



TRANSPORTATION POLICY BOARD MEETING

The Junior League of Austin Community Impact Center

5330 Bluffstone Lane

Austin, TX 78759

Monday, January 10, 2022

2:00 p.m.

Livestream at www.campotexas.org

All individuals attending the CAMPO Transportation Policy Board Meeting are required by the meeting facility to follow the Center for Disease Control (CDC), state, and local guidance by social distancing and wearing a face mask.

AGENDA

1. Certification of Quorum – Quorum requirement is 12 members
.....Commissioner Cynthia Long, Chair
2. Public Comments
The public is invited to comment on transportation-related topics in the CAMPO geographic area. Up to 10 individuals may sign up to speak and must adhere to the three (3) minute time limit. Written comments may be emailed to TPBcomments@campotexas.org by 5:00 p.m., Thursday, January 6, 2022.

This is an opportunity for the public to address the Transportation Policy Board concerning an issue of community interest that is not on the agenda. Comments on a specific agenda item must be made when the agenda item comes before the Board. The Chair may place a time limit on all comments. Any deliberation of an issue raised during Public Comments is limited to a statement of fact regarding the item; a statement concerning the policy regarding the item or a proposal to place the item on a future agenda.

EXECUTIVE SESSION:

Under Chapter 551 of the Texas Government Code, the Board may recess into a closed meeting (an executive session) to deliberate any item on this agenda if the Chairman announces the item will be deliberated in executive session and identifies the section or sections of Chapter 551 that authorize meeting in executive session. A final action, decision, or vote on a matter deliberated in executive session will be made only after the Board reconvenes in an open meeting.

3. Executive SessionCommissioner Cynthia Long, Chair
The Transportation Policy Board will recess to an Executive Session, if needed.

ACTION:

THE PUBLIC IS INVITED TO COMMENT ON ITEMS 4 AND 5 IN THE SECTION BELOW. SPEAKERS MUST ADHERE TO THE THREE (3) MINUTE TIME LIMIT. WRITTEN COMMENTS MAY BE EMAILED TO TPBCOMMENTS@CAMPOTEXAS.ORG BY 5:00 P.M., THURSDAY, JANUARY 6, 2022.

4. [Discussion and Take Appropriate Action on November 8, 2021 Meeting Minutes](#)
..... Commissioner Cynthia Long, Chair
Chair Long will request Transportation Policy Board approval of the November 8, 2021 meeting minutes.
5. [Discussion and Take Appropriate Action on 2022 Election of Officers for the CAMPO Transportation Policy Board](#).....Mr. Tim Tuggey, CAMPO Legal Counsel
Mr. Tuggey will provide a brief overview of the election requirements and preside over the election process.

INFORMATION:

6. [Discussion on Amendment Cycle for TxDOT's Unified Transportation Program \(UTP\)](#)
..... Ms. Heather Ashley-Nguyen, P.E., TxDOT-Austin District
Ms. Ashley-Nguyen will provide an overview of the amendment process and amendment cycle for TxDOT's UTP.
7. [Update on Federal Infrastructure Bill](#).....Mr. Ashby Johnson, CAMPO
Mr. Johnson will provide an update on the Federal Infrastructure bill.
8. Executive Director's Report on Transportation Planning Activities
 - a. Spring Amendment Cycle for the 2045 Regional Transportation Plan (RTP) and 2021-2024 Transportation Improvement Program (TIP)
 - b. Update on TxDOT Safety Work Group
9. Announcements
 - a. Transportation Policy Board Chair Announcements
 - b. Next Technical Advisory Committee Meeting, January 24, 2022 – 2:00 p.m.
 - c. Next Transportation Policy Board Meeting, February 14, 2022 – 2:00 p.m.
10. Adjournment

Persons with Disabilities:

Upon request, reasonable accommodations are provided. Please call 512-215-8225 at least three (3) business days prior to the meeting to arrange for assistance.

Transportation from Transit Stops:

Upon request, transportation vouchers from adjacent transit stops are available. Please call 512-215-8225 at least three (3) business days prior to the meeting to arrange for a voucher.



**Capital Area Metropolitan Planning Organization
Transportation Policy Board Meeting**
The Junior League of Austin Community Impact Center
5330 Bluffstone Lane Austin, TX 78759
Monday, November 8, 2021 – 2:00 p.m.
Livestream at: www.campotexas.org

1. Certification of Quorum – Quorum requirement is 12 members

.....Commissioner Cynthia Long, Chair

The CAMPO Transportation Policy Board was called to order by the Chair at 2:01 p.m.

The roll was taken and a quorum was announced present.

	Member	Representing	Member Attending	Alternate Attending
1	Cynthia Long, Chair	Commissioner, Williamson County	Y	
2	Ann Kitchen, Vice-Chair	City of Austin, District 5	Y	
3	Alison Alter	City of Austin, District 10	Y	
4	Clara Beckett	Commissioner, Bastrop County	N	Commissioner Cynthia Long
5	Andy Brown	Judge, Travis County	Y	
6	Paige Ellis	City of Austin, District 8	Y	
7	Tucker Ferguson, P.E.	TxDOT-Austin District	Y	
8	Natasha Harper-Madison	Mayor Pro Tem, City of Austin, District 1	N	Council Member Paige Ellis
9	Ann Howard	Commissioner, Travis County	Y	
10	Jane Hughson	Mayor, City of San Marcos	Y	
11	Mark Jones	Commissioner, Hays County	Y	
12	Rudy Metayer	City of Pflugerville, Place 4	Y	
13	Terry Mitchell	Capital Metro Board Member	Y	
14	Travis Mitchell	Mayor, City of Kyle	Y	

15	Craig Morgan	Mayor, City of Round Rock	Y	
16	James Oakley	Judge, Burnet County	Y	
17	Amy Pattillo	Travis County	Y	
18	Josh Schroeder	Mayor, City of Georgetown	Y	
19	Christine Sederquist	Mayor City of Leander	Y	
20	Edward Theriot	Commissioner, Caldwell County	Y	
21	Jeffrey Travillion	Commissioner, Travis County	N	Judge Andy Brown
22	Corbin Van Arsdale	Mayor, City of Cedar Park	N	Mayor Christine Sederquist

2. Public Comments

There were no public comments.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/148084>. Start Video at 00:00:32

3. Executive Session

An Executive Session was not convened.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/148084>. Start Video at 00:01:08

4. Report from the Technical Advisory Committee (TAC) Chair

The Chair recognized Ms. Laurie Moyer, P.E. who provided a report of the discussion and action items from the October 18, 2021 TAC Meeting.

Ms. Moyer reported that the Committee voted unanimously to support the recommendations going forward to the board on the Federal Transit Administration (FTA) 5310 funding and the Surface Transportation Block Grant

(STBG) funding for deferred projects. Ms. Moyer also reported that the Committee received an update from the first meeting of the Transportation Demand Management (TDM) Subcommittee held on October 5, 2021.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/148084>. Start Video at 00:01:13

5. Discussion and Take Appropriate Action on October 11, 2021 Meeting Minutes

The Chair entertained a motion for approval of the October 11, 2021 meeting minutes, as presented.

Mayor Craig Morgan moved for approval of the October 11, 2021 meeting minutes, as presented.

Commissioner Mark Jones seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long (Proxy for Commissioner Clara Beckett), Council Member Ann Kitchen, Mr. Tucker Ferguson, P.E., Commissioner Ann Howard, Mayor Jane Hughson, Commissioner Mark Jones, Mr. Terry Mitchell, Mayor Travis Mitchell, Mayor Craig Morgan, Judge James Oakley, Council Member Amy Pattillo, Mayor Josh Schroeder, Mayor Christine Sederquist (Proxy for Mayor Corbin Van Arsdale), and Commissioner Edward Theriot

Nays: None

Abstain: None

Absent and Not Voting: Council Member Alison Alter, Judge Andy Brown (Proxy for Commissioner Jeffrey Travillion), Council Member Paige Ellis (Proxy for Mayor Pro Tem Natasha Harper-Madison), and Council Member Rudy Metayer

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/148084>. Start Video at 00:02:08

6. Discussion and Take Appropriate Action on Federal Transit Administration (FTA) 5310 Funding

The Chair recognized Mr. Ryan Collins, CAMPO Short-Range Planning Manager who presented the funding recommendations for the FTA 5310 Project Call and the Recommendation Report. Mr. Collins noted that staff has also presented the Recommendation Report to the TAC and received recommendations for approval.

Council Member Rudy Metayer, Council Member Alison Alter, and Council Member Paige Ellis joined the meeting.

The Chair entertained a motion for approval of the funding recommendations for the FTA 5310 Project Call and accompanying Resolution 2021-11-6.

Mayor Jane Hughson moved for approval of the funding recommendations for the FTA 5310 Project Call and accompanying Resolution 2021-11-6.

Council Member Rudy Metayer seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long (Proxy for Commissioner Clara Beckett), Council Member Alison Alter, Council Member Paige Ellis (Proxy for Mayor Pro Tem Natasha Harper-Madison), Council Member Ann Kitchen, Mr. Tucker Ferguson, P.E., Commissioner Ann Howard, Mayor Jane Hughson, Commissioner Mark Jones, Council Member Rudy Metayer, Mr. Terry Mitchell, Mayor Travis Mitchell, Mayor Craig Morgan, Judge James Oakley, Council Member Amy Pattillo, Mayor Josh Schroeder, Mayor Christine Sederquist (Proxy for Mayor Corbin Van Arsdale), and Commissioner Edward Theriot

Nays: None

Abstain: None

Absent and Not Voting: Judge Andy Brown (Proxy for Commissioner Jeffrey Travillion)

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/148084>. Start Video at 00:02:31

7. Discussion and Take Appropriate Action on Surface Transportation Block Grant (STBG) Funding for Deferred Projects

The Chair recognized Mr. Ryan Collins who also presented the recommendations for STBG funding for deferred projects. Mr. Collins

Judge Andy Brown joined the meeting.

The Chair entertained a motion for approval of the recommendations for STBG funding for deferred projects and accompanying Resolution 2021-11-7.

Commissioner Mark Jones moved for approval of the recommendations for STBG funding for deferred projects and accompanying Resolution 2021-11-7.

Mayor Jane Hughson seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long (Proxy for Commissioner Clara Beckett), Council Member Alison Alter, Judge Andy Brown (Proxy for Commissioner Jeffrey Travillion, Council Member Paige Ellis (Proxy for Mayor Pro Tem Natasha Harper-Madison), Council Member Ann Kitchen, Mr. Tucker Ferguson, P.E., Commissioner Ann Howard, Mayor Jane Hughson, Commissioner Mark Jones, Council Member Rudy Metayer, Mr. Terry Mitchell, Mayor Travis Mitchell, Mayor Craig Morgan, Judge James Oakley, Council Member Amy Pattillo, Mayor Josh Schroeder, Mayor Christine Sederquist (Proxy for Mayor Corbin Van Arsdale), and Commissioner Edward Theriot

Nays: None

Abstain: None

Absent and Not Voting: None

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/148084>. Start Video at 00:011:59

8. Discussion and Take Appropriate Action on CAMPO Executive Director to Begin Negotiation of General Engineering Consultant (GEC) Contract for Regional Corridor Improvement

The Chair recognized Mr. Ashby Johnson, CAMPO Executive Director who summarized the procurement process for the GEC Contract for Regional Corridor Improvement. Mr. Johnson informed the Board that BGE was the top ranked firm receiving 113 points out of a possible 124 points and discussed the next steps.

The Chair entertained a motion for approval to authorize the CAMPO Executive Director to begin negotiation of a GEC contract for Regional Corridor Improvement.

Judge James Oakley moved for approval to authorize the CAMPO Executive Director to begin negotiation of a GEC contract for Regional Corridor Improvement.

Mayor Craig Morgan seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long (Proxy for Commissioner Clara Beckett), Council Member Alison Alter, Judge Andy Brown (Proxy for Commissioner Jeffrey Travillion, Council Member Paige Ellis (Proxy for Mayor Pro Tem Natasha Harper-Madison), Council Member Ann Kitchen, Mr. Tucker Ferguson, P.E., Commissioner Ann Howard, Mayor Jane Hughson, Commissioner Mark Jones, Council Member Rudy Metayer, Mr. Terry Mitchell, Mayor Travis Mitchell, Mayor Craig Morgan, Judge James Oakley, Council Member Amy Pattillo, Mayor Josh Schroeder, Mayor Christine Sederquist (Proxy for Mayor Corbin Van Arsdale), and Commissioner Edward Theriot

Nays: None

Abstain: None

Absent and Not Voting: None

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/148084>. Start Video at 00:28:43

9. Executive Director's Report on Transportation Planning Activities

Following his additional closing remarks to the previous discussion on Agenda Item 8 Discussion and Take Appropriate Action on CAMPO Executive Director to Begin Negotiation of General Engineering Consultant (GEC) Contract for Regional Corridor Improvement, Mr. Ashby Johnson summarized his participation in the ribbon-cutting and ground-breaking events in the region.

Mr. Johnson reiterated that the Federal Infrastructure bill was passed on Friday, November 5, 2021 and reported that a request for additional information from Washington, D.C. was submitted and a summary of the bill will be provided when that information is received.

Mr. Johnson also reported that he is a member of the Safety Work Group formulated by the Texas Transportation Commission. Mr. Johnson added that the work group has already held its first meeting and will establish a timeline for recommendations at its December meeting.

Mr. Johnson later summarized the discussion from his meeting with the Capital Area Rural Transportation System (CARTS). Mr. Johnson reported that the purpose of the meeting was to follow-up on a recommendation from the Capital Alamo Study completed by the Transportation Policy Board, a sister agency in San Antonio, and TxDOT for a transit option between Austin and San Antonio.

a. 2022 Technical Advisory Committee Appointments

The Chair informed the Board that the deadline for 2022 TAC appointments is December 17, 2021. The Chair also reminded board members to closely review the guidelines for appointing TAC members included in the meeting materials with their respective entities in determining their representation on the TAC.

b. 2022 Election of Officers for the Transportation Policy Board

The Chair reminded the Board that in past years, a nominating committee is appointed by the Chair to bring recommendations to the Board for its biannual election of officers. Mayor Craig Morgan, Council Member Alison Alter, Mayor Travis Mitchell, Commissioner Clara Beckett, and Judge Andy Brown were identified as appointments to the 2022 Transportation Policy Board Nominating Committee. The Chair noted that Mayor Craig Morgan will serve as Chair of the committee. The Chair also noted that the office of Secretary has been added to the slate of officers. Recommendations from the Transportation Policy Board Nominating Committee will be brought forward to the Board in January 2022.

c. Spring Amendment Cycle for the 2045 Regional Transportation Plan (RTP) and 2021-2024 Transportation Improvement Program (TIP)

Mr. Ryan Collins reported that the next amendment cycle for the 2045 Regional Transportation Plan (RTP) and 2021-2024 Transportation Improvement Program (TIP) will be held in spring 2022.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/148084>. Start Video at 00:42:51

10. Announcements

a. Transportation Policy Board Chair Announcements

The Chair presented Judge Andy Brown with a plaque on behalf of Commissioner Brigid Shea in recognition for her 6 (six) years of service to the Transportation Policy Board.

- b.** The Chair announced that the November 15, 2021 meeting of the Technical Advisory Committee was canceled. A workshop will be held in place of the meeting.
- c.** The Chair also announced that the Transportation Policy Board will not convene next month. The next Transportation Policy Board Meeting will be held on January 10, 2022 at 2:00 p.m.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/148084>. Start Video at 00:51:23

11. Adjournment

The November 8, 2021 meeting of the Transportation Policy Board was adjourned at 2:53 p.m. by unanimous consent.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/148084>. Start Video at 00:52:56



Date: January 10, 2022
Continued From: November 8, 2021
Action Requested: Approval

To: Transportation Policy Board
From: Mr. Tim Tuggey, CAMPO Legal Counsel
Agenda Item: 5
Subject: Discussion and Take Appropriate Action on 2022 Election of Officers for the CAMPO Transportation Policy Board (TPB)

RECOMMENDATION

Staff recommends the Transportation Policy Board (TPB) elect a Chair, Vice Chair, and Secretary for calendar years 2022 and 2023.

PURPOSE AND EXECUTIVE SUMMARY

CAMPO Bylaws and Operating Procedures state that the TPB shall elect a Chairperson, Vice Chairperson, and Secretary for a term of two years. Elections are to be held at the first meeting of each even year.

Chairperson Long appointed a TPB Officer Nominating Committee at the November 8, 2021 Policy Board Meeting. The Nominating Committee members are Mayor Craig Morgan (Chairperson), Council Member Alison Alter, Judge Andy Brown, Commissioner Clara Beckett, and Mayor Travis Mitchell.

The Nominating Committee was convened on December 16, 2021 and discussed a potential slate of officers to recommend to the Policy Board at the January 10, 2022 meeting. The consensus recommendation reached is as follows:

Transportation Policy Board Chairperson:	Commissioner Cynthia Long
Transportation Policy Board Vice-Chairperson:	Council Member Ann Kitchen
Transportation Policy Board Secretary:	Commissioner Mark Jones

BACKGROUND AND DISCUSSION

Commissioner Cynthia Long was elected as Chair and Council Member Ann Kitchen was elected as Vice Chair at the January 13, 2020 TPB meeting. They were each elected for two-year terms which expire in January 2022.

The provisions of Section III, D., of CAMPO's Bylaws and Operating Procedures as amended May 10, 2021, state: "D. Officers. The Transportation Policy Board elects a Chairperson, a Vice Chairperson, and a Secretary, each of whom shall be a current voting member of the TPB. Each shall serve for a term of two years. If the Chairperson resigns or is no longer eligible to be a voting member of the TPB, the Vice Chairperson will serve as Chairperson until the next election is held." It is the preference that the Vice Chair succeeds to the Chair position. However, the Executive Committee shall reserve the right to recommend that the Vice Chair not succeed to the Chair's position at the end of the two-year term.

The Chair, Vice Chair and Secretary must come from different counties. Elections are to be held at the first meeting of each even year.

FINANCIAL IMPACT

None.

SUPPORTING DOCUMENTATION

Attachment A – *CAMPO Bylaws and Operating Procedures*

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION BYLAWS AND OPERATING PROCEDURES

SECTION I DEFINITIONS

For the purposes of these bylaws, the following definitions apply:

- A. Metropolitan Transportation Planning Process.** The Metropolitan Planning Organization (MPO), designated as Capital Area Metropolitan Planning Organization (CAMPO), in cooperation with the State and with operators of publicly owned transit services, shall be responsible for carrying out the metropolitan transportation planning process in accordance with Section 134, Title 23, United States Code (23 USC 134) and applicable federal and state regulations. CAMPO shall have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals. These plans and programs shall lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods.

The metropolitan transportation planning process includes the development of a transportation plan, transportation improvement program (TIP) and a unified planning work program (UPWP) that will encourage the achievement of community goals by evaluating the environmental, energy, economic, and social costs of transportation plans and systems, projecting future travel demands, determining viable transportation alternatives, and evaluating these alternatives to determine the optimum combination of all modes of travel to best serve the citizens of central Texas.

- B. Public Participation Program.** The metropolitan transportation planning process includes the development of a Public Involvement Program, also known as the Public Participation Program, and related staff procedures. The Program is intended to include all central Texas area citizens, groups, agencies, and transportation providers in a transportation effort that is proactive and provides complete information, timely public

notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and programs including the Transportation Plan and Transportation Improvement Program. The Public Participation Program shall integrate the concerns of a wide variety of involved parties and encourage and provide for the greatest level of education of transportation issues. The program will provide opportunities for citizens to contribute ideas and voice opinions early and often, both during and after preparation of draft plans and programs. Public participation in CAMPO Transportation Policy Board (hereinafter the "TPB") meetings is governed by Section III. E. of this document (unless any emergency orders issued by the Governor of Texas, or other lawful local, state or federal authority, suspend the operation of these provisions).

- C. Transportation Plan.** The metropolitan planning process includes the development of a transportation plan addressing at least a twenty-year planning horizon. The plan shall include both long-range and short-range strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods, and includes a financial plan (fiscally constrained). The transportation plan shall be reviewed and updated at least every five years to confirm its validity and its consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period. The transportation plan must be approved (adopted) by the CAMPO TPB.
- D. Transportation Improvement Program.** The Transportation Improvement Program specifies how federal transportation funds, as well as state and local funds for regionally significant projects, are spent in central Texas for a minimum three-year period. The TIP will be prepared at least every other year and will include a financial plan that demonstrates how the Transportation Improvement Program can be implemented.
- E. Unified Planning Work Program.** The Unified Planning Work Program is a document required by federal law setting forth, by work element tasks, the planning priorities facing

the metropolitan area and documenting the planning activities to be performed with funds available to CAMPO. The estimated expenditures and funding sources for carrying out the work shall be identified for a minimum of one year and maximum two years in accordance with state and federal statutes, rules and guidelines.

- F. Metropolitan Planning Organization.** The Metropolitan Planning Organization (MPO) is that organization designated by the Governor as being responsible, together with the state, for carrying out the provisions of 23 USC 134 (The Urban Transportation Planning Process) and 49 USC 5303, as amended. The MPO is the forum for cooperative decision making by principal elected officials of general purpose local and state government and a representative from the Texas Department of Transportation and the Capital Metropolitan Transportation Authority.

SECTION II ORGANIZATION

The structure of the Metropolitan Planning Organization consists of the TPB, the Executive Committee, the CAMPO Office and other Committees, all as described in subsequent paragraphs of these bylaws and operating procedures.

- A. Transportation Policy Board.** The TPB furnishes policy guidance and direction for the six-county central Texas region. The TPB is the legal and governing body of CAMPO, as set out and described by the Joint Powers Agreement (dated August 5, 2013). Ultimate responsibility for the total transportation process including, but not limited to, review and approval of the recommended transportation plan and Transportation Improvement Program rests with the TPB.
- B. Executive Committee.** The Executive Committee are members of the TPB who make recommendations on transportation planning issues, projects and the process as directed by the TPB.

- C. **CAMPO Office.** The development of detailed transportation studies, maintenance of accurate data, preparation of reports, and performance of other activities requested by the TPB is the responsibility of the CAMPO Office. The Executive Director of the CAMPO Office is responsible solely to the TPB.
- D. **Other Committees.** The Chairperson, with the advice and consent of the Executive Committee, may establish other committees as needed.

SECTION III TRANSPORTATION POLICY BOARD

The following rules shall govern the operations of the TPB.

- A. **Membership.** Membership on the Transportation Policy Board is established by the Joint Powers Agreement.

B. **Voting Representation.**

1. **Voting Member.** Each member of the TPB as established by the Joint Powers Agreement is entitled to one vote on all items presented for action by the TPB.
2. **Alternate Designation; Proxy.** A member of the TPB may designate as a proxy any other member of the TPB to exercise some or all of that member's authority as a member of the TPB. The option provided herein for a TPB Member to designate any other member of the TPB to serve as his or her proxy shall not nullify nor override the authority of the governing body of a CAMPO member organization to appoint alternate voting members pursuant to the Joint Powers Agreement. The proxy designated by a member will count toward a quorum and may vote on any matter authorized by the member designating the proxy. A person designated as a voting proxy may vote as a proxy on behalf of only one designating member. A member who designates a proxy shall give written notice

of the proxy's name and voting authority to the Chairperson and Executive Director prior to the commencement of the first meeting for which the proxy is designated. The authority of a proxy designated under this subparagraph (B)(2) shall continue until it is rescinded or changed by written notice from the designating member to the Chairperson and Executive Director.

- C. **Quorum.** Fifty percent (50%) of the total members encompassed in paragraph A or their alternate or proxy shall constitute a quorum of the members for transaction of business at all meetings.
- D. **Officers.** The Transportation Policy Board elects a Chairperson, a Vice Chairperson, and a Secretary, each of whom shall be a current voting member of the TPB. Each shall serve for a term of two years. If the Chairperson resigns or is no longer eligible to be a voting member of the TPB, the Vice Chairperson will serve as Chairperson until the next election is held. It is the preference that the Vice Chair succeeds to the Chair position. However, the Executive Committee shall reserve the right to recommend that the Vice Chair not succeed to the Chair's position at the end of the two-year term. The Chair, Vice Chair and Secretary must come from different counties. Elections are to be held at the first meeting of each even year.
- E. **Meetings.** Except as modified by the provisions of these Bylaws, all meetings shall be conducted in accordance with Robert's Rules of Order. The Chairperson, with the advice and consent of the Executive Committee, shall establish the dates and times of meetings, and the Chairperson designates in the written notice of the meetings the location and business to be transacted or considered. Any Board member may submit a matter for consideration on a future agenda. If the Chairperson does not include that item on the agenda, the item may be placed on a future agenda by agreement of any seven (7) TPB members.

Written notice of the meeting, the agenda, and all supporting documents shall be mailed or otherwise provided to each member of the Board at least seven (7) days prior to the meeting.

All meetings are to be held as open meetings as defined in Chapter 551, Government Code, and the CAMPO Director shall insure that the written notice of the meeting is posted in the appropriate governmental offices and online on the CAMPO website at least seventy-two (72) hours prior to the meeting, and shall insure that at least two copies of the agenda and such supporting documentation as is available to the members of the TPB are made available for public inspection in the CAMPO Office and on the CAMPO website at the same time they are made available to Board members.

In the absence of the Chairperson and Vice Chairperson from a meeting of the TPB at which a quorum is present, the Executive Director will convene the meeting and the remaining members of the TPB present shall elect by a majority vote a presiding officer who shall serve until the conclusion of that meeting or until the arrival of the Chairperson or Vice Chairperson. At the commencement of each meeting, the Secretary shall certify the presence of a quorum.

Public participation in meetings shall be as follows: Persons wishing to comment on a specific agenda item must fill out the card provided by the CAMPO staff, or if meeting virtually, by electronic sign-up. The card will be presented to the Chairperson before the board begins consideration of the item. The card must specify the item on which they will comment and include the speaker's name and whom they represent. Upon publication of the TPB's meeting agenda, the Chairperson may set and publish reasonable and lawful limitations on the time made available to each speaker. If no such limitations are otherwise set, speakers are limited to three minutes and a speaker's time may not be assigned to another speaker. Speakers are requested not to directly address any individual members of the TPB or CAMPO staff.

Persons wishing to address the board about issues not on the agenda should offer their comments during the "Citizens Communication" agenda item. Persons wishing to speak during "Citizens Communication" must contact the CAMPO staff via phone,

electronic mail, or in person between 9:00 a.m. on the 6th day before the meeting at which they wish to speak and two hours prior to the commencement of the meeting on the day of the meeting at which they wish to speak. Such persons must give their name and specify the topic on which they wish to address the board. Topics are limited to those that directly or indirectly affect transportation in the CAMPO geographic area. Upon publication of the TPB's meeting agenda, the Chairperson may set and publish reasonable and lawful limitations on the time made available to each speaker. If no such limitations are otherwise set, speakers are limited to three minutes and a speaker's time may not be assigned to another speaker. Speakers are requested not to address directly any individual members of the TPB or the CAMPO staff. The Chairperson will enforce decorum.

- F. Functions.** The functions of the TPB shall be as delineated in the Joint Powers Agreement.
- G. Attendance.** If a member of the TPB (or their alternate or proxy) misses three (3) consecutive meetings of the TPB or more than half of the TPB meetings scheduled during a calendar year, the Chairperson may contact the member's appointing body to request a replacement appointee to the TPB.

SECTION IV EXECUTIVE COMMITTEE

- A. Membership.** The Executive Committee will consist of the TPB Chairperson, Vice-Chairperson, Secretary, and members of the Transportation Policy Board that are, at a minimum, representative of the jurisdictions that are signatory of the Joint Powers Agreement; provided, that if the Chairperson, Vice-Chairperson or Secretary are representative of any of the below-listed entities, no additional representative of that entity shall serve on the Committee. The members of the Executive Committee shall be appointed by the Chairperson of the TPB at the first meeting each year, provided, that the

total number of members of the Committee shall never constitute a quorum of the TPB.

The jurisdictional representatives of the Joint Powers Agreement are indicated below:

Texas Department of Transportation	1
City of Austin	1
County of Travis	1
County of Williamson	1
County of Hays	1
Capital Metropolitan Transportation Authority	1

B. Function. The functions of the Executive Committee shall be as follows:

1. Meet at the direction of the Chairperson.
2. Make recommendations on items to the TPB.
3. The Executive Committee will have no other distinctive powers unless granted by the TPB or established by these bylaws.

C. Attendance. A member of the Executive Committee may delegate attendance at an Executive Committee meeting to another TPB member. The member shall notify the Chairperson of the appointment of the alternate prior to the commencement of the Committee meeting.

SECTION V CAMPO OFFICE

The following rules govern the operations of the CAMPO Office:

A. Direction. The CAMPO Executive Director will be selected by the TPB. The CAMPO Executive Director will hire staff, supervise, and prepare contracts as necessary to perform the work outlined in the Unified Planning Work Program.

B. Funding. The budget of the CAMPO Office must be consistent with the Unified Planning Work Program.

SECTION VI OTHER COMMITTEES

The following rules govern the operations of other committees.

- A. **Other Committees.** Other committee(s) will perform tasks and functions as requested by the Chairperson, with the advice and consent of the Executive Committee, or as requested by a majority vote of the TPB.
- B. **Membership.** Members of other committees are appointed by the Chairperson with the advice and consent of the Executive Committee. Membership of each committee may include persons who are not board members with expertise of a nature that would be beneficial to the planning process.
- C. **Officers.** The Chairperson and any Vice Chairperson for the committee shall be designated by the Chairperson of the TPB.
- D. **Meetings.** Meetings of a committee are held as necessary to perform the tasks and functions of the committee. The Chairperson of the committee calls such meetings as necessary and shall notify all committee members of the time, date, and place of the meeting.
- E. **Technical Advisory Committee.** The Technical Advisory Committee shall be a standing committee. The Committee's purpose is to advise the TPB in its development of:
 - 1. The long-range metropolitan transportation plan;
 - 2. The Transportation Improvement Program, including review of and recommendations on candidate projects for the TIP;
 - 3. The Unified Planning Work Program;

4. Other transportation planning activities, as directed by majority vote of the TPB or CAMPO's Executive Director; and
5. Additionally, the Committee shall have the opportunity to advise and make recommendations on all other technical TPB agenda items to be considered for action by the TPB before the TPB is asked to take action.

SECTION VII ETHICS POLICY

A. A member of the TPB shall not:

1. Accept or solicit any gift, favor, or service that might reasonably tend to influence the member in the discharge of official duties or that the member knows or should know is being offered with the intent to influence the member's official conduct;
2. Accept other employment or engage in a business or professional activity that the member might reasonably expect would require or induce the member to disclose confidential information acquired by reason of the official position;
3. Accept other employment or compensation that could reasonably be expected to impair the member's independence of judgment in the performance of the member's official duties;
4. Make personal investments that could reasonably be expected to create a substantial conflict between the member's private interest and the public interest; or
5. Intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the member's or official powers or performed the member's official duties in favor of another.

- B. Notwithstanding this subsection, a Board member who violates Subsection A. is subject to any applicable civil or criminal penalty if the violation also constitutes a violation of another statute or rule.
- C. The foregoing ethics policies shall apply in all respects to the CAMPO Office's employees and shall be included in the written employee policy guidelines or handbook maintained by the CAMPO Office.

SECTION VIII ADOPTION

These bylaws shall be in full force and effect at such time, and under such terms and conditions, as they have been approved by a majority vote of the TPB at a meeting at which a quorum, as defined herein, is present.

SECTION IX REVISIONS

These bylaws and operating procedures may be revised by approval of the TPB at a meeting at which a quorum, as defined herein, is present.

Adopted unanimously by the Capital Area Metropolitan Planning Organization Transportation Policy Board on June 10, 1996; revised by resolution on February 8, 1999, April 14, 2003, February 13, 2006, January 22, 2007, November 9, 2009, January 20, 2010, May 10, 2010, September 13, 2010, February 13, 2012, January 13, 2014, August 8, 2016, and May 10, 2021.

ATTEST:



Timothy N. Tuggey
Counsel



Date: January 10, 2022
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: Ms. Heather Ashley-Nguyen, TxDOT-Austin District
Agenda Item: 6
Subject: Discussion on Amendment Cycle for TxDOT's Unified Transportation Program (UTP)

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Information for this item will be green sheeted and provided at the meeting.



Date: January 10, 2022
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: Mr. Ashby Johnson, CAMPO Executive Director
Agenda Item: 7
Subject: Update on Federal Infrastructure Bill

RECOMMENDATION

None. Information Only.

PURPOSE AND EXECUTIVE SUMMARY

The federal Infrastructure Investment and Jobs Act was passed in late 2021. Several new discretionary grant programs were created to complement the existing formula programs. The new programs will need to be developed by the United States Department of Transportation. It is unclear how long program development will take as some programs will require the development and promulgation of regulations. CAMPO staff is actively engaged on the national and state levels and will provide information as it becomes available.

BACKGROUND AND DISCUSSION

A high level summary of the major provisions contained in the federal transportation infrastructure bill to include roadways, transit, broadband, and water is attached.

FINANCIAL IMPACT

Unknown at this time. We are still waiting for the apportionment tables by urbanized area to be released.

SUPPORTING DOCUMENTATION

Attachment A – *Summary of Federal Transportation Infrastructure Bill*

INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)

Bill text can be found [here](#).

The IIJA provides \$550 billion in new infrastructure spending above current baseline levels. Of that amount, \$274 billion is allocated to transportation programs. When added to baseline spending, the bill provides \$567 billion in guaranteed transportation funding over five years. Additional funding also may be provided to several program through the annual appropriations process.

\$274 billion of the \$550 was included for USDOT in the bill.

- \$89.8 billion was used to allow increased Highway Trust Fund contract authority over the five-year period 2022-2026.
- \$184.1 billion is provided in direct appropriations (not just for highways and transit and safety, but for railroads and airports and multimodal grants and ports), to be released in five equal installments on October 1 of each year for the next five years.

When added to the \$293.5 billion baseline funding (last year of the FAST Act: \$58.708 x 5) total guaranteed funding over 5 years is \$567.4 billion.

IIJA Guaranteed Transportation Funding (HTF + Advanced Appropriations) over 5 years		Amount
HTF Baseline Funding [Last year of the FAST Act \$58.7B x 5 years]		\$293.5B
New IIJA spending		\$274.0B
Total		\$567.5B

Total Guaranteed Funding by Agency/Mode (totals rounded)							
	2021 (FAST Act)	2022	2023	2024	2025	2026	Total IIJA
FHWA/Highways	\$49B	\$68B	\$69B	\$70B	\$72B	\$73B	\$351.3B
NHTSA/Safety	\$1B	\$1B	\$1B	\$1B	\$1B	\$1B	\$6.7B
FMCSA/Safety	\$676M	\$1B	\$1B	\$1B	\$1B	\$1B	\$5.1B
FTA/Transit	\$13B	\$18B	\$18B	\$18.8B	\$19B	\$19B	\$91.1B
Office of the Secretary (Grant Programs)		\$4B	\$4B	\$4B	\$4B	\$4B	\$19.2B
FRA/Rail	\$3B	\$13B	\$13B	\$13B	\$13B	\$13B	\$66B
FAA/Airports	NA	\$5B	\$5B	\$5B	\$5B	\$5B	\$25B
MARAD/Ports	NA	\$675M	\$650M	\$650M	\$650M	\$650M	\$3B

PHMSA/Pipeline Safety							
Total	\$67B	\$110B	\$112B	\$115B	\$115B	\$117B	\$567.5B

NEW Highway Formula Programs (amounts are rounded)						
	2022	2023	2024	2025	2026	Total IJIA
Carbon Reduction Program	\$1.2B	\$1.3B	\$1.3B	\$1.3B	\$1.3B	\$6.4B
PROTECT/Resiliency	\$1.4B	\$1.4B	\$1.5B	\$1.5B	\$1.5B	\$6.4B
Bridge Program	\$5. B	\$5.5B	\$5.5B	\$5.5B	\$5.5B	\$27.5B
EV Charging	\$1B	\$1B	\$1B	\$1B	\$1B	\$5B
Ferry Boats and Facilities	\$178M	\$180M	\$182M	\$184M	\$186M	\$912M

Highway Grant Programs (HTF + Advanced Appropriations)– Guaranteed Funding							
	2021	2022	2023	2024	2025	2026	Total IJIA 2022-2026
NEW Bridge Investment Program	\$0.0	\$2.447B	\$2.487B	\$2.497B	\$2.522B	\$2.547B	\$12.5B
NEW Congestion Relief	\$0.0	\$50M	\$50M	\$50M	\$50M	\$50M	\$250M
NEW Charging & Refueling	\$0.0	\$300M	\$400M	\$500M	\$600M	\$700M	\$2.5B
NEW Rural Surface Transportation Program	\$0.0	\$300M	\$350M	\$400M	\$450M	\$500M	\$2B
NEW PROTECT/Resiliency	\$0.0	\$250M	\$250M	\$300M	\$300M	\$300M	\$1.4B
NEW Reduce Truck Emissions at Ports	\$0.0	\$80M	\$80M	\$80M	\$80M	\$80M	\$400M
Nationally Significant Federal Lands & Tribal Projects	\$100M	\$55M	\$55M	\$55M	\$55M	\$55M	\$275M
INFRA Grants	\$1M	\$1.640B	\$1.640B	\$1.640B	\$1.540B	\$1.540B	\$8B

Item 7 - Attachment A
(Page 3 of 18)

NEW National Infrastructure Project Assistance	\$0.0	\$1B	\$1B	\$1B	\$1B	\$1B	\$5B
Local and Regional Project Assistance (RAISE, BUILD, TIGER)	\$1B	\$1.5B	\$1.5B	\$1.5B	\$1.5B	\$1.5B	\$7.5B
NEW Safe Streets Program	\$0.0	\$1B	\$1B	\$1B	\$1B	\$1B	\$5B
NEW Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program	\$0.0	\$100M	\$100M	\$100M	\$100M	\$100M	\$500M
NEW Wildlife Crossings Pilot Program	\$0.0	\$10M	\$10M	\$10M	\$10M	\$10M	\$50M
NEW Reconnecting Communities Pilot Program	\$0.0	\$195M	\$198M	\$200M	\$202M	\$205M	\$1B
Appalachian Development Highway System	\$100M	\$250M	\$250M	\$250M	\$250M	\$250M	\$1.250B
NEW Prioritization Pilot Program	\$0.0	\$10M	\$10M	\$10M	\$10M	\$10M	\$50M

MPO FUNDING AND RELATED PROGRAMS
Surface Transportation Block Program (Category 7)

2021 (FAST Act)	2022	2023	2024	2025	2026
\$11.228 B	\$13.835B	\$14.112B	\$14.394B	\$30.180B	\$30.784B

Transportation Alternatives Program (Category 8)

2021 (FAST Act)	2022	2023	2024	2025	2026
\$850M	\$1,383.5B	\$1,411.2B	\$1,439.4B	\$1,468.2B	\$1,497.6B

- Expands the list of eligible projects like safe routes to school and vulnerable road user safety.
- Makes clear MPOs under 200,000 are eligible entities for TAP grants.
- MPOs over 200,000 that run the competition shall select projects to award funding for, in consultation with the state. Priority shall be given to projects located in high-need areas such as low-income, transit dependent, rural, or other similar locations.
- Federal share under TAP may be higher on some projects as long as the annual non-federal share of the total cost of all projects, in a fiscal year, is not less than the average non-federal share that would otherwise apply.
- Safety funding under Highway Safety Improvement Program (HSIP) may be used as the non-federal for safety projects eligible under HSIP. Total federal share may be up to 100%.
- Limits a state ability to transfer any TAP funds unless the state certifies it held a competition, offered each eligible entity technical assistance in applying, and demonstrates there were not enough applications. **Please note:** TxDOT has never transferred TAP funding to other categories.

Subtitle B – Planning and Performance Management**Metro planning (Sec. 11201, page 220)**

- When designating officials or representatives, for the first time (this means designation of a new MPO), the MPO shall consider the equitable and proportional representation of the population in the metro planning area.
- MPOs designated in the same urbanized area shall ensure, to the maximum extent practicable, the consistency of any data used in the planning process, including information used in forecasting travel demand. Nothing in the section requires MPOs to jointly develop planning documents, including a unified long-range transportation plan or unified TIP.
- In developing the plan MPOs may use social media and other web-based tools to drive public participation.
- Housing – the bill includes several policy changes to better coordinate transportation planning with housing, including as a planning factor in the scope of planning, as part of optional scenario planning, and for TMAs the transportation planning process may address the integration of housing, transportation, and economic development strategies and may develop a housing coordination plan that includes projects and strategies that may be considered in the metropolitan transportation plan of the metropolitan planning organization.

Fiscal Constraint on Long-Range Plans – (Sec. 11202, page 227)

- The Secretary shall update the regulation to ensure that the outer years of the plan are defined as “beyond the first 4 years.” This would retain fiscal constraint on the first four years but provide more fiscal flexibility beyond those years.

Increasing Safe and Accessible Transportation Options (Sec. 11206, page 242)

- MPOs are required to use 2.5% of their PL funds to carry out activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities, including adoption of Complete Street Standards or policies, development of a Complete Streets prioritization plan, and other planning documents that achieve these goals. **Please note:** CAMPO has a long-standing target of 15% of Category 7 funding going towards activities that meet this new requirement. PL-112 is a takedown from STBG. Additionally, CAMPO’s Regional Active Transportation Plan is essentially a very detailed, regional “complete streets” document to include potential street cross sections.
- The Secretary may increase the Federal share above 80%.
- State and MPOs may opt out of the requirement if they can demonstrate not later than 30 days after the Secretary apportions funds that a State or MPO has Complete Streets standards and policies in place and has developed an up-to-date Complete Streets prioritization plan.

Subtitle A – Surface Transportation**Apportionments of Highway Funding (Sec. 11101, page 20)**

- Provides \$351 billion for highways over five years from the Highway Trust Fund, with \$307 billion provided as formula apportionments to states.
- States continue to receive a 95% return on their contributions to the Highway Account of the HTF as of July 1, 2019.
- States are guaranteed a 2% increase in their apportionment over FY 2021 levels, with a 1% increase in each of the subsequent years.
- **Formulas do not use the most recent census data.**

National Highway Performance Program (Sec. 11105, page 60)

- Adds new eligibilities for resiliency projects and allows up to 15% for protective features designed to mitigate the risk of recurring damage or the cost of future repairs from extreme weather events such as flooding, or other natural disasters.

Railway-Highway Crossings (Sec. 11108, page 71)

- Continues the \$245 million set-aside from the safety program each year and broadens the use of funds for projects to reduce pedestrian fatalities and injuries from trespassing at grade crossings. The Federal share increases from 90% to 100%.

Surface Transportation Block Grant Program (Sec. 11109, page 73)

- 55% of the STBGP will be suballocated each year (same as in current law).
- Expands eligibility to include electric charging, vehicle to grid infrastructure, and cybersecurity measures.
- The Transportation Alternatives Program is now a 10% set-aside of the STBGP, versus a fixed cap in the past, which will provide roughly \$1.4 billion per year. Priority shall be given to project location and impacts in high-need areas such as low-income, transit-dependent, or rural areas.

Highway Safety Improvement Program (Sec. 11111, page 110)

- Adds flexibility to fund certain non-infrastructure activities and behavioral safety projects and allows a state to spend up to 10% of its Highway Safety Improvement Program (HSIP) funding on such projects.
- Creates a Vulnerable Road User Assessment plan, that is an assessment of the safety performance of the State with respect to vulnerable road users and the plan of the State to improve the safety of vulnerable road users. Must be integrated into the existing State Strategic Highway Safety Plan. MPOs shall be consulted.
- Requires states to expend additional HSIP funds when fatalities of vulnerable road users exceed prescribe thresholds – specifically when total annual fatalities of vulnerable road users in a state represents not less than 15% of the total annual crash fatalities in the state.

CMAQ (Sec. 11115, page 124)

- Expands eligibility to shared micromobility, to purchase the replacement of diesel engines, the purchase of medium or heavy duty zero emission vehicles and related charging equipment, modernization or rehabilitation of a lock and dam, and a project on a marine highway corridor, connector, or crossing.
- Priority funding is given to projects in non-attainment or maintenance areas for fine particulate matter in minority populations or low-income populations living in, or immediately adjacent to, such area.

Safe Routes to Schools (Sec. 11119, page 164)

- Codifies the Safe Routes to School program in law.
- The Secretary shall establish and carry out the program - to enable and encourage children to walk and bike to school.

Wildlife Crossing Safety Pilot Program (Sec. 11123, page 173)

- \$350 million over five years

- These are grants for projects that seek to achieve a reduction in the number of wildlife-vehicle collisions and improving habitat. The Secretary shall establish a wildlife crossing pilot program to provide grants for projects designed to reduce wildlife-vehicle collisions and improve habitat connectivity for terrestrial and aquatic species.

Updates To Manual on Uniform Traffic Control Devices. (Sec. 11135, page 219)

- Allows counties to determine local roadway design. The MUTCD will be updated to remove the requirement that local roads must be built to state standards, allowing for counties and other local governments to use the FHWA-approved roadway design of their choice.

Subtitle C - PROJECT DELIVERY

Codification of One Federal Decision – The bill provides new environmental review procedures and requirements for major projects. USDOT is required to develop a schedule consistent with an agency average of two years to complete an environmental impact statement and requires accountability to the public when milestones are missed. Environmental documents are limited to 200 pages unless a review is of unusual scope and complexity. It expands the use of categorical exclusions to facilitate project delivery.

National Environmental Policy Act Of 1969 Reporting Program - Directs the Secretary to carry out a process to track, and annually submit to the Congress a report containing time to complete the NEPA process for an environmental impact statement and an environmental assessment.

Early Utility Relocation Prior to Transportation Project Environmental Review - Amends the law to allow reimbursement with highway funds for an “early utility relocation project” (defined as those relocation activities identified by the state for performance prior to completion of environmental review for the transportation project). For such reimbursement to occur, the early utility relocation project must subsequently be incorporated into a larger, authorized transportation project. In addition to the requirements for reimbursement, it also outlines requirements for utility relocation prior to completion of environmental review, including that the early utility relocation project did not influence the environmental review process.

Subtitle D – Climate Change**Grants for Charging and Fueling Infrastructure (Sec. 11401, page 300)**

- See competitive grant programs below.

Carbon Reduction Program (Sec. 11403, page 323)

- Formula funding to states for projects that reduce GHG emissions from transportation.
- Eligible project activities include CMAQ, public transportation, technology improvements, streetlights/traffic control, development of carbon reduction strategies, EV charging, and many other projects aimed at reducing carbon.
- Not later than 2 years after the date of enactment a State, in consultation with any MPO designated within the State, shall develop a carbon reduction strategy - updated every 4 years.

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program (Sec. 11405, page 345)

- The program would provide funding for resilience improvements through formula funding distributed to States and competitive planning grants.

- Planning grants/100% federal share - to enable communities (MPOs eligible for grants for developing a resilience improvement plan) to assess vulnerabilities to current and future weather events and natural disasters and changing conditions, including sea level rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities.
 - The non-federal share of projects can be decreased 7% if the state or MPO develop a resiliency improvement plan and prioritize the projects on the plan.
 - The non-federal share of projects can be decreased by an additional 3% if the state or MPO incorporate the resiliency improvement plan into the MPO plan or statewide long-range plan.
- Resiliency improvement grants – construction grants to improve resiliency.
- Community Resilience and Evacuation grants – for projects that strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events.
- At-Risk Coastal Infrastructure grants – resiliency grants for coastal infrastructure.
- There is no requirement for an MPO or a state to develop a resiliency improvement plan.

Subtitle E - Miscellaneous

Reconnecting Communities (Sec. 11509, page 419)

- See competitive grants program below.
- Report on Air Quality Improvements (Sec. 11516, page 446)
- Not later than 3 years GAO shall submit a report to Congress that evaluates the congestion mitigation and air quality improvement program.

Active Transportation Infrastructure Investment Program (Sec. 11529, page 478)

- \$1B General fund authorization subject to future appropriations.
- The Secretary shall make grants to eligible organizations to construct eligible projects to provide safe and connected active transportation facilities in an active transportation network or active transportation spine.
- Eligible grantees include a local or regional governmental organization, including a metropolitan planning organization or regional planning organization or council; a multicounty special district; a State; a multistate group of governments; or an Indian tribe.
- The Federal share is 80% but can be up to 100% in disadvantaged communities.
- Not less than \$3M each year shall be set-aside for planning grants.

TITLE II—Transportation Infrastructure Finance and Innovation

Transportation Infrastructure Finance and Innovation (TIFIA) (Sec. 12001, page 491)

- Extends the period during which contingent commitments under a master credit agreement must result in a financial close from 3 years to 5 years.
- Expands the definition of a project to economic development, including commercial and residential development under certain conditions and subject to a letter of interest prior to September 30, 2026. Up to 15% of TIFIA may be used for Transit Oriented Development projects.

- Adds airport-related projects, subject to a letter of interest prior to September 30, 2025. Up to 15% of TIFIA may be used for such airport projects.
- Adds the acquisition of plant and wildlife habitat, pursuant to a conservation plan, as an eligible project under TIFIA.
- Applicants must have an “investment-grade rating” to satisfy the creditworthiness test. Current law simply requires a “rating” from two rating agencies.
- Raises the dollar threshold for securing multiple credit rating agency opinions from \$75 million to \$150 million.
- Requires the Secretary to provide applicants with an estimate of the timeline of application approval or disapproval and, to the maximum extent practical, such estimate shall be less than 150 days from the submission of a letter of interest.
- Provides for a separate loan maturity date for capital assets with an estimated life of more than 50 years.
- Extends the authorization of the State Infrastructure Bank program through fiscal year 2026

Highway Competitive Grant Programs

Nationally Significant Freight and Highway Projects (INFRA Grants)

\$8 billion over five years

- Expands the eligibility to projects for wildlife crossings, projects connected to border crossings that increase throughput at the border, marine highway projects, projects to replace or rehabilitate a culvert, or to reduce stormwater runoff for the purpose of improving habitat for aquatic species.
- 30% of the awards may be used for freight intermodal or freight rail [projects](#), or within the boundaries of a public or private freight rail, water (including ports), or intermodal facility necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility.
- Non-federal funds may be obligated early and be credited towards the non-federal share.
- Sets aside \$150 million per year for a state incentives pilot program. A priority shall be given to applications offering a greater non-federal share of the cost relative to other applications in the program. Applications under the pilot cannot exceed 50% federal share. Applicants may not use other federal resources as non-federal share except that TIFIA loans may be used as non-federal share if the loan is paid with non-federal sources. 10% is reserved for small projects. 25% is reserved for rural projects.

NEW National Infrastructure Project Assistance

\$5 billion over five years

- The program provides competitive grants agreements for large surface transportation projects in several modes, including passenger rail, via single-year or multi-year grant agreements.

Local and Regional Project Assistance (RAISE, BUILD, TIGER)

\$7.5 billion over five years

- The bill retains the limits on grant sizes but increases the maximum share of funding that can go to a single state in a year from 10% of the total funding to 15%. The federal cost share would be kept at a maximum of 80%, except that it could increase to 100% for a rural project or a project in a disadvantaged or persistently poor area.

NEW Bridge Investment Grants

\$12.5 billion over five years

- The program would provide grants to replace, rehabilitate, preserve, or protect one or more bridges on the National Bridge Inventory. Bundled projects are permitted, as well as replacing or rehabilitating culverts to improve flood control and improving habitat connectivity for aquatic species. **Please note:** It is unclear if off-system roadway culverts are eligible. CAMPO staff will be discussing this provision with FHWA and TxDOT. Off-system bridges have been eligible for decades.

NEW Grants for Charging and Fueling Infrastructure

\$2.5 billion over five years

- The program would provide grants to strategically deploy publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure along designated alternative fuel corridors.

NEW Rural Surface Transportation

\$2 billion over five years

- This program provides grants, on a competitive basis, to improve and expand the surface transportation infrastructure in rural areas. A grant under the program shall be at least \$25 million and the Federal share shall be at least 80% and up to 100% for projects on the Appalachian Development Highway System.

NEW Congestion Relief

\$250 million over five years

- The programs would provide competitive grants to states, local governments, and metropolitan planning organizations for projects in large, urbanized areas to advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas of the United States. The Secretary may allow the use of tolls on interstate highways in not more than 10 urbanized areas.

NEW Healthy Streets

\$500 million (subject to future appropriations)

18)

- The Secretary shall establish a discretionary grant program to mitigate urban heat islands, improve air quality, and reduce the extent of impervious surfaces, storm water runoff and flood risks, and heat impacts to infrastructure and road users.

NEW Safe Streets for all Users

\$5 billion over five years

- Grants support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives.

NEW Strengthening Mobility and Revolutionizing Transportation (SMART)

\$500 million over five years

- This grant program funds demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.

NEW National Culvert Removal, Replacement, and Restoration

\$1 billion over five years

- This program provides grants for projects to replace, remove, and repair culverts or weirs that would meaningfully improve or restore fish passage for anadromous fish; and with respect to weirs, may include infrastructure to facilitate fish passage around or over the weir; and weir improvements.

NEW Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)

\$7.3 billion over five years (formula); \$1.4 billion (grants)

- Establishes a formula and competitive grant program to help states improve the resiliency of transportation infrastructure. Each state must use 2% of its formula funds for planning.
- States may not use more than 40% for construction of new capacity and may not use more than 10% for development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
- Highway, transit, and ports projects are eligible.
- Grants may be used for planning, resiliency improvements, community resilience and evacuation routes, and at-risk coastal infrastructure projects.

NEW Reconnecting Communities Pilot

\$1 billion over five years

- Provides funding for projects to restore community connectivity. The Secretary may award construction grants to the owner of a facility to carry out a project to remove, retrofit or mitigate an eligible facility and, if appropriate, to replace it with a new facility.
- MPOs are eligible for both planning and construction grants.

Public Transportation

The IIJA provides \$106 billion in new transit infrastructure spending over a five-year period. \$69.9 billion would be provided over five years from the Mass Transit Account of the Highway Trust Fund (HTF). Included in the NEW funding the IIJA provides an additional \$21.25 billion of funding to the transit program over the five years. The tables below depict comparisons between FAST Act and IIJA funding levels and notable capital program changes.

	2021	2022	2023	2024	2025	2026	Total IIJA
Formula	\$10.8B	\$15.4B	\$15.7B	\$16B	\$16.3B	\$16.7B	\$80B
Urbanized Area	[\$5B]	[\$6.4B]	[\$6.5B]	[\$6.7B]	[\$6.9B]	[\$7B]	[\$33.5B]
Formula	[\$2.7B]	[\$4.5B]	[\$4.5B]	[\$4.6B]	[\$4.7B]	[\$4.8B]	[\$23.1B]
State of Good	[\$414M]	[\$376M]	[\$383M]	[\$394M]	[\$402M]	[\$412M]	[\$2B]
Repair	[\$180M]	[\$1.121B]	[\$1.123B]	[\$1.125B]	[\$1.127B]	[\$1.129B]	[\$5.625B]
Competitive Bus							
Low-No Emission							
Buses							
Capital Investment	\$2B	\$1.6B	\$1.6B	\$1.6B	\$1.6B	\$1.6B	\$8B
Grants Account	[\$1.2B]	[\$880M]	[\$880M]	[\$880M]	[\$880M]	[\$880M]	[\$4.4B]
New Starts	[\$525M]	[\$320M]	[\$320M]	[\$320M]	[\$320M]	[\$320M]	[\$1.6B]
Core Capacity	[\$200M]	[\$240M]	[\$240M]	[\$240M]	[\$240M]	[\$240M]	[\$1.2B]
Small Starts	[\$100M]	[\$160M]	[\$160M]	[\$160M]	[\$160M]	[\$160M]	[\$800M]
Expedite Project							
Delivery							
All Stations	\$0.0	\$350M	\$350M	\$350M	\$350M	\$350M	\$1.750B
Accessibility							
Program (Upgrades							
to Legacy Fixed							
Guideway Assets)							
FTA Electric or	\$0.0	\$50M	\$50M	\$50M	\$50M	\$50M	\$250M
Low-Emission Ferry							
Program							
Ferry Service for	\$0.0	\$200M	\$200M	\$200M	\$200M	\$200M	\$1B
Rural Communities							

Fixed Guideway Capital Investment Grants (Sec. 30005, page 1225) (\$8 billion guaranteed over five years, \$15 billion is authorized subject to future appropriations)

- The bill raised Small Start thresholds to no more than \$150 million in CIG funds from \$100 million and total net capital cost of less than \$400 million from \$300 million.

18)

- The bill expands the use of warrants for project justification to include projects with more than \$100 million in CIG funding.
- Requires FTA to determine that the CIG applicant has made progress toward meeting the applicant's Transit Asset Management performance targets.
- The bill removes the Program of Interrelated Projects subsection and adds a new subsection on Bundling (future and immediate) of projects.
- The bill makes NEPA costs eligible to be included in net capital costs of the project.

Formula Grants for Rural Areas (Sec. 30006, page 1242)

- Rural formula funding has grown by \$1.4 billion from \$3.2 billion in FAST to \$4.6 billion in the IJA. The rural set-aside requirement in the competitive Bus program has increased from 10% to 15%.

State of Good Repair Grants (Sec 30016, page 1272) (\$23 billion over five years - (\$21 billion Formula; \$1.5 billion Competitive)

- The bill provides significant increase to the State of Good Repair Program which is a priority of the Administration and industry.
- The bill adds new competitive grant program for Rail Vehicle Replacement.

Grants for Buses and Bus Facilities (Sec. 30018, page 1284) (\$5.16 billion over five years (\$3.16 billion Formula; \$2 billion Competitive)

- The bill requires competitive grant applicants for zero emission vehicles to submit a fleet zero emission transition plan.
- The bill requires that five percent of competitive grant funds related to zero emission vehicles or infrastructure be used to address workforce development training or certification that a smaller percentage is needed.
- **FTA Low or No Emission (LONO) Competitive Grants \$5.6 billion over five years**
- Funds the purchase or lease of low or no emission vehicles as well as related equipment or facilities.

RAIL**Amtrak Northeast Corridor****\$6 billion over five years****(Also includes an additional \$6.57 billion General Fund authorization subject to future appropriations.)**

- The bill language specifies that the funding is only available "for capital projects for the purpose of eliminating the backlog of obsolete assets and Amtrak's deferred maintenance backlog of rolling stock, facilities, stations, and infrastructure."
- Amounts under the program may be used by Amtrak to fund, in whole or in part, the capital costs of Northeast Corridor capital renewal backlog projects, including the costs of joint public transportation and intercity passenger rail capital projects. The money may be treated as the non-federal share of NEC projects selected for award under the Federal-State Partnership for Intercity Passenger Rail grants program (see below).
- Funds are available until expended.

Amtrak National Network**\$16 billion over five years****(Also includes an additional \$12.65 billion General Fund authorization subject to future appropriations.)**

- The general purpose for this appropriation is the same as for the NEC section.

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- Set-asides from the money include \$3 million per year for the State-Supported Route Committee, \$3 million per year for interstate rail compact grants, and \$50 million per year for the FRA's rail restoration and enhancement grant. There is also a requirement that some of the money be used to carry out the daily long-distance service study included in the bill.
- Funds are available until expended.

Federal-State Partnership for Intercity Passenger Rail**\$36 billion over five years****(Also includes an additional \$7.5 billion General Fund authorization subject to future appropriations.)**

- Not more than \$24 billion of the amounts made available over the five years shall be for projects for the Northeast Corridor.
- The bill transforms the current Federal-State Partnership for State of Good Repair (SOGR) grant program into this new program that is more open to new capacity, not just SOGR.
- The program establishes a "phased funding agreement" process, similar to letters of intent or the current FTA full funding grant agreement, that makes not-legally-binding promises for funding that has not yet been made.
- These funds are available until expended.
- The types of projects that can be funded by the \$36 billion have been drastically expanded to now include:
 - Projects to replace, rehabilitate, or repair infrastructure, equipment, or a facility used for providing intercity passenger rail service to bring such assets into a state of good repair.
 - Projects to improve intercity passenger rail service performance, including reduced trip times, increased train frequencies, higher operating speeds, improved reliability, expanded capacity, reduced congestion, electrification, and other improvements, as determined by the Secretary.
 - Projects to expand or establish new intercity passenger rail service.
 - Groups of related projects described in the above three bullets.
 - Planning, environmental studies, and final designs for a project or group of projects described in the above four bullets.

NEW Railroad Crossing Elimination**\$3 billion over five years**

This program makes grants for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods. Of each fiscal year's funding, at least 20% must go to projects in rural or tribal areas.

CRISI (Rail Grants)**\$5 billion over five years**

The bill expands eligible entities to include an association representing one or more railroads and Tribes. It expands the list of eligible projects – measures to prevent trespassing, research, and development to advance rail projects (including MAGLEV), emergency plans for communities where hazardous materials are transported by rail, and others.

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TOTAL FY 2022 - FY 2026 ESTIMATED APPORTIONMENTS, PUERTO RICO HIGHWAY PROGRAM, AND OTHER PROGRAMS DISTRIBUTED BY FORMULA UNDER THE SENATE AMENDMENT IN THE NATURE OF A SUBSTITUTE AS INTRODUCED TO H.R. 3684 (INFRASTRUCTURE INVESTMENT AND JOBS ACT)

			General Fund Supplemental Appropriations				
	Federal-aid Highway Apportioned Programs	Puerto Rico Highway Program	Bridge Replacement, Rehabilitation, Preservation, Protection and Construction Program	National Vehicle Electric Formula Program	Construction of Ferry Boats and Ferry Terminal Facilities Program	<i>Appalachian Development Highway System</i>	Total
State							
Alabama	5,230,581,235	-	225,000,000	79,308,285	775,390	[TBS]	5,535,664,910
Alaska	3,456,928,771	-	225,000,000	52,415,294	73,062,300	[TBS]	3,807,406,365
American Samoa	-	-	-	-	1,725,105	[TBS]	1,725,105
Arizona	5,044,328,461	-	225,000,000	76,483,976	-	[TBS]	5,345,812,437
Arkansas	3,569,480,430	-	278,666,625	54,121,947	303,650	[TBS]	3,902,572,652
California	25,304,432,195	-	4,245,358,265	383,673,792	24,563,745	[TBS]	29,958,027,997
Colorado	3,728,756,371	-	225,000,000	56,536,754	-	[TBS]	4,010,293,125
Connecticut	3,462,774,592	-	561,259,115	52,503,813	458,815	[TBS]	4,076,996,335
Delaware	1,166,239,359	-	225,000,000	17,682,951	488,980	[TBS]	1,409,411,290
Dist. of Col.	1,100,055,907	-	225,000,000	16,679,459	-	[TBS]	1,341,735,366
Florida	13,062,390,205	-	244,895,455	198,057,481	2,895,285	[TBS]	13,508,238,426
Georgia	8,901,980,338	-	225,000,000	134,975,283	4,538,810	[TBS]	9,266,494,431
Hawaii	1,166,068,214	-	339,025,730	17,680,364	374,415	[TBS]	1,523,148,723
Idaho	1,971,924,882	-	225,000,000	29,899,106	-	[TBS]	2,226,823,988
Illinois	9,802,000,344	-	1,373,444,455	148,621,459	6,895,645	[TBS]	11,330,961,903
Indiana	6,569,262,951	-	400,567,730	99,605,738	-	[TBS]	7,069,436,419
Iowa	3,388,270,559	-	431,646,890	51,374,369	-	[TBS]	3,871,291,818
Kansas	2,605,337,335	-	225,000,000	39,503,201	-	[TBS]	2,869,840,536
Kentucky	4,580,778,665	-	438,188,650	69,455,682	1,999,365	[TBS]	5,090,422,362
Louisiana	4,838,787,977	-	1,012,892,355	73,367,735	11,394,805	[TBS]	5,936,442,872
Maine	1,272,651,814	-	225,000,000	19,296,432	4,607,710	[TBS]	1,521,555,956
Maryland	4,143,063,176	-	409,482,520	62,818,576	97,515	[TBS]	4,615,461,787
Massachusetts	4,187,250,997	-	1,125,840,090	63,488,497	9,097,520	[TBS]	5,385,677,104
Michigan	7,258,873,235	-	562,958,680	110,061,712	8,747,515	[TBS]	7,940,641,142
Minnesota	4,495,657,884	-	302,148,915	68,164,918	6,088,795	[TBS]	4,872,060,512
Mississippi	3,334,400,129	-	225,000,000	50,557,563	253,325	[TBS]	3,610,211,017
Missouri	6,526,743,892	-	484,163,365	98,961,186	270,630	[TBS]	7,110,139,073

Montana	2,828,704,545	-	225,000,000	42,889,962	16,660	[TBS]	3,096,611,167
Nebraska	1,992,746,878	-	225,000,000	30,214,832	-	[TBS]	2,247,961,710
Nevada	2,503,467,466	-	225,000,000	37,958,457	-	[TBS]	2,766,425,923
New Hampshire	1,139,107,791	-	225,000,000	17,271,581	-	[TBS]	1,381,379,372
New Jersey	6,883,719,399	-	1,146,780,115	104,373,268	24,407,410	[TBS]	8,159,280,192
New Mexico	2,531,780,841	-	225,000,000	38,387,895	-	[TBS]	2,795,168,736
New York	11,572,530,054	-	1,891,375,585	175,466,514	19,538,015	[TBS]	13,658,910,168
North Carolina	7,190,435,303	-	456,689,090	109,024,196	6,794,935	[TBS]	7,762,943,524
North Dakota	1,711,634,763	-	225,000,000	25,952,484	-	[TBS]	1,962,587,247
Ohio	9,241,307,610	-	483,227,530	140,120,116	778,200	[TBS]	9,865,433,456
Oklahoma	4,372,453,210	-	266,837,455	66,296,972	100,395	[TBS]	4,705,688,032
Oregon	3,445,982,162	-	268,222,155	52,249,356	2,420,290	[TBS]	3,768,873,963
Pennsylvania	11,311,822,975	-	1,635,363,335	171,514,120	-	[TBS]	13,118,700,430
Puerto Rico	-	900,995,000	225,000,000	13,661,153	2,078,620	[TBS]	1,141,734,773
Rhode Island	1,507,774,086	-	241,923,455	22,861,459	1,291,360	[TBS]	1,773,850,360
South Carolina	4,616,596,603	-	274,233,180	69,998,769	452,935	[TBS]	4,961,281,487
South Dakota	1,944,277,502	-	225,000,000	29,479,906	-	[TBS]	2,198,757,408
Tennessee	5,825,924,138	-	302,031,120	88,334,969	563,430	[TBS]	6,216,853,657
Texas	26,893,823,563	-	537,167,465	407,774,759	15,588,850	[TBS]	27,854,354,637
Utah	2,393,988,287	-	225,000,000	36,298,604	80,840	[TBS]	2,655,367,731
Vermont	1,399,236,981	-	225,000,000	21,215,761	-	[TBS]	1,645,452,742
Virginia	7,015,791,245	-	536,761,305	106,376,132	8,059,995	[TBS]	7,666,988,677
Washington	4,673,755,966	-	604,875,170	70,865,271	93,818,125	[TBS]	5,443,314,532
West Virginia	3,012,922,790	-	506,474,200	45,683,164	11,875	[TBS]	3,565,092,029
Wisconsin	5,187,482,870	-	225,000,000	78,654,701	2,228,745	[TBS]	5,493,366,316
Wyoming	1,766,213,054	-	225,000,000	26,780,026	-	[TBS]	2,017,993,080
Apportioned Total	273,132,500,000	900,995,000	26,537,500,000	4,155,000,000	336,870,000		305,062,865,000

Division C - Transit and
Division J - Appropriations
State Amounts FYs 2022 - FY2026

State	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY22 - 26 Grand Totals
Alabama	57,602,524	77,396,744	78,944,886	80,920,292	82,523,922	84,538,171	404,324,016
Alaska	53,970,319	77,551,463	78,968,258	80,784,550	82,251,262	84,101,804	403,657,337
America Samoa	870,469	1,486,408	1,496,528	1,509,440	1,519,922	1,533,088	7,545,386
Arizona	130,754,314	172,602,034	176,165,530	180,715,154	184,406,104	189,044,729	902,933,550
Arkansas	34,286,527	47,870,828	48,792,920	49,969,614	50,924,745	52,124,556	249,682,663
California	1,436,015,752	1,962,441,263	2,001,882,016	2,052,357,480	2,093,196,639	2,144,638,761	10,254,516,160
Colorado	135,555,982	181,681,953	185,376,388	190,096,606	193,922,830	198,734,795	949,812,573
Connecticut	179,498,509	249,744,727	254,592,528	260,800,498	265,819,790	272,145,986	1,303,103,530
Delaware	26,287,198	42,358,795	43,171,413	44,208,302	45,050,046	46,107,323	220,895,878
District of Columbia	198,577,856	301,487,118	306,864,430	313,786,214	319,350,108	326,397,563	1,567,885,434
Florida	396,688,704	526,974,703	537,878,862	551,809,203	563,102,482	577,303,836	2,757,069,087
Georgia	204,030,836	280,921,883	286,491,311	293,617,444	299,384,493	306,647,358	1,467,062,490
Guam	1,429,934	2,220,502	2,245,840	2,278,171	2,304,418	2,337,385	11,386,315
Hawaii	45,368,913	60,420,242	61,635,388	63,186,231	64,444,897	66,026,176	315,712,933
Idaho	27,428,412	37,183,884	37,886,850	38,783,824	39,511,986	40,426,597	193,793,141
Illinois	606,010,212	857,038,986	873,608,471	894,846,538	912,000,169	933,639,324	4,471,133,489
Indiana	97,299,963	131,802,904	134,502,632	137,948,475	140,744,862	144,258,283	689,257,157
Iowa	43,616,317	58,881,406	60,043,878	61,527,239	62,731,371	64,243,889	307,427,782
Kansas	36,999,585	51,464,834	52,472,905	53,759,190	54,803,393	56,114,699	268,615,290
Kentucky	56,638,784	74,420,195	75,913,704	77,819,402	79,366,443	81,309,611	388,829,355
Louisiana	68,174,081	91,593,658	93,430,043	95,774,961	97,676,991	100,067,720	478,543,372
Maine	33,988,814	48,145,820	49,024,222	50,148,167	51,057,735	52,203,242	250,579,186
Maryland	260,287,219	353,883,324	360,970,215	370,035,289	377,373,919	386,613,388	1,848,876,134
Massachusetts	383,534,729	536,539,937	546,955,960	560,300,160	571,084,067	584,681,415	2,799,561,540
Michigan	150,013,488	197,111,873	201,231,319	206,488,119	210,755,169	216,115,256	1,031,701,737
Minnesota	121,535,793	163,885,643	167,182,473	171,396,209	174,810,489	179,105,865	856,380,680
Mississippi	30,772,508	41,846,416	42,639,816	43,652,182	44,474,018	45,506,290	218,118,721
Missouri	102,860,092	135,788,428	138,484,053	141,929,840	144,721,450	148,233,920	709,157,691
Montana	22,176,617	30,370,300	30,923,420	31,629,193	32,202,139	32,921,790	158,046,841
N. Mariana Islands	850,646	1,460,219	1,469,800	1,482,025	1,491,950	1,504,416	7,408,410
Nebraska	27,011,697	35,878,425	36,555,100	37,418,527	38,119,456	38,999,861	186,971,369
Nevada	67,595,378	89,065,322	90,877,360	93,190,491	95,067,375	97,425,817	465,626,365
New Hampshire	17,328,124	24,266,609	24,695,919	25,243,712	25,688,409	26,246,974	126,141,623
New Jersey	625,025,595	856,328,589	873,384,723	895,213,309	912,874,132	935,120,673	4,472,921,424
New Mexico	53,005,005	73,504,972	74,924,982	76,740,061	78,210,644	80,060,866	383,441,525
New York	1,519,159,474	2,156,570,739	2,197,926,038	2,250,960,704	2,293,771,184	2,347,802,754	11,247,031,420
North Carolina	133,478,328	176,252,036	179,901,633	184,559,431	188,339,739	193,088,956	922,141,795
North Dakota	15,056,085	21,203,699	21,566,893	22,030,322	22,406,533	22,879,075	110,086,521
Ohio	193,647,758	257,678,462	262,918,320	269,614,442	275,041,075	281,867,112	1,347,119,410
Oklahoma	51,009,769	67,462,740	68,799,272	70,504,794	71,889,218	73,628,253	352,284,278
Oregon	111,013,044	152,425,156	155,432,063	159,278,194	162,391,923	166,312,063	795,839,399
Pennsylvania	436,928,083	606,423,895	618,174,103	633,231,636	645,396,433	660,738,915	3,163,964,982
Puerto Rico	67,976,572	90,447,788	92,315,908	94,702,120	96,636,941	99,069,639	473,172,396
Rhode Island	40,655,894	54,367,244	55,398,784	56,717,194	57,785,484	59,129,442	283,398,148
South Carolina	53,457,088	70,892,419	72,307,490	74,113,099	75,578,889	77,420,003	370,311,900
South Dakota	17,362,743	23,993,273	24,413,629	24,949,998	25,385,421	25,932,337	124,674,658
Tennessee	93,466,629	122,852,386	125,345,833	128,528,917	131,111,583	134,357,000	642,195,719
Texas	490,753,135	648,026,757	661,526,989	678,770,643	692,752,966	710,332,650	3,391,410,005
Utah	92,429,880	127,406,451	129,899,005	133,087,778	135,668,825	138,918,863	664,980,922
Vermont	10,099,015	14,921,804	15,150,359	15,441,991	15,678,737	15,976,104	77,168,994
Virgin Islands	2,223,196	3,235,644	3,283,378	3,344,285	3,393,730	3,455,835	16,712,872
Virginia	180,653,816	236,011,039	240,952,266	247,258,338	252,376,553	258,806,425	1,235,404,621
Washington	270,111,607	368,243,526	375,621,399	385,060,750	392,700,488	402,321,077	1,923,947,240
West Virginia	27,093,135	37,197,257	37,889,758	38,773,658	39,490,953	40,392,185	193,743,811
Wisconsin	86,861,647	114,580,671	116,929,116	119,926,207	122,358,774	125,414,709	599,209,477
Wyoming	12,458,588	17,940,451	18,232,892	18,606,044	18,908,967	19,289,455	92,977,809
Subtotal	9,638,986,380	13,243,753,844	13,505,669,270	13,840,826,658	14,112,032,240	14,453,614,548	69,155,896,561
Oversight	72,798,004	114,903,306	116,874,007	119,398,254	121,438,603	124,010,817	596,624,987
National RTAP	2,019,898	2,625,869	2,680,726	2,750,723	2,807,546	2,878,919	13,743,783
Total	9,713,804,282	13,361,283,019	13,625,224,003	13,962,975,634	14,236,278,389	14,580,504,284	69,766,265,329

BROADBAND

The bipartisan infrastructure plan invests \$65 billion to address broadband infrastructure.

Grants to states for deployment: \$42.45 billion

- This funding supports a formula-based grant program to states, territories and the District of Columbia for the purposes of broadband deployment.
- The program does not favor particular technologies or providers.
- Projects would have to meet a minimum download/upload build standard of 100/20 megabits per second.
- The funding includes 10% set-aside for high-cost areas and each state and territory receives an initial minimum allocation, a portion of which could be used for technical assistance and supporting or establishing a state broadband office.
- To increase affordability, all funding recipients must offer a low-cost plan.
- States would be required to have plans to address all of their unserved areas before they are able to fund deployment projects in underserved areas. After both unserved and underserved areas are addressed, states may use funds for anchor institution projects.

Private Activity Bonds (PABs): \$600 million

- Based off the Rural Broadband Financing Flexibility Act (S.1676) this provision allows states to issue PABs to finance broadband deployment, specifically for projects in rural areas where a majority of households do not have access to broadband.
- Additional Support for Rural Areas: \$2 billion
- The provision includes supports for programs administered by the U.S. Department of Agriculture, including the ReConnect Program, that provide loans and grants (or a combination of loans and grants) to fund the construction, acquisition or improvement of facilities and equipment that provide broadband service in rural areas.

“Middle Mile”: \$1 billion

- This provision would create a grant program for the construction, improvement, or acquisition of middle-mile infrastructure. Eligible entities include telecommunications companies, technology companies, electric utilities, utility cooperative, etc. The “middle mile” refers to the installation of a dedicated line that transmits a signal to and from an internet Point of Presence. Competition of middle-mile routes is necessary to serve areas, reducing capital expenditures, and lowering operating costs.

Inclusion: \$2.75 billion

- Includes the Digital Equity Act. This legislation establishes two NTIA-administered grant programs (formula-based and competitive) to promote digital inclusion and equity for communities that lack the skills, technologies and support needed to take advantage of broadband connections. It also tasks NTIA with evaluating digital inclusion projects and providing policymakers at the local, state, and federal levels with detailed information about which projects are most effective.

Affordability: \$14.2 billion

- This provision creates a sustainable Affordable Connectivity Benefit to ensure low-income families can access the internet.

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- The program provides a \$30 per month voucher for low-income families to use toward any internet service plan of their choosing.
- It builds on the Emergency Broadband Benefit, making the benefit permanent and expanding eligibility to help more low-income households, while also making it more sustainable for taxpayers

Water Infrastructure

Drinking Water and Wastewater Infrastructure Act (DWWIA). Includes the bipartisan, Senate passed Drinking Water and Wastewater Infrastructure Act of 2021, which authorized over \$35 billion in water infrastructure investments over 5 years. The bipartisan infrastructure bill also authorizes an additional \$13.825 billion over 5 years for the Drinking Water and Clean Water State Revolving Funds (SRFs).

- \$23.426B split evenly between the Drinking Water and Clean Water SRFs. Federal capitalization grants for state drinking and wastewater infrastructure investments.
- \$15B to address lead service lines. Funds will be allocated to the Drinking Water State Revolving Fund (DWSRF) to replace lead service lines, with 49% of the funding distributed by the states as forgivable loans or grants.
- \$10B to address per- and polyflouroalkyl substances (PFAS). Funding is directed through a grant program for small and disadvantaged communities, as modified by DWWIA, with additional flexibility (\$5B); the emerging contaminants program with a focus on PFAS in the Drinking Water SRF (\$4B); and the Clean Water SRF to address emerging contaminants (\$1B).
- \$2.5B to fully fund all currently authorized Indian Water Rights Settlements. Provides \$2.5 billion for the Department of Interior to complete all currently authorized Indian water rights settlements. The legislation also allows these funds to meet funding requirements for settlements for grant programs administered by the Bureau of Reclamation or Bureau of Indian Affairs.
- \$1.8B to Indian Health Service Sanitation Facilities Construction. \$1.8 billion from the Water Working Group will be added to \$1.7 billion from the Resiliency Working Group, for a combined total of \$3.5 billion in IHS sanitation facilities. This will help connect communities and residences to drinking and sewer water systems.
- \$1.274B on Tax Treatment for Water/Sewer Utilities. Prior tax law treated donations of funds or other resources from governments, civic groups, or developers to facilitate construction or remediation of water or sewer infrastructure as non-taxable to water and sewer utility companies. Current law requires these “contributions to capital” be counted as taxable revenue. This proposal restores the deduction.