

Bipartisan Infrastructure Law (BIL) or Infrastructure Investments and Jobs Act (IIJA)

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Roger Millar, Secretary of Transportation
Amy Scarton, Deputy Secretary of Transportation

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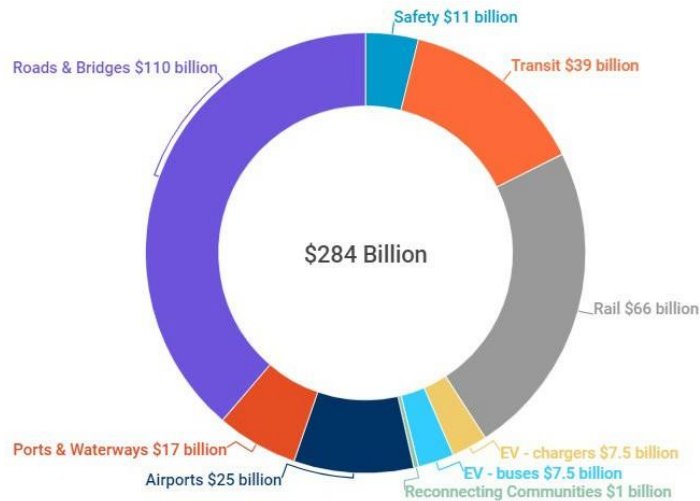
Bill Summary

- IIJA signed on November 15, 2022 and became effective immediately
- \$1.2 trillion total
 - \$550b in *new* funding
 - Creates new formula, competitive and discretionary grant programs
 - Estimated \$5.443 billion in federal-aid highway funding to Washington State
 - Estimated \$1.79 billion in transit formula funding to Washington State
- Reauthorizes for FY2022-FY2026 several surface transportation programs, including the:
 - federal-aid highway program
 - transit programs
 - highway safety
 - motor carrier safety
 - rail programs

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\$284 billion in new transportation funding



<https://www.naco.org/resources/legislative-analysis-counties-infrastructure-investment-jobs-act>

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Guidance / Resources

- White House Bipartisan Infrastructure Law Guidebook
 - www.whitehouse.gov/build
- FHWA Policy Memo on *Using Bipartisan Infrastructure Law Resources to Build a Better America*
 - Emphasis on state of good repair, safety, accessibility, multimodal, equity, climate and resiliency.
 - Intend to prioritize projects that move more people and goods by modernizing and increasing operational efficiencies of existing roads and highways, rather than adding capacity for single occupant vehicles

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Core Federal-Aid Highway Formula Programs

Comparison of FAST Act vs. Infrastructure Investment and Jobs Act For Washington State			
Federal Programs	FAST (5 year total)	Infrastructure Invest (5 year total)	Difference
National Highway Performance Program (NHPP)	1,972,723,579	2,289,951,997	317,228,418
Surface Transportation Block Grant Program (STBGP)	1,049,371,172	1,327,224,449	277,853,277
Highway Safety Improvement Program (HSIP)	192,445,996	225,874,836	33,428,840
Railroad Crossing - Safety	23,993,991	25,251,713	1,257,722
Congestion Mitigation and Air Quality (CMAQ)	187,143,182	216,864,306	29,721,124
National Highway Freight Program (NHFP)	105,334,603	139,821,743	34,487,139
Statewide Planning and Research (SPR)	70,311,395	82,021,506	11,710,110
Metropolitan Planning	37,888,336	44,104,268	6,215,932
Transportation Alternatives	54,926,192	62,246,210	7,320,018
Recreational Trails	9,431,350	10,599,972	1,168,622
Ferry Boat	76,535,345	108,840,840	32,305,495
Carbon Reduction Program	-	106,627,678	106,627,678
PROTECT	-	121,243,310	121,243,310
Bridge Replacement - GF	-	611,052,694	611,052,694
National Electric Vehicle - GF	-	71,589,010	71,589,010
	3,780,105,142	5,443,314,532	1,663,209,390

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State / Local Split of Formula Funds

Program	FAST Act (FFY 20)		IIJA (FFY 22-23)	
	State	Local	State	Local
National Highway Performance Program (NHPP)	87%	13%	87%	13%
Surface Transportation Block Grant Program (STBGP)	21%	79%	21%	79%
Local Bridge Program	0%	100%	0%	100%
Population Distribution	0%	100%	0%	100%
Any Area of the State	86%	14%	86%	14%
Transportation Alternatives	0%	100%	0%	100%
Recreational Trails	100%	0%	100%	0%
Highway Safety Component of HSIP	30%	70%	30%	70%
Rail Crossing Safety Component of HSIP	100%	0%	100%	0%
Congestion Mitigation and Air Quality (CMAQ)	0%	100%	0%	100%
Metropolitan Planning (MPO)	0%	100%	0%	100%
Statewide Planning and research (SPR)	100%	0%	100%	0%
National Highway Freight Program (NHFP)	50%	50%	50%	50%
Bridge Replacement Program (new)	-	-	85%	15%
Carbon Reduction Program (new)	-	-	35%	65%
National Electric Vehicle Program (new)	-	-	100%	0%
PROTECT (new)	-	-	100%	0%
Overall	61%	39%	65%	35%

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Bridge Investment Program

Purpose: To repair and replace deficient and outdated bridges and ease the national bridge repair backlog

Funding: Formula and discretionary grants

Allocation:

- \$605m over 5 years w/ \$121m for FFY 22
 - 15% for off-system bridges
 - 15% for local bridges + \$45m NHPP/ STBG funding
 - Call for projects closed April 29th

Guidance:

- Issued January 14, 2022
- Emphasis on state of good repair, equity, bike / ped

EV Charging Infrastructure

Funding: Formula and discretionary grant
\$71m over 5 years w/\$10m in FFY 2022

Eligible Projects:

- EV charging infrastructure acquisition, installation, operation and maintenance, and data sharing
- Designated Alternative Fuel Corridors
 - I-5, I-82, I-90, US 101, US 195, US 395

Guidance:

- Issued February 10, 2022
- Minimum Standards and Reqs: May 2022
- Implementation plans due August 1st



Carbon Reduction Program

Purpose: To reduce transportation emissions

Allocation: formula; 65% suballocation based on population
\$109m over five years with \$21m in FFY22

Eligible Projects:

- Establishing or operating a traffic monitoring, management, and control facility
- Public transportation projects
- Bicycle and pedestrian facilities
- Advance transportation and congestion management technologies
- ITS capital improvements and vehicle-to-infrastructure communications equipment
- Efficient street lighting and traffic control devices
- Congestion pricing, mode shift, and transportation demand management (TDM)
- And more.....

Guidance

- Issued April 2022
- Requires states to develop a carbon reduction strategy, in consultation with MPOs

PROTECT (Resiliency) Grant Program

Purpose: To provide grants for resilience improvements

Allocation: formula and through competitive grants

Eligible Projects:

- use of natural infrastructure or construction or modification of storm surge flood protection
- aquatic ecosystem restoration elements related to highway projects
- public transportation facilities
- intercity rail facilities or service
- port facilities

Discretionary Grant Programs

Existing

- RAISE/BUILD/TIGER (\$7.5 billion)
- INFRA (\$3.2 billion)
- CRISI (\$5 billion)
- Passenger Ferry (\$1.5 billion)

Notice of Funding Opportunity:
Released
Scheduled for Q1 or Q2 2022
Summer
Not Scheduled Yet

New

- Bridge (\$3.25 billion)
- National Infrastructure Project Assistance program aka Megaprojects Grant Program (\$5 billion)
- National Culvert Removal, Replacement and Restoration Grant Program (\$1 billion)
- Electric or Low-Emitting Ferries (\$250 million)
- EV Charging and Fueling Infrastructure (\$2.5 billion)
- Reconnecting Communities Pilot Program (\$500 million)
- Railroad Crossing Elimination Program (\$3 billion)
- Strengthening Mobility and Revolutionizing Transportation Grants (SMART) (\$500 million)
- Active Transportation Investment Program (\$1 billion)
- Wildlife Crossing Pilot Project (\$350 million)

Local Programs

AWC BIL Webinar

Local Programs Overview

Support to cities, counties, and other transportation partners such as tribal governments, ports, and transit agencies:

- Administer & Manage Federal funds
- Technical Support
- Financial Support
- Education



Local Programs

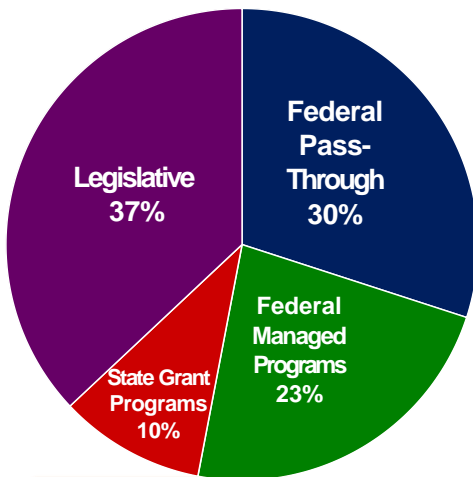
- Federal and State Compliance
 - 1,000 active projects
 - Local Bridge Inventory – 4,207 bridges
- Over 175 construction contracts awarded in 2021
- 180 NEPA approvals in 2021
- 41 Right of Way certifications on local federal projects in 2021



State Legislature

- 21-23 Supplemental Transportation Budget
 - Local Programs
 - Six new local projects
 - Cost adjustments on Connecting WA (CWA) projects
- Move Ahead Washington (MAW)
 - 16 year \$17B package
 - Significant funding for Safe Routes to Schools & Bike and Pedestrians
 - \$314M New Local Capital Projects
- Complete Streets

2022 Supplemental Budget



Appropriated \$548 million
Unappropriated \$583 million

- **Federal Pass-Through \$342 million**

- Surface Transportation Block Grant \$244m
- Congestion Mitigation/Air Quality \$78m
- Transportation Alternatives \$20m

- **Federal Managed Programs \$258 million**

- Local Bridge Program \$110m
- Highway Safety Improvement Program \$70m
- NHS Asset Management Program \$25m
- National Highway Freight Program \$53m

- **State Grant Programs \$114 million**

- Safe Routes to School \$58m (\$32m st/\$26m fed)
- Pedestrian & Bicycle Safety \$56m

- **Legislative \$413 million**

- Connecting WA projects \$178m
- Move Ahead WA projects \$137m
- Legislatively Directed \$53m
- Tiered Bike/Ped List \$13m
- FMSIB \$32m

Local Programs

- Local Programs Funding Opportunities
 1. USDOT Notice of Funding Opportunities (NOFO) (i.e. SS4A)
 2. Local Bridge Program – closed April 29th
 3. Railway-Highway Crossing Safety Program
 4. City Safety Program – closed March 4th
 5. County Safety Program – 2023
 6. Multiuse Roadway Safety Program – open
 7. Active Transportation Programs
 - a. Ped/Bike Program due May 30th
 - b. Safe Routes to School Program due June 6th

Program Delivery

- FFY 2022 Local Federal Program Delivery
 - Obligating Authority (OA)
 - \$305M target
 - May balance over \$230M
 - Realistic delivery schedule
 - Opportunities ?



Complete Streets

Added to Chapter 47.24 RCW - CITY STREETS AS PART OF STATE HIGHWAYS

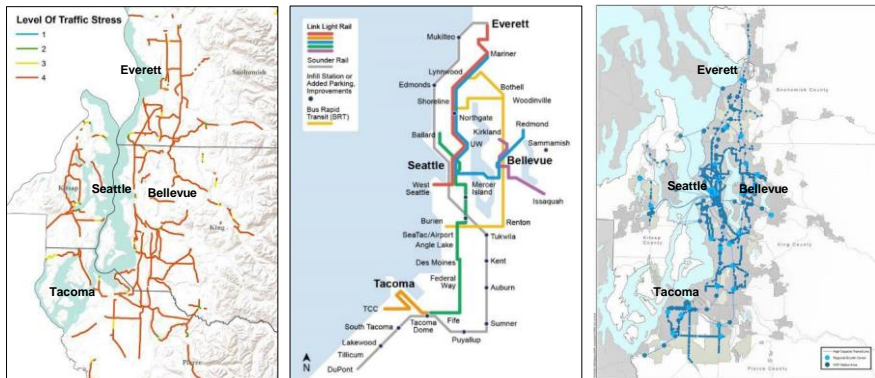
Purpose: “(1) In order to improve the safety, mobility, and accessibility of state highways, it is the intent of the legislature that the department must incorporate the principles of complete streets with facilities that provide street access with all users in mind, including pedestrians, bicyclists, and public transportation users, notwithstanding the provisions of RCW 47.24.020 concerning responsibility beyond the curb of state rights-of-way.”

Applies to “state transportation projects starting design on or after July 1, 2022, and that are \$500,000 or more”



Complete Streets

“(b) Consult with local jurisdictions to confirm existing and planned active transportation connections along or across the location; identification of connections to existing and planned public transportation services, ferry landings, commuter and passenger rail, and airports; the existing and planned facility type(s) within the local jurisdiction that connect to the location; and the potential use of speed management techniques to minimize crash exposure and severity;”



Information

More information and project status available at:
<http://www.wsdot.wa.gov/localprograms/>

Region Local Program Engineers

Northwest - Mehrdad Moini, PE

Olympic - Bryan Dias, PE

Eastern - Mark Allen, PE

Southwest - Michael Williams, PE

South Central - Randy Giles, PE

North Central - Brian Pearson, PE



Questions?

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