INFRASTRUCTURE INVESTMENT AND JOBS ACT

Iowa Freight Advisory Council
March 25, 2022
Infrastructure Investment and Jobs Act (IIJA) signed Nov. 15, 2021.

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

Operating under a continuing resolution through March 11, 2022

Includes $550 billion in new funding with HALF going to transportation.

Federal highway funds to Iowa approximately 30% higher.

Federal transit funds to Iowa approximately 35% higher.

Aviation and waterway funding also increases.
FFY 22 Appropriation Bill

• Signed into law March 15, 2022
• Allows full funding of new and existing Infrastructure Bill programs
• Allows final guidance on new programs
• Includes additional Bridge Replacement and Rehabilitation funding
## Infrastructure Investment and Jobs Act

### Highway Formula Programs (millions)

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

* SPR continues as an off-the-top but is not shown on this table for FFY 22-26.
<table>
<thead>
<tr>
<th>Program</th>
<th>2021 (actual)</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total (minus Carbon Red/Protect/EV)</td>
<td>584.7</td>
<td>703.5</td>
<td>715.8</td>
<td>728.4</td>
<td>741.4</td>
<td>754.4</td>
</tr>
<tr>
<td>Increase over 2021</td>
<td>118.8</td>
<td>131.1</td>
<td>143.7</td>
<td>156.7</td>
<td>169.7</td>
<td></td>
</tr>
<tr>
<td>90 percent obligation limitation</td>
<td>106.9</td>
<td>118.0</td>
<td>129.3</td>
<td>141.0</td>
<td>152.7</td>
<td></td>
</tr>
</tbody>
</table>
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
New Programs – PROTECT

• “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
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 due May 13)
National Electric Vehicle Infrastructure

• State Deployment Plan
  • Due August 1, 2022
  • Approved by September 30, 2022
  • Approval required to access funds
• Iowa DOT and IEDA will coordinate and seek input
Freight and Multimodal Discretionary Programs
(open for applications)

- RAISE - $1.5 b
  - Focused on local or regional projects
  - Apps due April 14
- Major Infrastructure Projects Funding (apps due May 23)
  - National Infrastructure Project Assistance (MEGA) - $1b
    - New program for large/complex projects
    - 50 percent to projects over $500m and 50 percent to projects $100m to $500m
  - INFRA (freight projects) - $1.5b
  - Rural Surface Transportation Grant Program (RURAL) - $300m
    - New program for rural highway/bridge projects
    - Improve freight, safety, provide/increase access to ag, commercial, energy, or transportation facilities
Freight and Multimodal Discretionary Programs (future)

• Railroad Crossing Elimination Grant Program
  • New program
  • Eligible projects
    • Grade separations
    • Track relocation
    • Improve/install protective devices

• Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program
  • Highway-rail grade crossing improvements
  • Rail line relocation and improvement
Infrastructure Bill Implementation Steps

✓ Passage of Infrastructure Bill: Nov. 15, 2021
  o Iowa DOT review and assessment: ongoing
  o Iowa DOT overview to Commission: ongoing
    o Initial overview: October 11, 2021
  o Stakeholder input
    o City/County/RPA/MPO Committee
      o Initial meeting Feb. 2, 2022
      o Second meeting March 16, 2022
    o All stakeholders
      o Initial communication Nov. 30, 2021
      o Initial recommendations to be sent to all stakeholders after March 16

❑ Summary of input to Commission
❑ Recommendations to Commission
❑ Commission action
2022 HIGHWAY PROGRAM AMENDMENT

➢ Allocate some of the FFY 2022 Infrastructure Bill funding increases to SFY 2022 Program. (~$50 m)

GOALS

▪ Put Infrastructure Bill funding to work as quickly as possible.
▪ Prioritize pavement and safety needs.
▪ Equitable distribution across the state.

## FY 2022 Iowa Highway Program Revisions

<table>
<thead>
<tr>
<th>Route</th>
<th>County</th>
<th>Description</th>
<th>Mileage</th>
<th>Program Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Washington</td>
<td>Keokuk Co. Line to WCL of Brighton</td>
<td>6.1</td>
<td>$9,730,000</td>
</tr>
<tr>
<td>9</td>
<td>Emmet</td>
<td>0.55 mi. W. of NCL Estherville to the West Fork of Des Moines River</td>
<td>1.3</td>
<td>$2,412,000</td>
</tr>
<tr>
<td>13</td>
<td>Clayton</td>
<td>0.5 miles N of IA 3 to IA 56</td>
<td>13.5</td>
<td>$4,300,000</td>
</tr>
<tr>
<td>20</td>
<td>Woodbury</td>
<td>Little Whiskey Creek to Elliot Creek near Lawton</td>
<td>4.6</td>
<td>$3,799,000</td>
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<tr>
<td>25</td>
<td>Guthrie</td>
<td>E. Jct. of F-65 to W. Jct. F-65</td>
<td>1.8</td>
<td>$3,147,000</td>
</tr>
<tr>
<td>25</td>
<td>Guthrie</td>
<td>Adair Co. Line to E Jct. F-65</td>
<td>1.0</td>
<td>$612,400</td>
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<tr>
<td>30</td>
<td>Story</td>
<td>E. of Co. Rd. S27 to 0.4 mi W. of US 65 (EB)</td>
<td>4.6</td>
<td>$9,000,000</td>
</tr>
<tr>
<td>57</td>
<td>Butler</td>
<td>4th St in Aplington to WCL of Parkersburg</td>
<td>4.2</td>
<td>$2,015,900</td>
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<tr>
<td>59</td>
<td>Shelby</td>
<td>Harlan to Crawford Co line</td>
<td>15.4</td>
<td>$3,028,000</td>
</tr>
<tr>
<td>59</td>
<td>Mills</td>
<td>Co. Rd. H12 to IA 92</td>
<td>6.0</td>
<td>$2,661,000</td>
</tr>
<tr>
<td>61</td>
<td>Scott</td>
<td>All ramps at Mt. Joy and Long Grove interchanges</td>
<td>2.0</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>80</td>
<td>Iowa</td>
<td>3 locations in Iowa County (MP 204.8-209.65, 215.12-221.35, 221.35-225.93)</td>
<td>31.3</td>
<td>$3,100,000</td>
</tr>
<tr>
<td>80</td>
<td>Cedar / Scott</td>
<td>Cedar - West Branch easterly 2.5 Miles; Scott - Cedar County Line to 1.1 Mi East of Co Rd Y40</td>
<td>19.8</td>
<td>$2,400,000</td>
</tr>
<tr>
<td>218</td>
<td>Black Hawk</td>
<td>0.6 mi S of IA 27 Interchange to IA 27 Interchange (NB)</td>
<td>0.8</td>
<td>$2,200,000</td>
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<tr>
<td>80</td>
<td>Pottawattamie</td>
<td>Madison Avenue Interchange in Council Bluffs (pavement rehabilitation)</td>
<td></td>
<td>$(4,500,000)</td>
</tr>
</tbody>
</table>

| Subtotal | 112.4 | $45,905,300 |

### SAFETY PROJECTS (Cable Guardrail Projects)

<table>
<thead>
<tr>
<th>Route</th>
<th>County</th>
<th>Description</th>
<th>Mileage</th>
<th>Program Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>380</td>
<td>Linn</td>
<td>Tower Terrace Road to Lewis Access Road</td>
<td>9.0</td>
<td>$2,250,000</td>
</tr>
<tr>
<td>29</td>
<td>Pottawattamie</td>
<td>0.5 miles N of Council Bluffs to I-680</td>
<td>4.0</td>
<td>$1,000,000</td>
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<tr>
<td>20/380</td>
<td>Black Hawk</td>
<td>I-380/US 218 to I-380/US 20</td>
<td>5.5</td>
<td>$1,375,000</td>
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<tr>
<td>35</td>
<td>Warren</td>
<td>Co Rd G-50/St. Charles to Clanton Creek</td>
<td>1.5</td>
<td>$375,000</td>
</tr>
</tbody>
</table>

| Subtotal | 20.0 | $5,000,000 |

**TOTAL**  
$50,905,300
2023-2027 Highway Program

- To be approved June 2022
- ~ $4.2 billion of state/federal funding (up from $3.6 billion)
- Fully programs Infrastructure Bill funding increases

Challenges
- Federal funding uncertainty
  - FFY 2022 continuing resolution
  - FFY 2027 funding levels
- Impact of high construction costs
- High expectations of the impact of the Infrastructure Bill
Questions?

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