



# Grants Management Breakfast Forum: Bipartisan Infrastructure Law Opportunities

REI Systems | George Washington University Trachtenberg School of  
Public Policy & Public Administration

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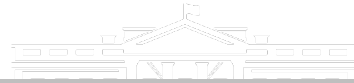
*1/18/2022*



# Biden-Harris Administration Priorities



# Biden-Harris Administration Priorities



**COVID Recovery.** Free COVID testing, increased PPE production and ensuring future American manufacturing of PPE, and equitable vaccination.

**Climate.** Investing in clean energy, building retrofits, and sustainable infrastructure, with a focus on communities that bear the brunt of pollution.

**Job Growth.** Supporting businesses and state and local government; investing in education and healthcare; and making a generational investment in our aging infrastructure.

**Equity.** Ensuring access for people of color to jobs, homeownership, higher education, retirement savings, and other necessities.

## Justice40

Executive Order 14008 created a government-wide “Justice40” Initiative with the goal of delivering 40% of the overall benefits of relevant federal investments to underserved and disadvantaged communities. The Justice40 Initiative has the potential to deliver benefits that could include increased access to renewable energy and energy efficiency improvements, public transit, water infrastructure, climate resilient affordable housing, training and workforce development, reductions in legacy pollution, and equitable and just community development, among others.



THE WHITE HOUSE  
WASHINGTON

***Mission:*** To ensure our Nation has the safest, most equitable, reliable, and modern transportation system in the world to increase economic strength, improve climate outcomes, and build global competitiveness for the American people.





# The Bipartisan Infrastructure Law



# USDOT budget and program growth is substantial

## Bipartisan Infrastructure Law (BIL)

US Department of Transportation



Select a Mode (or leave as-is for entire DOT)

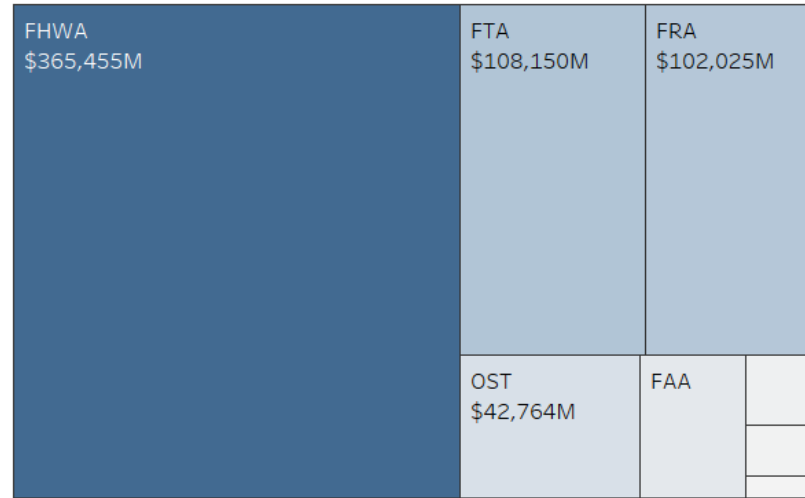
- Federal Aviation Administration (FAA)
- Federal Highway Administration (FHWA)
- Federal Motor Carrier Safety Administration (FMCSA)
- Federal Rail Administration (FRA)
- Federal Transit Administration (FTA)
- Maritime Administration (MARAD)
- National Highway Traffic Safety Administration (NHTSA)
- Office of the Secretary (OST)
- Pipeline and Hazardous Materials Safety Administration (PHMSA)

Select FY

- FY 2022
- FY 2023
- FY 2024
- FY 2025
- FY 2026

Select New or Existing

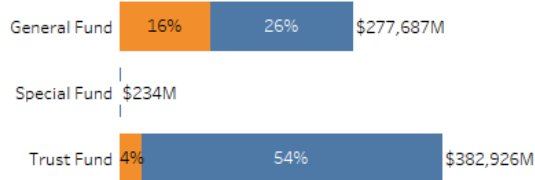
- New
- Existing



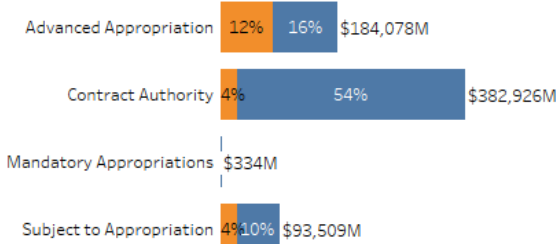
103 Programs

157 Sub Programs

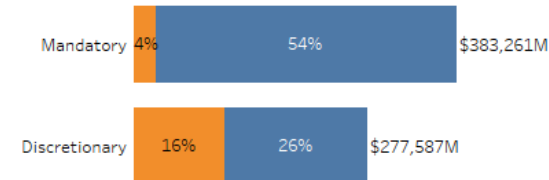
### Fund Source



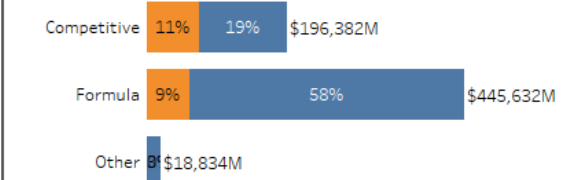
### Authorization



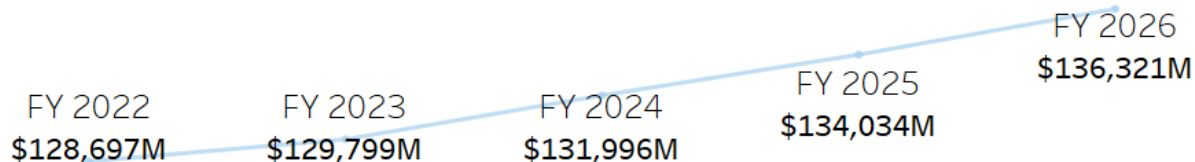
### Mandatory or Discretionary



### Program Type



Mode: All Fund Source: All Authorization: All M/D: All Program Type: All New/Existing: All



5 Year Total  
\$660,847M

FY Average  
\$132,169M

5 Year Delta (\$)  
\$7,624M

5 Year Delta (%)  
5.9%



# Bipartisan Infrastructure Law - Overview

**The Bipartisan Infrastructure Law (BIL) includes five-year reauthorization (FY22-26) of surface transportation programs and direct advanced appropriations.**

- Total transportation funding in this five-year package is over \$660 billion.
  - Includes framework in EPW's Surface Transportation Reauthorization Act and Commerce's Surface Transportation Investment Act
  - Transfers \$118 billion from the U.S. Treasury's general fund (GF) to the Highway Trust Fund (\$90 billion to highway account and \$28 billion to Mass Transit account)
- Total potential funding over five years includes:
  - FHWA: \$365 billion
  - FTA: \$107 billion
  - FRA: \$102 billion
  - FAA: \$25 billion
  - NHTSA: \$8 billion
  - FMCSA: \$5 billion
  - MARAD: \$2 billion
  - OST: \$43 billion



# Bipartisan Infrastructure Law - Overview

The BIL includes significant new discretionary and formula programs.

Examples (subject to appropriation) include:



 Bridge Formula Program:	\$28 billion (5-years)
 Bridge Investment Program:	\$16 billion
 Charging Formula Program:	\$5 billion
 Charging and Fueling Infrastructure Grants:	\$2.5 billion
 PROTECT formula and discretionary grants:	\$8.7 billion
 Reduction of Truck Emissions at Port Facilities:	\$400 million
 Safe Streets and Roads for All:	\$6 billion
 National infrastructure Investments (Megaprojects):	\$15 billion
 Local and regional project assistance (RAISE):	\$15 billion
 Nationally Significant Freight & Highway Projects (INFRA):	\$14 billion
 Culvert replacement and restoration	\$5 billion



# A generational investment in infrastructure

- **\$39 billion** of new investments to modernize public transit, the largest investment in transit in American history
- **\$66 billion** for reliable passenger and freight rail service, the largest investment in passenger rail since the creation of Amtrak
- **\$17 billion** for ports and waterways and **\$25 billion** for airports to address repair and maintenance backlogs and to reduce congestion and emissions
- **\$1 billion** for a first-ever program to reconnect communities divided by transportation infrastructure



*In the Senate of the United States,*

*August 10, 2021.*

*Resolved*, That the bill from the House of Representatives (H.R. 3684) entitled “An Act to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes.”, do pass with the following

**AMENDMENT:**

Strike all after the enacting clause and insert the following:

**1 SECTION 1. SHORT TITLE; TABLE OF CONTENTS.**

2 (a) *SHORT TITLE.*—This Act may be cited as the “In-  
3 frastructure Investment and Jobs Act”.

4 (b) *TABLE OF CONTENTS.*—The table of contents for  
5 this Act is as follows:

*Sec. 1. Short title; table of contents.*  
*Sec. 2. References.*

*DIVISION A—SURFACE TRANSPORTATION*

*Sec. 10001. Short title.*  
*Sec. 10002. Definitions.*  
*Sec. 10003. Effective date.*



# Safety in the Infrastructure Investment and Jobs Act

## More than double funding for state and local safety efforts.



- \$13 billion total directly into improving road safety
- \$6 billion for a new Safe Streets for All program to fund local efforts to reduce crashes and fatalities
- Approximately \$3 billion added to HSIP
- Approximately \$4 billion for improved data collection, vehicle safety programs, and truck safety





# Moving to Implementation

## Challenges and Opportunities



- New discretionary grants will bring significant resources to communities
- Varying levels of readiness
- Those who have access to the system, or have applied or received funds before will likely be better poised
- Focus on underserved cities, towns, counties and tribes who may not have same level of access and readiness



# Moving to Implementation

## What We've Heard So Far



- Proactively open clear lines of communication: solicit input in advance of new FAQ documents and create clear funnels for routing certain types of inquiries to specific response teams for help that is as quick yet detailed as possible (within reason).
- Time NOFOs and grant awards with state and local budget cycles as much as possible.
- Create common NOFOs and/or synch NOFOs together.
- Harmonize federal programs so funding from separate federal offices can be utilized together.



## What We've Heard So Far

### What We've Heard So Far (cont.)

- Create Technical Assistance pathways that are tailored to local government size and capacity.
- Create a one-stop-shop on grant information: Building a more robust site covering all USDOT grants with more categorization that prospective applicants could navigate through to be directed to the right options for their needs.
- Leverage the intergovernmental groups (State and local government) as clearinghouses for continued information dissemination.





# Moving to Implementation

## Five Key Areas for Expanded Technical Assistance and Capacity Building



1. Building new portals to access information
2. Expanded contact with potential recipients through educational webinars, and working with industry partners
3. Expanding our internal capacity to provide better information and technical assistance.
4. Expanding our external capacity, exploring partnerships with others who may help to expand our reach.
5. Looking for opportunities to reduce administrative burdens for applicants.



## Building an Engagement Machine

- USDOT presence at NLC City Summit, NGA Infrastructure Summit, NACO Executive Board Meeting, AAMA Executive Board Meeting.
- BIL 101 State and Local Sessions
- Q1 2022: Monthly Check-In Sessions, FAQ building, Regional Dialogues
- Working with Office of Public Engagement on convenings & tours



- 1) How aware are you of what is included in the Bipartisan Infrastructure Law?**
- 2) What challenges do you see in implementing the Bipartisan Infrastructure Law?**
- 3) What information would be most helpful?**





**Thank you!**