
American Recovery and Reinvestment Act of 2009 and I-JOBS - Transportation Overview

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Tri-State Alliance

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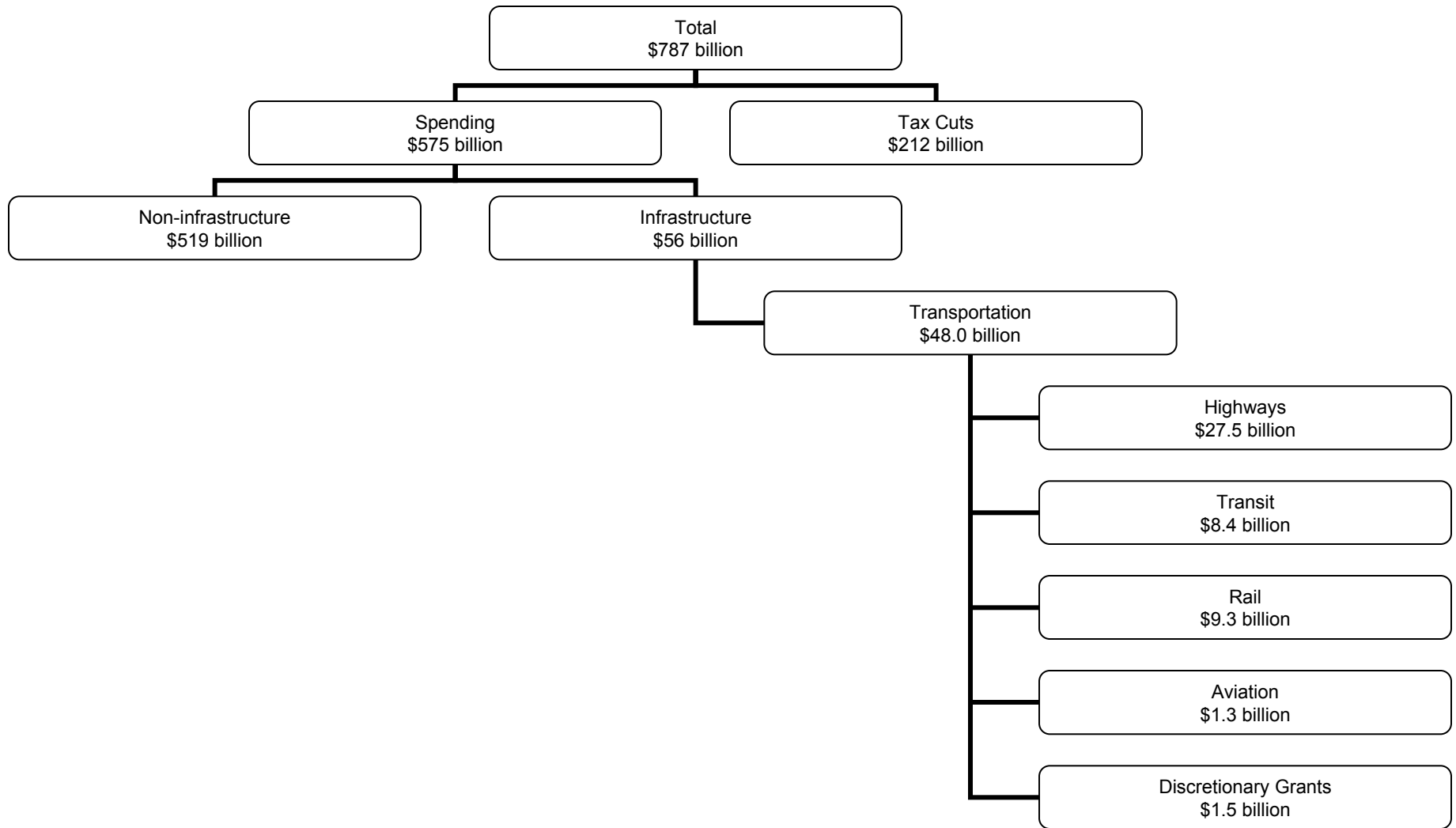
Overview

- American Recovery and Reinvestment Act of 2009 (Recovery Act)
- I-JOBS
- Next steps

Recovery Act - Fund Administration

- Tight deadlines for obligating, awarding, and/or contracting funds. Varies by program.
- 100 percent money
- All federal regulations apply
- Formula distribution and discretionary grants
- Suballocation requirements
- Use it or lose it
- Supplement vs. supplant
- Accountability/transparency
 - Governor certifications
 - Recipient reporting requirements
 - Public information

Recovery Act - Overall Distribution



Recovery Act - 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

Recovery Act - 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 Recovery Act 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 (continued)

- 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

Recovery Act - Project Summary (continued)

■ Rail

- Competitive funding for passenger rail
- Potential passenger rail projects include infrastructure improvements to support service from Chicago to Dubuque and from Chicago to Quad Cities/Iowa City: \$32.5 million
- Transportation Commission allocated \$5 million of DOT ARRA highway funding to four freight rail projects.
- Amtrak has allocated approximately \$400,000 of their ARRA funding to support station improvements along existing routes.

■ 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

Recovery Act - Actions To Date

- **February 17** Recovery Act enacted
- **February 19** Iowa DOT awarded \$56.6 million in highway funding
- **March 2** Highway funds apportioned to states
- **March 2** Final local project determination
- **March 4** Section 1511 certification submitted by Iowa
- **March 9** Launched Web site
- **March 10** Transportation Commission approval of transit, Transportation Enhancement and highway projects
- **May 12** Transportation Commission approval of freight rail projects

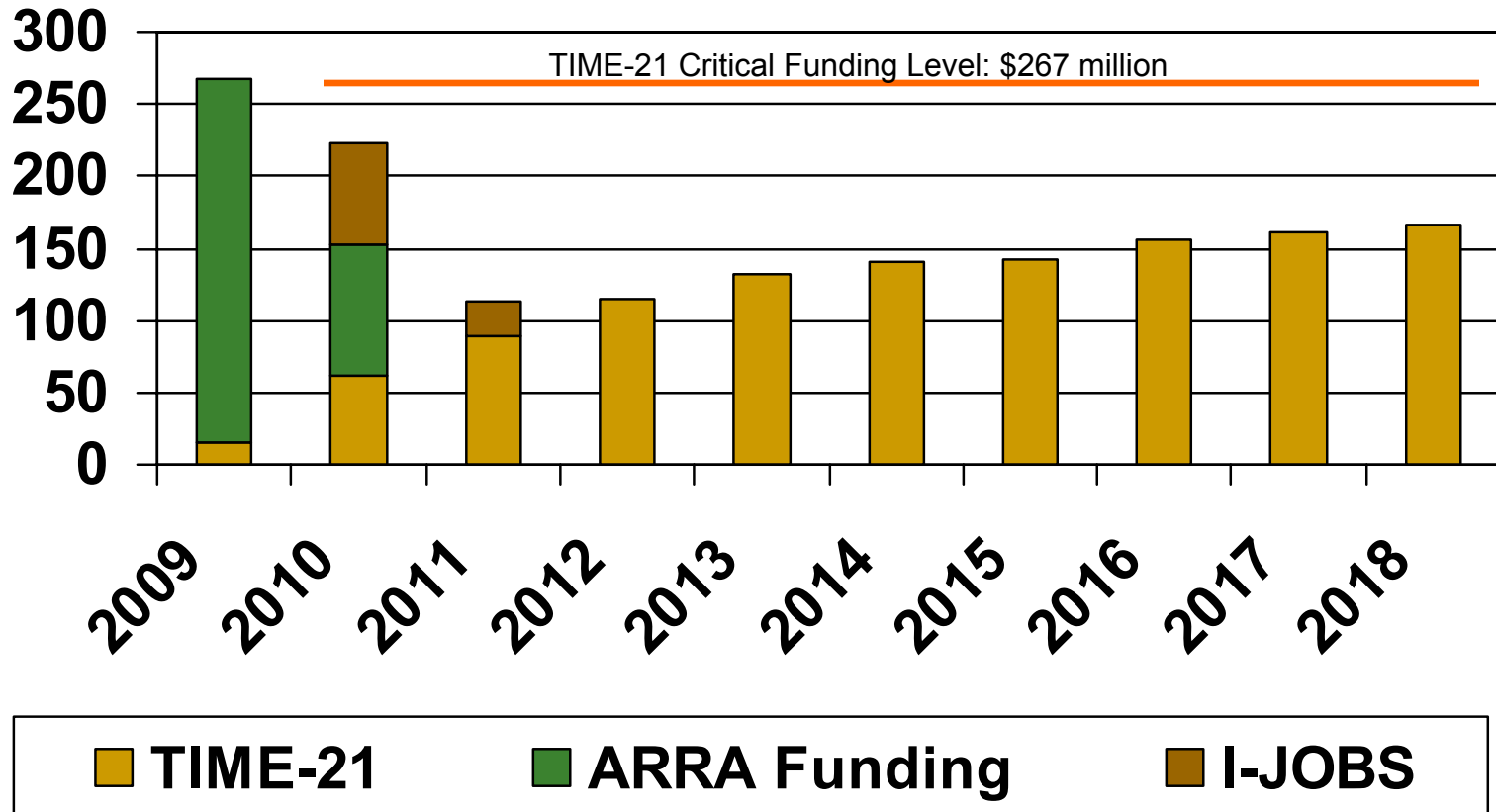
I-JOBS - Transportation

- Funded from House File 822, House File 820 and Senate File 376
- Total Funding: \$115 million
 - Local Roads: \$55 million
 - \$39.45 million from RIIF in FY 2010 and 2011
 - \$5.55 million from Recovery Act block grant-FY 2010
 - \$10 million of unobligated RISE funding availability (not new money and not redistributed)
 - Primary Road Bridges: \$50 million
 - Multimodal Projects: \$10 million

I-JOBS - City/County Funding

- Allocation
 - FY 2010: \$20.3 million
 - FY 2011: \$24.7 million
- Distribution
 - 50 percent – Street Construction Fund
 - 50 percent – Secondary Road Fund
- Purpose: “for construction, reconstruction, repair, and maintenance of city roads or secondary roads.”
- Timeframe: “shall be expended within two years”
- Reporting: “The department shall, in cooperation with the cities and counties, provide a report to the legislative services agency regarding the projects funded by this appropriation by January 15 each year until the projects are completed.”

Additional Highway Investment



Next Steps

- Federal authorization
- TIME-21 funding shortfall

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