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IOWA STATE HIGHWAY COMMISSION

**CASH FLOW
AND
PROJECT MANAGEMENT**

PROGRAMMING AND SCHEDULING DEPARTMENT

JANUARY 1974

IOWA STATE HIGHWAY COMMISSION - ANNUAL FISCAL CYCLE

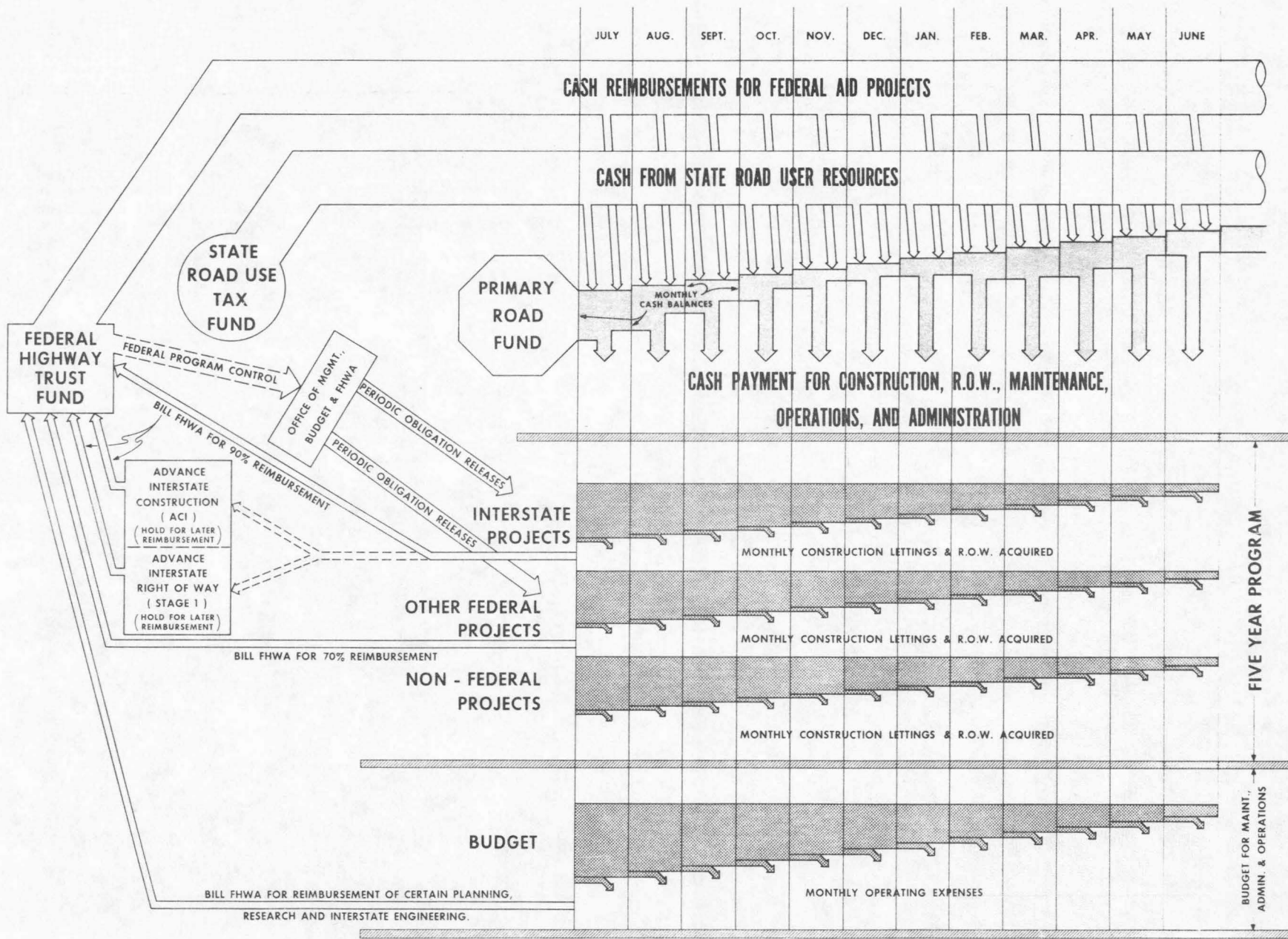


Figure - 1

CASH FLOW AND PROJECT MANAGEMENT

INTRODUCTION

In the fiscal year ended June 30, 1973 more than \$180 million in cash passed through the Iowa Primary Road Fund. These expenditures paid for new construction, right-of-way acquired, maintenance and operational needs, engineering and administration. The funds to pay for these items were received partially from state road user resources and partially from the Federal Highway Trust Fund which is also generated by national road user imposts. The management objective is to balance the expenditures with the income in such a way as to use each dollar as it becomes available and yet to avoid over-obligation and the resulting deficits which would cause temporary disruption of letting schedules and delay payments to creditors.

The complexity of cash flow management derives from the necessity to enter into contractual obligation for major amounts well in advance of actual expenditures and receipts and to anticipate the corresponding inflow and outflow of dollars. The purpose of this report is to assist in communicating a basic understanding of the multiple factors influencing cash management decision on a day-to-day basis. Such an understanding is a necessary background for future discussions of alternative choices or limitations. This is particularly related to the need to defer or advance specific projects in the letting program in response to current uncertainties regarding availability of fuel and materials for construction purposes, manipulation of federal obligation authority, potential revenue changes from motor fuel resources, sudden increases in budgetary costs, etc.

PRIMARY ROAD FUND

The Primary Road Fund, created by the legislature in 1925, is the accounting vehicle through which the State's primary road program is managed. The fund was established to meet federal requirements for receipt of funds under 1921 legislation.

Expenditures from the fund are in two major categories with the larger part being project oriented and therefore governed by means of the Five-Year Program. The remainder relates to maintenance, operations, engineering, administration, and capital improvements which are budgeted biennially by legislative action. As mentioned previously, receipts are in two classes, state originated and federal originated. Figure 1 is a flow diagram depicting the cash flow to and from the Primary Road Fund. This is shown as a continuing process but with a definite annual cycle associated with the construction season and the seasonal aspects of resource generation.

Referring to the diagram, cash flows to the Primary Road Fund from two other larger funds. At the state level the Road Use Tax Fund is the vehicle for receiving state road user revenue which is then redirected to state, farm to market, county, and municipal programs. Appendix page 10 is a diagram showing the function of this larger fund for a recent year. The other device is the Federal Highway Trust Fund which was established by the 1956 Federal Aid Highway Act to receive federal user imposts. Cash flows from this fund as a reimbursement to the state after project activity in the various categorical programs has been paid from state funds. The instant these payments are deposited into the Primary Road Fund the money loses its distinction as "federal" and becomes state money in the same sense as receipts from the state Road Use Tax Fund. The process leading to actual receipt of cash from the federal trust fund is somewhat complex and will be discussed later.

As with the receipt of resources, the cash expenditures from the Primary Road Fund are on a continuing day-to-day basis. Referring again to the flow diagram, the expenditures are in two major categories. The Five-Year Program is the controlling device for all expenditures related to construction and right-of-way. The biennial budget approved by the legislature controls the remainder. The Five-Year Program category is shown in three parts, which are important to the cash flow process. These are Interstate projects, other federal projects and non-federal projects.

The distinction is needed due to the different reimbursement rate for the two federal categories, which is vital to the prediction of cash flow (90% for Interstate and 70% for other federal projects).

Within the legislatively budgeted component of expenditure the major categories are maintenance and operations, engineering, administration and capital improvements. With the possible exception of maintenance, the monthly cash outflow under this heading has been reasonably predictable.

FEDERAL FUNDING

Essential to the understanding of cash flow and project management is an understanding of the way in which federal funding is received. The Federal Highway Trust Fund was established in 1956 by Congress for the purpose of receiving certain highway user funds and channeling them toward several federal categorical programs. These initially included the Interstate System, the Federal Aid Primary System, the Federal Aid Secondary System, and the Urban Extensions of Federal Aid Primary Routes into cities above 5,000 population.

The initial 1956 categories also included 1½% off-the-top for highway planning and research (HPR) and a national reserve for emergency relief (ER). The primary, secondary, and urban categories came to be known as the federal ABC Program. Since 1956, new federal highway acts have been passed in each even numbered year through 1970 and the most recent act was passed in 1973. With each subsequent action, Congress decides how much of the total distribution will be allocated to each program for a two or three fiscal year budget period. At the same time, Congress also establishes the formula to be used to apportion to the states a share of each program for the budget period. That apportionment added to any unused parts of previous apportionments becomes a ceiling figure for each program category which cannot be exceeded until and unless Congress extends the program in subsequent legislation. While initially there were only the four major federal program categories, in the 1973 Highway Act there are now eight major and six minor categories relating to

report prepared by the Accounting Department showing each category of federal aid. Schedule I-4 of that report shows the amount remaining in each apportionment year. Note that all 1972 items must be under contractual agreement with the FHWA by June 30, 1972.

The Federal Office of Management and Budget (OMB) which governs the issuance of obligation authority has recently begun using this device for other purposes than initially intended. For several years obligation authority has been kept at a level considerably below trust fund receipts. Also, the OMB has recently begun using this power to direct expenditures on a short term basis into those categorical programs the administration favors, mainly urban oriented. Both practices of withholding obligation authority and categorizing the amounts released have serious implications for project and cash management. Through the fiscal year ending June 30, 1974, Iowa is about \$34 million short of being released adequate obligation authority to let the contracts which will ultimately earn the full apportionment in all categorical programs. Appendix page 14 is a recent federal report showing Trust Fund history and status.

Another constant concern regarding federal obligation authority is that it can be withdrawn on a moments notice. In April, 1973, for instance, notice was given that all unobligated balances on May 15 would be withdrawn and redistributed to the states that could assure use by June 30. States that chanced not to have federal projects maturing to a letting stage in that time period or perhaps were saving their obligation authority for a large project to be obligated in July or August were just out-of-luck.

The impact of federal obligation control issued on a short term basis to a program of projects requiring up to six or seven years development time can be very serious, particularly when coupled with the construction seasons of the northern climate. For instance when a group of federal aid projects may be ready for letting in the April - June period but no obligation authority is available until after July 1, the letting would thus be in July or August resulting

in effective loss of one year on the construction schedule.

At the present time about \$35 million in annual project activity is required to earn the federal apportionments in the major state controlled non-Interstate categories (Rural Primary - 23.6; Urban Highways - 4.0; Priority Primary - 5.0; Economic Growth Center 2.4). Thus, about \$45 million of our annual program is used for non-participating projects. While the design criteria used are generally the same, there is currently a major additional investment required in terms of both manpower and development time to obtain multiple approvals at the federal level. Therefore, we do not develop each project for potential federal reimbursement. Instead we select projects spread through the Five-Year Program period for development with full federal involvement. This practice was begun in 1968 and is an essential tool in cash management. Appendix page 23 is the current federal project list.

Referring again to the flow diagram (figure 1), we see that federal program control in the form of obligation authority flows from the federal administration. This obligation authority is used by the states as described previously to place a mixture of Interstate and other federal projects under contract. As soon as payments are made to contractors (or property owners for right-of-way), reimbursement can be applied for and received into the Primary Road Fund. The amount of federal cash received in any period is governed by the amount under obligation, the mix of projects according to types (90-10 or 70-30) and the rate of accomplishment of the outstanding contracts by the contractors.

One other feature of federal funding is important to understand. The flow diagram depicts a procedure Iowa and other states have used primarily in connection with the Interstate Program. Federal law allows a state to obligate projects in advance of the current apportionment with reimbursement from later apportionments. Also, it is possible to purchase right-of-way and not seek reimbursement until the road section is in the final phase of construction or open for traffic. These two

items are shown as advance Interstate construction and advance Interstate right-of-way on the diagram and they serve as "Accounts Receivable". Cash can be drawn from these accounts whenever current project activity within an obligation control period is below the amount available and there is unused Interstate category apportionment. The value of this procedure to cash management is that obligation authority under threat of short term recall can be converted to cash if current project activity is inadequate to use the obligation authority prior to expiration. This was done most recently in May, 1973, to our advantage. These accounts also afford a valuable back-up cash management resource in that they can be converted to cash on short notice in the event an unexpected deficit should occur in the Primary Road Fund balance. Interstate project lettings can then be deferred on a short term basis and cash obtained from this resource. This feature will be closed out over the next three years as the Interstate program diminishes toward conclusion.

PRODUCTION SCHEDULE

As previously stated, the Five-Year Program governs the project related portion of cash flow. The program is composed of many projects with planning and development activities occurring concurrently. To provide a basis for guiding the several departments toward systematic accomplishment of the necessary pre-construction actions, a production schedule is used. Each programmed item is staged through the planning and development period by means of a series of key events and activities with appropriate time allowances for each. The letting objective is established by the programmed year of accomplishment.

The production schedule is a critical cash management tool. It provides a device to assure adequate flow of project activity within the limits of continuing receipt of the necessary interim project concurrences. The schedule is geared to a rate of production slightly ahead of anticipated funding availability. This serves to provide for alternate projects in the event of an unexpected circumstance

due to federal funding limitations or project delays for any reason. Appendix page 28 depicts the schematic flow of events and activities which is the basis of the production schedule. Also shown is a graphical representation of the cumulative dollar value of monthly lettings as taken from the current production schedule through fiscal 1977. The graph also shows the concurrent cumulative plan availability in advance of the program as presently designed into the schedule. In addition to the cash management needs, the practice of completing plans and right-of-way activity several months ahead of the letting serves to allow utility relocation well ahead of the construction and minimizes the conflicts and costly delays often resulting from concurrent operations.

As a management objective the content of the project reserve is in constant change. Projects are moved in short term to letting status as new projects are put in reserve. No project will remain in reserve status more than six months if at all possible.

FORECASTING CASH FLOW

Referring again to the fiscal flow diagram, it is obvious that management of such a complexity of resource and pay-out factors requires some form of projection of the multiple factors into the future. Considering the seasonal aspect of our resources and expenditures, the focus of cash flow management is naturally that point in the annual fiscal cycle when we normally experience the least cash balance. This, of course, occurs shortly after conclusion of the construction season with the probability that the lowest cash situation will be in the period from November through February. The focal point of present cash projections is therefore the months of November, 1974 through February, 1975. For the past 18 months, the Accounting Department, in cooperation with the departments of Programming and Scheduling, Contracts and Budgeting, have been evolving a cash flow forecasting procedure. This is necessarily a multiple factor process based on past history projected into the future and applied to current unpaid contract balances and

the expected schedule of project lettings through the period of the prediction. The resulting cash flow forecast provides a basis of judgment about the extent to which commitments can be made in advance of the construction season hopefully with reasonable assurance that resources will neither be over-committed or under-used.

SUMMARY

Much more could be written on this subject in the form of details about various facets of the total procedure. For instance, nothing was said of investing temporary balances to the maximum advantage of the program, or the many important details of accounting. In a very good paper presented at the recent AASHTO meeting in Los Angeles, Mr. W. P. Smith of California refers to the total process as an art rather than a science and concludes with the following statement ... "A successful cash management program requires highly competent and dedicated staff, knowledgeable and involved management, a close working relationship between the State Highway Department and the FHWA, and lots of luck".

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PREPARED BY
HIGHWAY PLANNING SURVEYS DEPARTMENT
DIVISION OF PLANNING
IOWA STATE HIGHWAY COMMISSION
IN COOPERATION WITH THE
UNITED STATES DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1972 REVENUES

MOTOR FUEL TAX	REGISTRATION FEES	USE TAX			
TOTAL COLLECTIONS	125.6	FULL IOWA REGISTRATIONS	76.4	TOTAL COLLECTIONS	27.1
ADMINISTRATION & REFUNDS	-16.0	PRO-RATE REGISTRATIONS	12.1		
1/2¢ SPECIAL MOTOR FUEL TAX	-7.9	ADMINISTRATION, TRANSFERS & REFUNDS	-5.0		
ROAD USE TAX FUND	101.7	ROAD USE TAX FUND	83.5	ROAD USE TAX FUND	27.1

TOTAL ROAD USE TAX FUND 1972 212.3

SECONDARY & URBAN DEPT. FUNDS	0.5
INTERSTATE MATCHING FUNDS	2.5
STATE PARK & INST. ROAD FUNDS	1.0
TOTAL	4.0

RECIPROCITY REFUNDS 1/	0.2
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ROAD USE TAX FUND FOR DISTRIBUTION 1972				207.9
PRIMARY	F. TO M.	COUNTY	CITY	
47 %	9 %	29 %	15 %	

RAILROAD CROSSINGS 2/	0.2
-----------------------	-----

PRIMARY ROAD FUND	F. TO M. ROAD FUND	COUNTY ROAD FUND	CITY STREET FUND								
ROAD USE TAX	96.6	ROAD USE TAX	19.5								
1/2¢ SPECIAL MOTOR FUEL TAX & APPROPRIATIONS	11.9	FEDERAL AID HIGHWAYS	7.5								
FEDERAL AID HIGHWAYS	46.7	R.U.T. CONTRIBUTION TO F.M. 3/	+1.2								
<table style="font-size: small; border-collapse: collapse;"> <tr> <td style="padding-right: 5px;">INTERSTATE</td> <td style="text-align: right;">31.7</td> </tr> <tr> <td style="padding-right: 5px;">PRIMARY</td> <td style="text-align: right;">4.6</td> </tr> <tr> <td style="padding-right: 5px;">URBAN</td> <td style="text-align: right;">4.2</td> </tr> <tr> <td style="padding-right: 5px;">MISC. F.A.</td> <td style="text-align: right;">6.2</td> </tr> </table>	INTERSTATE	31.7	PRIMARY	4.6	URBAN	4.2	MISC. F.A.	6.2		LESS R.U.T. CONTRIBUTION TO F.M.	-1.2
INTERSTATE	31.7										
PRIMARY	4.6										
URBAN	4.2										
MISC. F.A.	6.2										
MISCELLANEOUS	9.5	LOCAL REVENUE	46.8								
TOTAL REVENUES	164.7	FEDERAL FUNDS 4/	0.3								
TOTAL RECEIVED*	164.7	MISCELLANEOUS	0.4								
		TOTAL REVENUES	106.5								
		TOTAL RECEIVED*	106.5								
		ROAD USE TAX	31.8								
		LOCAL REVENUE	60.3								
		LIQUOR REVENUE	0.4								
		FEDERAL FUNDS 4/	2.3								
		MISCELLANEOUS	6.8								
		TOTAL REVENUES	101.4								
		TOTAL RECEIVED*	101.4								

1972 EXPENDITURES

PRIMARY	F. TO M.	COUNTIES	CITIES
185.6	28.1	101.8	102.2
USE	USE	USE	USE
OTHER	OTHER	OTHER	OTHER
CONSTRUCTION	CONSTRUCTION	CONST.	CONSTRUCTION
MAINT.	MAINT.	MAINT.	MAINT.
OTHER	OTHER	OTHER	OTHER
DEBT	DEBT	DEBT	DEBT

* THE TOTAL RECEIVED DIFFERS FROM THE TOTAL REPORTED REVENUE DUE TO THE IN TRANSIT FUNDS DISTRIBUTED BY ONE AGENCY BUT NOT RECEIVED BY THE OTHER AGENCY UNTIL THE FOLLOWING YEAR.
SOURCE: IOWA STATE HIGHWAY COMMISSION.

1/ MONEY IS ALLOCATED FROM THE ROAD USE TAX FUND TO PAY REGISTRATION RECIPROCITY REFUNDS.

2/ SPECIAL APPROPRIATION TO THE RAILROAD GRADE CROSSING SAFETY FUND.

3/ MONEY RECEIVED FROM COUNTIES TO COVER COSTS OF F.M. PROJECTS LET BY THE IOWA STATE HIGHWAY COMMISSION.

4/ FEDERAL FUNDS TO COUNTIES & CITIES ARE FROM VARIOUS FEDERAL AGENCIES SUCH AS AGRICULTURE STABILIZATION CONSERVATION SERVICE, OFFICE OF EMERGENCY PLANNING, FISH & WILDLIFE AND THE CORPS OF ENGINEERS.

HISTORY OF STATE ROAD USER DISTRIBUTIONS

YEAR	MOTOR FUEL USE TAXES			REGISTRATION FEES			USE TAX	SALES TAX	MISC. RECEIPTS	TOTAL	DISTRIBUTION			OFF-TOP	TOTAL
	RATE		AMOUNT	NO. CARS	NO. TRUCKS	AMOUNT	AMOUNT	AMOUNT	RATIO		AMOUNT				
	GAS	DIESEL									PRIMARY	SECONDARY	MUNICIPAL		
1926	2		3,195,785	652,475	51,290	7,204,154				10,399,939		8,563,307	1,836,632		(1) 10,399,939
1927	2/3		4,680,419	654,296	55,698	8,077,669				12,758,088		10,943,725	1,814,363		12,758,088
1928	3		6,622,285	677,782	61,933	9,605,430			165,408	16,393,123		13,268,783	3,124,340		16,393,123
1929	3		6,990,322	718,380	69,531	11,011,442			171,447	18,173,211		15,819,044	2,354,167		18,173,211
1930	3		10,023,642	711,927	73,417	11,839,805			416,997	22,280,444		17,114,174	5,166,270		(2) 22,280,444
1931	3		10,930,951	673,360	81,936	11,369,275			512,993	22,813,219		17,305,134	5,508,085		22,813,219
1932	3		9,247,605	611,003	76,132	10,517,370			372,995	20,137,970		15,488,623	4,649,347		20,137,970
1933	3		8,897,544	562,802	69,490	9,597,521			362,218	18,857,283		14,276,831	4,580,452		18,857,283
1934	3		10,619,996	592,350	75,536	8,232,902			501,723	19,354,621		14,651,867	4,702,754		19,354,621
1935	3		11,399,878	619,658	83,836	8,871,216			504,229	20,775,323		15,410,834	5,364,489		20,775,323
1936	3		12,032,887	645,759	87,535	9,635,488			429,981	22,098,356		16,371,270	5,727,086		22,098,356
1937	3		12,860,458	659,004	91,991	10,235,646			539,729	23,635,833		17,583,857	6,051,976		23,635,833
1938	3		13,102,787	651,843	94,772	10,520,475			450,851	24,074,113		17,849,070	6,225,043		24,074,113
1939	3		10,756,508	673,036	99,931	10,368,462			390,231	21,515,201		13,884,089	3,631,112		(3) 21,515,201
1940	3		14,350,704	692,318	108,913	11,221,790			238,243	25,810,737		17,309,925	8,500,812		25,810,737
1941	3		14,837,455	717,219	116,028	12,432,508			364,569	27,634,532		16,000,000	11,634,532		(4) 27,634,532
1942	3		14,569,100	658,292	110,055	12,610,701			327,995	27,507,796		17,000,000	10,507,796		(5) 27,507,796
1943	3		10,921,592	615,403	105,086	11,458,147			685,232	23,064,971		17,000,000	6,064,971		23,064,971
1944	3		10,838,993	597,674	105,884	11,284,857			442,894	22,566,744		17,000,000	5,566,744		22,566,744
1945	3/4		14,267,626	590,579	109,923	11,262,118			501,218	26,030,962		17,000,000	9,030,962		26,030,962
1946	4		20,813,086	624,674	124,133	12,928,219			308,517	34,049,822		17,000,000	11,590,736	5,459,086	(6) 34,049,822
1947	4		21,473,183	677,596	142,538	13,792,360			7,432,243	44,697,786		17,000,000	18,130,107	2,579,874	(7) 44,697,786
1948	4		24,036,000	735,919	161,329	18,655,640			465,532	42,925,883		17,000,000	23,522,283	2,403,600	42,925,883
1949	4		26,033,795	807,536	170,420	18,434,779	2,482,213	224,580	494,875	47,670,242	42-15-35-8	17,183,995	27,564,625	2,921,622	(8) 47,670,242
1950	4		28,227,741	876,606	181,748	25,031,026	6,264,588	4,914,080	1,020,912	65,458,347	42-15-35-8	27,053,966	32,729,174	5,236,668	438,539 (9) 65,458,347
1951	4		29,539,458	895,948	191,931	29,449,892	5,417,133	5,256,107	1,127,183	70,789,773	42-15-35-8	29,731,705	35,394,886	5,663,182	70,789,773
1952	4		31,145,794	883,298	194,581	33,406,721	4,298,240	5,262,187	704,835	74,817,777	42-15-35-8	31,423,466	37,408,888	5,985,423	74,817,777
1953	4/5	4/6	35,628,757	911,044	201,837	28,860,115	5,780,181	5,344,125	830,736	76,443,914	42-15-35-8	30,824,601	36,418,026	5,826,884	3,374,403 (10) 76,443,914

FOOT NOTES

- (1.) Gasoline Tax - 2 cents per gallon. Revenue to be divided equally between county, township and primary roads.
- (2.) 1 2/3 cents of gasoline tax to Primary Road Fund. 1 1/3 cents of gasoline tax to Secondary Road Fund.
- (3.) Information available for only seven months. All net motor vehicle registration fees to Primary Road Fund. 5/9 of the net collections of motor fuel tax to Primary Road Fund. 1/2 of the net collections of the motor carriers tax to the Primary Road fund. 4/9 of the net collections of the motor fuel tax to the Secondary Road Fund. 1/4 of the net collections of the motor carriers tax to the Secondary Road Fund.
- (4.) All money from state sources above \$16,000,000 was transferred from Primary Road Fund to Farm to Market Road Fund.
- (5.) All money from state sources above \$17,000,000 was transferred from Primary Road Fund to Farm to Market Road Fund.
- (6.) Revenue from 1 cent per gallon motor fuel tax was impounded during litigation on constitutionality of the statute.
- (7.) Impounded money released for distribution. 3/5 of the net proceeds of 1¢ per gallon to Secondary Road Fund. 2/5 of the net proceeds of 1¢ per gallon tax to Municipal Street Construction Fund.
- (8.) Road Use Tax Fund established and distributed with the following ratio: 42% to Primary Road Fund; 15% to Farm to Market Road Fund; 35% to Secondary Road Fund; 8% to Cities and Towns.
- (9.) Balances from previous years registration income credited direct to Primary Road Fund.
- (10.) Net proceeds of 1¢ per gallon tax to be used to pave unpaved Primary Roads.

YEAR	MOTOR FUEL USE TAXES			REGISTRATION FEES			USE TAX AMOUNT	SALES TAX AMOUNT	MISC. RECEIPTS	TOTAL	DISTRIBUTION			OFF TOP	TOTAL	
	RATE		AMOUNT	NO. CARS	NO. TRUCKS	AMOUNT					RATIO	AMOUNT				
	GAS	DIESEL					PRIMARY	SECONDARY	MUNICIPAL							
1954	5	6	40,549,375	924,066	206,752	34,989,484	5,580,679	5,422,323	727,033	87,268,894	42-15-35-8	31,013,492	39,639,618	6,342,339	10,273,445	87,268,894
1955	5/6	6/7	47,582,135	958,643	213,490	35,497,112	7,170,428	6,055,054	966,243	97,270,972	42-15-35-8	32,291,610	42,570,256	6,811,241	15,597,865 (11)	97,270,972
1956	6	7	53,114,987	972,579	216,162	38,525,384	5,674,367	7,381,205	868,371	105,564,314	42-15-35-8	37,242,384	44,336,172	7,093,787	16,891,971	105,564,314
1957	6	7	49,653,047	987,298	219,835	40,378,228	6,164,419	7,195,513	844,655	104,235,864	42-15-35-8	37,169,116	44,248,946	7,079,832	15,737,970	104,235,864
1958	6	7	54,766,108	1,004,400	224,873	40,641,019	5,730,803	6,339,114	864,044	108,341,088	42-15-35-8	38,058,322	45,307,523	7,249,203	17,726,040	108,341,088
1959	6	7	57,011,019	1,046,724	233,567	43,075,249	7,201,500	6,883,091	812,037	114,982,896	42-15-35-8	40,591,983	48,323,789	7,731,806	18,335,318	114,982,896
1960	6	7	58,160,758	1,069,703	236,627	44,269,253	6,419,987	6,872,409	834,349	116,556,756	42-15-35-8	40,295,828	47,971,223	7,675,395	20,614,310	116,556,756
1961	6	7	58,045,829	1,086,165	249,846	45,540,606	6,048,483	5,142,532	1,020,662	115,798,112	42-15-35-8	39,881,769	47,478,297	7,596,527	20,841,519	115,798,112
1962	6	7	59,158,054	1,124,350	259,920	47,042,949	7,261,296	4,891,302	860,830	119,214,431	47-10-30-13	54,329,383	46,237,772	15,027,276	3,620,000 (12)	119,214,431
1963	6	7	61,754,450	1,149,120	265,192	49,045,472	7,997,382	6,661,690	1,283,932	126,742,926	47-10-30-13	57,864,609	48,246,475	16,005,104	3,626,738	126,742,926
1964	6	7	65,160,890	1,189,188	277,633	52,266,365	8,473,604	6,989,135	1,138,622	134,028,616	47-10-30-13	61,292,050	52,163,446	16,953,120	3,620,000	134,028,616
1965	6/7	7/8	72,651,643	1,234,163	293,915	55,098,792	9,612,762	7,929,953	158,467	145,451,617	47-10-30-13	63,652,846	54,172,634	17,606,807	10,019,330 (13)	145,451,617
1966	7	8	80,377,694	1,273,495	313,748	58,427,988	11,086,681	8,541,522	1,198,886	159,632,771	47-10-30-13	67,695,617	57,613,291	18,724,319	15,599,544	159,632,771
1967	7	8	88,060,926	1,293,225	329,377	60,900,897	11,210,990	8,379,602	1,321,739	169,874,154	47-10-30-13	71,749,544	61,063,442	19,845,619	17,215,549	169,874,154
1968	7	8	89,434,532	1,328,976	345,164	64,176,106	17,208,931	7,959,441	1,265,672	180,044,682	47-10-30-13	76,051,676	64,724,831	21,035,570	18,232,605	180,044,682
1969	7	8	94,687,392	1,360,866	363,852	66,965,524	18,161,763	10,680,000	2,402,729	192,897,408	47-9-29-15	82,682,220	68,878,448	24,358,949	16,977,791 (14)	192,897,408
1970	7	8	102,410,607	1,381,334	378,006	76,614,597	17,791,822	8,606,513	1,768,497	207,192,036	47-9-29-15	91,518,410	73,993,610	29,208,004	12,472,012	207,192,036
1971	7	8	104,301,839	1,415,726	392,384	79,479,292	21,687,503	(16)	2,078,959	207,547,593	47-9-29-15	90,445,037	73,125,771	28,865,437	15,111,348	207,547,593
1972	7	8	112,652,462	1,442,150	414,342	85,032,038	27,214,984	-	2,170,398	227,069,882	47-9-29-15	99,019,036	80,057,944	31,601,820	16,391,082	227,069,882

FOOT NOTES

- (11.) Net proceeds of 1¢ per gallon tax to be used for widening and improving Primary roads and bridges.
- (12.) Distribution formula changed: Primary Road Fund, 47%; Farm to Market Road Fund, 10%; Secondary Road Fund, 30%; Cities and Towns, 13%. Off top allocations made for x-ing, Secondary and Urban Departments. Matching Interstate and Parks and Institutional Roads.
- (13.) Net Proceeds of 1¢ per gallon tax to be used for widening roads and bridges on the Primary Road System.
- (14.) Net proceeds of ½¢ per gallon tax instead of 1¢ to be used for widening roads and bridges on the Primary Road System.
- (15.) Distribution ratio changed: 47% to Primary Road Fund; 9% to Farm to Market Fund; 29% to Secondary Road Fund; 15% to Cities and Towns.
- (16.) Collection of 10% of 2/3 of the 3% Sales Tax was discontinued by legislative action as of June 30, 1970. The amount shown for 1970 includes proceeds of the first six months only.

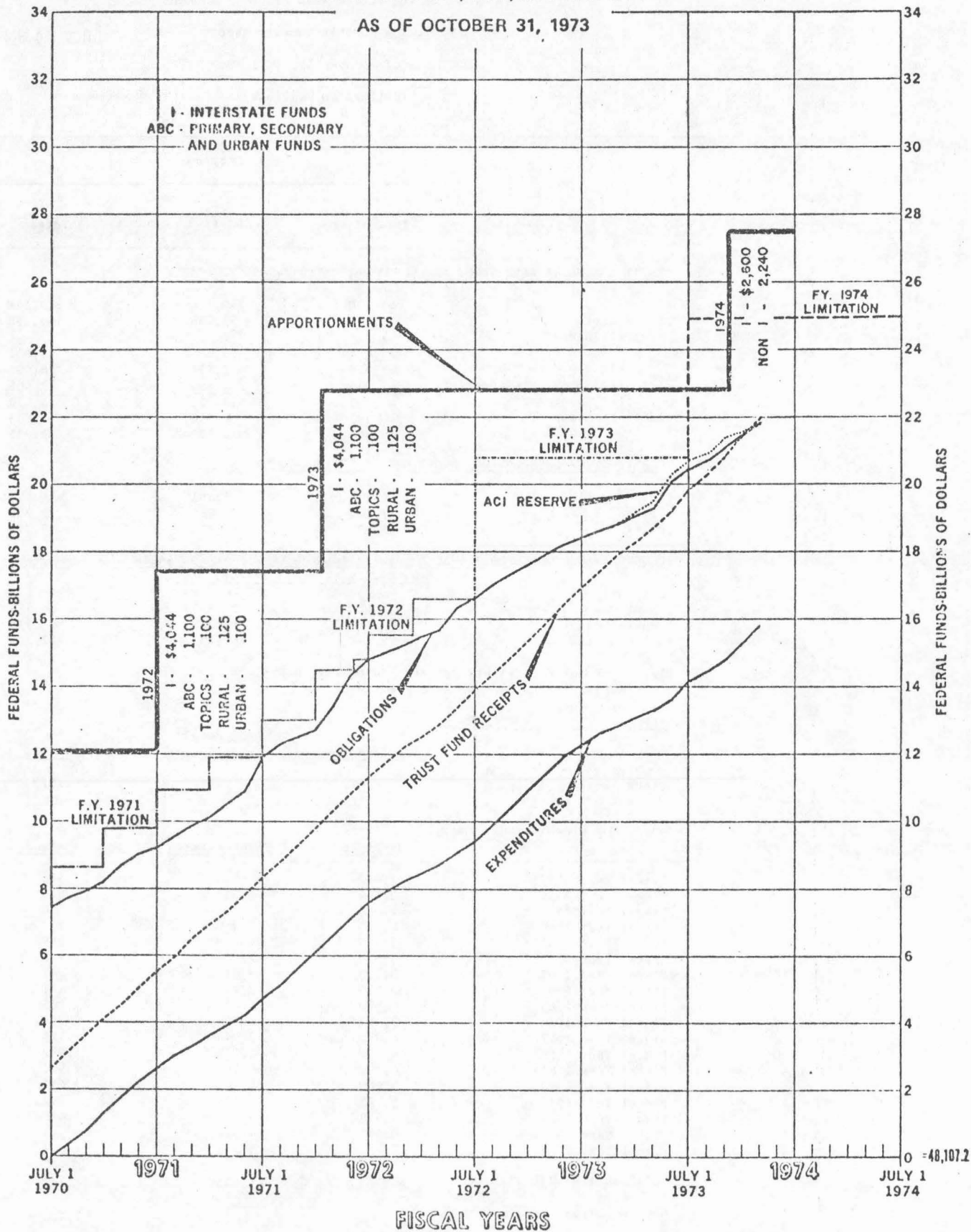
FEDERAL HIGHWAY PROGRAMS COMPARISON

Federal Program	1970 ACT	Fiscal		(Millions)					
		1972	1973	1974	1975	1976	1977	1978	1979
Interstate	U.S.	4,000	4,000	+0.831/1	+0.773/1	3,000	3,250	3,250	3,250
	Iowa	48.216	48.216	26.750*	31.184*	31.184	34	34	34
							Matching Ratio		Remarks
Primary	U.S.	570.000	570.000	680.000	700.000	700.000	70/30		No State to get less than in F/Y 1973.
	Iowa	12.461	12.477	16.470*	17.130*	17.130			
Secondary	U.S.	380.000	380.000	390.000	400.000	400.000	70/30		
	Iowa	9.477	9.319	9.447*	9.789*	9.789			
Urban Highways	U.S.	275.000	275.000	290.000	300.000	300.000	70/30		
	Iowa	2.925	2.722	2.827*	2.955*	2.955			
Urban Systems	U.S.	100.000	100.000	780.000	800.000	800.000	70/30		Bus Purchase permissible in 1975 -- Rail in 1976.
	Iowa	0.769	0.690	7.326*	7.494*	7.494			
TOPICS	U.S.	100.000	100.000						Program Discontinued.
	Iowa	1.063	0.990						
Economic Growth Center	U.S.	50.000	50.000	50.000	75.000	100.000	70/30		No longer a demonstration program. 70% of funding from here instead of 20%.
	Iowa	1.097 ¹	1.099	?	?	?			
Special Bridge Replacement	U.S.	100.000	150.000	25.000	75.000	75.000	75/25		
	Iowa	(5.510)		?	?	?			
Priority Primary	U.S.			100.000	200.000	300.000	70/30		One-half by Primary and one-half by Urban Highways formula.
	Iowa	(New Program - 1973)		1.763*	3.563*	5.345			
Urban High Density	U.S.			50.000	50.000	50.000	90/10		One per state - 10 miles or less. Secretary to designate.
	Iowa	(New Program - 1973)		?	?	?			
Great River Road	10 States			10.000	25.000	25.000	70/30		Plus \$30m for parts not on Federal System
	Iowa	(New Program - 1973)		?	?	?			
Metro Planning Funds		(New Program - 1973)		0.156*	0.176*	0.180	80/20		1/2 "Off-the-Top".
<u>Title II Safety Special Category Programs</u> (All New - 1973)				US	Iowa	US	Iowa	US	Iowa
Rail-Highway Crossings				25.0	.424 *	75.0	1.2	75.0	1.2
								90/10	One-half Primary formula; one-half Urban System.
High Hazard Locations				50.0	.860 *	75.0	1.3	75.0	1.3
								90/10	402-C Apportionment Formula.
Roadside Obstacle Elimination				25.0	.430 *	75.0	1.3	75.0	1.3
								90/10	402-C Apportionment Formula.
Safer Roads Demonstration				50.0	.873 *	100.0	1.8	100.0	1.8
								90/10	402-C Non FA System Only.
Pavement Marking				25.0	?	75.0	?	75.0	?
Safety Incentive Program				25.0	?	32.0	?	37.5	?
								--	Mandatory Seatbelt Law.
Safety Incentive Program				12.5	?	16	?	19	?
								--	Fatality Reduction.

NOTE: Actual apportionments for fiscal years 1974 and 1975 are marked *. Other estimates are by Programming & Scheduling Department.
¹ Reapportioned lapsed Funds from Washington, D. C.

FEDERAL AID HIGHWAY PROGRAM FINANCING

FISCAL YEARS 1971, 1972, 1973 AND 1974



U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

PROGRESS OF THE FEDERAL-AID HIGHWAY PROGRAM

Table 1 - Monthly Summary Report

NOV 20 1973

As of October 31, 1973

(Dollars in Millions)

	Program		
	Interstate	ABC 1/	Total
1. TOTAL CONTRACTS ADVERTISED AND FUNDS OBLIGATED 7-1-56 TO DATE:			
Miles	50,100	254,146	310,246
Total Cost	52,362	33,836	86,198
Federal Funds			
Construction	36,888	16,198	53,086
Right-of-Way	7,390	1,191	8,581
Preliminary Engineering	1,085	420	2,405
Subtotal	46,263	17,809	64,072
Administration	587	316	903
Total	46,850	18,125	64,975
2. CONSTRUCTION UNDERWAY OR ADVERTISED AS OF 11-1-73			
Total Cost	8,888	5,391	14,279
Federal Funds	7,864	2,868	10,732
Miles	5,533	12,239	17,772
3. CONSTRUCTION COMPLETED 7-1-56 TO DATE (INCLUDES COMPLETED CONTRACTS ADVERTISED PRIOR TO 7-1-56):			
Total Cost	33,121	27,333	60,454
Federal Funds	29,189	14,336	43,525
Miles	51,632	265,732	317,364
1/ Includes Federal-aid Primary, Secondary, Urban, "D", Rural, TOPICS, and Urban System funds			
4. PERCENT OF FUNDS OBLIGATED:			
	<u>Interstate</u>	<u>ABC, Rural Urban System</u>	<u>TOPICS</u>
Fiscal Year	1973	1974	1973
Percent Obligated	77	2	39
5. STATUS OF HIGHWAY TRUST FUNDS			
	<u>Receipts</u>	<u>Expenditures</u>	<u>Balance</u>
Fiscal Year 1957	\$ 1,482	\$ 966	\$ 516
Fiscal Year 1958	2,044	1,511	1,049
Fiscal Year 1959	2,068	2,613	524
Fiscal Year 1960	2,535	2,940	119
Fiscal Year 1961	2,799	2,619	299
Fiscal Year 1962	2,956	2,784	471
Fiscal Year 1963	3,293	3,017	747
Fiscal Year 1964	3,539	3,645	641
Fiscal Year 1965	3,670	4,026	285
Fiscal Year 1966	3,924	3,965	744
Fiscal Year 1967	4,455	3,974	725
Fiscal Year 1968	4,428	4,171	982
Fiscal Year 1969	4,690	4,151	1,521
Fiscal Year 1970	5,469	4,378	2,612
Fiscal Year 1971	5,725	4,685	3,652
Fiscal Year 1972	5,528	4,690	4,490
Fiscal Year 1973	5,912	4,811	5,591
Fiscal Year 1974	2,232	1,634	6,189
Total to 11-1-73	66,769	60,580	6,189
Unpaid obligations 11-1-73			7,236

FEDERAL AID STATUS
STATUS OF APPORTIONMENTS
December 31, 1973

SCHEDULE I-1

Type of Apportionments	-1- Unprogramed Stage	-2- Programed Stage II	-3- P.S. & E. Stage	-4- Agreement Stage	-5- Total Columns 1-4	* Advanced Apportionment Stage	** Authorized Stage I
Interstate	4,894,029	3,110,107	11,894,078	46,245,328	66,143,542	26,444,581	19,078,814
Primary	985,058	3,190,850	10,119,780	5,067,510	19,363,198		139,920
Rural Primary	13,278,872	2,535,000	1,964,175	866,826	18,644,873		
Priority Primary	1,763,147				1,763,147		
Urban	622,521	425,960	84,989	5,824,255	6,997,725		105,500
Topics	1,487,130	158,998	8,300	1,516,913	3,171,341		
Urban System	8,273,412		154,700	258,662	8,686,774		
Metro. Planning	156,238				156,238		
Econ. Growth Center	997		1,460,046	489,370	1,950,413		
Bridge Replacement	102,104		243,750	943,701	1,289,555		
Advertising Control	4,867			243,652	248,519		
Junkyard Control	-0-				-0-		
Landscaping	127,281			105,466	232,747		
E.R. Primary	108,979		8,732	165,974	283,685		
Total Primary Roads	31,844,635	9,420,915	25,938,550	61,727,657	128,931,757	26,444,581	19,324,234
Secondary	310,131		50,000	718,224	1,078,355		
Rural Secondary	9,327,481		224,000	563,150	10,114,631		
E.R. Secondary	28,266			28,155	56,421		
Total Secondary Roads	9,665,878		274,000	1,309,529	11,249,407		

Apportionments received by a state highway department are advanced through different stages. These stages are sequential except Program Stage I which is optional. Theoretically, all projects shall advance from apportionment, (Synonymous with unprogrammed) through agreement, columns 1-4. For complete analysis of Federal Funds, reference shall be made to schedules I-3 and I-4.

- See Reverse Side for Explanation of Columns -

IOWA STATE HIGHWAY COMMISSION
 FEDERAL AID STATUS
 STATUS OF DEFERRED APPORTIONMENTS
 AND OBLIGATION AVAILABILITY

SCHEDULE I-3

December 31, 1973

Type of Apportionments	* Deferred Apportionment	-1- Current Availability	-2- July - Sept. (Projected)	-3- Oct. - Dec. (Projected)	-4- Jan. - March (Projected)	-5- April - June (Projected)	** Total Columns 1-5
Interstate	14,171,752	(6,167,615)					(6,167,615)
Primary		4,175,908					4,175,908
Rural Primary	8,725,977	7,087,895					7,087,895
Priority Primary	934,086	829,061					829,061
Urban	1,497,706	(409,224)					(409,224)
Topics		1,646,128					1,646,128
Urban System	3,881,071	4,392,341					4,392,341
Metro. Planning	82,773	73,465	Included in Column 1.	Included in Column 1.	Included in Column 1.	Included in Column 1.	73,465
Econ. Growth Center		997	Included in Column 1.	Included in Column 1.	Included in Column 1.	Included in Column 1.	997
Bridge Replacement		102,104	Included in Column 1.	Included in Column 1.	Included in Column 1.	Included in Column 1.	102,104
Advertising Control		4,867	Included in Column 1.	Included in Column 1.	Included in Column 1.	Included in Column 1.	4,867
Junkyard Control		-0-	Included in Column 1.	Included in Column 1.	Included in Column 1.	Included in Column 1.	-0-
Landscaping		127,281	Included in Column 1.	Included in Column 1.	Included in Column 1.	Included in Column 1.	127,281
E.R. Primary		108,979	Included in Column 1.	Included in Column 1.	Included in Column 1.	Included in Column 1.	108,979
Total Primary Roads	29,293,365	11,972,187	Included in Column 1.	Included in Column 1.	Included in Column 1.	Included in Column 1.	11,972,187
Secondary		310,131					310,131
Rural Secondary	5,004,603	4,322,878					4,322,878
E.R. Secondary		28,266					28,266
Total Secondary Roads	5,004,603	4,661,275					4,661,275

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* Deferred apportionment represents the accumulated Federal Aid to be released for Obligation Availability on a monthly or quarterly basis. As releases are made, the column is decreased.

Deferred apportionment or lack of obligation availability balance does not preclude advancing projects to Program Stage. Programming Right of Way and Preliminary Engineering Projects in either Stage I or II permits incurring expenditures which can be Federally reimbursed from future releases. These projects, however, cannot be advanced to P.S. & E. Stage until adequate funds have been released.

Column 1 - represents the available balance which can be advanced to P.S. & E. Stage. This column is increased as releases are made and decreased as projects are advanced to P.S. & E. Stage, and is also affected by overruns and underruns on project agreements and final vouchers.

Columns 2 through 5 are projected obligation availability anticipated to be released for the subsequent months.

** Represents the combined current availability authorized and that projected through June.

Note: The totals of Columns 1 and 2 from Schedule I-1 equal the combined total of Deferred Apportionment and Current Availability from this schedule. Funds may be obligated in excess of current availability for a specific road system with the limitation that total funds currently obligated for all road systems cannot exceed the combined current availability balance for all systems.

IOWA STATE HIGHWAY COMMISSION
 FEDERAL AID STATUS
 APPORTIONMENTS NOT UNDER AGREEMENT
 December 31, 1973

SCHEDULE I-4

Type of Apportionment	1972 Apportionment	1973 Apportionment	1974 Apportionment	Total Unobligated
Interstate	-0-	-0-	19,898,214	19,898,214
Primary	3,466,845	10,828,843	-0-	14,295,688
Rural Primary	-0-	1,307,201	16,470,846	17,778,047
Priority Primary	-0-	-0-	1,763,147	1,763,147
Urban	-0-	-0-	1,173,470	1,173,470
Topics	679,441	974,987	-0-	1,654,428
Urban System	411,878	690,460	7,325,774	8,428,112
Metro. Planning	-0-	-0-	156,238	156,238
Econ. Growth Center	362,043	1,099,000	-0-	1,461,043
Secondary	-0-	360,131	-0-	360,131
Rural Secondary	-0-	104,967	9,446,514	9,551,481
Total	4,920,207	15,365,589	56,234,203	76,519,999

-18-

Apportionment is defined as an allocation made each fiscal year from the Highway Trust Fund to the various states for highway construction expenditure on the Federal Aid systems. Title 23 of the United States Code provides that the Federal Government, through the Federal Highway Administration, make apportionment to the States on or about January 1 of each year in advance of the fiscal year for which funds are allocated.

Apportionments shall be advanced to Agreement Stage no later than two (2) years after the end of the fiscal year for which they were apportioned. Apportionment balances are increased subject to new apportionments and decreased as projects are advanced to Agreement Stage. Apportionments not under agreement consist of funds in: Unprogrammed Status, Program Stage II, and PS & E (excluding ER and Beautification).

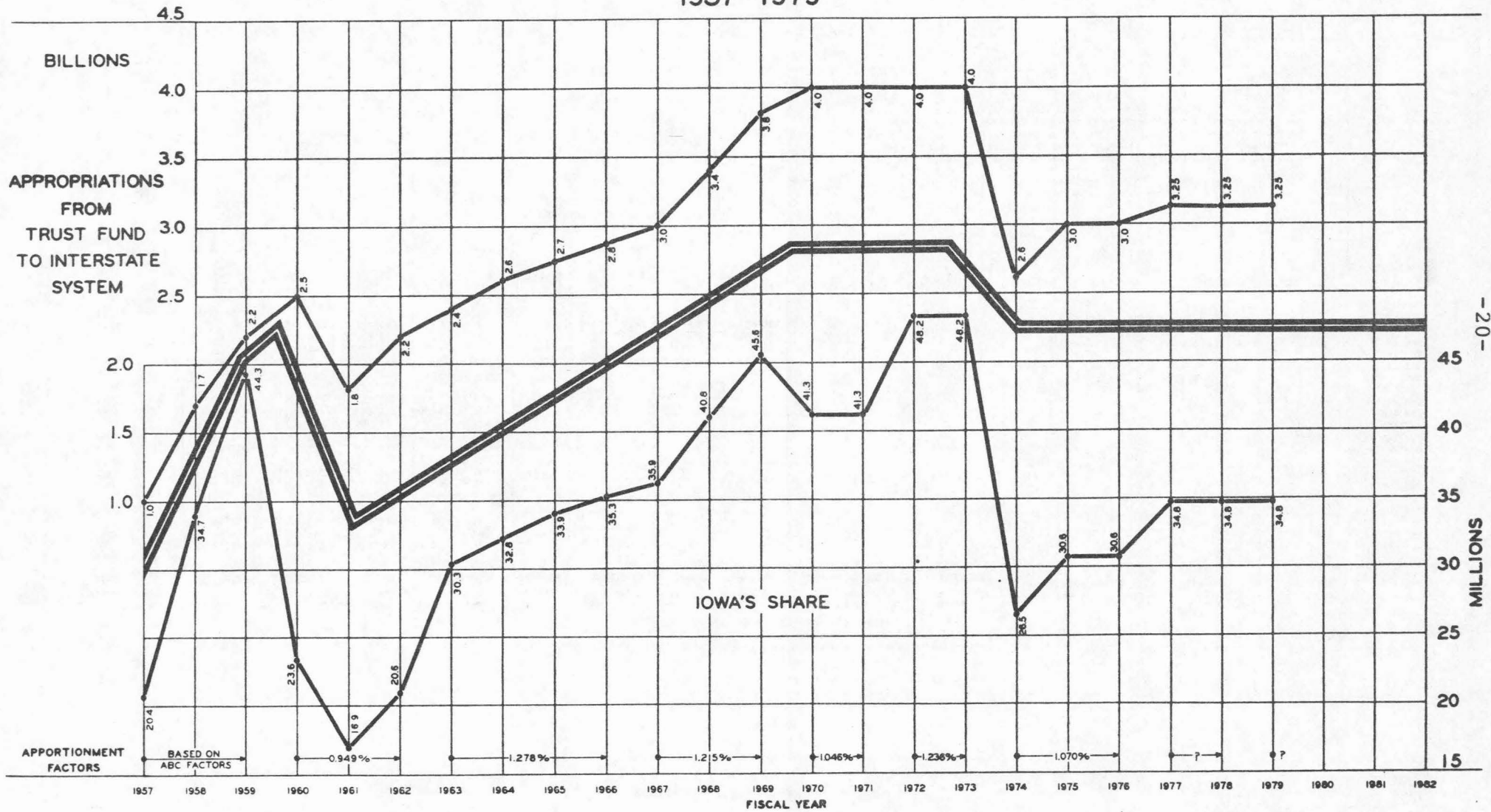
COMPARISON OF ESTIMATED STATE PAYMENTS TO THE FEDERAL HIGHWAY TRUST FUND
WITH STATE RECEIPTS FROM THE HIGHWAY TRUST FUND AND FEDERAL-AID APPORTIONMENTS
FISCAL YEARS 1957 - 1972

FE-221
JANUARY 1973

STATE	ESTIMATED PAYMENTS TO THE HIGHWAY TRUST FUND (\$1,000)	RECEIPTS FROM THE HIGHWAY TRUST FUND (\$1,000)	FEDERAL AID APPORTIONMENTS (\$1,000)	FOR EACH DOLLAR THE STATE PAID TO THE HIGHWAY TRUST FUND FROM 7/1/56 - 6/30/72	
				IT RECEIVED	IT WAS APPORTIONED
Alabama	1,031,373	1,054,017	1,210,993	\$ 1.02	\$ 1.17
Alaska	59,337	476,870	557,615	8.04	9.40
Arizona	572,513	770,889	854,321	1.35	1.49
Arkansas	667,696	575,745	620,130	.86	.93
California	5,882,221	4,646,554	4,064,427	.79	.84
Colorado	705,405	767,546	815,351	1.09	1.16
Connecticut	764,320	680,637	869,568	.89	1.18
Delaware	173,469	173,980	222,044	1.00	1.28
Florida	1,903,606	1,118,474	1,268,363	.59	.67
Georgia	1,454,037	1,071,380	1,226,961	.74	.84
Hawaii	132,359	236,158	414,998	1.78	3.14
Idaho	275,600	395,308	437,971	1.43	1.59
Illinois	2,866,330	2,621,290	3,120,004	.91	1.09
Indiana	1,678,194	1,296,723	1,387,642	.77	.83
Iowa	949,675	811,030	893,160	.85	.94
Kansas	816,560	677,505	741,107	.83	.91
Kentucky	925,158	1,002,754	1,100,559	1.08	1.19
Louisiana	984,305	1,197,864	1,389,375	1.22	1.41
Maine	316,343	323,425	356,314	1.02	1.13
Maryland	958,703	665,400	1,047,918	.69	1.09
Massachusetts	1,321,963	1,040,192	1,369,852	.79	1.04
Michigan	2,567,216	1,978,010	2,196,573	.77	.86
Minnesota	1,151,638	1,265,706	1,385,489	1.10	1.20
Mississippi	686,189	701,972	752,720	1.02	1.10
Missouri	1,549,023	1,378,110	1,513,389	.89	.98
Montana	290,610	695,146	790,615	2.39	2.72
Nebraska	547,306	519,933	540,879	.93	.99
Nevada	196,385	392,784	421,055	2.00	2.14
New Hampshire	211,945	268,748	300,744	1.27	1.42
New Jersey	1,839,623	1,201,091	1,520,087	.65	.83
New Mexico	416,022	646,222	697,072	1.55	1.68
New York	3,515,129	2,850,419	3,382,430	.81	.96
North Carolina	1,531,104	800,614	905,573	.52	.59
North Dakota	214,060	395,299	421,251	1.85	1.97
Ohio	2,980,621	2,808,013	3,107,044	.94	1.04
Oklahoma	955,834	710,919	777,454	.74	.81
Oregon	734,391	904,779	1,039,581	1.23	1.42
Pennsylvania	2,940,386	2,377,114	2,843,546	.81	.97
Rhode Island	223,672	261,162	329,329	1.17	1.47
South Carolina	756,705	536,429	601,348	.71	.79
South Dakota	252,074	464,866	501,497	1.84	1.99
Tennessee	1,167,797	1,256,016	1,358,680	1.08	1.16
Texas	3,943,362	2,879,483	3,107,682	.73	.79
Utah	343,697	654,311	740,357	1.90	2.15
Vermont	136,739	351,362	380,389	2.57	2.78
Virginia	1,312,110	1,481,100	1,624,623	1.13	1.24
Washington	989,304	1,083,399	1,279,746	1.10	1.29
West Virginia	486,161	825,844	1,090,174	1.70	2.24
Wisconsin	1,182,583	765,242	842,831	.65	.71
Wyoming	179,883	502,341	545,865	2.79	3.03
Dist. Of Col.	170,452	371,636	690,664	2.18	4.05
Puerto Rico	-	98,309	113,878	-	-
Total	57,912,089	53,021,129	60,710,257	.92	1.05

INTERSTATE FINANCING 1957-1979

PROGRAMMING AND SCHEDULING DEPT.
AUGUST 1973



Apportionments to Iowa From Federal Highway Trust Fund
Fiscal 1957 through Fiscal 1975
(Status as of January 16, 1974)

Fiscal Year	Primary	Secondary	Urban Highways	Interstate	Rural Primary	Rural Secondary	TOPICS	Urban System	Economic Growth Center	Priority Primary	Metro-politan Planning	Safer Roads Demonstration Program	Railway-Highway Crossings	High Hazard Locations	Elimination of Roadside Obstacles	TOTAL
1957 (FA Act of 1956)	1,342,197	984,752	373,166	20,426,284												23,126,395
1958	9,126,938	6,696,311	2,537,527	34,724,683												53,085,439
1959	9,195,034	6,756,810	2,599,100	40,256,100												58,807,044
1959 (Add'l. D Funds)	4,224,567	3,104,349	1,194,131	4,045,839												12,568,886
1960	9,441,047	6,938,932	2,673,360	23,606,375												42,659,714
1961	8,522,408	6,478,842	2,657,697	16,911,180												34,570,127
1962	8,625,049	6,619,922	2,397,138	20,551,781												38,193,890
1963	9,205,326	6,867,214	2,470,622	30,288,600												48,831,762
1964	9,593,793	7,145,576	2,535,283	32,812,650												52,087,202
1965	9,781,928	7,286,768	2,588,826	33,902,145												53,559,667
1966	10,369,426	7,701,462	2,679,255	35,336,700												56,086,843
1967	10,331,682	7,674,572	2,672,472	35,903,250												56,581,976
1968	10,267,868	7,635,221	2,683,325	40,855,590												61,442,004
1969	10,263,662	7,631,420	2,679,255	45,592,875												66,167,212
1970	11,223,765	8,347,774	2,939,719	40,188,000	1,708,560	1,271,331	2,137,978									67,317,068
1971	11,075,707	8,244,692	2,924,797	39,984,000	1,686,043	1,255,632	2,127,125									67,397,496
1972	10,814,882	8,078,694	2,722,043	48,216,000	1,646,338	1,230,351	989,834	690,460	1,097,000							75,485,602
1973	10,828,843	8,087,698	2,722,043	48,216,000	1,648,432	1,231,722	989,834	690,460	1,099,000							75,514,032
1973 (Reappn. of Dist. of Columbia I-Funds)	-	-	2,827,021	831,000.82												331,000.82
1974	-	-	2,827,021	26,750,097	16,470,846	9,446,514	-	7,325,774	-	1,763,147	156,238	873,070	424,522	860,357	430,179	67,327,765
1975	-	-	2,954,654	31,183,698	17,130,079	9,788,616	-	7,493,763	-	3,562,649	176,113					72,289,572
1975 (Reappn. of Dist. of Columbia I-Funds)				772,542.93												772,542.93

Two Programs Terminated by 1973 Highway Act

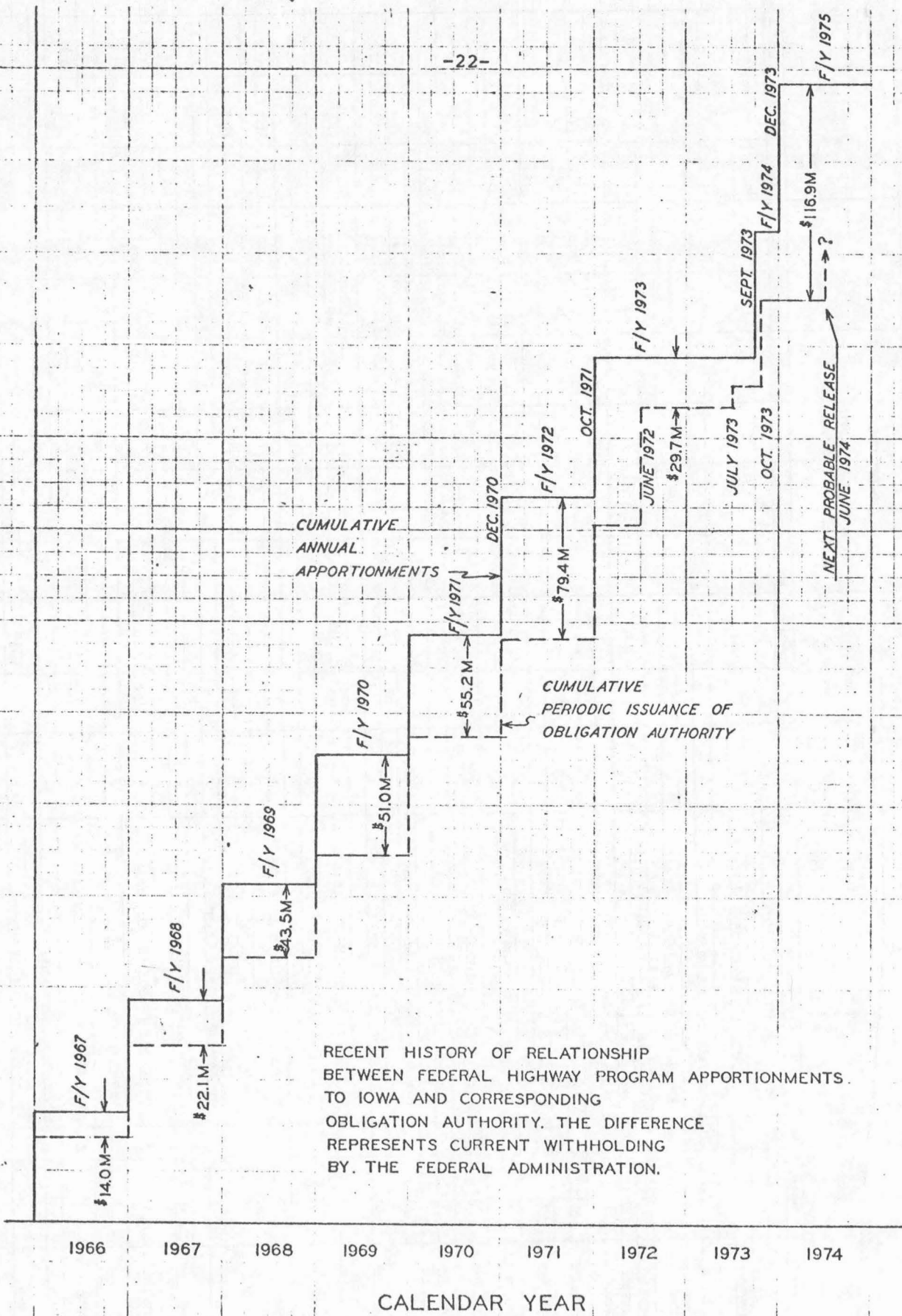
Three Programs Initiated by 1968 Highway Act

Two Programs Initiated by 1970 Highway Act

Six Programs initiated by 1973 Highway Act for which Apportionments have been made.

Terminated by 1973 Highway Act

Two Specialty Programs of interest to Iowa not listed are Great River Road (1973 Act) and Special Bridge Replacement (1970 Act). No apportionment has been made for the River Road and a total of \$5,510,000 has been earmarked from the 1970 Act for the Bridge Program but none yet from the 1973 Act. That amount is not included in the above tabulation.



RECENT HISTORY OF RELATIONSHIP BETWEEN FEDERAL HIGHWAY PROGRAM APPORTIONMENTS TO IOWA AND CORRESPONDING OBLIGATION AUTHORITY. THE DIFFERENCE REPRESENTS CURRENT WITHHOLDING BY THE FEDERAL ADMINISTRATION.

DATA SHEET

PRIMARY AND URBAN PROJECTS RECOMMENDED FOR DEVELOPMENT
WITH FEDERAL PARTICIPATION

County	Route	New	Location	System	PROGRAM YEAR												
					1974		1975		1976		1977		1978		1979		
					ROW	Constr.	ROW	Constr.	ROW	Constr.	ROW	Constr.	ROW	Constr.	ROW	Constr.	
1 Adair	80	X	Cass Co. to Ia. 25 (A.C. Resurf.)	F			1399										
2																	
3 Appanoose	5		N. of Centerville to Monroe Co. line	F		1824											
4																	
5 Benton	21		From Belle Plaine H. to US 30	F							368		601				
6																	
7 Benton	21		From U.S. 30 North to Ia. 8	F							1975		2042				
8																	
9 Benton	30		From W. Jct. US 218 E. to Linn Co. line	F							762						1904
10 Benton	218	X	From W. of US 30 to Reloc. US 30	F													57
11 Black Hawk	-		US 218 Connection to I-380	U			1750	380						679			
12																	
13 Black Hawk	518		From Pwy. 520 to Ia. 58	U							335		335				
14																	
15 Black Hawk	518		From Ia. 58 to Reloc. U.S. 20	U							1059		1059				
16																	
17 Black Hawk	518		From Reloc. US 20 to Bremer Co. line	F							238		239				
18																	
19 Black Hawk	520		From Grundy Co. line to Ia. 58	F							272						277
20																	
21 Black Hawk	520		Prop. Reloc. from Ia. 58 to US 63	F				369				2713		2931			
22																	
23 Black Hawk	520		Prop. Reloc. from US 63 to near US 218	U				1049				1999		1772			
24																	
25 Black Hawk	520		Prop. Reloc. from I-380 to Buchanan Co. line	F							567						609
26																	
27 Boone	17	X	From US 30 N. to Hamilton Co. line	F							289			1372			1766
28																	
29 Bremer	518		From Black Hawk Co. line to Jct. Ia. 3	F							176		177				
30																	
31 Buchanan	520		From Black Hawk Co. line E. to Jct Ia. 150	F							504			1826			1826
32																	
33 Buchanan	520		From Jct. Ia. 150 to Jct. Ia. 187	F					873					5048			4674
34																	
35 Cedar	80	X	From Cedar River West 8.1 miles	F				909									
36																	
37 Cerro Gordo	518		From I-35 East to US 65	F									632				
38																	
39 Clarke	35	X	From US 34 North to Warren Co. line	F								979					
40																	
41 Clay	71		Spencer By-pass	F													425
42																	
43 Clayton	18	X	From End of 4.4 mile section to Miss. R. Br.	F													339
44																	
45 Clayton	18		Miss. R. Br. (Demolition)	BRF				75									
46																	
47 Clinton	30		US 61 S. of DeWitt E. to Malone	F		3242		1836									
48																	
49 Clinton	67	X	From SCL Camanche to US 30	F			145			1417		1214					
50																	

IOWA STATE HIGHWAY COMMISSION

DATA SHEET

PRIMARY AND URBAN PROJECTS RECOMMENDED FOR DEVELOPMENT
WITH FEDERAL PARTICIPATION

	County	Route	New	Location	System	PROGRAM YEAR											
						1974 Amount		1975 Amount		1976 Amount		1977 Amount		1978 Amount		1979 Amount	
						ROW	Constr.	ROW	Constr.	ROW	Constr.	ROW	Constr.	ROW	Constr.	ROW	Constr.
1	Clinton	67		From Clinton W. 5.7 miles	F			255			828		1171				
2																	
3	Clinton	561		From Scott Co. line to Reloc US 30	F									169			
4																	
5	Clinton	561		S. of DeWitt W. & N. to Pres. US 61	F		4899		2499								
6																	
7	Davis	2	X	From Jct. Reloc. US 63 at Bloomfield to	F			319			808		1736				
8				Van Buren Co. line													
9																	
10	Davis	63		From Missouri State line to Ia. 2	F		2038		2034								
11																	
12	Davis	63	X	From W. Jct. Ia. 2 E & N to Bloomfield	F			157			560		755				
13																	
14	Des Moines	534		In W. Burlington from US 34 to BN RR	U						1821		1368				
15																	
16	Des Moines	534		In Burlington - BN RR to Osborn	U		2259										
17																	
18	Dubuque	520		From Ia. 136 to US 61	F									594		595	
19																	
20	Dubuque	561		In Dubuque (N - S Fwy.)	U									500		1000	
21																	
22	Franklin	3	X	From Wright Co. line E. to 2 mile W. of	F			212			605		1519				
23				Hampton													
24																	
25	Fremont	2		E. of Sidney to Page Co. line	F		1136		2257								
26																	
27	Grundy	520		From Hardin Co. line to Ia. 14	F									1031			
28																	
29	Grundy	520		From Ia. 57 S & E to Black Hawk Co. line	F							69					74
30																	
31	Hamilton	17	X	From Boone Co. line N. to S. Jct. Ia. 175	F							61		330			496
32																	
33	Hamilton	17	X	From S. Jct. Ia 175 N. to Begin Reloc.	F			237			767		1409				
34																	
35	Hamilton	520		From Webster Co. line E. to W. Jct. Ia 17	F							86					128
36																	
37	Hamilton	520		Prop. Reloc. from W. to E. Jct. Ia. 17	F							429					1406
38																	
39	Hamilton	520		Prop. Reloc. from E. Jct. Ia. 17 to US 69	F		3440				3396						
40																	
41	Hamilton	520		Prop. Reloc. from I-35 E. to Hardin Co. line	F							474					456
42																	
43	Hardin	520		Prop. Reloc. from Hamilton Co. 1. to US 65	F							687					1069
44																	
45	Hardin	520		From US 65 E. to Grundy Co. line	F									1159			
46																	
47	Harrison	29	X	From Pott. Co. line to US 30 (AC Resurf.)	F		372										
48																	
49	Jackson	64	X	From Jones Co. line E. to Maquoketa	F												264
50																	

IOWA STATE HIGHWAY COMMISSION

DATA SHEET

PRIMARY AND URBAN PROJECTS RECOMMENDED FOR DEVELOPMENT
WITH FEDERAL PARTICIPATION

	County	Route	New	Location	System	1974		PROGRAM YEAR		1977		1978		1979	
						Amount	Constr.	Amount	Constr.	Amount	Constr.	Amount	Constr.	Amount	Constr.
1	Jasper	65		From Polk Co. line NE to Ia. 117	F							808			
2															
3	Jasper	330		From Ia. 117 to Story Co.	F										1038
4															
5	Johnson	1		At Iowa City By-pass	F					480		1425			
6															
7	Johnson	518		From Washington Co. line N. 5.1 miles	F			1830		1843					
8															
9	Johnson	518		From 5.1 miles N. of Washington Co. to I-80	F					3540		3497			
10															
11	Jones	64	X	From US 151 E. to E. Jct. Ia. 38	F								202		1256
12															
13	Jones	64	X	From E. Jct. Ia. 38 E. to Jct. Ia. 136	F										89
14															
15	Jones	64	X	From Ia. 136 E. to Jackson Co.	F										130
16															
17	Lee	2	X	From Jct. US 218 E. to W. Jct. US 61	F					154		1239		1185	
18															
19	Lee	61		In Ft. Madison W. Jct. Ia 2 to 40th St.	U						511		510		951
20															
21	Lee	61		In Ft. Madison 40th St. to Ave. H	U						1000		1039		605
22															
23	Linn	30		Benton Co. to Near Ia. 149	F							439			940
24															
25	Linn	30		From near Ia. 149 to Just W. of US 218	U			1233	3903		1140				
26															
27	Linn	30		From just W. of US 218 to Bowling St.	U		2247								
28															
29	Linn	30		From Bowling St. to Ely Road	U				1806		1409				
30															
31	Linn	30		From Ely Road to Jct. Ia. 13	F		859								
32															
33	Linn	151		By-pass of Marion	U								1261		1262
34															
35	Mahaska	592		From Marion Co. line East 3.6 miles	F			310		942				750	
36															
37	Marion	14		From Fwy. 592 to NCL Knoxville	U										1083
38															
39	Marion	592		From W. of Knoxville to Ia. 14	F			165		2205				1479	
40															
41	Marion	592		From Ia. 14 E. 6.2 miles	F			386		3011				2668	
42															
43	Marion	592		From E. of Knoxville to Mahaska Co. line	F			557		2410				1164	
44															
45	Marshall	30		Prop. Reloc. from Ia. 330 to Tama Co. line	F								880		
46															
47	Marshall	330		From Jasper Co. line to US 30	F										3197
48															
49	Monroe	5		From Appanoose Co. line to US 34 in Albia	F		1757								
50															

IOWA STATE HIGHWAY COMMISSION

DATA SHEET

PRIMARY AND URBAN PROJECTS RECOMMENDED FOR DEVELOPMENT
WITH FEDERAL PARTICIPATION

Line No.	County	Route	New	Location	System	PROGRAM YEAR											
						1974		1975		1976		1977		1978		1979	
						ROW	Constr.	ROW	Constr.	ROW	Constr.	ROW	Constr.	ROW	Constr.	ROW	Constr.
1	Page	2		From E. Jct. US 71 to Taylor Co.	F		400						607		510		
2																	
3	Polk	35	X	From Warren Co. to E. Jct. I-235 (AC Resurf)	F										2045		
4																	
5	Polk	65		From I-80 to Bondurant	F		503										
6																	
7	Polk	65		From Bondurant to Jasper Co. line	F							1319		1449			
8																	
9	Polk	401		Prop. Ext. from Johnston N & E to US 69	F									293		293	
10																	
11	Pottawattamie	29	X	From NCL Co. Bluffs to Harrison Co. line	F		1739										
12				(AC Resurf.)													
13																	
14	Poweshiek	63	X	From US 6 N. to Tama Co. line	F							170					967
15																	
16	Scott	6		From Division St. W. in Davenport	U									132			801
17																	
18	Scott	61	X	From Muscatine Co. line to I-280	F									276			
19																	
20	Scott	67		From Riverdale to I-80	F			206		207			4629				
21																	
22	Scott	561		In Davenport N-S Pwy.	U									500		500	
23																	
24	Scott	561		From I-80 N. 3.7 Miles	U			270		271			2545		2537		
25																	
26	Scott	561		From 3.7 miles N. of I-80 to Clinton Co. l.	F									662			
27																	
28	Tama	63	X	From Poweshiek Co. to Tama	F							174					1561
29																	
30	Tama	63		From US 30 to NCL Toledo	F				509								
31																	
32	Tama	63		From NCL Toledo to Ia. 96					2767								
33																	
34	Taylor	2		From Page Co. l to Bedford	F								1617		1984		
35																	
36	Taylor	2		From Bedford to Ringgold Co. line	F			314		1869			2380				
37																	
38	Wapello	63	X	From end of 4-lane pav't. to Ia. 389	F			76		77			576				
39																	
40	Warren	592		From I-35 E. to Ia. 5	F									500		573	
41																	
42	Washington	92		Relocation at Pwy. 518	F				338								
43																	
44	Washington	518		From Ia. 92 to S. of Ia. 22	F				5591		5053						
45																	
46	Washington	518		From S. of Ia. 22 to Johnson Co. line	F				997		926						
47																	
48	Webster	20		From US 169 to 12th St. in Ft. Dodge	U	116		117		2824							
49																	
50	Webster	20		From 12th St. to 22nd St. in Ft. Dodge	U				751								

IOWA STATE HIGHWAY COMMISSION

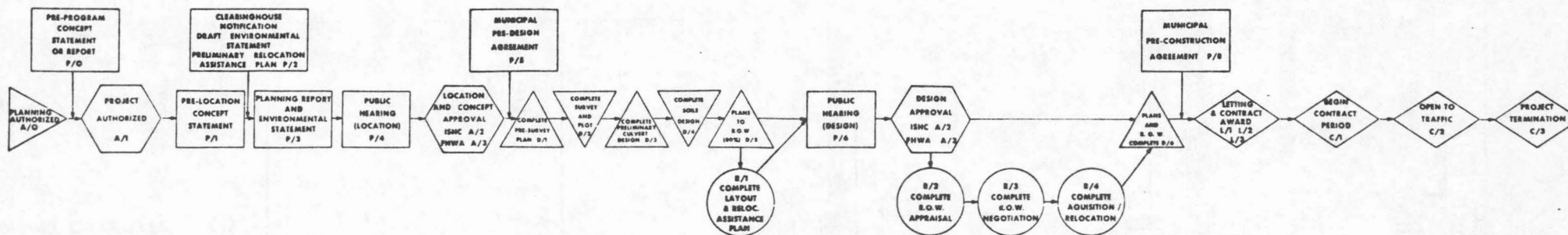
DATA SHEET

PRIMARY AND URBAN PROJECTS RECOMMENDED FOR DEVELOPMENT
WITH FEDERAL PARTICIPATION

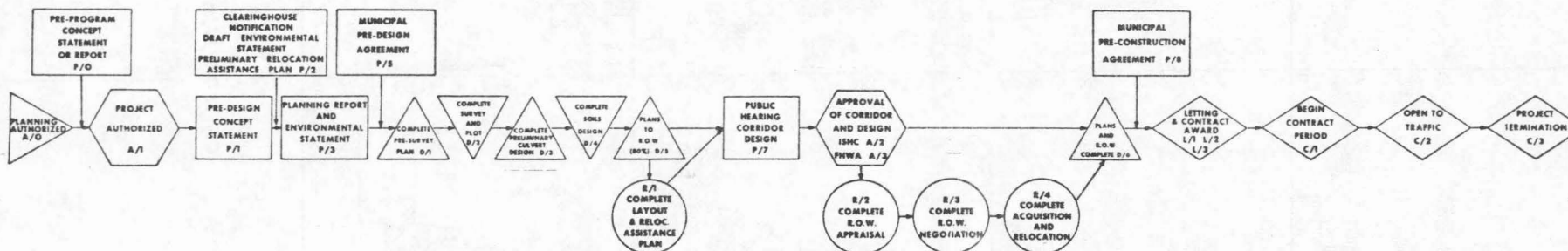
	County	Route	New	Location	System	PROGRAM YEAR											
						1974 Amount		1975 Amount		1976 Amount		1977 Amount		1978 Amount		1979 Amount	
						ROW	Constr.	ROW	Constr.	ROW	Constr.	ROW	Constr.	ROW	Constr.	ROW	Constr.
1	Webster	520		From US 169 to Hamilton Co. line	F		50			448		508					1857
2																	
3	Winnebago	9	X	From E. of Kossuth Co. to US 69	F			129		129			1584		2179		
4																	
5	Woodbury	20		Comb. Bridge	BRF				250		250		3000		3000		1500
6																	
7	Woodbury	520		From I-29 E and N to Pres. US 20	U	1174		1174	2639		1986		3175				
8																	
9	Wright	3	X	From US 69 E. to Franklin Co. line	F			112			555		769				
10																	
11	Wright	69	X	From 0.6 mile S. of Ia. 3 N. 1.0 mile	F			31				355					
12																	
13																	
14																	
15																	
16																	
17																	
18					U	1290	4506	2794	9099	3070	9560	2905	9087	5336	4988	2762	3440
19					F	-	22259	3611	22966	2257	31215	5905	34644	6814	30150	2708	25558
20					BRF	-	-	-	325	-	250	-	3000	-	3000	-	1500
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BASIC EVENTS USED IN MONITORING PROJECT STATUS

MAJOR CHANGE PROJECT - TYPE I



MINOR CHANGE PROJECT - TYPE II

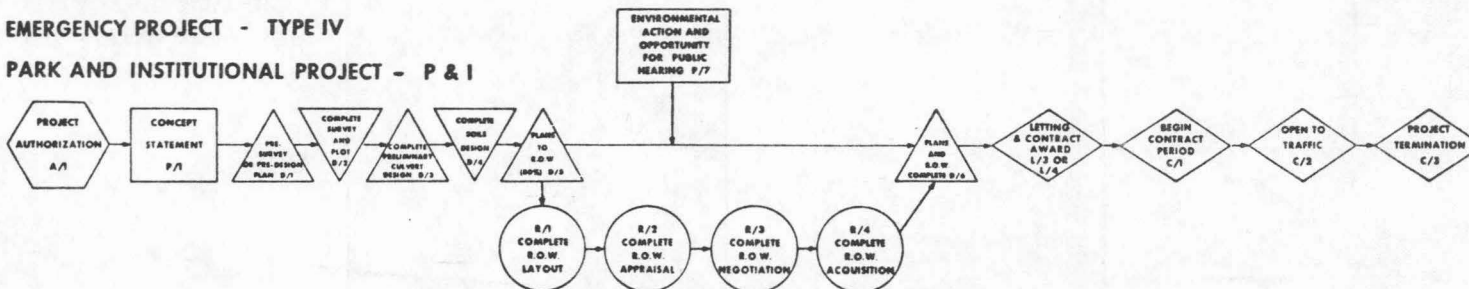


REPAIR REPLACEMENT OR OPERATIONAL

IMPROVEMENT PROJECT - TYPE III

EMERGENCY PROJECT - TYPE IV

PARK AND INSTITUTIONAL PROJECT - P & I



FISCAL YEARS

1974

1975

1976

1977

PROJECTION OF
CUMULATIVE MONTHLY
LETTINGS TO MEET
FIVE YEAR PROGRAM.

MILLIONS

100

75

50

25

0

25

50

INTERSTATE

PRIMARY

J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D J F M A M J

100

75

50

25

0

25

50

PROJECTION OF
CUMULATIVE RESERVE OF
PLANS TO BE COMPLETED
IN ADVANCE OF PROGRAM
FUNDING CAPABILITY.

IOWA STATE HIGHWAY COMMISSION
Actual '72-'73 & Minimum Estimated '73-'74 Cash Flow Projection
\$000 Omitted

	<u>December</u>		<u>January</u>		<u>February</u>		<u>March</u>		<u>April</u>		<u>May</u>		<u>June</u>	
	Est. 1973	Act. 1973	Act. 1973	Est. 1974	Act. 1973	Est. 1974	Act. 1973	Est. 1974	Act. 1973	Est. 1974	Act. 1973	Est. 1974	Act. 1973	Est. 1974
Cash Balance Primary Road Fund	18,858	18,858	2,875	13,972	4,073	13,211	10,960	18,585	16,784	24,540	27,083	32,840	26,120	35,951
Receipts:														
Road Use tax	5,705	5,705	5,984	7,277	13,104	13,759	13,534	14,210	17,151	18,008	8,749	9,186	9,657	10,139
1/2¢ Gas Tax	780	711	752	771	552	565	701	718	588	602	826	846	646	662
Federal Aid	2,470	3,434	4,820	2,800	2,069	2,910	1,409	2,280	1,974	2,597	2,292	3,974	21,344	4,213
Other Receipts	798	1,247	749	756	1,000	484	528	541	523	519	1,064	7,576**	835	520
Sub-Total Receipts	9,753	11,097	12,305	11,604	16,725	17,718	16,172	17,749	20,236	21,726	12,931	21,582	32,482	15,534
Disbursements:														
Construction & Misc.	9,702	10,275	4,743	6,089	2,655	5,651	3,903	4,990	3,670	7,601	6,407	11,650	7,957	12,564
Right of Way	1,429	592	1,002	976	1,656	1,293	1,604	1,704	1,224	1,025	2,186	1,521	2,782	1,464
Budgeted Expenditures	5,000	5,116	5,362	5,300	5,527	5,400	4,841	5,100	5,043	4,800	5,301	5,300	5,399	5,500
Sub-Total Disbursements	16,131	15,983	11,107	12,365	9,838	12,344	10,348	11,794	9,937	13,426	13,894	18,471	16,138	19,528
Cash Balance Primary Road Fund	12,480	13,972	4,073	13,211	10,960	18,585	16,784	24,540	27,083	32,840	26,120	35,951	42,464	31,957
Contract Letting	6,511	7,668	5,296	14,496	3,759	16,527	8,626	14,691	8,302	10,742	14,358	2,763	10,285	4,902

DIVISION OF FINANCE
ACCOUNTING DEPARTMENT

1-14-74

IOWA STATE HIGHWAY COMMISSION
Actual '72-'73 & Minimum Estimated '73-'74 Cash Flow Projection
\$000 Omitted

	July		August		September		October		November		December		Twelve Month Total	
	Act. 1973	Est. 1974	Act. 1973	Est. 1974	Act. 1973	Est. 1974	Act. 1973	Est. 1974	Act. 1973	Est. 1974	Act. 1973	Est. 1974	Act. 1973	Est. 1974
Cash Balance Primary Road Fund	42,464	31,957	35,462	27,138	30,589	17,587	27,129	8,857	21,927	2,890	18,858	(3,248)	2,875	13,972
Receipts:														
Road Use Tax	8,118	8,523	8,014	8,415	8,717	9,153	6,012	6,312	7,036	7,387	5,705	5,991	111,781	118,360
Gas Tax	892	914	707	724	596	610	827	847	723	741	711	729	8,521	8,729
Federal Aid	1,649	4,307	4,396	7,106	3,529	10,311	5,743	9,183	5,447	6,435	3,434	5,194	58,106	61,310
Other Receipts	234	469	807	444	592	458	547	434	665	417	1,247	398	8,791	13,016
Sub-Total Receipts	10,893	14,213	13,924	16,689	13,434	20,532	13,129	16,776	13,871	14,980	11,097	12,312	187,199	201,415
Disbursements:														
Construction & Misc.	10,722	11,884	11,644	19,140	10,172	22,426	11,536	16,064	11,052	14,842	10,275	10,774	94,736	143,675
Right of Way	1,033	1,148	1,279	1,200	1,490	1,536	1,492	1,479	594	1,076	592	1,262	16,934	15,684
Budgeted Expenditures	6,140*	6,000	5,874	5,900	5,232	5,300	5,303	5,200	5,294	5,200	5,116	5,000	64,432	64,000
Sub-Total Disbursements	17,895	19,032	18,797	26,240	16,894	29,262	18,331	22,743	16,940	21,118	15,983	17,036	176,102	223,359
Cash Balance Primary Road Fund	35,462	27,138	30,589	17,587	27,129	8,857	21,927	2,890	18,858	(3,248)	13,972	(7,972)	13,972	(7,972)
Contract Letting	12,142	26,968	4,610	6,670	19,195	2,001	7,351	15,535	14,618	13,247	7,668	1,818	116,210	130,360

* Includes \$400 Thousand Transferred to S&E Revolving Fund
** Includes Sales Tax, 47% of \$15 Million = \$7,050

DIVISION OF FINANCE
ACCOUNTING DEPARTMENT

1-14-74

IOWA STATE HIGHWAY COMMISSION
 Actual '72-'73 & Minimum Estimated '73-'74 Cash Flow Projection
 \$000 Omitted

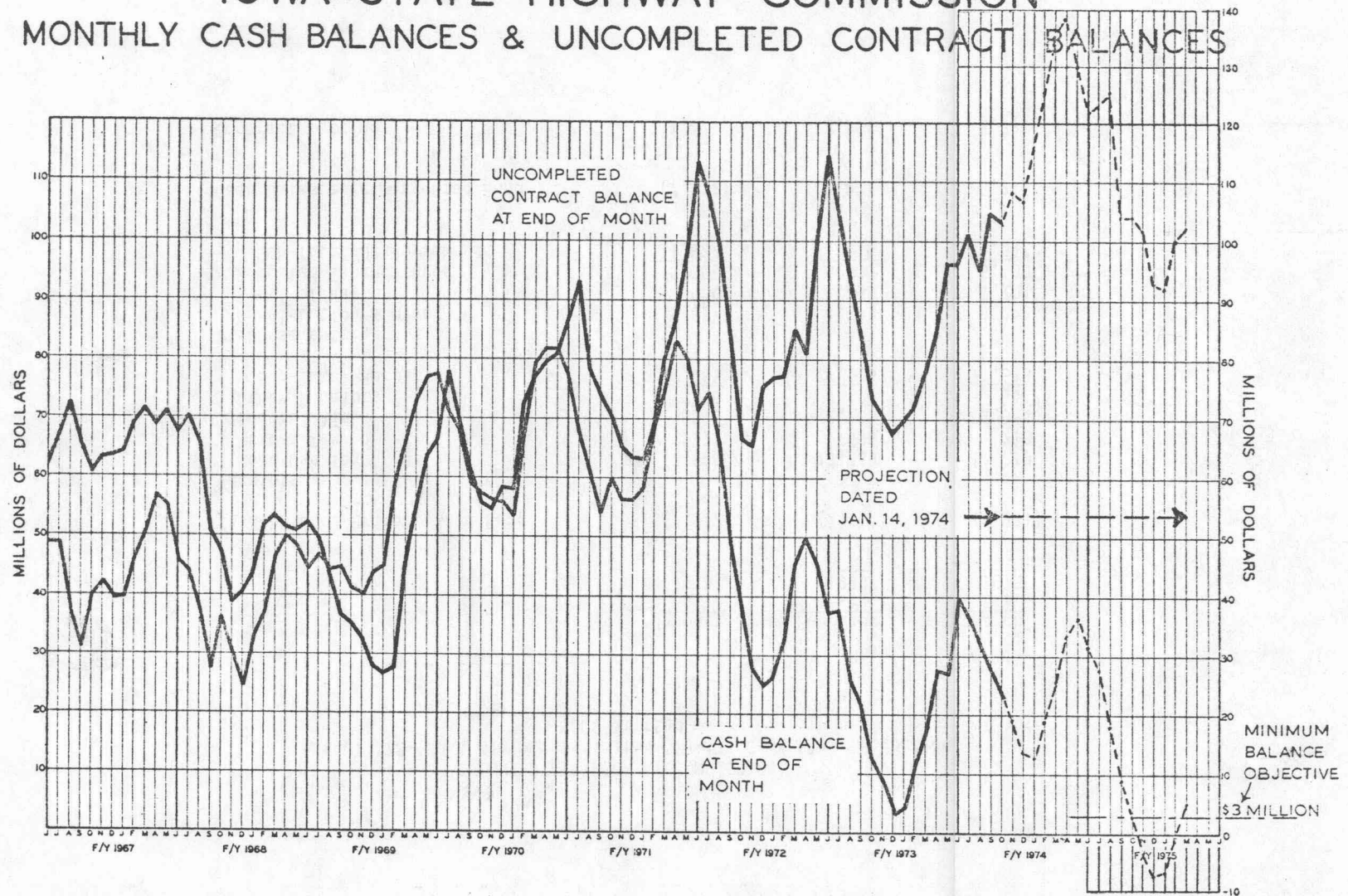
	<u>January</u> Est. <u>1975</u>	<u>February</u> Est. <u>1975</u>	<u>March</u> Est. <u>1975</u>
Cash Balance Primary Road Fund	(7,972)	(7,114)	(1,221)
Receipts:			
Road Use Tax	7,640	13,759	14,210
½¢ Gas Tax	771	565	718
Federal Aid	3,618	2,700	2,044
Other Receipts	756	484	541
Sub-Total Receipts	<u>12,785</u>	<u>17,508</u>	<u>17,513</u>
Disbursements:			
Construction & Misc.	5,651	4,922	4,243
Right of Way	976	1,293	1,704
Budgeted Expenditures	5,300	5,400	5,100
Sub-Total Disbursements	<u>11,927</u>	<u>11,615</u>	<u>11,047</u>
Cash Balance Primary Road Fund	(7,114)	(1,221)	5,245
Contract Letting	4,473	12,964	6,235

DIVISION OF FINANCE
 ACCOUNTING DEPARTMENT

1-14-74

IOWA STATE HIGHWAY COMMISSION

MONTHLY CASH BALANCES & UNCOMPLETED CONTRACT BALANCES



STATE LIBRARY OF IOWA



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