



Transit Choices – March Meeting

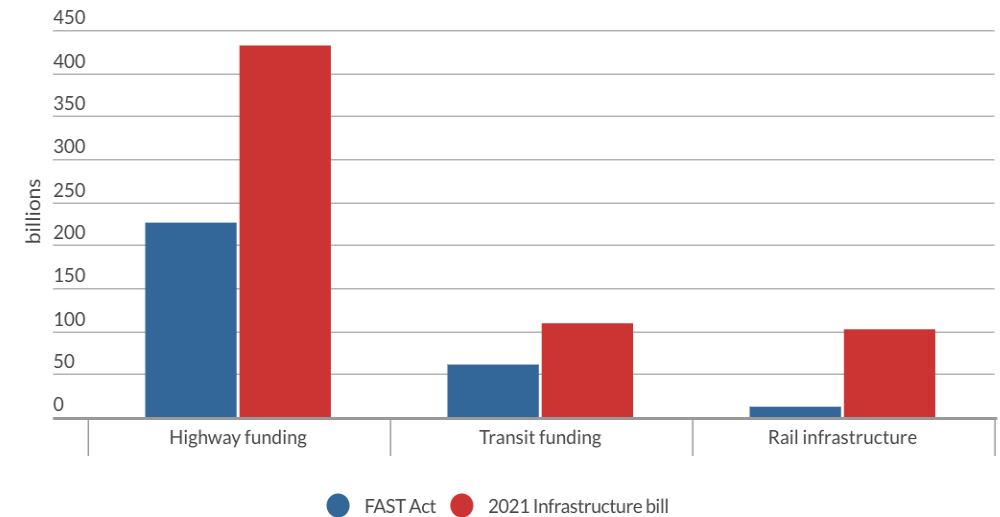
The Bipartisan Infrastructure Law: What Does It Mean for Baltimore?

A Historic Moment for Infrastructure



- The **\$1.2 trillion Infrastructure Investment and Jobs Act (IIJA)** was signed by President Biden in November 2021, after months of negotiations in Congress.
- Compared to the FAST Act, the last transportation bill, the IIJA is **four times the size**.
- Uniquely, the bill provides **\$550 billion in advanced appropriations funding**, while the remaining \$750 billion is subject to appropriations over the next five years.

FAST Act vs the 2021 infrastructure bill



Baltimore is Strongly Positioned

- While much the funding will flow through traditional formulas for highways and transit, over **\$150 billion of funding will be awarded through competitive grants.**
 - Biden Administration USDOT Focus: Climate Change, Equity, Connectivity, Resiliency.
 - Justice 40 Initiative.
- New focus and flexibilities for **city governments.**
 - “Complete Streets,” local hiring, municipal focused programs.
- MDOT and MDOT-MTA – immediate increases in “bread and butter” highway, bike-ped, and transit funding.
 - Compared to the FAST Act, **the IIJA provides a 43% increase to transit formula funds.**



Direct Example: Baltimore Ferry Program

- The Baltimore Harbor Connector (HC) is the City's free, maritime transit service managed by the Baltimore City Department of Transportation (BCDOT).
- There is also a privately operated ferry service ("water taxi"), which has received operating and capital support from BCDOT.
- Ferry funding a huge winner in the IIJA –
 - 112% increase for construction of ferry boats and facilities - **\$570 million over a five-year period.**
 - **\$150 million** over five-years for ferry service **operating support.**
 - Clean ferries!
 - Large focus on electrification of transportation infrastructure in the IIJA.
 - Bill provides up to **\$250 million for electric or low-emission** ferry vehicles and corresponding terminal and charging infrastructure.



Direct Example: Reconnecting Communities

- Introduced by Maryland Senators Cardin and Van Hollen, the Reconnecting Communities Program was included in the IJA.
- The program seeks to provide funding to communities that have been historically divided by infrastructure or industry.
- The program provides \$1 billion in funding for competitive grants over a five-year period.
- Funding could be provided for projects that seek to reconnect areas of Baltimore – like around the ‘highway to nowhere,’ areas south of the Hanover Bridge, or communities around I-83.



APRIL 19, 2021

Cardin, Van Hollen, Carper Introduce Legislation to Reconnect and Revitalize Communities Divided by Highways

WASHINGTON – U.S. Senators Ben Cardin and Chris Van Hollen (both D-Md.) joined Senator Tom Carper (D-Del.), Majority Leader Charles E. Schumer (D-N.Y.), Senator Alex Padilla (D-Calif.), and Senator Chris Coons (D-Del.) in introducing legislation to reconnect and revitalize areas that were harmed by the construction of the Interstate Highway System. The Reconnecting Communities Act would establish a grant program at the Department of Transportation to help communities identify and remove or retrofit highway infrastructure that creates obstacles to mobility and opportunity. The grant program will target projects like Baltimore's Highway to Nowhere and will help bring communities together and drive economic development. The bill is also co-sponsored by Senators Kirsten Gillibrand (D-N.Y.), Reverend Raphael Warnock (D-Ga.), and Edward J. Markey (D-Mass.).

“Transportation should be a source of growth and mobility, not division and exclusion.” said Senator Cardin. “We need to reconnect neighborhoods in Baltimore City and elsewhere that have suffered the harmful impacts of past infrastructure projects while receiving none of the benefits. Our legislation provides federal resources to tear down the physical barriers to opportunity.”

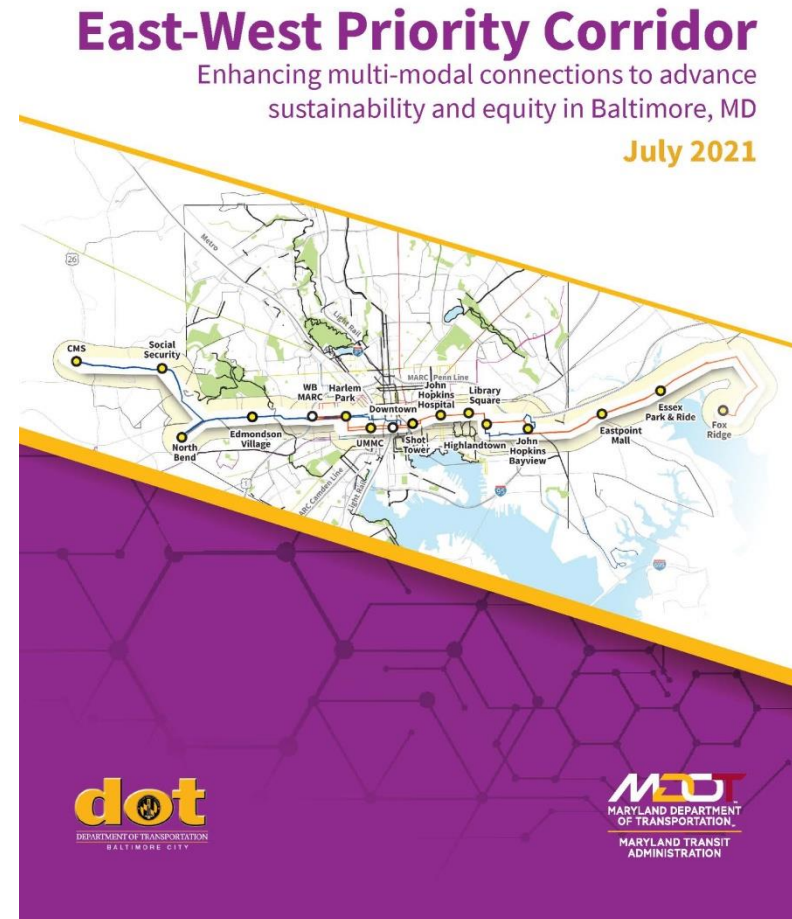
Direct Example: Passenger Rail and Rail Safety

- The Federal Railroad Administration is set to be provided a historic level of funding, nearly a 500% increase compared to FAST Act levels.
- Passenger Rail
 - Over \$30 billion in advanced funding for Amtrak's Northeast Corridor, including a \$250 million set-aside for ADA-station upgrades.
 - Over \$35 billion in advanced competitive funding for federal-state intercity rail partnership grants, over which 45% is reserved for Northeast Corridor.
- Railroad Safety
 - New \$2.5 billion in advanced funding for a railroad crossing hazard elimination program, seeks to close at-grade railroad crossings.
 - \$5 billion in advanced funding for popular Consolidated Rail Infrastructure and Safety competitive grants.



Direct Example: Nationally Competitive Programs

- The IJA continues popular, nationally competitive infrastructure grants managed by USDOT Office of the Secretary. These include:
 - RAISE: Broad, multi-modal program. Formerly BUILD/TIGER. *E-W Priority, North Ave. Rising.*
 - INFRA: Broad, freight focused program. *Howard Street Tunnel.*
 - Innovative Financing: TIFIA, RRIF.
- The IJA creates a new, nationally competitive program for ‘mega’ projects.
 - This broad, multi-modal program focuses on projects of at least \$100 million in total cost, with 50% of funding reserved for projects of at least \$500 million in total cost.
 - \$10 billion in guaranteed funding over 5-years.



What Challenges Do We Face?

- Local and state matching funds.
 - Gas tax holiday? A double-edged sword.
- Independent, regional planning.
- Supply chain, workforce, inflation.
- Potential changes in Congress with 2022 midterms.
 - How fast can we implement the money?
- What else besides the Red Line for Baltimore transit?
- Some of our high-profile statewide transit projects are not ready for construction.
- There are reasons for optimism:
 - 2022 Gubernatorial Elections.
 - Planning and transit expansion in General Assembly.



Questions and Biography

- Questions?
- Biography and Contact:
 - Sean Winkler is a Director at TG&A. In his current position, he serves as the lead manager of the San Joaquin Regional Rail Commission (SJRRC), California's Intercity Rail Corridors Linking Everyone (CIRCLE), and assists clients with water, railroad, and general infrastructure issues.
 - In the last two years, he has assisted clients in securing over \$27 million in federal grants and Member Directed Spending for commuter railroad and grade-crossing projects.
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