

# Southeastern Wisconsin **Regional Planning Commission**



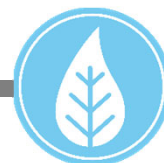
## **Overview of Rail and Transit in the Infrastructure Investment and Jobs Act**

Public Works Committee  
City of Milwaukee

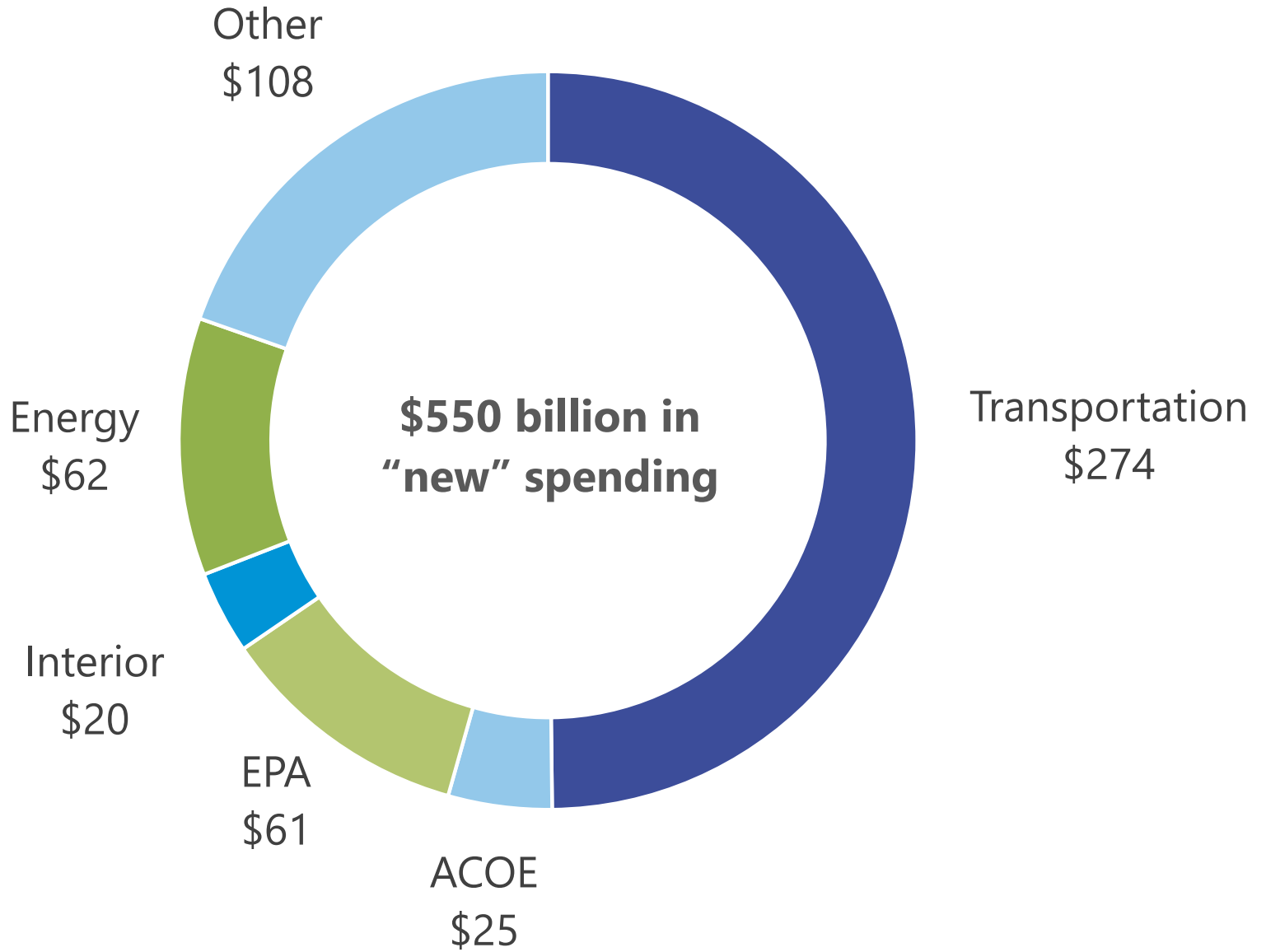
January 6, 2021

# ●●●●● Basic Information

- Referred to as both the Infrastructure Investment and Jobs Act (IIJA) and the Bipartisan Infrastructure Law (BIL)
- Signed into law on November 15, 2021
- \$1.2 trillion over five years
- Reauthorization of Federal transportation law
  - Typically happens approximately every five years
  - Substantially larger than normal
- Includes other types of physical infrastructure
  - Water and Wastewater
  - Broadband
  - Clean Energy Transmission and Electric Vehicle Infrastructure



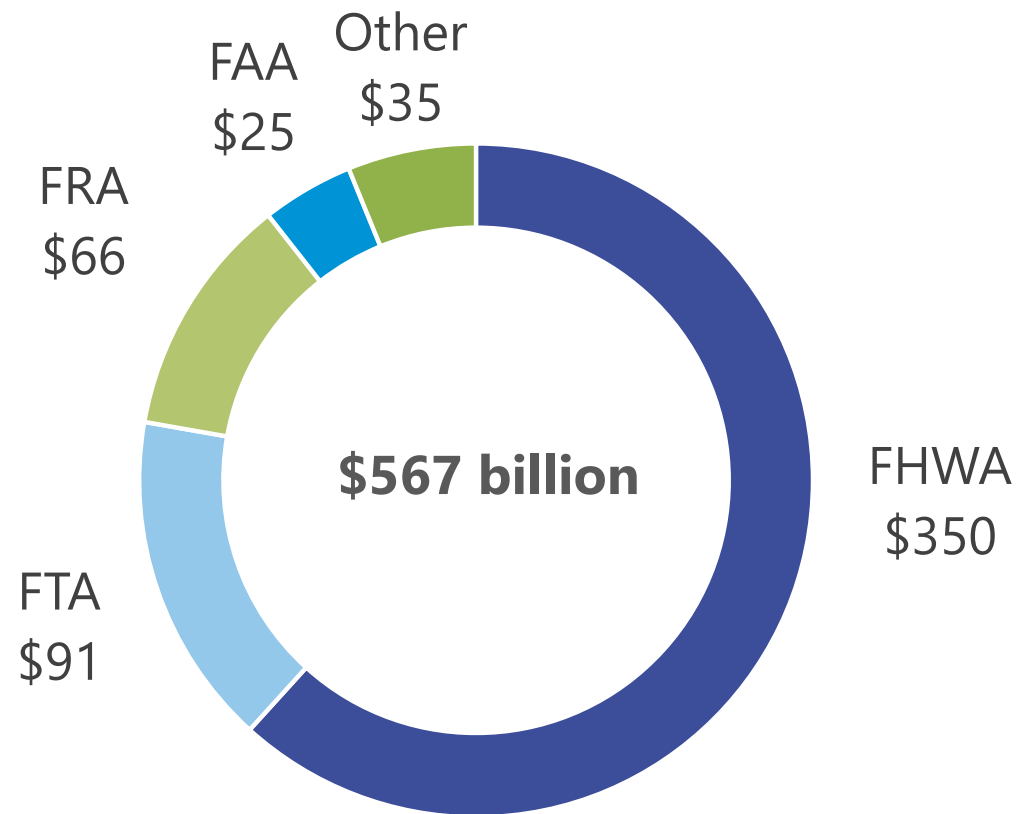
# Basic Information



# Transportation Investments

➤ \$567 billion for USDOT over FFY2022 through FY2026

- \$274 billion in “new” investment (\$293 billion “baseline”)
- Up to \$94 billion based on future appropriations



# ●●●●● Transit-eligible “Local” Programs

- STP (Surface Transportation Block Grant Program)
  - 15% increase nationwide
  - Southeast Region: From \$27-33 million (FAST) to \$31-38 million (IIJA)
- CMAQ (Congestion Mitigation and Air Quality)
  - 10% increase nationwide
  - Southeast Region: From \$10 million (FAST) to \$11-\$12 million (IIJA)
- FTA Transit Formula Funds
  - 36% increase nationwide
  - Milwaukee Area: From \$27 million (FAST) to \$37 million (IIJA)

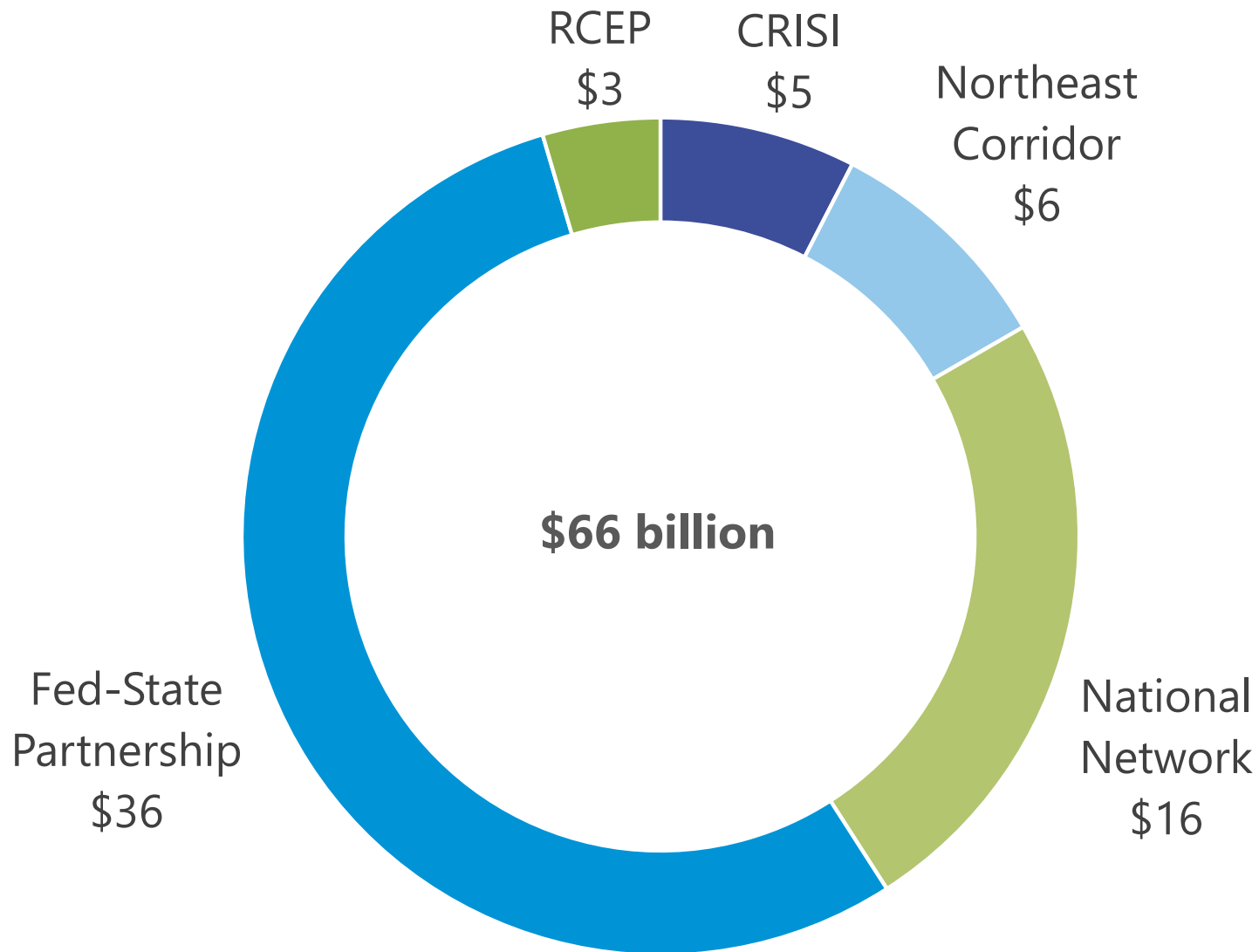


# ●●●●● Nationally-Competitive Grants

- FTA Capital Investment Grant Program
  - \$23 billion (5 years) for the construction of new transit lines (\$2.1 billion in 2021)
- National Infrastructure Project Assistance Program
  - \$10 billion (5 years) to highway, bridge, and passenger and freight rail projects of national significance (New Program)
- INFRA Program
  - \$8 billion (5 years) for highway, marine, and rail projects of national significance that support jobs and local economies (\$905 million in 2021)
- RAISE Program
  - \$7.5 billion (5 years) for multimodal infrastructure projects with significant local and regional impact (\$1 billion in 2021)



# Intercity Passenger and Freight Rail



- Consolidated Railroad Infrastructure and Safety Improvement Program (CRISI)
  - Grants for projects that improve the safety, efficiency, and reliability of freight and passenger rail service
  - \$1 billion annually, up from \$360 million in 2021
- Rail Crossing Elimination Program (RCEP)
  - Grants to states, cities, and tribes to eliminate grade crossings
  - New with the IJA





## ➤ National Network

- Funding to Amtrak, not discretionary
- New rolling stock, ADA upgrades for stations, deferred maintenance backlog on Amtrak-owned assets and systems

## ➤ Federal-State Partnership for Intercity Passenger Rail Grants

- At least \$12 billion in discretionary grants for projects outside the Northeast Corridor
- Upgrading, expanding, or establishing new intercity passenger rail service



# Other Rail Crossing Programs

- Highway Safety Improvement Program (HSIP)
  - Adds railway-highway crossing grade separation projects as eligible
  - \$15.6 billion for states (about 30% more than FAST Act)
  - \$46 million annually in Wisconsin under FAST Act
- Railway-Highway Crossings Program (RHCP)
  - Increases incentives that states can pay local governments for closing a crossing
  - Funds can be used for protective devices at crossings and crossing closure
  - \$1.2 billion for states (similar to FAST Act)
  - About \$6 million annually in Wisconsin



# Thank You

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