



BOARD OF SUPERVISORS
AGENDA LETTER

Agenda Number:

Clerk of the Board of Supervisors
105 E. Anapamu Street, Suite 407
Santa Barbara, CA 93101
(805) 568-2240

Department Name: County Executive Office
Department No.: 012
For Agenda Of: May 3, 2022
Placement: Departmental
Estimated Time: 30 mins
Continued Item: No
If Yes, date from: N/A
Vote Required: Majority

TO: Board of Supervisors

FROM: Department Director: Mona Miyasato, County Executive Officer

DocuSigned by:
Mona Miyasato
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Contact Info: Nancy Anderson, Assistant CEO *NA*

SUBJECT: Presentation on the Bipartisan Infrastructure Bill

County Counsel Concurrence

As to form: NA

Other Concurrence:

As to form: NA

Auditor-Controller Concurrence

As to form: NA

Recommended Actions:

It is recommended that the Board of Supervisors:

- a) Receive and file a brief presentation on the Bipartisan Infrastructure Bill; and
- b) Provide any direction, as appropriate; and
- c) Determine that the above actions are not a project under the California Environmental Quality Act (CEQA), because pursuant to sections 15378(b)(4) and 15378(b)(5) the recommended actions consist of organizational, administrative or fiscal activities of government that will not result in direct or indirect physical changes in the environment.

Summary Text:

On November 15, 2021, the Bipartisan Infrastructure Bill that was signed into law by President Biden. This presentation is for information purposes only and highlights various funding programs through the federal legislation that Santa Barbara County may be eligible for.

Details on the specific programs and how the County of Santa Barbara will benefit are yet to be determined. Public Works staff is closely monitoring this and working with our federal and state advocates and the National Association of County Engineers (NACE) to ensure counties receive a fair distribution of transportation program funding. Other County departments are

also monitoring implementation opportunities resulting from the bill, particularly in areas of climate change and broadband. The following report contains highlights of the legislation and staff recommends your Board receive and file this presentation as well as provide direction as necessary. As more information on implementation becomes available, staff can update your Board.

Discussion:

President Biden signed H.R. 3684, the Infrastructure Investment and Jobs Act (IIJA) into law on November 15, 2021, which provides \$550 billion in new (above baseline) spending for a broad array of infrastructure programs. Our Congressional delegation played significant roles in the passage of this legislation. In June 2021, the House Transportation and Infrastructure Committee, on which Congressman Salud Carbajal serves, took a key step by drafting the House version of H.R. 3684, which provided significant momentum for the bill. Senator Alex Padilla serves on the Senate Environment and Public Works Committee, which drafted portions of the bill related to highway and water projects. Below is an overview of some of the key programs included in the legislation.

Surface Transportation Programs

This legislation provides a \$110 billion increase for highway programs and reauthorizes surface transportation programs for five years with significant increases for the federal-aid highway formulas that allocate funding to the regional/local level through the state. A new formula program is included to provide \$27.5 billion for bridges and a further \$12.5 billion is provided for competitive bridge grants for which local governments are eligible to apply. The off-system bridge set-aside in the Surface Transportation Block Grant Program is also increased, which makes available another \$1 billion dedicated to local bridges each year. The legislation also includes additional competitive grant programs for highway and multi-modal projects, safety initiatives and resiliency improvements.

Climate Change

The final version of the legislation includes several important provisions to address climate change and resilience, including:

- \$6.2 billion for a new Transportation Carbon Reduction Formula Program.
- \$7.5 billion to support charging infrastructure for electric vehicles.
- Transit increases to support zero-emission vehicles for public transportation including a \$5.25 billion program dedicated to no- and low-emission buses.
- \$8.7 billion for a new PROTECT Grant Program to improve the resiliency of transportation infrastructure.
- \$4.7 billion for capping “orphaned” oil/gas wells to reduce GHG emissions.

Broadband

The legislation includes \$65 billion for broadband programs:

- \$42.45 billion would be distributed through states for a Broadband Equity, Access and Deployment Program that would prioritize unserved and underserved areas.
- \$2.75 billion will be provided for Digital Equity Grants. Funding will be allocated to states via formula, while local governments and various community organizations will be eligible to compete for discretionary grants.

- \$5 billion is included grants to state for “middle mile” broadband projects that would connect networks operated by major providers and smaller, rural networks operated by smaller providers.
- The Emergency Broadband Benefit Program, which was established to help low-income families during the COVID-19 pandemic, would be extended beyond the end of the public health emergency but the monthly stipend would be lowered from \$50 to \$30.

Water Resources

The legislation includes \$55 billion targeted towards clean water and safe drinking water projects. This funding will be allocated primarily through the EPA’s State Revolving Fund programs, which provide funding to state agencies such as the California Water Resources Control Board for project loans and grants. In addition to existing SRF programs, \$15 billion is available for lead pipe replacement and \$10 billion for per/polyfluoroalkyl cleanup. The IJA also provides \$15.75 billion for Flood Control/Navigation/Ecosystem Restoration programs at the Army Corps of Engineers.

Port Infrastructure

The legislation also includes over \$16.7 billion to improve infrastructure at coastal ports, inland ports and waterways, and land ports of entry along our borders. One program of note is the Port Infrastructure Development Program. This program consists of grants to invest in the modernization and expansion of U.S. ports to remove bottlenecks, ensure long-term competitiveness, resilience, and sustainability while reducing impacts to the environment and neighboring communities. The Port Infrastructure Development Program is administered by MARAD, an agency reviewed by Congressman Carbajal in his role as chairman of the Coast Guard and Maritime Transportation Sub-Committee review.

In March 2022, REACH approached Santa Barbara County staff with the proposed project of doing a Waterfront Infrastructure and Emerging Industries Feasibility Study. The primary focus of doing a waterfront feasibility study is to examine opportunities to enhance waterfront infrastructure that would aid in growing the commercial space industry on the Central Coast.

During the FY 2022-23 budget workshops, the Board of Supervisors approved funding of \$100,000 towards a Waterfront Infrastructure Feasibility Study in conjunction with the County of San Luis Obispo and the City of Morro Bay, as proposed by REACH. Once the feasibility study is complete, if waterfront infrastructure is deemed feasible, the County can then apply for Port Infrastructure funding through the Bipartisan Infrastructure funding as described above.

For additional information of various funding programs through the Bipartisan Infrastructure Bill, please visit [Legislative Analysis for Counties: The Bipartisan Infrastructure Law \(naco.org\)](#) or view the official White House Guidebook found [here](#).

Fiscal and Facilities Impacts:

This agenda item is for information purposes only. There are no current budget impacts associated with this report.

Authored by:

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