



**NOVEMBER 18, 2021**

**AGENDA ITEM # 2**

**EXECUTIVE DIRECTOR'S REPORT, SUPPLEMENT FROM VERBAL COMMENTS**

Action Requested: Receive and File

Key Staff: Sabrina Drago, Executive Director

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At the November 18, 2021, verbal comments were added to the Executive Director's report detailing the Federal Infrastructure Package. Per the request of Chair Nottoli, the details are below.

**Federal Infrastructure Bill Has Passed**

This Monday, President Biden signed into law the largest infrastructure funding package in the past 70 years. The \$1.2 Trillion program reauthorizes the highway, public transportation and rail programs for five years. The bill includes \$219.6 billion for the federal highway program and \$110 billion in supplemental funds for roads, bridges and major projects. Many of the programs are existing programs authorized in previous laws with more significant funding.

This bill is nearly 2000 pages long, and a lot that addressing items other than transportation. Additionally, there are programs created at the state level, both formulaically and competitively. In the interest of time and applicability, I am going to only highlight aspects that the Sacramento Transportation Authority's partner agencies will benefit from:

INFRA has been reauthorized for \$8 billion, \$3.2 billion more than its last authorization. This program funds highway and rail projects of regional and national significance.

There is a new \$12.5 billion for a new competitive grant program for bridge investments to rehabilitate or replace bridges.

The bill authorizes a new formula and competitive grant program and makes \$7.3 billion available for formula grants to states and \$1.4 billion available for competitive grants to make resilience improvements to address vulnerabilities to current and future weather events and natural disasters and changing conditions.

The bill makes available \$2.5 billion for a new competitive grant program to deploy publicly accessible electric and alternative fuel vehicle charging infrastructure. DOT will prioritize grants to rural areas, low to moderate income neighborhoods and communities with low ratios of private parking. Fifty percent of grants each year are available for community grants to install charging infrastructure on public roads, schools, parks and publicly accessible parking facilities. Additionally, the bill provides \$5 billion for a new national electric vehicle charging program, appropriated formulaically.

The bill makes \$1 billion available for a new competitive grant pilot program of which \$250 million is for planning grants and \$750 million is for construction grants. This program funds projects that remove, retrofit or mitigate previously constructed barriers to mobility, access or economic development to restore community connectivity.

The bill authorizes \$1 billion for a new competitive grant program for improvements to create safe and connected active transportation facilities, including adding sidewalks, bikeways and pedestrian trails.

The bill authorizes a total of \$6 billion for a new competitive grant program to implement “vision zero” plans to reduce crashes and fatalities, especially for cyclists and pedestrians.

The bill authorizes \$500 million for a new competitive grant program for demonstration projects that implement advanced smart city or community technologies and systems to improve transportation efficiency and safety.

The bill appropriates \$106.9 billion for Federal Transit Administration (FTA) programs over five years. Unlike the highway and rail funding, transit funding includes very few substantive changes to existing programs.

The bill reauthorizes and funds the *Transportation Infrastructure Finance and Innovation Act* (TIFIA) program. Through these programs, DOT provides low interest loans and loan guarantees with attractive repayment terms to government and private sector borrowers to undertake transportation infrastructure projects. It authorizes \$1.25 billion is available over five years to pay subsidy costs of loans.

Please know that there are additional monies, to the tune of billions of dollars to freight and passenger rail, airports and ports that I did not include in this summary. All these are critical to our region, however are not part of the current Measure A program and are managed by our partner agencies through separate sources of funding.

This funding package, the largest in over 70 years, puts Sacramento County in a strategic position. Our partner agencies are in a strong position to leverage Measure A to be awarded funds from this new funding program.