

2013-2017 HIGHWAY PROGRAM SUMMARY

approved June 2012



Iowa Department
of Transportation

Investing in Iowa's Highways

Summary

The Iowa Transportation Commission (Commission) and the Iowa Department of Transportation (DOT) develop Iowa's Five Year Highway Program (Program) to inform you of planned investments in our state's primary and interstate highway system. This brochure summarizes the FY 2013-2017 Program. \$2.6 billion is forecast for highway right of way and construction. The Program is updated and approved in June of each year.

A large part of funding available for highway programming comes from the federal government. Accurately estimating future federal funding levels is dependent on having a multiyear federal transportation authorization bill in place. The most recent authorization, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), expired September 30, 2009, and to date it has been extended nine times because a new authorization has not yet been enacted. The current extension will expire June 30, 2012.

In recent years the highway program has been developed based on very conservative federal funding estimates due to the lack of a multiyear authorization and the potential insolvency of the Highway Trust Fund. However, as Congress extended SAFETEA-LU and passed annual appropriations, they essentially maintained existing federal funding levels which were higher than initial conservative estimates. This required the Commission to amend previous highway programs and hindered long range planning efforts resulting in inefficient use of funding. In order to avoid this inefficient use of funding, the Commission is basing this highway program on federal funding levels much closer to current federal funding levels. This does increase financial risk. If federal funding is reduced, adjustments to the highway program will be required.

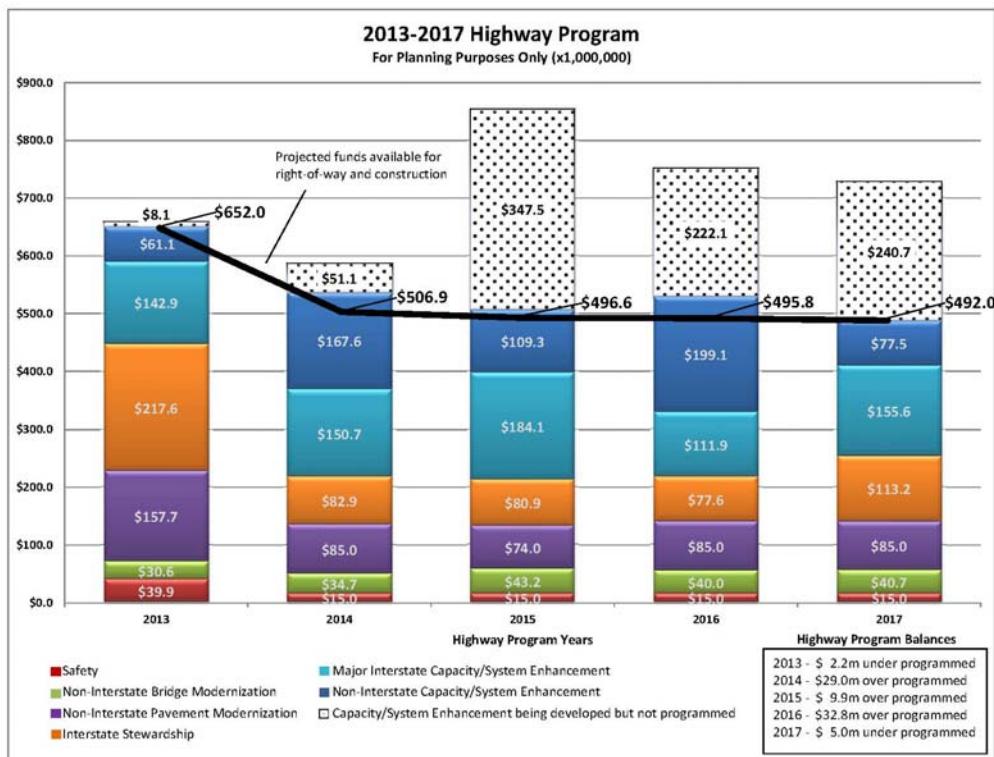
The Program lists the planned investments of highway right of way and construction and was developed to achieve several objectives. The Commission's primary investment objective is modernization of Iowa's existing Primary Highway System. Another highway programming objective is to add capacity and make system enhancements. Several projects were added to or advanced from their current schedule in the Program and are listed on page 4-5.

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

2013-2017 Highway Program

Highway Investments versus Projected Revenues with Non-Funded Capacity/System Enhancement Project Costs Shown



For fiscal years (FY) 2013-2017, approximately \$2.6 billion is forecast to be available for highway right of way and construction. In developing the highway program, the Commission's primary investment objective remains stewardship (i.e. safety, maintenance and modernization) of Iowa's existing highway system. Over \$1.3 billion is programmed in FY2013 through FY2017 for modernization of Iowa's existing highway system and for enhanced highway safety features. The highway section also includes significant interstate investments on I-29 in Sioux City, I-29/80/480 in Council Bluffs, and I-74 in Bettendorf/Davenport. Portions of these investments address stewardship needs. The chart also shows the scope of Non-Interstate Capacity/System Enhancement projects being developed but not yet funded.

ACRONYMS:

CIN - Commercial and Industrial Network

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

2013-2017 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. In developing the highway program, the Commission's primary investment objective remains stewardship (i.e. safety, maintenance and modernization) of Iowa's existing highway system. This includes interstate and non-interstate pavement rehabilitation or replacement, bridge rehabilitation or replacement, and safety enhancements.

Another highway programming objective is developing and constructing capacity and system enhancement projects. Projects scheduled to be completed within the previous Program continue on their current schedule. Several projects were added to or advanced within the Program.

Listed below are statewide investment strategies to maintain Iowa's existing highway system. 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. The programming for construction on portions of I-74 in Bettendorf/Davenport has been delayed to coordinate schedules with the Illinois DOT.

Stewardship Projects

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

Urban Interstate Modernization Projects

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

Capacity/System Enhancement Corridor Projects - Current Schedule

U.S. 20	Dubuque County	Seippel Rd Interchange
U.S. 20	Sac County	U.S. 71 to Co Rd N-14
U.S. 34	Mills County	Missouri River to I-29
U.S. 63	Black Hawk County	Jefferson Street to Newell Street in Waterloo
U.S. 75	Plymouth County	in Merrill
IA 86	Dickinson County	IA 9 to Minnesota
IA 92	Warren County	Co Rd R-57 to Indianola
IA 196	Sac County	U.S. 20 to relocated U.S. 20

2013-2017 Major Accomplishments

Current Investments in Iowa's Highway Program

Another Commission objective is developing and constructing capacity and system enhancement projects. The Commission was able to advance the construction schedules of four capacity and system enhancement projects and add 10 new projects to the Program. Projects advancing in the Program to an earlier year than originally programmed include the following:

Capacity/System Enhancement Corridor Projects - Advancements

U.S. 20	Woodbury County	E. of Moville to Correctionville
U.S. 30	Benton County	IA 21 to U.S. 218
U.S. 61	Louisa County	S. of IA 92 to Muscatine County
IA 100	Linn County	Covington Rd to Edgewood Rd

Projects added to the Program include the following:

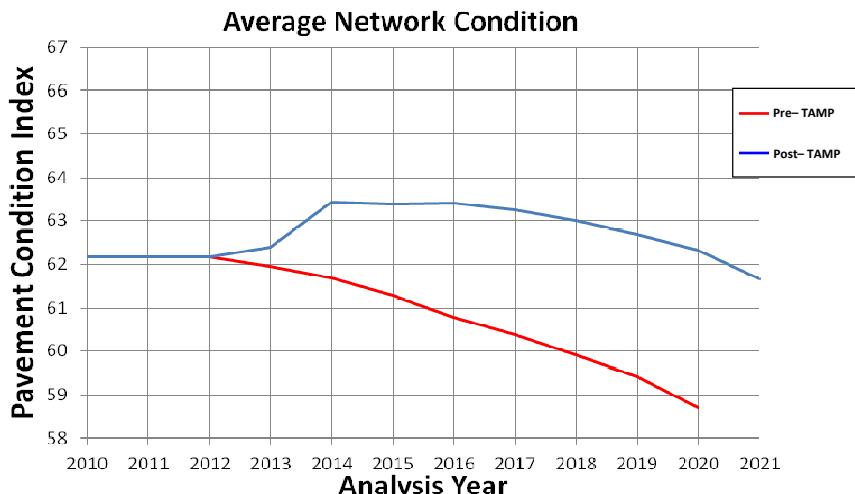
Capacity/System Enhancement Corridor Projects - Additions

U.S. 20	Delaware County	Interchange at Dyersville
U.S. 20	Woodbury County	In Correctionville
U.S. 30	Linn County	Mount Vernon/Lisbon Bypass
U.S. 52	Jackson County	Mississippi River Bridge at Sabula
IA 58	Black Hawk County	Viking Road Interchange
U.S. 75	Sioux County	In Sioux Center
IA 100	Linn County	U.S. 30 to Covington Rd
U.S. 169	Kossuth County	Humboldt County to Algona
IA 196	Sac County	U.S. 71 to S. of U.S. 20
U.S. 218	Black Hawk County	County Road C57 Interchange

Existing Highway Modernization Needs

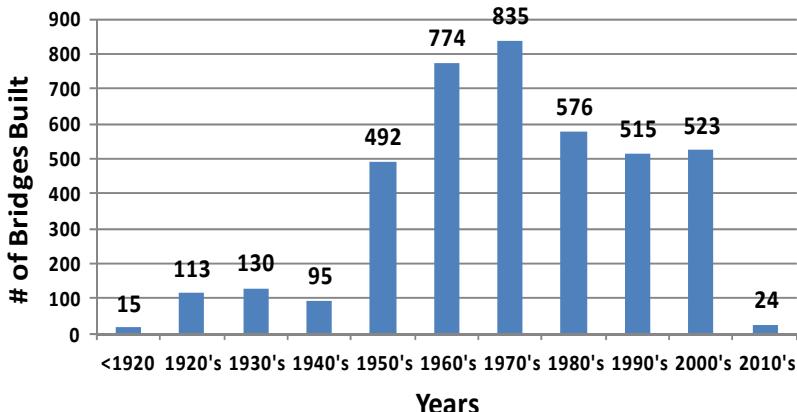
Iowa's Highway System with Current Investment Levels

One of the identified Road Use Tax Fund efficiencies included development of a Transportation Asset Management Plan (TAMP). The TAMP, when fully implemented, will help the Iowa DOT, along with cities and counties, operate, maintain, and preserve the transportation system in the most cost effective manner to achieve desired service objectives. This effort has already identified a shift in the type of roadway improvements that are programmed.



The TAMP, also identified the need for increased investments for non-interstate bridge modernization activities. In fact, the Program includes approximately \$800 million of investments in Iowa's state owned bridges. The chart below shows the age of Iowa's bridges on the primary system (state jurisdiction highways).

Bridge Age by Decade on Primary System

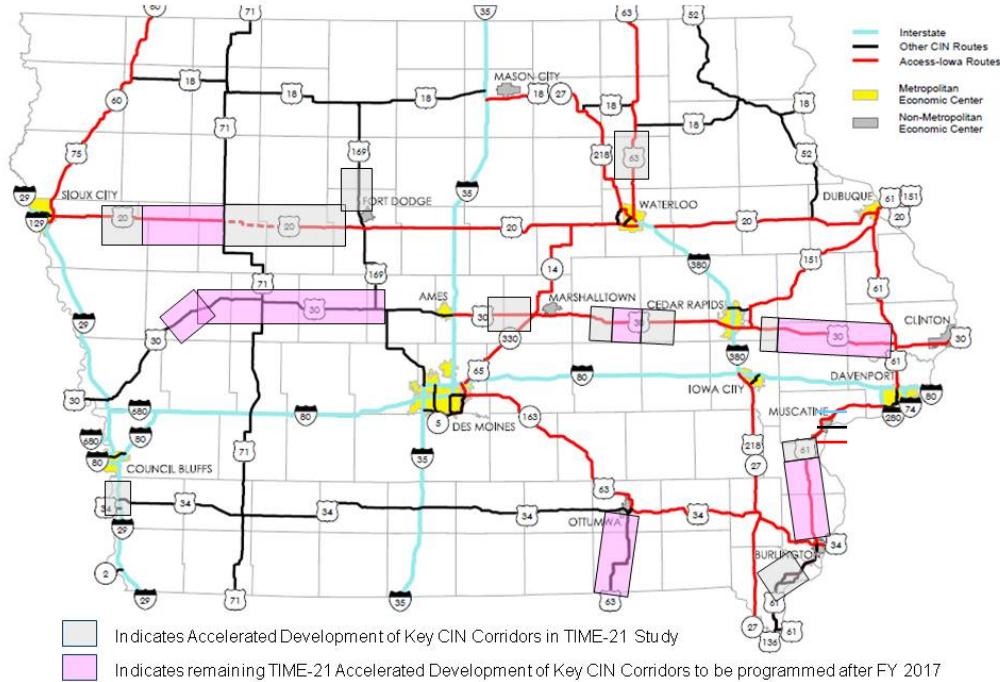


Capacity and System Enhancement Project Candidates

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 2013-2017 Program. The areas in pink are not yet programmed.

TIME-21 Accelerated Development of Key CIN Corridors Improvement changes FY 2009 to FY 2017



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 **130 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

In May 2012, the Commission adopted the State Transportation Plan, providing direction for highway transportation and projecting the demands for transportation infrastructure and services out to the year 2040. It also takes into account the social and economic issues that are expected to occur during the time period. (*To view the plan, visit the Iowa DOT's website at iowadot.gov/iowainmotion/state.html*)

Federal funding is one issue that is already a significant uncertainty for highway investments in the future. However, the Commission and Iowa DOT remain cautiously optimistic that federal funding will remain at or near current funding levels and will continue to monitor federal revenues and adjust future investments as needed to maintain a fiscally responsible Program. (*To view the Program, visit the Iowa DOT's website at iowadot.gov/program_management/five_year.html*)

Even as federal funding remains uncertain, the gap between costs and revenues continues to widen. Options for addressing this shortfall must be considered. The latest option by Governor Branstad directed the Iowa DOT to identify \$50 million of efficiencies from Iowa's Road Use Tax Fund (RUTF). Within the Program, the Commission implemented \$33 million of the efficiencies identified. (*To view the Iowa DOT's 2011 RUTF Efficiency Report to the Iowa Legislature aimed at reducing the cost of the management of Iowa's roadway system and directing the savings toward infrastructure investments, please visit www.iowadot.gov/pdf_files/RUTEfficiencies.pdf.*)

With federal funding appropriations being uncertain, transportation costs increasing faster than revenues, and factors related to vehicle fuel efficiency and the use of alternative fuels, the Commission and Iowa DOT will continue to program highway investments in the most cost effective manner to achieve desired transportation objectives. Regardless, the Iowa DOT will need an adequate level of revenue to support the state's future transportation system and keep Iowa competitive in an ever-changing economy.

For general information on all things transportation, please visit
<http://www.facebook.com/iowadot>.

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