

# Transportation Appropriations Bill

## Senate File 576

Last Action:  
Senate Floor  
April 25, 2023

**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](http://www.legis.iowa.gov/publications/information/appropriationBillAnalysis)

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**FUNDING SUMMARY**

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**Other Funds FY 2024:** Appropriates a total of \$446.5 million and 2,657.0 full-time equivalent (FTE) positions for FY 2024 to the Department of Transportation (DOT). This includes \$58.5 million from the Road Use Tax Fund (RUTF) and \$388.0 million from the Primary Road Fund (PRF). These appropriations include a standing appropriation of \$225,000 and a previously enacted appropriation of \$3.4 million from the RUTF and \$217,000 from the PRF in FY 2024 for an electronic records management system. These appropriations represent an increase of \$26.9 million and a decrease of 100.0 FTE positions compared to estimated FY 2023.

**MAJOR INCREASES/DECREASES/TRANSFERS OF EXISTING PROGRAMS**

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Appropriates a total of \$341.0 million for Transportation Operations including salaries, support, maintenance, and miscellaneous purposes. This includes \$19.5 million from the RUTF and \$321.5 million from the PRF. This is a decrease of \$6.8 million compared to estimated FY 2023, which includes the transfer of the Motor Vehicle Enforcement Bureau, which is currently under the DOT, to the Department of Public Safety as proposed under [Senate File 513](#) (Motor Vehicle Enforcement Bureau, Department of Public Safety Bill). Page 1, Line 18

Appropriates a total of \$29.3 million for the Motor Vehicle Division including salaries, support, maintenance, and miscellaneous purposes. This includes \$28.1 million from the RUTF and \$1.2 million from the PRF. This is an increase of \$338,000 compared to estimated FY 2023. Page 1, Line 20

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 is an increase of \$428,000 compared to estimated FY 2023. Page 1, Line 22

Appropriates a total of \$3.5 million for payments to the Department of Administrative Services for workers' compensation. This is a decrease of \$165,000 compared to estimated FY 2023. Page 1, Line 28

Appropriates a total of \$487,000 for the Statewide Interoperable Communications System. This is an increase of \$146,000 compared to estimated FY 2023. Page 2, Line 14

Appropriates a total of \$23.8 million for Inventory and Equipment Replacement. This is an increase of \$11.1 million from the PRF compared to estimated FY 2023. Page 3, Line 33

Appropriates a total of \$21.9 million for replacement of the Davenport Highway Operations Complex. This Page 4, Line 10

is a new appropriation for FY 2024.

**SIGNIFICANT CODE CHANGES**

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Amends the [FY 2020 Transportation Appropriations Act](#) to permit any unencumbered or unobligated funds from the PRF FY 2021 appropriation for renovations to the northwest wing of the DOT headquarters in Ames to remain available for expenditure through FY 2025.

Page 4, Line 23

1 1 Section 1. ROAD USE TAX FUND — FY 2023-2024. 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, 2023, and ending June 30, 2024, 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 ..... \$ 3,876,000

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

DETAIL: Maintains the current funding level compared to estimated FY 2023. 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 2024 to remain available for expenditure through FY 2025.

1 16 2. For salaries, support, maintenance, and miscellaneous  
 1 17 purposes:

1 18 a. Transportation operations:  
 1 19 ..... \$ 19,493,072

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 \$321,495,055 in this Bill, for a total of \$340,988,127.

NOTE: This is a net decrease of \$6,385,952 from the PRF and \$406,528 from the RUTF for the following changes:  
 • A decrease of \$12,502,000 from the PRF and \$798,000 from the RUTF for a total decrease of \$13,300,000 to align the Motor Vehicle Enforcement Bureau, which is currently under the DOT, to the Department of Public Safety. This includes a transfer of 100.00 full-time equivalent (FTE) positions. This transfer is proposed under [Senate File 513](#) (Motor Vehicle Enforcement Bureau, Department of

Public Safety Bill).

- An increase of \$2,678,029 from the PRF and \$162,448 from the RUTF due to increased fuel prices.
- An increase of \$3,354,517 from the PRF and \$203,483 from the RUTF due to increases in the monthly life cycle depreciation costs for equipment and surcharge costs for equipment replacement purchases.
- An increase of \$421,059 from the PRF and \$25,541 from the RUTF for additional work zone safety item purchases.
- A decrease of \$337,557 from the PRF to realign 5.00 FTE positions from the Transportation Operations appropriations unit to the Motor Vehicle appropriations unit to meet the increasing demand of individuals needing commercial driver's licenses (CDLs).

In FY 2023, the four previous appropriations for Administrative Services, Highway, Planning & Programming, and Strategic Performance were consolidated into one Transportation Operations appropriation. This appropriation is responsible for the same services that the previous appropriations covered prior to the consolidation, including administrative services, information technology (IT), transportation development, field operations, and systems operations.

1 20 b. Motor vehicles:  
 1 21 ..... \$ 28,141,889

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

DETAIL: This is an increase of \$337,557 compared to estimated FY 2023 to realign 5.00 FTE positions from the Transportation Operations appropriations unit to the Motor Vehicle appropriations unit to meet the increasing demand of individuals needing CDLs. The Motor Vehicle Division also receives an appropriation of \$1,194,260 from the PRF in this Bill, for a total appropriation of \$29,336,149.

NOTE: The Division is responsible for administering and enforcing federal and State motor vehicle laws and regulations, including testing, licensing, and sanctioning of all drivers. The Division 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 22 3. For payments to the department of administrative  
 1 23 services and the office of the chief information officer for  
 1 24 utility services:  
 1 25 ..... \$ 465,668

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 an increase of \$59,920 compared to estimated FY 2023. The DOT also receives an appropriation from the PRF of \$2,860,529 for DAS and OCIO utility services in this Bill for a total appropriation of \$3,326,197. This combined funding is an increase of \$428,000 compared to estimated FY 2023 to pay the annual increases in the DAS and OCIO utility services.

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 26 4. For unemployment compensation:  
 1 27 ..... \$ 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 2023. 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 2023.

1 28 5. For payments to the department of administrative  
 1 29 services for paying workers' compensation claims under chapter  
 1 30 85 on behalf of employees of the department of transportation:  
 1 31 ..... \$ 137,707

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

DETAIL: This is a decrease of \$7,966 compared to estimated FY 2023 due to changes in annual costs. The DOT also receives an appropriation of \$3,339,125 for workers' compensation costs from the PRF in this Bill, for a total appropriation of \$3,476,832. This combined funding is a decrease of \$165,000 compared to estimated FY 2023.

1 32 6. For payment to the general fund of the state for indirect  
 1 33 cost recoveries:  
 1 34 ..... \$ 90,000

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

DETAIL: Maintains the current level of funding compared to estimated

FY 2023. 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 2023.

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.

|   |    |    |   |    |        |
|---|----|----|---|----|--------|
| 1 | 35 | 7. | For reimbursement to the auditor of state for audit |    |        |
| 2 | 1  |    | expenses as provided in section 11.5B:              |    |        |
| 2 | 2  |    | .....   | \$ | 94,920 |

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

DETAIL: Maintains current level of funding compared to estimated FY 2023. The DOT also receives an appropriation of \$583,080 for State Auditor expenses from the PRF in this Bill, for a total appropriation of \$678,000. This combined funding represents no change compared to estimated FY 2023.

|   |   |    |  |    |           |
|---|---|----|--|----|-----------|
| 2 | 3 | 8. | For automation, telecommunications, and related costs        |    |           |
| 2 | 4 |    | associated with the county issuance of driver's licenses and |    |           |
| 2 | 5 |    | vehicle registrations and titles:                            |    |           |
| 2 | 6 |    | .....  | \$ | 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 2023. 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 | 7 | 9. | For costs associated with participation in the |    |        |
| 2 | 8 |    | Mississippi river parkway commission:          |    |        |
| 2 | 9 |    | .....  | \$ | 40,000 |

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

DETAIL: Maintains the current level of funding compared to estimated FY 2023. 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. |
| 2 10 | 10. For costs associated with the traffic and criminal          |         |   |
| 2 11 | software program and the mobile architecture and communications |         | 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.   |
| 2 12 | handling program:   |         |   |
| 2 13 | ..... \$  | 300,000 | DETAIL: Maintains the current level of funding compared to estimated FY 2023. 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 14 | 11. For costs associated with the statewide                     |         |   |
| 2 15 | interoperability network:                                       |         | Road Use Tax Fund appropriation for the Statewide Interoperable Communications System.  |
| 2 16 | ..... \$  | 63,355  | DETAIL: This is an increase of \$19,026 compared to estimated FY 2023. The Department also receives an appropriation from the PRF of \$423,989 in this Bill, for a total appropriation of \$487,344. Combined funding represents an increase of \$146,350 compared to estimated FY 2023.  |
| 2 17 | 12. For motor vehicle division field facility maintenance       |         |   |
| 2 18 | projects at various locations:                                  |         | Road Use Tax Fund appropriation to the DOT for Motor Vehicle Division field facility maintenance projects at various locations throughout the State.  |
| 2 19 | ..... \$  | 400,000 | DETAIL: Maintains the current level of funding compared to estimated FY 2023. Funds are used to maintain weigh scales and driver's license stations.  |



2 20 13. For motor vehicle enforcement division field facility  
 2 21 maintenance projects at various locations:  
 2 22 ..... \$ 400,000

Road Use Tax Fund appropriation to the DOT for Motor Vehicle Enforcement Division field facility maintenance projects at various locations throughout the State.

DETAIL: Maintains the current level of funding compared to estimated FY 2023. Funds are used to maintain motor vehicles enforcement field facilities.

2 23 For purposes of section 8.33, unless specifically provided  
 2 24 otherwise, moneys appropriated in subsections 12 and 13 that  
 2 25 remain unencumbered or unobligated shall not revert but shall  
 2 26 remain available for expenditure for the purposes designated  
 2 27 until the close of the fiscal year that ends three years  
 2 28 after the end of the fiscal year for which the appropriation  
 2 29 was made. However, if the project or projects for which the  
 2 30 appropriation was made are completed in an earlier fiscal year,  
 2 31 unencumbered or unobligated moneys shall revert at the close of  
 2 32 that same fiscal year.

CODE: Permits any unexpended funds remaining from RUTF appropriations at the close of FY 2023 for the Motor Vehicle Division field facility maintenance projects and the Motor Vehicle Enforcement Division field facility maintenance projects to remain available for expenditure through FY 2027. Appropriations for projects that are completed before the end of a fiscal year will revert at the end of the same fiscal year.

2 33 Sec. 2. PRIMARY ROAD FUND — FY 2023-2024. There is  
 2 34 appropriated from the primary road fund created in section  
 2 35 313.3 to the department of transportation for the fiscal year  
 3 1 beginning July 1, 2023, and ending June 30, 2024, the following  
 3 2 amounts, or so much thereof as is necessary, to be used for the  
 3 3 purposes designated:

3 4 1. For salaries, support, maintenance, and miscellaneous  
 3 5 purposes, and for not more than the following full-time  
 3 6 equivalent positions:

3 7 a. Transportation operations:  
 3 8 ..... \$ 321,495,055  
 3 9 ..... FTEs 2,363.00

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

DETAIL: Transportation Operations also receives an appropriation from the RUTF of \$19,493,072 in this Bill, for a total of \$340,988,127.

NOTE: This is a net decrease of \$6,385,952 from the PRF and \$406,528 from the RUTF and a decrease of 105.00 FTE positions for the following changes:  
 • A decrease of \$12,502,000 from the PRF and \$798,000 from the RUTF for a total decrease of \$13,300,000 to align the Motor Vehicle

Enforcement Bureau, which is currently under the DOT, to the Department of Public Safety. This includes a transfer of 100.00 full-time equivalent (FTE) positions. This transfer is proposed under Senate File 513 (Motor Vehicle Enforcement Bureau, Department of Public Safety Bill).

- An increase of \$2,678,029 from the PRF and \$162,448 from the RUTF due to increased fuel prices.
- An increase of \$3,354,517 from the PRF and \$203,483 from the RUTF due to increases in the monthly life cycle depreciation costs for equipment and surcharge costs for equipment replacement purchases.
- An increase of \$421,059 from the PRF and \$25,541 from the RUTF for additional work zone safety item purchases.
- A decrease of \$337,557 from the PRF to realign 5.00 FTE positions from the Transportation Operations appropriations unit to the Motor Vehicle appropriations unit to meet the increasing demand of individuals needing CDLs.

In FY 2023, the four previous appropriations for Administrative Services, Highway, Planning & Programming, and Strategic Performance were consolidated into one Transportation Operations appropriation. This appropriation is responsible for the same services that the previous appropriations covered prior to the consolidation, including administrative services, IT, transportation development, field operations, and systems operations.

|      |                    |      |           |
|------|--------------------|------|-----------|
| 3 10 | b. Motor vehicles: |      |           |
| 3 11 | .....              | \$   | 1,194,260 |
| 3 12 | .....              | FTEs | 294.00    |

Primary Road Fund appropriation to the DOT for the Motor Vehicle Division.

DETAIL: Maintains the current level of funding from the PRF and is an increase of 5.00 FTE positions compared to estimated FY 2023. The Division also receives an appropriation of \$28,141,889 from the RUTF in this Bill, for a total appropriation of \$29,336,149. This combined funding is an increase of \$337,557 compared to estimated FY 2023.

NOTE: The Division is responsible for administering and enforcing federal and State motor vehicle laws and regulations, including testing, licensing, and sanctioning of all drivers. The Division 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.

3 13 2. For payments to the department of administrative  
 3 14 services and the office of the chief information officer for  
 3 15 utility services:  
 3 16 ..... \$ 2,860,529

Primary Road Fund appropriation to the DOT for payment to the DAS and OCIO for personnel and utility services.

DETAIL: This is an increase of \$368,080 compared to estimated FY 2023. The DOT also receives an appropriation from the RUTF of \$465,668 for DAS utility services in this Bill, for a total appropriation of \$3,326,197. This combined funding is an increase of \$428,000 compared to estimated FY 2023 to pay the annual increases in the DAS and OCIO utility services.

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 17 3. For unemployment compensation:  
 3 18 ..... \$ 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 2023. 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 2023.

3 19 4. For payments to the department of administrative  
 3 20 services for paying workers' compensation claims under  
 3 21 chapter 85 on behalf of the employees of the department of  
 3 22 transportation:  
 3 23 ..... \$ 3,339,125

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

DETAIL: This is a decrease of \$157,034 compared to estimated FY 2023 due to changes in annual costs. The DOT also receives an appropriation of \$137,707 for workers' compensation costs from the RUTF in this Bill, for a total appropriation of \$3,476,832. This combined funding is a decrease of \$165,000 compared to estimated FY 2023.

3 24 5. For disposal of hazardous wastes from field locations and  
 3 25 the central complex:  
 3 26 ..... \$ 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

3 27 6. For payment to the general fund of the state for indirect  
 3 28 cost recoveries:  
 3 29 ..... \$ 660,000

FY 2023.

NOTE: The appropriation is used for costs associated with the disposal of hazardous waste resulting from the day-to-day operations of the DOT, to comply with environmental regulations. The DOT contracts with private sector firms for hazardous waste disposal services.

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

DETAIL: Maintains the current level of funding compared to estimated FY 2023. 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 2023.

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 30 7. For reimbursement to the auditor of state for audit  
 3 31 expenses as provided in section 11.5B:  
 3 32 ..... \$ 583,080

Primary Road Fund appropriation to the DOT for State Auditor reimbursement.

DETAIL: Maintains the current level of funding compared to estimated FY 2023. The DOT also receives an appropriation of \$94,920 from the RUTF for State Auditor expenses in this Bill, for a total appropriation of \$678,000. This combined funding represents no change compared to estimated FY 2023.

3 33 8. For inventory and equipment replacement:  
 3 34 ..... \$ 23,784,000

Primary Road Fund appropriation to the DOT for inventory and equipment replacement.

DETAIL: This is an increase of \$11,084,000 compared to estimated FY 2023 to fund the increased costs of equipment replacement 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.  |
| 3 | 35 | 9. For costs associated with the statewide interoperability |           | Primary Road Fund appropriation for the Statewide Interoperable   |
| 4 | 1  | network:  |           | Communications System.  |
| 4 | 2  | ..... \$  | 423,989   | DETAIL: This is an increase of \$127,324 from estimated FY 2023. The DOT also receives an appropriation from the RUTF of \$63,355 in this Bill, for a total appropriation of \$487,344. Combined funding represents an increase of \$146,350 compared to estimated FY 2023. |
| 4 | 3  | 10. For facility major maintenance and enhancement:         |           | Primary Road Fund appropriation to the DOT for improvements to  |
| 4 | 4  | ..... \$  | 5,300,000 | DOT facilities.   |
|   |    |   |           | DETAIL: Maintains the current level of funding compared to estimated FY 2023 for Facility Major Maintenance and Enhancements.   |
|   |    |   |           | NOTE: This appropriation is used to add features, such as brine buildings, mechanics' bays, and other additions, to DOT facilities.   |
| 4 | 5  | 11. For facility routine maintenance and preservation:      |           | Primary Road Fund appropriation to the DOT for routine facility   |
| 4 | 6  | ..... \$  | 4,700,000 | maintenance.  |
|   |    |   |           | DETAIL: Maintains the current level of funding compared to estimated FY 2023.   |
|   |    |   |           | 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.             |
| 4 | 7  | 12. For maintenance projects at rest area facilities        |           | Primary Road Fund appropriation to the DOT for maintenance of rest  |
| 4 | 8  | throughout the state:                                       |           | area facilities.  |
| 4 | 9  | ..... \$  | 400,000   | DETAIL: Maintains the current level of funding compared to estimated FY 2023.   |
|   |    |   |           | NOTE: This appropriation supports upkeep and maintenance of primary road system rest areas.   |

4 10 13. For replacement of the Davenport highway operations  
 4 11 complex:  
 4 12 ..... \$ 21,900,000

Primary Road Fund appropriation to the DOT for replacement of the Davenport highway operations complex.

NOTE: This is a new appropriation for FY 2024 and is intended to fund the replacement of the DOT facility in Davenport. The current facility is deteriorating due to age and is not properly sized or arranged operationally to accommodate current DOT operations and equipment.

4 13 For purposes of section 8.33, unless specifically provided  
 4 14 otherwise, moneys appropriated in subsections 10 through 13  
 4 15 that remain unencumbered or unobligated shall not revert  
 4 16 but shall remain available for expenditure for the purposes  
 4 17 designated until the close of the fiscal year that ends  
 4 18 three years after the end of the fiscal year for which the  
 4 19 appropriation was made. However, if the project or projects  
 4 20 for which such appropriation was made are completed in an  
 4 21 earlier fiscal year, unencumbered or unobligated moneys shall  
 4 22 revert at the close of that same fiscal year.

CODE: Permits any unexpended funds remaining at the close of FY 2024 for the facility major maintenance projects, the facility routine maintenance projects, the rest area facility maintenance projects, and replacement of the Davenport Highway Operations Complex to be available for expenditure through FY 2027. Appropriations for projects that are completed before the end of a fiscal year shall revert at the end of the same fiscal year.

4 23 Sec. 3. 2020 Iowa Acts, chapter 1122, section 2, unnumbered  
 4 24 paragraph 2, is amended to read as follows:  
 4 25 For purposes of section 8.33, unless specifically provided  
 4 26 otherwise, moneys appropriated in subsections 11 through  
 4 27 ~~17~~ 16 that remain unencumbered or unobligated shall not  
 4 28 revert but shall remain available for expenditure for the  
 4 29 purposes designated until the close of the fiscal year that  
 4 30 ends three years after the end of the fiscal year for which  
 4 31 the appropriation was made. For purposes of section 8.33,  
 4 32 unless specifically provided otherwise, moneys appropriated in  
 4 33 subsection 17 that remain unencumbered or unobligated shall  
 4 34 not revert but shall remain available for expenditure for the  
 4 35 purposes designated until the close of the fiscal year that  
 5 1 ends four years after the end of the fiscal year for which the  
 5 2 appropriation was made. However, if the project or projects  
 5 3 for which such appropriation was made are completed in an  
 5 4 earlier fiscal year, unencumbered or unobligated moneys shall  
 5 5 revert at the close of that same fiscal year.

CODE: Amends the [FY 2020 Transportation Appropriations Act](#) to permit any unencumbered or unobligated funds from the PRF FY 2021 appropriation for renovations to the northwest wing of the DOT headquarters in Ames to remain available for expenditure through FY 2025. Appropriations for projects that are completed before the end of a fiscal year shall revert at the end of the same fiscal year.

# Senate File 576 — FY 2024 Transportation Appropriations Bill

|   | Actual<br>FY 2022  | Estimated<br>FY 2023 | Senate Action<br>FY 2024 | Senate Action FY 24<br>vs. Est. FY 2023 |
|---|--------------------|----------------------|--------------------------|---|
| <b>Administrative Services</b>          |                    |                      |                          |   |
| Road Use Tax Fund                       | \$ 6,933,116       | \$ 0                 | \$ 0                     | \$ 0                                    |
| Primary Road Fund                       | 42,589,140         | 0                    | 0                        | 0                                       |
| <b>Total Administrative Services</b>    | <b>49,522,256</b>  | <b>0</b>             | <b>0</b>                 | <b>0</b>                                |
| <b>Highway</b>                          |                    |                      |                          |   |
| Road Use Tax Fund                       | 11,271,725         | 0                    | 0                        | 0                                       |
| Primary Road Fund                       | 264,645,745        | 0                    | 0                        | 0                                       |
| <b>Total Highway</b>                    | <b>275,917,470</b> | <b>0</b>             | <b>0</b>                 | <b>0</b>                                |
| <b>Motor Vehicles</b>                   |                    |                      |                          |   |
| Road Use Tax Fund                       | 27,760,997         | 27,804,332           | 28,141,889               | 337,557                                 |
| Primary Road Fund                       | 1,161,169          | 1,194,260            | 1,194,260                | 0                                       |
| <b>Total Motor Vehicles</b>             | <b>28,922,166</b>  | <b>28,998,592</b>    | <b>29,336,149</b>        | <b>337,557</b>                          |
| <b>Planning &amp; Programming</b>       |                    |                      |                          |   |
| Road Use Tax Fund                       | 467,986            | 0                    | 0                        | 0                                       |
| Primary Road Fund                       | 8,891,739          | 0                    | 0                        | 0                                       |
| <b>Total Planning &amp; Programming</b> | <b>9,359,725</b>   | <b>0</b>             | <b>0</b>                 | <b>0</b>                                |
| <b>Strategic Performance</b>            |                    |                      |                          |   |
| Road Use Tax Fund                       | 709,981            | 0                    | 0                        | 0                                       |
| Primary Road Fund                       | 4,361,311          | 0                    | 0                        | 0                                       |
| <b>Total Strategic Performance</b>      | <b>5,071,292</b>   | <b>0</b>             | <b>0</b>                 | <b>0</b>                                |
| <b>Transportation Operations</b>        |                    |                      |                          |   |
| Road Use Tax Fund                       | 0                  | 19,899,600           | 19,493,072               | -406,528                                |
| Primary Road Fund                       | 0                  | 327,881,007          | 321,495,055              | -6,385,952                              |
| <b>Total Transportation Operations</b>  | <b>0</b>           | <b>347,780,607</b>   | <b>340,988,127</b>       | <b>-6,792,480</b>                       |
| <b>Dept. of Administrative Services</b> |                    |                      |                          |   |
| Road Use Tax Fund                       | 388,096            | 405,748              | 465,668                  | 59,920                                  |
| Primary Road Fund                       | 2,384,018          | 2,492,449            | 2,860,529                | 368,080                                 |
| <b>Total Administrative Services</b>    | <b>2,772,114</b>   | <b>2,898,197</b>     | <b>3,326,197</b>         | <b>428,000</b>                          |
| <b>Auditor Reimbursement</b>            |                    |                      |                          |   |
| Road Use Tax Fund                       | 94,920             | 94,920               | 94,920                   | 0                                       |
| Primary Road Fund                       | 583,080            | 583,080              | 583,080                  | 0                                       |
| <b>Total Auditor Reimbursement</b>      | <b>678,000</b>     | <b>678,000</b>       | <b>678,000</b>           | <b>0</b>                                |
| <b>Indirect Cost Recoveries</b>         |                    |                      |                          |   |
| Road Use Tax Fund                       | 90,000             | 90,000               | 90,000                   | 0                                       |
| Primary Road Fund                       | 660,000            | 660,000              | 660,000                  | 0                                       |
| <b>Total Indirect Cost Recoveries</b>   | <b>750,000</b>     | <b>750,000</b>       | <b>750,000</b>           | <b>0</b>                                |
| <b>Statewide Comm. System</b>           |                    |                      |                          |   |
| Road Use Tax Fund                       | 56,802             | 44,329               | 63,355                   | 19,026                                  |
| Primary Road Fund                       | 380,134            | 296,665              | 423,989                  | 127,324                                 |
| <b>Total Statewide Comm. System</b>     | <b>436,936</b>     | <b>340,994</b>       | <b>487,344</b>           | <b>146,350</b>                          |
| <b>Unemployment Compensation</b>        |                    |                      |                          |   |
| Road Use Tax Fund                       | 7,000              | 7,000                | 7,000                    | 0                                       |
| Primary Road Fund                       | 138,000            | 138,000              | 138,000                  | 0                                       |
| <b>Total Unemployment Comp.</b>         | <b>145,000</b>     | <b>145,000</b>       | <b>145,000</b>           | <b>0</b>                                |
| <b>Workers' Compensation</b>            |                    |                      |                          |   |
| Road Use Tax Fund                       | 139,722            | 145,673              | 137,707                  | -7,966                                  |
| Primary Road Fund                       | 3,353,322          | 3,496,159            | 3,339,125                | -157,034                                |
| <b>Total Workers' Comp.</b>             | <b>3,493,044</b>   | <b>3,641,832</b>     | <b>3,476,832</b>         | <b>-165,000</b>                         |

# Senate File 576 — FY 2024 Transportation Appropriations Bill

|   | Actual<br>FY 2022     | Estimated<br>FY 2023  | Senate Action<br>FY 2024 | Senate Action FY 24<br>vs. Est. FY 2023 |
|---|-----------------------|-----------------------|--------------------------|---|
| Electronic Records Management Sys.          |                       |                       |                          |   |
| Road Use Tax Fund                           | 0                     | 3,290,000             | <b>3,402,800</b>         | \$ 112,800                              |
| Primary Road Fund                           | 0                     | 210,000               | <b>217,200</b>           | 7,200                                   |
| Total Electronic Records Management Sys.    | 0                     | 3,500,000             | <b>3,620,000</b>         | 120,000                                 |
| 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             | 3,876,000                | 0                                       |
| 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                                       |
| Scale/MVD Facilities Maint.                 |                       |                       |                          |   |
| Road Use Tax Fund                           | 400,000               | 400,000               | 400,000                  | 0                                       |
| Garage Fuel & Waste Management              |                       |                       |                          |   |
| Primary Road Fund                           | 1,000,000             | 1,000,000             | 1,000,000                | 0                                       |
| Transportation Maps                         |                       |                       |                          |   |
| Primary Road Fund                           | 0                     | 195,000               | 0                        | -195,000                                |
| Inventory & Equipment Replacement           |                       |                       |                          |   |
| Primary Road Fund                           | 7,796,000             | 12,700,000            | 23,784,000               | 11,084,000                              |
| Rest Area Facility Maintenance              |                       |                       |                          |   |
| Primary Road Fund                           | 400,000               | 400,000               | 400,000                  | 0                                       |
| Personal Delivery of Services — Standing*   |                       |                       |                          |   |
| Road Use Tax Fund                           | 110,833               | 225,000               | 225,000                  | 0                                       |
| MVE Field Facility Maintenance              |                       |                       |                          |   |
| Road Use Tax Fund                           | 400,000               | 400,000               | 400,000                  | 0                                       |
| Facility Major Maintenance                  |                       |                       |                          |   |
| Primary Road Fund                           | 5,300,000             | 5,300,000             | 5,300,000                | 0                                       |
| Facility Routine Maintenance                |                       |                       |                          |   |
| Primary Road Fund                           | 4,700,000             | 4,700,000             | 4,700,000                | 0                                       |
| Davenport Facility Consolidation            |                       |                       |                          |   |
| Primary Road Fund                           | 0                     | 0                     | 21,900,000               | 21,900,000                              |
| <b>Totals by Funding Source</b>             |                       |                       |                          |   |
| Road Use Tax Fund                           | \$ 54,453,178         | \$ 58,428,602         | \$ 58,543,411            | \$ 114,809                              |
| Primary Road Fund                           | 348,343,658           | 361,246,620           | 387,995,238              | 26,748,618                              |
| <b>Total</b>                                | <b>\$ 402,796,836</b> | <b>\$ 419,675,222</b> | <b>\$ 446,538,649</b>    | <b>\$ 26,863,427</b>                    |
| <b>Full-Time Equivalent (FTE) Positions</b> |                       |                       |                          |   |
| Operations                                  | 220.8                 | 0.0                   | 0.0                      | 0.0                                     |
| Planning & Programming                      | 74.6                  | 0.0                   | 0.0                      | 0.0                                     |
| Highway                                     | 1,950.3               | 0.0                   | 0.0                      | 0.0                                     |
| Transportation Operations                   | 0.0                   | 2,468.0               | 2,363.0                  | -105.0                                  |
| Motor Vehicles                              | 263.6                 | 289.0                 | 294.0                    | 5.0                                     |
| Strategic Performance                       | 32.9                  | 0.0                   | 0.0                      | 0.0                                     |
| <b>Total FTE Positions</b>                  | <b>2,542.2</b>        | <b>2,757.0</b>        | <b>2,657.0</b>           | <b>-100.0</b>                           |

*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 \$3,402,800 from the RUTF and \$217,200 from the PRF in FY 2024 and \$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.