



Technical Advisory Committee Meeting Agenda September 2, 2021, 2:00 p.m.

Rockingham County Administration Center
20 East Gay Street
Harrisonburg, VA 22802

Zoom Meeting for Remote Attendees:

<https://us06web.zoom.us/j/84796654478?pwd=V0ZKN0pUalVCdk42dGJmMTh3NTJqQT09>

Meeting ID: 847 9665 4478; **Passcode:** 260538; **Dial In:** 301-715-8592

1. Call To Order
2. Approval of Minutes of August 5, 2021 Meeting*
3. Public Comment
4. HRMPO TAP Resolutions of Support (TAC AF #21-6)*
5. Consideration for Approval of 2045 LRTP Update Scope of Work (TAC AF #21-7)*
6. Bipartisan Infrastructure Bill Summary (TAC Memo #21-8)
7. Agency Updates
 - a. VDOT
 - b. DRPT
 - c. HDPT
8. Other Business
9. Upcoming Meetings
 - a. HRMPO Policy Board Meeting Thursday, September 16, 2021, 3:00 pm
 - b. HRMPO TAC Meeting Thursday, October 7, 2021, 2:00 p.m.
10. Adjournment

* Action needed

HRMPO TAC Minutes August 5, 2021, 2:00 p.m.

Rockingham County Administration Center
20 East Gay Street
Harrisonburg, Virginia 22802

Voting Member	Alternates	Staff
City of Harrisonburg	Patrick Wilcox, Rockingham	✓ Ann Cundy
✓ Tom Hartman	Jay Litten, Bridgewater	✓ Manas Ranjan
Bill Blessing, Chair	Libby Clark, Mt. Crawford	✓ Rita Whitfield
✓ Thanh Dang	Jakob zumFelde, Harrisonburg	
✓ Erin Yancey	Avery Daugherty, Harrisonburg	Others
✓ Gerald Gatobu	Cheryl Spain, Harrisonburg	✓ Kim Sandum, Shenandoah Alliance (Zoom)
Rockingham County	Dan Rublee, Harrisonburg	
✓ Rhonda Cooper, Vice Chair	Grant Sparks, DRPT	
Bradford Dyjak	Jeff Lineberry, VDOT	
✓ Casey Armstrong	Josh Dunlap, VDOT	
Town of Bridgewater		
✓ Alex Wilmer		
Town of Dayton		
✓ Christa Hall		
Town of Mt. Crawford	Non-Voting Members	
✓ J. C. Smythers (Zoom)	Kevin Jones, FHWA	
VDOT	Michelle DeAngelis, FTA	
✓ Brad Reed	Bill Yates, JMU	
Don Komara	Rusty Harrington, Aviation	
VDRPT		
✓ Wood Hudson (Zoom)		

Call to Order

The August 5, 2021, meeting of the Harrisonburg-Rockingham Metropolitan Planning Organization Technical Advisory Committee (TAC) was called to order at 2:00 p.m. by Vice Chairperson Rhonda Cooper.

Minutes

Vice Chairperson Cooper presented the minutes from the June 3, 2021, TAC Zoom Video/Audio Conferencing call. Ms. Dang moved, seconded by Mr. Reed, to approve the minutes as presented. Motion carried unanimously.

Public Comment

Vice Chairperson Cooper opened the floor for public comment. There were no comments from the public.

Consideration of Resolution Authorizing Electronic Participation in Meetings of the HRMPO (TAC AF #21-5)

Vice Chairperson Cooper presented for consideration a Resolution Authorizing Electronic Participation in Meetings of the HRMPO (attached to file minutes). Ms. Cundy reported that the Governor of Virginia's Executive Order allowing public bodies to meet by electronic means in response to the COVID-19 pandemic expired on June 30, 2021. She stated that the HRMPO must approve a policy based on Code of Virginia §2.2-3708.2 to enable its members and committees to participate remotely in meetings. Ms. Cundy noted that the Code allows members to participate electronically if a member notifies the Chair or other presiding officer on or before the date of the meeting that the member is unable to attend due to: 1) a specified personal matter; 2) a temporary or permanent disability or other medical condition that prevents physical attendance; or 3) the member's principal residence is more than 60 miles from the meeting location. Mr. Reed moved, seconded by Ms. Dang, to approve the Resolution authorizing electronic participation in HRMPO meetings. Motion was carried by unanimous vote.

2045 Long-Range Transportation Plan (LRTP) Scoping Session (TAC Memo #21-7)

Vice Chairperson Cooper presented the 2045 Long-Range Transportation Plan (LRTP) Scoping Session. Ms. Cundy stated that the HRMPO's Long-Range Transportation Plan (LRTP) must be updated every five years. She noted that the HRMPO adopted the 2040 LRTP on March 16, 2017, and amended the document on May 17, 2018, and August 15, 2019. Ms. Cundy stated that staff anticipates this update process being largely a staff, rather than a consultant-led process. Using Mentimeter software, Ms. Cundy solicited input from the TAC members present on identifying regional transportation challenges and opportunities; reviewing changes in demographic and transportation data trends since the last update in 2017; and reviewing potential data sources for information that may be required to update the existing conditions, transportation demand management (TDM) modeling, and transportation needs



in the region. Ms. Cundy reviewed the next steps, noting that the 2045 LRTP update process will take approximately 18-months, and that the final document will be completed in early 2023.

Department of Transportation (VDOT)

Mr. Reed reported on the following:

- Project pipeline study in Harrisonburg, noting that it is part of a new pipeline study program initiated by the Office of Intermodal Planning and Investment (OIPI), specifically to address Virginia transportation plans priority one needs.
- Shenandoah Valley Rail Trail Feasibility Study, which is being conducted by the Virginia Department of Conservation and Recreation (DCR), with the help of VDOT, to study the feasibility of a 50-mile long Shenandoah Valley Rail Trail project between Broadway and Front Royal. Mr. Reed reported on the virtual public meeting that DCR hosted on July 21st on the Rail Trail in which consultants Michael Baker presented their findings on the corridor condition.
- VDOT's Strategically Targeted Affordable Roadway Solutions (STARS) study in the City of Harrisonburg, which will be focusing on safety issues at 10 intersections in the downtown area. Mr. Reed noted that the survey requesting community feedback regarding the potential improvements for these intersections went live on July 29th and will continue through August 20th and to date, over 300 participants have participated.
- Gave an update on the U.S. 33 Arterial Management Plan in Rockingham County.

Department of Rail and Public Transportation (DRPT)

Mr. Hudson reported on the following:

- Transit Ridership Incentive Program (TRIP), noting that the Program is a new statewide grant program dedicated to improving transit's regional connectivity in urban areas with a population in excess of 100,000 and reducing barriers to transit use by supporting low income and zero fare programming. He stated that the TRIP application period is open from August 1st until September 17th.
- Gave a report on the COVID Recovery Mitigation Grant that was awarded to DRPT by FTA.
- Reported on the Virginia Transit Equity and Modernization Study, led by DRPT, which is aimed at identifying opportunities to advance equitable transit within the Commonwealth. Mr. Woodson stated that the Study will explore a wide variety of topics to create a proactive plan for the equitable advancement and modernization of transit in the Commonwealth.



Harrisonburg Department of Public Transportation (HDPT)

Mr. Gatobu gave an update on HDPT's Feasibility Study, noting that the survey for the Feasibility Study and the results will be presented on August 18th by the consultants. He reported on HDPT's transit routes for area schools and James Madison University and how HDPT is preparing for the upcoming fall season. Mr. Gatobu announced that HDPT is actively seeking bus drivers for the fall season and reported on the process involved in the hiring of bus drivers. He reported how HDPT is providing safety to the homeless population in the area in providing transportation to and from the shelters.

Upcoming Meetings

Vice Chairperson Cooper announced that the HRMPO Policy Board will hold a meeting on August 19, 2021, at 3:00 p.m.; and the next HRMPO TAC meeting will be held on September 2, 2021, at 2:00 p.m.

Adjournment

A motion for adjournment was unanimously passed at 3:45 p.m.

Respectfully submitted,

A handwritten signature in cursive script that reads "Ann W. Cundy".

Ann Cundy
Director of Transportation



TO: Harrisonburg-Rockingham MPO Technical Advisory Committee
FROM: Manas Ranjan, Transportation Planner
MEETING DATE: September 2, 2021
RE: **TAC Action Form #21-6 – TAP Resolutions of Support**

RECOMMENDATION:

Recommend that the HRMPO Policy Board endorse the Resolutions of Support for Transportation Alternatives Set-Aside Program (TAP) projects within the MPO.

EXECUTIVE SUMMARY:

TAP applications for projects within the HRMPO area require a resolution of support from the Policy Board. The TAP pre-application validation phase ended on August 15, 2021, and approved applicants have until October 1, 2021, to submit the resolutions with their final applications.

HRMPO staff recommends endorsing all MPO member locality applications.

Member localities are considering the following TAP projects for this application cycle:

City of Harrisonburg

- **Northend Greenway Brookside Phase:** The application would fund the design and construction of a shared use path connecting existing Northend Greenway at Jefferson Street to Drake Lane and Roberts Court. In addition to curb ramps, the path will have connections that allow cyclists to enter/exit the path from/to the street. This will create a safe and desirable connection between the existing path segments to improve walking and biking for residents for the neighborhood and the users of Northend Greenway.
- **Country Club Rd Sidewalk – SRTS:** This application would fund the design and construction of a sidewalk along the south side of Country Club Rd between Linda Lane and the private road at Spotswood Homes Trailer Park. The proposal also includes a crosswalk with ADA curb ramp and audible pedestrian signals on east side of Linda Lane and Country Club Intersection that will connect the sidewalk to the shared use path on Linda Lane. The envisioned improvement will increase safe routes for students and others walking to the Smithland Elementary School and Skyline Middle School.
- **Harrisonburg Public Schools – SRTS Non-infrastructure:** This application would fund a full-time Safe Routes to School (SRTS) Coordinator employed by Harrisonburg City Public Schools. It would cover the salary for the position and the operating expenses necessary to continue the existing SRTS programming. The position will benefit the six public elementary and two public middle schools in the City. Activities under the program will include physical



education curriculum with a focus on bicycle skills and safety, and will assist PE teachers in developing a bicycle based curriculum.

Town of Bridgewater

- **Riverwalk, Phase III:** The application would fund the design and construction of a shared use as the third phase of the Riverwalk, Phase III will begin at Edgebriar Park where Phase I of the Riverwalk ends. It will then continue eastwards along East Riverside Drive, and terminate near the intersection of Hatcher Drive at Bridgewater College, spanning approximately 1,000 feet.

ATTACHMENTS:

Supporting Resolutions

RESOLUTION IN SUPPORT OF THE CITY OF HARRISONBURG'S NORTHEND GREENWAY BROOKSIDE PHASE PROJECT

WHEREAS, the Harrisonburg-Rockingham Metropolitan Planning Organization (HRMPO) has the responsibility under the provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the Virginia Department of Transportation's Transportation Alternatives Set-Aside Program (TAP) requires that applicants provide a MPO resolution of support for each application submitted for projects located within the MPO boundary; and

WHEREAS, The City of Harrisonburg intends to submit a TAP application to construct a shared use path connecting the existing Northend Greenway at Jefferson Street to Drake Lane and Roberts Courtt to create a safe, desirable path to improve walking and biking for residents of the neighborhood and users of the Northend Greenway;

NOW, THEREFORE, BE IT RESOLVED that the HRMPO Policy Board does hereby endorse the City of Harrisonburg's Northend Greenway Brookside Phase Project application to compete for state and federal funding under the FY 2022 Transportation Alternatives Set-Aside Program.

Signed this 16th day of September 2021.

SIGNED:

ATTEST:

Dennis Driver, Chair
Harrisonburg-Rockingham
Metropolitan Planning Organization
Policy Board

Bonnie S. Riedesel, Secretary/Treasurer
Harrisonburg-Rockingham
Metropolitan Planning Organization
Policy Board

RESOLUTION IN SUPPORT OF THE CITY OF HARRISONBURG'S COUNTRY CLUB ROAD SIDEWALK - SRTS PROJECT

WHEREAS, the Harrisonburg-Rockingham Metropolitan Planning Organization (HRMPO) has the responsibility under the provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the Virginia Department of Transportation's Transportation Alternatives Set-Aside Program (TAP) requires that applicants provide a MPO resolution of support for each application submitted for projects located within the MPO boundary; and

WHEREAS, The City of Harrisonburg intends to submit a TAP application to construct a sidewalk along the south side of Country Club Road between Linda Lane and the private road at Spotswood Homes Trailer Park to create safe routes for students and others walking to the Smithland Elementary School and Skyline Middle School;

NOW, THEREFORE, BE IT RESOLVED that the HRMPO Policy Board does hereby endorse the City of Harrisonburg's Country Club Road Sidewalk - SRTS Project application to compete for state and federal funding under the FY 2022 Transportation Alternatives Set-Aside Program.

Signed this 16th day of September 2021.

SIGNED:

ATTEST:

Dennis Driver, Chair
Harrisonburg-Rockingham
Metropolitan Planning Organization
Policy Board

Bonnie S. Riedesel, Secretary/Treasurer
Harrisonburg-Rockingham
Metropolitan Planning Organization
Policy Board

RESOLUTION IN SUPPORT OF THE HARRISONBURG CITY PUBLIC SCHOOLS SAFE ROUTES TO SCHOOL COORDINATOR AND PROGRAMMING APPLICATION

WHEREAS, the Harrisonburg-Rockingham Metropolitan Planning Organization (HRMPO) has the responsibility under the provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the Virginia Department of Transportation's Transportation Alternatives Set-Aside Program (TAP) requires that applicants provide a MPO resolution of support for each application submitted for projects located within the MPO boundary; and

WHEREAS, The Harrisonburg City Public Schools intends to submit a TAP application to create a Safe Routes to School Coordinator (SRTS) position for the six public elementary schools and the two middle schools in the City.

NOW, THEREFORE, BE IT RESOLVED that the HRMPO Policy Board does hereby endorse the Harrisonburg City Public Schools SRTS application to compete for state and federal funding under the FY 2022 Transportation Alternatives Set-Aside Program.

Signed this 16th day of September 2021.

SIGNED:

ATTEST:

Dennis Driver, Chair
Harrisonburg-Rockingham
Metropolitan Planning Organization
Policy Board

Bonnie S. Riedesel, Secretary/Treasurer
Harrisonburg-Rockingham
Metropolitan Planning Organization
Policy Board

RESOLUTION IN SUPPORT OF THE TOWN OF BRIDGEWATER RIVERWALK, PHASE III

WHEREAS, the Harrisonburg-Rockingham Metropolitan Planning Organization (HRMPO) has the responsibility under the provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the Virginia Department of Transportation's Transportation Alternatives Set-Aside Program (TAP) requires that applicants provide a MPO resolution of support for each application submitted for projects located within the MPO boundary; and

WHEREAS, The Town of Bridgewater intends to submit a TAP application to the third phase of Riverwalk as a shared use path that will begin at Edgebriar Park where the first phase ends. The Riverwalk will continue eastwards along East Riverside Drive terminating at its intersection with Hatcher Drive at Bridgewater College;

NOW, THEREFORE, BE IT RESOLVED that the HRMPO Policy Board does hereby endorse the Town of Bridgewater's Riverwalk, Phase III application to compete for state and federal funding under the FY 2022 Transportation Alternatives Set-Aside Program.

Signed this 16th day of September 2021.

SIGNED:

ATTEST:

Dennis Driver, Chair
Harrisonburg-Rockingham
Metropolitan Planning Organization
Policy Board

Bonnie S. Riedesel, Secretary/Treasurer
Harrisonburg-Rockingham
Metropolitan Planning Organization
Policy Board



TO: Harrisonburg-Rockingham MPO Technical Advisory Committee

FROM: Ann Cundy, Director of Transportation

MEETING DATE: September 2, 2021

RE: **TAC Action Form #21-7: 2045 Long Range Transportation Plan (LRTP) Update Scope of Work**

RECOMMENDATION

Recommend that the Policy Board approve the 2045 LRTP Update Scope of Work.

EXECUTIVE SUMMARY

The HRMPO's Long Range Transportation Plan (LRTP) must be updated every five years. This plan update will extend the horizon to 2045, and staff anticipates this update process being a largely staff- rather than consultant-led process.

UPDATE PROCESS

Staff conducted visioning sessions with the TAC on August 5, 2021, and with Policy Board on August 19, 2021. The visioning sessions highlighted the regional transportation challenges and opportunities after reviewing changes in demographic, economic, and transportation trends for the region since the previous LRTP update in 2017.

The information gathered from the visioning sessions informed the scope of work. Staff also coordinated with VDOT Central Office Transportation Modeling and Accessibility Program team to determine necessary updates to Travel Demand Model (TDM) in order to conduct 2045 scenario planning and evaluate potential projects.

Staff presented the draft scope of work and the details on update of TDM to the LRTP Working Group at the kick-off meeting on August 24, 2021.

The draft scope of work details the tasks for the update including MPO Coordination, TDM model update, evaluation of existing and future conditions, multi-modal transportation needs, roadway deficiencies, climate mitigation strategies, pedestrian and bicycle planning needs, goods movement, and the development of a methodology to score projects for the region. The LRTP working group will meet at regular intervals during the update process to review materials and provide inputs. The meetings of the working group will be held in addition to the regularly scheduled TAC meetings.

ATTACHMENTS

[Draft 2045 LRTP scope of work.](#)

[Summary of TAC Visioning Session](#)

[Summary of Policy Board Visioning Session](#)

TO: Harrisonburg-Rockingham MPO Technical Advisory Committee
FROM: Ann Cundy, Director of Transportation
MEETING DATE: September 2, 2021
RE: TAC Memo #21-8: Bipartisan Infrastructure Bill Summary

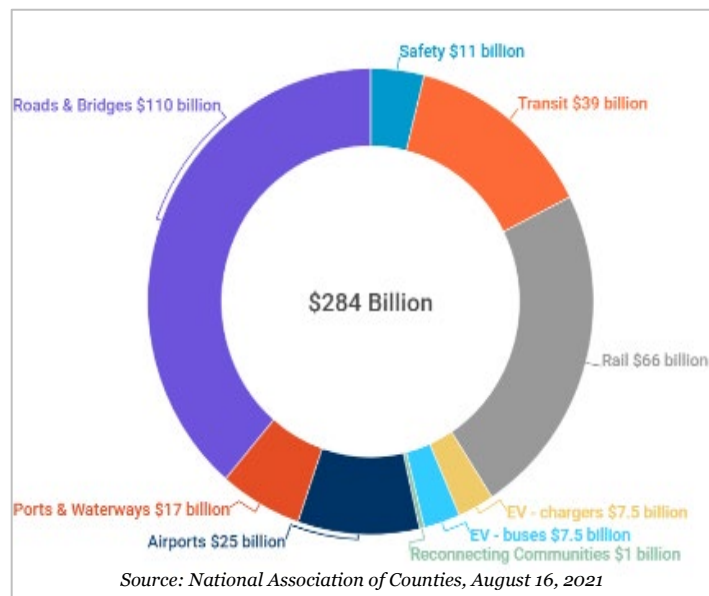
EXECUTIVE SUMMARY

On August 10, 2021, the U.S. Senate passed the \$944 billion [Infrastructure Investment and Jobs Act](#) (IIJA) to fund roads and bridges, rail, transit, ports, airports, and other priorities between FY2022 – 2026. The legislation includes the reauthorization of the Fixing America’s Surface Transportation Act (FAST Act), and provides \$944 billion in total funding. Of that total, \$550 billion is new spending, and \$284 billion is allocated for transportation. The State of Virginia would receive over \$7 billion in formula funding over the five-year period.

The bill must be approved by the U.S. House of Representatives and the President in order to become law.

IIJA provides across-the-board funding increases in baseline funding for each mode of transportation (see **Figure 1**). This memo provides an overview of some key changes to existing programs, and also new programs related to transportation planning. Takeaways include:

Figure 1: Overview of Transportation Funding



- **Over half of transportation funding is allocated towards the improvement of highways and bridges**, and rail and transit are receiving historic levels of new funding; however, there are few new policy changes related to rail and transit, with most new programs addressing climate resilience, electronic vehicles (EV), and transportation equity.
- **The first-ever climate program** provides \$6.4 billion in formula and grant funding for carbon reduction; EV funding is over \$7 billion; and resilience and hazard mitigation planning are increasing to \$7.3 billion.
- **New transportation equity initiatives** include the Reconnecting Communities program, which provides \$1 billion to address past infrastructure that segregated and divided communities, along with a new equity focus for TAP and other core formula programs.
- **Expanded bicycle and pedestrian funding** includes TAP funds being increased by 10%, a new sub-allocation designation enabling small MPOs serving urbanized areas with populations of 200,000 or less to be eligible for funding, and adding micro-mobility and bikeshare eligibilities under certain programs.
- **New Safety initiatives address** adding high schools to the Safe Routes to School Program, a program to reduce wildlife collisions, and Complete Streets initiatives.

1. HIGHWAYS, ROADS, AND BRIDGES

The bill increases funding for nine key transportation-related highway formula programs, including two new programs, and distributes 90 percent of the total funding from the Highway Trust Fund to the states by formula (see **Table 1**). The IIJA also creates over \$150 billion worth of discretionary grant programs to supplement the formula funding, including new grants for resilience, equity, safety, and EV infrastructure.

Table 1: IIJA Highway Funding by Formula Program

(Sources: APA; National Association of Counties; National Association of City Transportation Officials)

PROGRAM	DESCRIPTION	5-YEAR TOTAL
National Highway Performance Program (NHPP)	Funding for construction and maintenance projects located on the National Highway System (NHS) – which includes the Interstate system and principal arterials	\$148 billion
Surface Transportation Block Grant Program (STBG)	Funding to States and localities for any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals	\$72 billion
Highway Safety Improvement Program (HSIP)	Purpose is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads	\$15.56 billion
Congestion Mitigation and Air Quality Improvement Program	Funding to States for transportation projects designed to reduce traffic congestion and improve air quality, particularly in areas of the country that do not attain national air quality standards.	\$13.2 billion
Promoting Resilient Operations for Transformative, Efficient and Cost Saving Transportation (PROTECT) Program – NEW	Funding for resilience and natural infrastructure, including freight resilience, emergency relief projects, wildfire prevention and preparation activities (including vegetation management), stormwater management projects and practices, and waterfront infrastructure projects.	\$7.30 billion
National Highway Freight Program	Funding for reducing congestion, reliability, safety of the movement of freight	\$7.15 billion
Carbon Reduction Program – NEW	Funding for reducing vehicle carbon emissions through infrastructure improvements	\$6.41 billion
Metropolitan Planning	Provide for a continuing, comprehensive, and cooperative (3-C) metropolitan transportation planning process	\$2.28 billion
Railway-Highway Crossing Program	Funding for the elimination of hazards at railway-highway crossings	\$1.23 billion

1.1 Changes to Existing Programs

New eligibilities for the Surface Transportation Block Grant Program (STBG) | \$72 billion

The bill increases funding for the TAP, and allows MPOs with populations between 50,000 – 200,000 to be eligible to receive TAP funding. New eligibilities under STBG include installation of EV charging infrastructure; installation of measures to protect a transportation facility from cyber threats; projects to increase tourism; wildlife collisions mitigation; and resiliency improvements.

New eligibilities for the Highway Safety Improvement Program (HSIP) | \$15.5 billion

The program has new flexibility in funding non-infrastructure activities and behavioral safety projects, such as educational campaigns about traffic safety and enforcement activities, and allows a state to spend up to 10 percent of its HSIP funding on such projects and Safe Routes to School (SRTS) non-infrastructure-related activities.

SRTS is now codified and expanding to include activities for high schools. Other new eligibilities include grade separation projects; construction of features to calm traffic and reduce vehicle speeds; installation or upgrades of traffic control devices for pedestrians and bicyclists; and roadway improvements that provide separation between pedestrians and bicyclists and motor vehicles.

Increased funding for the Nationally Significant Freight and Highway Projects (formerly known as INFRA) grant program | \$8 billion

The bill would appropriate \$3.2 billion over five years, in addition to authorizing \$4.8 billion in Highway Trust Fund contract authority. Thirty percent of the funds would be reserved for small projects in rural areas, and the federal share for those projects would increase from 60 to 80 percent.

New Eligibilities for Congestion Mitigation and Air Quality Improvement Program (CMAQ) | \$13.2 billion

New eligibilities include shared micromobility, including bike share and shared scooter systems, as well as for the purchase of medium- or heavy-duty zero emission vehicles and related charging equipment.

1.2 New Programs

Bridge Investment Program (BIP) | 27.5 billion formula, 9.24 billion competitive

While states would receive the BIP formula funds, the bill would create a 15 percent set-aside within the program to address off-system bridges. Federal share could cover up to 80%. The federal share for projects would be no more than 50 percent for large projects (defined as those costing more than \$100 million) and no more than 80 percent for any other project. Off-system bridges would be eligible.

Eligibilities include reducing bridges in poor condition or those are at risk of falling into poor condition in the next three years, reducing the number of bridges and the amount of individual vehicle miles traveled (VMT) over bridges in poor or vulnerable condition, or bridges that do not meet current design standards.

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program | \$7.3 billion formula, \$1.4 billion competitive

PROTECT would provide funding for resilience improvements at the state and municipal levels for surface transportation infrastructure improvements for extreme weather and natural disasters. Eligibilities include planning and resiliency planning for flooding, relocating infrastructure out of the floodplain, and restoring aquatic ecosystems connected to a transportation improvement.

Formula Carbon Reduction Program | \$6.4 billion

Projects focus on reducing vehicle carbon emissions, with 65 percent of funding sub-allocated by population. Eligible projects include traffic monitoring, management and control facility or program public transportation; on-road and off-road trail facilities for pedestrians and bicyclists; advanced transportation and congestion management technologies; deployment of infrastructure-based intelligent transportation systems (ITS) capital improvements and the installation of vehicle to infrastructure communications equipment; replacing street lighting and traffic control devices with energy-efficient alternatives.

Reconnecting Communities Pilot Program | \$1 billion

Localities could apply directly to USDOT for feasibility studies on the impact of removing or mitigating physical infrastructure barriers, including within communities, to improve accessibility and facilitate economic development at an 80 percent federal share. Applications would be evaluated on criteria including the age of the facility, its impact on accessibility and its current role in meeting traffic demands. Studies would be covered with an 80% federal share.

USDOT would make awards for capital construction grants to the owner of an eligible facility, including at-grade crossings, limited access highways, viaducts and other principal arterial facilities acting as a barrier for the removal, retrofit, or mitigation of an eligible facility and the replacement of an existing facility with a new facility that restores connectivity.

Healthy Streets Program | \$500 million

Establishes the Healthy Streets program to provide grants to eligible entities to deploy cool pavements and porous pavements and to expand tree cover to mitigate urban heat islands and stormwater runoff.

Wildlife Crossings Pilot Program | \$350 million

Localities could apply directly to USDOT for this new competitive grant program to carry out eligible projects that reduce collisions and/or improve habitat connectivity.

Stopping Threats on Pedestrians Program | \$25 million

Establishes a competitive grant program to provide assistance to state departments of transportation and local government entities for bollard installation projects designed to prevent pedestrian injuries and acts of terrorism in areas used by large numbers of pedestrians.

2. TRANSIT AND RAIL

IIJA includes the largest federal investment in public transit and rail funding in history. The infrastructure package contains \$39 billion in new funding for transit, which is an increase funding by \$19 billion (43 percent) from levels authorized under the FAST Act. There are few transit policy changes, and IIJA largely continues policies enacted by the FAST Act. Major transit programs, such as Capital Investment Grants, State of Good Repair Formula Grants, and Bus Formula grants all receive increased funding, with overall funding increasing by approximately \$14 billion.

Rail funding would increase to \$66 billion, which makes the largest federal investment in passenger rail since the creation of Amtrak. The majority of the funding is allocated for Amtrak improvements, while \$12 billion is dedicated to other intercity rail projects.

3. EV AND ALTERNATIVE INFRASTRUCTURE

The bill authorizes \$2.5 billion over five years for a new competitive grant program to build alternative fuel corridors along the National Highway System and EV charging infrastructure and alternative fueling infrastructure in communities across the country. The bill also appropriates \$5 billion for a new EV Formula Program to provide money for States to build EV charging infrastructure.

Localities could apply directly to USDOT for funds to carry out eligible projects that promote the deployment of infrastructure for EVs and also hydrogen, propane, and natural gas in designated areas. Propane refueling infrastructure would be restricted to medium and heavy-duty vehicles.

Fifty percent of total program funds would be distributed annually through Community Grants for the installation of EV and alternative fueling infrastructure on public roads, schools, and in other publicly accessible locations. Rural areas, low- and middle-income neighborhoods, and communities with either limited parking or a high number of multiunit housing would be prioritized for awards. The federal cost share would be 80 percent, with an additional requirement that – as a condition of contracting with an eligible entity to carry out a project under this section – a private entity would become responsible for the local match.

4. MPO PLANNING

Under IIJA, MPOs would be eligible for new pilot programs focused on using data and public engagement innovations in project prioritization and improving travel demand data and modeling.

MPOs would also be required to spend at least 2.5 percent of the state Planning Funds on the adoption of Complete Streets to reduce vehicle-related crashes and pedestrian risk. Moreover, MPOs would be

encouraged to consider the equitable and proportional representation of the population of the metropolitan area when designating officials or representatives, while states would be encouraged to develop “human capital” workforce development plans through MPOs.

5. NEXT STEPS

The U.S. House of Representative and the President must approve the bill for IIJA to become law, and the FAST Act must be reauthorized by September 30, 2021. On August 26, 2021, the House chamber advanced the IIJA to a final vote, and established a non-binding commitment to vote on IIJA by September 27, 2021.

ATTACHMENTS

- [H.R. 3684 – Infrastructure Investment and Jobs Act](#)
- [State-by-state formula funding \(May 2021\)](#)
- [Funding by program \(May 2021\)](#)