Legislative Update
COVID-19 Public Transit Funding

95 Percent of Funds Obligated and 70 Percent Outlaid
Transportation (THUD) Appropriations Acts

**Public Transit**
- **FY 2021**: $12.96
- **FY 2022**: $21.01
- **FY 2023**: $21.01

**Passenger and Freight Rail**
- **FY 2021**: $2.47
- **FY 2022**: $16.57
- **FY 2023**: $17.06

Colors:
- **FAST Act/IJIA Authorized**
- **Transportation Appropriations Acts**
- **House THUD**
- **Senate THUD**

Billions of Dollars

FY 2021 FY 2022 FY 2023
The CIG Pipeline includes **79 Projects** requesting **$44 Billion** in additional CIG Funds:

- **38 Bus Rapid Transit**;
- **18 Light Rail**;
- **9 Heavy Rail**;
- **9 Commuter Rail**; and
- **5 Streetcar projects**.

**THUD CIG Appropriations**

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>FAST Act/IIJA Authorized</th>
<th>Transportation Appropriations Acts</th>
<th>House THUD</th>
<th>Senate THUD</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 2021</td>
<td>$2.30</td>
<td>$2.01</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FY 2022</td>
<td>$4.60</td>
<td>$3.85</td>
<td>$4.60</td>
<td>$4.11</td>
</tr>
<tr>
<td>FY 2023</td>
<td>$4.60</td>
<td>$4.61</td>
<td>$4.60</td>
<td>$4.11</td>
</tr>
</tbody>
</table>
### Minnesota CIG Project Pipeline

The CIG Pipeline includes Six MN Projects Requesting $1.5 Billion of CIG Funds

<table>
<thead>
<tr>
<th>1 Project with Executed Full Funding Grant Agreements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minneapolis Light Rail</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2 Projects in Engineering</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minneapolis Light Rail</td>
</tr>
<tr>
<td>St. Paul BRT</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>3 Projects in Project Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minneapolis BRT</td>
</tr>
<tr>
<td>Rochester BRT</td>
</tr>
<tr>
<td>St. Paul BRT</td>
</tr>
</tbody>
</table>
Republican Letter on Appropriations

“...Republicans must do what is necessary to ensure that not one additional penny will go toward this administration's radical, inflationary agenda....We, the undersigned, will oppose...any appropriations package put forward in the remaining months of this Democrat-led Congress.”

42 House Republicans, September 19, 2022
Since 2012, Congress has provided $11.2 billion of transit ER funding to 13 States, 3 Territories, and Washington, DC.
APTA Public Transit Emergency Relief Request—At Least $129 million

- Bi-State Development Agency (St. Louis, MO)—Missouri Flooding (July 2022)
  - Identified Need: $40.4 million, Repair damage to signal houses, light-rail vehicles, station elevators, and track bed

  - Identified Need: $87.5 million, Repair damage to facilities and harden infrastructure for flash floods

- Chatham Area Transit Auth. (Savannah, GA)—Candler County Earthquake (June 2022)
  - Identified Need: $1 million, Repair damage to ferry ramp and dock
# IIJA Competitive Grant Awards

<table>
<thead>
<tr>
<th>Program</th>
<th>Eligible Projects</th>
<th>Amounts</th>
<th>Award Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>RAISE Grants</td>
<td>• Local and Regional Projects Assistance Grants&lt;br&gt;• Transit and passenger rail projects</td>
<td>$2.3 billion</td>
<td>August 11</td>
</tr>
<tr>
<td>FTA Low and No Emission Bus Grants</td>
<td>• Purchasing or leasing low- or no-emission buses and facilities</td>
<td>$1.1 billion</td>
<td>August 16</td>
</tr>
<tr>
<td>FTA Bus and Bus Facilities Grants</td>
<td>• Replacing, rehabilitating, or purchasing buses, equipment, and facilities</td>
<td>$547 million</td>
<td>August 16</td>
</tr>
<tr>
<td>INFRA Grants</td>
<td>• Intercity passenger rail and grade-crossing projects</td>
<td>$1.5 billion</td>
<td>Sept. 15</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$5.5 billion</strong></td>
<td></td>
</tr>
</tbody>
</table>
# IIJA Pending NOFOs

<table>
<thead>
<tr>
<th>Program</th>
<th>Eligible Projects</th>
<th>Amounts</th>
<th>Application Deadline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program</td>
<td>• Projects focused on technology that improves transportation efficiency and safety in communities</td>
<td>$100 million</td>
<td>Nov. 18</td>
</tr>
<tr>
<td>Thriving Communities Program</td>
<td>• Provide technical assistance, planning and capacity building support to advance transportation in disadvantaged communities</td>
<td>$25 million</td>
<td>Nov. 22</td>
</tr>
<tr>
<td>Consolidated Rail Infrastructure and Safety Improvements (CRISI)</td>
<td>• Improving intercity passenger and freight rail systems</td>
<td>$1.4 billion</td>
<td>Dec. 1</td>
</tr>
<tr>
<td>Rail Vehicle Replacement Program</td>
<td>• Replacing rail rolling stock under State of Good Repair Grants Program</td>
<td>$600 million</td>
<td>January 5</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$5.9 billion</strong></td>
<td></td>
</tr>
</tbody>
</table>
## IIJA Upcoming 2022 NOFOs

<table>
<thead>
<tr>
<th>Program</th>
<th>Eligible Projects</th>
<th>Amounts</th>
<th>Expected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal-State Partnership for Intercity Passenger Rail</td>
<td>• Intercity passenger rail projects</td>
<td>$7.3 billion</td>
<td>October (NN) December (NEC)</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>$7.3 billion</td>
<td></td>
</tr>
</tbody>
</table>
Inflation Reduction Act (IRA)

✔ Extends and Creates Clean Vehicle & Fuel Tax Credits

- Extends Alternative Fuel Excise Tax Credits
- Restructures Alternative Fuel Infrastructure Tax Credit
- Creates Commercial Clean Vehicle Tax Credit

✔ Provides New Climate & Equity Investments

- EPA Greenhouse Gas Reduction Fund ($27 billion)
- DOT Neighborhood Access and Equity Grants ($3 billion)
- DOT Low-Carbon Transportation Materials Grants ($2 billion)
Key IIJA and IRA Implementation Issues

✓ Capacity
  - Financial Capacity (e.g., Local Match)
  - Workforce Capacity (All Sectors)

✓ Project Delivery, Supply Chain, and Cost Escalation

✓ Build America, Buy America Implementation
  - Construction Materials
Public Transit Ridership
2020-2022 Compared to 2019

19%
37%
42%
53%
58%
64%
72%
Transit Workforce Shortage
Worker Shortage

96% Experiencing Shortage

84% Shortage Affecting Service
Transit Worker Shortage Causes

Retirements

Competition

Job Characteristics

Hiring Time
Retaining Employees

- Improve Schedules
- Advance Workplace Culture
Hiring Effectively

- Emphasize Benefits
- Streamline Hiring
- Establish New Pipelines
The Infrastructure Investment and Jobs Act (IIJA) (P.L. 117-58), commonly referred to as the Bipartisan Infrastructure Law (BIL), makes historic investments in our nation’s public transportation infrastructure that will shape our future for decades to come. The Bipartisan Infrastructure Law provides more than $100 billion for public transit and $102 billion for commuter rail, Amtrak, other high-performance passenger rail, and freight rail over the next five years. These bold investments in public transportation will help our communities and nation tackle climate change, advance equity, meet growing and evolving mobility demands, and create jobs. With enactment of the IIJA, the public transportation industry is uniquely positioned to address these challenges head on.

APTA’s Smart Guide to the Bipartisan Infrastructure Law provides information and resources to aid members in navigating the many aspects of this new law. It includes APTA’s summaries, funding and formula apportionment tables, and detailed section-by-section analyses of the public transit, passenger rail, Buy America, and other important titles of the IIJA. It also includes U.S. Department of Transportation (DOT) formula apportionments, guidance, memoranda, regulations, and competitive grant opportunities. We continuously update the Smart Guide as more information about the Bipartisan Infrastructure Law and DOT grant opportunities becomes available.
Thank You!