



**June 5, 2023**

**To:** Regional Transportation Planning Committee

**From:** Darrell E. Johnson, Chief Executive Officer

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is written over the "From:" line of the header.

**Subject:** Infrastructure Investment and Jobs Act

**Overview**

The Infrastructure Investment and Jobs Act went into effect in 2021, reauthorizing federal transportation programs and increasing authorized funding levels through 2026. Staff has prepared an overview of the new funding provided for formula programs and the relevant federal transportation discretionary grant programs, the basic criteria, and what the Orange County Transportation Authority is pursuing or has pursued.

**Recommendation**

Receive and file as an information item.

**Discussion**

The \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law, is the first reauthorization of transportation funding programs since the passage of the Fixing America's Surface Transportation (FAST) Act, which expired in 2020. Until the passage of the IIJA, transportation programs were being funded through several short-term extensions of FAST Act at existing funding levels. The IIJA is unique in its support of traditional surface transportation programs, including highways, transit, and rail in addition to its funding of other critical infrastructure, such as broadband. The IIJA provides \$550 billion in new federal investment in infrastructure including roads, bridges, and mass transit, water, climate resilience, and broadband, through both new authorized funding levels and advanced appropriations over fiscal years 2022 through 2026.

Overall, the IIJA authorizes \$567 billion through the Department of Transportation for ground transportation programs (including highway and transit), compared to the \$305 billion that was provided through the FAST Act. These funds will be distributed to states, local governments, and other entities through both formula apportionments and competitive grants, administered through the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), Federal Railroad Administration, and the Federal Aviation Administration, among

others. Funds are typically distributed out to states or Metropolitan Planning Organizations (MPO) through formulas. Federal agencies may also distribute funds out directly to state, regional, and local agencies through competitive programs.

**Formula Funds**

Over the five-year period, the Orange County Transportation Authority (OCTA) expects \$1.1 billion in formula IIJA funding, which is a 26 percent increase over the FAST Act. The Board of Directors’ (Board)-approved capital programming policies for formula program funds will guide funding recommendations for formula program funds to support transit, highway, and active transportation investments.

OCTA has historically used transit formula funds to support OC Bus and Metrolink operations and capital investments. OCTA has also historically programmed projects for the Orange County share of FHWA Congestion Mitigation and Air Quality Improvement (CMAQ) Program and Surface Transportation Block Grant (STBG) Program; however, FHWA and FTA recently advised California that the MPO is responsible for selecting projects. The Southern California Association of Governments (SCAG) is working with OCTA and the other County Transportation Commissions (CTC) on a project selection process. Meanwhile, SCAG gave the CTCs the opportunity to program funds to priority projects before the new project selection process has been initiated.

In December, the Board approved funding for transit, highway, and street projects which allowed OCTA to commit 100 percent of the expected CMAQ and STBG funding through federal fiscal year 2026. The projects using these funds are listed on slide 9 of Attachment A, IIJA presentation, and includes:

<b>Transit - \$180 million</b>	<b>Highway - \$144 million</b>	<b>Streets/ATP- \$70 million</b>
Zero-Emission Bus	I-5 Improvements	Complete Streets
OC Streetcar	SR-74 Gap Closure Project	Signal Synchronization
Transit Expansion	I-605 and Katella Avenue Interchange	
Bus/Vanpool Operations	I-5 High-Occupancy Vehicle	
	SR-57 Improvements	
	I-5 and El Toro Road Interchange	

ATP – Active Transportation Programs  
 I-5 – Interstate 5  
 I-605 – Interstate  
 SR-57- State Route 57  
 SR-74 – State Route 74

**Discretionary Grant Programs**

Discretionary grant programs are typically administered to support projects that meet federal program criteria based on statutory requirements and federal priorities. There are a number of new competitive discretionary programs that

include goals related to climate change or environmental concerns, clean transportation, modernization, state of good repair, public health, safety, workforce development, and the federal Justice-40 equity program. Most of the programs require applicants to submit information on how the proposed project will meet performance-based criteria and require reporting related to those criteria. The discretionary grant programs that are most relevant for OCTA are listed on slides 12 – 14 of the presentation provided in Attachment A.

OCTA focuses its efforts on writing applications for competitive funding on projects that have been determined to be needed and are a priority for OCTA and may be advanced with competitive program funds. The list of priority project which have been and will be submitted for consideration of federal discretionary grant program funds, where applicable, is provided in slide 15 of Attachment A and includes:

<b>ATP/Streets</b>	<b>Climate/Resiliency</b>	<b>Highway</b>	<b>Transit</b>
OC Loop	Southcoast Rail Infrastructure Protection	I-5 from Avenida Pico to San Diego County Line	Zero-Emission Bus
Complete Ramps: Mobility Safety Study	Coastal Rail Corridor Relocation	I-5 from SR-57 to SR-91	Facility Improvements (security gates)
Orange County Regional Bikeways	Ortega Highway – Wildlife Crossing (county/city)	SR-57 from Orangewood Avenue to Katella Avenue	Bus Stop Improvements
Santa Ana-Garden Grove Rails to Trails		SR-91 from SR-55 to La Palma Avenue (2 segments)	Harbor Boulevard Connected Bus Pilot
First Street and McFadden Street Signal Priority		SR-241/91 Connector	Future Bravo! Projects
		I-605/Katella Avenue Interchange	Metrolink Locomotive Replacement
		Commuter Carpool/Vanpool and Incentives	Orange County Maintenance Facility
			Irvine Station Improvements
			Serra Siding

SR-55 – State Route 55  
 SR-91- State Route 91  
 SR-241/91 - State Route 241/91

Finally, OCTA is currently considering submitting applications for five near-term federal discretionary grant programs. These are listed on slide 16 of Attachment A.

***Attachment***

- A. Infrastructure Investment and Jobs Act Presentation

**Prepared by:**



Adriann Cardoso  
Manager, Capital Programming  
(714) 560-5915

**Approved by:**



Kia Mortazavi  
Executive Director, Planning  
(714) 560-5741