

Transportation Program Overview

	Discretionary Grants	Highways	Transit	Rail	Aviation
Conference Bill	<ul style="list-style-type: none"> Funding level National: \$1.5 billion Iowa: Unknown Competitive grants selected by Secretary of Transportation significant projects (Minimum grant: \$20 m [may be waived for small areas]; Maximum grant \$300 m). No match required. Applications due within 180 days and selection within one year. Highway, transit, passenger rail, freight rail, port improvements eligible. 	<ul style="list-style-type: none"> Funding level National: \$27.5 b Iowa: \$358 m Formula allocation to states based 50% on distribution of STP funding and 50% on distribution of FFY 2008 obligation authority. No match required. 67% to state and 30% to areas based on population and 3% to Transportation Enhancement activities (trails). 50% obligated within 120 days and remaining within one year (may be extended one year in exceptional circumstances). Allocation to local areas not subject to 120 day redistribution. Funding for improvements on the federal aid system, transit, trails, rail, and ports 	<ul style="list-style-type: none"> Funding level - Transit capital assistance: \$6.9b - Fixed guideway: 0.75b - Capital investment grants: 0.75 b Iowa: \$36 m Formula allocation to states by program. - 80% urban - 10% rural - 10% growth/density No match required. 50% obligated within 180 days and remaining within one year Funding for buses, bus facilities, paratransit and others. 	<ul style="list-style-type: none"> Funding level - High speed corridors/Intercity pass. rail: \$8 b - Amtrak: \$1.3 b Iowa: \$0.4 m of Amtrak funding. Unknown regarding intercity passenger rail funding. Competitive grants for high speed corridors/intercity pass. rail. Priority on high speed corridors. No match required. 	<ul style="list-style-type: none"> Funding level - Airport improvement program: \$1.1 b - Facilities and equipment: \$0.2 b Iowa: \$10.1 m Competitive grants to airports; no match required

Highway Funding Suballocation

Conference Bill	DOT Implementation
Iowa DOT: \$240.0 million	Iowa DOT: \$238.2 million
Locals: \$107.5 million	Locals: \$120.0 million
Trails: \$10.7 million	Trails: \$10.7 million (included in above values)
Total: \$358.2 million	Total: \$358.2 million

Recovery Act Project Summary

- Highway (state) – 42 projects for \$244 million
 - Will use \$228.2 million of ARRA funding
 - 70 percent of the programmed dollars are in economically distressed counties
 - Does not include \$5 million allocated to eight Transportation Enhancement projects
 - Does not include \$5 million allocated to four freight rail projects
- Highway (local) – 183 projects for \$120 million

Recovery Act Project Summary

- Highway – Status

- Iowa was the third fastest state in the country to meet initial Recovery Act requirements for obligating highway funding
- Iowa ranked fifth according to the December 2009 report from the House Transportation and Infrastructure Committee in how fast the Recovery Act highway funding has been put to work (i.e. “out to bid,” “under contract,” and “underway”)
- All of the state projects have been let except the final project that will utilize any remaining Recovery Act funding.
- Only one local project yet to be let in February
- As of Jan. 11, \$210 million of Recovery Act highway funds have been expended (State: \$146 million; Local: \$64 million).

Recovery Act Project Summary

- Trails
 - No dedicated funding, part of highway allocation
 - Eight projects for \$5 million programmed from DOT allocation of highway funding.
 - 14 projects for \$7.3 million programmed from RPA/MPO allocation of highway funding
- Transit
 - Dedicated funding by formula - \$36.5 million to Iowa
 - As of Jan. 11, \$6.9 million of the non-TMA funding (\$26.3 million) has been expended.

Recovery Act Project Summary

- Passenger Rail
 - Competitive funding for passenger rail
 - Iowa has submitted applications for:
 - \$256.7 million to initiate service from Chicago to Iowa City (a joint application with Illinois and includes costs in Illinois)
 - \$139.7 million to initiate service from Chicago to Dubuque (a joint application with Illinois and includes costs in Illinois)
 - \$1 million for a planning study for passenger rail service from Chicago to Omaha.
 - \$17.3 million for additional crossovers on the BNSF rail line that hosts Amtrak's California Zephyr service to improve on-time performance.
 - \$26.8 million for track maintenance on the BNSF rail line that hosts Amtrak's California Zephyr service to reduce congestion and delays.
 - Amtrak has allocated approximately \$400,000 of their Recovery Act funding to support station improvements along existing routes.

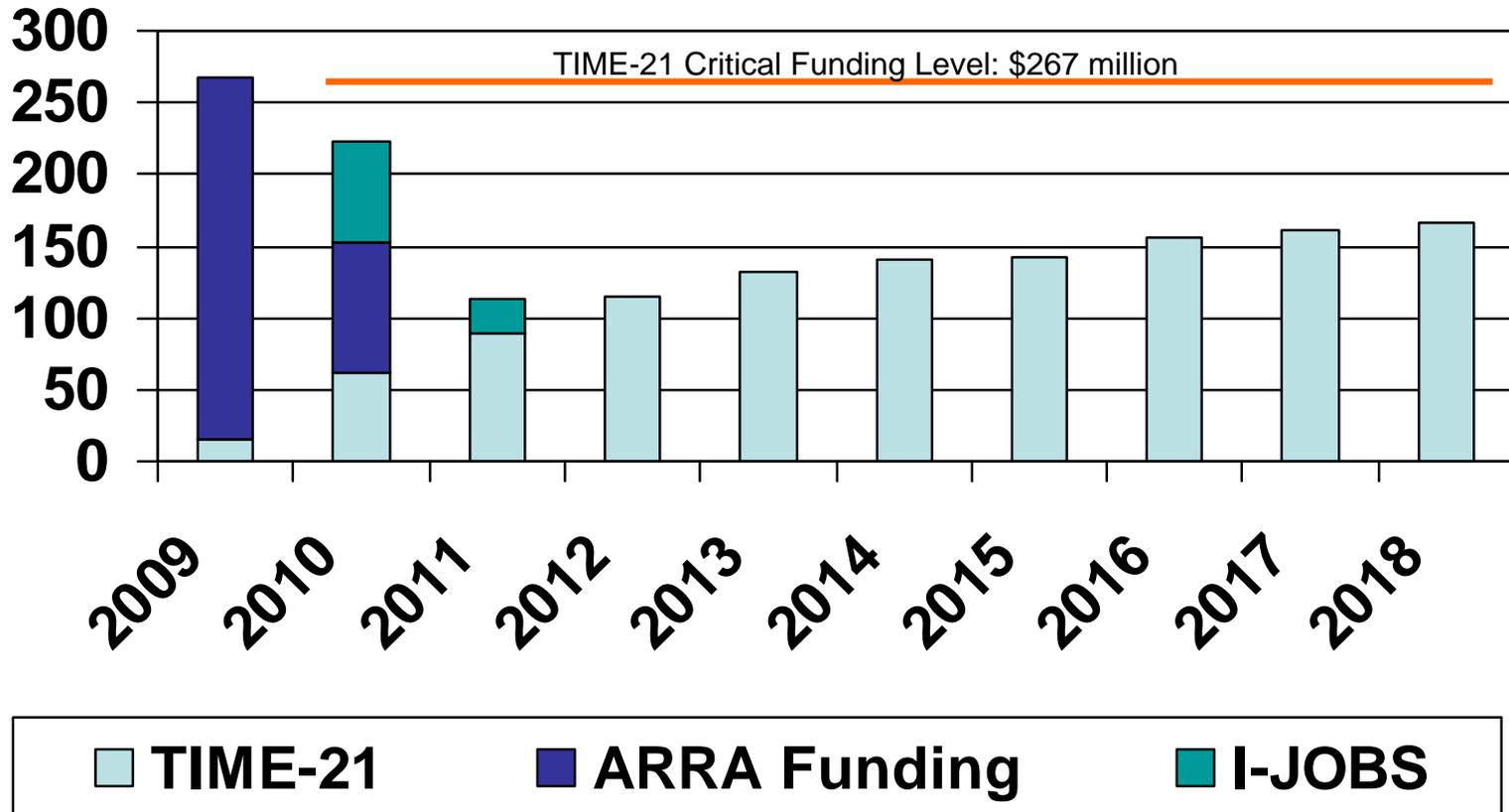
Recovery Act Project Summary

- Freight Rail
 - Transportation Commission allocated \$5 million of DOT Recovery Act highway funding to four freight rail projects.
 - Council Bluffs Intermodal Facility: \$2 million
 - D&W Railroad Improvements (Oelwein area): \$764,200
 - Lincolnway Railport (Clinton): \$2 million
 - Mississippi River Bridge Improvement (Keokuk): \$235,800
 - All projects have been let

Recovery Act Project Summary

- Aviation
 - Competitive funding – Iowa received approximately \$10.1 million
 - Iowa City Municipal Airport: \$2.5 million for runway rehabilitation
 - Sioux Gateway Airport: \$4.0 million for terminal improvements
 - Waterloo Regional Airport: \$3.6 million for runway rehabilitation and lighting

Additional Highway Investment



Recovery Act Information

- State of Iowa Recovery Act Web site: <http://www.iowa.gov/recovery/>
- DOT Recovery Act Web site: <http://www.iowadot.gov/recovery/index.htm>