

Transportation Appropriations Bill House File 2683

Last Action:
House Appropriations
Committee
April 2, 2024

An Act relating to transportation and other infrastructure-related appropriations to the Department of Transportation, including allocation and use of moneys from the Road Use Tax Fund and the Primary Road Fund.

**Fiscal Services Division
Legislative Services Agency**

NOTES ON BILLS AND AMENDMENTS (NOBA)

Available online at www.legis.iowa.gov/publications/information/appropriationBillAnalysis

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FUNDING SUMMARY

Other Funds FY 2025: Appropriates a total of \$453.1 million and 2,657.0 full-time equivalent (FTE) positions for FY 2025 to the Department of Transportation (DOT). This includes \$54.3 million from the Road Use Tax Fund (RUTF) and \$398.9 million from the Primary Road Fund (PRF). These appropriations include a standing appropriation of \$225,000 and a previously enacted appropriation of \$2.0 million from the RUTF and \$126,000 from the PRF in FY 2025 for an electronic records management system. These appropriations represent a decrease of \$1.8 million compared to estimated FY 2024.

MAJOR INCREASES/DECREASES/TRANSFERS OF EXISTING PROGRAMS

Appropriates a total of \$1.6 million for driver's license production. This is a decrease of \$2.3 million from the RUTF due to decreased costs for producing licenses. Page 1, Line 7

Appropriates a total of \$351.0 million for Transportation Operations including salaries, support, maintenance, and miscellaneous purposes. This includes \$17.0 million from the RUTF and \$334.0 million from the PRF. This is a net increase of \$2.8 million compared to estimated FY 2024. Page 1, Line 19

Appropriates a total of \$30.5 million for the Motor Vehicle Division (MVD) including salaries, support, maintenance, and miscellaneous purposes. This includes a reallocation of \$1.2 million in funding from the PRF to the RUTF for the MVD appropriation to be entirely funded by the RUTF. This change is due to the new all-systems permit including travel across primary roads as well as secondary roads systems for the oversize/overweight loads. This changes the nature of the permitting process supported by the motor carrier team in the MVD from being primary road-specific to also permitting on secondary roads. Page 1, Line 21

Appropriates a total of \$3.3 million for utility services payments to the Department of Administrative Services and Office of the Chief Information Officer. This includes \$456,000 from the RUTF and \$2.8 million from the PRF. This is a decrease of \$72,000 compared to estimated FY 2024. Page 1, Line 24

Appropriates a total of \$3.6 million for payments to the Department of Administrative Services for workers' compensation. This includes \$142,000 from the RUTF and \$3.4 million from the PRF. This is an increase of \$98,000 compared to estimated FY 2024. Page 1, Line 30

Appropriates a total of \$771,000 for reimbursement to the Auditor of State for audit expenses. This includes \$108,000 from the RUTF and \$663,000 from the PRF. This is an increase of \$93,000 compared to estimated FY 2024. Page 2, Line 2

EXECUTIVE SUMMARY

TRANSPORTATION APPROPRIATIONS BILL

HOUSE FILE 2683

Appropriates a total of \$195,000 for transportation maps. This is an increase of \$195,000 compared to estimated FY 2024. Funding for transportation maps is appropriated every other year. Funding was last appropriated in FY 2023.

Page 3, Line 25

Appropriates a total of \$29.6 million for inventory and equipment replacement. This is an increase of \$5.8 million from the PRF compared to estimated FY 2024 to fund the increased costs of equipment replacement purchases.

Page 3, Line 27

Appropriates a total of \$442,000 from the PRF for the Statewide Interoperable Communications System. This is a net decrease of \$45,000 compared to estimated FY 2024. The DOT previously received funding from both the PRF and the RUTF for this purpose. This funding amount represents a reallocation for this appropriation to be entirely funded by the PRF instead of both the PRF and the RUTF.

Page 3, Line 29

Appropriates a total of \$6.3 million from the PRF for facility major maintenance. This is an increase of \$1.0 million compared to FY 2024 for the increased cost of maintaining facilities due to inflation, the continued degradation of the vertical infrastructure, and accommodating increasingly larger equipment.

Page 3, Line 32

Appropriates a total of \$5.2 million from the PRF for facility routine maintenance. This is an increase of \$500,000 compared to FY 2024 for the increased cost of maintaining facilities due to inflation, the continued degradation of the vertical infrastructure, and accommodating increasingly larger equipment.

Page 3, Line 34

Appropriates a total of \$7.3 million from the PRF for Albia maintenance garage renovations. This is a new appropriation for FY 2025.

Page 4, Line 1

Appropriates a total of \$7.0 million from the PRF for Jefferson maintenance garage renovations. This is a new appropriation for FY 2025.

Page 4, Line 3

1 1 Section 1. ROAD USE TAX FUND — FY 2024-2025. There is
 1 2 appropriated from the road use tax fund created in section
 1 3 312.1 to the department of transportation for the fiscal year
 1 4 beginning July 1, 2024, and ending June 30, 2025, the following
 1 5 amounts, or so much thereof as is necessary, to be used for the
 1 6 purposes designated:

1 7 1. For the payment of costs associated with the production
 1 8 of driver's licenses, as defined in section 321.1, subsection
 1 9 20A:
 1 10 \$ 1,600,000

Road Use Tax Fund (RUTF) appropriation to the Department of Transportation (DOT) for costs associated with the production of driver's licenses.

DETAIL: This is a decrease of \$2,276,000 compared to estimated FY 2024 due to decreased costs for producing licenses as a result of the renewal cycle being changed from five years to eight years and the completion of the Real ID implementation. The appropriation will provide for electronic processing (use of debit or credit cards) for payment of fees for driver's licenses, nonoperator identification cards, and civil penalties. The appropriation includes costs for the lease of the Driver's License Digitized Photo Imaging System.

1 11 Notwithstanding section 8.33, moneys appropriated in this
 1 12 subsection that remain unencumbered or unobligated at the close
 1 13 of the fiscal year shall not revert but shall remain available
 1 14 for expenditure for the purposes specified in this subsection
 1 15 until the close of the succeeding fiscal year.

CODE: Permits any unexpended funds for driver's license production remaining at the close of FY 2025 to remain available for expenditure through FY 2026.

1 16 2. For salaries, support, maintenance, and miscellaneous
 1 17 purposes, and for not more than the following full-time
 1 18 equivalent positions:

1 19 a. Transportation operations:
 1 20 \$ 16,976,308

Road Use Tax Fund appropriation for Transportation Operations including salaries, support, maintenance, and miscellaneous purposes.

DETAIL: Transportation Operations also receives an appropriation from the Primary Road Fund (PRF) of \$333,994,227 in this Bill, for a total of \$350,970,535.

NOTE: This is a net decrease of \$2,946,636 from the RUTF a net increase of \$5,764,514 from the PRF for the following changes:

- An increase of \$788,195 from the PRF and \$40,175 from the

- RUTF for increased depreciation costs for vehicular equipment, IT equipment, and winter operations equipment.
- An increase of \$3,996,552 from the PRF and \$203,448 from the RUTF for increased information technology (IT) maintenance costs.
- An increase of \$856,404 from the PRF and \$43,596 from the RUTF for costs associated with updating heavy-duty truck light bars to corner box lights.
- An increase of \$460,555 from the PRF and \$23,445 from the RUTF for costs associated with updating the geographic positioning system (GPS)/Automatic Vehicle Location (AVL) software and snowplow camera program to allow for forward and backward videos to be captured.
- A decrease of \$3,420,375 from the PRF and \$174,117 from the RUTF for costs associated with highway pavement markings. This funding would instead move to the DOT five-year highway program to allow for a more rapid response to changing conditions of the markings.
- A reallocation of \$3,083,183 in funding from the RUTF to the PRF to reflect the split between funding sources and the nature of operations due to the realignment changes of the Motor Vehicle Enforcement (MVE) transfer from the DOT to the Department of Public Safety.

1 21	b. Motor vehicles:				
1 22	.....	\$	30,542,265		
1 23	.....	FTEs	294.00		

Road Use Tax Fund appropriation to the DOT for the Motor Vehicle Division (MVD).

DETAIL: Maintains the current level of overall funding and FTE positions compared to estimated FY 2024. However, there is a reallocation of \$1,242,505 from the PRF to the RUTF for the MVD appropriation to be entirely funded by the RUTF. This change is due to the new all-systems permit including travel across primary roads as well as secondary roads system for the oversize/overweight loads. This changes the nature of the permitting process supported by the motor carrier team in the MVD from being primary road-specific to also permitting on secondary roads.

NOTE: The MVD is responsible for administering and enforcing federal and State motor vehicle laws and regulations, including testing, licensing, and sanctioning of all drivers. The MVD maintains and oversees driver- and vehicle-related functions, including all driver history files, central issuance of driver's licenses, crash reports, vehicle titles, vehicle registrations, driver offenses, permits, county-based

registrations, issuance of special plates, and driver safety and education.

1 24 3. For payments to the department of administrative
 1 25 services and the office of the chief information officer for
 1 26 utility services:
 1 27 \$ 455,647

Road Use Tax Fund appropriation to the DOT for payment to the Department of Administrative Services (DAS) and Office of the Chief Information Officer (OCIO) for personnel and utility services.

DETAIL: This is a decrease of \$10,021 compared to estimated FY 2024. The DOT also receives an appropriation from the PRF of \$2,798,974 for DAS and OCIO utility services in this Bill for a total appropriation of \$3,254,621. This combined funding is a decrease of \$71,576 compared to estimated FY 2024.

NOTE: State agencies are required to purchase certain utility services through the DAS. Utility services include human resources, general services such as the DOT office space in the Lucas State Office Building, and use of the State's accounting system. State agencies also receive IT services, such as infrastructure, software development, and security services, from the OCIO. Fees charged to State agencies for services provided by the DAS and OCIO are reviewed and adjusted annually.

1 28 4. For unemployment compensation:
 1 29 \$ 7,000

Road Use Tax Fund appropriation to the DOT for the payment of unemployment compensation costs.

DETAIL: Maintains the current level of funding compared to estimated FY 2024. The DOT also receives an appropriation of \$138,000 for unemployment compensation from the PRF in this Bill for a total appropriation of \$145,000. This combined funding represents no change compared to estimated FY 2024.

1 30 5. For payments to the department of administrative
 1 31 services for paying workers' compensation claims under chapter
 1 32 85 on behalf of employees of the department of transportation:
 1 33 \$ 141,577

Road Use Tax Fund appropriation to the DOT for the payment of workers' compensation costs.

DETAIL: This is an increase of \$3,870 compared to estimated FY 2024 due to changes in fees. The DOT also receives an appropriation of \$3,432,963 for workers' compensation costs from the PRF in this Bill, for a total appropriation of \$3,574,540. This combined funding is an increase of \$97,708 compared to estimated FY 2024.

1 34 6. For payment to the general fund of the state for indirect
 1 35 cost recoveries:

Road Use Tax Fund appropriation to the DOT for payment of indirect cost recoveries to the General Fund.

2 1 \$ 90,000

DETAIL: Maintains the current level of funding compared to estimated FY 2024. The DOT also receives an appropriation of \$660,000 for indirect cost recoveries from the PRF in this Bill, for a total appropriation of \$750,000. This combined funding represents no change compared to estimated FY 2024.

NOTE: Iowa Code section [8A.505](#) requires all agencies funded by resources other than the State General Fund to make payments to the General Fund for recovery of indirect costs associated with centralized services provided by other State agencies that receive funding from the General Fund, such as services from the Treasurer of State for cash receipt collection and warrant redemption.

2 2 7. For reimbursement to the auditor of state for audit
2 3 expenses as provided in section 11.5B:
2 4 \$ 107,884

Road Use Tax Fund appropriation to the DOT for State Auditor reimbursement.

DETAIL: This is an increase of \$12,964 compared to estimated FY 2024. The DOT also receives an appropriation of \$662,716 for State Auditor expenses from the PRF in this Bill, for a total appropriation of \$770,600. This combined funding represents a total increase of \$92,600 compared to estimated FY 2024.

2 5 8. For automation, telecommunications, and related costs
2 6 associated with the county issuance of driver's licenses and
2 7 vehicle registrations and titles:
2 8 \$ 1,406,000

Road Use Tax Fund appropriation to the DOT to support the issuance of driver's licenses, vehicle registrations, and titles at county treasurer offices throughout the State.

DETAIL: Maintains the current level of funding compared to estimated FY 2024. The appropriation is used for electronic processing of debit and credit cards for payment of driver's license fees, nonoperator identification card fees, and civil penalties at county treasurer sites.

NOTE: In addition to this appropriation, and in accordance with Iowa Code section [312.2](#), the DOT receives an annual RUTF standing appropriation of \$650,000 for the purchase of automation and telecommunications equipment and to fund support for issuing vehicle registrations, titles, and driver's licenses at county treasurer offices.

2 9 9. For costs associated with participation in the
2 10 Mississippi river parkway commission:
2 11 \$ 40,000

Road Use Tax Fund appropriation to the DOT for the Mississippi River Parkway Commission (MRPC).

2 12 10. For costs associated with the traffic and criminal
 2 13 software program and the mobile architecture and communications
 2 14 handling program:
 2 15 \$ 300,000

DETAIL: Maintains the current level of funding compared to estimated FY 2024. This appropriation will fund annual organization dues and operational costs of the MRPC.

NOTE: The MRPC is a multistate organization that is comprised of the states bordering the Mississippi River. Each state has its own individual commission. The governors of the member states appoint one member each to serve a four-year term on the MRPC. In addition to those members appointed by state governors, there are seven advisory ex officio members of the MRPC. The MRPC meets quarterly.

Road Use Tax Fund appropriation to the DOT for the maintenance of the Traffic and Criminal Software (TraCS) and Mobile Architecture and Communications Handling (MACH) systems.

DETAIL: Maintains the current level of funding compared to estimated FY 2024. This appropriation will support program administration and future project enhancements.

NOTE: The TraCS system collects vehicle collision data from law enforcement agencies and provides an electronic platform for citations. The MACH system enables the sharing of information among public safety agencies. The systems provide enhanced dispatch features and other communications features.

2 16 11. For motor vehicle division field facility maintenance
 2 17 projects at various locations:
 2 18 \$ 400,000

Road Use Tax Fund appropriation to the DOT for MVD field facility maintenance projects at various locations throughout the State.

DETAIL: Maintains the current level of funding compared to estimated FY 2024. Funds are used to maintain weigh scales and driver's license stations.

2 19 For purposes of section 8.33, unless specifically provided
 2 20 otherwise, moneys appropriated in subsection 11 that remain
 2 21 unencumbered or unobligated shall not revert but shall remain
 2 22 available for expenditure for the purposes designated until
 2 23 the close of the fiscal year that ends three years after the
 2 24 end of the fiscal year for which the appropriation was made.
 2 25 However, if the project or projects for which the appropriation
 2 26 was made are completed in an earlier fiscal year, unencumbered
 2 27 or unobligated moneys shall revert at the close of that same
 2 28 fiscal year.

CODE: Permits any unexpended funds remaining at the close of FY 2025 for the MVD field facility major maintenance projects to remain available for expenditure through FY 2028. Appropriations for projects that are completed before the end of a fiscal year shall revert at the end of the same fiscal year.

2 29 Sec. 2. PRIMARY ROAD FUND — FY 2024-2025. There is
 2 30 appropriated from the primary road fund created in section
 2 31 313.3 to the department of transportation for the fiscal year
 2 32 beginning July 1, 2024, and ending June 30, 2025, the following
 2 33 amounts, or so much thereof as is necessary, to be used for the
 2 34 purposes designated:

2 35 1. For transportation operations salaries, support,
 3 1 maintenance, and miscellaneous purposes, and for not more than
 3 2 the following full-time equivalent positions:
 3 3 \$ 333,994,227
 3 4 FTEs 2,363.00

Primary Road Fund appropriation for Transportation Operations including salaries, support, maintenance, and miscellaneous purposes.

DETAIL: Transportation Operations also receives an appropriation from the RUTF of \$16,976,308 in this Bill, for a total of \$350,970,535. Maintains the current FTE positions compared to FY 2024.

NOTE: This is a net increase of \$5,764,514 from the PRF and net decrease of \$2,946,636 from the RUTF for the following changes:

- An increase of \$788,195 from the PRF and \$40,175 from the RUTF for increased depreciation costs for vehicular equipment, IT equipment, and winter operations equipment.
- An increase of \$3,996,552 from the PRF and \$203,448 from the RUTF for increased IT maintenance costs.
- An increase of \$856,404 from the PRF and \$43,596 from the RUTF for costs associated with updating heavy-duty truck light bars to corner box lights.
- An increase of \$460,555 from the PRF and \$23,445 from the RUTF for costs associated with updating the GPS/AVL software and snowplow camera program to allow for forward and backward videos to be captured.
- A decrease of \$3,420,375 from the PRF and \$174,117 from the RUTF for costs associated with highway pavement markings. This funding would instead move to the DOT five-year highway program to allow for a more rapid response to changing conditions of the markings.
- A reallocation of \$3,083,183 in funding from the RUTF to the PRF to reflect the split between funding sources and the nature of operations due to the realignment changes of the MVE transfer from the DOT to the Department of Public Safety.

3 5 2. For payments to the department of administrative

Primary Road Fund appropriation to the DOT for payment to the DAS

3 6 services and the office of the chief information officer for
 3 7 utility services:
 3 8 \$ 2,798,974

and OCIO for personnel and utility services.

DETAIL: This is a decrease of \$61,555 compared to estimated FY 2024. The DOT also receives an appropriation from the RUTF of \$455,647 for DAS and OCIO utility services in this Bill for a total appropriation of \$3,254,621. This combined funding is a decrease of \$71,576 compared to estimated FY 2024.

NOTE: State agencies are required to purchase certain utility services through the DAS. Utility services include human resources, general services such as the DOT office space in the Lucas State Office Building, and use of the State's accounting system. State agencies also receive IT services, such as infrastructure, software development, and security services, from the OCIO. Fees charged to State agencies for services provided by the DAS and OCIO are reviewed and adjusted annually.

3 9 3. For unemployment compensation:
 3 10 \$ 138,000

Primary Road Fund appropriation to the DOT for the payment of unemployment compensation costs.

DETAIL: Maintains the current level of funding compared to estimated FY 2024. The DOT also receives an appropriation of \$7,000 for unemployment compensation from the RUTF in this Bill, for a total appropriation of \$145,000. This combined funding represents no change compared to estimated FY 2024.

3 11 4. For payments to the department of administrative
 3 12 services for paying workers' compensation claims under
 3 13 chapter 85 on behalf of the employees of the department of
 3 14 transportation:
 3 15 \$ 3,432,963

Primary Road Fund appropriation to the DOT for the payment of workers' compensation costs.

DETAIL: This is an increase of \$93,838 compared to estimated FY 2024 due to changes in fees. The DOT also receives an appropriation of \$141,577 for workers' compensation costs from the RUTF in this Bill, for a total appropriation of \$3,574,540. This combined funding is an increase of \$97,708 compared to estimated FY 2024.

3 16 5. For disposal of hazardous wastes from field locations and
 3 17 the central complex:
 3 18 \$ 1,000,000

Primary Road Fund appropriation for costs associated with the disposal of hazardous wastes.

DETAIL: Maintains the current level of funding compared to estimated FY 2024.

NOTE: The appropriation is used for costs associated with the

			disposal of hazardous waste resulting from the day-to-day operations of the DOT in order to comply with environmental regulations. The DOT contracts with private sector firms for hazardous waste disposal services.
3 19	6. For payment to the general fund of the state for indirect		Primary Road Fund appropriation to the DOT for payment of indirect
3 20	cost recoveries:		cost recoveries to the General Fund.
3 21	..... \$	660,000	DETAIL: Maintains the current level of funding compared to estimated FY 2024. The DOT also receives an appropriation of \$90,000 from the RUTF for indirect cost recoveries in this Bill, for a total appropriation of \$750,000. This combined funding represents no change compared to estimated FY 2024.
			NOTE: Iowa Code section 8A.505 requires the DOT to make payments to the General Fund for recovery of indirect costs associated with centralized services provided by other State agencies that receive funding from the General Fund, such as services from the Treasurer of State for cash receipt collection and warrant redemption.
3 22	7. For reimbursement to the auditor of state for audit		Primary Road Fund appropriation to the DOT for State Auditor
3 23	expenses as provided in section 11.5B:		reimbursement.
3 24	..... \$	662,716	DETAIL: This is an increase of \$79,636 compared to estimated FY 2024. The DOT also receives an appropriation of \$107,884 from the RUTF for State Auditor expenses in this Bill, for a total appropriation of \$770,600. This combined funding represents a total increase of \$92,600 compared to estimated FY 2024.
3 25	8. For costs associated with producing transportation maps:		Primary Road Fund appropriation to the DOT for transportation maps.
3 26	..... \$	195,000	DETAIL: This is an increase of \$195,000 for transportation maps compared to FY 2024.
			NOTE: Funding for transportation maps is appropriated every other year. Funding was last appropriated in FY 2023.
3 27	9. For inventory and equipment replacement:		Primary Road Fund appropriation to the DOT for inventory and
3 28	..... \$	29,626,000	equipment replacement.
			DETAIL: This is an increase of \$5,842,000 compared to estimated FY 2024 to fund the increased costs of equipment replacement

	<p>purchases. The funds are deposited in the Materials and Equipment Revolving Fund, established in Iowa Code section 307.47. The Fund pays for materials and supplies, inventoried stock supplies, maintenance and operational costs of equipment, and equipment replacements. This appropriation has been used to purchase DOT heavy-duty trucks and snow plows on a shorter replacement schedule. As more of the fleet is replaced, the need for additional funds is anticipated to decline.</p>
<p>3 29 10. For costs associated with the statewide 3 30 interoperability network: 3 31 \$ 442,162</p>	<p>Primary Road Fund appropriation for the Statewide Interoperable Communications System.</p> <p>DETAIL: This is a net decrease of \$45,182 compared to estimated FY 2024. The DOT previously received funding from both the RUTF and PRF for this purpose. This funding amount represents a reallocation of funding from the RUTF to the PRF for the Statewide Interoperability Network to be entirely funded by the PRF.</p>
<p>3 32 11. For facility major maintenance and enhancement: 3 33 \$ 6,300,000</p>	<p>Primary Road Fund appropriation to the DOT for improvements to DOT facilities.</p> <p>DETAIL: This is an increase of \$1,000,000 compared to estimated FY 2024 for the increased cost of maintaining facilities, vertical infrastructure, and accommodating increasingly larger equipment.</p> <p>NOTE: This appropriation is used to add features, such as brine buildings, mechanics' bays, and other additions, to DOT facilities.</p>
<p>3 34 12. For facility routine maintenance and preservation: 3 35 \$ 5,200,000</p>	<p>Primary Road Fund appropriation to the DOT for routine facility maintenance.</p> <p>DETAIL: This is an increase of \$500,000 compared to estimated FY 2024 for the increased cost of maintaining facilities, vertical infrastructure, and accommodating increasingly larger equipment.</p> <p>NOTE: This appropriation is used for routine maintenance of DOT facilities. This includes utility improvements; roofing projects; heating, ventilation, and air conditioning (HVAC) improvements; deferred maintenance; and other forms of routine maintenance.</p>
<p>4 1 13. For the renovation of the Albia maintenance garage:</p>	<p>Primary Road Fund appropriation to the DOT for the renovation of the</p>

4 2 \$ 7,291,067

Albia maintenance garage.

NOTE: This is a new appropriation for FY 2025 and is intended to fund the renovation of the DOT facility in Albia. The Albia maintenance garage was constructed in 1975 and is no longer properly sized or arranged operationally for the larger modern equipment that the DOT uses; does not meet current building code safety and Americans with Disabilities Act (ADA) standards; has deteriorating building infrastructure; and has wash bay, plumbing, and water pressure issues.

4 3 14. For the renovation of the Jefferson maintenance garage:
4 4 \$ 6,999,292

Primary Road Fund appropriation to the DOT for the renovation of the Jefferson maintenance garage.

NOTE: This is a new appropriation for FY 2025 and is intended to fund the renovation of the DOT facility in Jefferson. The Jefferson maintenance garage was constructed in 1957 and is one of the oldest and poorest-conditioned garages in the State. It is no longer properly sized; does not meet current building code safety and ADA standards; has deteriorating building infrastructure; and has wash bay, plumbing, and water pressure issues.

4 5 For purposes of section 8.33, unless specifically provided
4 6 otherwise, moneys appropriated in subsections 11 through 14
4 7 that remain unencumbered or unobligated shall not revert
4 8 but shall remain available for expenditure for the purposes
4 9 designated until the close of the fiscal year that ends
4 10 three years after the end of the fiscal year for which the
4 11 appropriation was made. However, if the project or projects
4 12 for which such appropriation was made are completed in an
4 13 earlier fiscal year, unencumbered or unobligated moneys shall
4 14 revert at the close of that same fiscal year.

CODE: Permits any unexpended funds remaining at the close of FY 2025 for the facility major maintenance projects, the facility routine maintenance projects, and renovation of the Albia and Jefferson garages to be available for expenditure through FY 2028. Appropriations for projects that are completed before the end of the fiscal year shall revert at the end of the same fiscal year.

HF 2683 — FY 2025 Transportation Appropriations Bill

	Actual FY 2023	Estimated FY 2024	House Approp FY 2025	House Approp FY 25 vs. Est. FY 2024
Motor Vehicles				
Road Use Tax Fund	\$ 27,804,332	\$ 29,299,760	\$ 30,542,265	\$ 1,242,505
Primary Road Fund	1,194,260	1,242,505	0	-1,242,505
Total Motor Vehicles	28,998,592	30,542,265	30,542,265	0
Transportation Operations				
Road Use Tax Fund	19,899,600	19,922,944	16,976,308	-2,946,636
Primary Road Fund	327,881,007	328,229,713	333,994,227	5,764,514
Total Transportation Operations	347,780,607	348,152,657	350,970,535	2,817,878
Dept. of Administrative Services				
Road Use Tax Fund	405,748	465,668	455,647	-10,021
Primary Road Fund	2,492,449	2,860,529	2,798,974	-61,555
Total Administrative Services	2,898,197	3,326,197	3,254,621	-71,576
Auditor Reimbursement				
Road Use Tax Fund	94,920	94,920	107,884	12,964
Primary Road Fund	583,080	583,080	662,716	79,636
Total Auditor Reimbursement	678,000	678,000	770,600	92,600
Indirect Cost Recoveries				
Road Use Tax Fund	90,000	90,000	90,000	0
Primary Road Fund	660,000	660,000	660,000	0
Total Indirect Cost Recoveries	750,000	750,000	750,000	0
Statewide Comm. System				
Road Use Tax Fund	44,329	63,355	0	-63,355
Primary Road Fund	296,665	423,989	442,162	18,173
Total Statewide Comm. System	340,994	487,344	442,162	-45,182
Unemployment Compensation				
Road Use Tax Fund	7,000	7,000	7,000	0
Primary Road Fund	138,000	138,000	138,000	0
Total Unemployment Comp.	145,000	145,000	145,000	0
Workers' Compensation				
Road Use Tax Fund	145,673	137,707	141,577	3,870
Primary Road Fund	3,496,159	3,339,125	3,432,963	93,838
Total Workers' Comp.	3,641,832	3,476,832	3,574,540	97,708
Electronic Records Management Sys.				
Road Use Tax Fund	3,290,000	3,402,800	1,974,000	-1,428,800
Primary Road Fund	210,000	217,200	126,000	-91,200
Total Electronic Records Management Sys.	3,500,000	3,620,000	2,100,000	-1,520,000
County Treasurers Support				
Road Use Tax Fund	1,406,000	1,406,000	1,406,000	0
Driver's License Equip.				
Road Use Tax Fund	3,876,000	3,876,000	1,600,000	-2,276,000
Mississippi River Parkway Commission				
Road Use Tax Fund	40,000	40,000	40,000	0
TraCS/MACH				
Road Use Tax Fund	300,000	300,000	300,000	0
MVE Field Facility Maintenance				
Road Use Tax Fund	400,000	400,000	0	-400,000

HF 2683 — FY 2025 Transportation Appropriations Bill

	Actual FY 2023	Estimated FY 2024	House Approp FY 2025	House Approp FY 25 vs. Est. FY 2024
Garage Fuel and Waste Management				
Primary Road Fund	1,000,000	1,000,000	1,000,000	0
Transportation Maps				
Primary Road Fund	195,000	0	195,000	195,000
Inventory and Equipment Replacement				
Primary Road Fund	12,700,000	23,784,000	29,626,000	5,842,000
Rest Area Facility Maintenance				
Primary Road Fund	400,000	400,000	0	-400,000
Personal Delivery of Services — Standing*				
Road Use Tax Fund	126,141	225,000	225,000	0
MVD Facilities Maintenance				
Road Use Tax Fund	400,000	400,000	400,000	0
Facility Major Maintenance				
Primary Road Fund	5,300,000	5,300,000	6,300,000	1,000,000
Facility Routine Maintenance				
Primary Road Fund	4,700,000	4,700,000	5,200,000	500,000
Davenport Facility Consolidation				
Primary Road Fund	0	21,900,000	0	-21,900,000
Albia Garage Renovation				
Primary Road Fund	0	0	7,291,067	7,291,067
Jefferson Garage Renovation				
Primary Road Fund	0	0	6,999,292	6,999,292
Totals by Funding Source				
Road Use Tax Fund	\$ 58,329,743	\$ 60,131,154	\$ 54,265,681	\$ -5,865,473
Primary Road Fund	361,246,620	394,778,141	398,866,401	4,088,260
Total	\$ 419,576,363	\$ 454,909,295	\$ 453,132,082	\$ -1,777,213
Full-Time Equivalent (FTE) Positions				
Transportation Operations	2,285.9	2,363.0	2,363.0	0.0
Motor Vehicles	275.1	294.0	294.0	0.0
Total FTE Positions	2,561.0	2,657.0	2,657.0	0.0

Previously enacted appropriations are in bold and italics. These amounts are previously enacted appropriations and are not appropriated in the Bill. Note: The Electronic Records Management System will receive \$1,974,000 from the RUTF and \$126,000 from the PRF in FY 2025. *This is a standing appropriation and is not appropriated in the Bill.