

TO: Email Address
TO: City Public Works Directors/Engineers/Clerks
County Engineers
Metropolitan Planning Organizations
Regional Planning Affiliations
FROM: Stu Anderson, Director of the Transportation Development Division
Charlie Purcell, Deputy Director of the Transportation Development Div.
SUBJECT: Infrastructure Investment and Jobs Act (IIJA)
DATE: November 30, 2021

This email is being sent on behalf of Stu Anderson, Iowa DOT, Transportation Development Division Director and Charlie Purcell, Transportation Development Division Deputy Director.

As you no doubt are already aware, the Infrastructure Investment and Jobs Act (IIJA) bill which passed the United States Senate on August 10, 2021 has recently passed the United States House of Representatives (November 5, 2021), and was signed into law by President Joe Biden on November 15, 2021.

The following existing Federal Highway Administration programs are retained in the IIJA:

- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant (STBG) Program
- Highway Safety Improvement Program (HSIP)
- Railway Highway Crossing Programs
- Congestion Mitigation and Air Quality (CMAQ) Program
- National Highway Freight Program

There is an additional formula-based bridge program, which is estimated to bring over \$86 million per year to Iowa for rehabilitation or replacement of bridges on public roads.

Additionally, there are many other new programs in the IIJA bill; some are formula-based, some are discretionary grant programs, and some are a combination of the two. These include a Carbon Reduction Program, which provides funds for a wide array of projects to reduce carbon emissions; the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program, which is targeted towards making transportation facilities more resilient, and the Bridge Investment Program, which is targeted towards very large bridge replacement projects. IIJA also included increased federal funding for aviation, rail, transit, and waterways.

Overall, the IIJA will increase federal highway formula funding to Iowa by about 30 percent over the five-year life of the authorization. It starts out in FFY 2022 at about a 25 percent increase over FFY

2021 levels and then grows each year to be about a 35 percent increase in FFY 2026 over FFY 2021.

The Iowa Department of Transportation (DOT) has been reviewing text of the IIJA bill and a few slides are attached that provide a brief overview of the highway programs included in IIJA, as it relates to Iowa. An exact timeline for implementation has not yet been determined, but for comparison purposes, the slides show the implementation timeline for the previous transportation reauthorization bill (Fixing America's Surface Transportation (FAST) Act). While we plan to follow a similar process for implementing the IIJA legislation, we also hope to accelerate the previous implementation timeline. However, some aspects of this process will depend on the timing of guidance from the United States Department of Transportation, Federal Highway Administration, and other federal agencies. The implementation of IIJA, like past authorization bills, will include stakeholder outreach and input with ultimate policy decisions being made by the Transportation Commission.

For your information, the American Association of State Highway and Transportation Officials has developed a website for IIJA bill information located at <https://policy.transportation.org/iija-implementation/>. We expect information will continue to be added to this website as implementation efforts continue.

Later in December, we will follow up with more information on our anticipated implementation schedule and begin our stakeholder input process.

Please let us know if you have any questions or comments.

Thanks,

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