

INFRASTRUCTURE INVESTMENT AND JOBS ACT

Transportation Alternatives/CMAQ (ICAAP)
March 16, 2022, Stakeholder Input Meeting



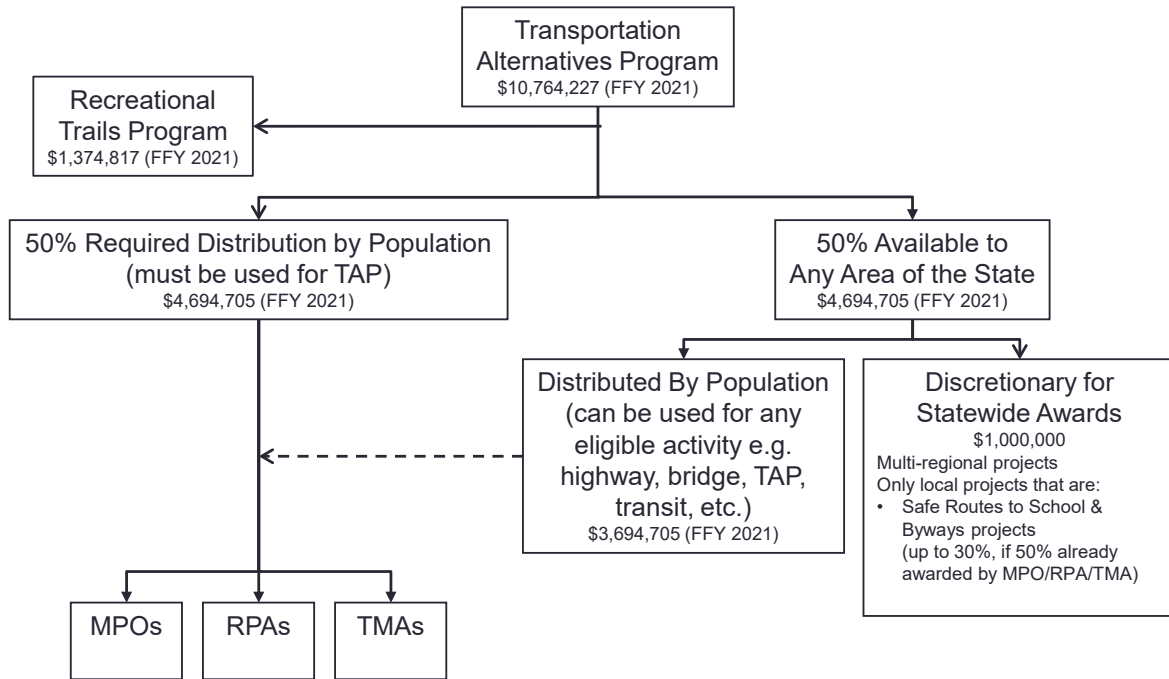
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Transportation Alternatives February Input

- Maintain an incentive for the continued funding and development of Safe Routes to School and Byway projects
- Maintain a Statewide TAP program
- Consider eligibility for larger projects to access the Statewide TAP program
- Consider setting a minimum project size for award
- Consider eliminating the use of federal funds reimbursing for non-construction activities such as preliminary engineering and construction engineering



CURRENT: Transportation Alternatives Program

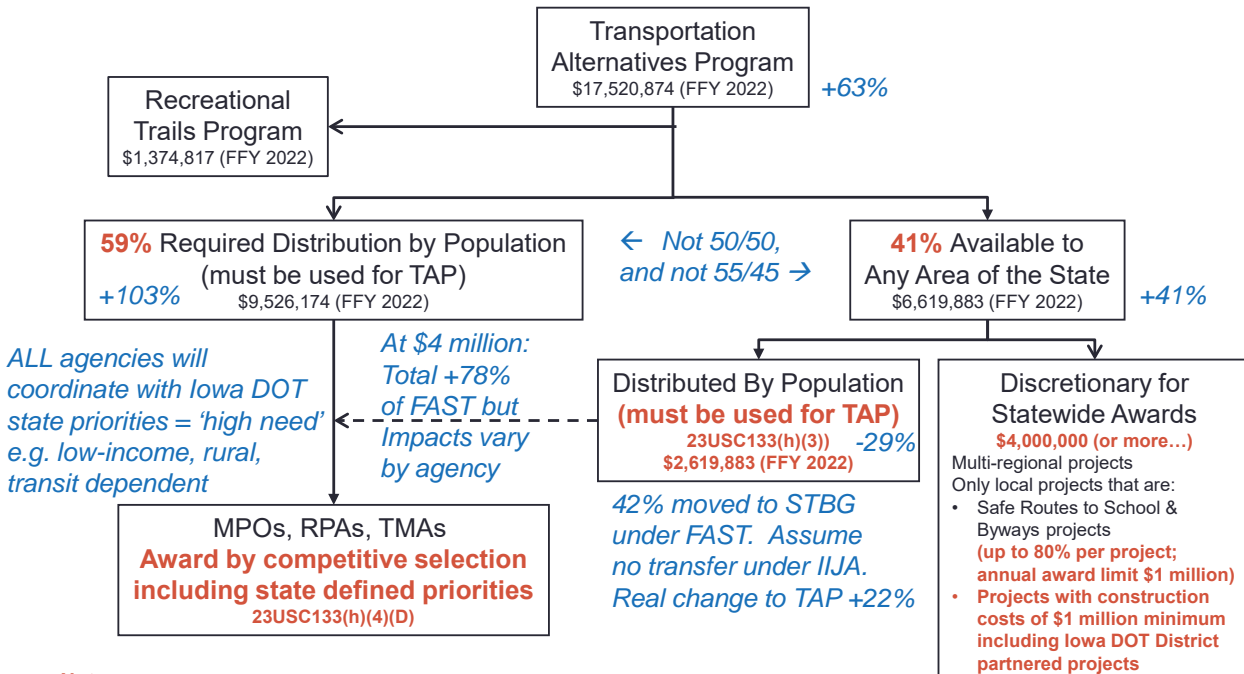


Note: To maintain project selection by MPOs and RPAs under the FAST Act, STBG funding was used to fund the program rather than TAP set-aside funding.



PROPOSED: Transportation Alternatives Program

Pending guidance... Will use set-aside funds.



ALL agencies will coordinate with Iowa DOT state priorities = 'high need' e.g. low-income, rural, transit dependent

- Notes:
- All funding is TAP set-aside; not STBG.
 - Minimum project costs for award is \$200,000
 - PE, CE not eligible for federal reimbursement

For efficient use of federal-aid

1 Byway, 5 SRTS since 2013



Transportation Alternatives February Input

	FFY22 TAP Target	FFY22 Flex Target	Effective FFY22 Total	\$4 million Statewide	\$5 million Statewide	\$6 million Statewide
Council Bluffs*	\$107,463	\$81,856 (to STBG)	\$107,463	\$269,679 +151%	\$244,072 +127%	\$218,465 +103%
Waterloo**	\$166,952	\$127,170	\$294,122	\$418,965 +42%	\$379,183 +29%	\$339,401 +15%
RPA 11* CIRTPA	\$278,479	\$212,122 (to STBG)	\$278,479	\$698,843 +151%	\$632,485 +127%	\$566,127 +103%
RPA 2** NIACOG	\$175,310	\$133,536	\$308,846	\$439,939 +42%	\$398,165 +29%	\$356,392 +15%
RPA 14* ATURA	\$49,171	\$37,454 (to STBG)	\$49,171	\$123,393 +151%	\$111,676 +127%	\$99,960 +103%
RPA 18** MAPA	\$78,942	\$60,131	\$139,073	\$198,104 +42%	\$179,293 +29%	\$160,482 +15%

* All TAP-Flex to STBG (12); For each \$500K added to Statewide TAP, percent increase of TAP distributed to agency decreases by 11.9%

** All TAP-Flex to TAP (11); For each \$500K added to Statewide TAP, percent increase of TAP distributed by agency decreases by 6.8%

Based on FFY22 Programming Year (FFY21 apportionments). FFY 23 estimates 90% OL

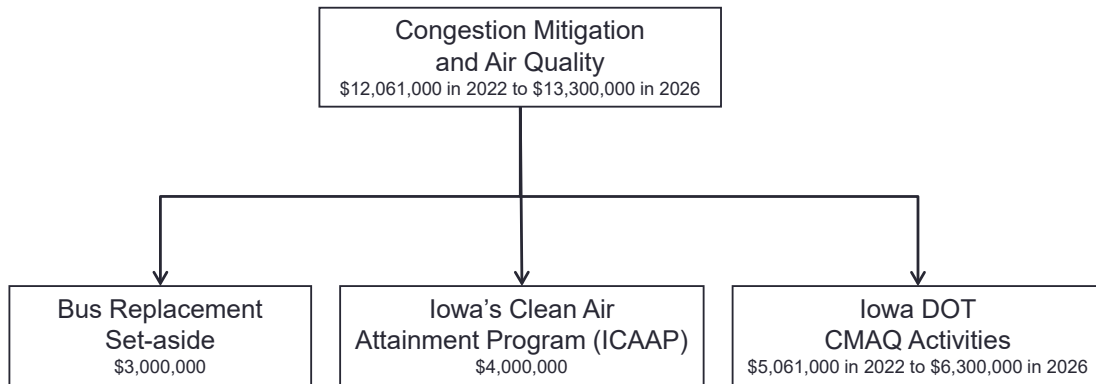


CMAQ (ICAAP) February Input

- Maintain \$4,000,000 for annual ICAAP program
- Maintain \$3,000,000 for annual bus replacement
- Maintain remainder of CMAQ funding for other Iowa DOT eligible activities



NO CHANGE: Congestion Mitigation & Air Quality



INFRASTRUCTURE BILL IMPLEMENTATION

RPA/MPO Quarterly Meeting
March 23, 2022



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INFRASTRUCTURE BILL OVERVIEW

Implementation Steps

- ✓ Passage of Infrastructure Bill: Nov. 15, 2021
- Iowa DOT review and assessment: ongoing
- Iowa DOT overview to Commission: ongoing
 - Initial overview: October 11, 2021
- Stakeholder input
 - **City/County/RPA/MPO Committee**
 - Initial meeting Feb. 2, 2022
 - Second meeting March 16, 2022
 - **Third Meeting scheduled for April 19, 2022**
 - All stakeholders
 - Initial communication Nov. 30, 2021
 - Initial recommendations to be sent to all stakeholders after April 19
- ☐ Summary of input to Commission
- ☐ Recommendations to Commission
- ☐ Commission action



Representatives

City

- Jason Havel, City of Iowa City
- Pam Cooksey, City of Des Moines
- John Dostart, City of Altoona
- Dave Carney, City of Sioux City
- Jeff May, City of Clive
- Paul Wiegand, Public Works Service Bureau

County

- Lyle Brehm, Tama/Poweshiek County
- Lee Bjerke, Winneshiek County
- Todde Folkerts, Lucas County
- Jacob Thorius, Washington County
- Cathy Nicholas, Black Hawk County
- Danny Waid, Iowa County Engineers Service Bureau

Regional Planning Affiliation/Metropolitan Planning Organization

- Kevin Blanshan, Iowa Northland Regional Council of Governments
- Rick Hunsaker, Region XII Council of Governments
- Todd Ashby, Des Moines Area Metropolitan Planning Organization



Agenda

- Welcome/Introductions/Purpose
- Infrastructure Bill/Appropriations Bill Update – Stu Anderson
 - FFY 2022 Appropriation – Additional Bridge Funding
 - Historic federal funding split DOT/Local
- Surface Transportation Block Grant (STBG)/Bridge Formula Funding – Nicole Moore
 - Swap funding analysis (Shawn Majors)
- Lunch
- Transportation Alternatives Program (TAP)/Congestion Mitigation and Air Quality Improvement (CMAQ) – Deb Arp
- Highway Safety Improvement Program – Nicole Moore



Purpose

- Continue discussion and formulate initial recommendations
 - How should STBG and Bridge Formula funding be allocated?
 - What types of local projects should be federal-aid?
 - How should TAP funds be allocated?
 - How should CMAQ funds be allocated?
 - How should HSIP funds be allocated
- Initial recommendations sent to all stakeholders for review and comment
- Discussion still to come on Carbon Reduction funds (waiting for guidance)



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INFRASTRUCTURE BILL OVERVIEW

Highway Formula Programs (millions)

Program	2021 (actual)	2022	2023	2024	2025	2026
National Highway Performance	307.4	365.8	373.1	380.6	388.2	395.9
Surface Transportation Block	157.2	177.9	181.5	185.1	188.8	192.6
Highway Safety Improvement	28.1	35.8	36.6	37.5	38.3	39.2
Rail-Highway Crossings	5.7	5.7	5.7	5.7	5.7	5.7
Congestion Mitigation/Air Qual.	11.8	12.3	12.6	12.8	13.1	13.3
National Highway Freight	18.2	17.0	17.4	17.7	18.1	18.4
Metro Planning	2.1	2.6	2.7	2.7	2.8	2.8
State Planning and Research	10.6	*	*	*	*	*
Highway Infra/Bridge	43.6					
Bridge		86.3	86.3	86.3	86.3	86.3
Carbon Reduction		15.9	16.2	16.5	16.8	17.2
PROTECT		18.0	18.4	18.8	19.1	19.5
Total	584.7	737.4	750.4	763.7	777.3	791.1
<i>National EV Charging</i>		10.3	10.3	10.3	10.3	10.3

* SPR continues as an off-the-top but is not shown on this table for FFY 22-26

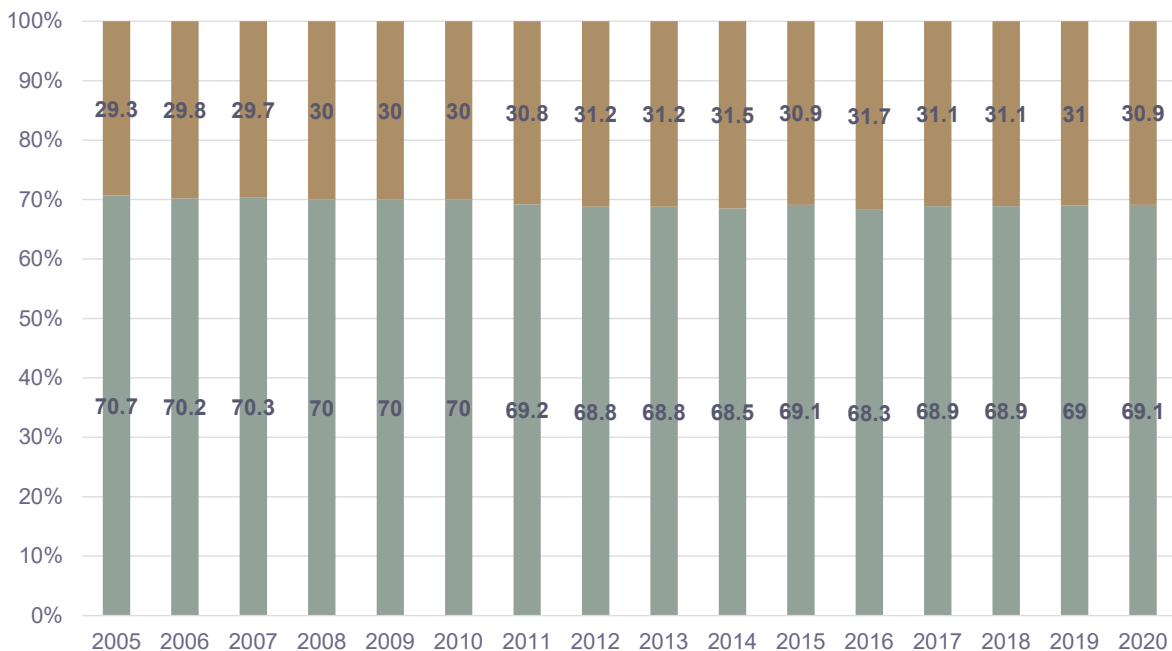


New Programs – Carbon Reduction

- New core program – about \$16 m per year
- 65 percent suballocated by population
 - **Over 200,000 population: \$2.2 million**
 - **50,000 to 200,000 population: \$2.1 million**
 - **5,000 to 50,000 population: \$1.9 million**
 - **< 5,000 population: \$4.1 million**
 - **Any area: \$5.6 million**
- Projects to reduce emissions
 - Traffic monitoring facilities/programs
 - Public transit
 - Trails
 - Congestion management
 - Advanced technologies
- Each state required to develop carbon reduction strategy by Nov. 2023



Historic Funding Split DOT/Local



Average
 DOT: 69.4 percent
 Local 30.6 percent

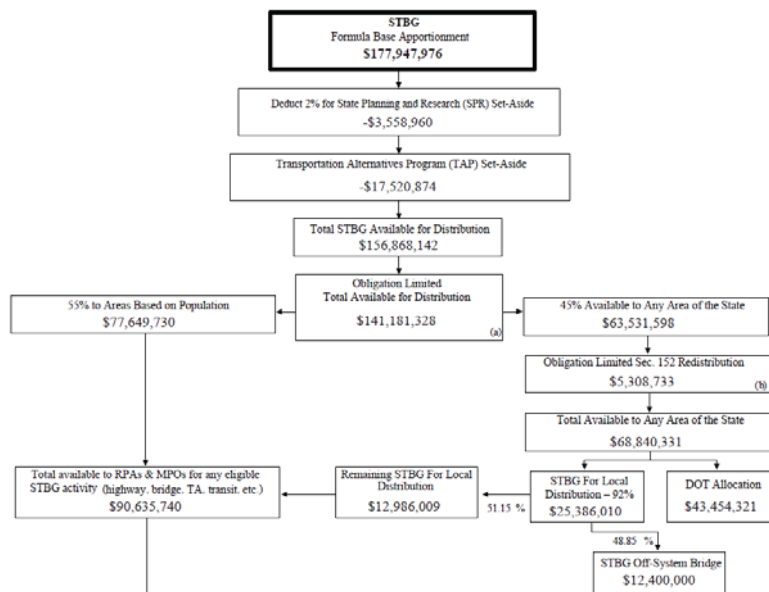


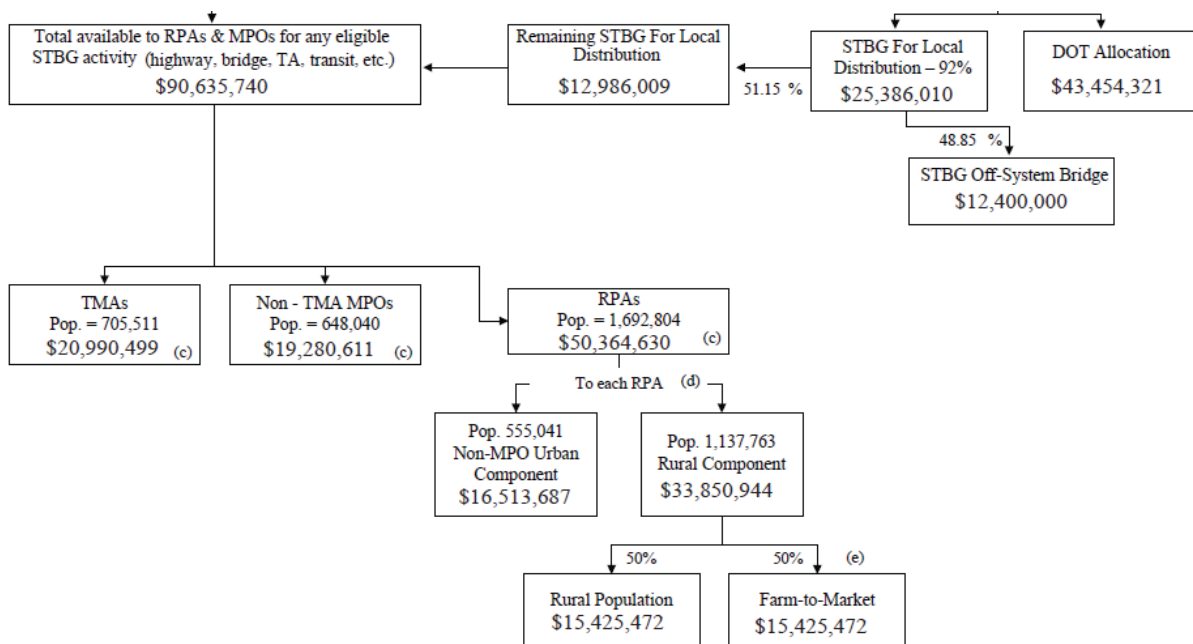
Estimated FY2022 Federal Highway Funds Apportioned to Iowa (Obligation Limited)

	Total	State Primary	Local System
National Highway Performance Program (NHPP)	\$322,619,681	\$322,619,681	--
Surface Transportation Block Grant Program (STBG)	\$141,181,328	\$43,454,321	\$97,727,007
55% Required Distribution by Population	\$77,649,730	--	\$77,649,730
45% Available Any Area of State	\$63,531,598	\$43,454,321	\$20,077,277
Highway Safety Improvement Program (HSIP)	\$31,543,573	\$26,543,573	\$5,000,000
Highway Safety Improvement Program - Secondary	\$5,000,000	--	\$5,000,000
DOT Allocation	\$26,543,573	\$26,543,573	--
Railway-Highway Crossings Program	\$5,141,241	--	\$5,141,241
Congestion Mitigation & Air Quality Program (CMAQ)	\$10,854,862	\$3,854,862	\$7,000,000
Bus Replacement Program	\$3,000,000	--	\$3,000,000
Iowa's Clean Air Attainment Program (ICAAP)	\$4,000,000	--	\$4,000,000
Iowa DOT CMAQ Activities	\$3,854,862	\$3,854,862	--
Transportation Alternatives Program (TAP)	\$14,531,451	--	\$14,531,451
59% Distributed by Population	\$7,265,725	--	\$7,265,725
TAP Flex	\$6,265,725	--	\$6,265,725
Statewide TAP	\$1,000,000	--	\$1,000,000
State Planning & Research Program (SPR)	\$10,959,206	\$10,410,941	\$548,264
Recreational Trails Program Set-aside (RTP)	\$1,237,335	--	\$1,237,335
Metropolitan Planning Program (PL)	\$2,616,700	--	\$2,616,700
Redistribution of Certain Authorized Funds	\$5,308,733	\$424,699	\$4,884,034
National Freight Program	\$16,032,794	\$13,529,514	\$1,503,279
Protect Program	\$16,237,753	\$16,237,753	--
Carbon Reduction Program	\$14,280,325	\$14,280,325	--
65 % Distribution by Population	\$9,282,211	\$9,282,211	--
35% Any Area	\$4,998,114	\$4,998,114	--
Bridge Formula Program	\$86,365,716	\$14,200,247	\$72,165,469
Total FY2022 Apportionment:	\$677,910,697	\$465,555,916	\$212,354,780
State & Local Split		68.68%	31.32%



STBG Program Target Allocation Methodology
Infrastructure Investment and Jobs Act (IIJA)
DRAFT Federal FY 2022 Apportionments to Iowa





Swap

- Additional Federal funds require additional non-federal sources for match.
- Current state funds are insufficient to support Swap at its current level.
- Amount available for Swap needs to be reduced to approximately \$50 million.
- Currently discussing which programs or types of projects to Swap



Swap (continued)

- Initial Feedback
 - City and County bridge projects-Fed-aid
 - ICAAP projects-Fed-aid
 - STBG projects in MPOs-Fed-aid
 - STBG projects for county sponsored projects in RPAs-Fed-aid
 - City sponsored projects in RPAs-Swap
 - HSIP Secondary-Swap
 - Possible Swap to match City/County bridge or FM supplement



Swap Transition

- Requesting projects that are scheduled for FY 2023 letting be switched to Fed-aid based on current development schedule and NEPA timeline. Projects scheduled for the January letting or later will need to be converted to Fed-aid.
- Projects programmed in FY 2024 and beyond need to be converted to Fed-aid.
- This has been communicated to counties through the Local Systems Bureau.
- Final determination on what type of projects will be Swapped is currently being discussed with stakeholders.



HSIP Secondary

- Continue HSIP Secondary Program
- Increase allocation from \$2 m to \$5m
- Continue to Swap



STBG Targets

- Based on existing distribution methodology
- New population category (5k Pop to 50K pop)
- Based on 2010 Census
- Future targets will utilize 2020 Census data



TAP Targets

- Based on existing distribution methodology
- New population category (5k Pop to 50K pop)
- Fifty-nine percent distributed to areas based on population
- Forty-one percent to any area of the state
- Based on 2010 Census data
- Future targets will utilize 2020 Census data
- Significant increase in TAP targets



TAP Flex Targets

- Provided for program year 2022 (FFY 2021 funds)
- Highly unlikely that TAP funds will be eligible to be “flexed” under IIJA and therefore no TAP Flex targets have been provided.



FFY 22 Appropriation Bill

- **Signed into law March 15, 2022**
- Includes Additional Bridge Replacement and Rehabilitation
 - FFY 2020: \$42.8 million
 - Allocated 50 percent Iowa DOT and 50 percent local jurisdiction
 - FFY 2021: \$35.6 million
 - Allocated 47.8 percent Iowa DOT and 52.2 percent local (based on share of bridge deck area)
 - Iowa DOT: \$17.1 million
 - Local jurisdictions: \$18.5 million
 - FFY 2022: Similar magnitude to FFY 2021
 - Recommend allocating 47.8 percent Iowa DOT and 52.2 percent local (based on share of bridge deck area)
 - Not included in authorization bill federal funding DOT/Local allocation calculation

