



Department of Transportation

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Summary of Bi-Partisan Infrastructure Law (BIL)

Otherwise known as Infrastructure Investment Jobs Act (IIJA)

Madison - Transportation

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Top Level Transportation Summary

- The BIL represents the largest investment in infrastructure in decades. Enormous amounts of money are invested in transportation, and there is a policy shift towards sustainable transportation (with ample amounts for traditional highways). It is:
 - The largest federal investment in transit ever
 - The largest federal investment in passenger rail since the creation of Amtrak
 - Allows local governments to directly compete for many programs without going through state DOTs.
- State DOT funding is substantially increased, which allows WisDOT to pursue Madison area improvements in the coming years. (Stoughton Road, Interstate).
- There is new or increased funding directed at the local level for Vision Zero, Active Transportation, pedestrian improvements, bridging communities, and Complete Streets.
- Public transportation, as well as passenger rail, are well funded. Funding to implement BRT and bring Amtrak service to Madison is available in the bill.
- States, Counties, and Cities that have developed project concepts and staff resources to pursue the funding will fare well.

Effect on Madison Transportation Priorities

- John Nolen Drive, Atwood Ave, and other projects submitted to the GM MPO
 - The amount of money allocated to the STBG (MPO) monies is increased (4% in the first year). The percentage that the State of Wisconsin distribute to MPOs is also increased from 55% to 59%. These two combined may allow GM MPO to more fully fund the John Nolen Drive and Atwood Ave projects – but the funding increase is likely to be modest.
 - BIL substantially increases monies for bridge repair and replacement and these monies can be directly pursued by a city. The funding is still tied to bridge condition.
- Amtrak
 - BIL provides \$102 billion for passenger and freight rail – a 561% increase over current levels.
 - The “Federal-State Partnership for Intercity Passenger Rail”, which is an avenue for Amtrak Hiawatha extension, goes from \$1 billion of existing authority to \$7.5 billion of reauthorized authority. Another \$36 billion is added in advance appropriations.
- Vision Zero
 - BIL creates a new funding program “Safe Streets and Roads for All” specifically targeting Vision Zero initiatives for local governments. \$1 billion is authorized, with another \$5 billion available as a supplemental appropriation. If Madison were to capture some of this funding, the VZ budget could increase. VZ projects would be subject to federal requirements.
 - BIL creates “Stopping Threats on Pedestrians” grant program aimed at installing bollards. Funding level is modest at \$25 million.

- BRT
 - BIL increases public transit funding 63% from current levels, with formula and competitive grant programs increasing 35 to 37%, for a total \$106.9 billion.
 - BIL increases the limit of CIG Small Start funding from \$100 to \$150 million, but it is unlikely to affect Madison's E-W project.
 - There is \$5.25 billion for low or no emission buses in the 5339c competitive grant program. This grant program could be used to convert remaining diesel BRT or local buses local service buses to electric.
 - BIL funding extends through 2026. N-S BRT planning begins in 2023, with possible construction in 2026-27.
- Transit Funding
 - Wisconsin's transit formula funding will increase 38% to \$69.9 million. It's unclear the outcome of the mix of state and federal funding will be to Metro Transit.
- Transit Facilities
 - 5339a and b (bus facilities) authorized at \$3.16 and 1.34 billion respectively. This may increase improve grant funding opportunities for the 1101 East Washington facility.
- Bike-Ped Projects (Transportation Alternatives Program – TAP)
 - BIL increases TAP funding by 62% in the first year. It also increases the amount sub allocated to MPOs to 59%. Total allocation over 5 years is \$7.2 billion. Additionally, State DOT's must direct more TAP funding used on State projects to local projects. The net effect may be a doubling of TAP monies available at the local level.
 - IJA creates a new discretionary "Active Transportation Infrastructure Investment Program" with \$1 billion in authorization over 5 years.
- WisDOT Projects
 - WisDOT's allocation of Surface Transportation dollars will increase 26% to \$5.2 billion dollars over 5 years. That is about \$1.1 billion more than the current allocation.
 - There will be motivation for WisDOT to present Madison area improvements (I-94 & Stoughton Rd) to the Transportation Projects Commission (TPC) in 2024 to take advantage of this increased allotment.
 - There may be funding opportunities to incorporate a Hoepker Road interchange into the I-94 project.
- Smart Park Street Corridor
 - BIL creates new "Strengthening Mobility and Revolutionizing Transportation (SMART) grant program geared towards autonomous and connected vehicles. 5-yr authorization of \$0.5 billion, with another \$0.5 billion supplemental appropriation.
- Beltline/Interstate crossings
 - BIL creates the "Reconnecting Communities Pilot Program" grants – used to restore community connectivity from highway facilities that have created barriers. The pilot grant program is \$0.5 billion. This grant program could be used to create grade separations over the Beltline and/or Interstate – so long as it reconnects communities.

Other Grants of Interest

- Sustainable Infrastructure
 - BIL creates Healthy Streets Program – to promote cool and porous pavements and expand tree cover. \$0.5 billion.
- BUILD/RAISE Grants
 - BIL provides \$7.5 billion in authorization and another \$7.5 billion in supplemental appropriations – for a total of \$15 billion. Minimum award size is \$5 million for urban areas, \$25 million max.
 - This grant program has been oversubscribed, with only 6% getting funded. This may increase the chances, but still very competitive.
- Electric Charging Infrastructure

- BIL creates a new grant program for Charging and Fueling Infrastructure to support deployment of publically accessible electric vehicle charging infrastructure (as well as other alternate fuels). \$2.5 billion over 5 years. Unclear if local municipalities have the ability to apply on their own.
- PROTECT Program
 - New program aimed at supporting resilience improvements – at \$7.3 billion. Appears to be aimed at coastal cities.
- Broadband Equity, Access, and Deployment grants
 - \$42.5 billion is allocated, with a minimum of \$100 million for each state.
 - Broadband digital equity capacity grant program to promote digital equity and access - \$550 million each year.
 - Low income broadband benefit program, providing \$50/month discounts - \$14.2 billion
- Energy
 - Weatherization assistance program - \$3.5 billion.
 - Low-income housing energy assistance - \$500 million for 5 years.
 - Energy efficiency block grants - \$550 million for 5 years
- Water
 - Clean water fund reauthorization – increase funding with decreased match requirements
 - Safe Drinking water load program – increased funding

Changes in Transportation Policy

- Complete Streets
 - 2.5% of federal funds made available to a state must be used to carry out planning and research for Complete Streets
 - 2.5% of federal funds made available to an MPO must be used to create standards and policies related to Complete Streets
 - LFB analysis adds caveat “if permissible under applicable state and local laws may include . . .”

IIJA Links

<https://www.naco.org/resources/legislative-analysis-counties-infrastructure-investment-jobs-act#link-3>

<https://www.mckinsey.com/industries/public-and-social-sector/our-insights/the-us-infrastructure-investment-and-jobs-act-breaking-it-down#>

<https://wisconsinbikefed.org/advocacy/federal-infrastructure-bill-is-almost-law/>

<https://www.transit.dot.gov/BID>

<https://www.apta.com/advocacy-legislation-policy/legislative-updates-alerts/updates/senate-passes-the-infrastructure-investment-and-jobs-act/>

<https://policy.transportation.org/wp-content/uploads/sites/59/2021/09/2021-09-15-AASHTO-Comprehensive-Analysis-of-IIJA-FINAL.pdf>

<https://legis.wisconsin.gov/lfb/publications/recent-publications/>

https://www.fhwa.dot.gov/bipartisan-infrastructure-law/docs/bil_overview_20211122.pdf

<https://www.transit.dot.gov/BID>