

# Infrastructure Investment & Jobs Act Update to StART

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# Major Federal Investment in “Infrastructure”

- On November 15, 2021, President Biden signed an 8-year, \$1.2 trillion investment (\$550 billion in new money) in a wide variety of areas:
  - Roads and Bridges – \$110B
  - Passenger and Freight Rail – \$66B
  - Safety – \$11B
  - Public Transit – \$39.2B
  - Broadband – \$65B
  - Ports and Waterways – \$16.6B
  - Airports/FAA – \$25B
  - Water Infrastructure – \$55B
  - Power and Grid – \$65B
  - Resiliency – \$47.2B
  - Addressing Legacy Pollution – \$21B
  - Western Water Infrastructure – \$8.3B
  - Clean School Buses and Ferries – \$7.5B
  - Electric Vehicle Charging – \$7.5B
  - Reconnecting Communities – \$1B
- As of May, nearly \$110 billion had already been announced to states, territories, Tribes and local governments from formula and competitive programs for roads and highways, bridges, ports, airports, and water systems.

# Current Port IJA Grant Efforts

- **Airport Terminal Grant Program**
  - For “terminal projects that increase capacity, improve passenger access, replace aging infrastructure, expand accessibility for persons with disabilities, and improve airport access for historically disadvantaged populations.”
  - For 2022, \$1 billion in funding is available (\$14 billion in applications were received)
    - Port pursuing \$14 million for Concourse B, C & D Restroom Upgrades project
- **Rebuilding American Infrastructure with Sustainability & Equity (RAISE)**
  - For 2022, \$1.5 billion “for regionally important surface transportation projects”
    - Port pursuing \$25 million for airport arrivals roadway project
- **Port Infrastructure and Development Program (PIDP)**
  - For 2022, \$450 million to support goods movement
    - NW Seaport Alliance pursuing \$17 million for Terminal 5 expansion and emissions reduction project
- **US Army Corps of Engineers FY22 Work Plan**
  - \$10.8 million for Lake Washington Ship Canal (replace small lock machinery and controls system)

# Other Relevant Current/Upcoming IJA Programs

- **Clean School Bus Rebates (EPA):** \$500 million through the 2022 Clean School Bus Rebates program for zero-emission and low-emission school bus rebates (applications due by 8/19/22)
  - DOE grants for “energy efficiency and air quality in public schools” in the next few months
- **Safe Streets and Roads For All (DOT):** \$1 billion for 2022 for “planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets (due 9/15/22)
  - Energy Efficiency and Conservation Block Grant Program (DOE): Expected in Q4 2022 for projects that reduce energy use, increase energy efficiency, and cut air pollutants (i.e.-energy efficiency and conservation strategies, building energy audits, programs to conserve energy in transportation (including bike lanes, pedestrian walkways.
- **Bridge Investment Program (DOT):** \$2.36 billion in 2022 for (1) planning; (2) smaller bridge projects (less than \$100 million); (3) large bridge projects (planning applications due 7/25; small bridge project applications due 9/8)
- **Regional Clean Hydrogen Hubs:** DOE intends to issue a Funding Opportunity Announcement this fall; \$8.0 billion over 5 years to support the development of at least four hubs that “can be developed into a national clean hydrogen network to facilitate a clean hydrogen economy.”
- **Electric Vehicle (EV) and Low-Emission Vehicle Infrastructure**
  - \$2.5 billion in community grants for EV charging and alternative fuels (funding opportunity TBD)
    - WA has already received \$10.5 million in 2022 in formula funding to support an EV Charging Station Network

# Airport Infrastructure Grant (AIG) Program:

- \$15 billion for airport infrastructure grants distributed by formula
  - An estimated ~\$240 million directly to SEA over 5 years (by reimbursement)
- On May 13, FAA released an FAQ regarding these funds: [https://www.faa.gov/sites/faa.gov/files/2022-05/BIL\\_FAQs\\_5-13-2022.pdf](https://www.faa.gov/sites/faa.gov/files/2022-05/BIL_FAQs_5-13-2022.pdf). Key notes include:
  - “An airport sponsor may use these funds for airport-related projects defined under 49 U.S.C. 40117(a)(3) (also known as “the Passenger Facility Charge”)
  - Funds cannot be used to pay for debt service
  - Same local match requirement as AIP funds
  - Cannot be used as the local match for other FAA grants
- “Any funds that remain unobligated shall be made available in the fifth fiscal year for competitive grants that reduce airport emissions, reduce noise impact to the surrounding community, reduce dependence on the electrical grid, or provide general benefits to the surrounding community.”

# Eligible Uses for AIG Program

- A project for airport development or airport planning under subchapter I of chapter 471.
- A project for terminal development described in section 47119(a).
- A project for airport noise capability planning under section 47505.
- A project to carry out noise compatibility measures eligible for assistance under section 47504
- A project for constructing gates and related areas at which passengers board or exit aircraft.
- A project for converting vehicles and ground support equipment used at a commercial service airport to low-emission technology (as defined in section 47102) or to use cleaner burning conventional fuels or acquiring for use at a commercial service airport vehicles and ground support equipment that include low-emission technology or use cleaner burning fuels *if the airport is located in an air quality nonattainment area (as defined in section 171(2) of the Clean Air Act (42 U.S.C. 7501(2)))*

**Questions?**