

**2022 Annual Report
Thorn Run Partners**

September 30, 2022

To: Christina Watson
From: Paul Schlesinger
Re: Annual Report

With Congress still in session, the 117th Congress not yet concluded, and business pertinent to TAMC still unfinished; it is not possible to provide a definitive summation of the year. It has already, however, been a year that has seen the passage and implementation of measures of substantial significance in the transportation milieu.

While the Infrastructure Investment and Jobs Act (IIJA) was enacted on November 15 of last year, implementation of key provisions carried over to this calendar year. A hallmark of the legislation, also known as the Bipartisan Infrastructure Law (BIL), was the truly dramatic increase in the amount of funds that were authorized to be implemented through discretionary grants, of which there was a similarly dramatic increase. Notices of Funding Opportunity (NOFO) for the following programs have been issued (in chronological order):

- Safe Streets and Roads for All;
- Natural Gas Distribution Infrastructure Safety and Modernization Program;
- University Transportation Centers Program;
- Transit-Oriented Development Pilot Program;
- Bridge Investment Program;
- Reconnecting Communities Pilot Program;
- Railroad Crossing Elimination Program;
- Ferry Programs;
- All Stations Accessibility Program;
- Nationally Significant Federal Lands and Tribal Project Program;
- Consolidated Rail Infrastructure & Safety Improvements Grant Program; and
- Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program.

Others should follow soon. After the bill's enactment, we provided TAMC with information about each of these programs, as well as a summary of the legislation in its entirety. As each NOFO has been issued, we have worked to make certain that it was promptly provided to TAMC staff.

It wasn't until March 15 of this year that the President signed into law legislation finalizing appropriations for Fiscal Year 2022, which began on October 1, 2021, and extends to

September 30, 2022. We were pleased to provide TAMC with a summary of funding in this omnibus legislation that would be of particular significance.

Shortly after enactment of the legislation making appropriations for FY '22, the Administration released its budget request for FY '23, and we promptly provided staff with a summary and analysis of the recommended transportation budget.

Even before this time, we began preparing to submit an earmark request to our Congressional delegation for the FY '23 Appropriations bills. We provided guidance and recommendations on the criteria for projects that might meet with the greatest acceptance by our delegation and the pertinent Congressional Committees. TAMC staff prepared excellent documentation and application materials in support of our request; \$1 million as necessary to complete the funding package for the construction of the US 101 auxiliary lane – South of Salinas. This amount complements the \$317,000 approved by the Board from Measure X funds, and \$2.989 million programmed by Caltrans. With Congressman Panetta's leadership, our request was included and fully funded in the bill which was reported from the House Appropriations Committee and passed on the House floor.

While a similar effort was undertaken with regard to seeking funding through our Senators, the project has not been included in the Senate companion measure that was released in late July. We have been working to try and assure that it will be in the final Appropriations bill that we believe will be enacted in December.

In addition to work on the earmarks, we kept TAMC staff apprised of other, more general developments related to the transportation appropriations bill in the House, including information related to funding levels of transportation programs. When the Senate appropriations measures were unveiled, we provided charts comparing those funding levels with amounts included in the House-passed measure.

More recently, as the Inflation Reduction Act (IRA) was being developed, we provided TAMC staff with summaries of various transportation provisions that were said to be in the mix.

With September winding down, and elections approaching, we would expect most legislative activities to slow until after the elections. We will continue to keep TAMC apprised of any significant developments, and continue to advocate for the South of Salinas earmark funding and such other measures deemed of import.

We look forward to the opportunity to respond to any questions/concerns/ideas that this memorandum engenders, and most especially to continuing our work on behalf of TAMC in Washington in the months and years ahead.