

Iowa DOT Update 2016 APWA Fall Conference

JOHN E. DOSTART, P.E.



Hilton Garden Inn September 29, 2016 Member of the Day



Personal Updates

M.J. “Charlie” Purcell – Promoted to Project Delivery Bureau Director in February 2016.

- Previous Director was Mitch Dillavou

Donna Buchwald – Promoted to Office of Local Systems Director

- Deputy Director position will be filled

Pending Retirements (December 2016)

- Barry Sieh – Engineering Technician Senior
- Gail Nordholm – Secretary 2
- Both are heading south for the winter (perhaps longer)



City Bridge Program

Requests due by **October 1** each year.

Priority Points awarded by bridge's most recent Structurally Inventory & Inspection (SI&A) report:

- Structurally Deficiency Rating
- Average Daily Traffic
- Detour Length
- Item #70 Bridge Posting Rating
 - Relationship of Operating Rating to Maximum Legal Load

More information in I.M. 2.020



Fuel Tax Increase of 2015 – SF 257

Passed by Senate and House on February 24, 2015

Signed by Governor Branstad on February 25, 2015

Fuel tax increases took effect on March 1, 2015

Additional fuel tax changes took effect on July 1, 2015



The “Real” History

Road Use Tax Fund Committee

- First meeting January 9, 2002
- “Evaluation of the State Highway System and Road Use Tax Fund (RUTF) Road Use Tax Fund” – November 2002
- Legislative Implementation (SF 451) 2003

2006 RUTF Study – December 29, 2006

TIME-21 Policy Bill (HF 932) – May 25, 2007

Legislative interim committee - 2007

Legislative Public Outreach – Spring 2007



The “Real” History

Legislative Public Outreach – February 2008

TIME-21 Funding Bill (SF 2420) – April 22, 2008

TIME-21 Funding Analysis – December 2008

Governor’s Transportation 2020 Citizen Advisory Commission – November 2011

2011 RUTF Study – December 2011

2012 RUTF Efficiency Report – January 2012

2012 RUTF User Fee Analysis – October 2012

SENATE FILE 257 Signed – February 2015



Revenue estimate: FY 2016

Fuel tax increase: Approximately \$213 million

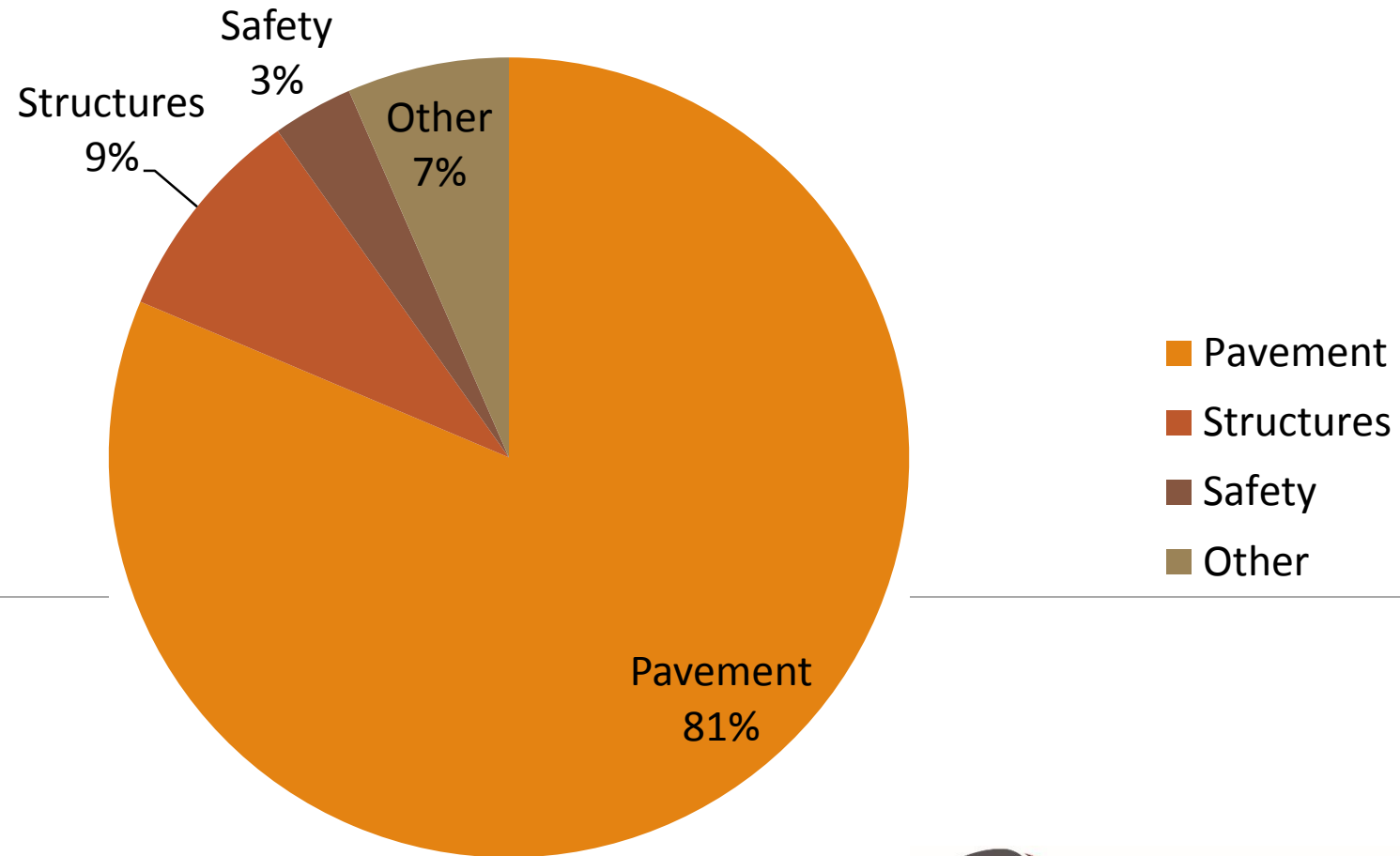
- Deposited into the Road Use Tax Fund (RUTF)
 - DOT: 47.5 percent (\$101 million)
 - County: 32.5 percent (\$69 million)
 - City: 20 percent (\$43 million)

Oversize/overweight permit fee increase: Approximately \$1.5 million
(half of a year)

Jet fuel tax increase: Approximately \$765,000

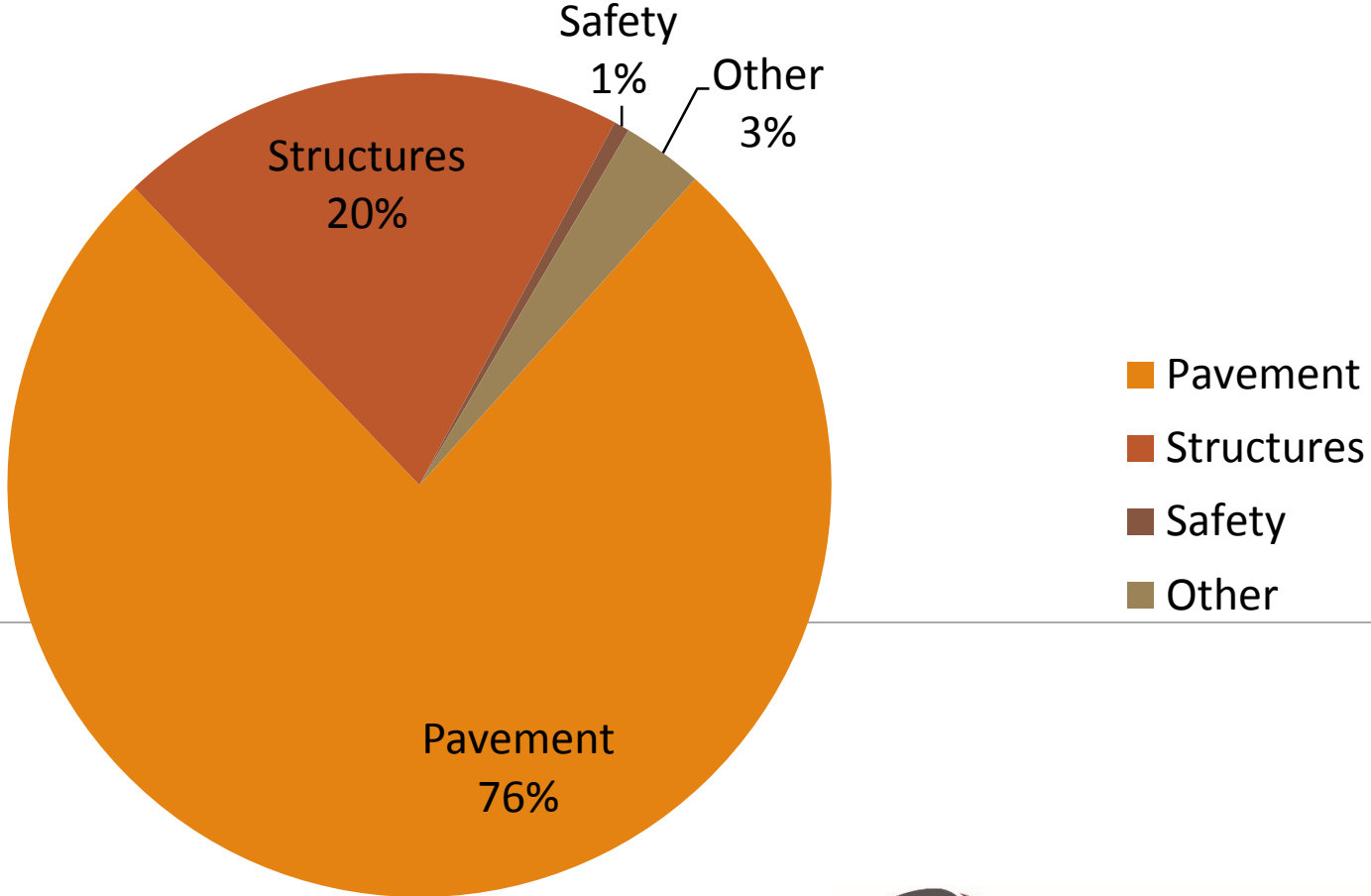


2016 City Projects by Work Type Projects Funded with Increased Revenue



2016 County Projects by Work Type

Projects Funded with Increased Revenue



Fixing America's Surface Transportation (FAST) Act

Signed into law Dec 4, 2015

Five years (FFY 2016-2020)

\$305 billion total

\$228.8 billion for highway and highway safety

A few new programs added

Some minor adjustments to others

Streamlining and flexibility efforts continued



FAST Act: The Good News

Funding for five years

- 1st time in 10 years more than two years of funding authority received at once

Program continuity

- Core formula programs remain in place
- No sweeping policy changes

Funding levels increase ~15% over the life of the Act

Continued streamlining emphasis

Continued federal emphasis on freight movement



FAST Act - The Bad News

Only slight increase in buying power when adjusted for inflation

No long-term solution to transportation funding

- Federal fuel taxes unchanged
- \$70 billion General Fund transfers (total \$143 billion to date)
- 31 percent of total revenue provided in the Act from General Fund
- Transfers to the Highway Trust Fund mostly from non-transportation sources
 - Strategic Petroleum Reserve
 - Federal Reserve surplus fund
 - Other miscellaneous “pay-fors”



Highway Program Funding

Apportionments to Iowa (\$ millions)	MAP-21 2015	FAST Act 2016
National Highway Performance Program	281.4	278.6
Surface Transportation Block Grant	129.4	132.4
Transportation Alternatives Set-aside	9.0	9.2
Federal Recreational Trails Set-aside	1.4	1.4
Highway Safety Improvement Program	25.9	23.4
Rail-Highway Crossings	5.2	8.3
Congestion Mitigation Air Quality	10.8	11.0
Statewide Planning and Research	9.3	9.8
Metropolitan Planning	1.9	2.0
National Highway Freight Program	--	14.0
Total	474.3	498.5

National Highway Freight Program

Apportioned funds

- Iowa: 1.26 percent

- FY 2016: \$14.4 million
- FY 2017: \$13.7 million
- FY 2018: \$15.0 million
- FY 2019: \$16.9 million
- FY 2020: \$18.7 million

- Funds are for infrastructure and operational improvements that facilitate freight movement on

- any component of the National Highway Freight Network
 - Primary highway freight network – 550 miles in Iowa
 - Critical rural freight corridors -- can add up to 150 miles in Iowa
 - Critical urban freight corridors – can add up to 75 miles in Iowa
 - Remaining portions of the Interstate System



National Highway Freight Program

Commission Decision:

- Allocate 10 percent of annual apportionment for freight intermodal or freight rail projects.
- Commission award through an annual application process similar to the LIFTS Program



SF 2170 – Vertical Construction

The new law eliminates the requirement to publish a notice to bidders in a newspaper. However, bid lettings notifications will now need to be posted in ALL of the following places:

- In a relevant contractor plan room service with statewide circulation
- a relevant construction lead generating service with statewide circulation
- on an internet site sponsored by either a governmental entity or a statewide association that represents the governmental entity

The posting time frame has been changed to “not less than 13 and not more than 45 days” before the bid deadline.

- Previously this was not less than 4 days and not more than 45 days.

Public Hearing Notice now must include:

- Description of the Public Improvement
- Location
- Still must be published in a newspaper, per [Iowa Code 362.3](#).



Local Systems & DOT Initiatives

IAPS – Automated Permitting System

ERL – no more CD's October 2018

Electronic Spec Book October 2018

LPA Stakeholder partnering committee



Federal-aid Project Development Guide Update

All references to the now expired Transportation Enhancement, Safe Routes to School and National Scenic Byways programs have been removed and / or replaced with the Transportation Alternatives Program.

Section 1.2.1 – An explanation of certain activities and certain projects that require specific reviews and approvals by FHWA was added.

Section 2.4 – Revised the guidance regarding inactive obligations to recommend reimbursements every 6 months to help be more proactive in preventing a project obligation from becoming inactive.

Section 2.6 – Added a new section detailing the requirements for the LPA Person in Responsible Charge.

Section 5.2.1 – Added a referenced to the proposed new I.M. 3.303, Consultant Evaluations.

Section 10.2 – Removed references to out-of-date OMB Circulars and revised the dollar threshold for when a Single Audit is required from \$500,000 to \$750,000, as required by the current regulations in 2 CFR 200 Subpart F.

Appendix A, p. 2 – added a referenced to the proposed new I.M. 3.303, Consultant Evaluations.



I.M. 2.120 – Bridge Inspection

This is a substantial re-write of the I.M.

Revised guidance issued in the following sections:

- Load Rating
- Records
- Master List

Information related to the Scour Plan of Action (POA) was moved from Attachment C to the I.M.

The following attachments were reintroduced:

- Highly Erodible Soils
- Berm Stability Criteria



I.M. 3.805 – Construction Inspection

NEW

Guidelines and Procedures for construction inspection of a Federal-aid project using the Iowa DOT Standard Specifications

Applies to:

- A Local Public Agency (LPA) as the Contracting Authority
- Person in Responsible Charge
- Project Engineer

Attachment D is Chapter 2 of the Iowa DOT Construction Manual, adapted for LPA use.



I.M. 3.140 – Storm Water Permits

Outstanding Iowa Waters (OIW) require an individual NDPES Permit

The Pollution Prevention Plan (PPP) must be signed by a LPA principal executive officer (City Administrator, Public Works Director, City Engineer, etc.) or ranking elected official (Mayor).

- The LPA may require the person who prepared the PPP to sign.

Publication requirements revised to 1 newspaper from 2.

Noted that General Permit #2 no longer requires inspections after a ½ inch rain event.



I.M. 3.305 – Federal-aid Participation in Consultant Costs

Changes required to comply with recently revised 23 CFR 172.

Contracting Authority required to develop an independent estimate for negotiation purposes when the full selection process is used.

- Simplified estimates using typical percentages of construction costs may still be used for planning purposes and negotiation purposes when using the abbreviated process.
- Disadvantaged Business Enterprise (DBE) goals must be set on consultant Request for Proposals (RFP) estimated to exceed more than \$250,000 or justification must be provided on why a DBE goal was not set.
- Non-competitive selections for work on the National Highway System (NHS) requires FHWA approval.
- LPAs are to check the System for Award Management (SAM) web site to document if a firm receiving an award is suspended or debarred.



I.M. 3.305 – Federal-aid Participation in Consultant Costs

Attachment A – Federal-aid Consultant Checklist

- Several steps in the consultant selection process were updated.

Attachment D -- Standard Consultant Contract

- DBE Prompt Payment provisions added
- LPA is identified as the owner of Engineering documents on Federal-aid projects.



I.M. 3.605 – ROW Acquisition

ROW Acquisition may proceed prior to NEPA clearance

- If Federal-aid is not used for ROW activities
- The acquisition does not influence the NEPA decision making process



I.M. 3.710 – DBE Guidelines

The guidelines for DBE goal setting were simplified by eliminating the middle range of contract costs and raising the threshold for which no additional justification is required for not setting a goal to \$250,000.

Additional guidance is added for providing justification when a DBE goal is not proposed.

Notes were added that the Iowa DOT Office of Employee Services, Civil Right Team (OES-CRT) is available to assist local agencies that have questions about setting DBE goals or evaluating good faith efforts to meet DBE goals.

The 80% rule for evaluating good faith effort toward meeting DBE goals was removed. FHWA no longer allows mathematical methods for determining good faith effort.



I.M. 3.160 – Asbestos Inspection Removal and Notification Requirements

The Iowa DNR now requires a new Asbestos Notification of Bridge Demolition and Renovation form.

Bridge owner must send in the form with a \$100 application fee prior to bridge removal.

The Office of Contracts no longer automatically generates this form.



I.M. 3.640 – Utility Accommodation and Coordination & I.M. 3.680 – Federal-aid Projects Involving RR

FHWA no longer allows an exception to Buy America for products that are less than 90% iron or steel by weight.

This was briefly allowed until it was challenged because FHWA did not go through the proper rule making process.



I.M. 3.303 – Consultant Evaluations

A NEW I.M. in response to 23 CFR 172.

Consultant Evaluations are now required on all projects where Federal-aid is used on any phase.

Discussion on monitoring and improving consultant performance is also included.



I.M. 3.505 Attachment B – Check and Final Plan Checklist

The maps in TPMS must be accurate. Please review this as one of the last steps before a project is turned into the DOT.

Changed language on project descriptions to reflect our current practices.

Bridge Approach Paving - RK series standards are no longer available; instead, bridge approach paving standards are now found in the BR series of the Standard Road Plans.

Bridge Notification of Demolition – changes made to I.M. 3.160 are now reflected in this I.M.

Added information about RR crossings and projects generally needing a RR agreement and specification if a project has a railroad crossing within the project limits.



Railroad Emergency Contact Information

Posted on the railroad cross
buck sign or on signal
controller cabinet.

**This sign could
save your life**

**REPORT EMERGENCY
OR PROBLEM
TO 1-800-XXX-XXXX
CROSSING 836 597 H**





Questions?

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Urban Engineer

