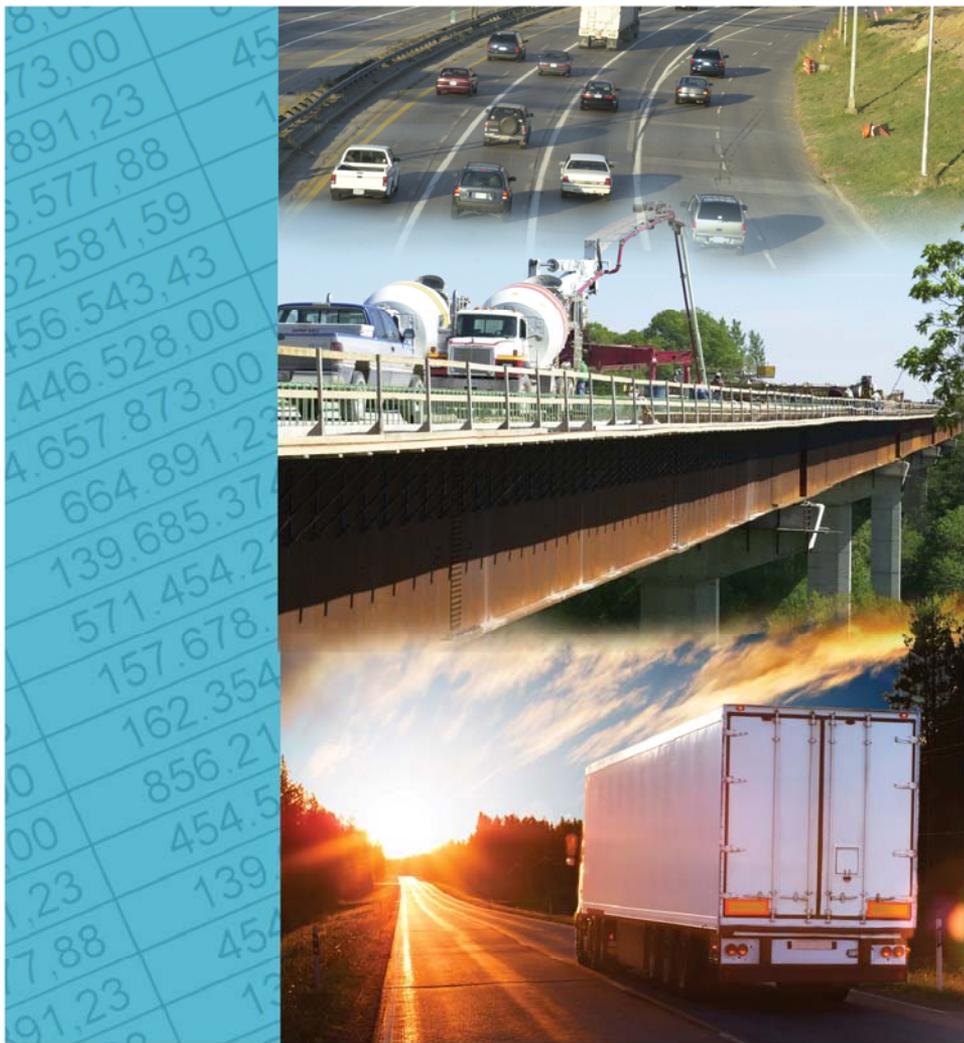


# 2012-2016 HIGHWAY PROGRAM SUMMARY

approved June 2011



Iowa Department  
of Transportation

# Investing in Iowa's Highways

## Summary

The Iowa Transportation Commission (Commission) and the Iowa Department of Transportation (Iowa DOT) develop Iowa's Five Year Highway Program to inform Iowans of planned investments in our state's primary highway system. This brochure summarizes the 2012-2016 Iowa Highway Program (Program) and provides information about long-term highway programming issues, through the year 2020. The Program is typically updated and approved each year in June.

The Program documents the planned investments of highway right of way and construction. It was developed to achieve several objectives. The primary highway programming objective is the maintenance and preservation of Iowa's existing highway system, and its operational and safety features. This includes interstate and non-interstate pavement rehabilitation or replacement, bridge rehabilitation or replacement, and safety enhancements. There are also significant investments to modernize three urban interstate systems, on I-29 in Sioux City, I-29/80/480 in Council Bluffs, and I-74 in Bettendorf/Davenport.

Another highway programming objective is to maintain the scheduled completion of capacity and economic development projects. Projects scheduled to be completed within the previous Program continue on their current schedule. However, due to a reduction in projected federal revenue, the Commission has delayed by one year the initiation of construction of all multiyear, non-interstate capacity and economic development projects that cannot be completed within this Program. These projects are U.S. 20 in Woodbury County, U.S. 30 in Benton County, U.S. 61 in Louisa County, and Iowa 100 in Linn County.

Many programming considerations are incorporated into the development of the Program. Major considerations include:

- Federal and state funding forecasts
- Existing highway preservation needs
- Capacity and economic development candidate projects

**FUNDS NEEDED TO SUSTAIN IOWA'S HIGHWAY SYSTEM  
ARE GREATER THAN RESOURCES AVAILABLE.**

The two main funding shortfall issues for the Program are shown on the next page of this brochure.

## ACRONYMS:

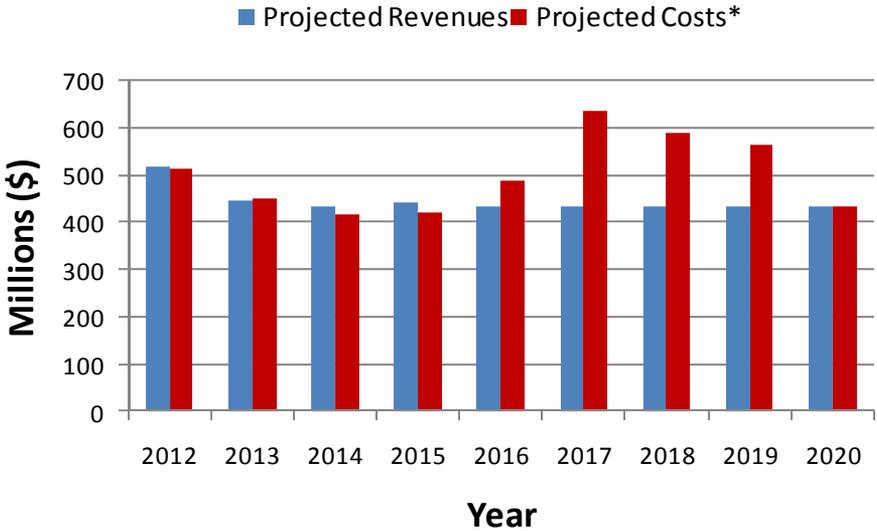
CIN - Commercial and Industrial Network

TIME-21 - Transportation Investment Moves the Economy in the 21st Century

# HIGHWAY PROGRAM ISSUES

## 1 ISSUE

Highway Program Revenues do not meet Current Investment Strategies



\*Projected costs are sufficient to only maintain the construction schedule of projects in the Program. This does not reflect costs to address broader funding shortfalls.

## 2 ISSUE

135 Unfunded Highway/Bridge Projects

Estimated costs well over **\$5 BILLION**

# Federal and State Funding Forecasts

## Needs versus Revenues for Funding Iowa's Highway Program

The Program is partially funded with federal funds. In Federal Fiscal Year 2012 and beyond, federal funding revenue will likely be reduced by 25 percent from current levels in order to match revenues that flow into the Highway Trust Fund. This Program reflects this anticipated reduction in federal funding. State funding projections remain steady. The Commission and the Iowa DOT continually monitor revenues and will adjust future investments as needed to maintain a fiscally responsible Program. The table below shows the financial challenges facing the Program in the coming years. It reflects the projected available highway funds and the Commission's investment strategies for years 2012-2016 and beyond.

### 2012-2020 Highway Program Funding Analysis

For Highway Planning Purposes Only (x \$1,000,000)

2012-2016 Approved Program:  
\$2.3 Billion

Projected 2017-2020 Funding:  
\$1.72 Billion

	2012	2013	2014	2015	2016	2017	2018	2019	2020
Projected Highway Program Funds	516.5	445.3	434.8	443.1	431.5	431.5	431.5	431.5	431.5
2012-2020 Highway Program									
Interstate Stewardship	111.5	137.0	95.5	115.9	108.5	115.0	115.0	115.0	115.0
Non-Interstate Pavement Preservation	91.3	75.1	90.0	90.0	90.0	90.0	90.0	90.0	90.0
Non-Interstate Bridge Preservation	41.9	33.8	32.9	37.0	35.0	35.0	35.0	35.0	35.0
Safety	16.1	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
Non-Interstate Capacity/Econ. Dev.	142.1	87.6	45.1	47.3	15.2				
Benton US 30						24.0		26.3	27.6
Louisa US 61							12.1		
Linn IA 100						73.6		42.7	0.2
Woodbury US 20						24.6	19.3	27.0	0.8
Major Interstate Capacity/Econ. Dev.	108.8	100.3	136.5	115.9	222.8				
Pottawattamie I-29/80/480						47.4	82.4	51.5	35.5
Woodbury I-29						56.2	19.0		
Scott I-74						152.5	200.5	160.3	115.0
Highway Program Balance	4.8	(3.5)	19.8	22.0	(55.0)	(201.8)	(156.8)	(131.3)	(2.6)

Black: Highway Program approval June 14, 2011

Blue: Projected Highway Program as of June 14, 2011, based on current investment levels and projected completion costs.

( ) : Indicates Highway Program is over-programmed

As the annual highway program balances indicate, current investments in stewardship and investments to complete currently programmed projects cannot both be done as scheduled. Additional revenue is needed to implement both investment objectives. This is compounded when it is recognized that current stewardship investment levels are inadequate to maintain the existing highway system and current resources available for capacity and economic development are vastly inadequate to address the backlog of projects.

# 2012-2016 Major Accomplishments

## Current Investments in Iowa's Highway Program

The Commission and the Iowa DOT remain committed to providing adequate, safe, and efficient transportation services to the public. The primary highway programming objective is the maintenance and preservation of Iowa's existing highway system, and its operational and safety features. This includes interstate and non-interstate pavement rehabilitation or replacement, bridge rehabilitation or replacement, and safety enhancements. These projects are commonly referred to as "stewardship". There are significant investments in the interstate system, including I-29 in Sioux City, I-29/80/480 in Council Bluffs, and I-74 in Bettendorf/Davenport.

Another highway programming objective is maintaining the scheduled completion of capacity and economic development projects. Projects scheduled to be completed within the previous Program continue on their current schedule.

Listed below are statewide investment strategies to maintain Iowa's existing highway system. Also listed are the three main urban interstate modernization projects included in the Program and major capacity and economic development projects.

### Stewardship Projects

Bridge rehabilitations and replacements	Statewide
Pavement rehabilitations and replacements	Statewide
Safety enhancements	Statewide

### Urban Interstate Modernization Projects

Pottawattamie County	I-29/I-80/I-480	in Council Bluffs
Scott County	I-74	in Davenport/Bettendorf
Woodbury County	I-29	in Sioux City

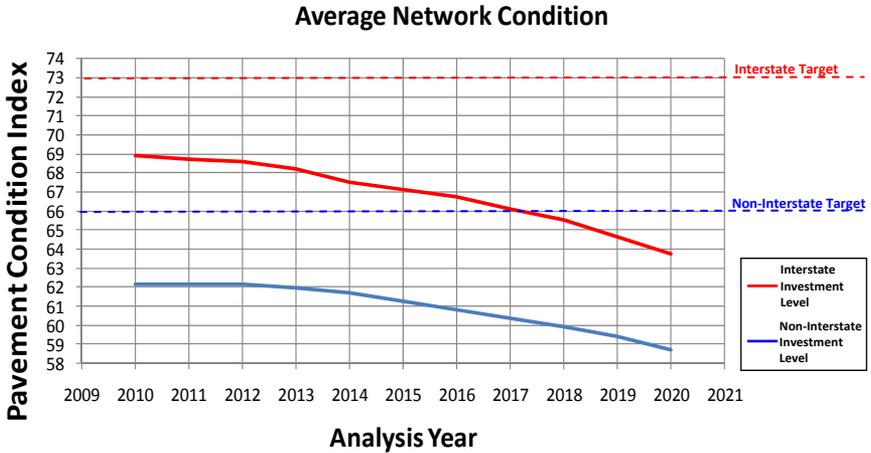
### Capacity/Economic Development Corridor Projects

Black Hawk County	U.S. 63	Jefferson Street to Donald Street in Waterloo
Bremer County	U.S. 218	Co. Rd. C-50 Interchange at Janesville
Clinton County	U.S. 30	Liberty Square in Clinton
Dickinson County	IA 86	IA 9 to Minnesota
Dubuque County	U.S. 20	Seippel Rd. Interchange
Green County	IA 4	Union Pacific Railroad in Jefferson
Marshall County	IA 330	Summit Rd. to Albion
Mills County	U.S. 34	Missouri River to I-29
Plymouth County	U.S. 75	in Merrill
Sac County	U.S. 20	U.S. 71 to Co. Rd. N-14
Sac County	IA 196	U.S. 20 to relocated U.S. 20
Warren County	IA 92	Co. Rd. R-57 to Indianola

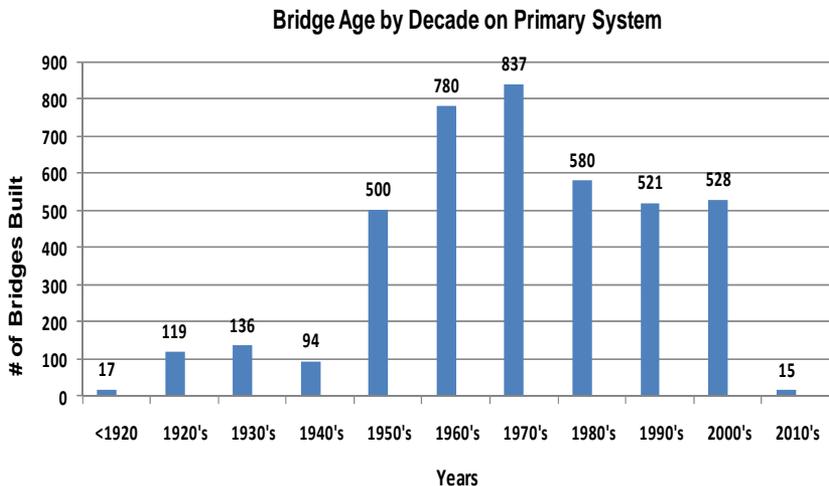
# Existing Highway Preservation Needs

## Iowa's Highway System with Current Investment Levels

Current funding levels for stewardship projects, meant to maintain Iowa's existing primary highway system, are not adequate. The chart below illustrates this. At current investment levels, non-interstate and interstate pavement conditions will deteriorate. The Pavement Condition Index (PCI) is a rating system where 100 is best, 0 is worst.



Iowa has many bridges that were built many decades ago. They will need to be repaired and replaced. The chart below shows the age of Iowa's bridges on the primary system (state jurisdiction highways).

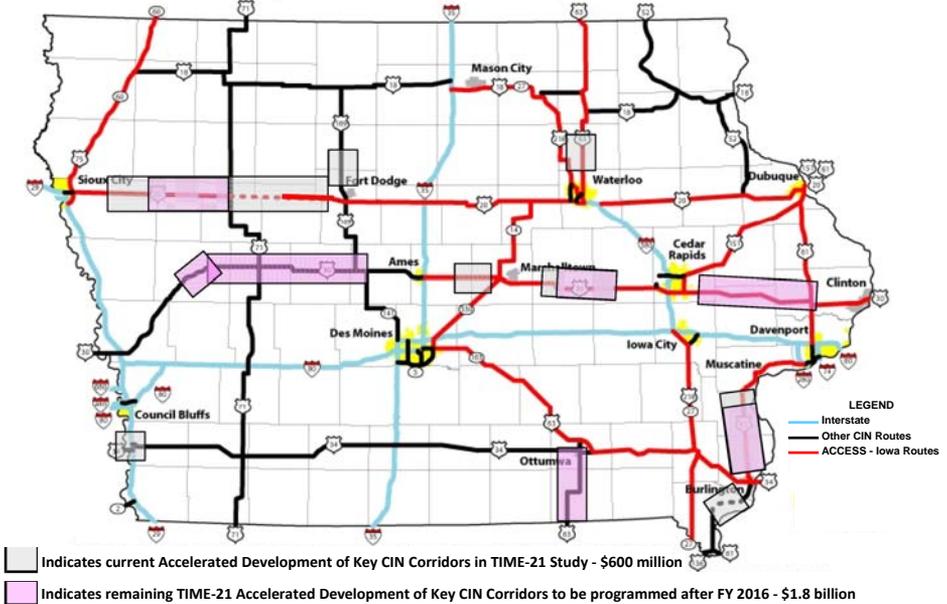


# Capacity and Economic Development Project Candidates

## Needed Investments on Iowa's Highway System

The Commission has designated the corridors shown below as priority for development in response to TIME-21 legislation. The areas in gray are currently either completed, under construction, or programmed for construction in the 2012-2016 Program. The areas in pink are not yet programmed.

**TIME-21 Accelerated Development of Key CIN Corridors**  
Improvement changes FY 2009 to FY 2016



The Commission also has compiled a list of highway program candidates spanning the needs of Iowa's highway system. The candidates have been identified by delegations at Commission public input meetings, by cities or counties, by DOT assessments and requests, or by Congress identifying them as priorities. The needs are categorized by:

- Major bridge replacements
- Capacity improvements
- Continuity improvements
- Geometric improvements
- Interstate
- Routes on new alignment
- Operations/Safety
- Pavement condition

There are **135 projects** on the list with a **total cost of well over \$5 billion.**

# Investing in Iowa's Highways

## *Future Actions for Funding Iowa's Highway Program*

The Program will face financial challenges in the coming years and will need additional revenue to sustain Iowa's highway investment strategies. Current investments in stewardship and investments to complete currently programmed projects cannot be done as scheduled. It must be recognized that investment levels are inadequate to maintain the existing highway system while resources available for capacity and economic development projects are vastly inadequate to address the backlog of projects.

When the 2006 Road Use Tax Fund study was completed, the legislature passed House File 932. Part of this bill included language requiring the Iowa DOT to conduct periodic reviews of the long-range needs of Iowa's public roadway system and sufficiency of existing revenues to meet these needs. These periodic reviews are to include an evaluation of alternative funding sources to meet future needs. Iowa Code requires the evaluations to be done every five years. The next report is due to the general assembly December 31, 2011.

Most importantly, the Governor's Transportation 2020 Citizen Advisory Commission (CAC) was formed in 2011 to assist the Commission and Iowa DOT in assessing the condition of Iowa's roadway system while evaluating the current and future funding available to best address system needs. The CAC will assist in seeking public input for and providing public education about the study's findings through a series of public meetings to be scheduled this summer across the state.

It is time to evaluate the future revenues and future needs so the Program can remain committed to providing adequate, safe, and efficient transportation

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