

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

Surface Transportation Block Grant Program
Bridge Formula Program Discussion
Highway Infrastructure Program

June 2022

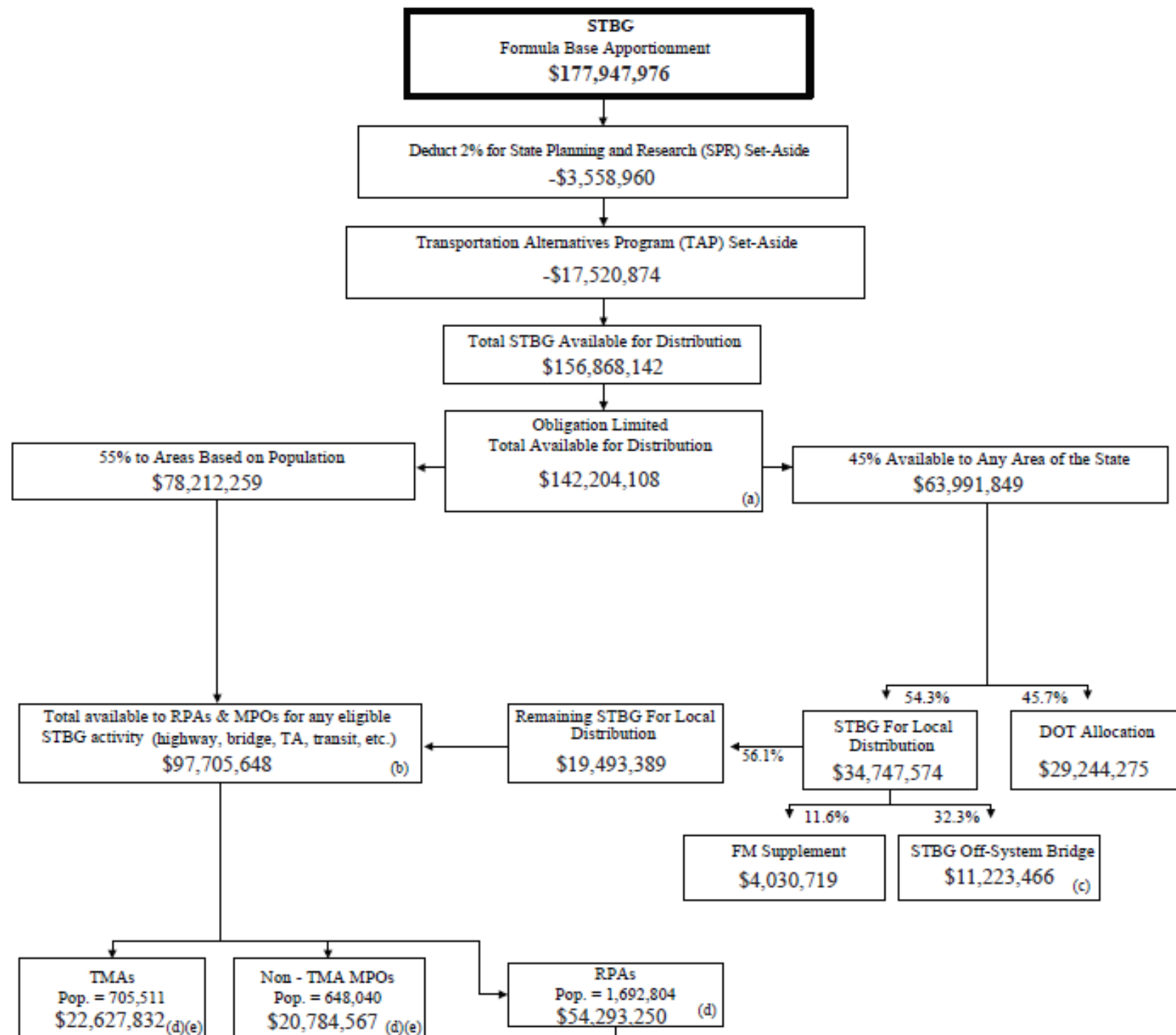
STBG PROGRAM

STBG PROGRAM – IIJA REQUIREMENTS

- 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 had come from

STBG PROPOSAL

- \$97.7 Million to TMA/MPO/RPA – over 18% increase from 2021 amount
 - As population changes, there will be a shift toward more STBG for TMAs and MPOs, and less toward RPAs – This may not be known for ≈1-2 years
 - 2020 Census is available, but the Urban Boundary areas are not yet available
- \$11.2 M Off-System Bridge set-aside (required by bill)
 - \$4 Million to City Bridge Program
- \$4 Million FM Supplement for Counties (from any area portion of STBG) – this is to assist counties with 20% match needed
- Cities and Counties have equal percentage growth in STBG and Bridge



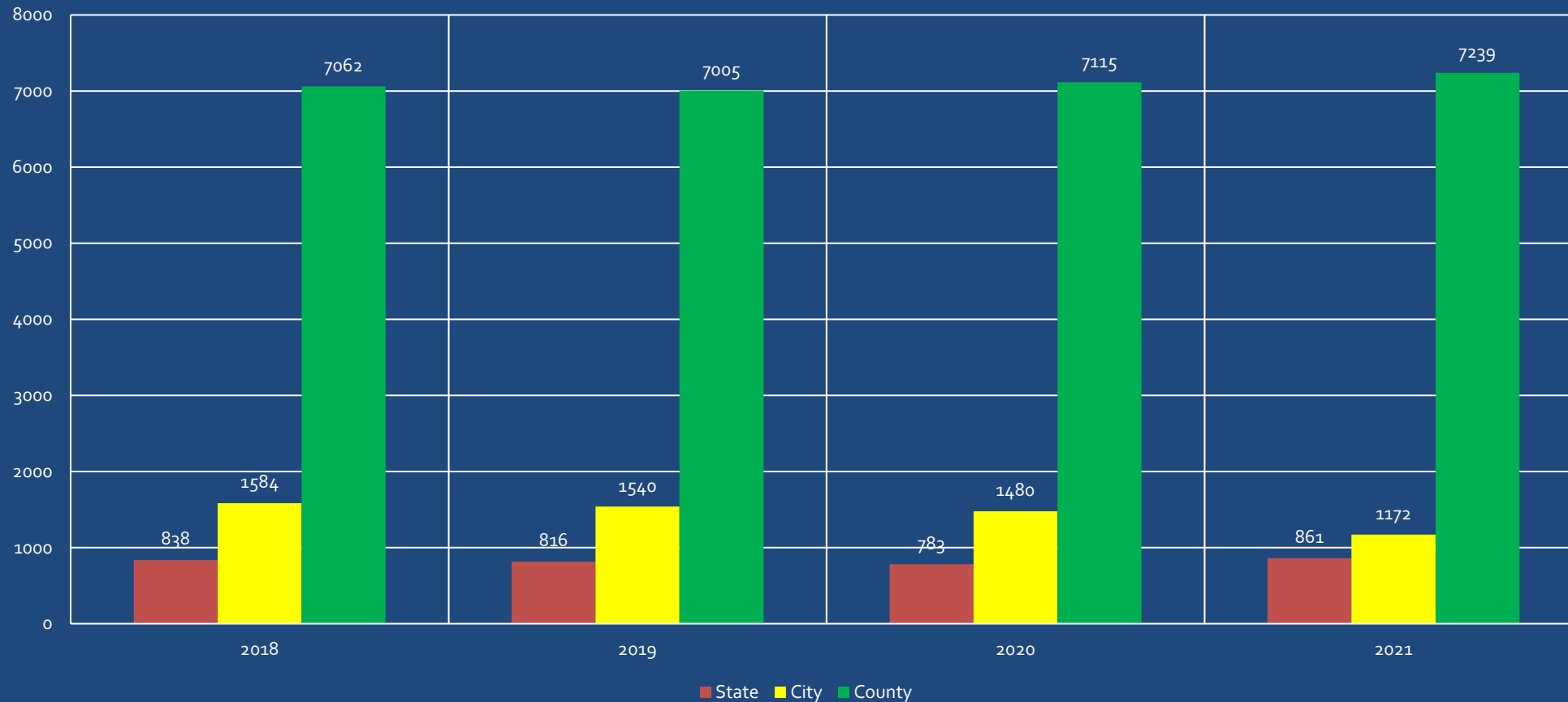
BRIDGE FORMULA PROGRAM

(BFP)

BRIDGE CONDITION TRENDS

DECK AREA OF POOR BRIDGES BY JURISDICTION

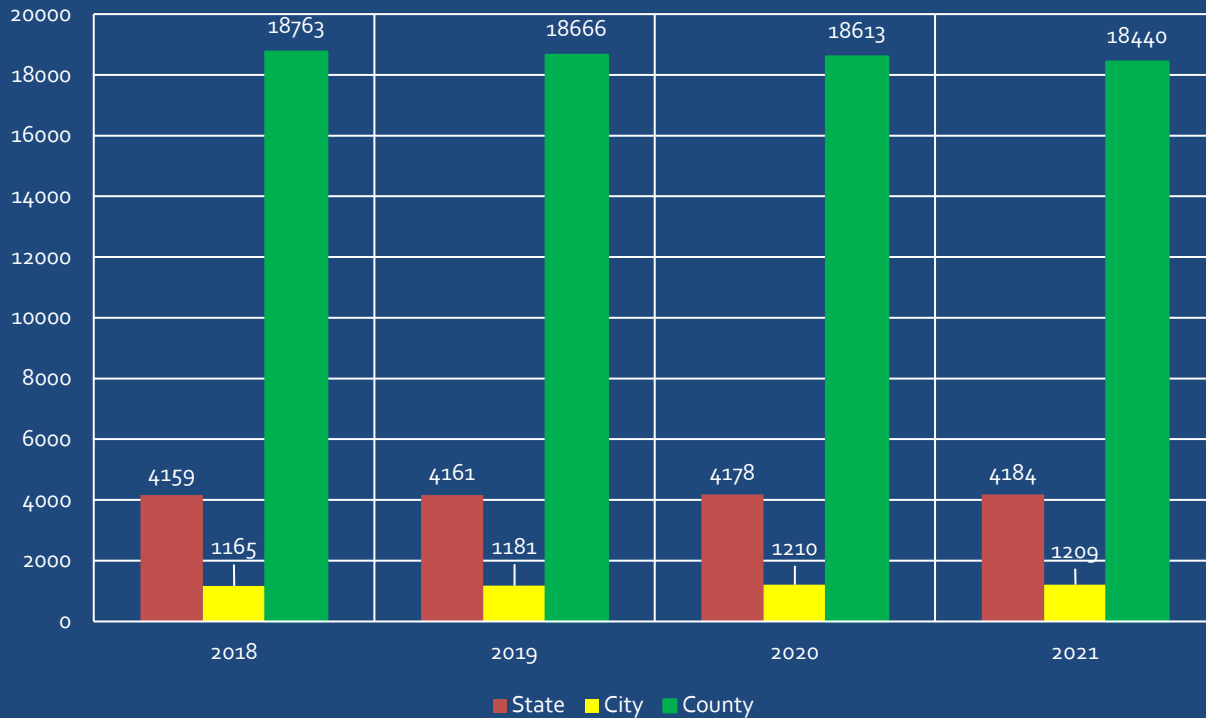
Poor Bridge Deck Area per Agency
(Thousands of SF)



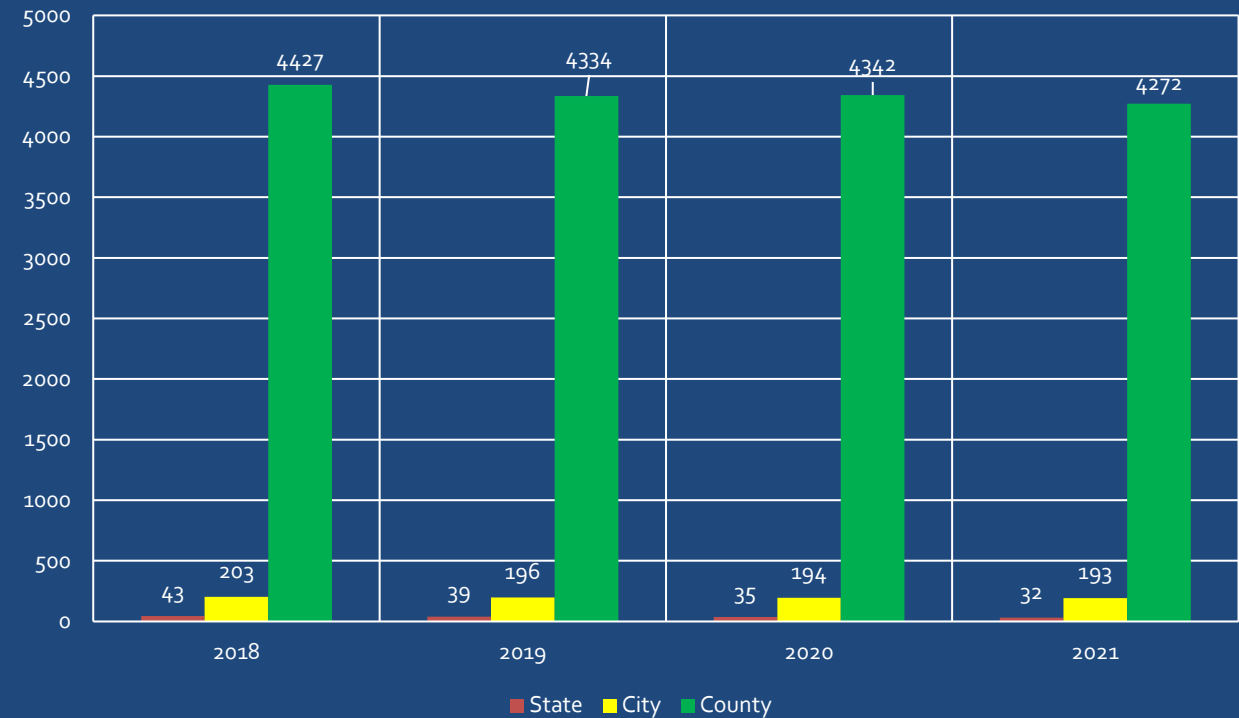
BRIDGE CONDITION TRENDS

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 (includes 1 large bridge removed from inventory)
 - County Poor bridges
 - # of poor bridges - 4% reduction in 4 years
 - SF of Poor bridges – **3% increase** in 4 years

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
- **\$93,410,180 for Iowa per year (2022-2026)**

OFF-SYSTEM BRIDGES

- STBG program has off-system bridge set-aside
 - 20% of 2009 HBP amount allocated to states = Iowa \$11.2 Million
- BFP has off-system bridge set-aside of 15%
- Off-System Bridge Total**
 - STBG - \$11.2 Million
 - BFP- \$14 Million
 - Total Off-System Bridge = ~\$25.2 Million (part of Bridge program \$\$ amount)**
- 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

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 PROGRAMS FOR CITIES & COUNTIES

Bridge Formula Program (BFP)

- City Bridge Program Total = \$19,324,357 (18.32% incr.)
- County Bridge Program Total = \$61,533,530 (18.38% incr.)
 - ICEA proposing to shift some BFP \$ to County Bridge Construction Fund to increase funding for larger bridges
- City/County Split
 - City = 19.9%
 - County = 80.1%
- Split based on 75% poor & 25% fair deck areas w/ cities having bridges in on FM Extensions

BRIDGE PROGRAMS FOR CITIES & COUNTIES

Highway Infrastructure Program (HIP)

- Extra bridge for FFY 2022
- Total amount to Iowa = \$37,914,363
- Proposed DOT / LPA split – based on % Deck Area
 - Same method used in 2020 & 2021
 - DOT = 48.5%
 - City/County combined = 51.5%
 - City/County combined total \$ = \$19,525,897
- Proposed City/County split method same as BFP:
 - City 19.9% = \$3.9 Million
 - County 80.1% = \$15.6 Million

Jurisdiction	# of Bridges	% of Bridges	Deck Area (SF)	% Deck Area
State	4,184	17.6%	46,766,635	48.5%
Cities	1,209	5.1%	8,210,645	8.5%
Counties	18,440	77.4%	41,481,071	43.0%
Total	23,833	100.0%	96,458,351	100.0%

FEDERAL-AID SWAP INFORMATION

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
 - RPA STBG funds to cities
 - HSIP – Local
 - Increase to \$5 Million & include cities
 - HSIP – Local program to be more defined in the future
 - City and County Bridge Program – 20% match only
 - HIP Bridge – 20% match only
 - County FM Supplement
- County & City Bridge programs
 - Using the Swap match, all bridges funded at 100% for construction only
 - City bridge has a **\$1.5 M limit** that was discussed with APWA
 - County bridges – makes it easier to manage the off-system requirement of 100% funding

SWAP BENEFITS TO KEEP

- 100% construction for bridges for LPAs
 - Utilize Swap for 20% match for applicable bridges
 - Off-system from BFP shall be 100% funded but STBG are not
 - Keeping all bridges at a 100% funding level simplifies and alleviates the need for match funding
- Propose not utilizing Federal-aid for PE/CE/ROW/Utilities/other – **construction only**
 - Counties already do this
 - Cities already do this on City Bridge and STBG unless construction is fully funded and other funds awarded exceed construction costs
 - ACEC was supportive

TRANSITION TO FEDERAL-AID

- County Bridge Program – January 2023 letting
- County STBG – January 2023 letting
 - 80% Federal-aid – 20% match needed
 - Rural Major Collectors and higher (no rural minor collectors or local routes)
 - Farm-to-Market route designations do not impact Federal-aid eligibility
- City Bridge Program – February 2023 letting
- City STBG projects – February 2023 letting
- Federal-aid Refresher:
 - Concept Statements
 - NEPA clearance
 - Some projects are in “final design” already
 - Cleared with FHWA that for this situation only, and for Programmatic Categorical Exclusions, we can obtain NEPA clearance even if “Final Design” has begun
 - If a project has more complications and likely will not be a Programmatic CE, contact Local Systems
 - Buy America
 - Davis Bacon wages (certified payrolls)
 - Wage Rate Interviews

FEDERAL-AID PROJECT DEVELOPMENT

- As a refresher, Federal-aid projects require the following submittals:
 - Project Development Submittal Dates and Information (refer to I.M. 3.010)
 - Concept Statement (refer to I.M. 3.020) - as a reminder, a Concept Statement is required in order to obtain NEPA Clearance.
 - Preliminary Plans (refer to I.M. 3.400)
 - NEPA Clearance (refer to I.M. 4.020)
 - Cultural Resource Regulations (refer to I.M. 4.120)
 - ROW Acquisition (refer to I.M. 3.600)
 - Check Plans (refer to I.M. 3.700)
 - Final Plans (refer to I.M. 3.700)
- This is not an all-inclusive list, and we strongly recommend reading the Federal-aid Project Development Guide and Iowa DOT Instructional Memorandums for Local Public Agencies as a refresher for the additional steps needed in developing Federal-aid projects.

COUNTY HIGHWAY BRIDGE PROGRAM

- On-system bridges (major collectors) – BRS--6o projects
 - Fund these at 80% Federal-aid and 20% Swap funds
 - 100% deducted from each County's HBP fund
- Off-system bridges on FM routes (generally minor collectors) BROS--5F
 - Off-system bridges from BFP are required to be funded at 100%
- Off-system bridges on non-FM Local (area service) routes – BROS--8J
 - Off-system bridges from BFP are required to be funded at 100%
- All funding is split based on HBP formula, goes into each county's bridge fund, and each bridge is funded at 100%, except that the on-system bridges use Swap funding for 20% match, all part of the county HBP fund.

CITY BRIDGE PROGRAM

- On-system bridges without County involvement – BRM--8N projects
 - Fund these at 80% Federal-aid and 20% Swap funds
- On-system bridges with County involvement and on an FM route – BRS--6o projects
 - Fund these at 80% Federal-aid and 20% Swap funds
- Off-system bridges with County involvement and on an FM route – BROS--5F projects
 - Off-system bridges from BFP are required to be funded at 100%
- Off-system bridges without County involvement – BROS--8J
 - Off-system bridges from BFP are required to be funded at 100%
- Each bridge is funded at 100%, except that the on-system bridges use Swap funding for 20% match.
- I.M. 1.100 is being updated to reflect changes to the City and County bridge programs.

FEDERAL GRANT OPPORTUNITIES

- Bridge Investment Program
- Multimodal Project Discretionary Grant Opportunity (MPDG)
 - Mega, INFRA, Rural Surface Transportation Program
- RAISE
- Safe Streets and Roads for All
- <https://www.transportation.gov/bipartisan-infrastructure-law/upcoming-notice-funding-opportunity-announcements-2022>
- <https://www.whitehouse.gov/build/>

FEDERAL GRANT REMINDERS

- To minimize future challenges and avoid “surprises”, Local Systems wants you to be aware of the below items prior to submitting grant applications.
 - Any funds being utilized as "non-Federal match" included in a grant application become federalized and must also follow federal-aid processes and procedures. This may include, but is not limited to, following the consultant selection process or federalizing all project phases. a. Example: If the costs of Preliminary Engineering (PE) or Construction Engineering (CE) services are included within a grant application as a “local match”, regardless of the funding source, the full federal-aid RFP process shall be followed.
 - All programs transitioning from Federal-aid Swap to Federal-aid will be required to be Federal-aid starting with the February 2023 letting. This means Swap can’t be utilized as match for Federal grant applications.

NEXT STEPS

- All stakeholder feedback
- Presented at June Iowa DOT Commission Meeting
- Presented for approval at July Iowa DOT Commission Meeting
 - Ames, July 12, 9:30 A.M. – Commission Workshop
- See IJJA Website on Iowa DOT, Local Systems webpage
- https://iowadot.gov/local_systems/IJJA-Information