**IGA BIL Briefing/Listening Session – Questions Received**

**(Note: these questions are drawn from early December BIL 101 sessions that USDOT convened with IGA partners.)**

**(\*\*\*Answers given live reflected in the document.)**

***Non-modal specific questions***

* **BAB/TA Workstream (from FHWA briefing):** Is there a program to assist non-traditional entities in becoming eligible subrecipients, for example meeting federal standards like and requirements like ADA Transition Plans, Title VI Policies, high-risk entities?
* **OST-B:** How does the lack of a FY 2022 appropriations bill affect access to the IIJA funding levels? How much will you be able to release under the CR?
* **OST-B (from FTA briefing):** Can you provide more details or a better definition of advanced appropriations? Do the advance appropriations require further action by Congress before FTA can begin spending, obligating, and issuing notices of funding opportunity against them?
	+ ***Answer:*** \*\*\*We will provide follow-up briefings
* **OST-B (from FRA briefing):** It's my understanding that the money in the BIF is separate from (and in addition to) any approps, can you confirm?
* **OST-B:** Do "supplemental appropriations" in the IIJA require further action by Congress and be approved each year through the Appropriations Act?
* **OST-B (from FTA briefing):** Is there the possibility of "advance" appropriations being used to supplement projects with existing grant agreements in the form of front-loading the federal share (e.g., increasing from $100M to $150M or $200M) or in the form of a one-off supplemental grant, similar to what was done with ARPA?
* **OST-P (from FHWA briefing):** There are discrepancies between the BIL and CEQ’s NEPA rules. For example, BIL says EAs should be completed in 2 years; CEQ NEPA rules say 1 year. BIL says EISs should be limited to 200 pages; CEQ NEPA rules say 150 pages (300 pages if unusual scope/complexity). How will this be reconciled?

***BOTH (Innovation and Safety)***

* **OST-P:** Not revolutionary if not stressing a reduction in auto dependency. Where is the serious support for cycling, walking, shared transport and transit? Too much CAV support. E.g., exclusive lanes for autonomous buses.
* **OST-P:** I read that DOT is required to publicly post best practices learned from local governments in the Safe Streets for All program - I wonder if they could post all of the action plans for each jurisdiction that receives funding (whether the action plan is preexisting or newly developed) so there’s a singular clearinghouse
* **OST-P:** The only RAISE grant awarded in Louisiana was for a large metropolitan area. Municipalities are in dire need of infrastructure and surface improvements, especially those of significant age. Will this program prioritize more rural communities since the tax base is often limited in budgeting for these improvements? (Referring to SMART and Safe Streets for All)
* **OST-P:** From the experience of medium-sized and small cities such as Madison, WI: Please consider no/low local match requirements in the NOFOs for the safety, SMART and other BIL grants. This will make these opportunities more equitable and give better chance for smaller communities to participate, where the funds are much needed to serve our residents.

***Process/Communication***

* Are we officially calling this legislation the IIJA or the BIL?
	+ ***Answer:*** BIL
* **FTA (but all of USDOT):** Will there be follow up briefing sessions? [FTA]
* **OST-I:** Where will the link be posted to this webinar and other past webinars on the BIL?
* **OST-I:** Where can the recordings and support documents be found after cleared for posting by the Department?
* **OST-I:** How can we get added to your office's state/local outreach list?

***FTA***

* **OST-B:** Since FTA Admin funding is now from the Highway Trust Fund will this prevent FTA shut downs?
* **FTA:** For CIG, Congress usually appropriates at the budget request level. What is FTA planning to increase the PB number?
* **FTA:** Can you share any plans to invest any of the new CIG funding in existing projects in the pipeline?
	+ ***Answer****:* Anything that doesn’t have a grant agreement already is something that can look forward to future CIG funding
* **FTA:** With the increased CIG, will more projects be funded at the 80/20 split?
* **FTA:** Any idea of when FTA will release state contract authority apportionments for formula programs? Or will this need to wait until final appropriations are enacted that set the obligation limitation to BIL levels?
* **FTA:** Will there be any significant changes to the FTA Formula funding programs distribution formulas? Were there any noteworthy/substantive changes in apportionment methodology, e.g., those that affect state-by-state apportionments? Thanks!
* ***Answer****:* No substantial changes. Increases between 25 and 30% over next 5 years. We will share flow charts as we did with FAST; not much statute text change.
* **FTA:** Will the 25% low-emission set aside apply to the supplemental stimulus low-no funds as well as to the funds that come from the HTF-funded authorization portion of the bill?
* **FTA:** Do you expect to exempt 5311/5310 providers from PTASP requirements? Both are among the safest providers.
* **FTA:** Is FTA staff is aware that under Sec. 30013 [Admin. Provisions/Section 5334(h)(4)], transit agencies may now sell a vehicle past useful life at more than $5,000 and retain anything about that equal to the local (non-Federal) share of the original purchase price? This could be a huge benefit to smaller agencies to realize market value for assets once the federal interest is satisfied.
* **FTA:** Can FTA share anything about implementation of the future bundling provision and when FTA might seek input / look to roll out guidance on that?
* **FTA:** Will FTA be involved in developing/administering the Reconnecting Communities program?
* **FTA:** Is there opportunity to advocate for FTA to do TVM, instead of the recipient?
* **FTA:** Is there an opportunity to advocate for the vendor to do Buy America instead of the recipient?
* **FTA:** What is the status of FTA’s efforts to staff up consistent with the new slug of administrative funds to help execute the expanded program?
	+ ***Answer****:* Heard this a lot and preparing for this in a number of ways
* **FTA:** Does FTA account for errors in ridership estimates caused by COVID-19?
* **FTA:** What are FTA’s plans for data utilization?
* **FTA:** What's the anticipated schedule in relation to Census data updates that do affect the formulas?
* **FTA:** Many State DOTs don't directly manage transit, but for effective multimodal planning, how could they monitor the health/performance of the transit network? Would GTFS compliance and then analytics on GTFS meet that kind of criterion?
* **FTA:** Are school buses owned by local government school districts part of the Federal Transit program?
* **FTA:** When will regional estimates be provided for the formula programs?
* **FTA:** Can you tell us if the ability of States to “flex” funding from non-transit programs to transit is changed in the new law?
* **FTA:** What are the best funding opportunities for ZEB infrastructure?
* **FTA:** Will ASAP funds be available for stations build since 1990 which met ADA standards at the time, but not the current standards? Consider accessibility beyond physical access, like accessible signage for blind travelers and training, etc. Visual signage for Deaf users
* **FTA:** What is the plan for stations that have not been deemed key stations that are still inaccessible, but also serve our more underserved rural communities which include people with disabilities?
* **FTA:** Does some of the ASAP funding go to training for engaging with passengers with disabilities?
* **FTA:** Calendar and timing questions:
	+ What is timeframe for Notice of Proposed Rulemaking emanating from responses to the RFI questions related to equity and sustainability?
	+ When might we see guidance for the 4 new discretionary programs?
	+ When should we expect information on NOFOs for the competitive programs?
	+ ***Answer****:* Approps process will be key for many of these; Keep in mind we are required to do NOFO 30 days from approps for Low-No
* **FTA:** Is there an FTA BIL website similar to the FHWA one?

***FRA***

* **FRA:** Will freight rail be receiving competitive funding for new rail projects? We have a BUILD grant for engineering and ROW, but need funding to construct 120 miles of rail
* **FRA:** Are railroad quiet zones eligible for the CRISI program?
	+ ***Answer:*** Yes
* **FRA:** Are projects outside the NEC already identified by the Department as national high-speed rail corridors "grandfathered" in as corridors for purposes of the Federal State Partnership program?
* **FRA:** Can FRA expand on the applicant and project eligibility for grants from the $43 B Federal- State Partnership Program, including NEC or other minimum set-aside funding?
* **FRA:** Does the crossings program include gates in ungated crossings?
* **FRA:** Where PTC will be required, are grants available?
* **FRA:** What is FRA's current stance toward expanding the long-distance national network (as opposed to state-supported corridors)--particularly as it relates to rural America? And, how does MEGA funding relate to Section 22307 of the bill that reserves 20 percent of intercity funding for long-distance?
	+ ***Answer:*** Rural critical, not just an urban program
* **FRA:** While you indicated that FRA needs to take due time to approve new corridors, it behooves us to develop a robust pipeline. How can we best advance this strategic goal?
* **FRA:** Are there funds available to help localities construct stations that support ridership?
* **FRA:** Will there be specific requirements centered around collaboration?
* **FRA:** Is there a contact that we can reach out to with questions and needs in the future, or should we communicate with FRA through our congressional offices?
* **FRA:** For FRA compliance questions and inquiries for post-award, who is a good FRA rep to contact?
* **FRA:** FTA has requirements to get NOFOs out within a few months & then distribution within a few months after that. Anything like that for FRA funds?

***FHWA***

* **FHWA:** Will funding be sent as block grants to municipalities or will this become a grant writing exercise?
* **FHWA:** Can funds be used to hire temporary and/or permanent staff to help with the backlog of known infrastructure issues we cannot afford to tackle with existing staff or resources?
* **FHWA:** Will funding be available to pave dirt roads?
* **FHWA:** Will funding be available for maintenance of ditches, failed pipes, bridges, roads, sidewalks and what level of documentation will be necessary?
* **FHWA:** Will new construction and multi-million dollar projects be prioritized over failing infrastructure since it was stripped out of the final bill?
* **FHWA:** Do projects have to be shovel ready or can we use to develop and plan known issues?
* **FHWA:** How many years to obligate and how many years to complete?
* **FHWA:** What's the definition of a Vulnerable Road User (VRU) in regards with the required Safety Assessment and the 15% representation of VRU fatalities related to the HSIP requirement?
* **FHWA:** How does a Vulnerable Road User (VRU) interact with a state's SHSP?
* **FHWA:** What steps are needed to implement the two new formula funding programs; Carbon Reduction and PROTECT?
* **FHWA:** For the PROTECT program, is there a timeline on guidance for what must be included to establish a compliant resilience improvement plan?
* **FHWA:** What is an example of the 10 percent that is allocated, rather than apportioned?
* **FHWA:** Aside from adding the small MPOS to the consultation requirement, is that requirement more strenuous or different now?
* **FHWA:** Are Road Diets eligible under CMAQ? We need explicit guidance or language for road diets.
* **FHWA:** For those programs where non-state entities are now eligible, will they still apply via their state DOT?
* **FHWA:** Would you please provide additional information on the implementation of the EV charging programs, including how municipalities should partner with industry?
* **FHWA:** Are the Resiliency funds available only for hardscape/infrastructure, or can they be used to incentivize movement into other transportation modes (specifically ebikes) through purchase rebates, etc.?
* **FHWA:** For these changes in eligibilities, if we're obligating "old" funds authorized and apportioned under the FAST Act, do the new eligibilities apply?
* **FHWA:** Under which program(s) are interjurisdictional alternative transportation trails eligible? Do local governments need to apply through their MPO?
* **FHWA:** What are the required elements of the plan that DOTs need to submit for the National EV Formula Program?
* **FHWA:** Were there any changes in the designation of alt fuel corridors?
* **FHWA:** How will DOT/FHWA seek to ensure that Fed-aid formula apportionments are spent in a manner consistent with the Administration's climate change goals?
* **FHWA:** What is the plan for oversight on funding directly distributed to “other” entities?
* **FHWA:** Will the discretionary funding have dedicated funding for the various eligible entities? Or will local government project compete with funding against state proposals? Is the goal to fund large impact projects or many smaller projects?
* **FHWA:** To advance climate change and multimodal, and safety goals, will FHWA require a "hard look" at roadway capacity projects?
* **FHWA:** In general, for most fund types does the non-federal match remain at 20%?
	+ ***Answer****:* “Emphasis on ’general,’” there are examples where it can be reduced
* **FHWA:** The FHWA site says something about LPAs having "direct access" to Fed Aid funds. Does that literally mean direct or via the DOTs?
* **FHWA:** Why can’t you block grant money to municipalities like ARPA recently did and let me as the local PW Director decide where it needs to be spent (bridges, roads, etc.) vice making me figure out a bureaucracy I don't understand and don't have the staff to dig into or write grants for unless its kept SIMPLE (eg 1 pager-need/amount)
* **FHWA:** Will local gov'ts/MPOs be able to apply through State DOT for discretionary funds?
* **FHWA:** Do the National EV Formula Program and the Section 11401 Grants for Charging and Fueling Infrastructure need action from Congress before US DOT can implement them?
* **FHWA:** Will there be Performance Measures for PROTECT and the EV charging programs?
* **FHWA:** Interested to know if electric aviation will be included in the definition for EV charging?
* **FHWA:** When will formula FHWA funds will be posted in FMIS?
* **FHWA:** Similar to one of your slides, can you please place on your website, a comprehensive list of funding programs, along with the eligible entities, the dollar amount each FFY, and the matching requirements? It seems like every eligible entity would benefit from such a list so placing a "master" copy on your website would prevent everyone from having to create their own list. Thanks for your consideration.
* **FHWA:** When can we expect more guidance about the technical assistance funds that can be set aside to assist local governments in accessing Transportation Alternatives funds?
* **FHWA:** Will there be an FAQ list on the FHWA BIL page?
* **FHWA:** Is a County considered a local government?
* **FHWA:** What is the timing of NOFO’s?
* **FHWA:** When do the program changes take effect? BIL of course applies to FFY22. But when are changes, such CMAQ prioritization requirements just for example, required to be implemented?
* **OST-B:** Have 'new' FHWA infrastructure programs received FFY 22 and/or FFY23 appropriated dollars yet or just federal authorizations?
* **OST-B/FHWA:** The authorization includes about $14 B in "supplemental appropriations", beyond the $350.8 B included in the presentation. Can you confirm if the funding is about $351 B or $365 B?. Thanks!

***MARAD***

* **MARAD:** Can you have a new marine highway program designated for these funds? If so, how?
* **MARAD:** What are the priorities for ports? Relate to Offshore Wind Ports?
* **MARAD:** What kind of flexibility is there for the PIDP grants e.g., to include adjacent shipyards which are usually kept separate in the Small Shipyard Grant program?
* **MARAD:** When do you anticipate the current PIDP applications currently under review will receive notices of funding status?
* **MARAD:** When's the NOFO release for MARAD?
	+ ***Answer***: Want to be communicative – offering briefings
* **MARAD:** Do you have a date for the PIDP awards will be announced
	+ ***Answer:*** Last round of awards announced in December [here](https://www.maritime.dot.gov/newsroom/press-releases/us-transportation-secretary-pete-buttigieg-announces-over-241-million).
* **MARAD:** What are the formula funding amounts for MARAD?
* **MARAD:**  How does MARAD’s BIL funding relate to supply chain challenges?

***FMCSA***

* **FMCSA:** Where can we find the information about the new CDL laws? What will it cost for local gov. and does these new CDL course requirements apply to local Gov. (I.E. road and bridge crews?
	+ ***Answer:*** Believe you’re referencing Entry Level Driver Training – the deadline is February
* **FMCSA:** Who pays for ELTD for CDL?
* **FMCSA:** What are the formula funding amounts for FMCSA?
* **FMCSA:** Connections to supply chain challenge?
	+ ***Answer*** *(****FMCSA***): Training grants (defray cost of driving); then also supporting inspection, investigations, and enforcement to improve safety and reduce crashes

***FAA***

* **FAA:** What is the timing for FAA programs? Will there be a calendar?
	+ ***Answer:*** Terminal programs and contract towers early 2022; working hard to get allocation numbers out before the end of the year; specific projects are all subject to normal processes
* **FAA:** Traditionally AWOS systems upgrades and replacements have been done with 100% state funds. Will this new funding be eligible to replace aging AWOS systems?
* **FAA:** The Terminal Program $5B requires a state match. Will the formula driven funding that uses PFC eligibility require a state match?
	+ ***Answer:*** Yes
* **FAA:**Will grants be available for airport projects already under construction? Or only for projects that are yet to begin construction?
	+ ***Answer:*** Criteria applying haven’t seen anything saying it can’t be
* **FAA:** For states that manage the State Block Grant Program for their non-primary airports, how will this BIL funding be issued to the states? Will it be issued as a block of funding to the states? Are the BIL funds considered entitlements or discretionary funds?
* **FAA:** How will block grant states be incorporated into the competitive grant programs, such as the terminals grants?
* **FAA:** Will any of this funding be available to non NPIAS Airports?
* **FAA:** The formula for funding non-primary NPIAS airports through AIP is both directive and specific. Will FAA publish additional criteria for projects to be selected that meet the new objectives of this bill?
* **FAA:** For non-primary airports, while the amount will be fixed on their NPIAS status, will changes to the NPIAS status be considered during the life of the BIL? For example, if an airport is currently a Regional GA but after this year's snap shot becomes a National GA, will they be eligible for the higher level of funding, or will their status be static based on FFY2022 when the BIL was signed?
* **FAA:** Small privately owned non-NPIAS airports that are open for long term public use benefit local communities. Will the non-NPIAS airports be eligible for some of these funding opportunities?
* **FAA:** Will non-primary airports in the NPIAS but are unobligated via past FAA grant obligations qualify for these BIL funds?
* **FAA:** Can non-primary airports transfer funds from one airport to another, if one airport will not be using the funds, specifically for Block Grant states where the state manages all NPE?
	+ ***Answer****:* Expanded eligibility for projects within Airport Improvement Program; Working with ADO and with regions will determine what can be done
* **FAA:** Is there any plan to support prevailing wage in support of these minority business?
	+ ***Answer****:* We will ensure Davis-Bacon compliance; Very actively engaged with labor partners
* **FAA:** Is anyone trying to create a pipeline for skilled trades and decarceration within this funding?
	+ *Follow-up From Dani Revord to All Panelists: 01:37 PM* If anyone is interested in a decarceration program for the incarcerated and formerly incarcerated, please let me know as I am working on creating a prison to green jobs pipeline
* **FAA:** Will any of these funds bolster, expand or reduce the match requirement of existing grants vs. create new funding opportunities?
* **FAA:** Is the local/state match going to be the normal 10% on the formula based and terminal grants?
* **FAA:** Will these investments be mapped toward achieving the county's GHG mitigation goals/Paris Agreement? Will restrictions be made in investments that are misaligned with achieving those outcomes (e.g. natural gas-fed terminals, fossil-based transport systems?).
* **FAA:** Will FAA/DOT have any new evaluation criteria to achieve the equity, sustainability (and related cost effectiveness) as well as the guidance noted?
* **FAA:** While our terminal at KPUB is old and outdated, will considerations be made for expansion to provide for pandemic related social distancing requirements?
* **FAA:** How will Buy American be handled? Typical 100% US manufactured and materials? Will Type III Waiver Requests need to be submitted for terminals? For terminal systems, such as baggage handling systems (BHS)?
* **FAA:** My airport has a control tower that was built in the early 1960's. Airport owned, contract tower. How is $20 million per year going to provide the necessary funding to do a significant amount of upgrades for all the contract towers in the US?
* **FAA:** Does the existing Discretionary Cap of $20 Million for terminal projects be applied to the Infrastructure funds?
* **FAA:** There is $20 million allocated for approx. 150+ towers to compete for (likely fund 4-5 projects), yet Airport Infrastructure allows 50 towers to compete with the $20 billion in Airport Infrastructure, why such a disproportionate amount?
* **FAA:** Is it possible that FAA could post on website a resource guide that more specifically spells out which BIL opportunities are available for GA airports?

***NHTSA***

* **NHTSA:** Is there funding available to municipalities for street light infrastructure and upgrades? new sidewalks? street overlays?
	+ ***Answer****:* FHWA typically is responsible for roadway physical infrastructure improvements. NHTSA is the behavioral side and vehicle safety
* **NHTSA:** Do you have an estimate of when the NCAP comment period may open?
	+ *Similar:* Will updates to NCAP take the known safety impacts of vehicle size on vulnerable road users into consideration?
	+ ***Answer****:* we want the comments regarding changes people want ASAP, and RFC is a high priority, will come soon. Certainly aware of the vehicle size issue, can’t comment specifically but very interested in pedestrian and bicyclist safety
* **NHTSA:** Is there a plan to evaluate the removal of side view mirrors on cars in favor of cameras and monitors inside the vehicle? From what I’ve seen cameras offer better view, eliminate blindspots and reduce drag, increasing millage.
* **NHTSA:** Timing of NOFOs?
	+ ***Answer:*** NHSTA A: stay in touch as states prepare; they are the most direct conduit. Also in touch with law enforcement.

***PHMSA***

* **PHMSA:** Are any of these PHMSA grants available to local communities (cities, towns, counties) and their first responder departments? I only saw states, territories, and tribal organizations listed as eligible.
	+ ***Answer****:* While HMEP grants are awarded to states--we expect states to work with the communities that are most in need--since the grants are focused on emergencies that affect communities directly.
* **PHMSA:** When will there be more info given on the pipeline side of things?
	+ ***Answer****:* 180 days after enactment is statute. Emphasize that’s for municipally owned gas distro systems
* **PHMSA:** Will any of the money being channeled through PHMSA be available for pipeline-safety related initiatives such as monitoring, development of emergency plans or purchase of specialized equipment first responders might need in order to be prepared for an accident involving highly volatile liquids? Does a pipeline need to cross state lines in order to be eligible?
	+ ***Answer****:* follow-up needed
* **PHMSA:** Timing of NOFOs?

***Research and Technology / SMART***

* **OST-R:** Is there a cap on individual awards? and is $500M an annual award or over multiple years?
	+ ***Answer***: $100m per year over 5 years. To clarify on cap
* **OST-R:** Can SMART be used to support active/shared/transit modes that truly reduce car dependency?
* **OST-R:** What is the local match for the SMART program? Is there a min/max grant amount?
* **OST-R:** Could connected streetlights be eligible under the SMART program?
* **OST-R:** Can we use SMART to take personal vehicles off the street network?
* **OST-R:** Are there other programs to apply for that would complement a SMART grant application
	+ ***Answer***: BAB and FHWA congestion management for example but there are more

***Safety / Safe Streets for All***

* **FHWA:** HSIP funds are hard to access because of the need for historical safety issues. In other words, it’s hard to get funds unless there are recorded accidents and deaths. Will new regs allow for access to HSIP as a preventative/proactive strategy?
* **OST-P:** Can we be guided by an existing VZ action plan? did slide 7 or 8 say that plan must be in place prior to eligibility? Would an adopted Vision Zero plan be given higher priority than a city's adopted Local Roadway Safety Plan? In other words, is Vision Zero to be prioritized?
	+ ***Answer****:* definitely want to leverage existing work
* **OST-P:** The 40% for planning - does it all need to go to strategic plans, or can it be used to take vision zero projects in the queue to final design?
* **OST-P:** Will separated non-road infrastructure be eligible for Safe Streets use to provide fully traffic segregated routes for walking and biking?
* **FHWA/OST-P:** What is the relationship between the HSIP and the Safe Streets and Roads For All grant program?
* **OST-P:** Is grade separation a type of project that could be considered for Safe Streets funds?
* **OST-P:** What counts as a comprehensive safety plan?

***Financing (BAB)***

* **BAB:** How will technical assistance grants be structured, hired consultants or DOT personnel offering the technical assistance?
* **BAB:** Can future federal or state transportation funds be used to pay off the TIFIA or RRIF loans?
	+ ***Answer:*** State funds can, but our loans cannot be repaid with federal dollars
* **BAB:** The rural TIFIA loan awarded recently to a California transit agency will be used to provide EV infrastructure in bus garages. Seems that similar project might be good candidates for low-cost loans, given the priority for zero-emission vehicles.
	+ ***Answer****:* Yes, we believe these are a great opportunity
* **BAB:** Doesn't the statute allowed TIFIA loans to cover up to 49% of eligible project costs? Why did you say that is only for rural projects?
	+ ***Answer:*** Statute allows up to 49%, most are at 33% but we go up to 49% in extenuating circumstances (rural projects and INFRA-Extra for high-scoring projects with limited fund availability)
* **BAB:** For INFRA Extra, is it possible to win the grant AND get the 49% loan eligibility?
* **BAB:** If the intent of Congress/ federal law is clear to allow TIFIA loans to be up to 49% of total eligible project costs, why the Bureau is creating an additional layer/policy to qualify applicants for such loans?
* **BAB:** Can the Rural and Tribal Assistance Pilot Program funds be used to support or establish the creation of RTPOs?
* **BAB:** Any further info yet on what types of TOD are eligible for TIFIA? Can borrower be private entity for a TOD project?
	+ ***Answer****:* entities can be private if working with public joint ventures
* **BAB:** When will DOT announce what projects are being supported with infra funds for 2021?
* **BAB:** Can you publish a listing?
* **BAB:** What is your outreach and engagement look like to transit agencies to educate them on these programs/grants?
	+ ***Answer****:* we do events, roadshows

***Mega Projects***

* **OST-P:** Can a government entity apply on behalf of a private entity? For instance, could a public agency apply on behalf of a private railroad company to improve privately owned rail infrastructure (either to benefit freight or passenger rail service)?
	+ ***Answer****:* In short, yes in many cases but it depends on several factors
* **OST-P:** Will there be guidance on what is expected in the data collection plan?
* **OST-P:** What can you tell us about the National Infrastructure Project Assistance program priorities, eligible entities, and timeline?
* **OST-P:** Timing?
	+ ***Answer:*** Aiming for February timing; Stay engaged with IGA team
* **OST-B:** Apologies if I missed this at the start. Is work by the agency on this (MEGA) limited by the CR? I wasn’t sure if this program got appropriations or just CA and was then limited by the CR