

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

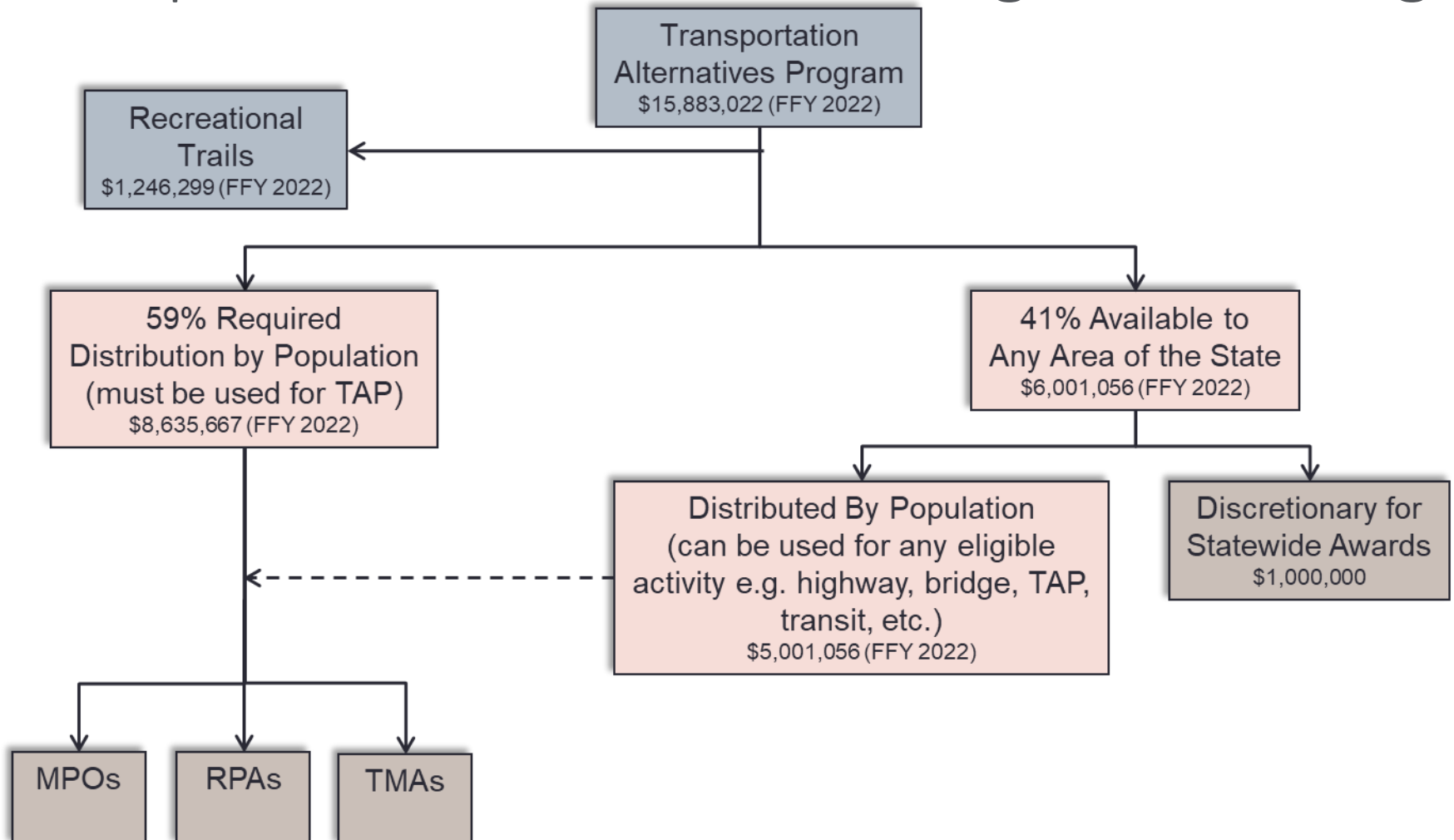
Highway Formula Programs (millions)

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					
<i>Highway Infra/Bridge (through appropriation, not authorized)</i>	<i>43.6</i>	<i>37.9</i>				
Bridge Formula Program		93.4	93.4	93.4	93.4	93.4
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	782.4	757.5	770.8	784.4	798.2
<i>National EV Charging</i>		<i>10.3</i>	<i>10.3</i>	<i>10.3</i>	<i>10.3</i>	<i>10.3</i>

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



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:

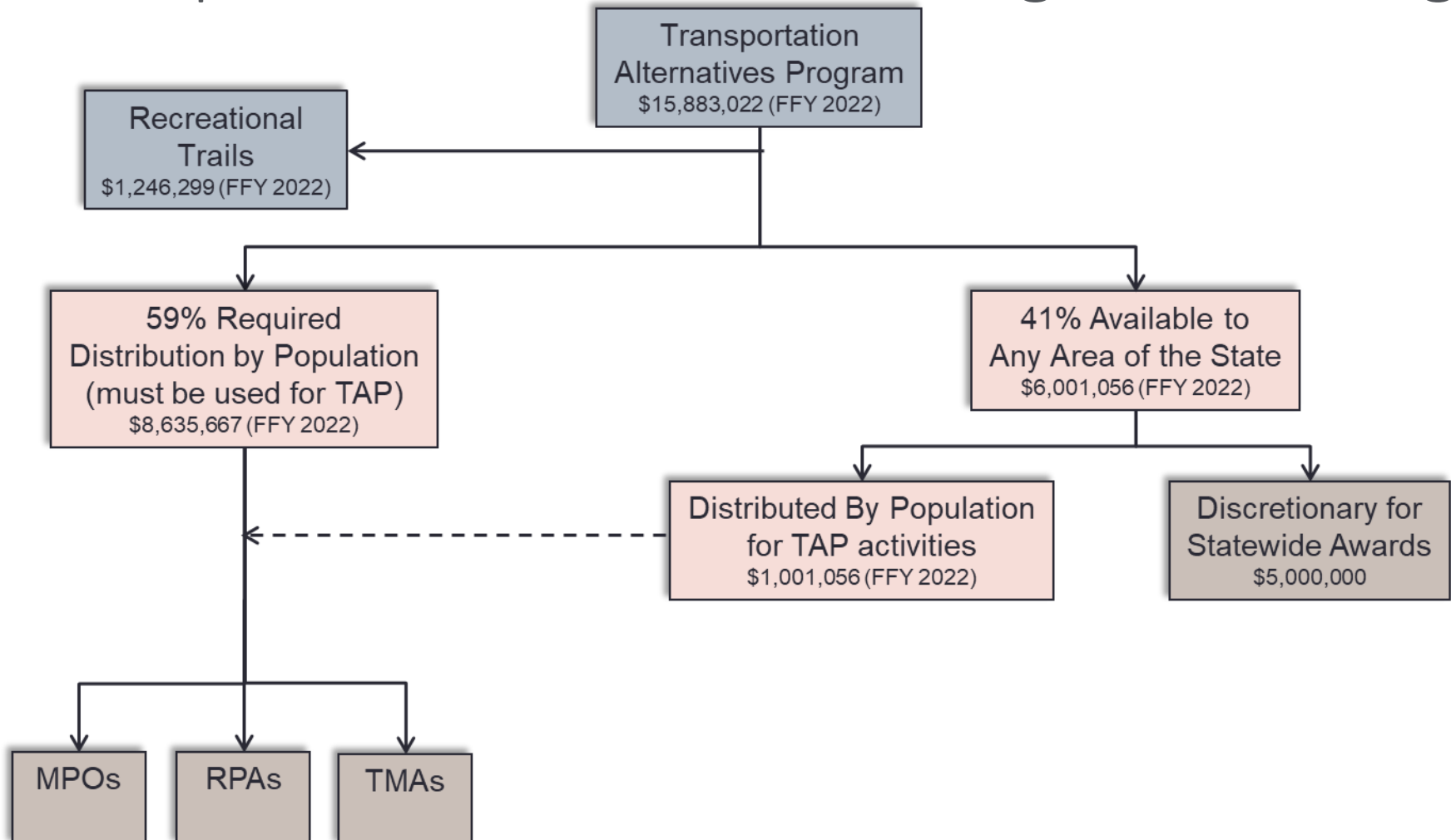
- With increase in TAP funding, increase statewide set-aside to help fund larger trail projects
- Continue the Federal Recreational Trails program set-aside
- Do not establish a minimum project size so that important regional and metropolitan projects can be funded.
- Do not limit use of funding for 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.

Commission Decision - Distribution/Use of Transportation Alternatives Program Funding



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

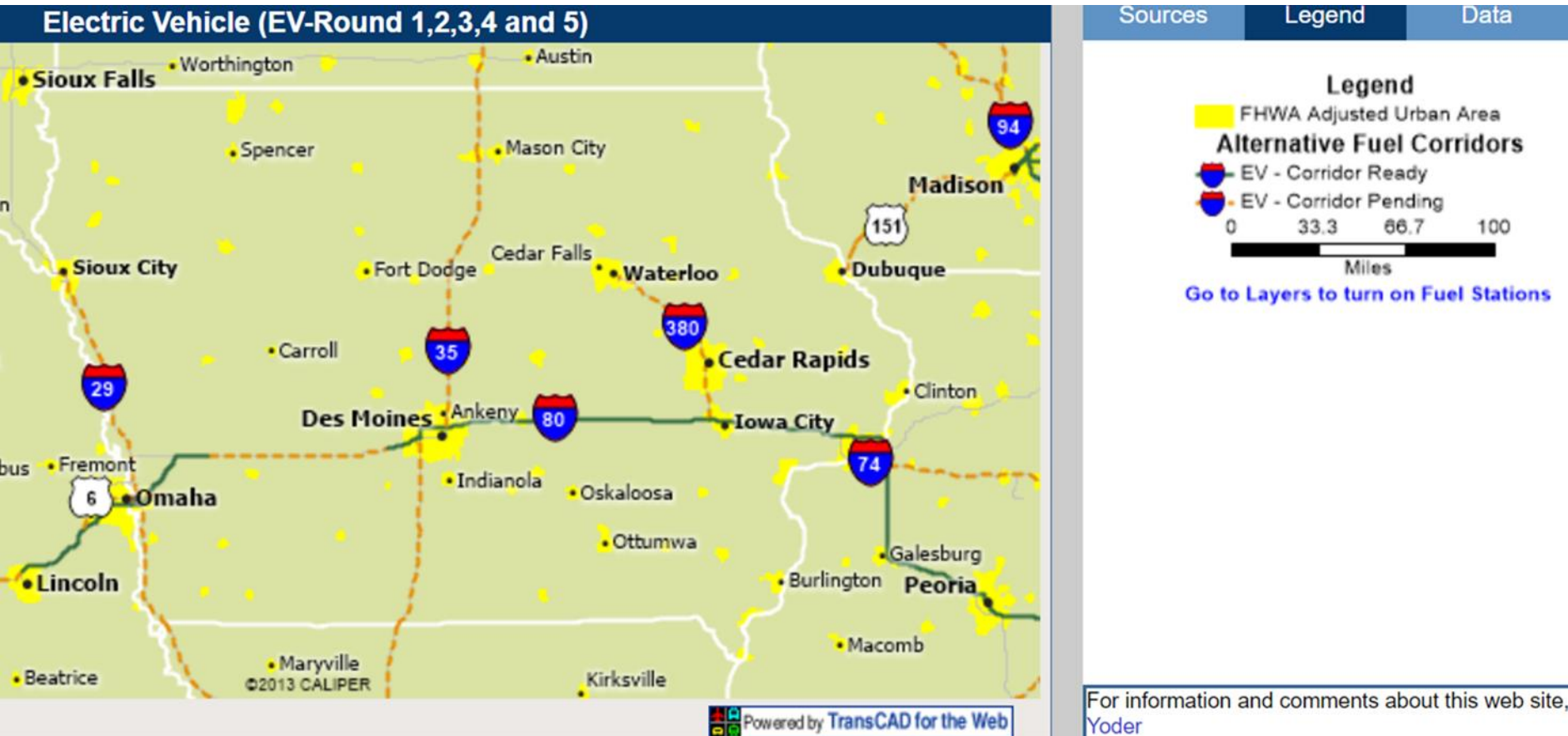
Commission Decision – Distribution/Use of PROTECT Funding

- “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?