

PBA DC Summit 2022

Even with Electric Vehicles, We Still Need Roads and Rail

Moderator: Ken Broadway

Rocklin City Council &
Board Member, PCTPA





Placer Regional Transportation Challenges & Needs Panel Discussion

Placer Business Alliance

November 17, 2022

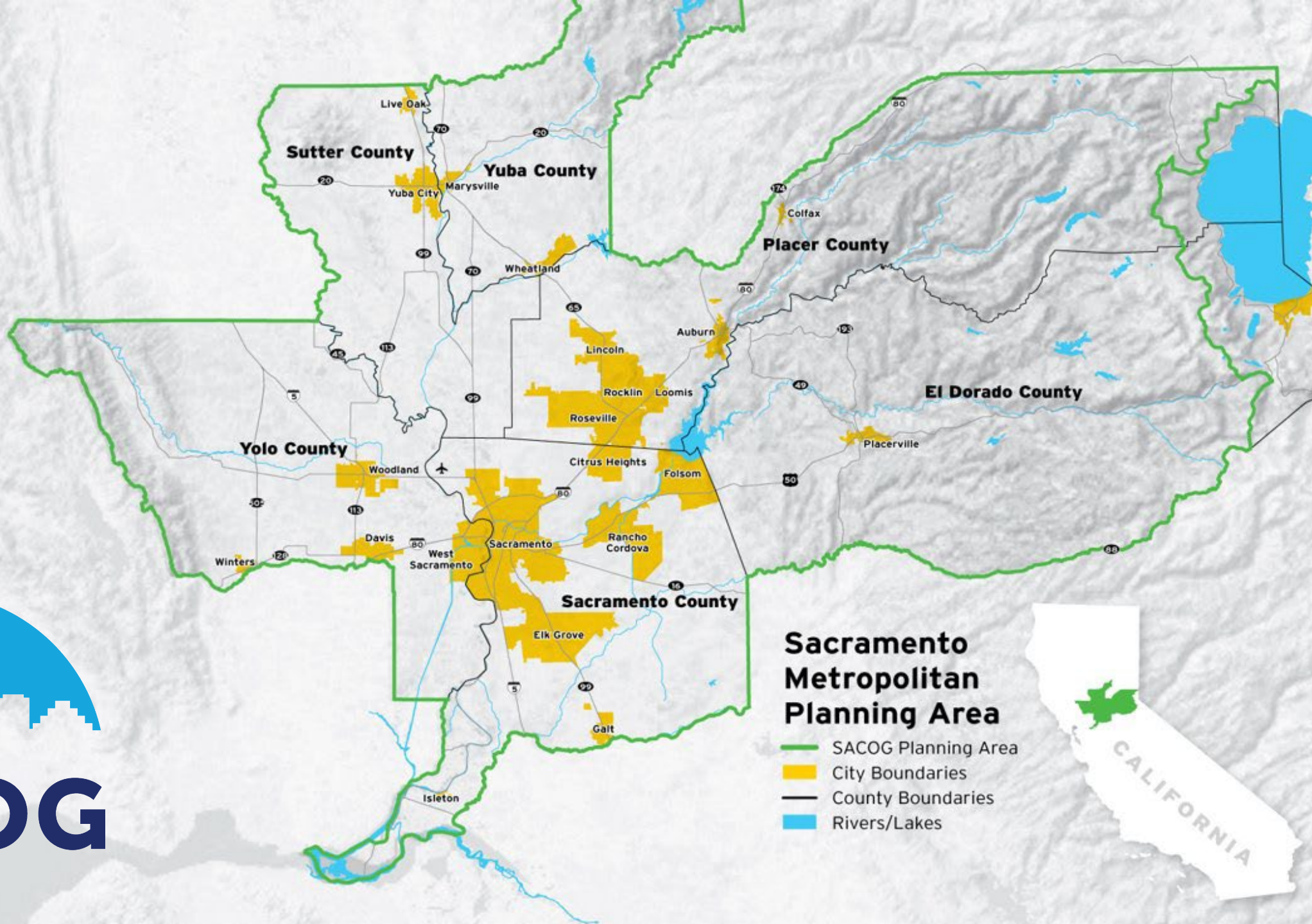
PBA DC Summit 2022

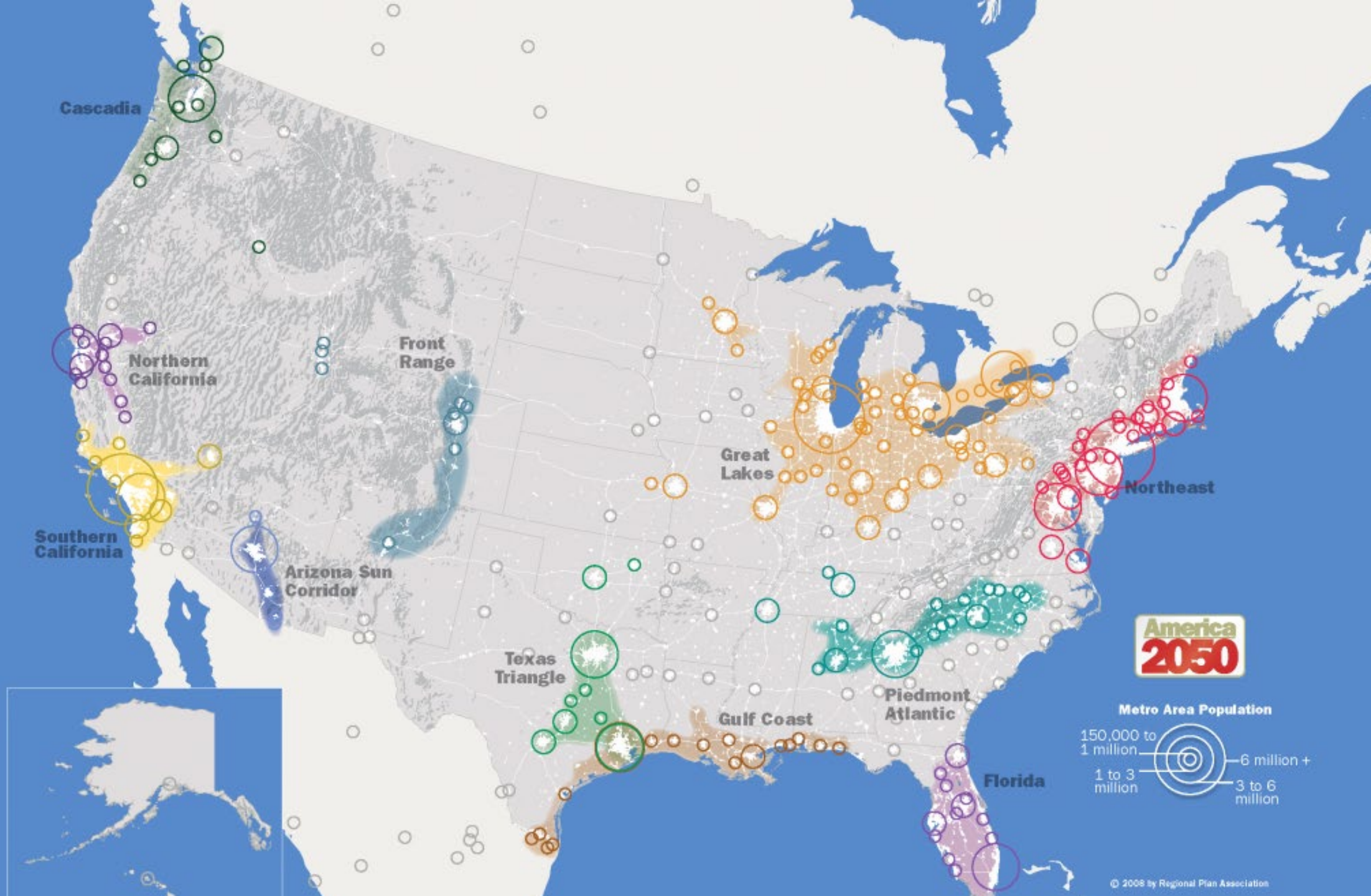
James Corless

Executive Director

Sacramento Area Council of Governments









METROPOLITAN TRANSPORTATION COMMISSION



MEGA REGION

NORTHERN CALIFORNIA WORKING GROUP

SACOG
Yolo I-80 and US 50 Managed Lanes

SACOG
I-5 Managed Lanes –
Sutterville Road to Yolo County Line

SACOG
Sacramento to Roseville
Third Main Track - Phase 1

Sacramento

SACOG
Valley Rail Program includes
expansion of both ACE and the
San Joaquins Services

MTC
I-80 Westbound Cordelia Commercial
Vehicle Enforcement Facility
(Truck Scales)



Stockton

MTC
Port of Oakland Community Impact
Reduction: Roundhouse Truck EV Charging
Infrastructure and Truck Parking

SJCOG
Interstate 205 Managed Lanes Project

SJCOG
Passenger Rail Improvements

San Francisco

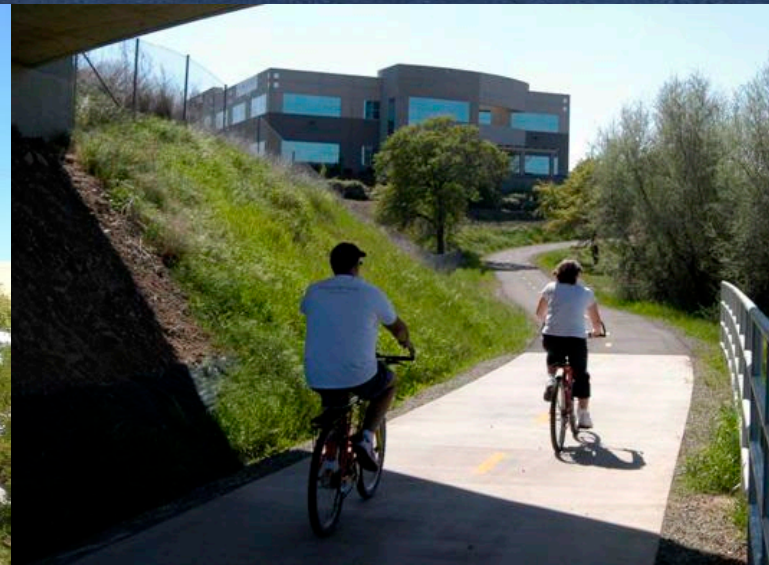
SJCOG
State Route 99/120 Interchange
Project (Phase 1A & 1B)

MTC
Valley Link Buildout

SJCOG
Central Valley Gateway Project

MTC
Capitol Corridor: South Bay Connect

Transportation



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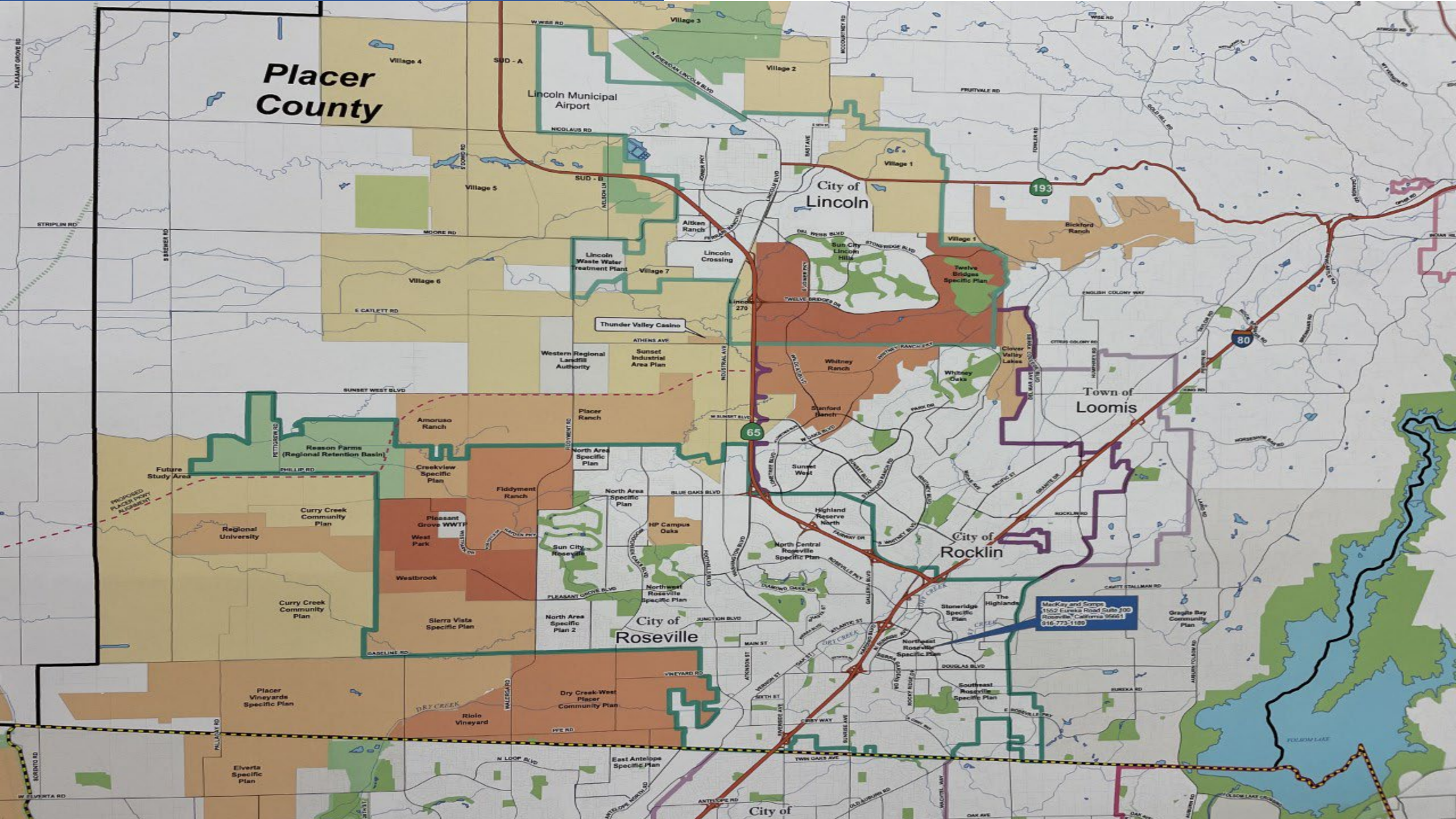
Mike Luken

Executive Director

Placer County Transportation Planning Agency

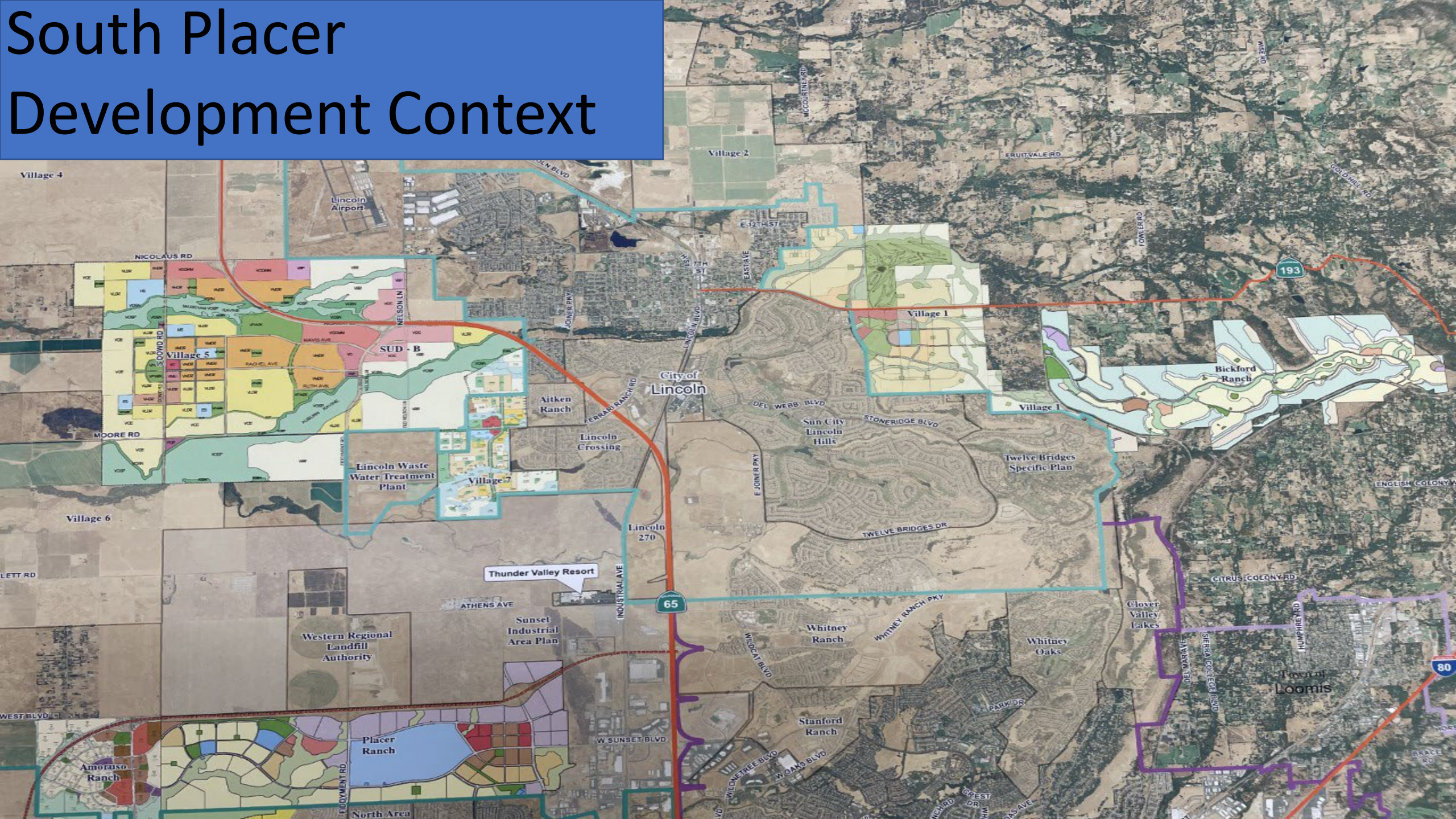


Placer County

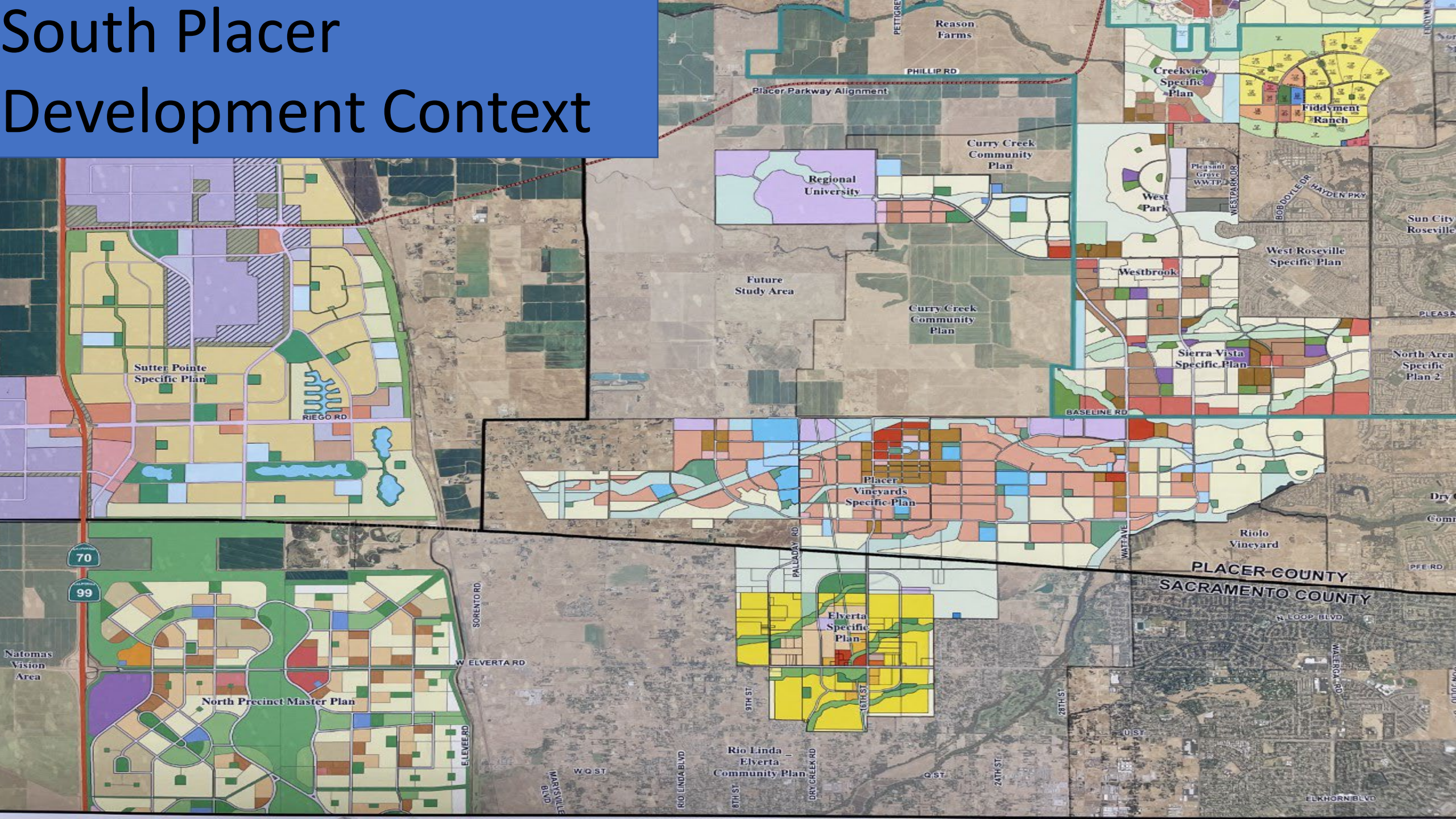


MacKay and Scopes
11052 Eureka Road Suite 100
Roseville, California 95661
916-773-1188

South Placer Development Context



South Placer Development Context



Filling the Gap (South Placer County)

Over \$3 Billion

Placer County has over **\$3 Billion** of planned transportation infrastructure needs



Over \$1 Billion remains unfunded



\$2 Billion will be paid by the building community

Funding Then vs Now

DECADES AGO

90%

STATE AND FEDERAL
GOVERNMENT FUNDING

10%
LOCAL
FUNDING

NOW

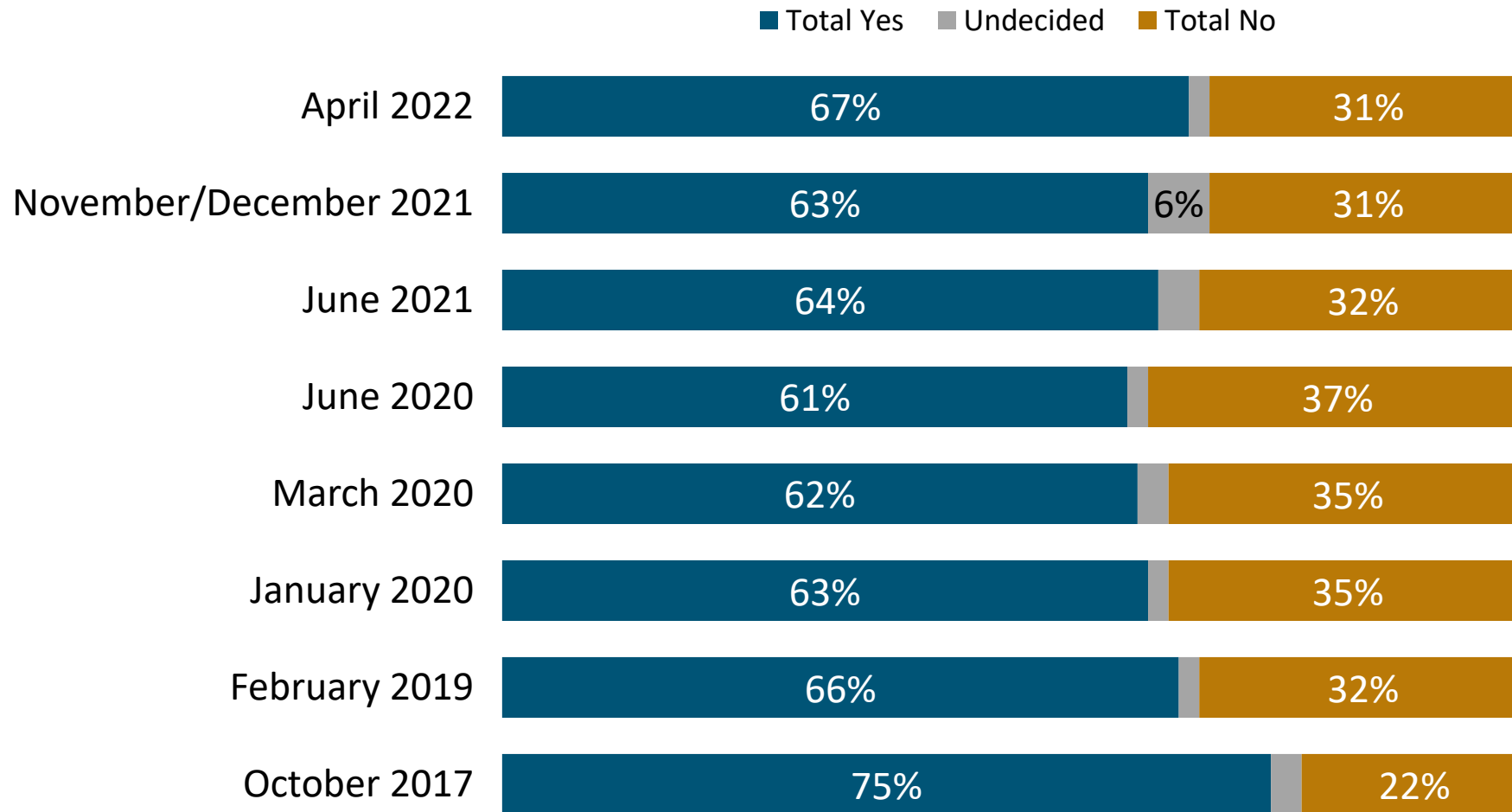
50%

STATE AND FEDERAL
GOVERNMENT FUNDING

FUNDING GAP

10%
LOCAL
FUNDING

This is the strongest level of initial support for the measure since 2017.



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Rob Padgette

Managing Director

Capitol Corridor Joint Powers Authority

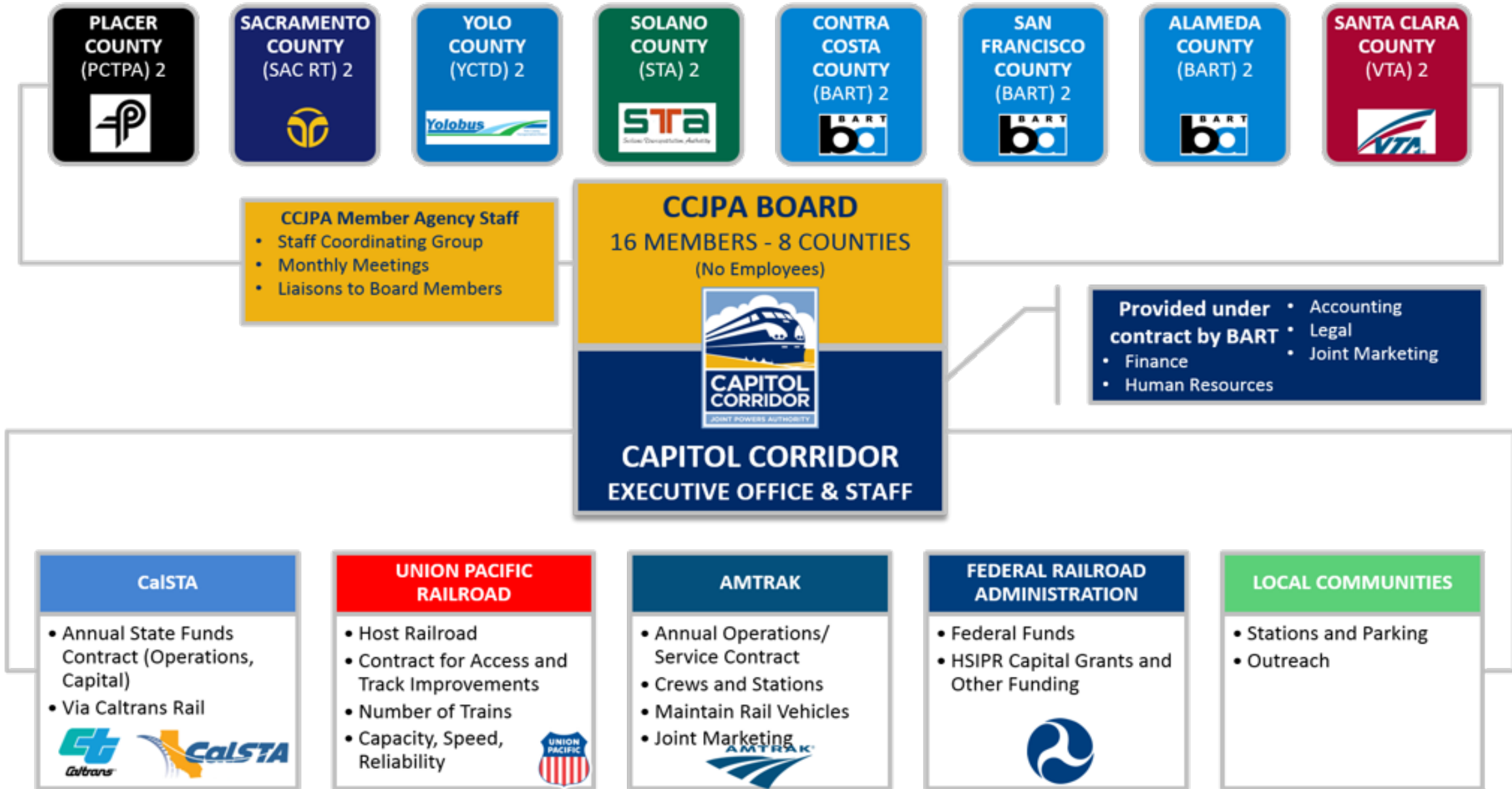


Capitol Corridor Service

- 170-mile route
- 30 weekday trains, 22 on weekends (currently 24 weekday, 22 weekend)
- 1.8M Annual Riders (pre –pandemic)
- 3rd busiest intercity rail corridor in the nation
- **To date, almost entirely state funded**



Capitol Corridor Overview



PLACER COUNTY (PCTPA) 2

SACRAMENTO COUNTY (SAC RT) 2

YOLO COUNTY (YCTD) 2

SOLANO COUNTY (STA) 2

CONTRA COSTA COUNTY (BART) 2

SAN FRANCISCO COUNTY (BART) 2

ALAMEDA COUNTY (BART) 2

SANTA CLARA COUNTY (VTA) 2

CCJPA Member Agency Staff

- Staff Coordinating Group
- Monthly Meetings
- Liaisons to Board Members

CCJPA BOARD
16 MEMBERS - 8 COUNTIES
(No Employees)

CAPITOL CORRIDOR
JOINT POWERS AUTHORITY

CAPITOL CORRIDOR
EXECUTIVE OFFICE & STAFF

Provided under contract by BART

- Accounting
- Legal
- Finance
- Human Resources
- Joint Marketing

CalSTA

- Annual State Funds Contract (Operations, Capital)
- Via Caltrans Rail

UNION PACIFIC RAILROAD

- Host Railroad
- Contract for Access and Track Improvements
- Number of Trains
- Capacity, Speed, Reliability

AMTRAK

- Annual Operations/Service Contract
- Crews and Stations
- Maintain Rail Vehicles
- Joint Marketing

FEDERAL RAILROAD ADMINISTRATION

- Federal Funds
- HSIPR Capital Grants and Other Funding

LOCAL COMMUNITIES

- Stations and Parking
- Outreach



Infrastructure & Investment Jobs Act

In Millions

BIPARTISAN INFRASTRUCTURE PACKAGE (FY 22 – FY 26)

PROGRAM	Authorization (Potential \$\$)	One-Time Appropriation (Guaranteed)	Authorization + Appropriation
Consolidated Rail Infrastructure Safety (CRISI)	\$5,000	\$5,000	\$10,000
Federal State Partnership for State of Good Repair	\$7,500	\$36,000	\$43,500
Restoration and Enhancement	\$250	N/A	\$250
Amtrak - Northeast Corridor	\$6,570	\$6,000	\$12,570
Amtrak - National Network	\$12,650	\$16,000	\$28,650
FRA Safety, Operations, Railroad Research and Development	\$1,315	N/A	\$1,315
Grade Crossing Separation (House)/ Railroad Crossing Elimination	\$2,500	\$3,000	\$5,500
TOTAL	\$35,785	\$66,000	\$101,785

Sac to Roseville Third Track Project – Phase I

- Expands to 3 daily round trips Sacramento to Roseville (one today)
- Seeking ~\$40M in Federal dollars to close final funding gap (CRISI)

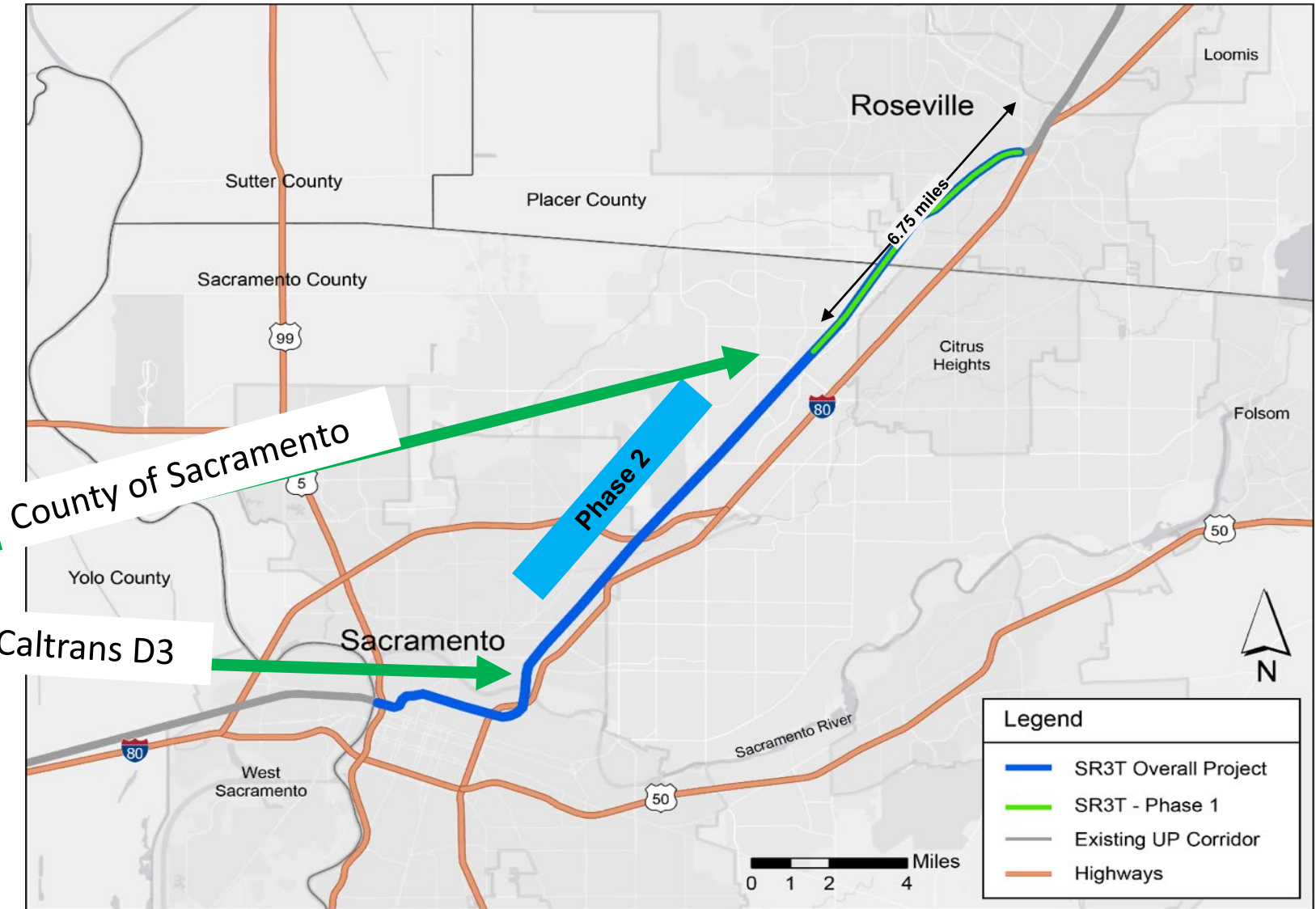


Sacramento to Roseville – Phase II

- Expands to ten daily round trips Sacramento to Roseville

Phase 2 synergy projects:

- Watt Avenue ped/bike undercrossing
- Elvas Rail bridges/SR 51 managed lanes



Link21 Unlocks Regional Rail Potential

- Connects major economic centers
- Improved travel time, frequency, and one-seat rides
- More capacity and redundant services



PBA DC Summit 2022

Coral Torres

Senior Advisor

Department of Transportation,
Federal Highway Administration



BIPARTISAN INFRASTRUCTURE LAW (BIL)*

Overview of Highway Provisions

Coral Torres

Senior Advisor to the Federal Highway Administrator

November 17, 2022



U.S. Department
of Transportation

**Federal Highway
Administration**

*Also known as the “Infrastructure Investment and Jobs Act”

BIL Goes Beyond Transportation

- Once-in-a-generation investment in infrastructure
- Grows the economy, enhances U.S. competitiveness, creates good jobs, and makes the U.S. economy more sustainable, resilient, and equitable
- Around \$550 B in new Federal infrastructure investment, including—
 - Largest federal investment in public transit ever
 - Largest federal investment in passenger rail since the creation of Amtrak
 - Largest dedicated bridge investment since the construction of the Interstate System
 - Largest investment in clean drinking water & wastewater infrastructure in U.S. history
 - Largest investment in clean energy transmission & electric vehicle infrastructure in history
 - Ensuring every American has access to reliable high-speed internet
- On average, around 2 million jobs per year

Includes \$567.1 B (All DOT Modes) Over FY 22-26

Program	Contract Authority (CA) (\$ B, FY 22-26)	Advance appropriations (\$ B, FY 22-26)
Federal Aviation Administration	---	25.0
Federal Highway Administration	303.5	47.3
Federal Motor Carrier Safety Administration	4.5	0.7
Federal Railroad Administration / Amtrak	---	66.0
Federal Transit Administration	69.9	21.3
Maritime Administration	---	2.3
National Highway Traffic Safety Administration	5.1	1.6
Office of the Secretary	---	19.0
Pipeline & Hazardous Materials Safety Admin.	---	1.0
Total	383.0	184.1

Note: Table does not include amounts that BIL authorizes but are subject to [future] appropriation

High Points of BIL Highway Provisions

- **Funds highway programs for five years** (FY 22-26)
- **\$350.8 B (FY 22-26) for highway programs**
 - \$303.5 B in Contract Authority (CA) from the Highway Trust Fund (HTF)
 - +\$47.3 B in advance appropriations from the General Fund (GF)
- **More than a dozen new highway programs**, including—
 - **Formula:** resilience, carbon reduction, bridges and electric vehicle (EV) charging infrastructure
 - **Discretionary:** bridges, EV charging infrastructure, rural projects, resilience, wildlife crossings, and reconnecting communities
- Focus on safety, bridges, climate change, resilience, and project delivery
- **More opportunities for local governments and other non-traditional entities** to access new funding
- \$90 B transfer (GF->HTF) to **keep the HTF Highway Account solvent for years**

Funding Available to a Range of Recipients

Program Examples	State	PR*	MPO	Local	Tribe	PA**	Territory	FLMA**
Apportioned programs (formula)	✓	*						
Bridge Program (formula)	✓	✓			✓			
National Electric Vehicle Formula Program	✓	✓		✓				
Safe Streets and Roads for All program			✓	✓	✓			
PROTECT Grants (discretionary)	✓	✓	✓	✓	✓	✓	✓***	✓***
Charging and Fueling Infrastructure Program	✓	✓	✓	✓	✓	✓	✓	
Congestion Relief Program	✓	✓	✓	✓				
Bridge Investment Program (discretionary)	✓	✓	✓***	✓	✓	✓		✓
Reconnecting Communities Pilot Program	✓	✓	✓	✓	✓			
Rural Surface Transportation Grants	✓	✓		✓	✓			
INFRA	✓	✓	✓***	✓	✓	✓		✓
National Infrastructure Project Assistance	✓	✓	✓	✓	✓	✓	✓	
Local and Regional Project Assistance	✓	✓	✓	✓	✓	✓	✓	
Natl. Significant Fed. Lands & Tribal Projects	✓***	✓***	✓***	✓***	✓	✓***		✓
Tribal Transportation Program Safety Fund					✓			

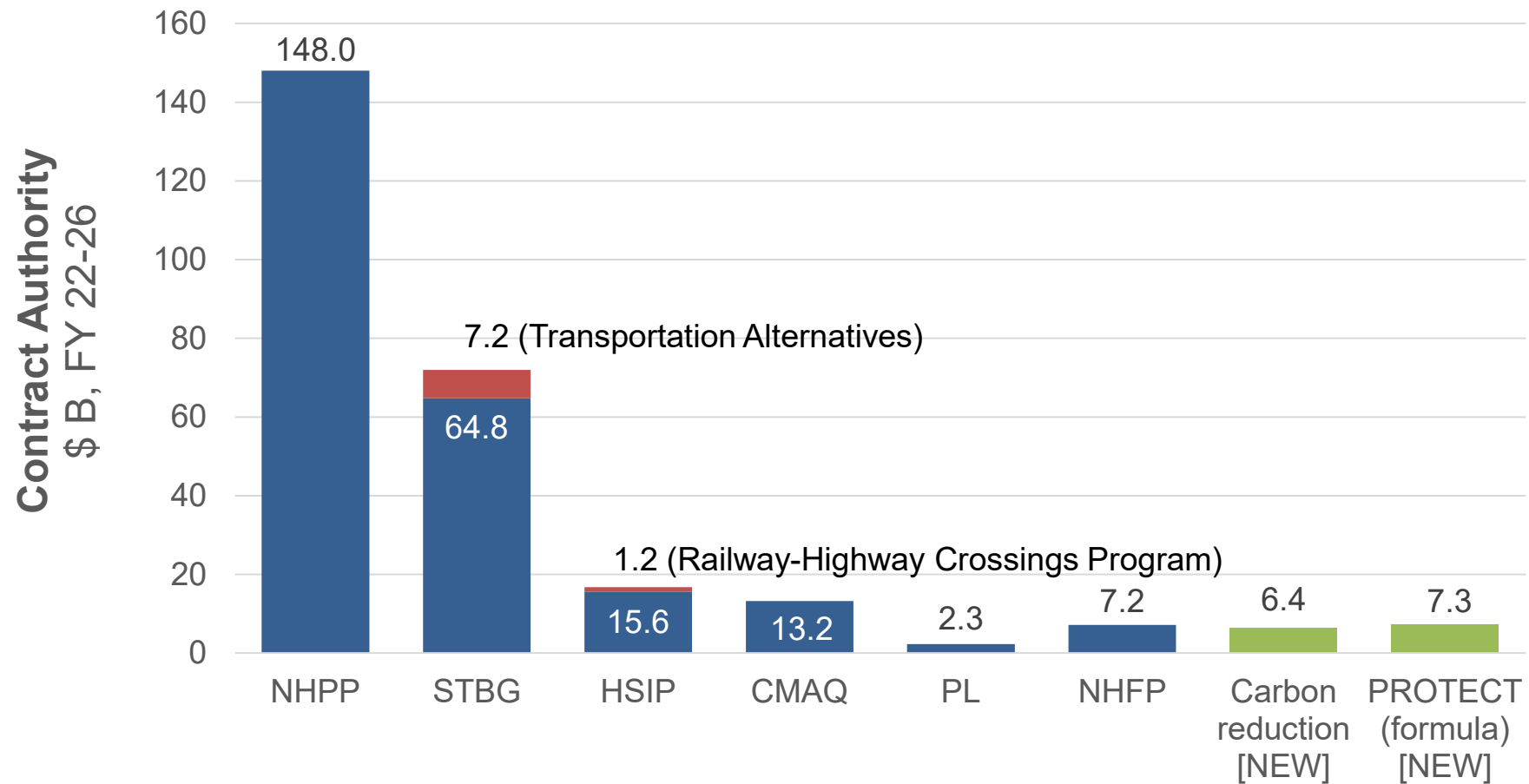
Note: This table does not include all BIL programs or eligible entities, and there are additional nuances not represented in this table. Additional programmatic information is provided in later slides. FHWA will administer most, but not all, programs listed.

* PR = Puerto Rico, has funding allocated from 23 USC 165(b)(2)(C). Of that funding, least 50% is for purposes eligible under NHPP and 25% under HSIP, and the remainder is for other activities eligible under chapter 1 of title 23.

** PA = a special purpose district or public authority with a transportation function; FLMA = Federal Land Management Agency

*** May be eligible if partnered with an eligible entity, or under other specific conditions. For example, territories can apply for PROTECT at-risk coastal infrastructure grants [23 USC 176(d)(4)(C)]. See program information sources for more details.

8 Apportioned CA Programs (Including 2 New)



Federal-aid apportioned programs under BIL

Changes to Railway-Highway Crossings Program (RHCP)

Topic	Changes
Eligible projects	<ul style="list-style-type: none">• Clarifies funds are eligible for projects to reduce pedestrian fatalities and injuries from trespassing at grade crossings (ped safety improvements at crossings are already an eligible activity)
Uses of funding	<ul style="list-style-type: none">• Eliminates the 50% set-aside for “protective devices”• Increases the maximum incentive payment that a State may pay a local government for closing a public at-grade railway-highway crossing from \$7,500 to \$100,000, subject to certain conditions• Increases from 2% to 8% the amount a State may use for data compilation and analysis in support of its annual RHCP report
Federal share	<ul style="list-style-type: none">• Increases the Federal share for projects financed with funds set aside for this program from 90% to 100%
Reports	<ul style="list-style-type: none">• Requires FRA to summarize highway-rail grade crossing action plans and evaluate each State railway-highway crossing program and submit report to Congress on the results (§22401)• Requires FRA, in consultation with FHWA, to update the report based on State annual reports required under the program and submit it to Congress (§22403)

[NEW] Wildlife Crossings Pilot Program (discretionary)

Purpose	Support projects that seek to reduce the number of wildlife-vehicle collisions, and in carrying out that purpose, improve habitat connectivity
Funding	<ul style="list-style-type: none"> • \$350 M (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none"> • State highway agency (or equivalent), including Puerto Rico Highway and Transportation Authority • MPO • Local government • Regional transportation authority • Special purpose district or public authority with a transportation function • Indian Tribe • Federal land management agency
Eligible projects	<ul style="list-style-type: none"> • Projects to reduce wildlife-vehicle collisions
Other key provisions	<ul style="list-style-type: none"> • Sets aside not less than 60% of grant funds for projects in rural areas • Provision related to pilot program requires: <ul style="list-style-type: none"> ○ study of methods to reduce wildlife-vehicle collisions; ○ workforce development and technical training courses; ○ standardized methodology for collecting and reporting spatially accurate wildlife collision and carcass data for the NHS; and ○ guidance on evaluating highways for potential mitigation measures to reduce wildlife-vehicle collisions and increase habitat connectivity.

[NEW] Carbon Reduction Program (formula)

Purpose	Provide funding for projects to reduce transportation emissions or the development of carbon reduction strategies.
Funding	\$6.4 B (FY 22-26) in Contract Authority from the HTF
Recipients	<ul style="list-style-type: none">• States (including DC)
Distribution formula	<ul style="list-style-type: none">• Apportioned to States by formula• 65% of funds are suballocated (reserved for use in certain areas of the State, based on population)
Other key provisions	<ul style="list-style-type: none">• Requires State, in consultation with MPOs, to develop (and update at least every 4 years) a carbon reduction strategy and submit it to DOT for approval.• DOT must certify that a State's strategy meets the statutory requirements.

[NEW] PROTECT Grants (discretionary)

Purpose	Planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure
Funding	\$1.4 B (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none"> • State or political subdivision of a State (including Puerto Rico) • MPO • Local government • Special purpose district or public authority with a transportation function • Indian Tribe • Federal land management agency (applying jointly with State(s)) • <i>Different eligibilities apply for at-risk coastal infrastructure grants</i>
Eligible projects	<ul style="list-style-type: none"> • Highway, transit, intercity passenger rail, and port facilities • Resilience planning activities, including resilience improvement plans, evacuation planning and preparation, and capacity-building • Construction activities (oriented toward resilience) • Construction of (or improvement to) evacuation routes
Other key provisions	<ul style="list-style-type: none"> • Higher Federal share if the eligible entity develops a resilience improvement plan (or is in a State or area served by MPO that does) and the State or MPO incorporates it into its long-range transportation plan • May only use up to 40% of the grant for construction of new capacity

[NEW] National Electric Vehicle Formula Program (formula and discretionary*)

Purpose	Strategically deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability
Funding	\$5 B (FY 22-26) in advance appropriations from the GF
Recipients	<ul style="list-style-type: none"> States (including DC and Puerto Rico)
Distribution formula	<ul style="list-style-type: none"> Same shares as Federal-aid highway apportionments
Other key provisions	<ul style="list-style-type: none"> Funded projects must be located along designated alt fuel corridors Sets aside 10% of funding for discretionary grants to State and local governments that require additional assistance to strategically deploy EV charging infrastructure State must submit plan to DOT describing planned use of funds If State doesn't submit plan (or carry it out), DOT may withhold or withdraw funds and redistribute within the State, or to other States Establishes DOT-DOE Joint Office of Energy and Transportation Requires DOT to designate national EV charging corridors to support freight and goods movement

* Program sets aside funds for discretionary technical assistance grants; also if DOT withholds or withdraws funding from a State, DOT may award funds to local governments in the same State.

[NEW] Charging and Fueling Infrastructure (discretionary)

Purpose	Deploy electric vehicle (EV) charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors and in communities
Funding	\$2.5 B (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none"> • State or political subdivision of a State (including Puerto Rico) • MPO • Local government • Special purpose district or public authority with a transportation function • Indian Tribe • Territory
Eligible projects	<ul style="list-style-type: none"> • Acquisition and installation of publicly accessible EV charging or alternative fueling infrastructure • Operating assistance (for the first 5 years after installation) • Acquisition and installation of traffic control devices
Other key provisions	<ul style="list-style-type: none"> • Requirement to redesignate alternative fuel corridors and establish a process to regularly redesignate these corridors • Set-aside (50%) to install EV charging and alternative fueling infrastructure on public roads or in other publicly accessible locations, such as parking facilities at public buildings, schools, and parks

[NEW] Bridge Investment Program (discretionary)

Purpose	Improve bridge (and culvert) condition, safety, efficiency, and reliability
Funding	<p>\$12.5 B (FY 22-26), including—</p> <ul style="list-style-type: none"> • \$3.3 B (FY 22-26) in Contract Authority from the HTF; and • \$9.2 B (FY 22-26) in advance appropriations from the GF
Eligible entities	<ul style="list-style-type: none"> • State (including Puerto Rico) • MPO (w/ pop. >200K) • Local government • Special purpose district or public authority with a transportation function • Federal land management agency • Tribal government
Eligible projects	<ul style="list-style-type: none"> • Project to replace, rehabilitate, preserve or protect one or more bridges on the National Bridge Inventory • Project to replace or rehabilitate culverts to improve flood control and improve habitat connectivity for aquatic species
Other key provisions	<ul style="list-style-type: none"> • At least 50% of funding reserved for certain large projects; option for multi-year funding agreements • Different process for funding projects ≤\$100 M cost • Sets aside average of \$40M per FY for Tribal transportation bridges, to be administered under the tribal transportation program

[NEW] Rural Surface Transportation Grants (discretionary)

Purpose	Improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.
Funding	\$2 B (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none"> • State (including Puerto Rico) • Regional transportation planning organization (RTPO) • Local government • Tribal government
Eligible projects	<ul style="list-style-type: none"> • Highway, bridge, or tunnel projects eligible under NHPP, STBG or the Tribal Transportation Program • Highway freight project eligible under NHFP • Highway safety improvement project • Project on a publicly-owned highway or bridge improving access to certain facilities that support the economy of a rural area • Integrated mobility management system, transportation demand management system, or on-demand mobility services
Other key provisions	<ul style="list-style-type: none"> • Sets aside each FY: ≤10% for grants to small projects (<\$25M); 25% for designated routes of the ADHS; and 15% for projects in States with higher than average rural roadway lane departure fatalities

Changes to Federal Lands Transportation Program (FLTP)

Funding	\$2.2 B (FY 22-26) in Contract Authority from the HTF
Other key provisions	<ul style="list-style-type: none">• Raises (from \$10M to \$20M) the annual cap on FLTP funds that may be used in support of environmental mitigation to improve public safety and reduce vehicle-caused wildlife mortality while maintaining habitat connectivity• Requires that ≥\$7M be made available each FY for each Federal agency eligible to compete for amounts made available for the program (Division J)• Increases the amount of FLTP and FLAP funds to be set aside each FY for transportation planning from 5% to 20% (§11113)• Requires FLTP projects to consider, to the maximum extent practicable, the use of locally adapted native plants and designs that minimize runoff and heat generation

Changes to Federal Lands Access Program (FLAP)

Funding	\$1.5 B (FY 22-26) in Contract Authority from the HTF
Other key provisions	<ul style="list-style-type: none">• Adds new eligibility for context-sensitive solutions, interpretive panels in or adjacent to parking areas, wayfinding markers, landscaping, and cooperative mitigation of visual blight• Changes the Federal share to up to 100% (as opposed to being determined based on 23 U.S.C. 120)• Increases the amount of FLAP and FLTP funds to be set aside each FY for transportation planning from 5% to 20%• Requires FLAP projects to consider, to the maximum extent practicable, use of locally adapted native plants and designs that minimize runoff and heat generation

Changes to Tribal Transportation Program (TTP)

Funding	\$3 B (FY 22-26) in Contract Authority from the HTF
Tribal bridges	<ul style="list-style-type: none"> • Eliminates current TTP set-aside for Tribal Transportation Bridge Program • Instead, funds Tribal bridges via set-asides from the— <ul style="list-style-type: none"> ○ Bridge Investment Program, including— <ul style="list-style-type: none"> ▪ \$100M (FY 22-26) in Contract Authority from the HTF; and ▪ \$100M (FY 22-26) in advance appropriations from the GF; and ○ Bridge Formula Program (\$825M over FY 22-26 in advance appropriations from the GF) <p>(§§11118, 14004, Division J)</p>
Other key provisions	<ul style="list-style-type: none"> • Sets aside from the TTP \$45 M (FY 22-26) in Contract Authority from HTF to fund Tribal High Priority Projects program (§11128) • Increases set-aside amount for TTP Safety Fund from 2% to 4% (§14008) • Updates bridge terminology, replacing references to “deficient bridges” and “structurally deficient or functionally obsolete” with “classified as in poor condition, having low load capacity, or needing geometric improvements” (§11524)

Changes to Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP)

Funding	• \$275 M (FY 22-26) in Contract Authority from the HTF
Other key provisions	<ul style="list-style-type: none">• Reduces (from \$25 M to \$12.5 M) minimum eligible project cost• Modifies the Federal share:<ul style="list-style-type: none">○ Establishes a Federal share for Tribal projects of 100%;○ For other projects, it allows title 23 and title 49 funds to be used for the “non-Federal” share• Requires an even split between Tribal and Federal lands projects• Of the funds for Federal lands projects, requires that at least 1 eligible project be carried out in a unit of the National Park System with ≥ 3 M annual visitors

FOR MORE INFORMATION

- Please visit:
[fhwa.dot.gov/bipartisan-infrastructure-law](https://www.fhwa.dot.gov/bipartisan-infrastructure-law)



U.S. Department
of Transportation

**Federal Highway
Administration**

PBA DC Summit 2022

Sabrina Drago
President
Drago Vantage



Federal/State Local Interaction-Transportation



California
Legislature



- ✓ Federal Transportation Bill - *"Infrastructure Investment & Jobs Act (IIJA)"*
 - Federal Transportation Funding & Policy
 - USDOT - Competitive and Formula Funding
- ✓ California Policy and Funding - Various Laws Approved by Legislature/Signed by Governor related to transportation/housing/environment
- ✓ Governor's Executive Policy - CALSTA
- ✓ Interpretation/Implementation - Caltrans and Local Government