

Funding for Local Public Agencies Local Systems Bureau Update

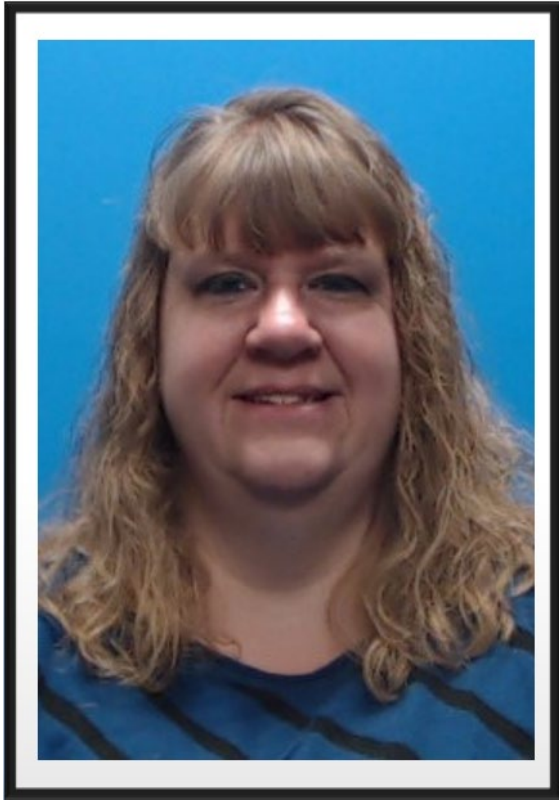
Iowa DOT, Local Systems Bureau

Local Systems Culture

- ▶ Service Mentality
- ▶ Who we Serve and Collaborate with:
 - ▶ Cities: 942
 - ▶ Counties: 99
 - ▶ Consultants: numerous
- ▶ Be a Spokesperson for Iowa's Cities and Counties (LPAs) - their "Voice"
- ▶ Opportunity to build positive relationships with cities, counties, & other partners
- ▶ Local Systems can play a beneficial role in the County, City and Consulting industry

Our mission is to work with our transportation partners and provide guidance in the development and implementation of projects to ensure compliance with state and federal requirements. Only together can we and will we continue to improve the quality of transportation in Iowa.

Iowa DOT Local Systems Contacts



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LOCAL SYSTEMS HOME

COVID-19

CONTACT US

▶ CONTACT LOCAL PARTNERS

INSTRUCTIONAL
MEMORANDUMS AND
FEDERAL-AID GUIDE

LOCAL SYSTEMS EMAILS

TRAININGS & VIDEOS

PRE-LETTING RESOURCES

▶ POST-LETTING RESOURCES

▶ COUNTY REPORTS, FUNDING,
RESOURCES

BID AND QUOTE THRESHOLDS

CITY REPORTS AND FUNDING

BRIDGE INFORMATION &
RESOURCES

▶ STREET FINANCE REPORT
(SFR)

EQUIPMENT RATES

MAPS

FEDERAL-AID SWAP
INFORMATION

FHWA EMERGENCY RELIEF
PROGRAM

TEST-TRAINING VIDEOS

LOCAL SYSTEMS

CONTACT US

SEND US YOUR COMMENTS

You can help us serve you better by letting us know what you think about this Web site.

- Did you find what you need?
- If you found what you were looking for, was it easy or difficult to find?
- What other information can we provide that would be useful to you?
- Were there any links that did not work or files that could not be accessed?

[Deputy Director, Nicole Moore](#)

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[Organization chart](#)



[Regions Map](#)



[Iowa DOT utility
coordination contacts](#)



[District contact information](#)



[Right of Way Bureau Local
Public Agency Coordinators](#)

CONTACT INFORMATION

DESCRIPTION OF DUTIES

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Project Development Technician

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[EMAIL JOE](#)

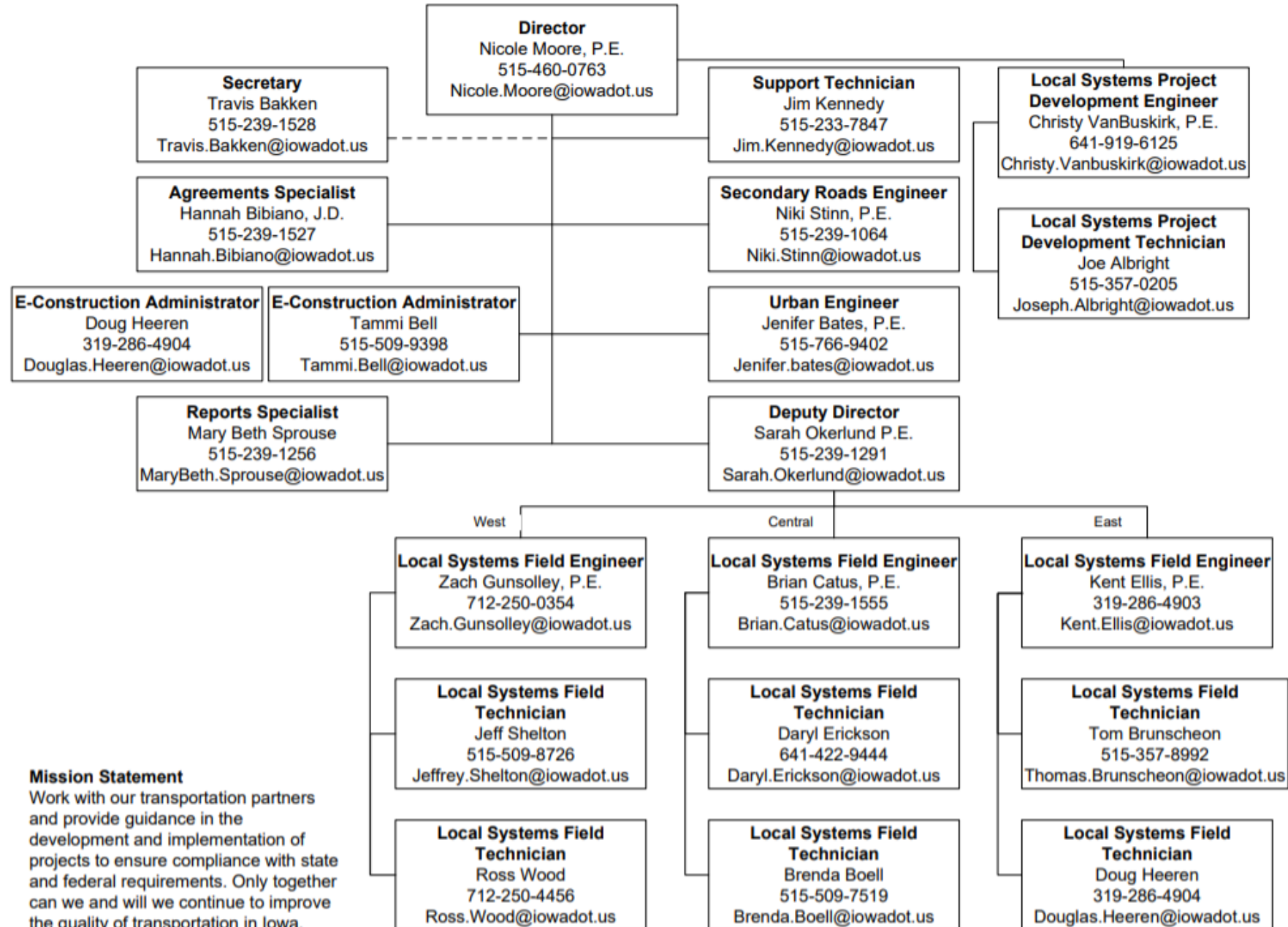
- Plan development review and contract document preparation: includes all stages of project plan development for local agencies in the State which may include the concept statement and preliminary, check, and final plans.
- Submittal of the final plans and contract documentation for submittal to the Contracts and Specifications Bureau.
- Also perform plan reviews, reviews contract documentation, and offers guidance to the local entities for locally let projects.
- Assist local agencies in programming and funding for Federal and/or State aid projects so that their funding



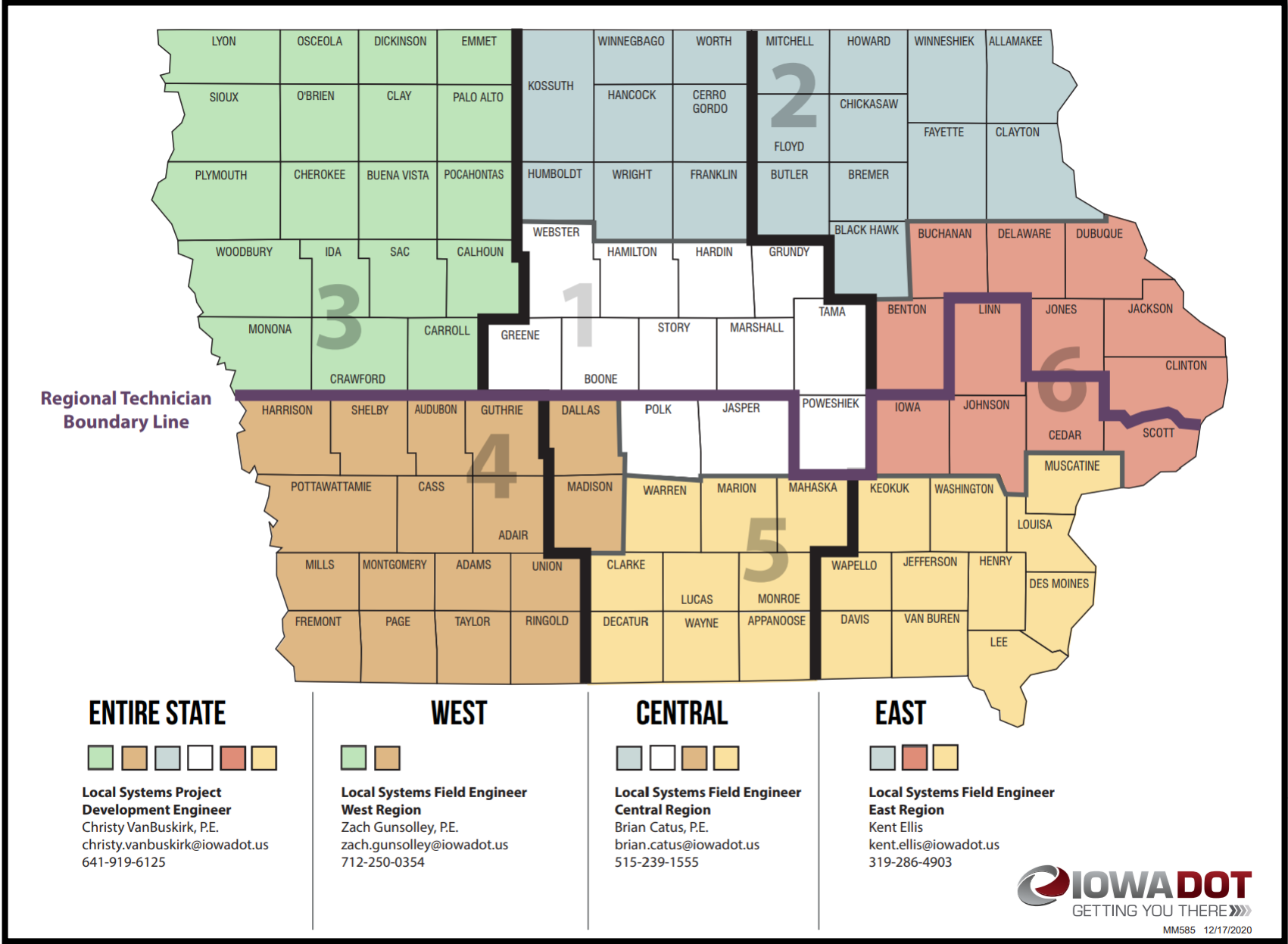
Local Systems Bureau

Organization Chart

January 28, 2022



Regional field staff



Infrastructure Investment and Jobs Act (IIJA) aka Bipartisan Infrastructure Law (BIL)

Surface Transportation Block Grant Program
Bridge Formula Program Discussion

February 2022

HISTORY OF FEDERAL TRANSPORTATION BILLS “SURFACE TRANSPORTATION REAUTHORIZATION”

- IIJA – Infrastructure Investment and Jobs Act - AKA: Bipartisan Infrastructure Law (BIL)
 - Passed by Senate on August 10, 2021 (69-30 vote)
 - Passed by House on November 5, 2021 (228-206 vote)
 - Signed by President Joe Biden on November 15, 2021
- FAST Act – December 4, 2015
- MAP-21 – July 6, 2012
- SAFETEA-LU – August 10, 2005
- TEA-21 – June 9, 1998
- ISTEA – December 18, 1991
- Iowa DOT, Counties, Cities, RPAs, MPOs – Stakeholder Meetings
- Each bill has had more funding than the previous bill

Date	Milestone
July 2021	Senators released bipartisan infrastructure framework
August 10, 2021	Senate passed Bipartisan Infrastructure Deal (BIL)
November 5, 2021	House passed BIL
November 15, 2021	President Biden signed BIL into law (Public Law No: 117-58)

9 HIGHWAY FORMULA PROGRAMS (MILLIONS)



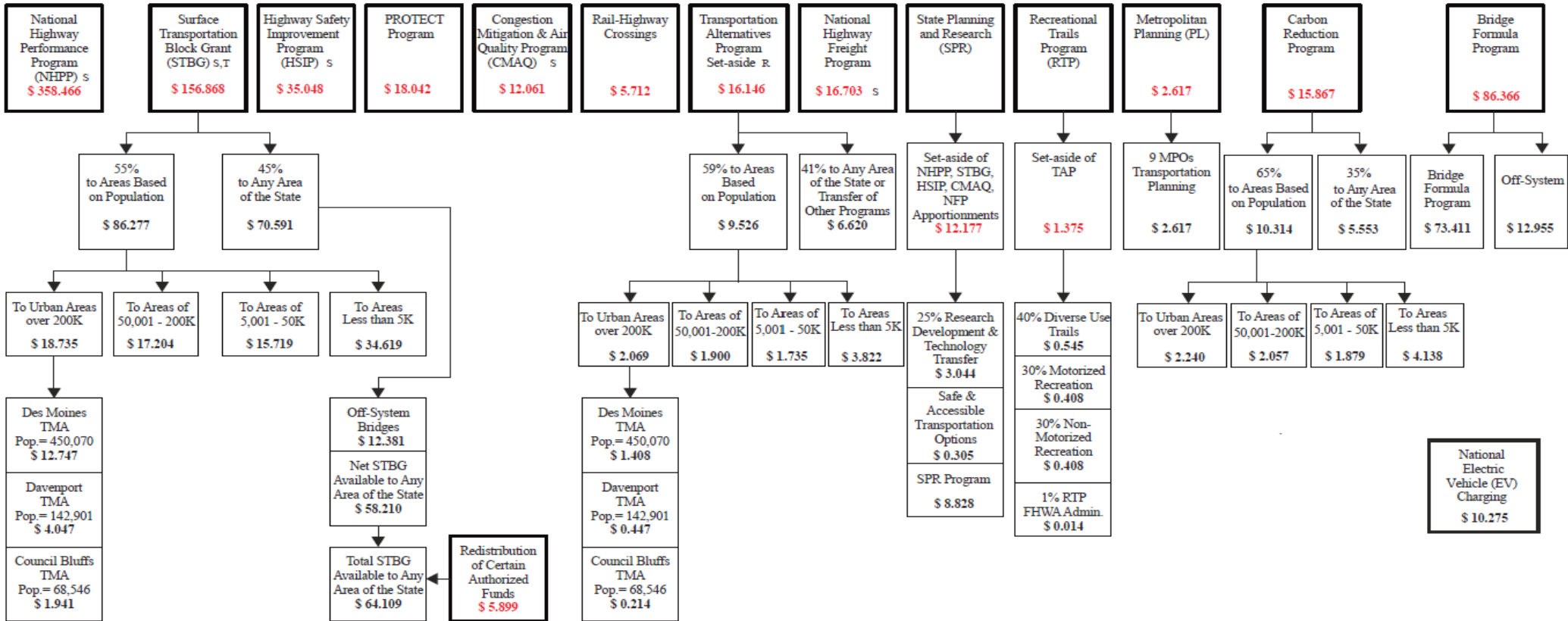
Program	2021 (actual)	2022	2023	2024	2025	2026
National Highway Performance	307.4	365.8	373.1	380.6	388.2	395.9
Surface Transportation Block	157.2	177.9	181.5	185.1	188.8	192.6
Highway Safety Improvement	28.1	35.8	36.6	37.5	38.3	39.2
Rail-Highway Crossings	5.7	5.7	5.7	5.7	5.7	5.7
Congestion Mitigation/Air Qual.	11.8	12.3	12.6	12.8	13.1	13.3
National Highway Freight	18.2	17.0	17.4	17.7	18.1	18.4
Metro Planning	2.1	2.6	2.7	2.7	2.8	2.8
State Planning and Research*	10.6	*	*	*	*	*
Highway Infra/Bridge	43.6					
Bridge		86.3	86.3	86.3	86.3	86.3
Carbon Reduction		15.9	16.2	16.5	16.8	17.2
PROTECT		18.0	18.4	18.8	19.1	19.5
Total	584.7	737.4	750.4	763.7	777.3	791.1
National EV Charging		10.3	10.3	10.3	10.3	10.3

* SPR continues as an off-the-top from the core programs in FFY 22 to 26. The off-the-tops for those years are not yet reflected in this table

FY 2022 Federal Highway Funds Apportioned to Iowa

DRAFT

Federal FY 2022 Infrastructure Investment and Jobs Act (IIJA) Federal-Aid Highways - Apportionment to Iowa \$ 743.347 Million



Notes: • Apportionment amounts are subject to annual obligation limitations and sequestration of NHPP exempt funds per 2 USC 901(a) & 2 USC 906(k)(6).
R Total program apportionment less RTP set-aside.
S Total program apportionment less set-aside of 2% for State Planning & Research Program.
T Total program apportionment less proportional set-aside for Transportation Alternatives.

OFFICE OF PROGRAM MANAGEMENT

January 28, 2022

CURRENT FEDERAL FUNDING PROGRAMS FOR LPA'S

- STBG includes:
 - State Planning & Research
 - TAP
 - Flexible TAP
 - Federal Recreational Trails
 - TMA/MPO/RPA funding
 - Bridge Funding (potentially)
- HSIP
- Rail-Highway Crossings
- CMAQ
- Metro Planning
- National Highway Freight
- Bridge Replacement & Rehab
2021

STBG AND BRIDGE PROGRAMS

- Maintain $\frac{1}{3}$ portion to LPA programs
- Higher levels of STBG funding = lower level of Bridge Formula Program funding
- Higher levels of Bridge Formula Program = lower level of STBG funding

PAST TO PRESENT BRIDGE FUNDING

City Bridge Program History				
FFY	Fed/Swap Allocation	Additional Bridge Funding**	Total Allocation	# Bridges Awarded*
2011	\$7,580,323		\$7,580,323	3
2012	\$7,281,153		\$7,281,153	8
2013	\$8,803,253		\$8,803,253	6
2014	\$8,851,514		\$8,851,514	32
2015	\$8,919,918		\$8,919,918	17
2016	\$10,605,952		\$10,605,952	14
2017	\$10,495,583		\$10,495,583	14
2018	\$11,350,069		\$11,350,069	8
2019	\$11,579,018	\$5,520,000	\$17,099,018	26
2020	\$11,314,665	\$5,113,840	\$16,428,505	14
2021	\$11,026,714	\$4,443,580	\$15,470,294	13

County HBP History			
FFY	County HBP "Standard"	County HBP "Additional"	County HBP Total
2011	\$32,394,376		\$32,394,376
2012	\$31,110,382		\$31,110,382
2013	\$33,117,000		\$33,117,000
2014	\$33,298,552		\$33,298,552
2015	\$33,117,000		\$33,117,000
2016	\$33,117,000		\$33,117,000
2017	\$33,236,012		\$33,236,012
2018	\$36,133,449		\$36,133,449
2019	\$36,868,754	\$17,503,000	\$54,371,754
2020	\$36,027,030	\$16,282,978	\$52,310,008
2021	\$35,110,164	\$14,148,804	\$49,258,968

BRIDGE FORMULA PROGRAM (BFP) – IIJA 2021

- Eligible uses: highway bridge replacement, rehabilitation, preservation, protection, or new construction
- Distributed among all states by formula:
 - 75% by state share of total cost of replacing Poor bridges
 - 25% by state share of total cost of rehabbing Fair bridges
- \$45M minimum per state per year
- **\$86 M for Iowa per year**
- Off-System Bridges
 - 15% off-system set-aside (**~\$13 Million**)
 - Off-system shall be funded at 100% Federal share if owned by LPA
 - 15% off-system bridge set-aside can not be Swapped, due to the inability to “transfer” those funds to another program.

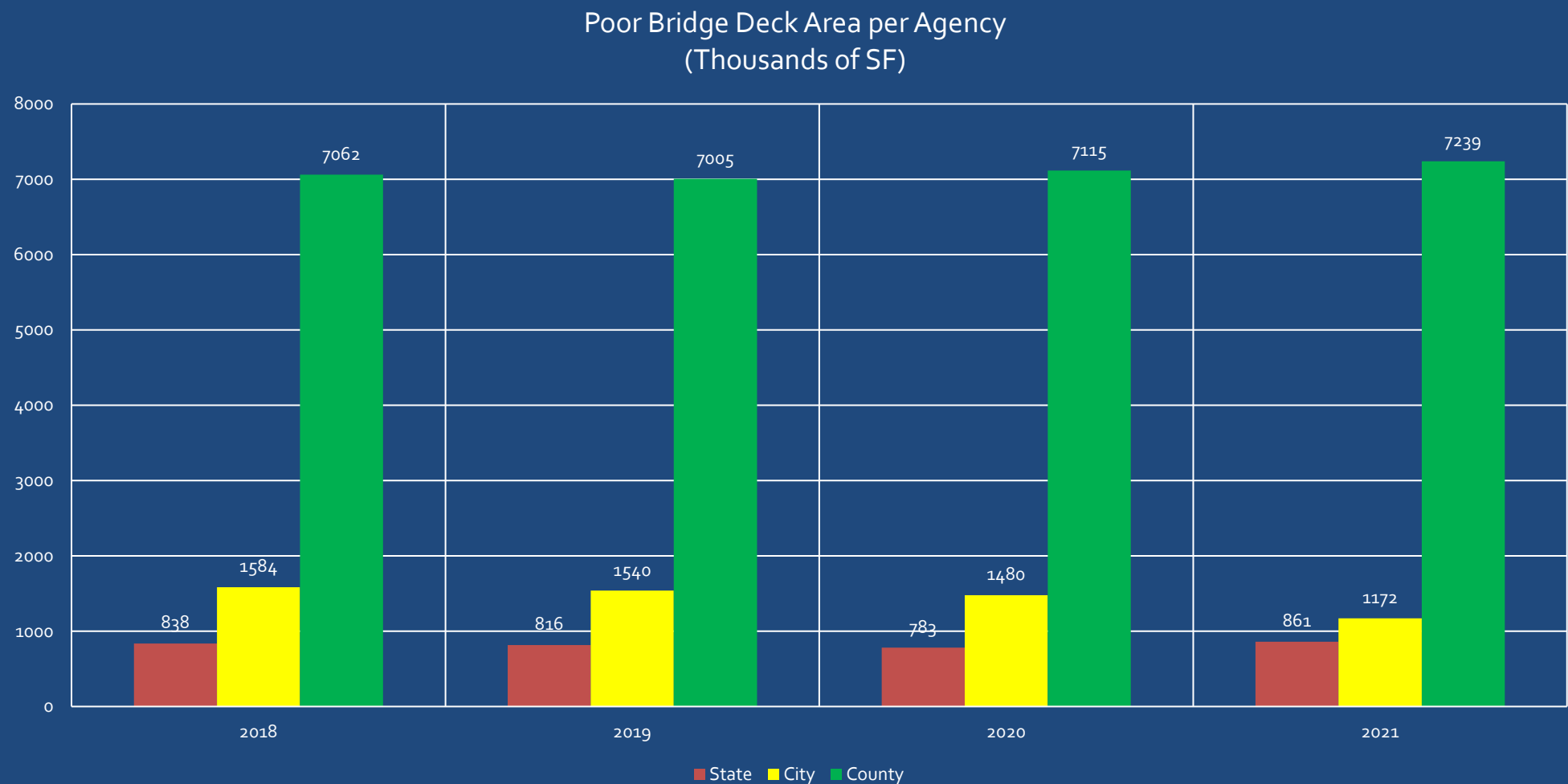
OFF-SYSTEM BRIDGES

- STBG program also has off-system bridge set-aside
 - 20% of 2009 HBP amount allocated to states = Iowa \$12.4 Million
 - This theoretically could be Swapped (because we can “transfer” it to another program)
- **Off-System Bridge Total**
 - STBG - \$12.4 Million
 - BFP- \$13 Million
 - **Total Off-System Bridge = \$25.4 Million**
- Off-system bridges (from BFP) shall be funded at 100% Federal share if owned by LPA

Allocations*	2019	2020	2021 est.
City Bridge Program	\$11,579,018	\$11,314,665	\$11,314,665
County Bridge Program	\$36,868,754	\$36,027,030	\$36,027,030
Total	\$48,447,772	\$47,341,695	\$47,341,695
Bridges Let			
Off System Bridge	\$43,994,636	\$38,920,663	n/a
On System Bridge	\$23,238,437	\$22,428,480	n/a
Total	\$67,233,073	\$61,349,143	n/a

BRIDGE CONDITION TRENDS

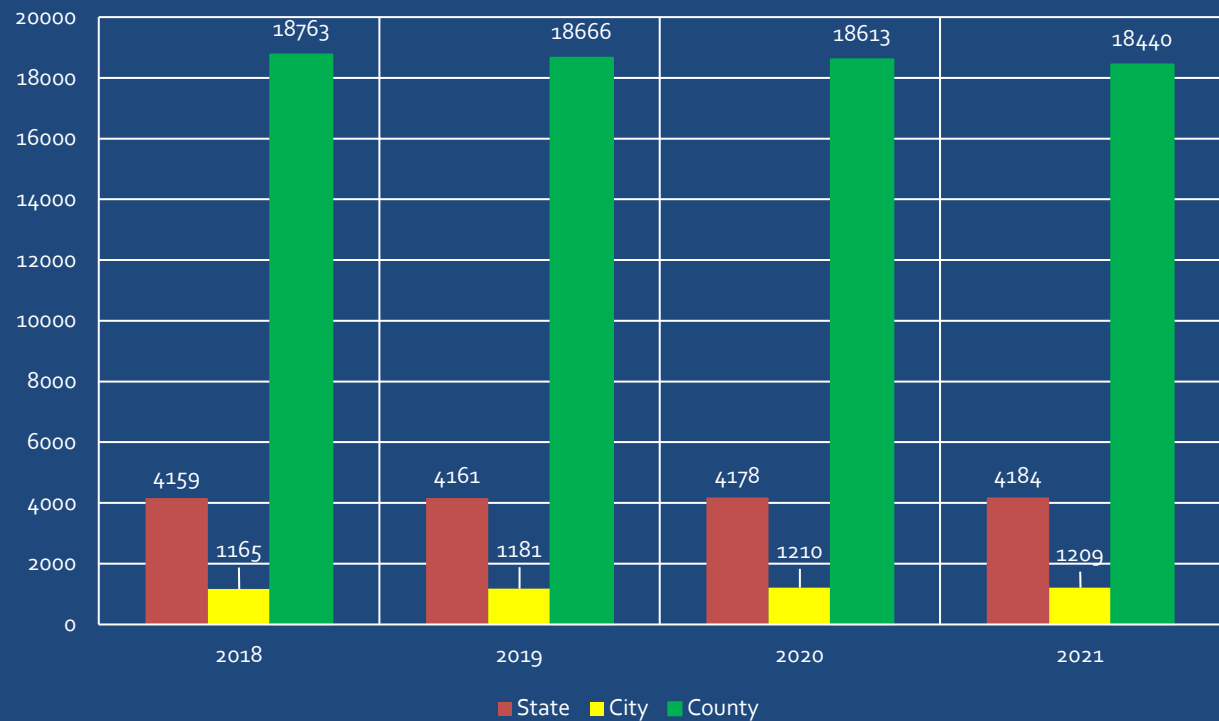
DECK AREA OF POOR BRIDGES BY JURISDICTION



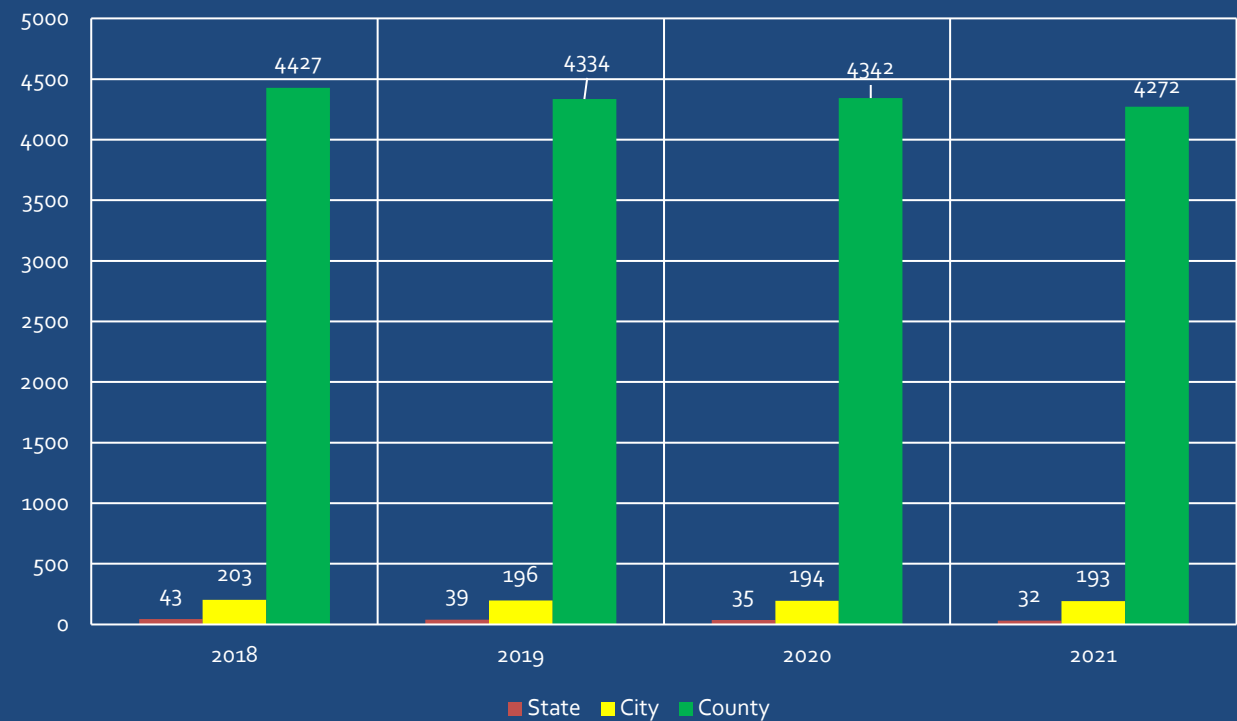
BRIDGE CONDITION TRENDS

NUMBER OF BRIDGES / POOR BRIDGES BY AGENCY

Number of All Bridges per Agency Type



Number of Poor Bridges per Agency Type



SUMMARY OF BRIDGE DATA

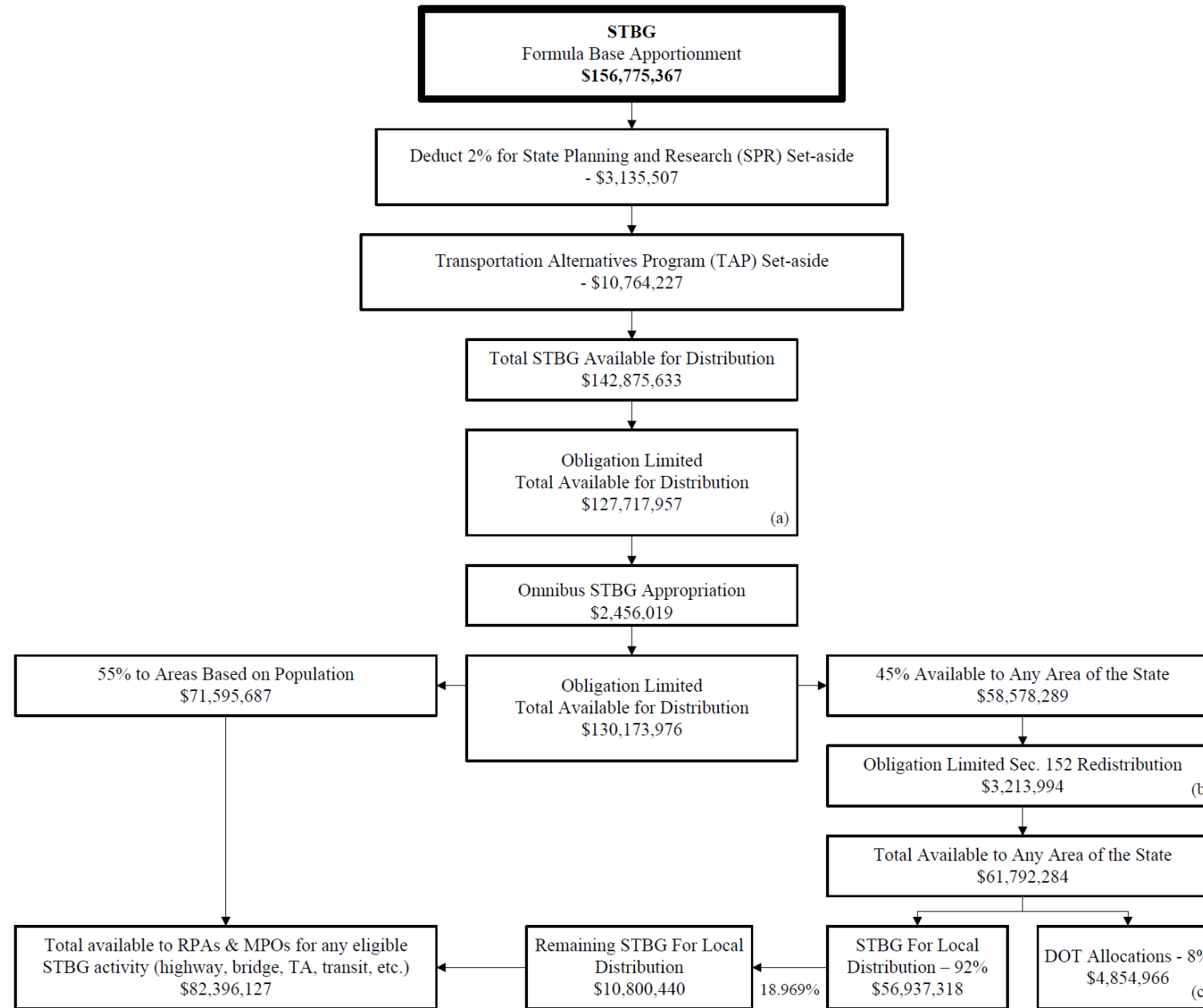
- DOT has made progress on Poor Bridges over the years
 - # of poor bridges - 26% reduction in 4 years
 - SF of Poor bridges – **3% increase** in 4 years
- Steady progress has been made on the city and county bridges, but with additional bridges becoming Poor every year, the net result is minimal improvement
 - City Poor bridges
 - # of poor bridges - 5% reduction in 4 years
 - SF of Poor bridges – 26% reduction in 4 years
 - County Poor bridges
 - # of poor bridges - 4% reduction in 4 years
 - SF of Poor bridges – **3% increase** in 4 years

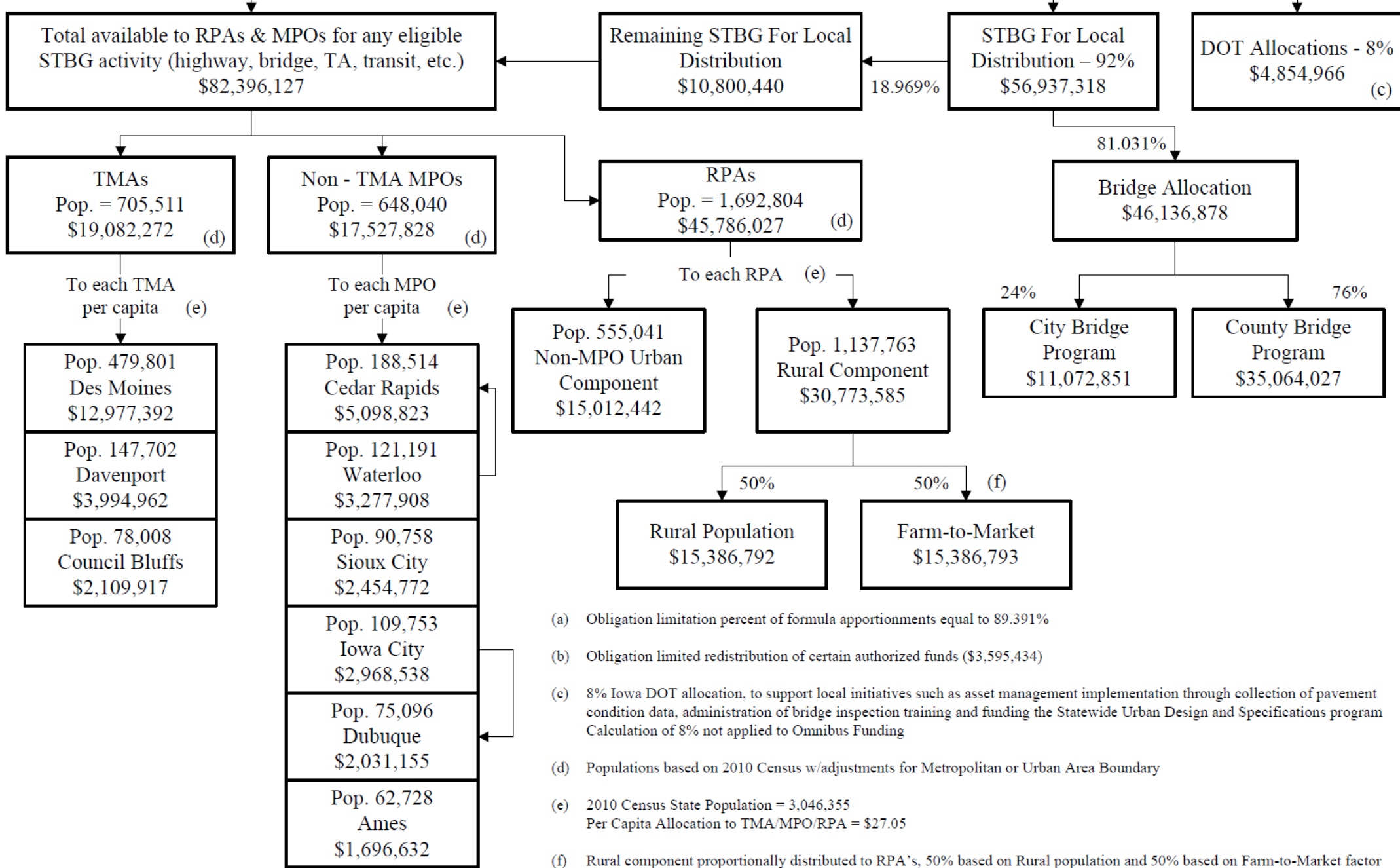
STBG PROGRAM

- STBG requires 2% set-aside for State Planning & Research
- Requires set-aside of 10% TAP based on 2009 number
- Requires 55% of STBG program remaining after set-asides, go to areas based on population
 - New Population Subcategories
 - <5000
 - 5000 - 49,999
 - 50,000 – 200,000 (Current MPO)
 - >200,000 (Current TMA)
- Remaining 45% of STBG program can go to “Any Area”
- “Any Area” funding is where the previous Bridge Funding has come from

STBG Program Target Allocation Methodology

FINAL Federal FY2021 Apportionments to Iowa

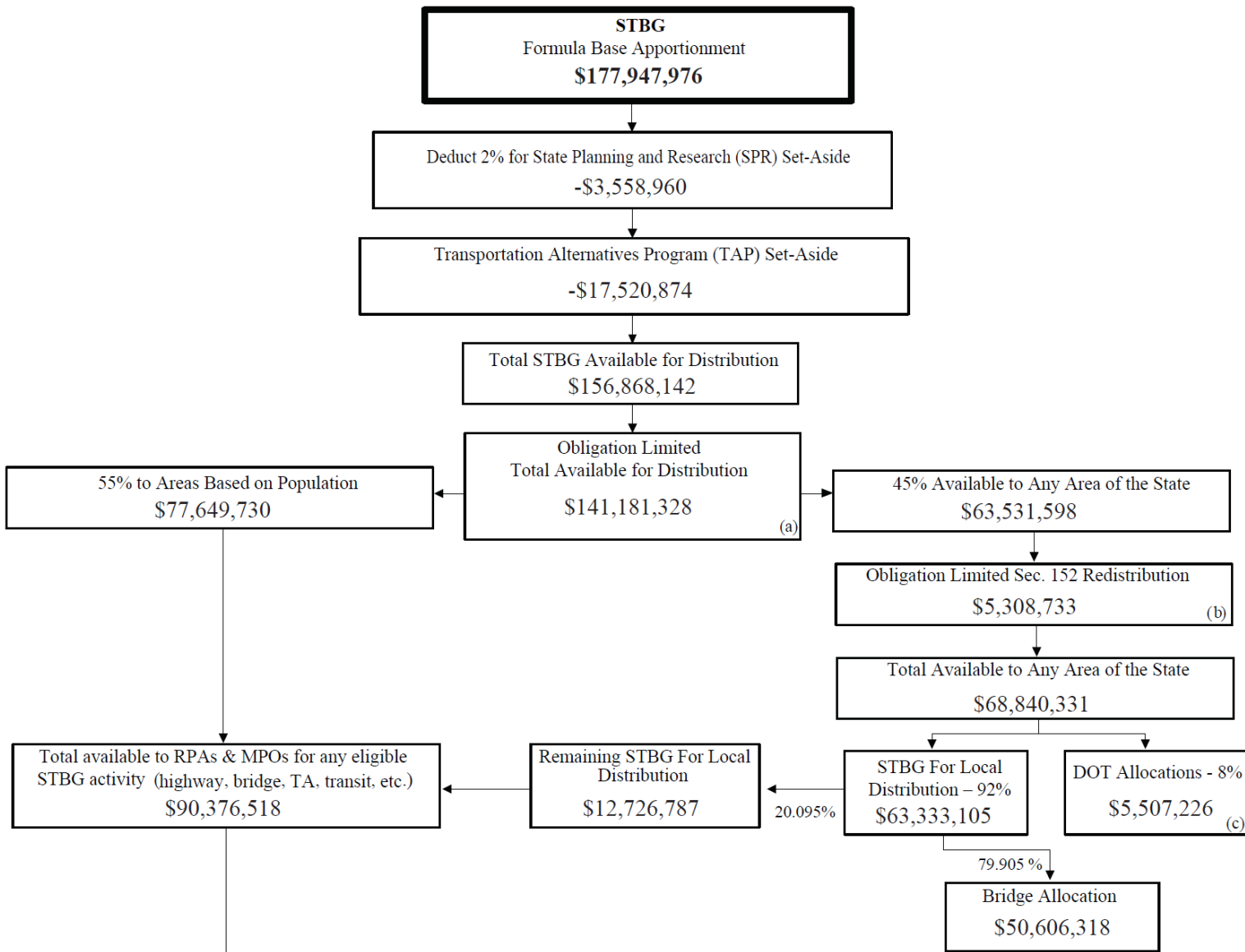




Sub-allocation of STBG Funds pursuant to FAST Act

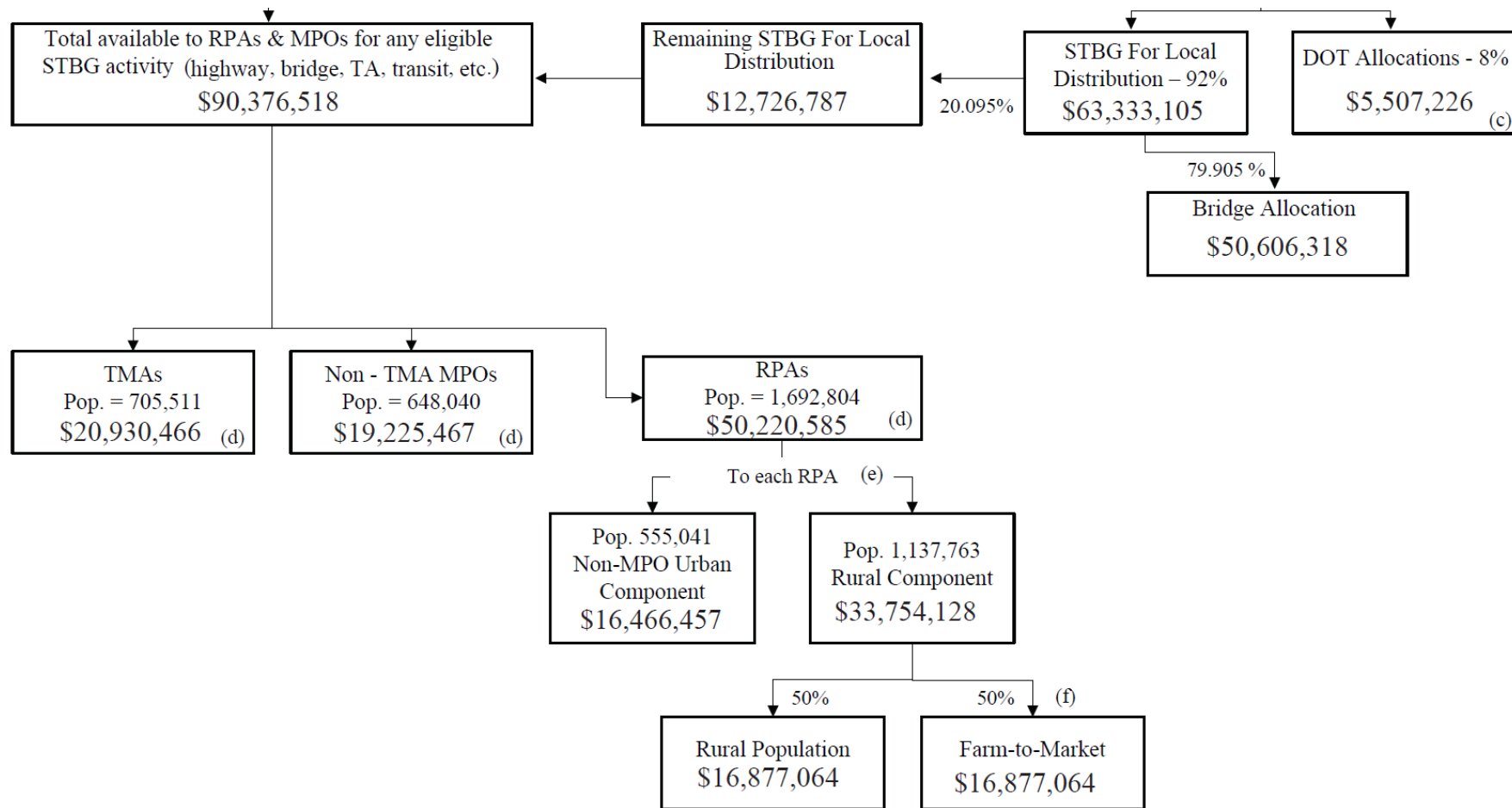
STBG Program Target Allocation Methodology

Infrastructure Investment and Jobs Act (IIJA)
DRAFT Federal FY2022 Apportionments to Iowa



“STATUS QUO”

LPA BFP Bridge	\$44,910,172
STBG & BFP Total	\$95,516,489



- (a) Obligation limitation percent of formula apportionments equal to 90%
- (b) Obligation limited redistribution of certain authorized funds (\$ 5,308,733)
- (c) 8% Iowa DOT allocation, to support local initiatives such as asset management implementation through collection of pavement condition data, administration of bridge inspection training and funding the Statewide Urban Design and Specifications program
- (d) Populations based on 2010 Census w/adjustments for Metropolitan or Urban Area Boundary
- (e) 2010 Census State Population = 3,046,355
Per Capita Allocation to TMA/MPO/RPA = \$29.67
- (f) Rural component proportionally distributed to RPA's, 50% based on Rural population and 50% based on Farm-to-Market factor

DISCUSSION POINTS

- Funding level for bridge set-aside relative to STBG funds distributed by population
 - Keep rate of increase the same for STBG and bridge?
 - Increase rate of STBG higher than bridge, or vice versa?
 - Grow the bridge programs for cities and counties? Ongoing conversations on bridge program

FEDERAL-AID SWAP PROGRAM

- Challenge: Primary Road Funds are insufficient to match the additional federal funds and support the Swap program at its current level.
- What programs to Swap? Only about **\$50 Million to Swap**
 - RPA/MPO STBG Funds (Current Swap)
 - City and County Bridge Program (Current Swap)
 - HSIP Secondary (Current Swap)
 - ICAAP (Current Swap)
 - Bridge Formula Program (New)
- Transition
 - Any change in Swap program will require a transition as projects are currently being developed as non-fed-aid.

NEXT STEPS

- Continued Stakeholder Input
- Iowa DOT Commission Input and approval

Funding Programs in Iowa

Transportation funding basics

- ▶ Local Funding
 - ▶ RUTF (Also known as RUT)
 - ▶ LOST
 - ▶ TIF (Tax Increment Financing)
 - ▶ GO Bonds
 - ▶ General Fund
- ▶ State Funding
 - ▶ Usually application based
 - ▶ Swap
- ▶ Federal Funding
 - ▶ Very little goes directly to local agencies. Majority of federal transportation funds go through FHWA and are delivered to cities and counties through Iowa DOT.
 - ▶ Stewardship & Oversight Agreement between Iowa DOT & FHWA
 - ▶ Must be programmed in Statewide Transportation Improvement Program (STIP), which is managed by Iowa DOT, RPAs and MPOs.
 - ▶ Usually requires a local match. State Funding can be used as a match.
- ▶ I.M. 1.000 - Iowa DOT Oversight of Local Public Agency (LPA) Projects
(reference for additional details)





Transportation Funding for Local Agencies

- ▶ Federal-aid
- ▶ Federal-aid Swap
- ▶ State-aid
- ▶ Local (RUTF & FM)

Federal-aid Programs

- ▶ **Surface Transportation Block Grant (STBG)**
 - ▶ Funds allocated through RPAs and MPOs
 - ▶ Federal-aid eligible routes
 - ▶ Bridges on any public road
 - ▶ 20% match required
- ▶ **Highway Bridge Program (HBP) - Counties**
 - ▶ 20% match required
- ▶ **Highway Bridge Program (HBP) - Cities**
 - ▶ 20% match required
- ▶ **Highway Safety Improvement Program (HSIP)**
- ▶ **Iowa Clean Air Attainment Program (ICAAP)**
 - ▶ Funded through CMAQ Federal program
- ▶ **Transportation Alternatives Program (TAP)**
- ▶ **Federal Recreational Trails**



Federal-aid Swap Programs

- ▶ STBG Swap Program:
 - ▶ Funds allocated through RPAs and MPOs
 - ▶ All Federal-aid eligible routes, including Rural Minor Collectors.
 - ▶ All Farm-to-Market System Routes
 - ▶ No Local Routes
 - ▶ Bridges on any public road
 - ▶ 100% funding (no match required)
- ▶ Highway Bridge Program - Counties
 - ▶ 100% construction funding (no match required)
- ▶ Highway Bridge Program - Cities
 - ▶ 100% construction funding (no match required)
- ▶ Highway Safety Improvement Program - same as before, just state money.
- ▶ Some Iowa Clean Air Attainment Program (ICAAP) Projects - same as before, just state money when qualified



State-aid Programs

- ▶ Numerous funding programs through Iowa DOT
 - ▶ https://iowadot.gov/pol_leg_services/Funding-Guide.pdf
- ▶ Examples:
 - ▶ Revitalize Iowa's Sound Economy (RISE)
 - ▶ County-State Traffic Engineering Program (C-STEP)
 - ▶ Traffic Engineering Assistance Program (TEAP)
 - ▶ Traffic Safety Improvement Program (TSIP)
 - ▶ Urban-State Traffic Engineering Program (U-STEP)
 - ▶ Pedestrian Curb Ramp Construction
 - ▶ Living Roadway Trust Fund
 - ▶ Recreational Trails Program (State)
 - ▶ Iowa Byways
- ▶ Letting requirements vary

Guide to Transportation Funding Programs of interest to local governments and others

In this document you will find information regarding state and federal programs that provide transportation project funding of interest to local governments and other entities. This information is intended to serve as a guide for preliminary funding searches. For more detail, we encourage you to contact the Iowa Department of Transportation (DOT) bureau listed for each program. (In some cases, the DOT district office or a Regional Planning Affiliation/Metropolitan Planning Organization is the recommended contact – maps and information for your area can be found beginning on page 73.)

As always, to help you find as many potential funding sources as possible, we have included some programs under more than one heading.

Notes:

- “Annual funding” or “available” amounts exclude any supplemental funding.
- Much of the program information herein will change due to the recently enacted Infrastructure Improvement and Jobs Act. As implementation details are released, those changes will be reflected in this guide.

December 2021

RISE (Revitalize Iowa's Sound Economy)

- ▶ Amount: \$12 million to cities, & \$6 million to counties (annually)
- ▶ Purpose: To promote economic development through road construction
- ▶ Who: Cities and Counties
- ▶ Details:
 - ▶ Can be a grant or loan and must be work on public roadway
 - ▶ Immediate Opportunity
 - ▶ Permanent establishment of facility with value-added jobs (non-personal service)
 - ▶ Requires 20% local match
 - ▶ **Deadline: None**
 - ▶ Local Development (Non-immediate)
 - ▶ Support long-term economic development
 - ▶ Evaluated on 5 factors: Development Potential, Economic Impact, Local Commitment & Initiative, Transportation Need, Area Economic Need
 - ▶ Requires 50% local match (some exceptions)
 - ▶ **Deadline: February 1 & September 1**
- ▶ How: Application and request forms at <http://www.iowadot.gov/forms/index.htm>

https://iowadot.gov/systems_planning/Grant-Programs/Revitalize-Iowas-Sound-Economy-RISE-Program



Highway-railroad crossing safety program

- ▶ Amount: \$4.9 million annually
- ▶ Purpose: To improve the safety of public highway-railroad crossings
- ▶ Who: Railroad companies and public road jurisdictions
- ▶ Details:
 - ▶ Joint application required between local agency and railroad
 - ▶ Priorities established via benefit-cost analysis
 - ▶ Extent of vehicle and train traffic
 - ▶ Speed of trains
 - ▶ Crossing characteristics
 - ▶ Effectiveness of proposed improvement
 - ▶ Estimated cost of improvement
 - ▶ Other factors
 - ▶ 10% non-federal match required from local agency and/or railroad
 - ▶ **Deadline: July 1**
- ▶ How: Application available at <https://iowadot.gov/iowarail>
- ▶ <https://iowadot.gov/iowarail/safety/federal-aid-crossing-safety-program>

Highway-railroad crossing surface repair fund

- ▶ Amount: \$900,000 annually (from RUTF)
- ▶ Purpose: Rebuilding public highway-railroad crossing surfaces in Iowa
- ▶ Who: Railroad companies, other owners of railroad track, and public road jurisdictions
- ▶ Details:
 - ▶ Joint application required between local agency and railroad
 - ▶ Both railroad and local agency must enter into project agreement with IDOT
 - ▶ 20% railroad match + 20% local agency match
 - ▶ **Deadline: None**
 - ▶ Application funded in order received
 - ▶ **Currently, a 3-4 year backlog**
- ▶ How: Application available at <https://iowadot.gov/iowarail>
- ▶ <https://iowadot.gov/iowarail/safety/grade-crossing-surface-repair-program>

Iowa clean air attainment program (ICAAP)

- ▶ Amount: \$4 million
- ▶ Purpose: Funds projects/programs which help maintain Iowa's air quality by reducing emissions
- ▶ Who: Public entity or non-profit entity with public entity co-sponsor
- ▶ Details:
 - ▶ Federal-aid funds
 - ▶ Must be on major collector or higher
 - ▶ 4 categories: Improved traffic flow, reduced VMT, reduced single-occupant vehicle trips, other projects improving air quality or reducing congestion
 - ▶ Minimum \$20,000 per project
 - ▶ **Deadline: October 1**
- ▶ How: Application available at <http://www.iowadot.gov/forms/index.htm>
- ▶ <https://iowadot.gov/iowarail/Financial-Assistance/icaap>



City Bridge Program (City HBP & HBP-Swap)



- ▶ Amount: Swap-bridge funding + \$500,000 state annually (off-the-top from RUTF)
- ▶ Purpose: To fund city bridges in need of replacement/rehabilitation
- ▶ Who: Any bridge within city limits (in whole or in part) - application must be from city
- ▶ Details:
 - ▶ Must be on city bridge candidate list
 - ▶ Submit requests to be on list to Jenifer.Bates@iowadot.us
 - ▶ Funding awarded to structures with the most points
 - ▶ \$1 million project cap (Swap) & \$500,000 project cap (State)
 - ▶ Bridges must be rated as “poor”, have a Sufficiency Rating ≤ 80 , and ADT >25
 - ▶ City bridge candidate list available on Local Systems website
 - ▶ New: 100% of eligible construction costs up to the project cap (Reimbursement)
 - ▶ Projects using only state (not Swap) and local money may be let locally
 - ▶ Once on the list, a bridge stays until funded or city requests removal
 - ▶ **Deadline: Anytime, but October 1 is deadline for next FFY**
- ▶ How: Application available at I.M. 1.100, Attachment A
- ▶ More Info: I.M. 1.100

Surface Transportation Block Grant (STBG) & STBG-Swap program

- ▶ Amount: Approximately \$80 million available to RPAs/MPOs annually
- ▶ Purpose: Aid public road jurisdictions with funding for roads on federal-aid routes
- ▶ Who: Any public agencies with public road jurisdiction
- ▶ Details:
 - ▶ A minimum of 20 percent non-federal match is required.
 - ▶ Road projects must be on a federal-aid roadway, which includes all federal functional class routes except local and rural minor collectors.
 - ▶ Replacement, rehabilitation, preservation, protection, and anti-icing/deicing for bridges and tunnels on any public road, including construction or reconstruction necessary to accommodate other modes, are eligible.
 - ▶ In addition to the STBG funds distributed to the RPAs and MPOs, a portion of STBG funds have been dedicated for bridge projects meeting criteria specified under Highway Bridge Program (City Bridge Program).
 - ▶ Project contracts must be let by the DOT.
 - ▶ **Deadline: Varies by RPA & MPO**
- ▶ How: Application forms can be obtained from the appropriate RPA or MPO.
- ▶ More Info: https://iowadot.gov/systems_planning/Planning/MPO-RPA

Urban / county - state traffic engineering program (u-step & c-step)

- ▶ Amount - Spot Improvements: Maximum \$200,000, 45% Local Match
- ▶ Amount - Linear Improvements:
 - ▶ U-STEP = 55% state share (45% local match), up to \$400,000 per project
 - ▶ C-STEP = State retains jurisdiction = \$45,000/mi Rehabilitation or \$75,000/mi Reconstruction (70% match)
 - ▶ C-STEP = County retains jurisdiction = \$90,000/mi Rehabilitation or \$150,000/mi Reconstruction (40% match)
- ▶ Purpose: To solve traffic operation and safety problems on primary roads outside of cities
- ▶ Who: Cities and Counties
- ▶ Details:
 - ▶ City or County must engineer and administer project
 - ▶ **Deadline: Anytime**
- ▶ How: Submit letter of request w/ sketch and cost estimate to District Engineer
- ▶ <https://iowadot.gov/districts>

Pedestrian Curb Ramp Construction

- ▶ Amount: Up to \$250,000 per city, per year
- ▶ Purpose: Program intended to assist cities with ADA compliance on primary roads (Cities only)
- ▶ Details:
 - ▶ Must be **municipal extension of a Primary Highway**
 - ▶ The city must design and administer the project
 - ▶ Does not need to be stand alone project
 - ▶ Curb ramps must meet ADA standards
 - ▶ DOT may pay up to 100% of costs
 - ▶ **Requests accepted all year**
- ▶ How: Submit letter of request to appropriate DOT District Engineer
- ▶ <https://iowadot.gov/districts>



Traffic Engineering Assistance Program (TEAP)

- ▶ Amount: \$125,000 annually
- ▶ Purpose: Provides traffic engineering to conduct traffic and safety studies to identify cost-effective traffic safety and operational improvements for local agencies
- ▶ Who: Counties and smaller cities without a staff traffic engineer
- ▶ Details:
 - ▶ Identify cost-effective safety and operational improvements
 - ▶ Identify potential funding sources for improvements
 - ▶ Up to 100 hours of consultant time
 - ▶ **Roundabout feasibility studies available to anyone**
 - ▶ No local match required except providing data
 - ▶ **Deadline: Anytime, but first-come, first-served**
- ▶ How: Submit letter of request to District Engineer
- ▶ <https://iowadot.gov/districts>

Traffic Safety Improvement Program (TSIP)

- ▶ Amount: 0.5% of RUTF (approx. \$ 7 million annually)
- ▶ Purpose: Funding for traffic safety improvements or studies on publicly owned roads
- ▶ Who: Public entities responsible for public roads (City, County, Iowa DOT)
- ▶ Details:
 - ▶ \$500,000 maximum per site-specific project
 - ▶ 3 categories:
 - ▶ Site-specific
 - ▶ Traffic control devices
 - ▶ Studies and outreach
 - ▶ **Deadline: August 15**
- ▶ How: Application available at <https://iowadot.gov/traffic/traffic-and-safety-programs/tsip/tsip-program>
- ▶ <https://iowadot.gov/traffic/traffic-and-safety-programs/tsip/tsip-program>



Recreational trails program (federal and state)

- ▶ Amount: \$1.3M annually (Federal), \$2.5M annually (State may vary)
- ▶ Purpose: provide and maintain motorized and non-motorized recreational trails and trail-related projects
- ▶ Who: Public agencies, and non-profit or private organizations. Non-profit and private sponsorship will require a public agency co-sponsor.
- ▶ Details:
 - ▶ Trails resulting from successful applications must be maintained as a public facility for a minimum of 20 years.
 - ▶ 20% local match required (Federal), 25% local match required (State)
 - ▶ **Deadline: October 1 (Federal), July 1 (State)**
- ▶ How: Application available at www.iowadot.gov/forms/index.htm
- ▶ www.iowadot.gov/systems_planning/fedstate_rectrails.htm

Iowa's Transportation Alternatives Program (TAP)

- ▶ Amount: Approximately \$1.0 million (Statewide), \$7.5 million (Local Projects)
- ▶ Purpose: Fund programs and projects including: on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; rec trails; safe routes to school; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of formal divided highways.
- ▶ Who: The following are allowed, however, TMAs, MPOs, and RPAs may choose to further restrict eligible project sponsors for Local Projects: Local governments, RPA, Transit, Natural Resource or public lands agencies, tribal governments
- ▶ Details:
 - ▶ Statewide TAP program is available to projects with a statewide or multi-regional focus while the Local Projects TAP programs administered by TMAs, MPOs, and RPAs target projects with a local focus.
 - ▶ Projects must have a direct relationship to existing or planned surface transportation facilities and fit into one or more categories listed in the guide.
 - ▶ 20% local match or more is required. Statewide Federal funds are NOT eligible for Swap.
 - ▶ **Deadline: October 1 (Statewide), Vary by TMA, MPO, and RPA (Local Projects)**
- ▶ How: Application available at www.iowadot.gov/forms/index.htm
- ▶ https://iowadot.gov/systems_planning/grant-programs/transportation-alternatives

OTHER Funding Programs (1 of 3)



- ▶ Railroad Revolving Loan & Grant Program
 - ▶ Purpose: Build or improve rail infrastructure or facilities that will spur economic development and job growth
 - ▶ More info: <https://iowadot.gov/iowarail/financial-assistance/rrlgp>

- ▶ Linking Iowa's Freight Transportation System (LIFTS) Program
 - ▶ Purpose: Economic Development
 - ▶ More Info: <https://iowadot.gov/iowarail/financial-assistance/lifts>

- ▶ Railroad Rehabilitation and Improvement Financing Program
 - ▶ Purpose: Loan to acquire, improve, rehab rail and intermodal facilities
 - ▶ More Info: <https://railroads.dot.gov/>



OTHER Funding Programs (2 of 3)



- ▶ Federal Lands Access Program
 - ▶ Purpose: For projects on, adjacent to, or provide access to federal lands
 - ▶ More Info: <https://highways.dot.gov/federal-lands/programs-access>

- ▶ DOT / DNR Fund
 - ▶ Purpose: Roadside beautification of primary system corridors with plant materials
 - ▶ More Info: Contact appropriate DOT District Engineer at <https://iowadot.gov/districts>

- ▶ Living Roadway Trust Fund
 - ▶ Purpose: Implement Integrated Roadside Vegetation Management (IRVMs) in public ROW
 - ▶ More Info: <http://www.iowalivingroadway.com/>

OTHER Funding Programs (3 of 3)

- ▶ Federal Airport Improvement Program (AIP)
 - ▶ Purpose: Funding for airport improvements and airport planning
 - ▶ More Info: www.iowadot.gov/aviation

- ▶ State Airport Improvement Program - Airport Development & Immediate Safety Enhancement
 - ▶ Purpose: Provide funding for airport improvements, navigational aids, communications equipment, marketing, safety, security, outreach, education, and planning.
 - ▶ More Info: www.iowadot.gov/aviation



Local Transportation Funding

- ▶ Road Use Tax Funds (RUTF, also known as RUT)
 - ▶ Locally administered
 - ▶ Projects can be let at Iowa DOT, but not required
 - ▶ Distributed by Treasurer of State via Iowa Code Chapter 312
 - ▶ Cities receive 20% of the Road Use Fund
 - ▶ The amount each city receives is based on their certified population

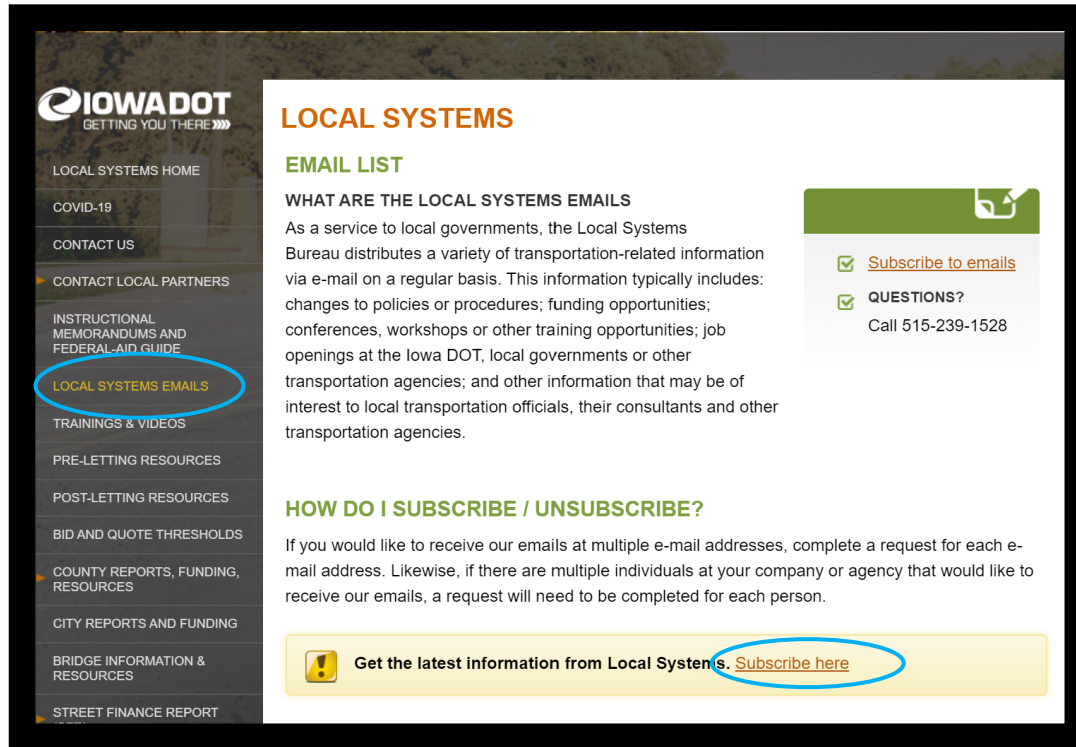


Street Finance Report

- ▶ New report form launched last year for the FY 2020 data
 - ▶ Big accounting changes allowed because of the new form
 - ▶ Similar to the AFR and uses standard city accounting (Chart of Accounts)
 - ▶ Posting revenue to the Road Use Fund
 - ▶ Making transfers to and from the Road Use Fund
- ▶ Changes this past year for the FY 2021 data
 - ▶ New due date - December 1st
 - ▶ Trainings will be offered July - September in person, August - November online
 - ▶ Present report at a council meeting, approval not required (like AFR)
 - ▶ Can be submitted upon completion
- ▶ Why the details in this report are important for cities

Additional Local Systems Bureau Resources

Want to hear from us?!?



The screenshot shows the Iowa DOT website's 'LOCAL SYSTEMS EMAILS' page. The left sidebar contains a navigation menu with items like 'LOCAL SYSTEMS HOME', 'COVID-19', 'CONTACT US', 'CONTACT LOCAL PARTNERS', 'INSTRUCTIONAL MEMORANDUMS AND FEDERAL AID GUIDE', 'LOCAL SYSTEMS EMAILS' (highlighted with a blue circle), 'TRAININGS & VIDEOS', 'PRE-LETTING RESOURCES', 'POST-LETTING RESOURCES', 'BID AND QUOTE THRESHOLDS', 'COUNTY REPORTS, FUNDING, RESOURCES', 'CITY REPORTS AND FUNDING', 'BRIDGE INFORMATION & RESOURCES', and 'STREET FINANCE REPORT'. The main content area is titled 'LOCAL SYSTEMS EMAIL LIST' and includes a section 'WHAT ARE THE LOCAL SYSTEMS EMAILS' describing the types of information distributed. Below this is a 'HOW DO I SUBSCRIBE / UNSUBSCRIBE?' section with a yellow box containing the text 'Get the latest information from Local Systems. [Subscribe here](#)' (the link is circled in blue). A green box on the right contains a 'Subscribe to emails' checkbox and a 'QUESTIONS?' link with a phone number.

https://iowadot.gov/local_systems/Local-Systems-Emails/Local-Systems-Emails



The infographic explains the different subscription types available. It is divided into two main sections: 'CHANGE SUBSCRIPTION' and 'UNSUBSCRIBE'. The 'CHANGE SUBSCRIPTION' section includes a bullet point: 'Modify preferences for Local Systems emails'. The 'UNSUBSCRIBE' section includes a bullet point: 'Easily unsubscribe in one click from email subscriptions'. Below these are four subscription types, each with an icon and a description:

- CITY-ONLY**: City-related news and information, such as Street Finance Report, City Bridge Program, and various other items related to cities but not counties or consultants.
- COUNTY-ONLY**: County-related news and information, such as Annual Reports, Budget & Program, Farm-to-Market Funding, County HBP Funding, etc.
- LOCAL SYSTEMS- GENERAL**: Choose this option to receive updates on news and information that affects both cities and counties. This may include Instructional Memorandums, Legislation,
- JOB OPPORTUNITIES**: Job opportunities Local Systems is asked to send. Job opportunities may include Iowa DOT positions, City positions, or County positions.



Instructional Memorandums to Local Public Agencies Table of Contents

Some I.M.s are written either to counties or cities; others are written to both counties and cities. The intended audience is indicated in the "To:" field of the I.M. as well as the Table of Contents below. Many of the I.M.s are referenced by the Federal-aid Project Development Guide (Federal-aid Guide). These I.M.s are marked with an asterisk (*). For more information about the relationship between the [Federal-aid Guide](#), the [Non-Federal-aid Guide](#), and I.M.s, refer to the [Guide and I.M.s web page](#). The funding type is listed in the Table of Contents below, and will be labeled for Federal-aid (F.A.), Federal-aid Swap (Swap), State-aid (State), Farm-to-Market (F.M.) or Local; if the I.M. applies to all types of funding, "All" will be used as the Funding type.

Note: The I.M.s have been transitioned into a new numbering system; please see the [I.M. Renumbering Conversion Chart](#). Some of the I.M.s are not yet complete, as shown in light grey text. Most of the links to the [Code of Federal Regulations](#) (CFR) and the [United States Code](#) (USC) have been removed from the individual I.M.s below. To get to the general CFR and USC, you can click on the links above and search each respective page.

No.	Subject	Revision Date	Funding	Written To
Chapter 1 – Administration				
Chapter 2 – County Road System				
Chapter 3 – Project Development				
Chapter 4 – Environmental Regulations				
Chapter 5 – Letting and Contracts				
Chapter 6 – Construction				
Chapter 7 – Maintenance				
Chapter 8 – Miscellaneous Information				
Chapter 1 – Administration				
Section 1.0 -- General				
1.000	Iowa DOT Oversight of LPA Projects	June 15, 2021	All	Both
	Attachment A - Project Submittal Table for Each Funding Type	June 15, 2021	All	Both
	Attachment B - Administering Bureau Responsibilities Flowchart	June 15, 2021	All	Both
1.010	Acronym List	December 31, 2019	All	Both
1.020	References to the Iowa Code	August 7, 2020	All	Counties
1.070*	Title VI and Nondiscrimination Requirements	June 29, 2018	F.A.	Both
1.080*	ADA Requirements	October 1, 2013	All	Both
	Attachment A - Sample Curb Ramp Transition Plan (Word)	August 24, 2012	All	Both
Section 1.1 -- Programs				
1.100*	Highway Bridge Programs for Cities and Counties	December 31, 2020	All	Both
	Attachment A - City Bridge Priority Point Rating Worksheet (Word)	April 24, 2018	F.A., Swap	Cities
	Attachment B - County Bridge Priority Point Rating Worksheet (Word)	April 29, 2020	All	Counties
	Attachment C - Touchdown Points and Limits of Participation	July 18, 2011	F.A., Swap	Both
	Attachment D - County HBP Fiscal Constraint Requirements	July 18, 2011	F.A., Swap	Counties
1.150	Federal-aid Swap Program	August 7, 2020	Swap	Both
	Attachment A - Federal-aid Swap Policy Approved by the Iowa DOT Commission February 13, 2018	August 7, 2020	Swap	Both

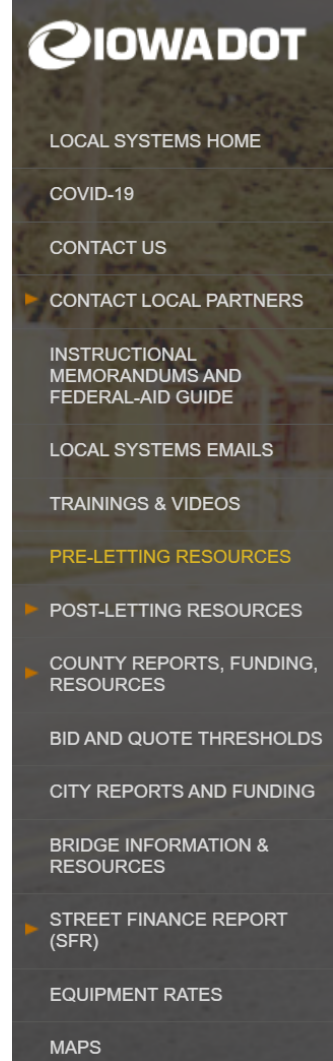


Local Systems Bureau: Services we Provide

- ▶ Guidance - https://iowadot.gov/local_systems/im/lpa-ims
 - ▶ Federal-aid Guide
 - ▶ Non-Federal-aid Guide
 - ▶ Instructional Memorandums (I.M.s)
- ▶ Federal and State-aid projects
 - ▶ Project Development Oversight
 - ▶ Construction Inspection questions and Contract Administration Oversight
- ▶ General Questions - all projects

Local Systems Website

- ▶ Pre-Letting Resources:
 - ▶ Project Development Information
 - ▶ Targeted Small Business Information
 - ▶ DOT Forms
- ▶ Post-Letting Resources:
 - ▶ Forms, Claim Reimbursement
 - ▶ Appia & Doc Express Resources
 - ▶ Inspection Worksheets (Excel)
- ▶ Bridge Information
- ▶ County & City Reports and Funding
- ▶ Bid Threshold Information
- ▶ Trainings and Videos
- ▶ Maps!
- ▶ Federal-aid Swap Information
- ▶ FHWA Emergency Relief (ER) Program



LOCAL SYSTEMS

PRE-LETTING RESOURCES

PROJECT DEVELOPMENT INFORMATION

MANUALS, GUIDES AND POLICIES

[Instructional Memorandums to Local Public Agencies \(I.M.s\) and the Federal-Aid Project Development Guide](#)

These documents provide guidance and information for local public agency and consultant staff regarding a wide range of topics, including processes and procedures for local public agency federal-aid transportation projects.

[Iowa County Engineering: A Resource Guide for County Engineers](#)

This publication is designed for new county engineers and provides information about the county engineer's role and responsibilities as part of county government in Iowa. This document also serves as a convenient quick-reference guide for experienced county engineers.

[Policy for Accommodating Utilities on the County and City Non-Primary Federal-Aid Road System](#)

Policies and procedures for utility accommodation and relocation as part of a federally funded local public agency improvement project.

[Right of Way Information Packet \(LPA Manual\)](#)

This manual provides extensive guidance to local public agencies to help them comply with Federal and State requirements when acquiring property rights, including the Uniform Act. For additional assistance, please contact one of the [Local Public Agency Coordinators](#) in the Right of Way Bureau.

Local Systems Website

- ▶ City Bridge Program - letters due October 1 every year
- ▶ City Street Finance Report (SFR) - due December 1 (CHANGE)
- ▶ TIME-21 and RUT Fund payment & budget information
- ▶ Census 2020 Information
- ▶ Collaborate with SUDAS & Public Works Service Bureau (PWSB)



LOCAL SYSTEMS HOME

COVID-19

CONTACT US

▶ CONTACT LOCAL PARTNERS

INSTRUCTIONAL
MEMORANDUMS AND
FEDERAL-AID GUIDE

LOCAL SYSTEMS EMAILS

TRAININGS & VIDEOS

PRE-LETTING RESOURCES

▶ POST-LETTING RESOURCES

▶ COUNTY REPORTS, FUNDING,
RESOURCES

BID AND QUOTE THRESHOLDS

CITY REPORTS AND FUNDING

BRIDGE INFORMATION &
RESOURCES

▶ STREET FINANCE REPORT
(SFR)

EQUIPMENT RATES

MAPS

FEDERAL-AID SWAP
INFORMATION

FHWA EMERGENCY RELIEF
PROGRAM

TEST-TRAINING VIDEOS

LOCAL SYSTEMS

CITY FUNDING AND INFORMATION

IOWA DOT FUNDING GUIDE

Basic information on all of the different federal and state funding programs that are available to local public agencies in Iowa.

TIME-21 PAYMENTS

This report shows each city and county's monthly payments of Transportation Investment Moves the Economy in the 21st Century (TIME-21). The monthly payment for TIME-21 is part of the **Road Use Tax Fund (RUTF)** payment distributed to counties and cities monthly.

CITY PAYMENTS

 [TIME-21 - fiscal year 2022](#)

 [TIME-21 - fiscal year 2021](#)

 [TIME-21 - fiscal year 2020](#)

***FY 2022 Note:** There was no TIME-21 payment in September 2021 (funds collected in July) due to a recording error. The error has been resolved, and that same payment is now being combined with the normal November 2021 payment (funds collected in September). For this reason, the November 2021 payment is higher than normal.

Monthly fluctuations in TIME-21 revenue at the end of a fiscal year, and beginning of the next fiscal year, are due to the fact that annual vehicle registration revenue goes entirely to the RUTF until it reaches a cap of \$392 million for the fiscal year. Once the RUTF hits \$392 million for the year, all remaining annual registration revenue goes to the TIME-21 Fund. In addition, RUTF revenue is distributed with a one-month lag (i.e. it is collected one month and distributed to the DOT, cities and counties the next month) while TIME-21 revenue is distributed on a two-month lag (i.e. it is collected one month and distributed two-months later). The impact of these two issues is illustrated in the following chart.

[TIME-21 BAR CHART](#)

ROAD USE TAX FUND (RUTF)

STATE FISCAL YEAR	IOWA DOT PER CAPITA FORECAST*
SFY 2022	\$125.50
SFY 2023	\$126.50
SFY 2024	\$127.50
SFY 2025	\$128.00

Local Systems Website

- ▶ Bid and Quote Thresholds
- ▶ Horizontal Infrastructure
 - ▶ Construction
 - ▶ Maintenance
- ▶ Vertical Infrastructure
 - ▶ Construction
 - ▶ Maintenance
- ▶ Equipment Rates

LOCAL SYSTEMS

BID & QUOTE THRESHOLDS

HORIZONTAL OR VERTICAL INFRASTRUCTURE?

STEP 1

GENERAL GUIDANCE

Determine if the work is horizontal or vertical infrastructure, according to the definitions below.

Horizontal infrastructure: any publicly owned road, bridge or culvert.

Vertical infrastructure: As defined in [761 Iowa Administrative Code Chapter 180](#).



STEP 2

Determine if the work is considered “construction, reconstruction, or improvement”; or if it is considered “maintenance or repair”, using the definitions at the bottom of this page.

Note: Examples of horizontal infrastructure work considered to be “construction, reconstruction or improvements” and horizontal infrastructure work considered to be “maintenance and repair” are provided for cities and counties in the [City Street Finance Report Instructions](#) and [County Annual Report Instructions, respectively](#).

ADDITIONAL DETAILS

HORIZONTAL INFRASTRUCTURE

1. CONSTRUCTION

A. Cities

For construction, reconstruction, or improvement work estimated to exceed the current competitive bid threshold, bid the work and follow the procedures in [Iowa Code sections 26.3 through 26.13](#). For cities, [Iowa Code 314.1\(2\)](#) makes Iowa Code 26.3 through 26.13 applicable to Horizontal Construction. 2017 Iowa Acts – [Senate File 438](#) also applies. Section 2 of the bill added Iowa Code Section 26.16, which was effective beginning April 13, 2017.

B. Counties

For construction, reconstruction, or improvement work estimated to exceed the current competitive bid threshold, bid the work and follow the procedures in [Iowa Code Section 331.341](#). County contracts for improvements which may be paid for from the secondary road fund shall be awarded in accordance with sections [309.40](#) to [309.43](#), [310.14](#), [314.1](#), [314.2](#), and other applicable state law. Counties do not follow the procedures of [Iowa Code Chapter 26](#), due to the definition in Iowa Code Section 26.2.

2. MAINTENANCE

Maintenance or repairs, regardless of the costs; and construction, reconstruction or improvement work estimated to be less than or equal to the current bid threshold, are not subject to the bid thresholds. This work may be accomplished by competitive bids, competitive quotes, city or county forces, or informal

Local Systems Trainings

- ▶ Work with Iowa LTAP on various subjects - Accessible Sidewalks & Curb Ramps (ADA), Multidisciplinary Roadway Safety, various conferences and workshops
- ▶ Local Systems Regional Spring Trainings
 - ▶ 2020 - cancelled but recorded - on our website
 - ▶ 2021 - 4 live virtual trainings - recorded and on our website
 - ▶ https://iowadot.gov/local_systems/Trainings-Videos
 - ▶ TPMS Development training videos are on our website
 - ▶ **2022 - Upcoming!**
- ▶ Federal-aid Overview Training
- ▶ Federal-aid Swap Overview Training
- ▶ Doc Express and Appia - 2022 trainings in March
- ▶ Street Finance Report Training - July to November
- ▶ Other DOT Training - TTCP

2022 SPRING REGIONAL MEETING

2022 SPRING REGIONAL MEETINGS

The Iowa DOT Local Systems Bureau has opened registration for the 2022 Regional Spring Meetings for Local Public Agencies. See the [2022 Spring meetings - Draft Agenda](#).

The following trainings will be held:

- February 24 - Denison, Boulders Inn Conference Center
[West Region meeting map](#)
- February 25 - Boone, Cobblestone Inn & Suites/Fareway Conf. Center
[Central Region meeting map](#)
- March 18 - Linn County Kirkwood Regional Center in Hiawatha
[East Region meeting map](#)

Sign in at 8:00 am. Class 8:30 am – noon.

[Instructions detailing how to register through IDOTU are available here.](#) Please note that all registration information and correspondence about the class will be sent to the email address associated with the registrant in IDOTU.

Did you know?

- ▶ Administrative Functions
 - ▶ Administer Federal-aid, Swap, and State-aid Programs
 - ▶ Updating all the guidance (I.M.s, Federal-aid Guide, Non-Federal-aid Guide, etc)
 - ▶ Doc Express/Appia/E-Construction initiatives
 - ▶ Legislative, Regulatory & Policy Research and Analysis
 - ▶ Street Finance Reports, County Annual Reports and Budgets and Programs
- ▶ Agreements
 - ▶ Funding Agreements (Federal-aid and State-aid)
 - ▶ Project Agreements for Primary Highways affecting cities/counties
 - ▶ Agreements for other state agencies (DNR, Parks and Institutions, etc)
- ▶ Project Development duties - Concept, Preliminary Plans, Check & Final Plans, ensure clearances are in order, etc.
- ▶ Contracts and Specifications lets \$1.3 Billion per year
 - ▶ Urban \$127 Million
 - ▶ Farm-to-Market \$178 Million, Local Secondary \$30 Million
 - ▶ Interstate \$560 Million, Primary \$313 Million
- ▶ Construction and Contract Administration oversight (Federal-aid and State-aid)

Questions?

Iowa DOT
Local Systems Bureau
515.239.1528

