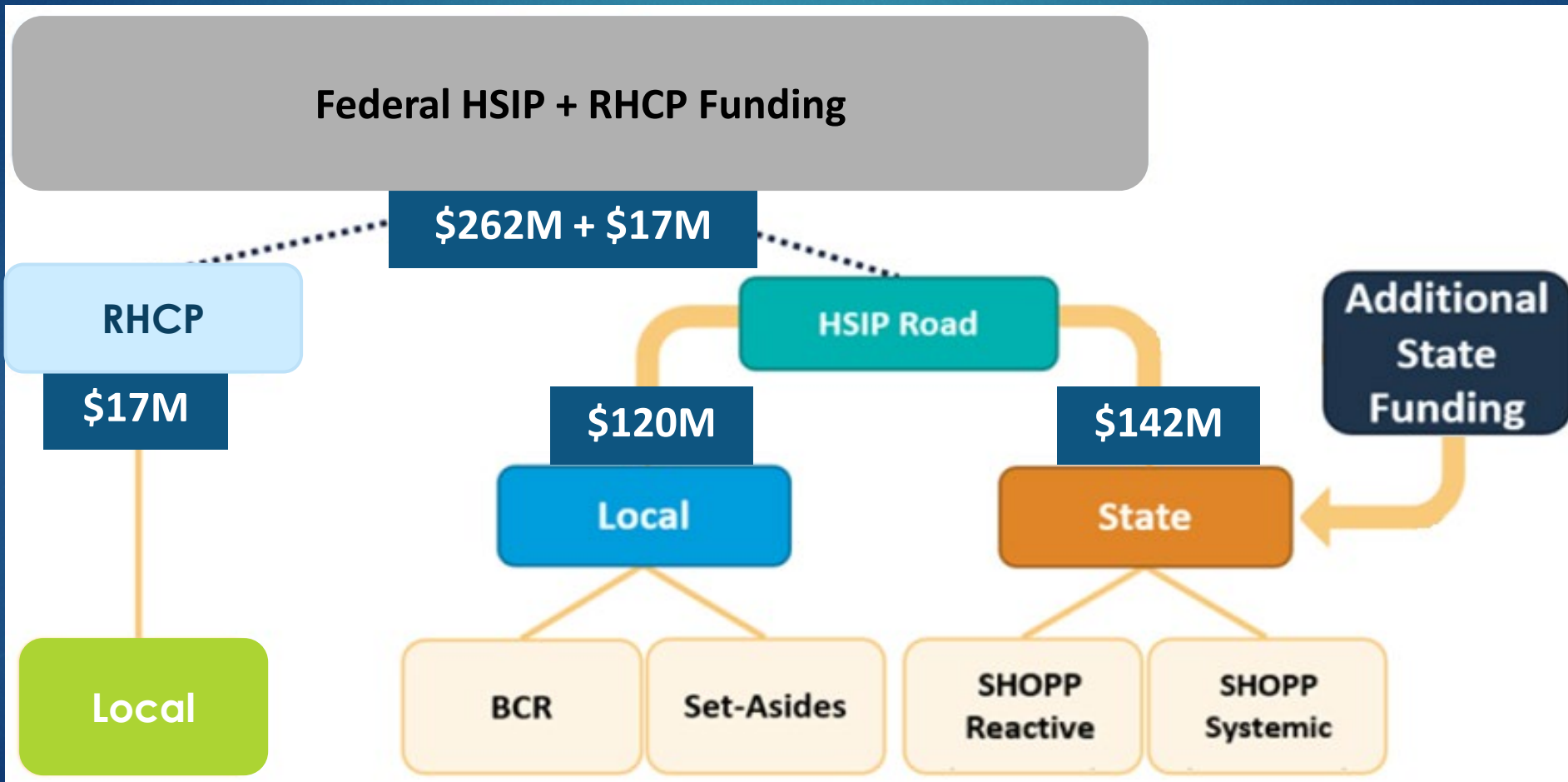
- ▶ The Safe Streets and Roads for All (SS4A) program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Entities can apply for Action Plan Grants and Implementation Grants. The following activities are eligible for the SS4A Program:
 - ▶ Develop or update a comprehensive safety action plan (Action Plan).
 - ▶ Conduct planning, design, and development activities in support of an Action Plan.
 - ▶ Carry out projects and strategies identified in an Action Plan.
- ▶ Potential Applicants:
 - ▶ Metropolitan planning organizations;
 - ▶ Counties, cities, towns, and transit agencies or other special districts that are subdivisions of a State
 - ▶ Federally recognized Tribal governments; and
 - ▶ Multijurisdictional groups comprised of the above entities
- ▶ How Much: \$200,000 to \$50,000,000
- ▶ Deadline: September 15, 2022

Safe Streets for All Program (SS4A)

Action Plan Grant example activities

- ▶ Leadership commitment and goal setting that includes a goal timeline for eliminating roadway fatalities and serious injuries.
- ▶ Planning structure through a committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.
- ▶ Safety analysis of the existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region.
- ▶ Engagement and collaboration with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback.
- ▶ Equity considerations developed through a plan using inclusive and representative processes.
- ▶ Policy and process changes that assess the current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize transportation safety.
- ▶ Strategy and project selections that identify a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan.
- ▶ Progress and transparency methods that measure progress over time after an Action Plan is developed or updated, including outcome data.
- ▶ <https://www.transportation.gov/grants/SS4A>

Highway Safety Improvement Program (HSIP)



Highway Safety Improvement Program (HSIP)

- ❖ Continue hosting the Local HSIP Advisory Committee meetings 6 times a year –
 - ❖ Committee provides high level balanced strategic guidance to Local HSIP and other safety programs and efforts regarding safety on CA local roadways
- ❖ Address HRRR special rule through Local HSIP
- ❖ Encourage agencies to adopt the safe system approach for their local road networks

Community Project Funding / Congressionally Directed Spending (CPF/CDS)

- ▶ FFY 22 – 45 projects awarded funding for CA
- ▶ Funds awarded - \$91.8M
- ▶ Sampling of projects are on the list:

Golden Avenue Bridge Replacement Project	CA	2,200,000
City of Carlsbad's Carlsbad Barrio Street Lighting and Traffic Circles Project	CA	5,000,000
Doheny Village Connectivity Improvements	CA	1,870,000
Sacramento Vision Zero School Safety Project	CA	2,200,000
Southport Levee Recreation Trail	CA	1,800,000
La Verne Gold Line Station Pedestrian Bridge	CA	4,000,000
City of Bishop Streets and Sidewalk Improvements	CA	1,000,000
City of Highland Victoria Avenue Improvements	CA	2,000,000
City of Needles First Year Paving Replacement Phase 3	CA	757,803
City of Hesperia Maple Avenue Street Improvements	CA	2,000,000
City of Watsonville, Lee Road Trail Project Phase 1	CA	1,000,000

Community Project Funding / Congressionally Directed Spending (CPF/CDS)

▶ CPFCDS Links:

- **Project Lists:** [List of CPFCDS Projects – 2022 FFY \(excel\)](#)
 - [Table of Projects – from legislation \(pdf\)](#)
 - **Congressional Disclosure Letters – recipient & scope (pdf) – Coming Soon**
- **Project Funding:** [FHWA CPFCDS Allocation Letter \(pdf\)](#)
- [FHWA CPFCDS Allocation Table \(pdf\)](#)
- **Guidance and Forms:** [FHWA Earmark Q&A Memo \(pdf\)](#)
- [CPFCDS Application for Funding \(pdf\)](#)
 - [Outline of Project Application Process \(pdf\)](#)
 - [Outline of Project RFA Process \(pdf\)](#)

Community Project Funding / Congressionally Directed Spending (CPF/CDS)

- **Obligation (E76) Deadline – 9/30/25**
- **Expenditure Deadline – 9/30/30**
- ▶ **Website:** <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/earmark-programs>

Railroad Crossing Elimination (RCE) Grant Program

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- **AGENCY:** Federal Railroad Administration (FRA), Department of Transportation (DOT)
- Purpose of the RCE Program is to fund highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.
- Eliminate highway-rail and pathway-rail grade crossings that are frequently blocked by trains, and reduce the impacts that freight movement and railroad operations
- \$573.3 million available
- **APPLICATION DEADLINE:** September 30, 2022
- <https://railroads.dot.gov/sites/fra.dot.gov/files/2022-06/FRA%20Railroad%20Crossing%20Elimination%20Program%20NOFO%20063022..pdf>



Questions?