

***Safe, Accountable, Flexible, Efficient Transportation Equity  
Act: A Legacy for Users  
“SAFETEA-LU”***

*Selected Issues of Interest to **Iowa***

**This is a DRAFT document that will be updated as  
new information is received concerning the  
implementation of SAFETEA-LU.**

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Iowa Department of Transportation*

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## **Issues of interest to Iowa “SAFETEA-LU”**

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**Safe, Accountable, Flexible, Efficient Transportation Equity Act:  
A Legacy for Users  
“SAFETEA-LU”**

**Selected Issues of Interest to Iowa**

The “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users,” known as SAFETEA-LU, was signed into law Aug. 10, 2005 (Public Law 109-59). This Act follows nearly two years of apportionment extensions to TEA-21 (12 extensions in all). Fiscal year 2004 was completed during the extensions; therefore, the final act is a five-year bill covering fiscal years 2005 through 2009.

***Funding Summary***

**Funding Levels**

An overall funding level was a key issue that held up the enactment of the reauthorization bill. A compromise was reached at \$255.5 billion in contract authority and \$286.6 billion in guaranteed spending. During final discussions prior to passage, a rescission of \$8.5 billion, effective Sept. 30, 2009, was added to reduce the bill to \$247 billion.

This act retains a combination of federal Highway Trust Funds and General Funds, with \$244.6 billion from trust funds and \$10.9 billion from the General Fund. The concept where a portion of the funding is guaranteed and a portion is subject to the annual appropriations process was also retained.

**Authorizations**

Total authorized funding for all programs is \$255.5 billion – prior to the FY 2009 rescission.

Table A

SAFETEA-LU Authorization Levels	
Highway	\$199.5 billion
Transit	45.3 billion
Highway Safety	3.1 billion
Motor Carrier Safety	2.5 billion
Research	2.3 billion
Rail and Miscellaneous	2.4 billion
Subtotal	255.5 billion
Rescission (9/30/2009)	-8.5 billion
Final Total	\$247.0 billion

Table A identifies the total authorized funding for each federal program.

**Apportionments**

The highway apportionments to be distributed to the states are estimated to average \$36.4 billion annually over the five years of the Act. Additional funding will be available through various program allocations to the states from discretionary accounts and designated Transportation Improvement Program projects.

The transit formula funding available to the states is estimated to be \$5.1 billion per year, not counting the capital grants for bus and bus facilities, new starts and fixed guideways.

Tables B and C illustrate the last two years of TEA-21, transition year of 2004 and fiscal years of 2005 – 2009 of SAFETEA-LU.

Table B

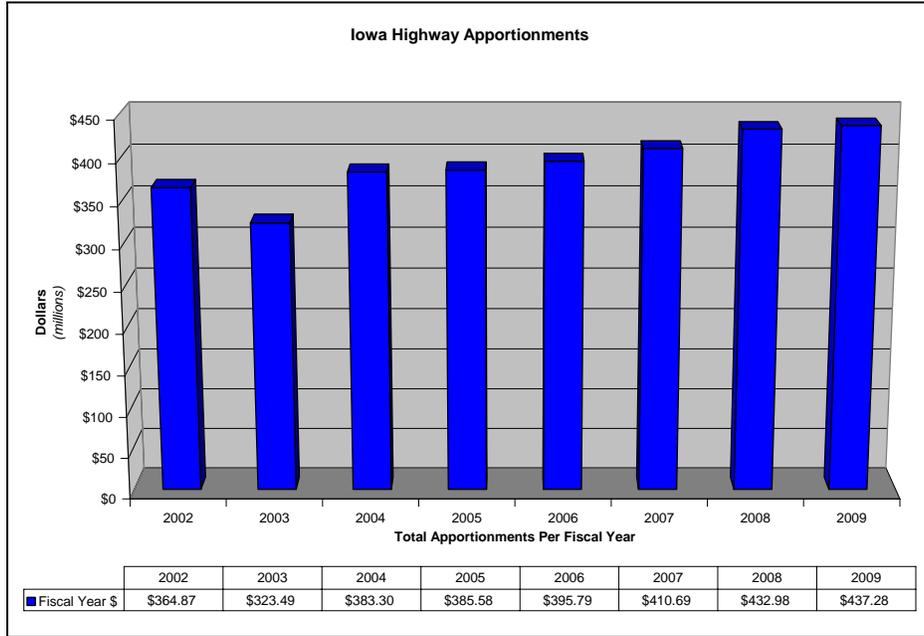
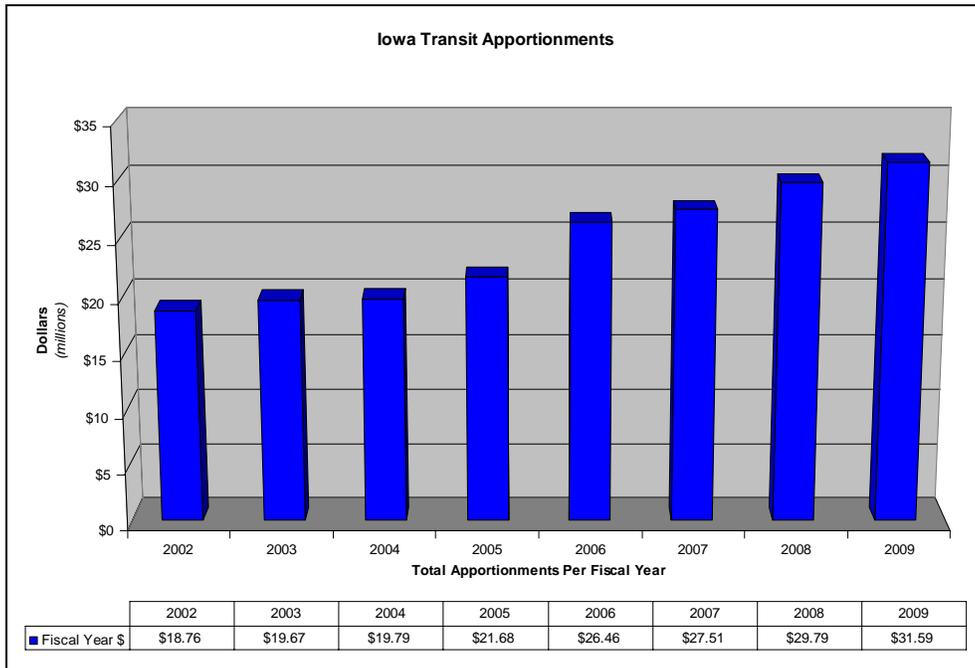


Table C



Transit funding does not include Bus earmarks.

**Highway Obligation Limitations / Guaranteed Spending**

The annual obligation limitation will continue to control the amount of the annual apportionments that can be spent. Within this Act an obligation limitation has been established as the guaranteed funding level. However, the actual obligation limitation for each year will be determined by the annual appropriations acts.

The guaranteed Highway Funding amount is \$198.8 billion. The guaranteed transit funding amount is \$45.3 billion. Total guaranteed funding is set at \$244.1 billion.

***Iowa Highway and Transit “Formula” Apportionments Summary***

Below is a summary of Iowa’s annual average formula funding for highways and transit, based on information available when the Act was passed . Attachments 1 and 2 at the back of this document provide the year-by-year estimates of highway and transit apportionments for each formula program.

<b>Iowa Highway Formula</b> (Thousands of Dollars)	Annual Average (over 5 yrs)	Share of National
Interstate Maintenance	64,561	1.32%
National Highway System	95,609	1.61%
Surface Transportation Program	93,147	1.45%
Bridge	64,158	1.54%
Congestion Mitigation/Air Quality	8,433	0.50%
Appalachian Highways	-	0.00%
Recreational Trails	1,246	1.70%
Metropolitan Planning	1,640	0.55%
Safe Routes to Schools	1,215	1.02%
Highway Safety Improvement:	12,528	1.50%
Rail-Highway Crossings	4,197	2.38%
Border Infrastructure	-	0.00%
Equity Bonus	15,089	0.18%
Subtotal	361,823	1.08%
High Priority Project Program	50,640	1.71%
Total Apportionments	412,463	1.13%

<b>Iowa Transit Formula</b> (Thousands of Dollars)	Annual Average (over 5 yrs)	Share of National
Urbanized formula	15,315	.38%
Non-urbanized	8,391	1.97%
Rural Transit Assistance Program	135	1.99%
Elderly and Disabled	1,244	1.07%
New Freedom Initiative	571	.84%
Job Access and Reverse Commute	1,309	.76%
Metro Planning	349	.43%
State Planning	91	.54%
Total Formula Apportionments	27,406	.44%

Attachment 3, beginning on page 21, provides the list of earmarked projects under the High Priority Project Program (Section 1702 of the Act), the Transportation Improvement Projects (Section 1934 of the Act), the Bus and Bus Facility Program (Section 3034 of the Act), and other selected earmarks.

***Highway Obligation Authority***

SAFETEA-LU provides each state with the contract authority, also known as apportionments or allocations, for the various programs. These apportionments serve as the basis for the state’s annual highway funding. However, there remains an annual control over spending known as the obligation limitation or obligation authority. While this number is identified in SAFETEA-LU, the annual appropriations process determines the final obligation authority that will be available for each of the given years. Most of the programs are subject to obligation limitation, which controls the amount of our funding that can be spent or obligated each year.

If additional apportionments or funding is identified during the annual appropriations process, the obligation percentage available for all the various programs is reduced, unless the obligation authority is increased by an equal amount.

This obligation authority percentage can vary. Under TEA-21 it averaged near 92 percent for the first five years, reached 103 percent in 2003, and 97.5 percent in 2004. In FY 2005, the obligation authority percentage available for the programs subject to limitation is 85.5 percent. Obligation authority for FY 2006 and beyond is not known at this time.

## Program

### *Federal-Aid Highways (Title I)*

#### Authorizations for Existing Programs (Subtitle A, Section 1101)

SAFETEA-LU continues most of the existing highway programs, including the following: Interstate Maintenance (IM); National Highway System (NHS); Bridge; Surface Transportation Program (STP); Congestion Mitigation/Air Quality (CMAQ); High Priority Project program (HPP); Appalachian Development Highway System; Recreational Trails; Federal Lands Highways; Scenic Byways; and Ferry Boats.

- The Interstate Maintenance Discretionary program is retained at \$100 million per year.
- The National Highway System program is retained with \$20 million per year taken off the top for the Ferry Boat program.
- The Bridge Discretionary program is retained. However, all funds have been earmarked for the final four years of the act, including \$8.75 million per year for the I-74 corridor in the Quad Cities. Preventative maintenance is added as an eligible activity and the 15 percent off-system guarantee is maintained.
- The Surface Transportation Program was modified to eliminate the 10 percent safety set-aside in exchange for the creation of the Highway Safety Improvement Program (see next page). The 10 percent set-aside for the Transportation Enhancement (TE) program is retained. Funding for the TE program is the greater of either the FY 2005 funding level or the 10 percent STP set-aside.
- The Congestion Mitigation and Air Quality program was modified to expand the eligibility of funds for advanced truck stop electrification systems, transportation systems management, operations that reduce congestion and improve air quality, and the purchase of diesel retrofits, in most cases.
- The High Priority Projects program was continued and is greatly expanded from TEA-21, with 5137 specific earmarks identified in the Act for a total of \$14.38 billion over five years. More information on Iowa's earmarked projects is found later in this summary.
- The Metropolitan Planning program will receive an increase from 1 percent to 1.25 percent of the five core program's funding.
- The Recreational Trails program is continued to develop and maintain trails for recreational purposes that include pedestrian, equestrian, bicycling and non-motorized snow activities, as well as off-road motorized vehicle activities. New eligibilities are provided, including construction and maintenance equipment, real estate costs, educational program costs, state administration costs, and assessment of trail conditions.

#### *Safety programs:*

#### Highway Safety Improvement Program (HSIP) (Section 1401)

Beginning in FY 2006, the 10 percent safety set-aside from the STP program is eliminated. In lieu of the set-aside, the new Highway Safety Improvement Program has been established. Established as Section 148 of Title 23, HSIP will fund a wide range of safety related improvements on public roads, and on bicycle/pedestrian trails. Iowa is to receive an annual average of \$15 million per year for FYs 2006 through 2009, with a federal share of 90 – 100 percent, depending on the project. Formula distribution is based on 1/3 lane miles; 1/3 Vehicle Miles Traveled (VMT); 1/3 fatalities – all on the federal-aid highway system.

The railway-highway crossing program (Section 130) is funded at \$220 million per year nationally, taken off the top of the HSIP. Eligible projects include: installation of protective devices; hazard elimination (formerly Section 152), and other safety projects. A separate state distribution formula is used – 50 percent based on the STP formula and 50 percent based on the number of rail-highway crossings. Iowa will receive \$5.23 million per year for rail-highway crossings in FY 06-09.

High Risk Rural Roads – From their HSIP apportionments, states are to commit \$90 million per year nationwide for this safety program. For Iowa, this is an estimated \$1.35 million per year. High risk rural roads are roads classified as rural major or minor collectors or local roads with a fatal or incapacitating injury crash rate above the statewide average. Funds are to be used for construction and operational improvements, including pavement markings, signs, intersection safety improvements, pavement and shoulder widening (including passing lanes), railroad highway crossing devices, improvement for pedestrian or bicyclist safety, construction and operational improvements on high risk rural roads, etc – a wide open field of safety areas.

#### Safe Routes to School Program (Section 1404)

This new program provides \$612 million nationally and is aimed at facilitating and encouraging walking and biking to school (primary and middle school). Includes funding primarily for infrastructure projects, but at least 10 percent (and not more than 30 percent) must be spent on education and awareness. Funding is distributed based on a state's percentage share of children in primary and middle schools. Each state shall receive a minimum of \$1.0 million per year out of this program. Iowa will receive \$1.2 million per year. There is no state or local funding match required.

#### Roadway Improvements for Older Drivers and Pedestrians (Section 1405)

A new program is established to fund projects that improve traffic signs and pavement markings “in all states,” in accordance with FHWA 2001 guidelines. The bill provides a separate authorization, “such sums as may be necessary,” but the program is considered part of the HSIP. No information is provided regarding distribution.

#### Work Zone Safety (Sections 1110, 1402, 1409, and 1410)

A number of provisions to address the safety of motorists, pedestrians, and highway construction workers in work zones are included. A new program that provides funds to non-profit organizations for work zone training is funded at \$5 million per year beginning in 2006. The National Work Zone Safety Information Clearinghouse is also funded. For all federal-aid projects, proper temporary traffic control devices must be installed and maintained in the work zone. Workers must wear high-visibility garments.

#### Other Safety Issues (Sections 1403, 1405, 1411, 1914, and 5511)

Other provisions in the Act address specific safety issues, including bicycle and pedestrian safety, and improved traffic signs and pavement markings targeted to older drivers and pedestrians. A study of the safety of toll collectors at toll facilities is authorized. Issues of concern to motorcyclists are to be addressed through the establishment of a motorcyclist advisory council, and a motorcycle crash causation study.

### ***Project Earmarks***

Projects are identified for highways, transit, scenic byways, trails, railroads, and university research. Earmarks in this bill generally require a state/local match – normally 80 percent for non-interstate projects or 90 percent interstate, unless they are safety projects. Funding is paid out over five years. As in the past, funds are released on a reimbursement basis.

The High Priority Projects Program (Section 1701)

The High Priority Projects Program is retained and greatly expanded. This section includes 5,173 earmarks nationwide totaling \$14.8 billion over five years. Iowa has 76 designated earmarks totaling \$270.4 million. In TEA-21 national earmarks totaled 1,849 and \$9.3 billion over six years, with Iowa receiving \$109 million for 15 projects. Funds are released at 20 percent increments each year during FY 2005-2009.

Transportation Improvements (Section 1934)

A total of \$2.5 billion was provided for 465 earmarks. Iowa received an additional 63 project earmarks totaling \$123.5 million. These funds are also released over five years, but the payout rate is 10 percent in FY 2005, 20 percent in FY 2006, 25 percent in FY 2007 and FY 2008, and 20 percent in FY 2009.

Additional earmarks in the Bridge Discretionary program and the National Corridors program add \$62.5 million to Iowa’s total. Iowa’s earmark total, including funding provided to multi-state projects, equals \$473.9 million.

Summary by Program		Summary by Project Type	
High Priority Projects (Sec 1702)	\$270.4 million	DOT-Lead Interstate/Primary	\$199.6 million
Transportation Improvement (Sec 1934)	123.5 million	Local-Lead Roadways	\$172.06 million
Transit Bus earmarks (Sec. 3044)	17.5 million	Transit	17.5 million
Bridge Discretionary (Sec. 1114)	35.0 million	Rail	5.0 million
National Corridor Improvement (Sec. 1302)	15.0 million	Trails	39.9 million
University of Iowa – Road User Charges Study (Sec. 1919)	12.5 million	Scenic Byways	7.7 million
		University/Research	27.5 million
		Historical Resource	4.6 million
<b>TOTAL</b>	<b>\$473.9 million</b>	<b>TOTAL</b>	<b>\$473.9 million</b>

The complete list of earmarks is found in Attachment 3.

***Funding Programs***

Equity Bonus (Section 1104)

The Equity Bonus program combines the minimum guarantee program under TEA-21 and equity bonus program in the Senate reauthorization proposal, resulting in three specific components.

1. The minimum guarantee rate of return remains at 90.5 percent for FY 2005 and FY 2006, with increases to 91.5 percent in FY 2007, and 92 percent in FY 2008 and 2009.
2. To maintain the same percentage share of total formula apportionments as received in TEA-21, states must meet one of five criteria. Iowa is not one of the 27 states that fit into the criteria. The criteria include:
  - a. Total population density of less than 40 persons per square mile (as reported in the 2000 census), at least 1.25 percent of the total acreage is under federal jurisdiction, based on the report of the General Services Administration entitled, “Federal Real Property Profile” and dated September 30, 2004.

- b. Total population of less than 1,000,000 (as reported in the 2000 census).
  - c. Median household income of less than \$35,000 (as reported in the 2000 census).
  - d. Fatality rate during 2002 on interstate highways that is greater than 1 fatality for each hundred million vehicle miles traveled on Interstate highways.
  - e. An indexed state motor fuel excise tax rate higher than 150 percent of the federal motor fuel excise tax rate (as of the date of enactment of the SAFETEA-LU).
3. To create a minimum increase over TEA-21 funding, each state shall receive an equity bonus amount sufficient to ensure that no state receives a combined total of funding that is less than the following percentages of the average for FYs 1998 through 2003 (TEA-21 funding); FY 2005 - 117 percent; FY 2006 - 118 percent; FY 2007 - 119 percent; FY 2008 - 120 percent, and FY 2009 - 121 percent.

All but \$2.639 billion of the Equity Bonus funds are distributed among the six core programs (IM, NHS, STP, Bridge, CMAQ, and HSIP) proportionally. The remaining funds are administered as if they were STP funds, but without the statewide distribution requirements and Transportation Enhancement set-asides.

Iowa will receive some funding under this program, estimated to be 0.15 percent of the total funds distributed or nearly \$62 million over the five years. Most of the funding will be received the last two years of the Act.

Iowa will receive 117 percent of its average TEA-21 funding in FY 2005. The minimum rate of return is 91.5 percent in 2007, and 92 percent in 2008 and 2009. For the last three years of the Act, Iowa will become a “donor” state. An explanation of the donor-donee issue is found on page 18.

#### Revenue Aligned Budget Authority (RABA) – (Section 1105)

The Revenue Aligned Budget Authority rule, which annually adjusts guaranteed funding levels, is modified to eliminate reductions in guaranteed funding provided the balance in the highway account of the Highway Trust Fund exceeds \$6 billion.

*Special rule for RABA in 2007.* If the RABA is positive for 2007, the first call on the additional funds will be to increase “donor” states’ return on contributions to the Highway Account of the Highway Trust Fund to 92 percent. If any RABA remains, the funds would be distributed under the usual RABA procedures described above. If the amount of RABA is not sufficient to bring states up to a 92 percent return, all states with a return less than 92 percent (excluding RABA) are to receive a proportional share of the RABA. [1105(f)]

#### ***Other New Programs***

##### National Corridor Infrastructure Improvement Program (Section 1302)

Funds are to be allocated for projects in corridors of “national significance,” with multi-state and regional interstate system projects with high volumes of commercial vehicle traffic receiving priority. A total of \$1.984 billion is available through FY 2009. The I-74 bridge project in the Quad Cities was one of the 33 projects with an earmark identified in the Act and will receive \$15 million through this program.

##### Coordinated Border Infrastructure Program (Section 1303)

Provides \$833 million through FY 2009 to states bordering Mexico and Canada to fund cross-border infrastructure, which will primarily facilitate improved commercial vehicle traffic flow.

Freight Intermodal Distribution Pilot Program (Section 1306)

Funding for this program is distributed for six states identified in the bill at \$1 million per year. Iowa will not receive funding under this program.

High Priority Corridors on the National Highway System (Section 1304)

Additional corridors are identified as high priority corridors but there is no funding that goes with the designation. The Avenue of the Saints was one of the initial priority corridors.

Projects of National and Regional Significance (Section 1301)

This new program is intended to fund high-cost (minimum of \$500 million) transportation infrastructure facilities that address critical national economic and transportation needs. Total funds available through FY 2009 is \$1.779 billion. Twenty-five projects nationwide received “earmarked” funding through this program, with none located in Iowa.

Highways for LIFE (Section 1502)

A new program, to be applied in all states to the maximum extent feasible, encourages state-of-the art technology, elevated performance standards, and new business practices in highway construction, with the goal to improve safety, speed construction, reduce congestion, improve quality, and satisfy users. Allows funding up to 20 percent of project costs, but not more than \$5 million for a project, and allows that these funds be applied to the non-federal share of the cost of construction. A total of \$75 million is available through FY 2009. At least one project in each state shall be approved for program participation, if possible.

Congestion Relief (Section 1201)

Requires the U.S. Secretary of Transportation to establish a real-time system management information program to provide the capability to monitor real-time traffic and travel conditions on major highways. The purpose is to identify longer range real-time needs, develop plans for meeting needs and provide the capability to share information with the traveling public. States may use their NHS, CMAQ and STP apportionments to advance the program.

Truck Parking (Section 1305)

The U.S. DOT Secretary shall establish a pilot program to address the shortage of long-term parking of commercial motor vehicles on the National Highway System funded at \$6,250,000 each year for FY 2006-2009. To receive funds a state, MPO or local government must submit an application.

Tolling Provisions – (Section 1604)

Continues the Value Pricing Program, including variable tolls, at \$11 million in FY 2005 and \$12 million for each year from FY 2006-2009. Authorizes a new Express Lanes Demonstration Program – generally, high occupancy toll (HOT) lanes - with 15 demonstration projects. Eligible facilities include currently tolled roads, roads with existing High Occupancy Vehicle (HOV) lanes, roads that are modified to provide new tolled lane capacity, or untolled roads where new, tolled capacity is added. Excess toll revenue may be used for highway and transit projects, provided that the tolled facility is adequately operated and maintained. Express toll lanes must utilize automated toll collection systems.

The Interstate System Construction Toll Pilot Program allows up to three facilities on the interstate system to impose tolls for the purposes of constructing interstate highways, bridges (including major cross-border river bridges) or tunnels. Regular federal Interstate Maintenance funds may not be used for such a facility.

## ***Highway Safety (Title II)***

### NHTSA Safety Program Authorizations (Section 2001)

The Act authorizes funds for highway safety program grants, including the general program (23 USC, Section 402), research and development, occupant protection incentives, safety belt performance grants, state traffic safety information system improvements, alcohol-impaired driving countermeasures, national driver register, high visibility enforcement, motorcyclist safety programs, child safety and booster seat grants, and administrative expenses. No new sanctions are created under the Act. As previously proposed, it would withheld funds from states that had not passed prescribed safety laws.

The programs in the preceding paragraph are described in detail in Sections 2001-2022. Of particular interest to motorcycle riders is Section 2010, which creates a number of motorcyclist safety programs, including grants for motorcycle rider training courses, motorcyclist awareness programs; and programs to reduce fatalities and crashes involving motorcycles and motorcyclist impaired driving.

### Occupant Protection Incentive Grants “Section 405” (Section 2004)

Section 405, which provides allocations to states that adopt certain seat belt laws, is reauthorized. Funding amounts for this program are now calculated at 100 percent of a state’s Section 402 apportionment, up from the previous 25 percent.

### Grants for Primary Safety Belt Use Laws “Section 406” (Section 2005)

This is a new program to provide an incentive for states to enact a primary safety belt law. States can qualify to receive a one-time grant equal to 475 percent of their FY 2003 402(c) allocation, if they enact and are enforcing a primary safety belt law. However, this provision is retroactive so states that enact a law beginning as of Jan. 1, 2003, are eligible for this incentive. States that enacted laws earlier than 2003 can receive a one-time grant equal to 200 percent of their FY 2003 402(c) allocation, if funds are available. Funds can be used for a wide range of infrastructure safety projects.

### State Traffic Safety Information System Improvements “Section 408” (Section 2006)

Authorizes grants to improve state traffic records and data collection accuracy, accessibility and integration with other data systems. The grants are based on a state’s Section 402 ratio, with a minimum grant of \$300,000 in the first year and \$500,000 in succeeding years.

### Drunk Driving Countermeasures “Section 410” (Section 2007)

States now have the option of qualifying for the funds based on either their rate of alcohol-related traffic fatalities, if that rate is 0.5 or less per 100 million VMT (Iowa’s 2003 rate was 0.47), or by implementing a certain number of laws/programs from an expanded list of options.

### Motorcycle Safety Training (Section 2010)

States meeting one or more criteria related to motorcycle operation are eligible to receive grants for motorcyclist safety training and awareness programs. The minimum grant is \$100,000 and maximum grant is 25 percent of a state’s FY 2003 apportionment for Sec. 402.

### Child Safety and Booster Seat Incentive Grants (Section 2011)

States with a law requiring children who are too large for a child safety seat to ride in a booster seat receive grants to be used for programs such as education, training and purchase of seats for distribution to families who are unable to afford them.

.08 BAC Incentive “Section163” (Section 1407)

The penalty for not enacting a .08 BAC law is continued and codified.

Safe Intersections (Section 2018)

This section includes a provision prohibiting the sale or use of non-qualified traffic signal preemption transmitters that can change or alter a traffic signal phase time. Unauthorized sales can result in a fine and up to one year in jail; unauthorized use can result in a fine and up to six months in jail.

### ***Public Transportation (Title III)***

National funding for transit programs increased 46 percent over TEA-21 levels. This Act continues the use of 18 percent federal General Funds and 82 percent federal trust funds from the mass transit account. Transit “formula” funding for Iowa is expected to increase by 75 percent over TEA-21 levels – from an average of \$14 million per year to an average of \$25 million per year. Transit funding tables are found in Attachment 1.

FY 2005 programs are based on TEA-21 program descriptions and funding distribution formulas. Beginning in FY 2006, changes occur in many of the programs.

#### Non-Urbanized Area Formula Grants, “Section 5311” (Section 3013)

A total of \$2.2 billion is authorized over five years for this program. Twenty percent of the funds will be distributed based on land area in non-urbanized areas and 80 percent based on existing formula - non-urbanized population.

#### Urbanized Area Formula Grants “Section 5307” (Sections 3009 and 3034)

This program is continued with new features to increase funding based on Small Transit-Intensive Cities, Growth States and High Density States.

Small Transit-Intensive Cities. This new program boosts allocations for systems in cities of less than 200,000 in population, which exceed the average performance of systems in communities with 200,000 – 1 million in population.

Growth States/High Density States apportionments “New Section 5340” (Section 3038). These new apportionment factors boost allocations to the Section 5307 programs. A total of \$1.695 billion was provided over five years with funding equally divided between the new Growth States program (based on population projections) and High Density States program (for states with population density above 370 persons per square mile).

#### Capital Investment Program “Section 5309” (Section 3011)

An average of \$3.8 billion per year is authorized over five years for this program. There are several new set-asides from the Bus and Bus Facilities category. New Starts is retained, with a new Small Starts category for lower-cost projects.

#### Elderly Individuals and Individuals with Disabilities, “Section 5310” (Section 3012)

This program is retained, with a few changes. The New Freedom Initiatives program should provide some additional funding to serve disabled individuals in Iowa.

#### Job Access and Reverse Commute (Section 3018)

Funding is now distributed by formula, rather than through the previous discretionary process which was based on the number of low-income individuals and welfare recipients.

#### New Freedom Program (Section 3019)

This new program provides funding for services beyond those required by the Americans with Disabilities Act (ADA) to assist persons with disabilities. Funding is allocated by formula based on the percentage of disabled population in the state.

## ***Motor Carrier Safety – (Title IV)***

### Motor Carrier Safety Assistance Program (MCSAP) (Section 4106)

MCSAP provides grants to states for enforcement of federal and state commercial motor vehicle (CMV) regulations and standards. The program is reauthorized, with new requirements to encourage increased commercial vehicle inspections at the nation's international borders.

### Commercial Vehicle Information System and Networks Deployment (CVISN) (Sections 4101, 4126)

CVISN provides grants to states to advance technology and the application of ITS in CMV operations. States that have completed core deployment are eligible for expanded deployment grants of up to \$1 million.

### Performance and Registration Information System Management (PRISM) (Sections 4101, 4109)

This program, to increase CMV safety by creating a federal/state network of information on carriers, vehicles and drivers, is reauthorized. To participate, states must now establish and implement a process to cancel the registration and seize the plates of a vehicle when an employer knowingly allows or requires a employee to operate a CMV in violation of an out-of-service order. A total of \$100 million is authorized for FY 2006 – 2009.

### Truck Stop Electrification (Sections 1113, 1808)

Truck stop electrification is now an eligible use for STP and CMAQ funds.

### Idling Reduction Facilities in Interstate Rights-of-Way (Section 1412)

States may approve electrification or other idling reduction facilities and equipment in rest areas, recreation areas, etc., for CMVs along the interstate and may charge a fee for use of those facilities.

### Intrastate Commerce (Section 4114)

To improve crash data, a motor carrier's interstate *and* intrastate accident and inspection records are considered when determining fitness to operate. Owners and operators determined unfit for interstate commerce are also prohibited from intrastate operation. Owners and operators determined by the state to be unfit for operation in intrastate commerce will also be placed out of interstate service by the U.S. DOT Secretary.

### Roadability (Section 4118)

Equipment used to transport intermodal containers (chassis) will be regulated for safety. Examples of new requirements include identification numbers, systematic inspections using electronically verified visual inspection where appropriate, and driver inspection before operating the equipment over the road.

### School Bus Driver Endorsement (Section 4140)

Delays the effective date for the new federal requirements for school bus drivers until Sept. 20, 2006.

### Miscellaneous (Section 4136)

FMCSA safety regulations will now apply to all interstate travel by vans carrying 9-15 passengers, regardless of the distance traveled.

***New Programs***

**CMV Safety Data Improvement Program (Section 4128)**

States are eligible for grants if they have a Commercial Motor Vehicle safety data system plan and performance goals, and have completed an audit of their system within the last two years. A total of \$2 million is authorized for FY2006 and \$3 million for FY 2007 – 2009, but no information is provided on distribution factors.

**CDL Program Improvement Grants (Sections 4101, 4124)**

The Secretary may make grants to states to improve their Commercial Driver License programs. The grants may be used for such items as computer hardware and software, publications, testing, personnel, training, and quality control.

**CDL Information System Modernization (Section 4123)**

This program provides grants to states to bring their Commercial Driver License information system into compatibility with the federal system as it is modernized under a plan to be developed by the Secretary. No criteria have yet been established.

**Grant Program for Commercial Motor Vehicle Operators (Section 4134)**

This new program, funded out of the Motor Carrier Safety Assistance Program authorization, provides grants to states for commercial motor vehicle operator training: \$5 million is authorized for FY 2005 – 2009.

## ***Research (Title V)***

The Act provides an emphasis on transportation research, the use of technology in improving transportation operations, and a significant increase in cooperation and partnership with the nation's universities. Following are examples of the various research initiatives continued or established:

- “Future Strategic Highway Research program (F-SHRP), to be funded at \$51 million per year beginning in 2006 through 2009
- Deployment programs including Innovative Bridge, Innovative Pavement, Ultra-high Performance Concrete, and Steel Bridge Testing.
- Program to enhance the development and use of road weather information and technologies
- Researching improvements in motor carrier efficiency through the use of wireless technologies for fuel monitoring and management, theft prevention and electronic manifest systems (Iowa is mentioned as part of I-90).
- The university transportation center (UTC) program is continued and expanded with funding up 136 percent. Four tiers of centers are established, with most of the universities identified in the Act.
  - Ten national UTCs are earmarked to receive \$2 million in 2005.
  - Ten regional UTCs are earmarked, receiving \$3.5 million per year in 2006 through 2009. A consortium of eight universities in Iowa (ISU, U of I and UNI), Missouri and Nebraska will be developing a proposal to be designated a regional UTC, beginning in 2007.
  - Ten Tier 1 UTCs are earmarked through 2006 and will receive \$1 million per year.
  - 22 Tier 2 UTCs have been earmarked and will receive \$1 million in 2005, \$2 million in 2006 through 2008 and \$2.225 million in 2009.
- In addition, regional centers of excellence and other research activities are earmarked in this Act.

## ***Transportation Planning and Project Delivery – (Title VI)***

### Transportation Planning (Section 6001) (Sections 134-135, 23 USC)

Sections 134 and 135 of Title 23 are replaced by a new chapter 52 within Title 49 of the U.S. Code. The language has been modified to emphasize safety and security as separate planning factors. Statewide planning (Section 135) is funded by a 2 percent set-aside from each state's core program apportionments. Statewide planning must be coordinated with metropolitan and statewide trade/economic development planning activities. Also to be considered and implemented are projects, strategies and services that support the economic vitality of non-metropolitan areas.

New planning requirements include consultation and comparison of transportation plans with state conservation plans or maps with an inventory of natural and historic resources (if available). The level of impact that this requirement will have will largely depend on the "level of detail" required in the environmental impact assessment/analysis.

Current language in Sec. 134, Title 23 of the U.S. Code regarding the listing of projects in Transportation Improvement Programs (TIP), is retained.

A state transportation improvement plan (STIP) must be developed covering a four-year period. It must be updated every four years (or more frequently if elected). Under TEA-21 the STIP update cycle was a two-year time frame. Metropolitan plans must now be updated every five years in Iowa and other areas of air quality attainment.

Identification and a discussion of potential environmental mitigation, along with potential mitigation sites, must be included in the long-range transportation plan.

Representatives of users of pedestrian walkways, bicycle facilities and the disabled have been added as specific parties to be provided an opportunity to participate in the planning process.

### Efficient reviews for project decision making (Section 6002)

New language clarifies the roles of the lead and participatory agencies in determining the "Purpose and Need" for a project and conducting the project alternatives analysis. The transportation agency (transit/DOT) will be the lead agency.

Gives the lead agency authority to plan public and agency coordination, schedule timelines and establish deadlines for project reviews. The Act establishes a 180-day period for filing any lawsuit challenging a permit, license or approval of issues by a federal agency for a highway or transit project.

Creates a mechanism for dispute resolution.

### State assumption of responsibilities for certain programs and projects (Section 6003)

Under a new pilot program, up to five states will assume the U.S. DOT Secretary's responsibilities of transportation enhancement activities.

### State assumption of responsibilities for categorical exclusions (Section 6004)

Secretary can assign to the state the secretary's responsibilities to process the environmental review for projects classified as categorical exclusions.

Surface Transportation project delivery pilot program (Section 6005)

A pilot program is established to delegate the secretary’s responsibility for determining the eligibility of projects that are categorically excluded from environmental assessments and environmental impact statements. The five states have already been designated: Oklahoma; Alaska; California; Ohio; and Texas.

Exemption of the Interstate (Section 6007)

The Interstate Highway System is exempted from consideration as a historic site under Section 4(f). Individual elements that possess national or exceptional historic significance are considered historic.

Environmental Streamlining

SAFETEA-LU incorporates changes aimed at improving and streamlining the environmental process for transportation projects. These changes, however, come with some additional steps and requirements for transportation agencies. The provisions include a new environmental review process for highways, transit, and multimodal projects, with increased authority for transportation agencies, but also increased responsibilities. A 180-day statute of limitations is added for litigation, but it is pegged to publication of environmental actions in the Federal Register, which will require additional notices. Limited changes are made to Section 4(f). There are several delegations of authority to states, including delegation of “Categorical Exclusions” for all states, as well as a five-state delegation of the U.S. DOT environmental review authority under NEPA, and other environmental laws. The air quality conformity process is improved with changes in the frequency of conformity determinations and conformity horizons.

Other Sections

Section 6008 mandates the integration of natural resource concerns into transportation planning.

Section 6009 exempts de minimis (little, if any) impacts to parks, historic sites, and wildlife and waterfowl refuges from alternatives analysis under Section 4(f).

Section 6011 sets a new cycle for clean air act conformity determinations, and the horizon year for air quality modeling in transportation improvement plans.

## ***Rail/Intermodal and Aviation (Title IX, X and XI)***

### Capital Grants for Rail Line Relocation (Section 9002)

The Act establishes a new program that allows states to receive funding to improve rail lines that pass through a municipality, including grade separation projects. \$350 million is authorized through FY 2009. Fifty percent of the authorized funds are reserved for projects under \$20 million. Of that amount, no more than 25 percent can be used for any one project.

### Railroad Rehabilitation and Improvement Financing “RRIF” (Section 9003)

This program is retained, with some changes. Previously, only loan requests that have been rejected by a private lender could be considered for RRIF financing. That requirement was eliminated. Also, the Act limits the previously excessive processing time to 90 days. The Act increases the authorized amount, the loan amounts for infrastructure, and the amount that may be used for non-Class I railroads (\$7 billion). However, the credit risk premium requirement is continued.

### Welded Rail and Tank Car Safety Improvements (Section 9005)

The Federal Railroad Administration must begin requiring owners of continuous welded track to take certain steps to improve the identification of cracks in rail joint bars and initiate rulemaking to develop and implement design standards for pressurized tank cars.

## ***Aviation***

### Qualified Rural Airport (Section 1122)

*Aviation fare taxes include a \$3.20 fee for each domestic flight segment, except for those beginning or ending at a rural airport, with rural airports previously defined as those with fewer than 100,000 commercial passengers departing by air and are either: 1) located more than 75 miles from a larger airport; or 2) the recipient of Essential Air Service payments.*

Due to the following changes, the bill narrows the number of flight segments for which the segment tax is charged:

- First, the Act establishes a minimum segment length; segments must be 100 miles in length for the fee to apply.
- Second, more airports are defined as rural, because the bill adds a third option for qualifying: airports with fewer than 100,000 commercial passengers are now considered rural if they are either:
  - located more than 75 miles from a larger airport;
  - the recipient of Essential Air Service payments; or
  - connected to a larger airport only by a non-paved road.

It is unlikely that these changes will impact any Iowa airports.

## ***Studies***

To prepare for meeting future transportation infrastructure and financing needs, SAFETEA-LU authorizes a number of studies, including the following:

### National Surface Transportation Policy and Revenue Study Commission (Section 1909)

This commission is to study and address transportation policy issues, such as current and future needs of the surface transportation system, short- and long-term revenue sources and alternatives, other forms of revenue that might be needed, and the impact of changing dynamics on the Highway Trust Fund. The study will look at the respective roles and responsibilities of the federal, state and various local jurisdictions. A report with its findings and conclusion, along with recommendations, is to be submitted to Congress no later than July 1, 2007.

### Highway Trust Fund

This study will investigate the future of the federal Highway Trust Fund and funding necessary to maintain federal investments levels in highways and transit.

### Road User Fees Study (Section 1919)

This study will field-test an approach to assessing highway use fees based upon actual mileage driven by a specific vehicle on specific types of highways by use of an onboard computer. The computer will be linked to satellites to calculate highway mileage and compute the fees for each of federal, state and local governments, as the vehicle makes use of the highways. The report is due in July 2009.

**“Donor – Donee” Issue**

Background

A donor state is a state that gets back less in federal highway funding than the taxes paid or user fees collected. In the highway program, a state is a donor state when its share of receipts from apportionments and allocations divided by its share of contributions into the Highway Account (HA) of the Federal Highway Trust Fund (HTF) is less than one - or the rate of return is less than one.

While Iowa’s consumption of gasohol was increasing, its share of contributions into the HA was decreasing due to the tax reduction for gasohol (5.2 cents) and portion of the gasohol tax that remained in the General Fund (2.5 cents). At the same time, the state’s share of receipts remained relatively constant. Therefore, Iowa remained a donee state – getting back more than it put in to the Highway Account. For example, in 2003 Iowa payments into the HTF was \$321.8 million and the apportionments/allocations from the HTF were \$349.6 million for a 1.09 ratio of return.

With this change in the gasohol tax structure, Iowa’s share of contributions into the HA increased, but its share of apportionments and allocations decreased. Therefore, Iowa’s rate of return decreased enough so it is now a donor state. The following table using data from 2002 helps illustrate the donor – donee concept.

Iowa

2002 receipts (2000 contributions)	Share of Receipts	Share of Contributions	Rate of Return	
Actual	1.177 %	1.164 %	1.011	Donee
If the change in the gasohol tax structure was in place	1.172 %	1.281 %	.9147	Donor

Due to the delay in reporting fuel contributions, there is a two-year delay between the funds received from the trust fund and the contributions.

Impact of Trust Fund Contributions

A state’s contribution to the Highway Account (HA) of the federal Highway Trust Fund is not a significant factor in determining its formula funds under the individual programs. It is only used as a formula factor for one-third of the STP program.

However, a state’s share of contributions into the HA is used to establish its minimum level of funding each year for all programs, through the Equity Bonus (EB) program. Therefore, Iowa’s share of contributions is important. The size of the EB program increased as states received additional funds to meet the minimum funding level criteria. This increase in the EB program reduced Iowa’s overall share of total funds. Beginning in FY 2007, Iowa was reduced to the minimum guarantee percentage of 91.5 percent.

Iowa’s share of contributions in 2003 decreased to 1.11 percent, primarily as a result of the state’s increase in gasohol consumption. With the change in the gasohol tax structure, Iowa’s percentage share could increase to around 1.28 percent. Therefore, without the increase in share of contributions, the state’s minimum guarantee percentage could result in a decreasing share of apportionments - to 1.01 percent (1.11 times .915) by 2007, rather than the estimated 1.12 percent.

Attachment 1 – Iowa Highway Apportionments

Iowa Highway – Authorized Apportionments	(thousands of dollars)						FINAL – SAFETEA-LU Iowa		
	National Total (millions)	2005	2006	2007	2008	2009	Total	Annual Average	Share of National
		9/6/2005	10/4/2005						
Interstate Maintenance	24,386.57	60,359	63,836	65,079	66,127	67,192	322,592	64,518	1.32%
National Highway System	29,780.06	89,417	94,378	96,368	97,920	99,497	477,580	95,516	1.61%
Surface Transportation Program	32,037.07	92,954	91,027	92,522	94,349	95,867	466,720	93,344	1.46%
Bridge	20,837.35	60,048	62,511	64,657	65,698	66,756	319,670	63,934	1.53%
Congestion Mitigation/Air Quality	8,501.49	7,890	8,365	8,499	8,636	8,775	42,166	8,433	0.50%
Appalachian Highways	2,350.00	-	-	-	-	-	-	-	0.00%
Recreational Trails	365.80	1,007	1,184	1,263	1,348	1,433	6,236	1,247	1.70%
Metropolitan Planning	1,481.37	1,627	1,605	1,631	1,657	1,683	8,202	1,640	0.55%
Safe Routes to Schools	597.00	1,000	1,000	1,078	1,333	1,667	6,077	1,215	1.02%
Highway Safety Improvement:	4,183.92	-	15,402	15,507	15,809	16,117	62,835	15,709	1.50%
Rail-Highway Crossings	880.00	-	4,899	5,248	5,254	5,254	20,654	5,163	2.35%
Border Infrastructure	833.00	-	-	-	-	-	-	-	0.00%
Equity Bonus	40,895.55	20,635	-	8,202	24,206	22,399	75,443	15,089	0.18%
Subtotal	167,129.19	334,938	344,206	360,053	382,336	386,640	1,808,174	361,635	1.08%
High Priority Project Program	14,823.81	50,640	50,640	50,640	50,640	50,640	253,200	50,640	1.71%
Total Apportionments	181,953.00	385,578	394,846	410,693	432,976	437,280	2,061,374	412,275	1.13%

Other Earmarks	National Total (millions)	2005	2006	2007	2008	2009	
Transportation Improvement Projects (Sec. 1934)	*2,567.24	*12,350	*24,700	*30,875	*30,875	*24,700	*123,500
Bridge Discretionary for I-74	100.00	-	8,750	8,750	8,750	8,750	35,000
National Corridor Infrastructure for I-74 ; Ill. and Iowa (Sec 1302)	1,948.00	1,500	3,000	3,750	3,750	3,000	15,000
Subtotal		13,850	36,450	43,375	43,375	36,450	173,500

\* In addition to highway projects, includes research, local projects, Scenic Byways and trails.

Attachment 2 – Iowa Transit Funding

Iowa Transit – Authorized Funding	National 2005-2009 (millions)	(thousands of dollars)					FINAL – SAFETEA-LU Iowa		
		2005	2006	2007	2008	2009	Total	Annual Average	Share of National
<b>Capital (Section 5309)</b>									
Fixed Guideway	7,268.14								
New Starts	7,416.08								
Statewide Bus and Bus Facilities (note below)	4,301.51	4,859	2,722	2,827	3,073	3,258	16,739	3,348	
Other Bus and Bus Facilities (note below)		5,831	1,251	1,303	1,414	1,485	11,284	2,257	
<b>Total Capital (Section 5309)</b>	<b>18,985.73</b>	<b>10,690</b>	<b>3,973</b>	<b>4,130</b>	<b>4,487</b>	<b>4,743</b>	<b>28,023</b>	<b>5,605</b>	
<b>Formula</b>									
Urbanized (Section 5307)	18,567.85	13,198	12,574	13,080	14,186	15,091	68,129	13,626-	
STIC (Small Transit-Intensive Cities)	151.44		1,254	1,304	1,414	1,505	5,477	1,369-	
GS (Growth State) and HD (High Density)	1,431.21		680	708	767	815	2,969	742-	
<b>Total Urbanized (Section 5307)</b>	<b>20,150.51</b>	<b>13,198</b>	<b>14,508</b>	<b>15,092</b>	<b>16,367</b>	<b>17,410</b>	<b>76,575</b>	<b>15,315</b>	<b>0.38%</b>
Non-urbanized (Section 5311)	1865.73	5,045	7,390	7,662	8,284	8,749	37,130	7,426	2.00%
GS (Growth State)	263.79		1,104	1,150	1,247	1,324	4,825	1,206	
<b>Total Non-urbanized (Section 5311)</b>	<b>2,129.52</b>	<b>5,045</b>	<b>8,495</b>	<b>8,812</b>	<b>9,530</b>	<b>10,073</b>	<b>41,955</b>	<b>8,391</b>	<b>1.97%</b>
Rural Transit Assistance Program	34.02	102	131	136	148	157	675	135	1.99%
Elderly & Disabled (Section 5310)	584.03	1,020	1,195	1,245	1,347	1,413	6,221	1,244	1.07%
New Freedom Initiative (Section 5317)	339.00		657	683	737	780	2,857	571	0.84%
Job Assess and Reverse Commute	726.50	1,982	1,045	1,090	1,181	1,246	6,544	1,309	0.76%
Metro Planning (Section 5303)	403.50	264	340	354	383	406	1,747	349	0.43%
State Planning (Section 5313)	84.28	69	89	92	100	106	456	91	0.54%
<b>Subtotal Formula</b>	<b>24,451.37</b>	<b>21,681</b>	<b>26,459</b>	<b>27,506</b>	<b>29,794</b>	<b>31,590</b>	<b>137,030</b>	<b>27,406</b>	<b>0.44%</b>
<b>Subtotal Capital</b>	<b>18,985.73</b>	<b>10,690</b>	<b>3,973</b>	<b>4,130</b>	<b>4,487</b>	<b>4,743</b>	<b>28,023</b>	<b>5,605</b>	<b>-</b>
<b>Total</b>	<b>43,437.10</b>	<b>32,370</b>	<b>30,432</b>	<b>31,636</b>	<b>34,281</b>	<b>36,334</b>	<b>165,053</b>	<b>33,011</b>	

Approximately 45 percent of the Bus and Bus Facilities funding in FY 2006 through FY 2009 will be earmarked during the annual appropriations process.

Attachment 3 – DOT Lead Interstate/Primary

**SAFETEA-LU Earmarks  
DOT- Lead Interstate and Primary Route Project Funding**

Section 1702, High Priority Projects  
 Section 1934, Transportation Improvement Projects  
 Section 1302, National Corridor Infrastructure Improvements  
 Section 1114, Bridge Replacement and Rehabilitation

<b>Project</b>	<b>Program/ Number</b>	<b>Description</b>	<b>Amount</b>
<b>Iowa 4</b>			
	HP 4014	Transportation Improvements to Highway 4 Underpass in Jefferson	\$1,000,000
	TI 98	Highway 4 Underpass, Jefferson	\$3,000,000
		<b>Total</b>	<b>\$4,000,000</b>
<b>U.S. 20</b>			
	HP 1737	Construction of Four-Lane U.S. Highway 20 between Merville in Woodbury County through Ida and Sac County to U.S. 71 at Early	<b>\$8,000,000</b>
	HP1757	US 20 relocated, Webster, Sac and Calhoun Counties, Iowa	\$2,400,000
	HP 3997	Transportation improvements to US 20, 4-lane in Webster, Sac, Calhoun and Webster Counties	\$11,000,000
		<b>Fort Dodge to Sioux City Total</b>	<b>\$21,400,000</b>
	HP 2574	US 20 Mississippi River Bridge and approaches, Dubuque Co, IA	\$20,000,000
	TI 122	US 20 Mississippi River Bridge and approaches, Dubuque	\$5,500,000
		<b>Mississippi River Bridge total</b>	<b>\$25,500,000</b>
<b>U.S. 30</b>			
	HP 2249	US 30 reconstruction near Tama	<b>\$3,200,000</b>
	HP 3295	US 30 widening, reconstruction in Story and Marshall Counties, Iowa	\$1,840,000
	HP 3998	Transportation improvements to US 30, 4-lane in Marshall, Story and Boone Counties	\$12,000,000
		<b>Total</b>	<b>\$13,840,000</b>
<b>U.S. 34</b>			
	HP 435	US 34 Missouri River bridge relocation and replacement	\$2,000,000
	HP 3999	Transportation Improvements to US 34 Missouri River Bridges, Mills County	\$12,000,000
	HP 4036	US 34 Missouri River bridge relocation and replacement	\$1,425,000
		<b>Iowa's Subtotal</b>	<b>\$15,425,000</b>

<b>U.S. 34</b>	HP 3141 (Neb)	Missouri River Bridges between US-34, I-29 in Iowa and US 75 in Nebraska	\$2,800,000
	HP 3408 (Neb)	Missouri River Bridges between US-34, I-29 in Iowa and US 75 in NE	\$2,000,000
	HP 4485 (Neb)	US 34 Missouri River bridge relocation and replacement	\$500,000
	HP 4486 (Neb)	Missouri River Bridges between US-34, I-29 in Iowa and US 75 in NE	\$1,200,000
	HP 4511 (Neb)	Design and construction of Missouri river Bridges between US 34, I-29 in Iowa and US 75 in Nebraska	\$3,000,000
		<b>Relocated US 34 Total</b>	<b>\$24,925,000</b>
<b>U.S. 61</b>			
	HP 1621	Fort Madison, IA Construction of US 61 bypass around Fort Madison to create a safer and faster route	\$2,720,000
	HP 4007	Transportation Improvements to US 61 Bypass, Fort Madison	\$2,000,000
		<b>Total</b>	<b>\$4,720,000</b>
	HP 4008	Transportation Improvements to US 61 and Hershey Avenue Interchange, Muscatine	\$2,000,000
	HP 4026	Highway 61 improvements, Muscatine	\$1,500,000
<b>U.S. 63</b>			
	HP 858	US 63 improvement near New Hampton, Iowa	\$6,960,000
	TI 104	US 63 Improvements, Chickasaw, Bremer, and Black Hawk Counties	\$1,486,185
	HP 4001	US 63 Improvements, Chickasaw, Bremer, and Black Hawk Counties	\$5,000,000
		<b>Total</b>	<b>\$6,486,185</b>
<b>U.S. 71</b>			
	TI 138	US 71 Bypass Spencer	\$5,000,000
<b>U.S. 275</b>			
	HP 4501 (Neb)	US-275 So. Omaha Veterans Memorial Bridge	\$3,000,000
<b>I-74</b>			
	BRR (Sec.1114)	Under "Bridge Replacement and Rehabilitation" – "\$8,750,000 per fiscal year[06 – 09] for design, planning, and right-of-way acquisition for the Interstate Route 74 bridge from Bettendorf, Iowa to Moline, Ill.	\$35,000,000
	NCII 15 (Sec.1302)	Planning, design, right of way acquisition and construction of the Interstate Route 74 bridge from Bettendorf, Iowa, to Moline, Illinois	\$15,000,000
	HP 245	Construct I-74 bridge in Bettendorf, IA	\$1,200,000
	HP 4000	Transportation improvements to I-74 Improvements, including Mississippi river preliminary work, in Scott County Iowa	\$6,000,000
	HP 4029	I-74 improvements in Scott County Iowa including Mississippi River Bridge design	\$2,000,000

<b>I-74</b>	HP 3243 (Illinois)	Replace Interstate 74 Bridge, Moline	\$3,200,000
	HP 4069 (Illinois)	Replace Interstate 74 Bridge, Moline	\$1,500,000
	TI 146 (Illinois)	Replace I-74 Bridge in Quad Cities (Moline)	\$3,500,000
		<b>I-74 Project Total</b>	<b>\$67,400,000</b>
<b>I-235</b>			
	HP 705	Widening and Reconstruction, I-235, Des Moines	\$8,720,000
	HP 4015	Transportation Improvements to I-235 Reconstruction, Des Moines	\$1,000,000
		<b>Total</b>	<b>\$9,720,000</b>
		<b>Total funds for DOT - Lead Interstate/Primary Projects</b>	<b>\$199,651,185</b>

Attachment 4 – Local-Lead Projects

**Local - Lead Project Funding**

Section 1702, High Priority Projects  
 Section 1934, Transportation Improvement Projects  
 Section 1919, Road User Fee Study  
 Section 3043, New Fixed Guideway Projects

	<b>Program/ Project No.</b>	<b>Description</b>	<b>Amount</b>
		<b>Local - Lead Roadway</b>	
<b>Amana</b>			
	HP 1791	IA - Phase III of Main Street Project, Amana	\$800,000
	TI 119	IA - Phase III of Main Street Project, Amana	\$220,000
		<b>Total</b>	<b>\$1,020,000</b>
<b>Ames</b>	<b>U.S. 69</b>		
	HP 4010	IA - Transportation improvements to Grand Ave	<b>\$4,000,000</b>
<b>Ankeny</b>	<b>I-35</b>		
	HP 2837	I-35 interchange improvements, Ankeny	\$4,000,000
	HP 4018	I-35 interchange improvements, Ankeny	\$2,000,000
	TI 123	I-35 interchange improvements, Ankeny	\$1,100,000
		<b>Total</b>	<b>\$7,100,000</b>
<b>Bettendorf</b>	<b>I-80</b>		
	TI 95	I-80 Middle Road Interchange Justification Report with Environmental Assessment, Bettendorf	<b>\$500,000</b>
<b>Cedar Falls</b>			
	TI 102	IA 57 West 1 <sup>st</sup> Street Reconstruction, Cedar Falls	<b>\$3,000,000</b>
<b>Cedar Rapids</b>			
	HP 4005	IA - Transportation improvements to Edgewood Road Viaduct, Cedar Rapids.	\$5,000,000
	HP 4033	IA - Construction of approaches & Viaduct on Edgewood Road SW over UP RR, Prairie Creek, & CRANDIC RR	\$1,500,000
	HP 2494	IA - Construction of approaches & Viaduct on Edgewood Road SW over UP RR, Prairie Creek, & CRANDIC RR	\$1,280,000
		<b>Total</b>	<b>\$7,780,000</b>
<b>Clinton</b>			
	TI 91	IA - 19th Avenue North Connector	<b>\$1,500,000</b>

	<b>U.S. 30</b>		
	HP1313	Upgrade US 30 "Liberty Square" in City of Clinton, Iowa	\$7,600,000
	HP 4004	Transportation Improvements to US 30 "Liberty Square" Clinton	\$6,000,000
		<b>Total</b>	<b>\$13,600,000</b>
<b>Clive,.</b>	<b>University Blvd</b>		
	HP 275	IA - Widening University Blvd, Clive	\$800,000
	TI 109	IA - Widening University Blvd, Clive	\$220,000
		<b>Total</b>	<b>\$1,020,000</b>
<b>Coralville</b>	<b>U.S. 6</b>		
	HP 1098	Coralville, IA Implementation of final phase of Safety Improvements Project from 12 <sup>th</sup> Ave. to 22 <sup>nd</sup> Ave.	\$1,600,000
	TI 113	US 6 Final Phase of Safety Improvements, Coralville	\$440,000
		<b>Total</b>	<b>\$2,040,000</b>
<b>Davenport</b>			
	HP 4013	IA - Transportation improvements for 65th / 67th Street	<b>\$2,000,000</b>
	TI 136	Kimberly Road Improvements and construction in Davenport	<b>\$3,000,000</b>
<b>Des Moines</b>			
	TI 75	IA - Drake University 28th & Carpenter Street Improvements	<b>\$1,500,000</b>
<b>De Witt</b>			
	TI 90	IA - Downtown improvement Project	<b>\$1,700,000</b>
<b>Dubuque</b>			
	HP 1145	Construct IA-32 Arterial from US 20 in Dubuque Co, IA to US 61and US 151	\$15,200,000
	TI 114	Construct IA-32 Arterial from US 20 in Dubuque Co, IA to US 61and US 151	\$4,180,000
	TI 133	Construction SW Arterial IA 32 Dubuque	\$6,800,000
		<b>Total</b>	<b>\$26,180,000</b>
<b>Grimes</b>	<b>Iowa 44</b>		
	HP 834	Widening of Hwy 44, Grimes	\$800,000
	HP 4031	Widening of Hwy 44, Grimes	\$200,000
	TI111	Widening of Highway 44, Grimes	\$2,020,000
		<b>Total</b>	<b>\$3,020,000</b>
<b>Grinnell</b>	<b>I-80 &amp; Iowa 146</b>		
	HP 2182	Improvements at the IA 146 and I 80 interchange, Grinnell	\$800,000
	TI 120	Improvements at the IA 146 and I 80 interchange, Grinnell	\$220,000
		<b>Total</b>	<b>\$1,020,000</b>

<b>Iowa City</b>			
	TI 92	IA - McCollister Boulevard, Iowa City	\$3,000,000
	HP 830	IA - Iowa City, IA Construction of arterial extension project connecting Coralville to west & south Iowa City	\$2,000,000
		<b>Total</b>	<b>\$5,000,000</b>
<b>Johnston</b>			
	<b>NW 70th Ave</b>		
	HP 848	IA - NW 70th Ave reconstruction, Johnston	\$4,000,000
	HP 4034	IA - NW 70th Ave reconstruction, Johnston	\$1,000,000
	TI 112	IA - NW 70th Ave reconstruction, Johnston	\$2,100,000
		<b>Total</b>	<b>\$7,100,000</b>
<b>Linn Co.</b>			
	TI 93	IA- County Home Road, Linn Co.	<b>\$1,200,000</b>
	<b>Iowa 100</b>		
	HP 4028	Collins Road Improvements, Cedar Rapids	\$2,000,000
	TI 94	Collins Road, Cedar Rapids	\$6,000,000
		<b>Total</b>	<b>\$8,000,000</b>
<b>Marshalltown</b>			
	HP 4012	IA - Transportation improvements to Highland Acres Rd.	<b>\$3,000,000</b>
<b>MLK Parkway</b>			
	HP 1088	IA - Construct SE Connector / MLK Pkwy, Des Moines	\$7,200,000
	HP 4017	IA - Construct SE Connector / MLK Pkwy, Des Moines	\$5,000,000
	HP 4011	IA - Transportation improvements to SE Connector / MLK Parkway, Des Moines	\$3,000,000
		<b>Total</b>	<b>\$15,200,000</b>
<b>Pella</b>			
	HP 54	IA - Study of a direct link to I 80, Pella	\$400,000
	TI 105	IA - Study of a direct link to I 80, Pella	\$110,000
		<b>Total</b>	<b>\$510,000</b>
<b>Polk County</b>			
	<b>NE Beltway</b>		
	HP 209	IA - Study for NE Beltway, Polk Co	\$400,000
	TI 108	IA - Study for NE Beltway, Polk Co	\$110,000
		<b>Total</b>	<b>\$510,000</b>
	<b>NW Madrid Drive</b>		
	HP 396	IA - Reconstruction of NW Madrid Dr, Polk Co.	\$800,000
	TI 110	IA - Reconstruction of NW Madrid Dr, Polk Co.	\$220,000
		<b>Total</b>	<b>\$1,020,000</b>

	<b>I-35/ 80, 26th St. Interchange</b>		
	HP 3258	Construction of NW 26 <sup>th</sup> St. interchange on I-35, Polk Co	\$800,000
	TI 124	Construction of NW 26 <sup>th</sup> St. interchange on I-35, Polk County	\$220,000
		<b>Total</b>	<b>\$1,020,000</b>
	<b>NE 56th St.</b>		
	HP 1540	IA - Reconstruction of NE 56th ST, Eastern Polk Co.	\$800,000
	TI 117	IA - Reconstruction of NE 56th ST, Eastern Polk Co.	\$220,000
		<b>Total</b>	<b>\$1,020,000</b>

<b>Pottawattamie</b>			
	HP 4003	IA- Transportation Improvements to East Beltway, Pottawattamie County	\$6,000,000
	HP 4019	IA - City of Council Bluffs and Pottawattamie County, East Beltway Roadway and Connectors Projects	\$3,000,000
	HP 1631	IA - City of Council Bluffs and Pottawattamie County, East Beltway Roadway and Connectors Projects	\$1,200,000
		<b>Total</b>	<b>\$10,200,000</b>

<b>Sigourney</b>			
	HP 42	IA - Access and transportation enhancements to access Lake Belva Deer, Sigourney	\$1,600,000
	HP 4016	IA - Transportation improvements to Lake Belva Deer Transportation project, Sigourney	\$2,000,000
	HP 4030	IA - Access and transportation enhancements to access Lake Belva Deer, Sigourney	\$400,000
		<b>Total</b>	<b>\$4,000,000</b>

<b>Sioux City</b>	<b>Hoeven Corridor</b>		
	HP 4002	IA- Transportation improvements to Hoeven Corridor / Outer Drive Project, Sioux City	\$8,000,000
	HP 4035	IA - Construction of Sioux City, Iowa Hoeven Corridor - Outer Drive Project.	\$3,000,000
	HP 1581	IA - Sioux City, Iowa Hoeven Corridor - Outer Drive Project	\$1,600,000
	TI 118	IA - Hoeven Corridor / Outer Drive Project, Sioux City	\$440,000
		<b>Total</b>	<b>\$13,040,000</b>

<b>Urbandale</b>	<b>I-35 / 80, 100th St. Interchange</b>		
	HP 86	Construction of 100 <sup>th</sup> St. interchange on I 35-80, Urbandale	\$800,000
	TI 106	Construction of 100 <sup>th</sup> St. interchange on I 35-80, Urbandale	\$220,000
		<b>Total</b>	<b>\$1,020,000</b>

<b>Warren Co.</b>	<b>Iowa 92</b>		
	HP 4032	Highway 92 Improvements including Design in Warren County	\$200,000
	TI 99	IA 92 Project, Indianola	\$2,000,000
		<b>Total</b>	<b>\$2,200,000</b>

<b>Waterloo</b>	<b>U.S. 63</b>		
	HP 4009	Transportation Improvements to US 63 Improvements in Waterloo	\$3,000,000
	HP 4021	Highway 63 in Waterloo, Iowa improvements	\$3,000,000
	TI 135	Construction of HWY 63 in Waterloo	\$3,000,000
		<b>Total</b>	<b>\$9,000,000</b>
<b>Waukee / West Des Moines</b>	<b>I-80</b>		
	HP4006	Transportation Improvements to I-80 Interchange at Alice's Road/105th Street, Waukee	<b>\$3,000,000</b>
<b>West Des Moines</b>			
	HP 2248	IA - Construct SW Connector, West Des Moines	\$1,600,000
	TI 121	IA - Construct SW Connector, West Des Moines	\$3,440,000
		<b>Total</b>	<b>\$5,040,000</b>
<b>Woodbury Co.</b>			
	TI 96	IA - Highway K-35	<b>\$1,000,000</b>
		<b>Total Local – Lead Roadway Earmarks</b>	<b>\$172,060,000</b>
		<b>Trails</b>	
<b>Carlisle</b>			
	TI 103	IA - Scotch Ridge Project	<b>\$2,022,000</b>
<b>Dubuque Co.</b>			
	TI 85	IA - Mississippi River Trail, Heritage Trail, Dubuque Co.	\$1,680,000
	TI 131	IA - ROW and const.of Mississippi River Trail and related trails in Dubuque Co.	\$1,000,000
		<b>Total</b>	<b>\$2,680,000</b>
<b>Polk/Boone</b>			
	TI 107	IA - Central Iowa Trail Loop, Ankeny to Woodward	\$720,000
	TI 127	IA - Design and construction of Central IA Trail Loop for Ankeny to Woodward	\$1,000,000
	HP 146	IA - Central Iowa Trail Loop, bicycle and pedestrian, Ankeny to Woodward	\$800,000
	HP 4027	IA- Improve, construct, land acquisition, Central Iowa Loop Trail, Ankeny to Woodward including DSM River High Bridge	\$3,000,000
		<b>Total</b>	<b>\$5,520,000</b>
<b>Muscatine</b>			
	HP 1243	IA- Muscatine IA construction of 4.2 mile multipurpose trail from Musser Park to Weggens Rd.	\$400,000
	TI 115	IA- Construct trail from Musser Park to Weggens Road, Muscatine	\$110,000
		<b>Total</b>	<b>\$510,000</b>

<b>Polk Co. - Neal Smith Trail</b>			
	HP 1284	IA - Reconstruction of the Neal Smith Trail, bicycle and pedestrian, Polk County	\$2,880,000
	TI 116	IA - Reconstruction of the Neal Smith Trail, Polk County	\$792,000
		<b>Total</b>	<b>\$3,672,000</b>
<b>Des Moines</b>			
	HP 3298	IA - Construct Principal River walk, Des Moines	\$4,000,000
	TI 125	IA - Construct Principal River walk, Des Moines	\$1,100,000
		<b>Total</b>	<b>\$5,100,000</b>
<b>Cedar Falls</b>			
	HP 4022	IA - Cedar Falls recreational trails including Highway 58 intersection	\$2,000,000
	TI 134	IA - Construction of Cedar Falls trails	\$1,000,000
		<b>Total</b>	<b>\$3,000,000</b>
<b>Davenport</b>			
	TI 86	IA - Mississippi River Trail, Bridge at Credit Island, Davenport	\$2,000,000
<b>Bettendorf</b>			
	TI 87	IA - Mississippi River Trail, Leach Park in Bettendorf to Riverdale	\$2,165,000
<b>Scott/Muscatine</b>			
	TI 132	IA - ROW and construction of Mississippi River Trail and related trails in Scott-Muscatine Counties	\$1,000,000
<b>Allamakee Co.</b>			
	TI 137	IA- Mississippi River Trail, Allamakee Co.	\$4,900,000
<b>Linn</b>			
	TI 88	American Discovery Trail, Hoover Nature Trail connect to Ely	\$200,000
	TI 128	IA - Design, ROW, and construction of Ely Connector Trail in Linn County	\$400,000
		<b>Total</b>	<b>\$600,000</b>
<b>Johnson Co.</b>			
	TI 89	IA - American Discovery Trail, Connection to Clear Creek Trail, Coralville	\$450,000
	TI 126	IA - Design, rehabilitation and construction of Clear Creek Greenway and associated trails in Johnson County	\$800,000
		<b>Total</b>	<b>\$1,250,000</b>
<b>Howard Co.</b>			
	TI 82	IA - Wapsi-Great Western Trail System, Mitchell and Howard Counties	\$2,300,000

<b>Multi-County</b>			
	TI 83	Lewis and Clark Trail Study	<b>\$250,000</b>
<b>Clinton Co.</b>			
	TI 84	IA - Recreation Trail, Comanche to Clinton	<b>\$2,100,000</b>
<b>Polk Co.</b>			
	HP 4020	IA - Trail Planning in the Des Moines MPO area	<b>\$100,000</b>
<b>Polk Co.</b>			
	HP 4024	IA - Design and construct trails, Carlisle to Des Moines	<b>\$650,000</b>
<b>Warren Co.</b>			
	HP 4025	IA - Improve Great Western Trail, Warren Co.	<b>\$25,000</b>
		<b>Total Trails Earmarks</b>	<b>\$39,844,000</b>
<b>Scenic Byways</b>			
<b>Dubuque</b>			
	TI 77	IA - Great River Road national Scenic Byway, Rivers to the Sea, Dubuque County	\$5,000,000
	TI 78	IA – Great River Road, Mud Lake Road, Dubuque County	\$600,000
		<b>Total</b>	<b>\$5,600,000</b>
<b>Louisa Co.</b>			
	TI 80	IA - Great River Road national scenic byway , Louisa County	<b>\$1,700,000</b>
<b>Fort Madison</b>			
	TI 79	IA - Great River Road national scenic byway , Renovating Old Fort Madison	<b>\$37,445</b>
<b>Montrose</b>			
	TI 81	IA - Great River Road national scenic byway, Montrose	<b>\$73,500</b>
<b>Harrison Co,</b>			
	TI 76	IA - Loess Hills Scenic Byways / Resource Protection, Western Iowa	<b>\$330,000</b>
		<b>Total Scenic Byways Earmarks</b>	<b>\$7,740,945</b>

Rail			
<b>Bondurant</b>			
	TI 130	IA - Purchase and rehabilitation of 9 mile rail spur to Bondurant	<b>\$1,000,000</b>
<b>Davenport</b>			
	HP 4023	IA - Rail extension to the Eastern Iowa Industrial Center, Davenport, IA	<b>\$3,000,000</b>
<b>Fayette/Black House Counties</b>			
	TI 129	IA - Reconstruction of rail line from Oelwein to Dewar	<b>\$1,000,000</b>
		<b>Total Rail Earmarks</b>	<b>\$5,000,000</b>
<b>University Research</b>			
<b>ISU</b>			
	TI 72	IA - Iowa State University, National Center for Portland Cement Concrete Pavement Technology.	<b>\$10,000,000</b>
<b>UNI</b>			
	TI 73	IA - University of Northern Iowa, Native Roadside Vegetation Enhancement Center, construction and equipment	<b>\$1,000,000</b>
<b>U of Iowa</b>			
	Sec. 1919	Road User Fees, University of Iowa, Public Policy Center	\$12,500,000
	TI 74	IA - University of Iowa, Public Policy Center, Field Test of Onboard Computer Assessment of Highway User Fees.	\$4,000,000
		<b>Total</b>	<b>\$16,500,000</b>
		<b>Total University Research Earmarks</b>	<b>\$27,500,000</b>
<b>Historical Resources</b>			
<b>Boone Co.</b>			
	TI 100	IA - Rehabilitation and Retrofit of Historic Boone County Wagon Bridge	<b>\$800,000</b>
<b>Grinnell</b>			
	TI 97	IA - National Transportation Heroes Center & Regional Transportation Archival, Research, and Library Center, Grinnell	<b>\$3,600,000</b>
<b>Woodbine</b>			
	TI 101	IA - Lincoln Highway Rehabilitation and Restoration Project, Woodbine	<b>\$203,870</b>
		<b>Total Historical Resources Earmarks</b>	<b>\$4,603,870</b>

		Transit	
	HP 242	Des Moines, IA Purchase 40 foot buses	<b>\$836,000</b>
	HP 440	Ames, Iowa - Expansion of CyRide Bus Maintenance Facility	<b>\$1,672,000</b>
	HP 475	Black Hawk Co, IA UNI multimodal Project	<b>\$3,000,000</b>
	HP 545	Iowa DOT - Iowa Statewide Buses and Bus Replacement	<b>\$12,000,000</b>
	NFG 32	Cedar Rapids, Iowa-River Rail Project (Under new fixed guide way, preliminary engineering category)	<b>No amt. specified</b>
<b>Total Transit Earmarks</b>			<b>\$17,508,000</b>