



Infrastructure Investment and Jobs Act (IIJA)

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Formula Vs. Discretionary

Formula Programs

- Use formulas determined by Congress. No application process.
- Example:
 - Lane Miles (LM)
 - Vehicle Miles Traveled (VMT)
 - Population (P)
 - $(LM) \times (VMT) \times (P) = \text{Formula Funds}$

Discretionary Grants

- Awarded using a competitive application process.



IIJA's \$350 billion:

- Approximately 90% apportioned among states as formula funding
- All programs from the FAST act & prior highway authorization legislation will continue:
 - National Highway Performance Program
 - Surface Transportation Block Grant Program
 - Highway Safety Improvement Program
 - Rail-Highway Crossings
 - Congestion Mitigation and Air Quality
 - Metropolitan Planning
 - National Highway Freight Program

PLUS...

IIJA's \$350 billion:

- Four new formula programs:
 - PROTECT (Resilience) Program
 - Carbon Reduction Program
 - Bridge Formula Program (BFP)
 - National Electric Vehicle Infrastructure Formula Program (NEVI)
- New FHWA focuses:
 - Safety
 - Bridges
 - Climate change
 - Resilience
 - Equity
 - Project delivery

Funding Programs & Opportunities

- Federal Fund Purchase Program
- Off-System Bridge Replacement Program
- State-aid Bridge Funds
- County Bridge Match Program
- Transportation Alternative Program
- Highway Safety Improvement Program
- Emergency Relief Funding
- Section 130 Funding
- Rail Highway Crossing
- Grade Separation Fund
- State Rec Road Program
- Transit 5310 and 5311 Funding
- Highway Allocation
- Discretionary Grants

Federal Funds Purchase Program (FFPP)

- LB98 provided NDOT authority to purchase federal aid transportation funds at a discounted rate.
- FFPP was established to allow NDOT to purchase funds used by LPAs in exchange for state cash.
- State dollars allow local agencies to tailor projects to better meet their needs.
- State funds obtained must be expended for highway and bridge needs.

Benefits of FFPP:

- Eliminates FHWA oversight / requirements
- Minimal environmental requirements
- Local control of LPA projects
- No NDOT oversight of permits, consultant procurement, or contracts
- Funds can be used on a wider variety of projects
- Funds can be used on all phases of a project

Off-System Bridge Replacement Program (BRO), Bridge Formula Program (BFP)

- Funding can be used to protect, preserve, rehabilitate, and replace off-system bridges.
- NDOT selects bridges based on inspection data and structural deficiency in concurrence with the county.
- NDOT programmed \$45M in 2022

State-aid Bridge Funds

- Provides funds to match the federal BRO program funding up to 20%.
- Ultimately reduces the local share for an off-system bridge replacement.



County Bridge Match Program (CBMP)

- NE State Statute 39-2805 created a program to assist counties in the replacement and repair of structurally-deficient (SD) bridges on the County system.



Transportation Alternative Program (TAP)

- A set-aside from the Surface Transportation Block Grant (STBG)
- Provides funding for a variety of smaller-scale projects
- Examples:
 - Pedestrian and bicycle facilities
 - Turnout, overlook, and viewing area construction
 - Community improvements (historic preservation, vegetation management, etc)
 - Environmental mitigation (stormwater, habitat connectivity, etc)
 - Recreational trails
 - Safe routes to school
 - Vulnerable road user safety assessments
- NDOT announced \$50M in projects in July 2023

Highway Safety Improvement Program (HSIP)

- Apportions funds for infrastructure safety improvements. Two requirements:
- Must be used for improvements at locations which constitute a potential or existing danger, as measured by crash frequency. Examples:
 - Adding turn lanes
 - Geometric / alignment modifications
 - Pavement or shoulder widening
 - Signal or lighting installation
- Must address one or more of the Critical Emphasis Areas of the Strategic Highway Safety Improvement Program:
 1. Increases safety belt usage
 2. Contributes to keeping vehicles on the road or minimizing consequences of leaving the road
 3. Reduces alcohol-impaired driving
 4. Addresses the overall involvement of young drivers
 5. Improves the design & operation of highway intersections

Emergency Relief Funding (ER)

- When the Governor or President makes an official disaster declaration, NDOT decides whether to seek ERF to repair State or LPA Federal Aid roadways
- Rural minor collectors and local roads are NOT eligible
- Damages to assets must be severe, widespread, and result in unusually high expenses to the LPA. Economic hardship is not a basis for ER funding.
- FHWA may approve funding for qualifying roadways or bridges damaged by a natural disaster or catastrophic failure. Monetary Requirements:
 - Minimum of \$5,000 per each damage site
 - Minimum of \$700,000 per disaster (maximum reimbursement of \$100M per State)

Section 130 Funding: Railroad / Highway At-Grade Crossings

- Provides funding to reduce the number and severity of accidents at existing railroad crossings
- Examples:
 - Approach improvements
 - Signage and pavement marking improvements
 - Active warning equipment installation or upgrades
 - Visibility improvements
 - Roadway geometry
 - Grade crossing elimination



Rail Highway Crossing (RRZ)

- Provides funds for the elimination of railroad – highway crossing on all public roads.
- Used in conjunction with State Train Mile (TMT) funding.
- Typically used to build new viaducts.

Grade Separation Fund

- Finances the construction, rehabilitation, modification, and relocation of highway-railroad grade separation facilities. Managed by the NDOT Grade Separation Committee.
- Generated by NE's Train Mile Tax (TMT):
 - Taxes the 10 railroad entities that haul freight in Nebraska
 - 7.5c excise tax for each train mile
 - \$100 tax for each public grade crossing in the state
 - Generates ~\$3M per year
- Projects must replace at least two public at-grade crossings: one at or near the new structure, and one or more at locations selected and approved by NDOT and local government.
- Encourages collaboration between NDOT and railroads, which share a common interest in eliminating hazards and improving efficiency at crossings.

State Rec Roads (SRR)

- Assists with expenses for construction and maintenance of dustless-surface roads giving direct and immediate access to, or located within:
 - State parks
 - State recreation areas
 - Other recreational or historical areas



Transit 5310 and 5311

- 5310: a funding program for public transit services in “urbanized areas” (populations of 200,000 or more)
- 5311: a funding program for public transit services in “rural areas” (populations less than 50,000)



Highway Allocation

- The distribution of state funds are sent to the county, city, or village treasurer each month. The funds are distributed based on actual amount of Highway User Revenue collected.

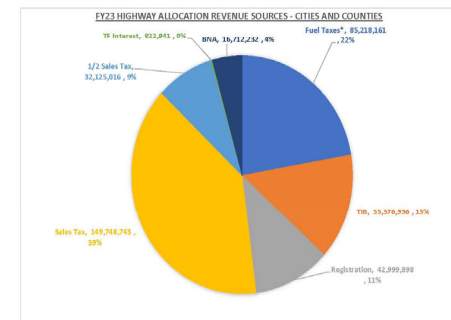
FY23 Highway Allocation Revenue Sources - Cities and Counties

Monthly allocation amounts

Distribution Period	Total Amount
7/1/2022	31,182,924
8/1/2022	31,981,080
9/1/2022	30,971,876
10/1/2022	32,764,493
11/1/2022	32,065,810
12/1/2022	30,899,219
1/1/2023	30,200,064
2/1/2023	33,569,633
3/1/2023	30,036,079
4/1/2023	31,575,728
5/1/2023	34,700,869
6/1/2023	33,256,365
FY23 Total	383,203,928

Summary by Revenue Source

Revenue Source	Allocation amount
Fuel Taxes*	85,218,161
TIB	55,576,936
Registration	42,999,898
Sales Tax	149,748,743
1/2 Sales Tax	32,125,016
Trust Fund Interest	82,941
BNA	16,712,231
FY23 Total	383,203,928



Please Note:
Total revenue is split 50/50 between cities and counties in equal amounts.
Fuel Taxes* - This includes wholesale tax and base fuel tax only, no TIB