



**Memo to Snohomish County Council**  
**Fr: Paul Hoover and Dale Learn**  
**Re: Federal Legislative Update**  
**July 26, 2021**

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**REPORT OVERVIEW:**

- Section 1: Update on the Appropriations Process
- Section 2: Infrastructure and Surface Transportation Reauthorization

**UPDATE ON APPROPRIATIONS PROCESS**

Our Senators have now posted their Congressionally Directed Spending (CDS) requests for each of the twelve Appropriation's bills. These are the new earmarks that direct funding from the annual Appropriations process.

Now that these CDS requests have been submitted, the Committees will then need to vote on which projects they will include in their overall bill. There is still a lot of process left before these are finalized, funded, and passed into law.

**Senator Murray:**

\$255,000 - City of Everett

Pallets to Housing: Site development and purchase of manufactured non-congregate shelters to support youth and families experiencing homelessness.

\$1,000,000 - YMCA of Snohomish County

YMCA of Snohomish County Child Education Center: Construction of two additional early childhood education centers that would serve the Everett and Mukilteo/Casino Road Communities.

\$1,300,000 - Darrington Wood Innovation Center Site Improvements

The requested funding will be used by the Town to construct new roadways that are vital to the 65-acre Darrington Wood Innovation Center (DWIC) campus, to the operating businesses and their employees, and to future opportunities for access by adjacent property owners and other businesses that are expected to be developed within the campus. The campus requires the construction of approximately 1,050 linear feet of access road from SR 530 to the DWIC site and approximately 4,500 linear feet of circulation roads within the Town-owned DWIC campus.

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**\$2,100,000 - Snohomish County US 2 Trestle Project**

The project purpose is to improve capacity and provide congestion-relief on the westbound US 2 Trestle.

**\$3,000,000 - Edgewater Bridge Replacement**

The project would replace the current Edgewater bridge built in 1946 that is at the end of its useful life. While safe for daily use, it is functionally obsolete, structurally deficient, and currently operates under load restrictions. The replacement will meet modern seismic safety standards and have one 12-foot vehicle lane and one 5-foot bike lane in each direction with 6.5-foot sidewalks, wider than the existing sidewalks.

**Senator Cantwell:**

**\$200,000 - Puget Sound and Adjacent Waters Restoration, Spencer Island Restoration**

To achieve significant ecosystem benefits by breaching and lowering the dikes to allow more tidal flow to reach the interior of Spencer Island.

**\$210,000 – Sauk-Suiattle Tribe’s Recreation Center (Darrington, WA)**

The project would expand the Sauk-Suiattle Tribe’s Recreation Center to provide a computer lab with Internet capability to assist not only the Tribe and its members, but also members of the Darrington community.

**\$1,680,000 - US 2 Westbound Trestle Replacement Study – Environmental Review For WSDOT to complete the Subarea Study Plan as part of the NEPA process of the US-2 Westbound Trestle Replacement project.**

**\$2,000,000 - 20th Street NE and Main Street Improvements, Lake Stevens, WA**

To provide critical safety upgrades to an aging and problematic intersection in the City of Lake Stevens, WA.

**\$2,300,000 - Snohomish County Fish Passage Projects**

This is to fund construction for replacement and correction of culverts to improve salmon habitat and support salmon recovery.

**\$2,600,000 - Electric Bus Replacement of Diesel Vehicles**

To replace 2 diesel buses with 2 electric buses at Everett Transit



## **INFRASTRUCTURE/TRANSPORTATION REAUTHORIZATION**

The White House and a bipartisan group of Senators have agreed to nearly \$600 billion in new infrastructure spending after months of negotiations. Additionally, Congressional committees have been passing various pieces of a 5-year Surface Transportation Reauthorization bill.

The House Transportation and Infrastructure Committee passed their version of a Surface Transportation Reauthorization bill (Surface Bill), and the three Senate Committees all with separate jurisdiction have all been working to pass their various bills. Currently, both the Environment and Public Works Committee and the Commerce Committee have now passed their legislative pieces, and the Senate Banking Committee with jurisdiction over Transit will be the final piece.

### **Bipartisan Infrastructure Agreement**

The Framework invests two-thirds of the resources that the President proposed in his American Jobs Plan. It would represent the one-time largest infrastructure investment in American history. The plan includes \$579 billion in **newly authorized spending** to rebuild America's roads and bridges, improve public transit systems, expand passenger rail, upgrade ports and airports, invest in broadband infrastructure, fix water systems, modernize the power sector, and improve climate resilience.

Broad Overview – Amounts in billions

<b>Total New Spending</b>	<b>\$579</b>
<b>Transportation</b>	<b>\$312</b>
Roads, bridges, major projects	\$109
Safety	\$11
Public transit	\$49
Passenger and Freight Rail	\$66
EV infrastructure	\$7.5
Electric buses / transit	\$7.5
Reconnecting communities	\$1
Airports	\$25
Ports & Waterways	\$16
Infrastructure Financing	\$20
<b>Other Infrastructure</b>	<b>\$266</b>
Water infrastructure	\$55

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Broadband infrastructure	\$65
Environmental remediation	\$21
Power infrastructure incl. grid authority	\$73
Western Water Storage	\$5
Resilience	\$47

In a more detailed breakdown:

### Transportation

This White House and Senate agreement appears to be inclusive of the baseline [Senate transportation reauthorization bill](#).

The Plan is the largest federal investment in public transit in history and is the largest federal investment in passenger rail since the creation of Amtrak. It will seek to repair and rebuild roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists and pedestrians. The Bipartisan Infrastructure Framework is also the single largest dedicated bridge investment since the construction of the interstate highway system.

To address climate change, the proposal would build a national network of electric vehicle (EV) chargers along highways and in rural and disadvantaged communities. The largest investment in EV infrastructure in history, it would accomplish the President's goal of building 500,000 EV chargers across the country. Additionally, it would electrify thousands of school and transit buses to reduce harmful emissions and drive domestic manufacturing of zero emission vehicles and components.

### Broadband

The bipartisan framework includes \$65 billion for broadband investment. The framework is intended to "Connect every American to reliable high-speed internet, just as the federal government made a historic effort to provide electricity to every American nearly one hundred years ago. The framework will also drive down prices for internet service and close the digital divide."

In order to support the overall funding of the infrastructure package, the proposal would divert \$20 billion from "repurposed" broadband funding from previous allocations as well as \$65 billion from spectrum auction proceeds.

However, several key items remain unclear:

- Which broadband funding accounts would be repurposed for this infrastructure package;

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- Whether the bipartisan framework will support the enabling of municipal broadband in every state;
- Whether the bipartisan framework will introduce new or make statutory preemptions of municipal authority over telecommunications matters, such as infrastructure siting or franchising;
- Whether funding will be available for broadband affordability subsidies or digital inclusion efforts; and
- What restrictions would be placed on which entities (e.g. private, public-private, or public providers, or perhaps states) may access funds, or where funds may be used (e.g., rural-only, unserved- or underserved-only).

#### Climate Resilience and Environmental Cleanup

The bipartisan proposal contains several provisions for water, climate/resilience, and environmental cleanup.

- \$55 billion – Eliminate the nation’s lead service lines and pipes, delivering clean drinking water to up to ten million American families and more than 400,000 schools and childcare facilities that currently don’t have it, including in Tribal nations and disadvantaged communities.
- \$73 billion– Upgrade power infrastructure, including by building thousands of miles of new, resilient transmission lines to facilitate the expansion of renewable energy, including through a new Grid Authority.
- \$21 billion – addressing legacy pollution like Superfund sites. The proposed Pay-for is to reinstate Superfund fees for certain chemicals.
- \$47 billion – Prepare more of our infrastructure for the impacts of climate change, cyber attacks, and extreme weather events. Includes wildfire management, flood mitigation, coastal resiliency, weatherization and ecosystem restoration.

#### Bipartisan Framework Pay-Fors

Programs under the proposal are paid for through a combination of tax provisions, redirecting unspent 2020 emergency relief funds, targeted corporate user fees, and economic growth. The proposal **does not** redirect or claw-back local funding approved under the American Rescue Plan Act, including the Coronavirus State and Local Fiscal Recovery Fund grants.

Pay-fors agreed to in principle by the White House and the bipartisan group of Senators include:

- Redirecting unused unemployment insurance relief funds
- Repurposing unspent emergency relief funds from the CARES Act and other emergency relief legislation enacted in 2020

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- Reinstating and extending certain federal fees including customs user fees and Superfund chemical fees
- Public private partnerships, private activity bonds, direct pay bonds and 'asset recycling' for infrastructure investment
- Taking steps to capture more tax revenue owed through the IRS
- 5G spectrum auction proceeds and sales from the strategic petroleum reserve

### **INVEST in America Act**

The INVEST America Act passed the House on July 1<sup>st</sup> with bipartisan support. This is the House version of the five-year Surface bill and includes \$547 billion in transportation funding that seeks to ramp up spending on rail and transit while encouraging states to repair existing roads rather than build new ones.

As proposed by members of the House Transportation and Infrastructure Committee, it includes \$343 billion for road and bridge construction, as well as highway safety — a boost of more than 50 percent over the last transportation bill Congress passed in 2015. It also calls for \$109 billion for transit and \$95 billion for rail, including a tripling of funding to Amtrak.

Beyond authorizing federal spending, [the five-year bill](#) seeks to overhaul rules on how states and other transportation agencies can use the money, putting environmental goals at the forefront and seeking to curb the traditional dominance of Highways. The 1,249-page bill underscores a partisan divide on transportation policy, with both parties at odds on the federal role of supporting transit and the extent to which spending should target climate change.

### **Surface Transportation Investment Act (STIA)**

On June 16<sup>th</sup> Chair of the Senate Committee on Commerce, Science, and Transportation - Senator Maria Cantwell and Ranking Member Roger Wicker introduced and then quickly passed the Surface Transportation Investment Act (STIA) which authorizes \$78 billion over five years to address key infrastructure and safety priorities, broken down as follows: \$36 billion for rail, \$27.8 billion for multimodal grant programs, and \$13 billion for safety programs.

The two new programs, which have been long-term priorities for Senator Cantwell are culverts and the Grade Crossing Elimination Act. Other broad areas of funding are outlined below:

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- Mega-Projects – The bill authorizes \$10 billion to help fund large, complex surface transportation projects. This program could help fund projects like the I-5 Columbia River Bridge Replacement and the US-2 Westbound Trestle.
- Culverts– The bill includes a new program authorizing \$4 billion over five years to conduct culvert improvements and replacements which could benefit Washington salmon populations by restoring habitat and access to traditional spawning grounds.
- Railroad Crossings – The bill authorizes \$2.5 billion for railroad crossing separation projects, as proposed by Senator Cantwell’s Grade Crossing Elimination Act, to help ease congestion at blocked railroad crossings. In 2017 the Washington State Department of Transportation [found](#) that the state’s 50 highest-priority grade crossings were occupied by a train for an average of two hours each day.
- Freight Investment – The bill increases freight funding, including the U.S. Department of Transportation’s INFRA grant program, to more than double the amount provided under the prior authorization included in the FAST Act of 2015, and expands eligibility for multimodal freight projects. Projects in the National Multimodal Freight Network, such as the Port of Everett, will better compete because the bill raises the multimodal cap.
- Multimodal Investment – The bill for the first time authorizes \$7.5 billion for the RAISE discretionary grant program, which funds transit, rail, highway, and multimodal projects. The RAISE grant program is a high-demand program that is over-subscribed, and this funding is double what has historically been provided for it to help meet that demand.
- Intercity Passenger Rail Expansion – This bill authorizes \$25 billion for Amtrak and intercity passenger rail, which could help support Washington state’s efforts to expand the Amtrak Cascades route. This is the largest bipartisan investment in passenger rail in history.
- DuPont Derailment: The bill will help address key concerns identified by the National Transportation Safety Board (NTSB), including ensuring rigorous passenger rail crewmember training through intensive audits and updates to safety regulations, requiring crewmember review of safety plans prior to passenger train departure, and requiring a holistic review of Amtrak’s safety culture.

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- Supporting Vision Zero Plans: The bill creates a new grant program to support [Vision Zero](#) safety plans, and provides funding for other cities in Washington to develop vision zero safety plans.
- Funding for HazMat First Responders: The bill increases funding for emergency response and training programs to better prepare communities for the risks posed by trains carrying crude oil and other hazardous materials.

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