Infrastructure Investment and Jobs Act (IIJA) Implementation Recommendations

Stakeholder Meeting
June 15, 2022
Agenda

- Welcome/IIJA Overview – Stu Anderson
- TAP/NHFP/CMAQ/Carbon Reduction/PROTECT – Craig Markley
- STBG/Bridge Formula Program/HSIP/Swap – Nicole Moore
- National Electric Vehicle Infrastructure – Stu Anderson
Implementation Steps

✓ Passage of Infrastructure Bill: Nov. 15, 2021
✓ Iowa DOT review and assessment
✓ Iowa DOT overview to Commission: October 11, 2021
✓ Initial stakeholder input
  ✓ City/County/RPA/MPO Committee
    ✓ Initial meeting: Feb. 2, 2022
    ✓ Second meeting: March 16, 2022
    ✓ Third meeting: May 13, 2022
  ✓ All stakeholders
    ✓ Initial communication: Nov. 30, 2021
    ✓ Summary of committee discussions: June 8, 2022
✓ Summary of input/recommendations to Commission: June 13, 2022
❑ Stakeholder input on recommendations: After June 13, 2022
❑ Commission action: July 2022
City/County/MPO/RPA Committee

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
Infrastructure Bill Overview

• Infrastructure Investment and Jobs Act (IIJA)

• Includes reauthorization of surface transportation programs for FFY 2022 to FFY 2026.

• Includes $550 billion in new funding with half going to transportation

• Core programs remain, and several new programs created
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Commission Implementation Decisions

- Distribution/Use of Transportation Alternatives program funding
- Use of National Highway Freight Program funding
- Use of Congestion Mitigation and Air Quality program funding
- Distribution/Use of Carbon Reduction funding
- Use of PROTECT funding
- Distribution of Surface Transportation Block Grant Program funding
- Distribution of Bridge Formula Program funding
- Allocation of FFY 2022 Bridge Funding (unrelated to IIJA)
- Use of Highway Safety Improvement Program funding
- Information Only – National Electric Vehicle Infrastructure
Commission Decision - Distribution/Use of Transportation Alternatives Program Funding

Transportation Alternatives Program $15,883,022 (FFY 2022)

Recreational Trails $1,246,299 (FFY 2022)

59% Required Distribution by Population (must be used for TAP) $8,635,667 (FFY 2022)

41% Available to Any Area of the State $6,001,056 (FFY 2022)

Distributed By Population (can be used for any eligible activity e.g. highway, bridge, TAP, transit, etc.) $5,001,056 (FFY 2022)

Discretionary for Statewide Awards $1,000,000

MPOs RPAs TMAs
Commission Decision - Distribution/Use of Transportation Alternatives Program Funding

- Retain status quo TAP funding process?
  - Maintain $1,000,000 for statewide awards by Commission
  - Maintain remainder of funding for TMAs, MPOs and RPAs

- Continue and/or modify the matching fund incentive for Byway Projects and Safe Routes to School Projects?

- Continue the Federal Recreational Trails program set-aside?

- Establish a minimum project size?

- Limit use of funding for just construction?
Commission Decision - Distribution/Use of Transportation Alternatives Program Funding

Input:

• With increase in TAP funding, increase statewide set-aside to help fund larger trail projects
• Continue the Federal Recreational Trails program set-aside
• Do not establish a minimum project size so that important regional and metropolitan projects can be funded.
• Do not limit use of funding for just construction as often these types of projects need design and engineering support that can be difficult to otherwise fund
Commission Decision - Distribution/Use of Transportation Alternatives Program Funding

Recommendation:

• Increase the statewide TAP funding from $1,000,000 to $5,000,000 for statewide awards by Transportation Commission for larger trail projects.

• Allow Safe Routes to School and Byway projects to apply for statewide funding instead of providing 30% incentive for MPO/RPA projects funded at 50%.

• Provide remainder of funding for MPOs and RPAs – this will provide approximately $1,000,000 more for their targets.

• TAP flex eliminated due to IIJA restrictions

• No minimum MPO/RPA project threshold.

• Continue allowing use of TAP funding for PE/CE/ROW.
IIJA IMPLEMENTATION RECOMMENDATIONS

Commission Decision - Distribution/Use of Transportation Alternatives Program Funding

Transportation Alternatives Program
$15,883,022 (FFY 2022)

Recreational Trails
$1,246,299 (FFY 2022)

59% Required Distribution by Population
(must be used for TAP)$8,635,667 (FFY 2022)

41% Available to Any Area of the State
$6,001,056 (FFY 2022)

Distributed By Population for TAP activities
$1,001,056 (FFY 2022)

Discretionary for Statewide Awards
$5,000,000

MPOs
RPAs
TMAs
Commission Decision - Use of National Highway Freight Program Funding

- Funding level – approximately $17 million per year
- Current policy: Allocate 10 percent for freight intermodal or freight rail projects (LIFTS Program)

**Input:** Support continuing to set aside 10 percent (IIJA allows up to 30 percent)

**Recommendation:**
- Allocate 10 percent of annual apportionment for freight intermodal or freight rail projects.
- Commission award through an annual application - LIFTS Program
- Remaining funds used in Iowa DOT Highway Program
Commission Decision - Use of Congestion Mitigation and Air Quality (CMAQ) Funding

- Funding level – approximately $12 million per year
- Current policy:
  - Allocate $4 million per year for Iowa’s Clean Air Attainment Program (ICAAP)
  - Allocate $3 million per year for bus replacement

**Input:** Continue with current allocations

**Recommendation:**

- Allocate $4 million per year for Iowa’s Clean Air Attainment Program (ICAAP)*
- Allocate $3 million per year for bus replacement*
- Remaining funds used in Iowa DOT Highway Program

* Allocations may come from CMAQ or Carbon Reduction program funding
Commission Decision – Distribution/Use of Carbon Reduction Funding

- New core program – about $16 m per year
- Allocation
  - 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
  - 35 percent to 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, in consultation with MPOs by Nov. 2023
Commission Decision – Distribution/Use of Carbon Reduction Funding

Input:
- Allocate to MPOs based on suballocation requirements
- Allocate to RPAs based on suballocation levels

Recommendation:
- Allocate the IIJA suballocations to Iowa’s nine MPOs based on their share of population
- Do not allocate to RPAs due to the small amount of funding per RPA and administrative challenges
- Allow these funds to be used instead of CMAQ funds for all or part of the $3 million allocation for bus replacement and/or the $4 million allocation for ICAAP
- Remaining funds used in Iowa DOT Highway Program
Commission Decision – Distribution/Use of PROTECT Funding

• “Promoting Resilient Operations for Transformative, Efficient, and Cost saving Transportation”
• New core program – about $18 m per year
• Projects to improve resiliency of transportation infrastructure
  – Resilience improvement grants
  – Community resiliency
  – Evacuation routes
• Lower match if state develops resiliency improvement plan and/or incorporates within state transportation plan
• Input: Given the lack of program guidance and the preference for more flexible STBG funding, allocate these funds to Iowa DOT
• Recommendation: Use funds in Iowa DOT Highway Program
National Electric Vehicle Infrastructure

• New US DOT program from the Infrastructure Bill
• Iowa allocated $51 million over FFY 2022-2026 – approximately $10.3 m per year
• FFY 2022 allocation: $7.6 m (after off-the-tops)
• Infrastructure within one mile of Alternative Fuel Corridor Routes
• Opportunity to add routes (apps were due May 13) – Iowa did not seek additional routes to maximize flexibility
National Electric Vehicle Infrastructure
National Electric Vehicle Infrastructure

• State Deployment Plan
  – Due August 1, 2022
  – Approved by September 30, 2022
  – Approval required to access funds

• Iowa DOT and Iowa Economic Development Authority are coordinating and developing plan.

• https://iowadot.gov/iowaevplan
Questions?