

Infrastructure Investment and Jobs Act (IIJA) and the CMAP region

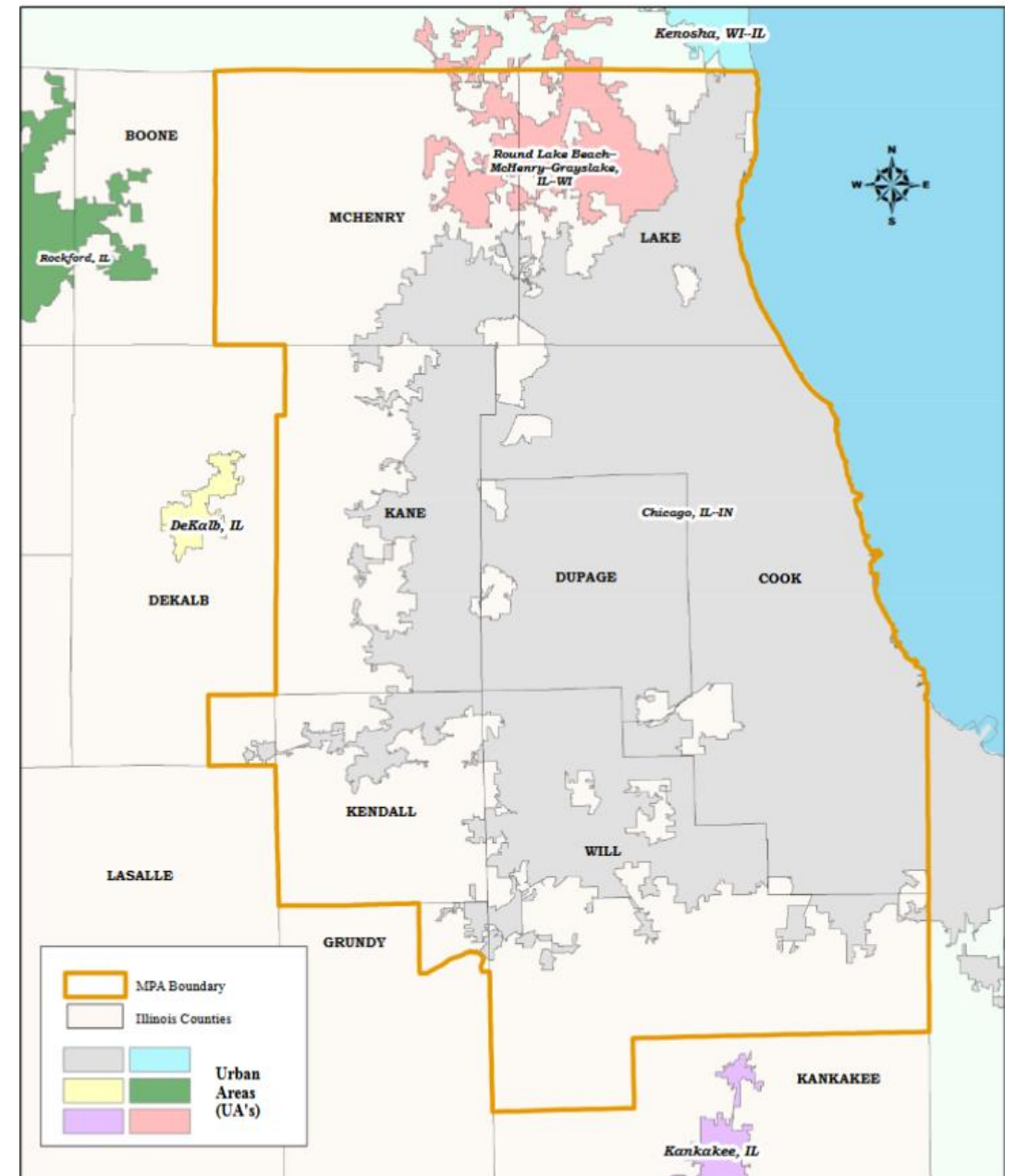
SAME Lake Michigan Post Industry Day
May 26, 2022

Who is CMAP?

CMAP is the federally-designated metropolitan planning organization for the 7-county (Cook, DuPage, Kane, Kendall, Lake, McHenry, Will) region of northeastern Illinois.

Responsibilities:

- Regional Collaboration (CMAP Policy Committee and Board)
- Funded primarily via Metropolitan Planning Program (23 U.S.C. 134)
- Long range comprehensive plan, ON TO 2050
- Manage federal transportation programs (Surface transportation, congestion mitigation, and transportation alternatives)
- Transportation Improvement Program (TIP)



CMAP's role with IIJA

**New policies to review, analyze and
implement**

**New funding to current programs
resulting in improved active project
management**

**Coordinate development of new formula
programs for faster implementation**

**Build and achieve regional consensus to
successfully access 20+ new competitive
programs**

Overall Illinois impact

Including new highway formula programs

(does not include bridge and electric vehicle formulas)

- Estimated increase of **30%** from **FY21's \$1.556 billion to \$2 billion by FY26**

Including bridge and electric vehicle formula, total Illinois highway apportionments

- Estimated at **\$11.3 billion from FY22-26**

Current Illinois formula funding impact

Program Name	Illinois Estimates (FY21, FY22-26)	% Change
Surface Transportation Block Grant (STBG) w/ Transportation Alternatives (TAP) set-aside	FY2021 (FAST): \$425.9 million to FY2026 (IIJA): \$526 million FY22-26: \$2.5 billion	23% ↑
Congestion Mitigation and Air Quality (CMAQ)	FY2021 (FAST): \$117.3 million to FY2026 (IIJA): \$129 million FY22-26: \$624 million	10% ↑
Metropolitan Planning	FY2021 (FAST): \$18.3 million to FY2026 (IIJA): \$24.3 million FY22-26: \$117 million	32% ↑
National Highway Performance Program (NHPP)	FY2021 (FAST): \$848.8 million to FY2026 (IIJA): \$1 billion FY22-26: \$5.2 billion	18% ↑
Highway Safety Improvement Program (HSIP)	FY2021 (FAST): \$81.5 million to FY2026 (IIJA): \$111 million FY22-26: \$533 million	36% ↑
National Highway Freight Program (NHFP)	FY2021 (FAST): \$53 million to FY2026 (IIJA): \$53.37 million FY22-26: \$256.6 million	steady
Railway-Highway Crossings Program	FY2021 (FAST): \$11.4 million to FY2026 (IIJA): \$11.3 million FY22-26: \$56.5 million	steady

Implementing core program changes

Expanded Surface Transportation Block Grant (STBG) program eligibility

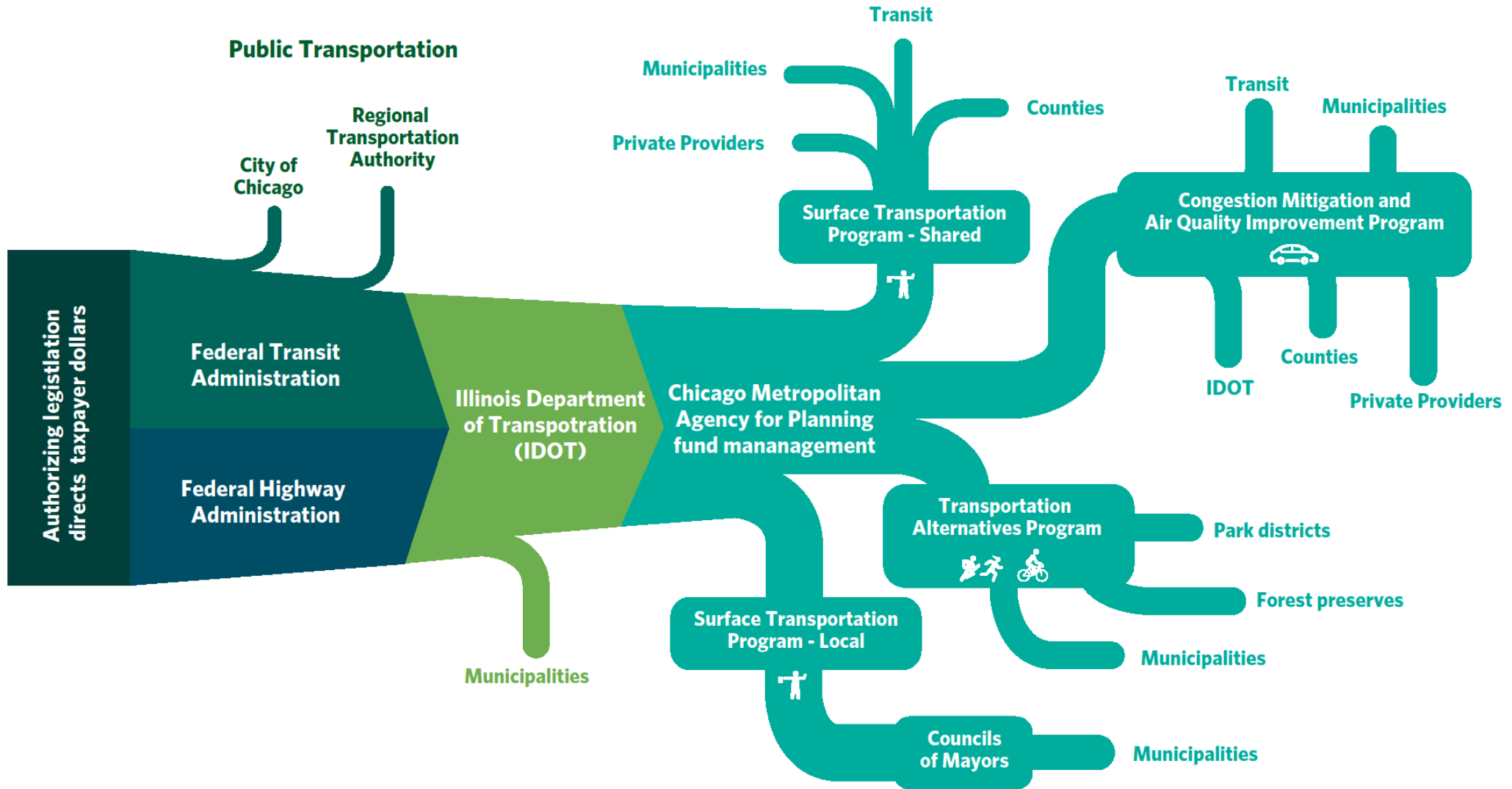
Expands project eligibility to include EV charging infrastructure, cybersecurity, ITS, and resilience improvements.

Clarified Congestion Mitigation and Air Quality (CMAQ) eligibility

IIJA clarifies CMAQ eligibility to include shared micromobility projects, such as bike-share infrastructure, as well as the purchase of zero-emission vehicles and charging equipment.

Expanded Transportation Alternatives Program (TAP) eligibility

Expands project eligibility to include safety projects that address vulnerable road users and allows for the use of the state's HSIP funds as local match.



New highway formula funding impact

Program Name	National Estimate (FY22-26)	Illinois Estimate (FY22-26)
Carbon Reduction Program <i>to invest in projects that reduce transportation-related emissions.</i>	\$1.2 billion in FY22 (IIJA) to \$1.3 billion by FY26 (IIJA) -- 8% increase FY22-26: \$6.4 billion	FY2022: \$43 million FY2026: \$46.9 billion -- 9% increase FY22-26: \$225.6 million
PROTECT Program <i>to states to support resilient infrastructure projects.</i>	\$1.4 billion in FY22 (IIJA) to \$1.5 billion by FY26 (IIJA) -- 7% increase FY22-26: \$7.3 billion	FY2022: \$49.3 million FY2026: \$53.36 million -- 8% increase FY22-26: \$256.5 million
Bridge Investment Program <i>to support state efforts for bridge replacement, rehab, protection and construction.</i>	Steady at \$5.5 billion annually FY22-26: \$27.5 billion	FY22-26 annual average: \$297 million FY22-26: \$1.373 billion
National Electric Vehicle Program <i>to states to establish electric vehicle charging infrastructure.</i>	Steady at \$1 billion annually FY22-26: \$5 billion	FY22-26 annual average: \$29 million FY22-26: \$148.6 million

Leveraging the IJA to build more resilient communities

IIJA resilience opportunities

National Highway Performance Program (NHPP)

IIJA expands the purpose of the NHPP to increase the resiliency of the National Highway System against the impacts of extreme weather events, flooding, and other natural disasters.

- Allows states to use up to 15% of funding for protective resiliency features on federal-aid highways and local bridges that will mitigate the risk of recurring damage from extreme weather events.

Bridge and Culvert Removal Competitive Programs (#'s are FY22-26)

- \$12.5 billion to replace, rehabilitate, preserve or protect one or more bridges on the National Bridge Inventory. - *expected in May 2022*
- \$1 billion for projects that replace, remove, and/or repair culverts, including infrastructure to facilitate fish passage. - *expected this Summer*

IIJA resilience opportunities

Healthy Streets Program

\$500 million *authorized* for eligible projects, including planning and assessment projects that mitigate urban heat islands, improve air quality and reduce stormwater runoff.

- \$500 million in competitive FY22-26 - *authorized (not funded) FY22-26*

PROTECT formula and discretionary

To conduct resilience planning, strengthen and protect evacuation routes, and increase the resilience of surface transportation infrastructure from the impacts of sea level rise, flooding, wildfires, extreme weather events, and other natural disasters.

- \$49 million for Illinois in FY22
- \$256 million in formula funding to Illinois FY22-26
- \$1.4 billion in competitive grants FY22-26 - *expected in June 2022*

PROTECT formula funds

“... use of natural infrastructure or the construction or modification of storm surge, flood protection, or aquatic ecosystem restoration elements that are functionally connected to a transportation improvement, such as -

- wetland health and additional flood storage adjacent to highways;
- upgrades to culverts designed to withstand 100-year flood events;
- upgrades of tide gates to protect highways;
- improving functionality and resiliency of stormwater controls

PROTECT competitive programs

1. **Planning Grants (\$140M)** for planning, design, capacity building
2. **Resilience Improvement Grants (\$980M)** for infrastructure assets (roads, transit, ports) and evacuation routes
3. **Community Resilience and Evacuation Route Grants (\$140M)** for continuity of operations and rapid recovery in communities following disaster
4. **Coastal Infrastructure Grants (\$140M)**

Resilience Improvement Grants

Example projects

- Resurfacing, rehabilitation, reconstruction, replacement, or realignment
- Resilience project to address identified vulnerabilities (i.e. heat, flooding)
- Natural/green infrastructure
- Flood mitigation improvements
- Stormwater management improvements
- Roadway relocation/elevation
- Bridge lengthening/raising
- Bridge scour protection
- Drainage structure upgrade
- Vegetation management practices in ROW

CMAP's Regional Transportation Vulnerability Assessment (RTVA) & IJA's Resilience Improvement Plan

Climate Changes and Impacts

Rising temperatures

Increasing precipitation

More intense rainfall

Travel delays

Disruptions to emergency services

Economic losses

Safety issues

Increasing costs to maintain and rebuild

RTVA Objectives

Minimize losses of all types

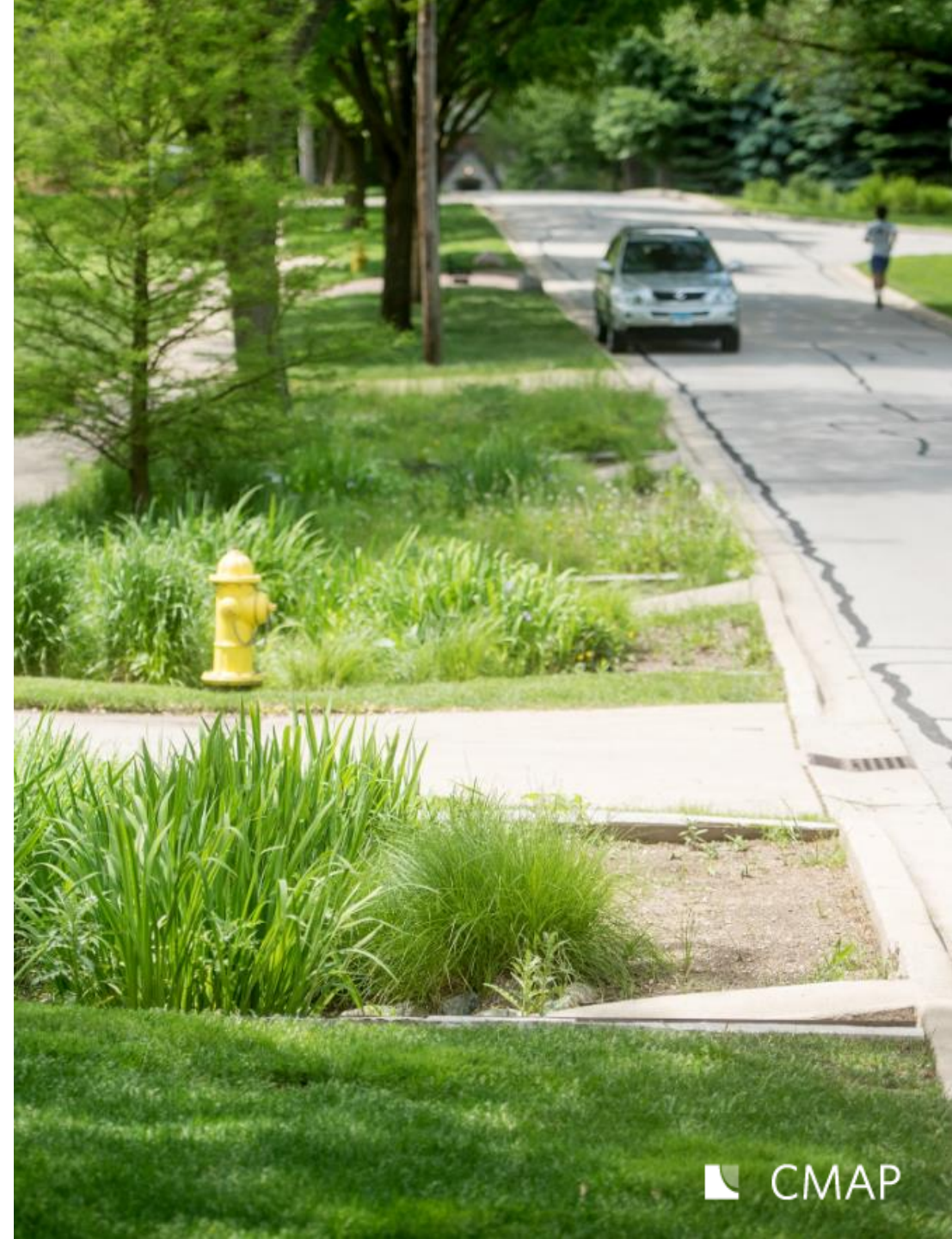
Enhance resilience of the system

Provide data and information

Identify priorities for investment

Access additional funding

Respond to Federal guidance



Next Steps

Phase 1 **October 2021 – August 2022**

Four RFP scoping workshops, collect data, select vendor

Phase 2 **September 2022 – December 2023**

Assess vulnerability, develop Resilience Improvement Plan

Workshop participants

Transportation, Stormwater, Emergency Management, Planning Depts

CTA, Metra, Pace, RTA

Illinois Tollway

Federal Highway Administration / Federal Transit Administration

US Army Corps of Engineers

Resilience Improvement Plan (IJA)

- ✓ For immediate and long-range planning
- ✓ Demonstrate a systemic approach to surface transportation system resilience **and be consistent with and complementary of State/local hazard mitigation plans**
- ✓ Include a risk-based assessment of vulnerabilities of transportation assets and systems to **current and future weather events and natural disasters**



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transportation updates, sign up for
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