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1978/79

Annual Report 1979



Iowa Transportation Policy

- GOAL** The transportation goal for Iowa is to provide adequate, safe, and efficient transportation services to the public.
- POLICY** The Iowa Department of Transportation will:
- A. General**
1. Promote a transportation system to satisfy user needs and maximize economic and social benefits for Iowa citizens.
 2. Provide for a participatory planning process which involves public, private, and citizen interests and which encourages complementary transportation and land development patterns.
 3. Encourage and support programs to provide commodity movement and mobility for all citizens.
 4. Develop and promote just and equitable policies and procedures for the registration and regulation of motor vehicles and common carriers of passengers and freight.
 5. Promote financing of the transportation system through user and non-user sources in an equitable manner.
- B. Plan**
1. Develop a total transportation system plan, subject to annual review, which;
 - considers all transportation modes as interacting elements;
 - considers facilities and services necessary for person and commodity movement from origin to destination;
 - contributes to the development and implementation of a comprehensive state plan;
 - exerts a positive influence on social, economic, and aesthetic values;
 - provides safe, convenient travel opportunities;
 - minimizes economic, energy and environmental costs;
 - coordinates available federal, state, and local resources;
 - recommends appropriate investment and funding procedures;
 - makes the best use of land resources for permanent transportation use;
 - encourages more efficient use of energy resources;
 - fosters usage of technological advancements in transportation facilities; and
 - evaluates progress toward achievement of the goal contained in this policy.
 2. Encourage and assist in the development of general aviation, airport facilities, and air-carrier services.
 3. Encourage and assist in the general development and efficient use of highway transportation through improvement programs to equalize functional adequacy of roads and streets throughout Iowa.
 4. Encourage and assist in the development and improvement of public transit systems and services.
 5. Encourage and assist in developing and maintaining a viable railroad system which is responsive to the needs of Iowa and the United States.
 6. Encourage and assist in the development of programs which promote efficient use of river transportation.
 7. Develop and participate in programs to improve the safety of all transportation modes.
 8. Encourage and support development of transportation education programs.
- C. Program**
1. Prepare a current and long-range program of capital investment, services, and regulatory practice--each year.
 2. Propose and promote legislative programs to facilitate an integrated transportation system.

Introduction

To accomplish the Iowa's stated goal of adequate, safe and efficient transportation of people and goods, the Iowa Department of Transportation's primary emphasis is the development, implementation and updating of an integrated transportation system. This system utilizes the best elements of each transportation mode rather than considering each mode as a separate entity.

In doing this, it is recognized transportation is an integral part of Iowans' lifestyles. Therefore, it is vital that the citizens of the state play an important role in determining the transportation needs of Iowa and support efforts to meet those needs.

Providing the necessary transportation services requires the public and the department to constantly seek innovative techniques because of the increasingly uncertain future. This uncertainty was heightened during the year as double digit inflation, combined with a decrease in travel and the resulting drop in expected fuel tax revenue, severely eroded the buying power of the department.

While the improvement of the transportation system greatly adds to the safety of the traveling public, those travelers also must be conscious of measures they can take to protect themselves. In this area the department has a strong commitment to make the public aware of the need for protective measures such as the use of seat belts, observance of the 55 mph speed limit, use of helmets by motorcycle and moped riders, and safe aircraft operation.

This report highlights the activities of the department in building and maintaining one of the nation's finest transportation systems.

The Aeronautics Division

- Inspected 118 municipal airports and reinspected 10 for a total of 128 airport inspections to ensure safe airport operations. The 128 inspections during 1979 compares to 129 conducted the previous year.

- *Conducted 31 pilot safety seminars and meetings throughout Iowa, with an average of 113 pilots attending each session. The meetings are part of the department's efforts to reduce the aircraft accident rate in Iowa. During 1979 the accident rate was 3.9 for every 100,000 hours of aircraft operation, compared to a rate of 4.8 the previous year. During fiscal year 1978 there were 26 safety seminars held.*



The 1979-80 Iowa Airport Directory was published. The directory shows aerial photographs of Iowa's airports along with information about them that makes flights easier and safer.

- Conducted 1,234 flights with the state aircraft pool, compared to 1,202 flights the previous year. The 1979 flights served 3,293 state employees, compared to 3,162 served by the 1978 flights.

Registered 3,554 aircraft, compared to the registration of 3,560 the previous year.

- Published the 1979-80 Iowa Airport Directory. The directory provides handy reference information about Iowa airports, including their latitude and longitude, direction from the nearest city, runway length, etc., to make flights easier and safer. The previous directory was published in 1977.

- Analyzed and compiled air traveler information for Iowa cities, and provided information to the Civil Aeronautics Board to aid them in determining the essential air service for Iowa. Because of the information submitted by the Iowa DOT, Iowa was the first state to receive such a determination. It listed Mason City, Fort Dodge, Waterloo, Dubuque, Clinton, Burlington and Ottumwa as the essential air service cities.



Air traveler information for Iowa cities was analyzed and compiled for presentation to the Civil Aeronautics Board to assist the CAB in designating the essential air service for Iowa.

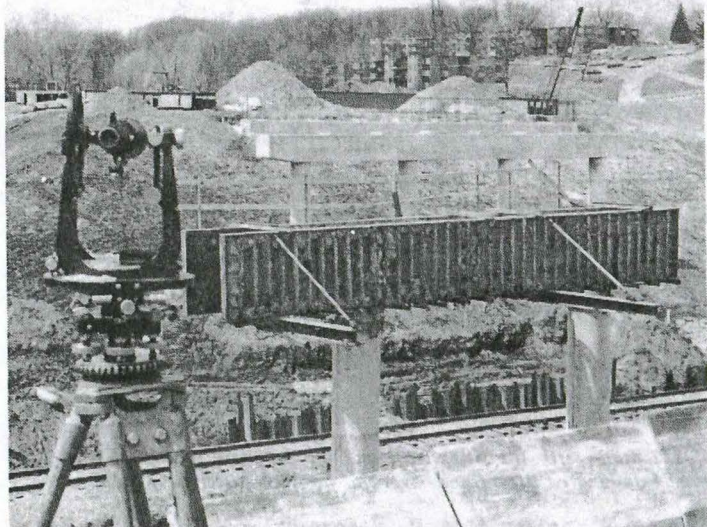
- Completed the Davenport airport development project, which was the first state-administered Federal Aviation Administration project. It was managed by the DOT but no state funds were expended.

- Completed 16 projects, utilizing \$955,000 in state aid, at airports which are part of the state airport system. These projects included work at Orange City, Clarion, Oskaloosa, Centerville, Osage, Red Oak, Humboldt, Chariton, Carroll, Washington, Shenandoah and Ottumwa.

- Completed or had under contract safety projects totaling \$34,732 at 14 airports which have been identified as meeting the criteria to be included in the state aviation system, or are candidates for that system. Projects completed, totaling \$20,602, were at airports in Harlan, Eagle Grove, Lake Mills, Clinton, Sioux Center, Sheldon, Spirit Lake, Clarinda, Shenandoah and Cherokee. Those projects under grant but not completed during fiscal 1979 were at Denison, Fairfield, Orange City and Independence airports. The State Airport System Plan, published in 1978, is being updated and expanded and will be published in 1980 as the State Aviation System Plan. The present plan identifies 80 airports as meeting the criteria to be included in the system. An additional 35 publicly-owned airports and six proposed new airports are identified as being "system candidates" and thus are eligible for planning and safety project assistance.

The Highway Division

- Spent \$49 million for maintenance activities on interstate and primary highways,



Contracts totaling \$234 million for primary, interstate, institutional farm-to-market, urban systems and secondary road construction were approved during fiscal year 1979. That was \$36 million more than the previous year.



The replacement of approximately 30 county road bridges under the federal bridge replacement program was started. The first bridge to be upgraded under the program was this 18-foot wide structure over the Des Moines River in Boone County.

compared to \$41 million in 1978. The increase was primarily due to increased snow removal and ice control.

- Processed 176 contracts with railroad companies concerning new automatic warning devices and repair of crossings.

- Turned off 29 percent of the urban freeway lights to reduce the use of electrical energy and began converting the remaining lights to high pressure sodium lamps, which are more efficient. This program, when completed, will reduce electrical consumption 73 percent.

- Acquired the remaining 707 nonconforming signs along the federally-aided primary highway system. This brings the total acquisition of provisionally permitted signs to 7,476. A total of 2,324 acquired and illegal signs were removed, a 27 percent increase from the previous year. In addition, nine junkyards were removed or relocated without cost to the state.

- Approved plans for 790 miles of improvements to Iowa secondary roads, a decrease of 161 miles from the previous year. In addition, plans for 137 bridges on secondary roads were approved and construction was



Plans for 1,468 miles of grading, paving, resurfacing, safety and curb elimination projects costing \$92 million were completed.

started on the first bridge project to utilize special bridge replacement funds.

- Conducted 11 training seminars for 550 state, county, city and consultant representatives concerning traffic control through construction zones. The division also helped conduct the Second International Conference on Low-Volume Roads, which was attended by 375 persons representing 30 countries.
- Completed plans for 1,468 miles of grading, paving, resurfacing, safety and curb elimination projects costing \$92 million. In 1978 plans for 1,354 miles of improvements costing \$118 million were prepared. The cost per mile was lower for 1979 because the plans included many curb elimination projects.
- Developed plans for 329 bridges and culverts costing \$59 million. The previous year plans for 408 structures costing \$43 million were developed.
- Held 29 public hearings concerning the design of highways throughout the state, compared to five hearings held the previous years.
- Approved 722 contracts totaling a record \$234 million for primary, interstate, institutional, farm-to-market, urban systems and secondary road construction. The previous high was \$198 million for 792 contracts in 1978.

- Acquired 1,001 parcels of highway right of way for construction projects, with 90.6 percent of those acquired by negotiations and the other 9.4 percent by condemnation.

- Obligated \$17.7 million for 38 improvement on streets in 38 Iowa cities, utilizing \$10.7 million in federal funds. Last year \$12.6 million, including \$9.3 million in federal funds, was provided for projects in 40 cities.

- Spent more than \$57.7 million on safety improvements to Iowa's highway system. These expenditures included over \$43 million in contracts awarded for safety improvements and nearly \$14 million spent from the maintenance budget on work related to the safety of the traveling public.

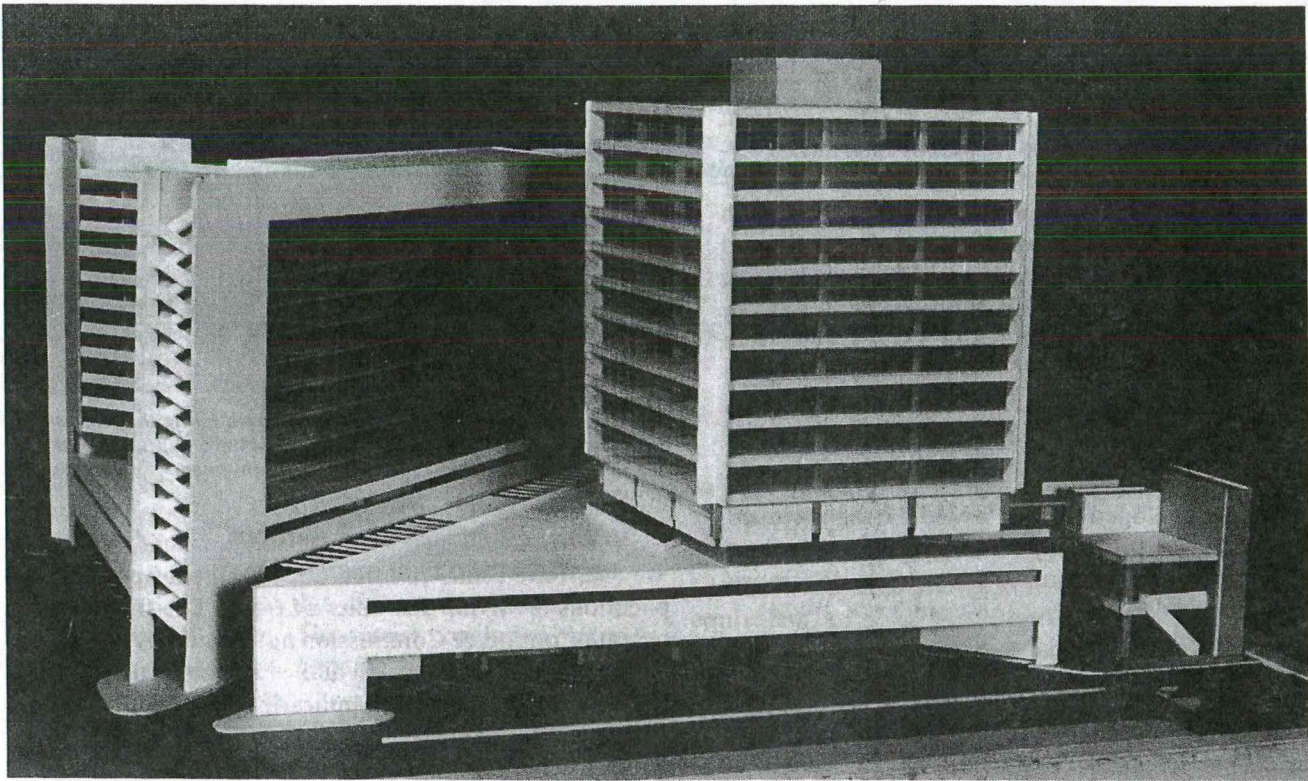
The Public Transit Division

- Allocated \$2.2 million in state transit assistance funds to 18 urban and 16 regional transit operations for capital and operating



A total of \$22 million for transit services and the purchase of capital assets in the 34 designated Iowa transit agencies was administered by the DOT.

assistance. During fiscal year 1978 a total of \$1.9 million was granted to 18 urban and 14 regional transit operations.



A state program of ground transportation enters, such as the model shown here, was developed. The centers combine transportation and non-transportation functions under one roof and are to be financed by a combination of private and public funds. Three Iowa cities are candidates for federal approval as sites for centers.

- Developed and implemented a transit assistance program for state employees utilizing a legislative appropriation of \$65,000. The program, which paid a share of the state employees' costs for public transit if the employees agreed not to park their motor vehicles on state property at their job site, began in October 1978. Through the end of the fiscal year approximately 1,200 state employees utilized the program each month.
- Administered the use of \$22 million for transit services and the purchase of capital assets in the 34 designated transit agencies in the state.
- Provided more opportunities for carpooling. The carpool program, now known as "Let's Get Together," was modified and expanded to a statewide program rather than covering only Des Moines and Ames. One of the main improvements were the revision of the grid maps to take into account environmental barriers, traffic flow and common factors of



Using a \$65,000 legislative appropriation, the DOT's Public Transit Division developed and put into use a subsidy program for state employees using public transit. This program coincided with the increase in private commuter bus services offered in Iowa.

residential areas, industrial areas and central business districts.

- Put together a state program of ground transportation centers, which serve as joint development projects as well as intermodal terminals. They combine transportation and non-transportation functions under one roof, with financing being a combination of public and private funds. Seven Iowa urban areas were selected for study and four -- Cedar Rapids, Davenport, Des Moines and Sioux City -- were selected as candidates for federal approval as sites for the centers. The City of Des Moines later dropped its candidacy for a ground transportation center.

- Developed and provided 12 management assistance programs to improve the management and communication skills of transit managers throughout the state.

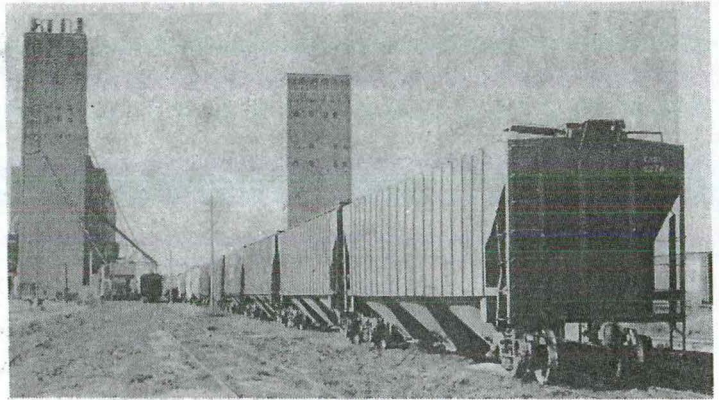
- Developed a program of projects for federal financial assistance (Section 18) to public transportation in rural and small urban areas for use when the funds become available.

- *Assisted the state's 34 transit operations in improving their ridership through various programs. Ridership during the year was more than 17 million, an 11.7 percent increase from fiscal year 1978.*

The Railroad Division

- Monitored the condition of 7,600 miles of track to determine if the railroad companies were complying with federal track safety standards. This compares with more than 9,000 miles of track monitored in fiscal year 1978.

- Supervised the construction of the state-owned Track Evaluation Vehicle. The new car, which was nearly completed during the year, locates critical track conditions and will be able to measure and record more items than the original track geometry car. The addition of an on-board computer and magnetic tape will assist in the data collection. Photographic equipment has been added to develop a photo file of railroad tracks in the state.



Nearly 4.5 million bushels of grain were moved during the year using the combined rail/barge tariff. That tariff allows the shipper to make only one contact--the railroad--for the complete movement of grain from Iowa elevators to the Gulf under one tariff.

- Reviewed nine railroad abandonment applications involving 363 miles of track. The Interstate Commerce Commission authorized five of those applications which allowed 53 miles of track to be abandoned. Applications to abandon 10 additional lines, totaling 481 miles of track, were pending before the ICC at the end of the year. During 1978 more than 151 miles of track were abandoned.

- Negotiated and approved five contracts totaling \$12 million for upgrading 203 miles of track under the state's railroad branchline assistance program. Three of the projects utilized state funds. They were the second phase of the Milwaukee's northline, the Rock Island's Altoona to Pella line, and the fourth phase of the Rock Island's Iowa Falls Gateway. Two projects utilizing federal funds were Phase II of the Chicago North Western's Ames to Bancroft Line and Phase V of the Rock Island's Iowa Falls Gateway.

The River Division

- Continued promotion of the use of the rail/barge tariff, which allows for the complete movement and transfer of grain from Iowa elevators to the Gulf under only one tariff and by making only one contact -- the railroad. A total of 4,482,500 bushels of grain were moved during the year under this tariff, which is the only intermodal method of moving grain in the nation.

- Prepared and published the 1978 Iowa Barge Terminal Study. The document, which is the only comprehensive one of this type in any state with navigable waters, shows the volumes of commodities shipped, produced or consumed by Iowa terminals. The study also shows the origin, destination, and mode of transportation used to and from the terminals. A reference section contains aerial photographs, names, addresses and other information about Mississippi and Missouri River terminals in Iowa.

- Participated in the development of the Mid-America Ports Study, a joint effort of Iowa and 16 other states in cooperation with the Maritime Administration of the U.S. Department of Commerce. The report assessed data from 1,200 river terminals and analyzed more than 400,000 commodity flows, making it the first report of this magnitude ever done in the United States. The report concluded water transportation will become increasingly important and a capital investment of almost \$9.5 billion will be needed in terminal and port facilities to handle the increased tonnage. Of that total, Iowa will need an estimated \$113 million in port improvements.

- Saw the culmination of several years of effort when a federal district court ruled construction could begin on Locks and Dam 26 at Alton, Ill., a project which the department has supported to eliminate long and expensive delays in river transportation.

The Administration Division

- Completed microfilming accident files. This eliminated storage of about 500,000 documents. The total number of documents filmed was 2.3 million, thus eliminating the equivalent of 300 four-drawer file cabinets which would have been needed for storage of the paper documents.

- Began a computer literature search service in cooperation with the state library. The service provides on-line computer searches through state library terminals for information



Iowa was one of 17 states participating in the Mid-America Ports Study, which analyzed more than 400,000 commodity movements from 1,200 river terminals, including the Port of Burlington (shown here).

required by DOT personnel. It allows the use of many more sources of information in far less time.

- Purchased 165 medium duty and 11 heavy duty diesel-powered trucks to replace gas-powered units.
- Implemented the use of a new universal contract which enables the DOT to write construction contracts for counties and cities.
- Provided a direct deposit payroll system which allows employees to have their paychecks deposited directly in their bank or other financial institution.
- Developed and implemented an automated materials testing billing system for federal reimbursement.



To reduce heating costs for the central headquarters complex, the DOT installed a steam line from Iowa State University's generating plant. This allows the DOT to purchase steam from Iowa State's coal-fired plant, thus reducing the use of natural gas and fuel oil needed for the DOT boilers.

- Conducted 950 external, internal and motor carrier audits.
- Implemented a new financial management system that includes an automated general ledger and an accounts payable system.
- Developed a data processing system for the General Counsel Division that includes an inventory of the legal cases being handled and the status of each case.
- Implemented a motor vehicle registration test system in three counties to determine the feasibility of an on-line vehicle registration system for all counties.

- Constructed additions to the maintenance garage in Newton, the combination maintenance garage-resident construction engineer's office in Davenport, and the resident maintenance engineer's office in Shenandoah. A six-stall unheated storage garage was also constructed in Newton.

- Completed plans and awarded contracts for construction of a combined resident maintenance and resident construction engineer's office in Denison, a district materials and testing lab in Mason City, and a resident construction engineer's office in Cedar Rapids.

- Completed the construction of the steam line from the Iowa State University generating plant to the main DOT complex in Ames. This allows the DOT to purchase steam from ISU's coal-fired plant, thus reducing the need to use the DOT's natural gas and oil-fired plant.

- Acquired the Eagle Point toll bridge at Dubuque and assumed the responsibility for the management and operation for that bridge.

- Began a vigorous voluntary program to cut fuel consumption by at least 10 percent. Strong emphasis was given to employees making more efficient use of vehicles in the way they are operated, coordinating meetings and trips so one vehicle could serve several people, carpooling and other ridesharing programs were encouraged or started. The conservation effort included a reduction in the amount of fuel used for heating as well as for motor vehicles.

- Continued reduction of the department's fleet of vehicles. The fleet of active vehicles has been reduced 15 percent, from 4,246 when the department was formed, to 3,620 in March 1979.

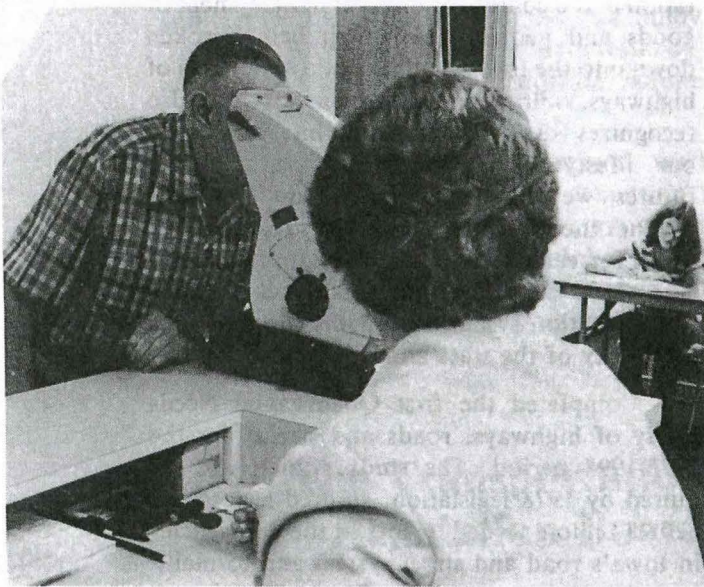
The General Counsel Division

- Opened 39 condemnation appeal cases and closed 36 such cases; opened 46 tort claims and disposed of 22 claimed; opened 134 driver license cases and closed 189; and opened 58 other miscellaneous litigations and closed 71.

- Filed a total of 1,091 district court pleadings, 20 Iowa Supreme Court pleadings, filed several Supreme Court briefs and 48 U.S. District Court pleadings.
- Wrote 121 informal opinions and 10 formal opinions.
- *Saved approximately \$9.7 million in settlements, which would otherwise have been paid from highway construction funds, from the initial askings in suits. In addition, \$10,750 in claims were recovered.*

The Motor Vehicle Division

- Detected 63,800 commercial vehicle violations which resulted in fines totaling \$2.4 million being deposited in state and local funds. During the previous year the 64,500 violations detected yielded \$2.3 million in fines.
- Registered 2.9 million vehicles and issued 912,000 certificates of title. The \$113.5 million collected from this activity was deposited in the Road Use Tax Fund. During fiscal year 1978 there were 2.6 million vehicles registered and 534,000 certificates of title issued.



Ten driver licensing stations in the state were improved and the days and hours of service available to 20 communities were increased to provide better, more efficient service to the public.

- Registered 4,000 Iowa carriers under the International Registration Plan. This plan allows Iowa carriers to license their vehicles in Iowa and other states which are members of the IRP with only one application, thus eliminating a great deal of paperwork and ensuring proper credentials. Iowa IRP carriers paid \$10.8 million in Iowa license fees during the year.
- Increased both the days and hours driver licensing service is available in 20 Iowa communities by opening more driver license stations and adding more traveling driver licensing teams. These changes also decrease the distance some residents have to travel to obtain the service. In addition, Saturday and weekly evening hours were provided at all permanent driver license stations.
- Performed 13,663 federal motor carrier safety inspections. Approximately 3,460 vehicles or drivers failed the inspections and



There were more than 2.9 million vehicles registered in Iowa during the year and over 900,000 certificates of title issued. That resulted in \$113.5 million revenue for the Road Use Tax Fund.

operators were required to correct the deficiencies before they were allowed to continue to use the state's highways.

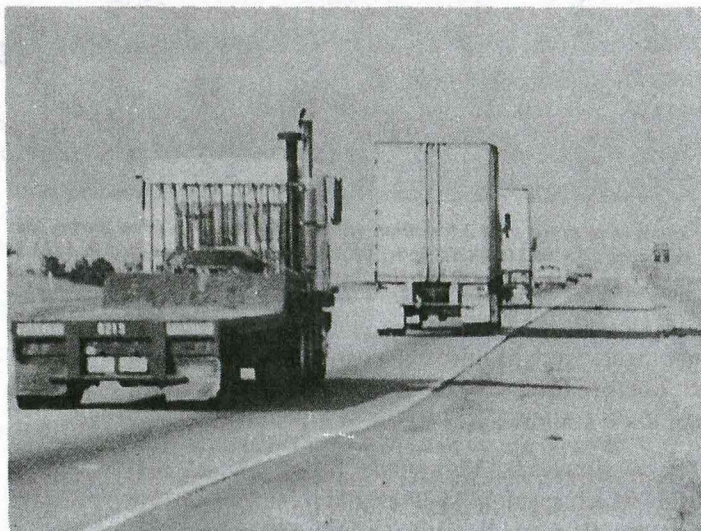
- Conducted 139 vehicle fraud investigations which resulted in 30 criminal indictments. The number of investigations was down 21 from the previous year, but the number of indictments increased 14. Iowa's stolen vehicle recovery rate is 78 percent, compared to a national rate of 67 percent.

- Distributed the Iowa Driver's Manual to approximately 150,000 persons. The manual is credited with being one of the most complete and most understandable in the nation.

- Developed a pilot project to test the concept of distributed data processing for vehicle registration. Several counties participated in this successful demonstration of a state-designed and controlled system for county processing of registration transactions.

- Provided information from the Accident Location and Analysis Program to more than 50 units of local government involved in traffic engineering or law enforcement. The program provides an organized statistical means to analyze accidents and high-accident areas in determining how to reduce the number of crashes through programs in driver education, public information, selective enforcement and traffic engineering studies to correct problems. The program has the capability for rapid retrieval of accident histories for specific locations, date, time, day, age and sex of drivers, types of vehicles, contributing circumstances and environmental data.

- Began a campaign to increase the use of motor vehicle safety belts. The "Seat Belt Fever" campaign was aimed at increasing the use of seat belts from the level of only 11 percent usage found in a 1978 survey by the department.



More than 21,000 trucks from 4,000 Iowa-based carriers were registered in the International Registration Plan, which allows them to operate in other IRP states without registering in each of those states. The fees are pro-rated among the states in which the trucks operate.

- Issued 835,874 licenses to allow persons to operate motor vehicles. To provide better service to these persons receiving licenses, as well as those who will renew their licenses or obtain a new one, both the days and hours driving licensing service is available in 20 Iowa communities were increased. In addition, more traveling driver licensing teams were added which decreased the distance some residents have to travel to obtain the service. Saturday and weekly evening hours are provided at all permanent driver license stations, and 10 stations were improved.

- *Instituted an educational and training program to reduce the number of serious and habitual traffic offenders, thus making the streets and highways safer for themselves and the rest of the motoring public. Studies have shown drivers with several traffic violations are more likely to be involved in accidents.*

The Planning & Research Division

- Completed TransPlan '79, one of the first transportation planning documents in the nation to consider transportation from an inter-modal approach. The plan considers transportation in the context of the overall movement of goods and people rather than being broken down into the traditional modal components of highways, railroads, water and aviation. It also recognizes transportation as an integral part of our lifestyles and studies several possible futures we may face. TransPlan '79 then outlines the directions and actions that must be taken for each of those possible futures to ensure there is a safe, adequate and efficient transportation system to support the economic prosperity of the state and its residents.

- Completed the first Quadrennial Needs Study of highways, roads and streets for the 1978-1997 period. The study, which was required by 1978 legislation, showed a need for \$20.28 billion needed to correct the deficiencies in Iowa's road and street system and to maintain that system, which was nearly twice to amount of the department's buying power figured in terms of 1978 dollars. The study will

be used to determine the portion of road use tax revenues distributed to counties on the basis of need.

- Held 55 citizen advisory council and other public participation meetings. The "Original 56" citizen advisers were recognized for their contributions to the DOT.
- Held four formal public hearings concerning highway locations and 20 public information meetings concerning highway projects. The attendance at the 24 public hearings and meetings totaled 1,600.
- Prepared 1.5 million copies of the tourist map for 1979-80. This was the first two-year map issued to conserve costs.
- Completed and received Federal Railroad Administration approval of the state rail plan, which analyzed branchlines and summarized information for use in rail system planning and abandonment proceedings.
- Completed a state transit plan which evaluated existing systems and provides a basis for future programs.
- *Completed the first phase of the State Highway System Study and developed a procedure to identify which roads should be considered state highways. The procedure was tested in a 24-county area.*
- Cooperated with 11 Midwestern states in completing the Midwest Rail Service Study. The study provides a basis for state testimony at Interstate Commerce Commission railroad proceedings.
- Completed studies of increased truck weight and fee proposals, emergency overweight truck permits to haul grain and liquid heating fuel, the effect of gasohol on fuel tax revenues, and the use of automobile seat belts.

The Transportation Regulation Board

- Enforced federal wage and price guidelines during investigations of rate increases requested by truck and bus companies.

● Assisted in meeting the emergency fuel crisis by speeding up the processing of rate increases needed to meet the rapidly rising cost of fuel.

● Streamlined procedures for licensing truck companies capable of transporting liquid fertilizer. This was done to provide manufacturers with the necessary means to deliver fertilizer to the farms during the peak periods of demand.

● Averted a possible transportation shutdown by quickly approving service by several carriers when one of Iowa's largest truck companies, which originally provided that service, went bankrupt. Most of those trucking firms which provided the temporary service now have obtained permanent authority to operate in Iowa.

● Established in district court the TRB's right to mediate disagreements between railroad companies and counties concerning the necessity of maintaining railroad crossings.

● Encouraged future development or expansion of service in Iowa by requiring existing carriers who object to the licensing of a competitor to prove the anticipated competition would be harmful.

● Promoted future stability of transportation services by establishing standards to determine whether companies entering the trucking business have the necessary financial backing to provide continuous, safe and reliable service.

● Encouraged the future development of private commuter bus service by speeding up the licensing procedures and refusing to allow a tax-supported transit system to duplicate service provided by a private carrier.

Financial Data

**Iowa Department of Transportation
Balance Sheet - Operating Fund & General Fixed Assets
(Notes 1 and 2)
June 30, 1979**

	Fiscal Year 1979	Fiscal Year 1978
ASSETS		
Cash - In Banks	\$ 73,713	\$ 49,233
-On deposit with the State Treasurer	65,667,199	83,803,513
-Petty Cash Funds	30,215	6,890
Accounts Receivable:		
Road Use Tax	11,355,019	9,429,727
Federal Aid Billed	5,963,097	1,921,584
Interest	69,052	----
Sales and Use Tax	18,641	86,554
Other	1,096,586	971,751
Prepaid Expense	1,034	2,114
Due on Contract Sale of Land	1,891,998	1,939,649
Deferred Unbilled Federal Aid (Note 4)	5,688,194	2,079,528
Material Deposits	53,246	53,246
Land	3,700,065	3,629,814
Buildings	31,662,694	30,694,424
Land In Excess of Right of Way Needs	3,743,780	3,925,688
Total Assets	\$131,014,533	\$138,593,715
LIABILITIES AND FUND BALANCES		
Liabilities:		
Accounts Payable	\$ 483,279	\$ 736,486
Internal Payables	177,731	252,695
Refundable Advances	494,877	412,213
Due to Contractors:		
Progress Estimates	974,468	4,324,258
Retainage	8,305,452	6,316,493
Traffic Right of Way Permit Deposits	48,430	45,530
Total Liabilities	\$ 10,484,237	\$ 12,087,675
Fund Balances:		
Reserved for:		
General Fixed Assets	\$ 39,159,785	\$ 38,303,172
Deferred Unbilled Federal Aid	5,688,194	2,079,528
Legislative Appropriations (Note 6)	5,903,275	6,567,190
Contract Sale of Right of Way Land	1,891,998	1,939,649
Encumbrances (Note 7)	16,569,643	11,537,681
Unreserved	51,317,401	66,078,820
Total Fund Balances	120,530,296	126,506,040
Total Liabilities and Fund Balances	\$131,014,533	\$138,593,715

**Iowa Department of Transportation
Statement of Changes in Fund Balances
Operating Fund**

	Fiscal Year 1979	Fiscal Year 1978
RECEIPTS:		
Road Use Tax	\$169,550,337	\$158,951,556
Federal Aid	103,414,171	92,950,597
Interest	4,062,279	3,341,888
Sales & Use Tax	1,286,974	1,090,495
Miscellaneous	18,954,291	17,243,661
Total Receipts	\$297,268,052	\$273,578,197
DISBURSEMENTS:		
Construction:		
Primary roads	\$130,120,566	\$101,446,536
Interstate roads	39,224,008	37,610,485
Institutional roads	1,211,211	1,585,072
Total construction	\$170,555,785	\$140,642,093
Other:		
Highway maintenance	\$ 50,808,267	\$ 49,762,156
Construction inspection	11,474,947	11,166,983
Capital improvement	1,450,815	2,057,314
All other departmental	74,024,950	68,748,117
Total other	\$137,758,979	\$131,734,570
Total Disbursements	\$308,314,764	\$272,376,663
Revenues Over (under) Expenditures	\$(11,046,712)	\$ 1,201,534
Beginning Fund Balance July 1, 1978, 1977	\$126,506,040	\$126,071,167
Adjustments to beginning balance	319,076	(83,040)
Adjusted beginning balance	\$126,825,116	\$125,988,127
Transfers - In	686,612	110,751
Transfers - Out	(400,000)	(710,046)
Increase (Decrease) in deferred Unbilled Fed. Aid	3,608,666	(1,702,546)
Increase (Decrease) in General Fixed Assets	856,614	1,618,220
Fund Balance, June 30, 1979, 1978	\$120,530,296	\$126,506,040

**State Aircraft Revolving Fund
Statement of Funds Accounted for
July 1, 1978 to June 30, 1979**

	Aircraft Pool Operations	Aircraft Sales & Purchases	Fiscal Year 1978 Total
Beginning Cash	\$(2,735)	\$ 47,340	\$ 44,605
Income:			
Operations	330,455	----	330,455
Equipment Sales	----	25,551	25,551
Total Income	\$ 330,455	\$ 25,551	\$356,006
Expenditures:			
Salaries & Subsistence	\$ 92,557	\$ ----	\$ 92,557
Charter Service	179,268	----	179,268
Operations	60,817	----	60,817
Equipment	----	977	977
Total Expenditures	\$ 332,642	\$ 977	\$333,619
Net Income (Loss) - cash basis	\$ (2,187)	\$ 24,574	\$ 22,387
Income earned - not rec'd.-net	44,151	----	44,151
Accrued net income (loss)	41,964	(24,574)	66,538
Fund Balance - accrued	\$ 39,229	\$ 71,914	\$111,143

Iowa Department of Transportation
Balance Sheet - Revolving Fund
June 30, 1979
(Note 3)

	Fiscal Year 1979	Fiscal Year 1978
ASSETS		
Cash - On deposit with State Treasurer	\$ 1,168,486	\$ 3,448,024
Accounts Receivable:		
Undistributed internal billing	1,532,669	994,246
Other	78,166	53,050
From Operating Fund Clearing Acct.	6,781	----
Inventories	3,657,142	3,534,617
Equipment:		
Capitalized at cost	46,401,069	42,379,166
Accumulated Depreciation (Note 10)	30,767,156	28,582,338
Net	15,633,913	13,796,828
Total Assets	\$22,077,157	\$21,826,765
LIABILITIES AND FUND BALANCES		
Liabilities:		
Accounts Payable	\$ 502,090	\$ 333,972
Fund Balances:		
Reserved for:		
Inventories, equipment & fixed assets	\$19,291,055	\$17,331,445
Unreserved	2,284,012	4,161,348
Total Fund Balances	\$21,575,067	\$21,492,793
Total Liabilities & Fund Balances	\$22,077,157	\$21,826,765

Iowa Department of Transportation
Statement of Changes in Fund Balances
Revolving Fund

	Fiscal Year 1979	Fiscal Year 1978
RECEIPTS:		
Equipment rental	\$ 344,576	\$ 288,720
Sale of materials	13,871,804	12,471,295
Sale of equipment	841,410	730,052
Sales and use tax	3,972	2,499
Miscellaneous	39,107	42,128
Job billing	762,805	693,090
"A" operation receipts	5,492,558	4,435,255
Billed depreciation "A" - "F" equipment	3,609,877	3,547,371
Equipment repair parts	227,089	183,742
Vehicle damage	50,183	42,887
Total Receipts	\$25,243,381	\$22,437,039
DISBURSEMENTS:		
Other:		
Salaries	966,091	886,849
Travel	194,916	143,619
Materials, supplies & repairs	8,815,225	8,387,756
External services	358,317	235,921
Equipment operation & depreciation	10,554,158	8,478,649
Utilities, rents and fees	694,182	273,106
Equipment purchases	5,815,302	4,208,115
Total Disbursements	\$27,398,191	\$22,614,015
Revenues over (under) expenditures	\$ (2,154,810)	\$ (176,976)
Beginning fund balance July 1, 1978, 1977	21,492,793	20,735,420
Transfers - In	400,000	400,000
Net change in equipment	1,837,084	534,349
Fund Balance, June 30, 1979, 1978	\$21,575,067	\$21,492,793

**Iowa Department of Transportation
Balance Sheet - Farm to Market Road Fund
June 30, 1979**

	Fiscal Year 1979	Fiscal Year 1978
ASSETS		
Cash - On deposit with State Treasurer	\$47,111,152	\$46,034,584
Accounts Receivable:		
Federal Aid Billed	812,907	307,652
Road Use Tax	1,969,814	1,642,305
Other	6,568	15,154
Deferred Unbilled Federal Aid (Note 4)	112,077	8,491
Total Assets	<u>\$50,012,518</u>	<u>\$48,008,186</u>
LIABILITIES AND FUND BALANCES		
Liabilities:		
Due to Contractors:		
Progress Estimates	\$ 57,822	\$ 690,280
Retainage	1,255,498	684,096
Total Liabilities	\$ 1,313,320	\$ 1,374,376
Fund Balances:		
Reserved for:		
Deferred Unbilled Federal Aid	\$ 112,077	\$ 8,491
Unreserved	48,587,121	46,625,319
Total Fund Balances	<u>\$48,699,198</u>	<u>\$46,633,810</u>
Total Liabilities and Fund Balances	<u>\$50,012,518</u>	<u>\$48,008,186</u>

**Iowa Department of Transportation
Statement of Changes in Fund Balance
Farm to Market Road Fund**

	Fiscal Year 1979	Fiscal Year 1978
RECEIPTS:		
Road Use Tax	\$29,554,784	\$25,757,234
Federal Aid	10,896,135	11,285,876
Interest	3,880,599	2,551,162
County Contributions	1,839,777	802,725
Sales and use tax	427,886	476,395
Miscellaneous	206,010	700,719
Total Receipts	\$46,805,191	\$41,574,111
Disbursements:		
Construction:		
Farm to market roads	44,313,390	34,194,339
Total Disbursements	<u>\$44,313,390</u>	<u>\$34,194,339</u>
Revenues Over (under) Expenditures	\$ 2,491,801	\$ 7,379,772
Beginning Fund Balance July 1, 1978, 1977	\$46,633,810	\$39,210,957
Adjustment to beginning balance	----	83,040
Adjusted beginning balance	\$46,633,810	\$39,293,997
Transfer out	(530,000)	----
Increase (decrease) in deferred unbilled Fed. Aid	103,587	(39,959)
Fund Balance June 30, 1979, 1978	<u>\$48,699,198</u>	<u>\$46,633,810</u>

**Iowa Department of Transportation
Balance Sheet - Highway Beautification Fund
June 30, 1979**

	Fiscal Year 1979	Fiscal Year 1978
ASSETS		
Cash - On deposit with State Treasurer	\$925,329	\$1,214,527
Accounts Receivable:		
Federal Aid Billed	471,756	15,409
Total Assets	<u>\$1,397,085</u>	<u>\$1,229,936</u>
LIABILITIES AND FUND BALANCE		
Liabilities		
Internal Billing	\$ 1,407	\$ 213
Fund Balances		
Reserved for:		
Unreserved	1,395,678	1,229,723
Total Liabilities and Fund Balance	<u>\$1,397,085</u>	<u>\$1,229,936</u>

**Iowa Department of Transportation
Statement of Changes in Fund Balance
Highway Beautification Fund**

	Fiscal Year 1979	Fiscal Year 1978
RECEIPTS:		
Federal Aid	\$1,376,833	\$1,449,006
Miscellaneous	67,933	62,129
Total Receipts	1,444,766	1,511,135
DISBURSEMENTS:		
Acquisitions	\$1,109,017	\$ 993,149
Other:		
Salaries	157,582	154,219
Travel	9,067	12,031
Materials, supplies & repairs	2,319	5,338
Equipment purchases	826	1,024
Total Disbursements	<u>\$1,278,811</u>	<u>\$1,165,761</u>
Revenues Over (under) Expenditures	\$ 165,955	\$ 345,374
Beginning Fund Balance, July 1, 1978, 1977	1,229,723	884,349
Fund Balance, June 30, 1979, 1978	<u>\$1,395,678</u>	<u>\$1,229,723</u>

**Iowa Department of Transportation
Balance Sheet - Toll Bridge Funds
June 30, 1979**

	Fiscal Year 1979	Fiscal Year 1978
ASSETS		
Cash - In Banks	\$ 46,001	\$ 41,196
-On Deposit with State Treasurer	3,623,450	2,892,328
-Petty Cash Funds	2,455	1,830
Toll Bridges	<u>12,357,588</u>	<u>11,107,587</u>
Total Assets	<u>\$16,029,494</u>	<u>\$14,042,941</u>
LIABILITIES AND FUND BALANCES		
Liabilities:		
Accounts Payable	\$ 606,174	\$ 606,175
Internal Billing Payable	479	112
Bonds Payable (Note 5)	7,815,000	8,145,000
Contract Payable (Note 13)	<u>727,200</u>	<u>----</u>
Total Liabilities	\$ 9,148,853	\$ 8,751,287
Fund Balances:		
Inventory, equipment & fixed assets	\$12,357,587	\$11,107,587
Unreserved	<u>(5,476,946)</u>	<u>(5,815,933)</u>
Total Fund Balances	<u>\$ 6,880,641</u>	<u>\$ 5,291,654</u>
Total Liabilities & Fund Balance	<u>\$16,029,494</u>	<u>\$14,042,941</u>

**Iowa Department of Transportation
Statement of Changes in Fund Balances
Toll Bridge Funds**

	Fiscal Year 1979	Fiscal Year 1978
RECEIPTS		
Interest	\$ 225,575	\$ 158,812
Toll Fees	1,762,674	1,647,451
Miscellaneous	<u>22,000</u>	<u>1,010</u>
Total Receipts	\$2,010,249	\$1,807,273
DISBURSEMENTS:		
Toll Bridge Construction	\$ ----	\$ 11,195
Other:		
Salaries	432,444	393,239
Travel	1,519	1,572
Materials & Supplies	19,757	16,707
External Services	54,401	91,363
Equipment	2,385	405
Utilities, Rents & Fees	53,413	50,759
Debt Retirement	360,000	300,000
Interest	<u>350,768</u>	<u>354,113</u>
Total Disbursements	<u>\$1,274,687</u>	<u>\$1,219,353</u>
Revenues Over (under) Expenditures	\$ 735,562	\$ 587,920
Beginning Fund Balance July 1, 1978, 1977	5,291,654	4,392,539
Increase (decrease) to Petty Cash	625	----
Capitalized Bridge Purchase	1,250,000	----
Capitalized Construction Cost	----	11,195
Decrease (Increase) Bonds Contracts Payable	<u>(397,200)</u>	<u>300,000</u>
Fund Balance June 30, 1979, 1978	<u>\$6,880,641</u>	<u>\$5,291,654</u>

Notes to Financial Statements

June 30, 1979

(1) SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

In order to ensure the observance of limitations and restrictions placed on the use of available resources, the accounts of the Iowa Department of Transportation are maintained in accordance with the principles of "Fund Accounting." This is the procedure by which resources for various purposes are classified for accounting and reporting purposes into funds that are in accordance with activities or objectives specified. Separate accounts are maintained for each fund; however, in the accompanying financial statements, funds that have similar characteristics have been combined into fund groups.

The Financial Statements of the Iowa Department of Transportation have been prepared on a modified cash basis under which, except for accounts payable and deferred unbilled federal aid for which costs have been incurred but final authorization for fund allocation has not been made by the Federal Government, revenues are recognized when accrued and expenditures when paid.

(2) OPERATING FUND

The Operating Fund is comprised of Primary Road Funds, Air, Rail, River and Public Transit funds, and special funds or appropriations which are the responsibility of the Iowa Department of Transportation.

(3) REVOLVING FUND

The Revolving Fund is comprised of the Services and Equipment, Inventory and Aircraft Pool revolving funds.

(4) DEFERRED UNBILLED FEDERAL AID

Costs eligible for federal participation have been incurred but billing has been deferred until such time as final authorization has been made by the federal government.

(5) REVENUE BONDS PAYABLE

At June 30, 1979, the Iowa Department of Transportation had revenue bonds outstanding as follows:

Muscatine Toll Bridge	\$4,350,000	All bonds maturing by July 1, 2003
Sabula Toll Bridge	350,000	All bonds maturing by July 1, 1986
Clinton Toll Bridge	3,115,000	all bonds maturing by July 1, 1992
Total	\$7,815,000	

(6) RESERVE FOR LEGISLATIVE APPROPRIATIONS

This is the unencumbered balance of legislative appropriations remaining at June 30, 1979. A portion of this reverts to the original funding sources at September 30, 1979.

(7) RESERVE FOR ENCUMBRANCES.

This includes items for which an obligation was incurred prior to June 30, 1979 that remain unpaid as of that date. They will be paid from fiscal year 1979 or prior years' appropriations. Included are payables to the revolving funds which totaled \$1,426,379.

(8) CONTRACTURAL OBLIGATIONS

At June 30, 1979, contractual obligations (unearned balances on construction contracts) of the department were \$193,632,143 for the Primary Road Fund and \$39,008,975 for the Farm to Market Road Fund.

(9) CONTINGENT LIABILITIES

At June 30, 1979, the Primary Road Fund had paid claims totaling \$606,174 for the Muscatine Toll Bridge as authorized by Chapter 313A, Section 7, 1973 Code of Iowa. The Muscatine Toll Bridge Fund is liable for payment of this amount to the Primary Road Fund, after retirement of bond indebtedness and providing there is adherence to all regulations of Section 529 of the Federal Government General Bridge Act. In addition, \$51,173,000 of tort claims were pending against the Iowa Department of Transportation at June 30, 1979.

(10) ACCUMULATED DEPRECIATION

This figure represents the accumulated billings of equipment to using departments within the Iowa Department of Transportation. It is not depreciation in the true sense of being the actual loss in asset value of the equipment.

(11) STATE AIRCRAFT REVOLVING FUND

Represents operations income, net of outstanding expense payables, included in accounts receivable at June 30, 1979.

(12) CONSTRUCTION LOANS PAYABLE

At June 30, 1979, the Great River Road Revolving Fund has a construction loan of \$530,000 payable to the Farm to Market Fund by June 30, 1989.

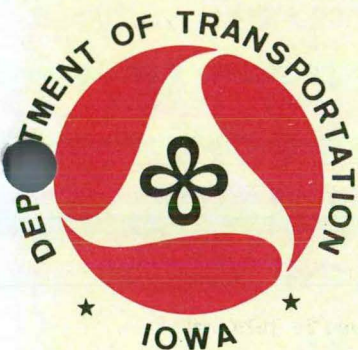
(13) DUBUQUE BRIDGE OBLIGATIONS

At June 30, 1979, the Dubuque Toll Bridge Fund has a principal obligation of \$540,000 and interest obligation of \$187,200 to the Dubuque and Wisconsin Bridge Company. If the new bridge is not completed as scheduled and the demolition of the current bridge is not let by June 30, 1982, there is a contingent obligation to the bridge company.

(14) REVOLVING FUND

Fiscal Year 1978 receipts and disbursements were adjusted to reflect a new reporting method recommended by the State Auditor.

KEY STAFF AND OFFICE DIRECTORS



KEY STAFF MEMBER

GOVERNOR



Robert D. Ray

DEPARTMENT OF TRANSPORTATION
(Appointed by the Governor; Confirmed by the Senate.)



Roger Fair
(Davenport)



Bruce Van Druff
(Red Oak)



Don Gardner
(Cedar Rapids)



Bob Rigler
(New Hampton)



Barbara Dunn
(Des Moines)



Jules Busker
(Sioux City)



Bill McGrath
(Melrose)



Raymond Kassel

DEPUTY DIRECTOR



R.H. Given

PERSONNEL



Tom Sally

SAFETY PROGRAMS



Vacant

GENERAL COUNSEL



Bob Goodwin

TRANSPORTATION REGULATION BOARD
(Rail/Truck)



Conrad Amend



Jack Linge



Vacant

BOARD COUNSEL



T. Scott Bannister

PLANNING & RESEARCH DIVISION



Ian MacGillivray

BUREAU OF PLAN ADMINISTRATION



Rex Wiant

POLICY ANALYSIS



Bob Anderson

PROGRAM MANAGEMENT



Gus Anderson

PROJECT PLANNING



Bob Humphrey

TRANSPORTATION INVENTORY



Lee Smithson

ADVANCE PLANNING



Don Ward

TRANS. RESEARCH



Pat Cain

ADMINISTRATION DIVISION



Jon McCoy

BUREAU OF SUPPORT SERVICES



Dennis Tice

DATA PROCESSING



Jim Hoag

FACILITIES MGT.



Paul Ferleman

SUPPLIES & EQUIPMENT



Bill McCall

ADMIN. SERVICES



Vacant

ACCOUNTING



Virg Raymond

FINANCIAL/ OPERATIONAL ANALYSIS



Ron Juells

AUDITS



Don Breniman

AERONAUTICS DIVISION



Al Hoover

PUBLIC TRANSIT DIVISION



Joanne Short

RIVER DIVISION



Vacant

RAILROAD DIVISION



Les Holland

MOTOR VEHICLE DIVISION



Al Oppel

DRIVERS LICENSE



Rob Forrest

VEHICLE REGISTRATION



Carol Coates

MOTOR VEHICLE ENFORCEMENT



Dennis Ehler

OPERATING AUTHORITY



Cande Bakke

HIGHWAY DIVISION



Don McLean

DEPUTY DIRECTOR OPERATIONS



Bob McIntire

DEPUTY DIRECTOR DEVELOPMENT



George Calvert

CONSTRUCTION MAINTENANCE STAFF



Ken McLaughlin

MAINTENANCE STAFF



Fay Bloomfield

MATERIALS INSPECTION



Chuck Hulsman

DEVELOPMENT SUPPORT



Neil Volmer

ROAD DESIGN



George Slisson

BRIDGE DESIGN



Chuck Pestotnik

RIGHT OF WAY



Gordon Sweltzer

CONTRACTS



Keith Davis

DISTRICT 1 (Ames)



Don Anderson

DISTRICT 2 (Mason City)



Bob Bortle

DISTRICT 3 (Sioux City)



Jim Bump

DISTRICT 4 (Atlantic)



Van Snyder

DISTRICT 5 (Fairfield)



Bob Percival

DISTRICT 6 (Cedar Rapids)



Bob Hanely

IN THE DEPARTMENT:
4,200 PEOPLE
3,800 VEHICLES
\$311 MILLION DISTRIBUTED/YEAR
IN IOWA:
76 COMMERCIAL RIVER TERMINALS
2 MILLION LICENSED DRIVERS
2.5 MILLION REGISTERED VEHICLES
10,300 MILES OF RAILROAD TRACK
34 TRANSIT OPERATIONS
118 MUNICIPAL AIRPORTS
11,000 PILOTS