

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

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STBG PROGRAM

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STBG PROGRAM – IJA 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

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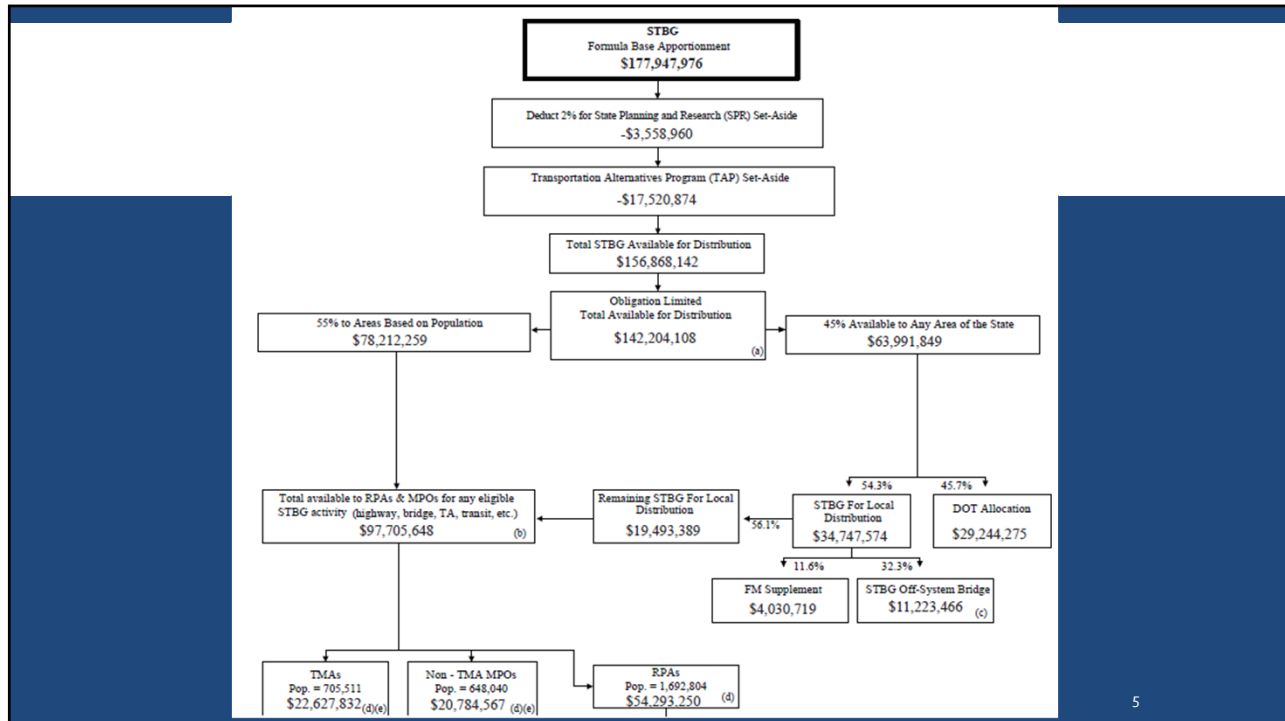
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STBG PROPOSAL

- \$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

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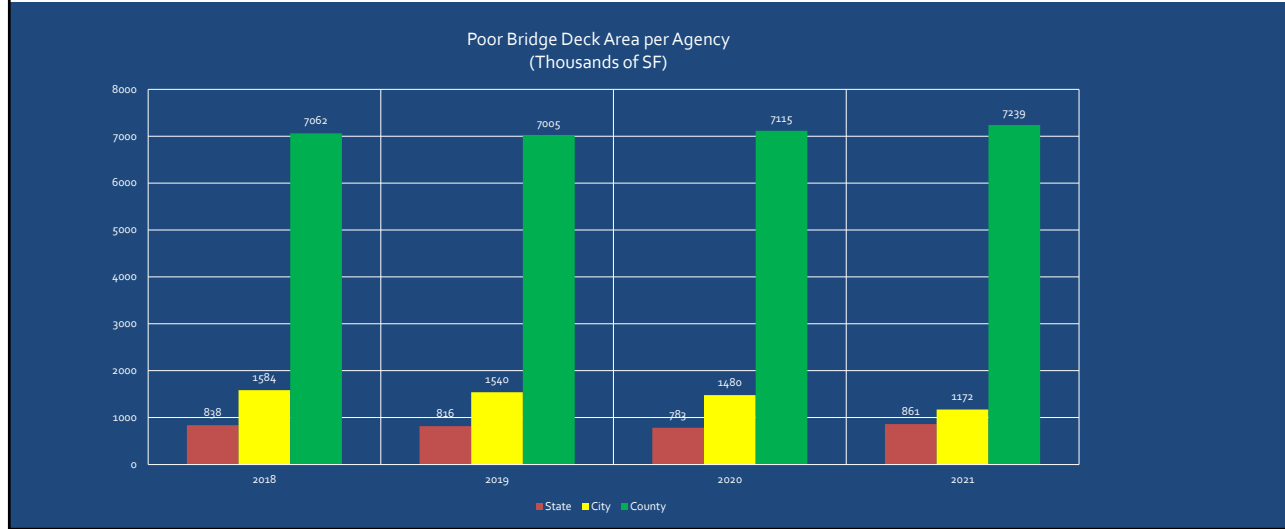
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BRIDGE FORMULA PROGRAM

(BFP)

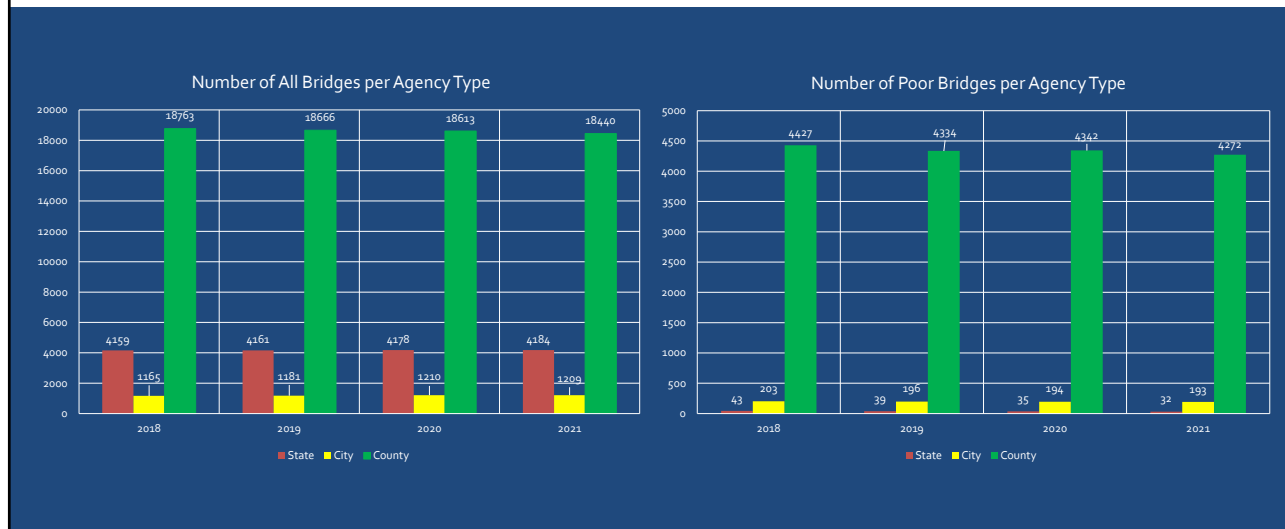
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BRIDGE CONDITION TRENDS DECK AREA OF POOR BRIDGES BY JURISDICTION



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BRIDGE CONDITION TRENDS NUMBER OF BRIDGES / POOR BRIDGES BY AGENCY



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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

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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)

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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

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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

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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

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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%

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FEDERAL-AID SWAP INFORMATION

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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
 - 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

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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

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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

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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.

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COUNTY HIGHWAY BRIDGE PROGRAM

- On-system bridges (major collectors) – BRS--6o projects
 - Fund these at 80% Federal-aid and 20% Swap funds (deposited into 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.

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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.

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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/>

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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.

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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

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