

# Infrastructure Investment and Jobs Act (IIJA) aka Bipartisan Infrastructure Law (BIL)

Iowa DOT, Local Systems Bureau

March 2022

# HISTORY OF FEDERAL TRANSPORTATION BILLS “SURFACE TRANSPORTATION REAUTHORIZATION”

- IIA – Infrastructure Investment and Jobs Act - AKA: Bipartisan Infrastructure Law (BIL)
  - Passed by Senate on August 10, 2021 (69-30 vote)
  - Passed by House on November 5, 2021 (228-206 vote)
  - Signed by President Joe Biden on November 15, 2021
- FAST Act – December 4, 2015
- MAP-21 – July 6, 2012
- SAFETEA-LU – August 10, 2005
- TEA-21 – June 9, 1998
- ISTEA – December 18, 1991
- Iowa DOT, Counties, Cities, RPAs, MPOs – Stakeholder Meetings
- Each bill has had more funding than the previous bill

Date	Milestone
July 2021	Senators released bipartisan infrastructure framework
August 10, 2021	Senate passed Bipartisan Infrastructure Deal (BIL)
November 5, 2021	House passed BIL
November 15, 2021	President Biden signed BIL into law (Public Law No: 117-58)

# EXISTING FUNDING PROGRAMS

- Increases Highway Trust Fund (HTF) program funding by approximately 25-30% compared to current
- Existing Core Programs
  - National Highway Performance Program (NHPP)
  - Surface Transportation Block Grant (STBG) Program
  - Highway Safety Improvement Program (HSIP)
  - Congestion Mitigation and Air Quality (CMAQ) Program
  - National Highway Freight Program
  - Railway Highway Crossing Programs

# NEW FUNDING PROGRAMS

- Bridge Formula Program (BFP)
- Carbon Reduction
- PROTECT
- National Electric Vehicle (EV) Charging



# DISCRETIONARY GRANT PROGRAMS

- Bridge Investment Program (\$9.2B)
  - FFY'21 Bridge Replacement & Rehab was \$1.08B
  - Minimum award = \$2,500,000
  - More than one project may be submitted as part of the program
- Rural Surface Transportation Grant Program (\$2B)
  - Competitive grants to improve and expand surface transportation in rural areas
    - Increase connectivity
    - Improve safety & reliability of movement of people and freight
    - Generate regional economic growth
    - Improve quality of life
  - Minimum award = \$25,000,000
  - Up to 10% set aside for projects <\$25M
- Railroad Crossing Elimination Program
  - New, competitive for states, MPOs, local govts, etc. for hwy/rail or pathway/rail grade crossings

# 6 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	*	*	*	*	*
Highway Infra/Bridge	43.6					
Bridge		86.3	86.3	86.3	86.3	86.3
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	737.4	750.4	763.7	777.3	791.1
<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>

\* SPR continues as an off-the-top from the core programs in FFY 22 to 26. The off-the-tops for those years are not yet reflected in this table

# CURRENT FEDERAL FUNDING PROGRAMS FOR LPA'S

## ▪ STBG includes:

- State Planning & Research
- TAP
- Flexible TAP
- Federal Recreational Trails
- TMA/MPO/RPA funding
- Bridge funding for cities and counties
  - City Bridge Program
  - County Highway Bridge Program (HBP)

## Other Programs:

- HSIP-Secondary
- Rail-Highway Crossings
- CMAQ (ICAAP)
- Metro Planning
- National Highway Freight
- Bridge Replacement & Rehab (2019-2021)

# FUTURE PROGRAMS FOR LPA'S

- Maintain current LPA programs (about 30% of overall funding to LPAs)
- Higher levels of Bridge Formula Program = lower level of STBG funding
- Discussions to add HSIP for cities for Speed Feedback Signs

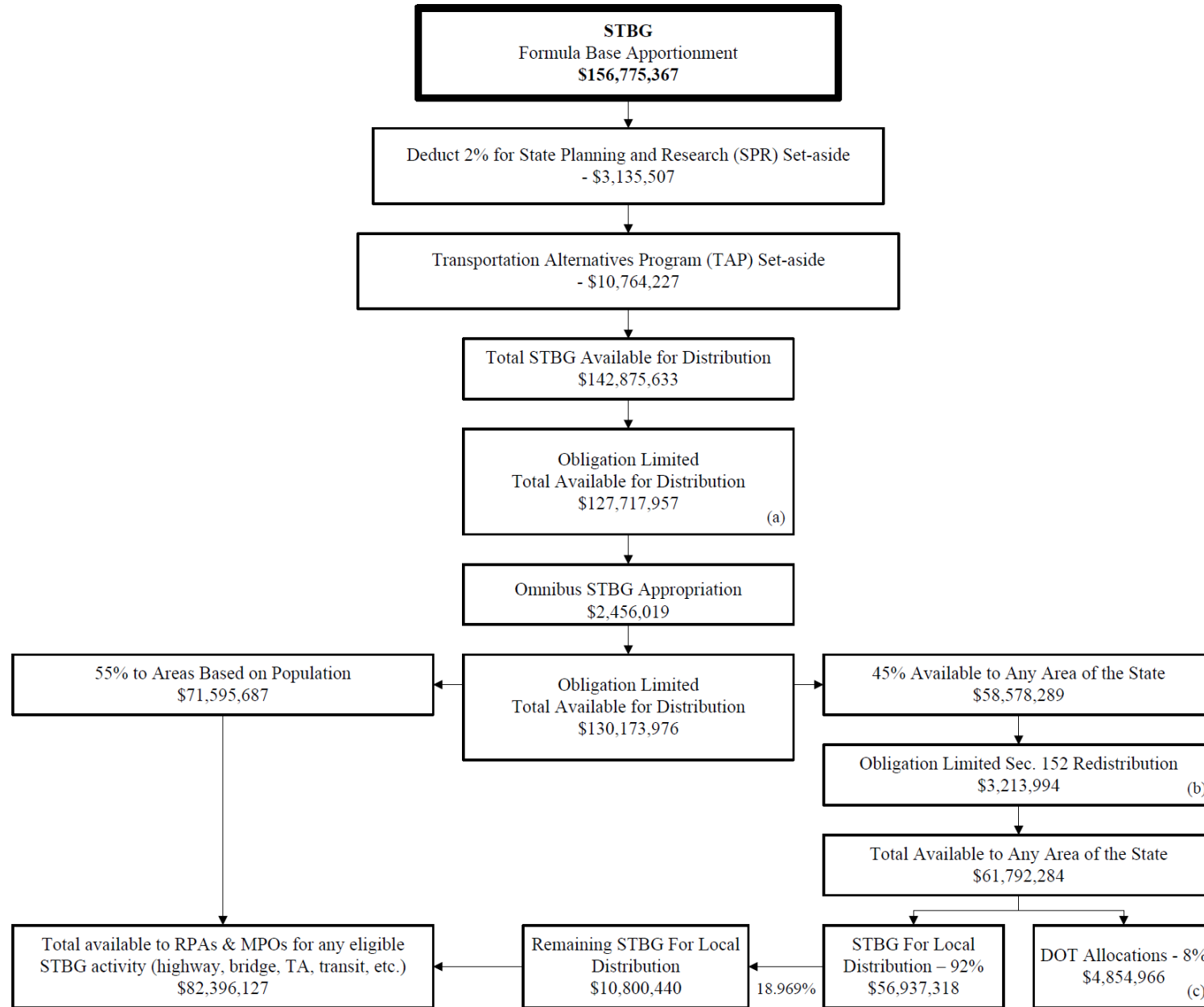


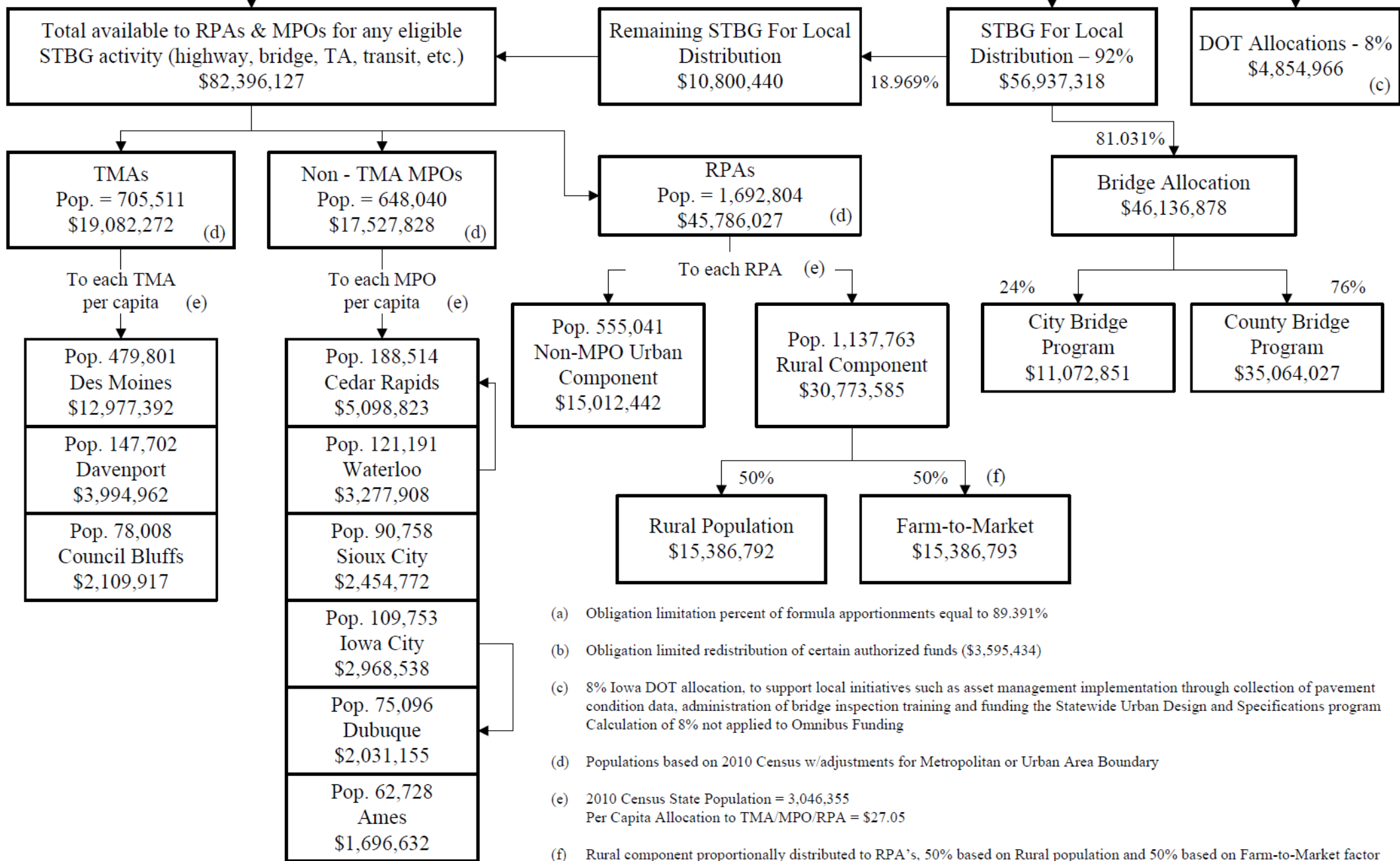
# STBG PROGRAM

- STBG requires 2% set-aside for State Planning & Research
- Requires set-aside of 10% TAP based on 2009 number
- Requires 55% of STBG program remaining after set-asides, go to areas based on population
  - New Population Subcategories
    - <5000
    - 5000 - 49,999
    - 50,000 – 200,000 (Current MPO)
    - >200,000 (Current TMA)
- Remaining 45% of STBG program can go to “Any Area”
- “Any Area” funding is where the previous Bridge Funding has come from

# STBG Program Target Allocation Methodology

## FINAL Federal FY2021 Apportionments to Iowa





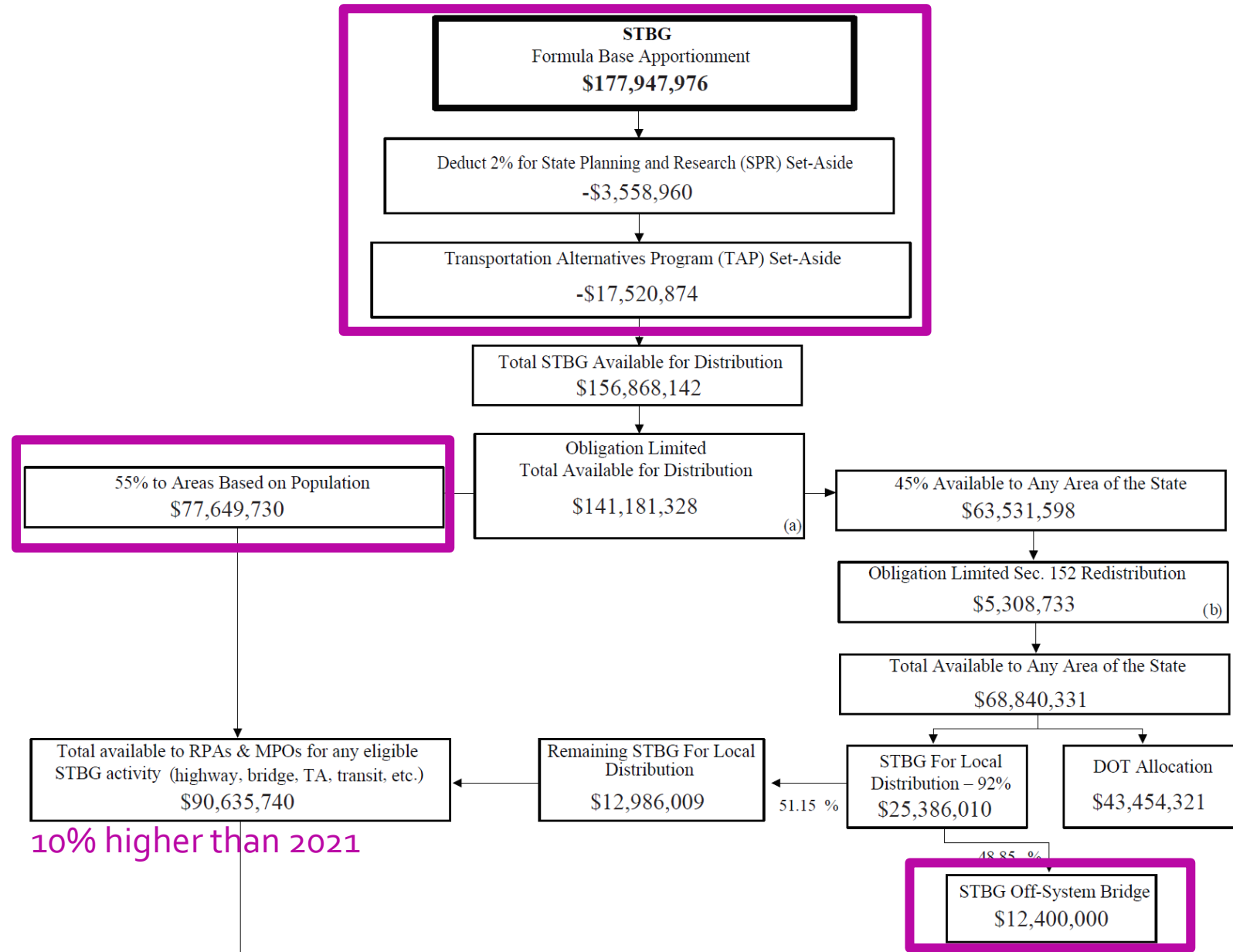
- (a) Obligation limitation percent of formula apportionments equal to 89.391%
- (b) Obligation limited redistribution of certain authorized funds (\$3,595,434)
- (c) 8% Iowa DOT allocation, to support local initiatives such as asset management implementation through collection of pavement condition data, administration of bridge inspection training and funding the Statewide Urban Design and Specifications program  
Calculation of 8% not applied to Omnibus Funding
- (d) Populations based on 2010 Census w/adjustments for Metropolitan or Urban Area Boundary
- (e) 2010 Census State Population = 3,046,355  
Per Capita Allocation to TMA/MPO/RPA = \$27.05
- (f) Rural component proportionally distributed to RPA's, 50% based on Rural population and 50% based on Farm-to-Market factor

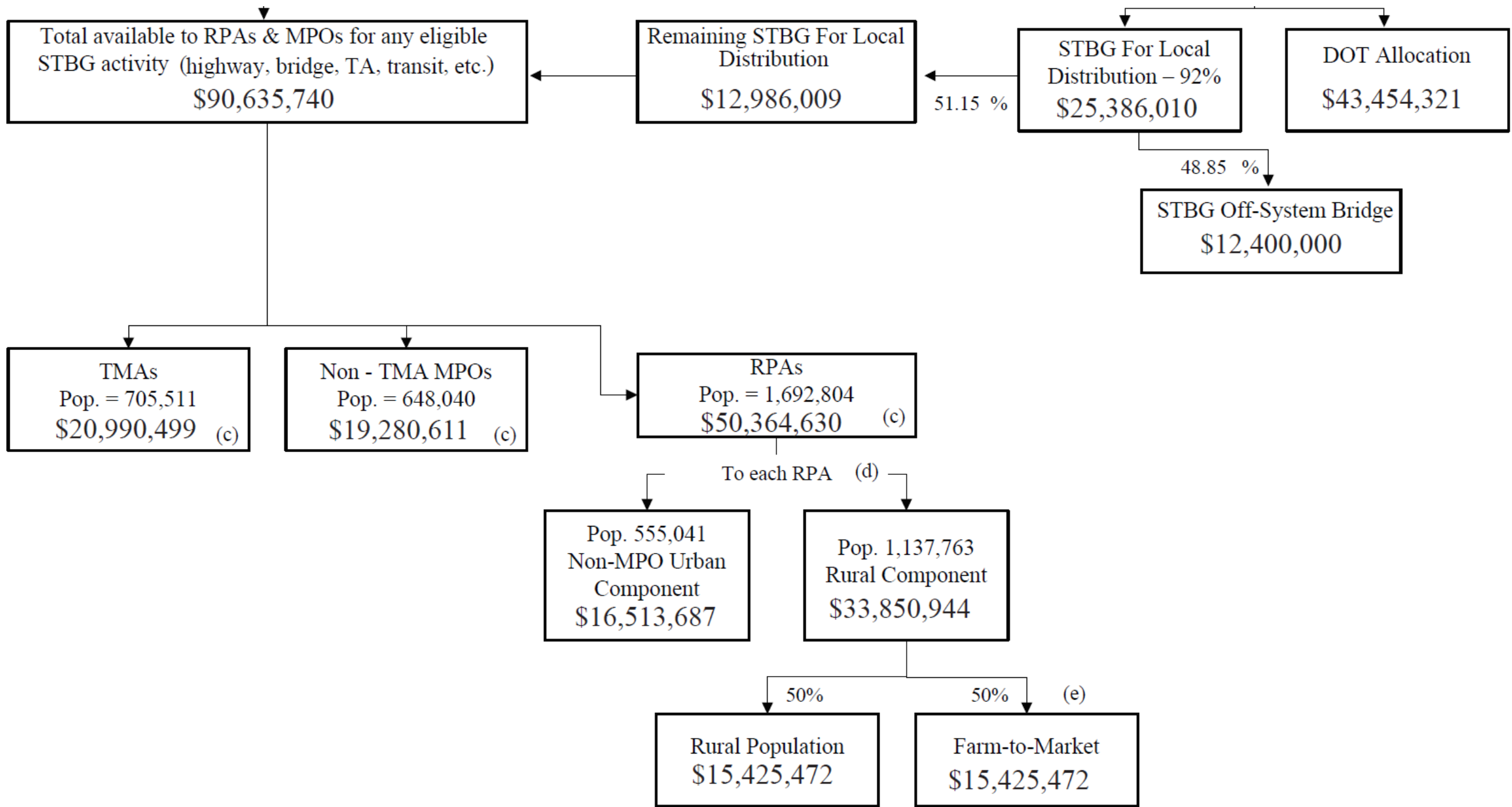
## Sub-allocation of STBG Funds pursuant to **FAST Act**

# STBG Program Target Allocation Methodology

Infrastructure Investment and Jobs Act (IIJA)

DRAFT Federal FY 2022 Apportionments to Iowa





Total available to RPAs & MPOs for any eligible STBG activity (highway, bridge, TA, transit, etc.)  
\$90,635,740

Remaining STBG For Local Distribution  
\$12,986,009

STBG For Local Distribution - 92%  
\$25,386,010

DOT Allocation  
\$43,454,321

STBG Off-System Bridge  
\$12,400,000

TMAs  
Pop. = 705,511  
\$20,990,499 (c)

Non - TMA MPOs  
Pop. = 648,040  
\$19,280,611 (c)

RPA  
Pop. = 1,692,804  
\$50,364,630 (c)

Pop. 555,041  
Non-MPO Urban Component  
\$16,513,687

Pop. 1,137,763  
Rural Component  
\$33,850,944

Rural Population  
\$15,425,472

Farm-to-Market  
\$15,425,472 (e)

# PAST TO PRESENT BRIDGE FUNDING

City Bridge Program History				
FFY	Fed/Swap Allocation	Additional Bridge Funding**	Total Allocation	# Bridges Awarded*
2011	\$7,580,323		\$7,580,323	3
2012	\$7,281,153		\$7,281,153	8
2013	\$8,803,253		\$8,803,253	6
2014	\$8,851,514		\$8,851,514	32
2015	\$8,919,918		\$8,919,918	17
2016	\$10,605,952		\$10,605,952	14
2017	\$10,495,583		\$10,495,583	14
2018	\$11,350,069		\$11,350,069	8
2019	\$11,579,018	\$5,520,000	\$17,099,018	26
2020	\$11,314,665	\$5,113,840	\$16,428,505	14
2021	\$11,026,714	\$4,443,580	\$15,470,294	13

County HBP History			
FFY	County HBP "Standard"	County HBP "Additional"	County HBP Total
2011	\$32,394,376		\$32,394,376
2012	\$31,110,382		\$31,110,382
2013	\$33,117,000		\$33,117,000
2014	\$33,298,552		\$33,298,552
2015	\$33,117,000		\$33,117,000
2016	\$33,117,000		\$33,117,000
2017	\$33,236,012		\$33,236,012
2018	\$36,133,449		\$36,133,449
2019	\$36,868,754	\$17,503,000	\$54,371,754
2020	\$36,027,030	\$16,282,978	\$52,310,008
2021	\$35,110,164	\$14,148,804	\$49,258,968

# BRIDGE FORMULA PROGRAM (BFP) – IIJA

- Eligible uses: highway bridge replacement, rehabilitation, preservation, protection, or new construction
- Distributed among all states by formula:
  - 75% by state share of total cost of replacing Poor bridges
  - 25% by state share of total cost of rehabbing Fair bridges
- \$45M minimum per state per year
- **\$86 M for Iowa per year**
- Off-System Bridges
  - 15% off-system set-aside (~\$13 Million)
  - **Off-system shall be funded at 100% Federal share if owned by LPA**

# OFF-SYSTEM BRIDGES

- STBG program also has off-system bridge set-aside
  - 20% of 2009 HBP amount allocated to states = Iowa \$12.4 Million
  - Theoretically could be Swapped (because we can “transfer” it to another program)
- Off-System Bridge Total (Local & Rural Minor collectors)**
  - STBG - \$12.4 Million
  - BFP- \$13 Million
  - Total Off-System Bridge = \$25.4 Million**
- Off-system bridges (from BFP) shall be funded at 100% Federal share if owned by LPA

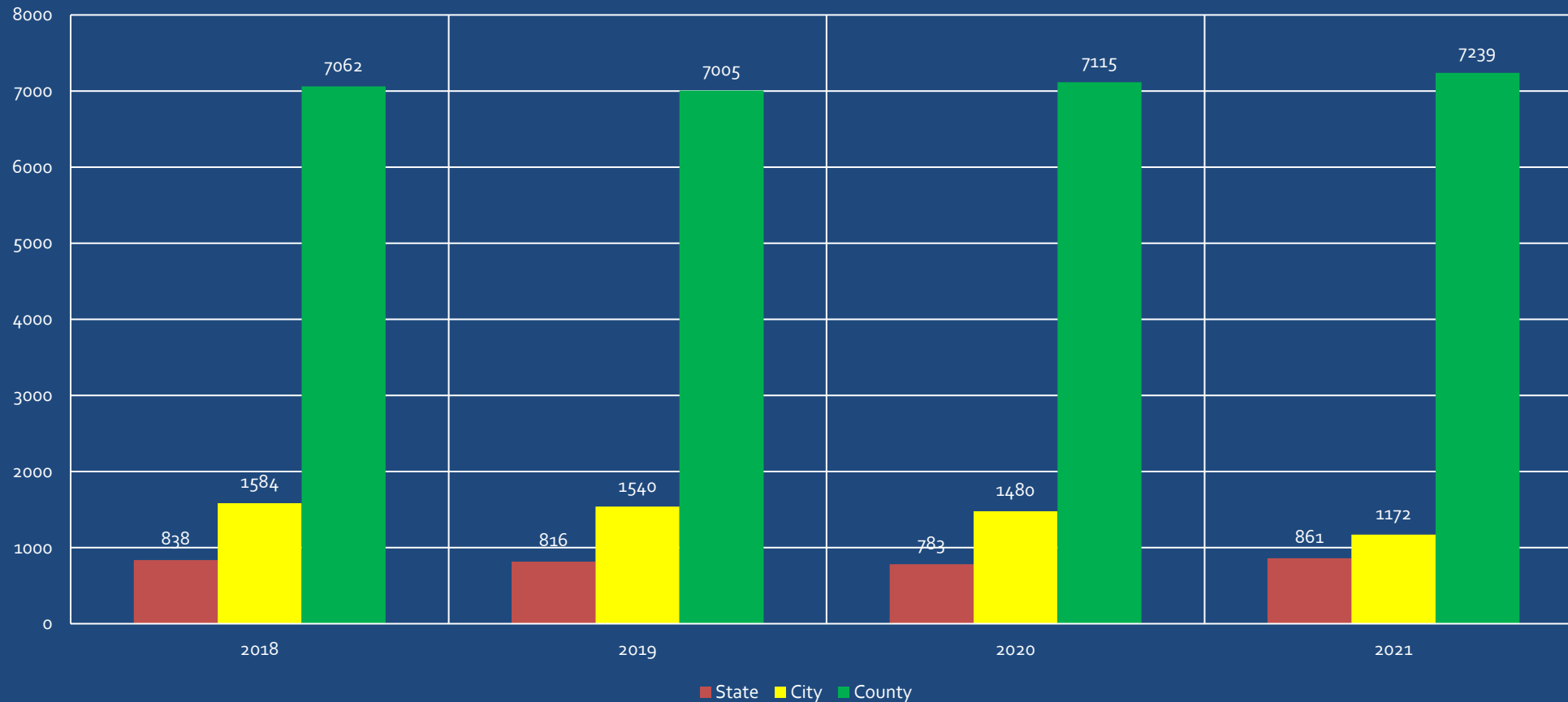
Allocations*	2019	2020	2021 est.
City Bridge Program	\$11,579,018	\$11,314,665	\$11,314,665
County Bridge Program	\$36,868,754	\$36,027,030	\$36,027,030
Total	\$48,447,772	\$47,341,695	\$47,341,695
Bridges Let			
Off System Bridge	\$43,994,636	\$38,920,663	n/a
On System Bridge	\$23,238,437	\$22,428,480	n/a
Total	\$67,233,073	\$61,349,143	n/a



# BRIDGE CONDITION TRENDS

## DECK AREA OF POOR BRIDGES BY JURISDICTION

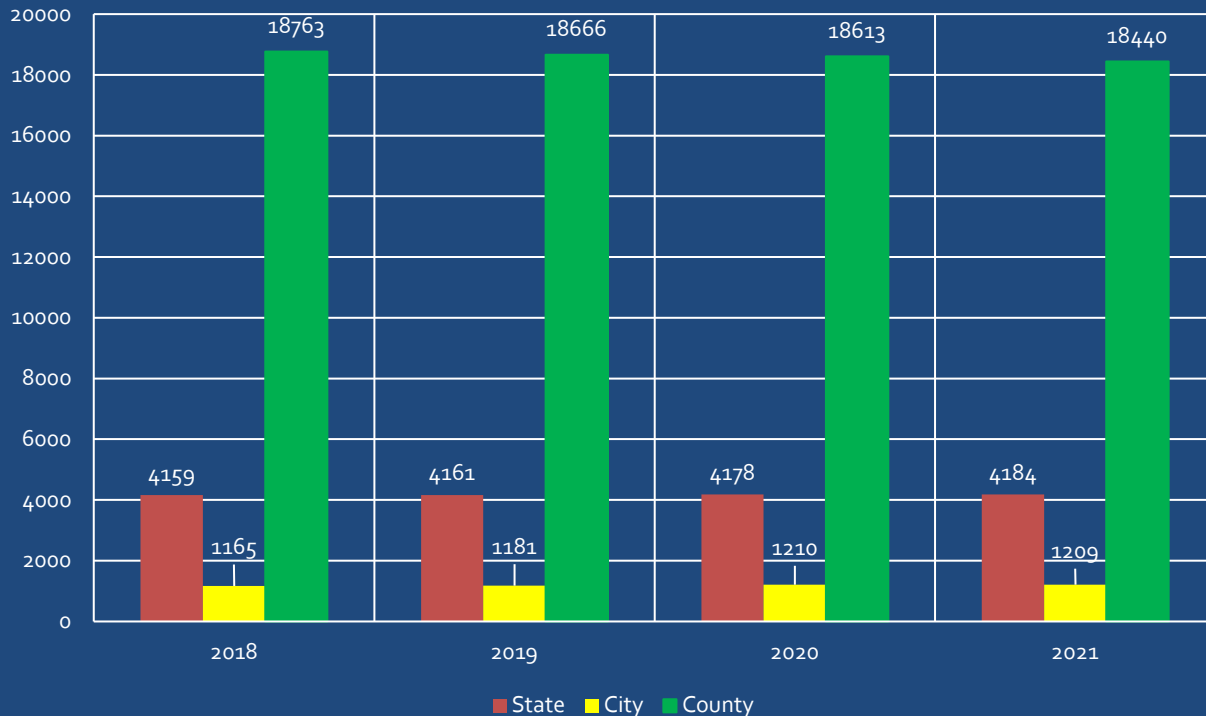
Poor Bridge Deck Area per Agency  
(Thousands of SF)



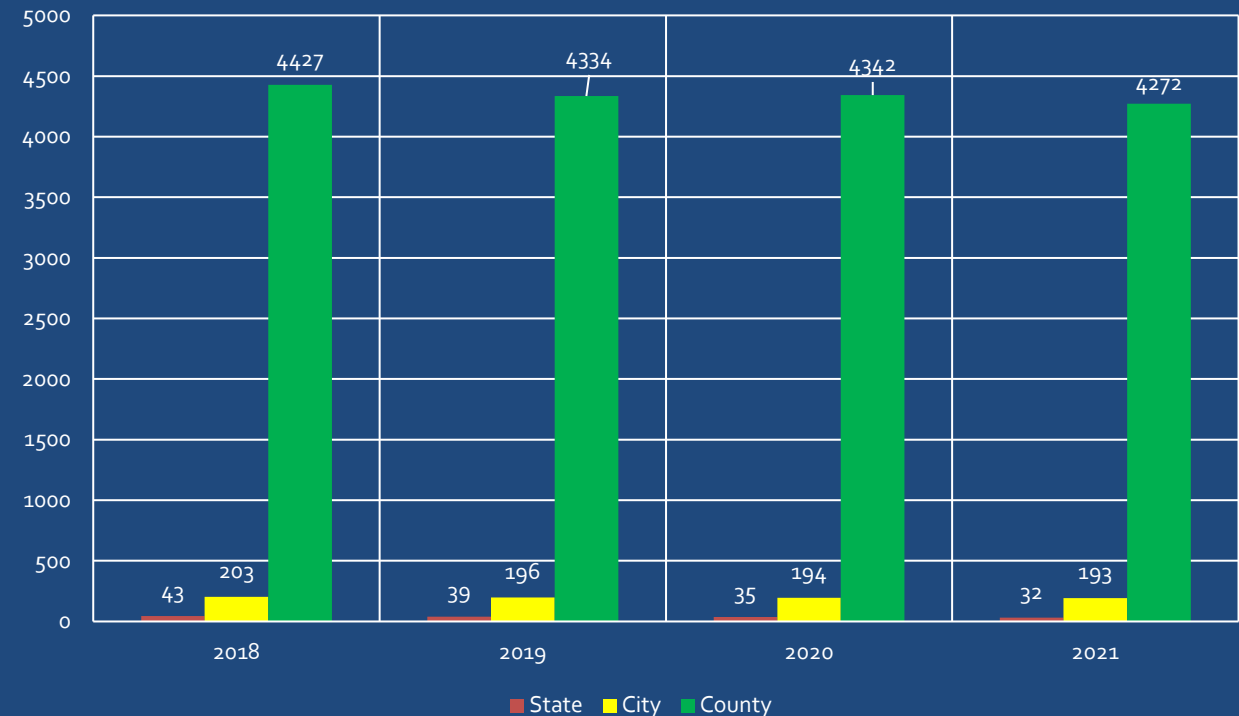
# BRIDGE CONDITION TRENDS

## NUMBER OF BRIDGES / POOR BRIDGES BY AGENCY

Number of All Bridges per Agency Type



Number of Poor Bridges per Agency Type



# SUMMARY OF BRIDGE DATA

- DOT has made progress on Poor bridges over the years
  - # of poor bridges - 26% reduction in 4 years
  - SF of Poor bridges – **3% increase** in 4 years
- Steady progress has been made on the city and county bridges, but with additional bridges becoming Poor every year, the net result is minimal improvement.
  - City Poor bridges
    - # of poor bridges - 5% reduction in 4 years
    - SF of Poor bridges – 26% reduction in 4 years
  - County Poor bridges
    - # of poor bridges - 4% reduction in 4 years
    - SF of Poor bridges – **3% increase** in 4 years

# DISCUSSION POINTS

- Funding level for bridge set-aside relative to STBG funds distributed by population
- STBG difference of \$130 M (2021) to \$141 M (2022)
- Discussions
  - Keep rate of increase the same for STBG and bridge?
  - Increase rate of bridge funding more than STBG, or vice versa?
  - Grow the bridge programs for cities and counties?
  - Ongoing Stakeholder Group conversations on all programs

# FEDERAL-AID SWAP PROGRAM

- Challenge: Primary Road Funds are insufficient to match the additional federal funds and support the Swap program at its current level.
- What programs to Swap? Only about \$50 Million to Swap
- Transition Period
  - Any change in Swap program will require a transition as projects are currently being developed as non-fed-aid.
  - Likely will be county STBG and Bridge projects as Federal-aid

# COUNTY 5 YEAR PROGRAM

- For current County Five Year Programs:
  - Currently there's an influx of Swap Projects and we don't want to have to push these back
  - More certainty with Federal-aid because of Primary Road Fund capacity

Dear Counties,

As you've been putting together your County Five Year Programs, the Infrastructure Investment and Jobs Act (IIJA) stakeholder group has been meeting and having discussions, and as a result, we and the committee have concluded that there are some changes that will need to be made regarding the programming of projects and their associated funding sources. With the increase in Federal-aid, the Swap program will not be able to be utilized as much as it has in the past. The amount of Swap funding moving forward under the IIJA bill will be around \$50 Million annually. During the discussions, the counties have discussed moving toward Federal-aid for their bridge and STBG projects. **What that means going forward is that projects you were planning to let as Swap projects will need to be re-programmed as Federal-aid projects.** While this guidance is not yet set in stone and is subject to change, please utilize the following information for your County HBP and STBG projects:

- FY23 – Program as Federal-aid, if possible, from a Project Development & NEPA timeline perspective. Projects planned for the January letting or later will need to be converted to Federal-aid unless there are rare circumstances that are approved by Local Systems.
- FY24 and beyond – Program as Federal-aid unless there are rare circumstances. Swap projects in FY24 will need approval by Local Systems.

STBG projects may be funded at a ratio of up to 80 percent Federal-aid (80/20). On-system (major collectors or higher) bridges will be funded at an 80 percent Federal-aid share (80/20). Off-system (minor collectors and local routes) bridges will be funded at 100 percent Federal-aid.

If possible, counties should wait to finalize your CFYPs until you are notified by Local Systems that the appropriate changes have been made in TPMS to accommodate the appropriate bridge funding options. Currently, TPMS programming will not allow you to enter a 100 percent Federal-aid funding share for off-system bridges. Please look for another email with further information on this TPMS update. We hope to have this change made by the end of the week.

Thank you for your cooperation. Please contact Niki Stinn at 515-239-1064 or at [niki.stinn@iowadot.us](mailto:niki.stinn@iowadot.us) with any questions.

## NEXT STEPS – TIMELINE FROM FAST ACT

- Passage of Infrastructure Bill (*FAST Act: 12/15*) (*IIJA: 11/15/2021*)
- Iowa DOT review and assessment (*FAST Act: 12/15 to 1/16*) (*ongoing*)
- Iowa DOT overview to Commission (*FAST Act: 2/16*) (*ongoing*)
- Stakeholder input
  - City/County/RPA/MPO Committee (*FAST Act: 3/16*) (*IIJA: March 16, 2022, addtl mtg*)
  - All stakeholders (*FAST Act: 4/16 to 6/16*) (*initial communication 11/30/21, ongoing*)
- Summary of input to Commission (*FAST Act: 7/16*)
- Recommendations to Commission (*FAST Act: 8/16*)
- Commission action (*FAST Act: 9/16*)

# QUESTIONS?

