

Infrastructure Investment and Jobs Act (IIJA) Implementation Policies
Iowa Transportation Commission
July 12, 2022

Freight funding

- Allocate a maximum of 10 percent of Iowa's annual apportionment of National Highway Freight Program funding for freight intermodal or freight rail projects. This funding to be administered through the Linking Iowa's Freight Transportation System (LIFTS) Program.

Transportation Alternatives Program (TAP)

- The federal Recreational Trails Program set-aside will be utilized for annual applications administered by the Systems Planning Bureau.
- Allocate \$5 million of funding available for any area of the state for a Statewide Iowa's Transportation Alternatives program to be administered by the Iowa DOT's Systems Planning Bureau. Eligible projects include Iowa Byways and Safe Routes to School related projects.
- All other TAP funding will be allocated by population to metropolitan planning organizations (MPOs) and regional planning affiliations (RPAs) to program on eligible projects.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

- Allocate \$3 million of CMAQ funding for public transit bus replacement administered by the Iowa Department of Transportation's Modal Transportation Bureau.
- Allocate \$4 million of CMAQ funding for Iowa's Clean Air Attainment Program (ICAAP) to be administered by the Iowa DOT's Systems Planning Bureau.
- Remaining CMAQ funds are allocated to the department for eligible CMAQ activities to be programmed by the Iowa Transportation Commission.

Carbon Reduction Funding

- The suballocated amounts as defined in IIJA for areas with population over 50,000 are allocated to each of Iowa's MPOs based on share of population.
- Remaining Carbon Reduction funds are allocated to the department for eligible activities to be programmed by the Iowa Transportation Commission.
- Carbon Reduction funds may 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.

PROTECT Funding

- PROTECT funds are allocated to the department for eligible activities to be programmed by the Iowa Transportation Commission.

Highway Safety Improvement Program

- Allocate \$5 million per year for a Highway Safety Improvement Program – Local Program to be administered by the Iowa DOT's Traffic and Safety Bureau.
- Remaining Highway Safety Improvement Program funds are allocated to the department for eligible activities to be programmed by the Iowa Transportation Commission.

Bridge Formula Program (BFP)

- Allocate \$25,986,436 of BFP funding annually to the Iowa Department of Transportation for eligible activities to be programmed by the Iowa Transportation Commission.
- Allocate \$67,423,744 of BFP funding annually to the Local Public Agencies, to be administered by the Iowa DOT's Local Systems Bureau.

Surface Transportation Block Grant (STBG) Program

- At least 55 percent of the STBG Program funding available to the state is required to be utilized in areas based on population. The mechanism utilized in Iowa to distribute this funding is by providing allocations to MPOs and RPAs.
- The STBG Program funding available to areas based on population will include the required 55 percent (\$78,212,259 in FFY 2022) as well as a portion of the funding available to any area of the state.
- The STBG Program funding available to any area of the state will be allocated as follows,
 - 45.7 percent (see third bullet) to Iowa DOT for eligible projects to be programmed by the Iowa Transportation Commission and to support local initiatives such as asset management implementation through collection of pavement condition data, administration of bridge inspection training, construction inspection and contract administration software for use by local public agencies, and funding the Statewide Urban Design and Specifications program.
 - 54.3 percent (see third bullet) for MPOs, RPAs, Farm-to-Market supplement, and city and county off-system bridge set-aside.
 - The IIJA includes an increase in STBG Program funding over the five-years of the act; however, the Bridge Formula Program does not increase. This results in different growth rates of funding allocated for local public agencies compared with the amount allocated for the Iowa DOT. Therefore, from the STBG Program allocation available to any area of the state, the amount allocated to RPAs/MPOs, and the amount allocated for the Iowa DOT will vary by year to assure equal percent growth in overall allocations between the LPAs and Iowa DOT. As defined in the previous two bullets, for federal fiscal year (FFY) 2022, the distribution of the any area of the state allocation of STBG Program funding is 54.3 percent for local distribution and 45.7 percent for Iowa DOT use. Beginning in FFY 2023, those percentage allocations will be modified annually to provide equal percent growth in overall IIJA funding to local public agencies and the Iowa DOT.
- STBG Program funds for RPAs and MPOs are allocated to four categories: 1) Transportation Management Areas (TMAs) – MPOs with more than 200,000 population; 2) MPOs with population less than 200,000; 3) RPA areas with population from 5,000 to 49,999; and 4) RPA areas with population less than 5,000. Each category is allocated STBG Program funding based on each category's share of total statewide population.
- Within the RPA category of STBG program funding, 50 percent of STBG Program funds are allocated based on each RPA's share of total statewide RPA population and 50 percent based on each RPA's share of farm-to-market distribution factors.
- Within the TMA category, each TMA is allocated STBG Program funds based on their share of total statewide TMA population.
- Within the MPOs with less than 200,000 population category, each MPO is allocated STBG Program funds based on their share of total statewide non-TMA MPO population.