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# 1980 Annual Report



Iowa Department of Transportation

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# Iowa Transportation Policy

## January 1, 1980

### 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

During fiscal year 1980 the crisis facing the transportation system of the nation and Iowa became even more apparent. In seeking to provide the residents of Iowa with the best possible transportation system, the Iowa Department of Transportation was faced with continued reductions in road user income, drastic reductions in federal highway funds, sharp curtailment in rail service due to the bankruptcies of the Rock Island and Milwaukee lines, decreased buying power due to continuing double-digit inflation, and increased demands for services. The condition of the primary road network continued to deteriorate at the same time the department had to cut back its plans for the 1981-86 period by 30 percent from the program anticipated at the beginning of fiscal year 1980. The 10,000-mile system requires 160 miles of upgrading per year to retain its ability to provide safe and efficient service. However, with the present projections of income and costs, the number of miles of improvements will steadily drop to the point of being able to improve only 10 miles of highway in 1986.

## IMPROVEMENT OF TRANSPORTATION FACILITIES AND SERVICE

The 1980 Iowa Legislature took a bold step, as it did several years ago with the innovative branchline assistance program, by creating the Iowa Railway Finance Authority. The legislation authorizes the Authority to issue up to \$100 million in industrial revenue bonds to purchase viable rail lines. The intent of this action is for the state to assist private industry to keep these lines in service. Although the Authority is an independent agency, it works closely with the DOT to assure a unified state transportation position. The director of the DOT serves as the



secretary to the Authority, DOT staff serves as staff for the Authority, and the powers and duties of the Authority are consistent with the state transportation policies and plans.

During fiscal year 1980 there were 155 miles of interstate and primary highway grading, 73 miles of portland cement concrete construction, reconstruction totaling 23.5 miles, 234 miles of asphalt concrete resurfacing and 122 bridge repairs, overlays or construction of new structures. This represents the department's move to a more direct approach to rehabilitation and maintenance-type highway projects. There were 800 construction contracts, totaling \$185.6 million, and 369 maintenance contracts, totaling \$6.5 million, approved. A total of \$51.5 million was spent for maintenance activities on Iowa's interstate and primary highways. There was a large increase in full-depth patching, cutting pressure relief joints, longitudinal subdrains on shoulders and shoulder sealing. The thin-bonded portland cement concrete overlay project on Interstate 80 in western Iowa was started and will be evaluated to see how well it stands up under the heavy traffic (12,780 vehicles per day, with 25 percent of that total being trucks) and weather conditions. The wide use of asphaltic concrete resurfacing was being evaluated because of the increased asphalt costs and a reduction in highway funds. The department also continued to work with reinforced earth walls in certain situations and stone columns in shear force areas. The use of recycled asphaltic concrete was expanded and this proved to be economical. Pavement grooving and texturing was tried in areas where skidding was a serious problem and the program was moderately successful.

The curb elimination program on more than 1,300 miles of 18- and 20-foot pavements was completed. This three-year program consisted of grinding off the existing lip curb, using the grindings for edge rut material, shaping existing earth shoulders to drain away from the pavement, and removing existing curb flumes.

The actual transfer of Iowa roads and streets, authorized by the Iowa Legislature in 1973, began under the functional classification system. All roads and streets are grouped into systems according to the type of service they are expected to provide, and then jurisdiction over each class is assigned to the governmental unit (state, county, city) which has the primary interest in each class of service. For this three-year program, which began July 1, 1969, the department allotted \$12 million.

Grants for seven airport development projects were initiated during the year, utilizing \$946,886 in state aid, at airports which are part of the state airport system. These projects include work at Bloomfield, Clarinda, LeMars, Vinton, Webster City, Estherville, and Humboldt. This compares to 16 projects utilizing \$955,000 for 1979.

Iowa shippers continued to take advantage of the consolidated rail/barge tariff negotiated between the Iowa DOT and the railroad and barge companies involved. During the year 8,573,000 bushels of grain were moved utilizing



the tariff, which is the only intermodal system of arranging for the shipment of grain. Utilizing the tariff, the shipper has to make only one contact--the railroad--to arrange for movement of the grain by rail to the barge terminal, transfer to the barge at the terminal, and movement by water with only one tariff used for the entire shipment.

Two branchline improvement contracts totaling \$6 million were negotiated to improve 88 miles of track under the state's railroad assistance program.

The Iowa DOT allocated \$2.3 million in state transit assistance funds to 17 urban and 16 regional transit operations for capital and operation assistance. A total of \$28 million in state, federal, local and rider revenue was used during the year for transit services and the purchase of capital assets in the state's 33 designated transit agencies.

Ground transportation centers in two Iowa cities--Cedar Rapids and Davenport--received approval of federal funds for final architectural and engineering design and site acquisition. The centers, which are being financed by a partnership of the public and private sectors, are designed to bring together the various ground transportation services at a single point. Another center, in Sioux City, has an application pending with the Urban Mass Transportation Administration for its development. Other ground transportation centers under development are in Clinton and Waterloo, with Council Bluffs also expressing an interest in a similar project.

#### CONSERVATION OF RESOURCES

As a result of the emphasis for DOT employees to reduce fuel consumption, car pooling, coordinating meetings and travel, use of public transit subsidies and a decrease of highway projects, the DOT cut its fiscal year 1980 fuel usage 26 percent from the previous year.

To further reduce fuel consumption, a program was started to use an electronic scope to tune central complex passenger car and light truck engines. The tune ups are done every other oil change or after 15,000 miles. In addition, the central complex motor pool began using gasohol during the summer of 1980 for experimental and demonstration purposes.

Further reductions are expected from the continuing program of reducing the number of vehicles in the fleet and the size of those vehicles. The base level of passenger cars in the fleet was reduced from 423 in calendar year 1979 to 418 at the end of 1980. The number of full-sized cars was reduced 24 percent, while the number of mid-sized and compact cars increased 4 percent and 47 percent, respectively. The number of eight-cylinder pickups was reduced by 39 percent; one-half ton six-cylinder pickups by 3 percent; and the number of one-quarter ton four-cylinder pickups increased 198 percent. The total fleet of pickups was reduced by 12 from the previous year.



Approximately 80 percent of Iowa's lighted rural intersections have been converted from 400 watt mercury vapor lamps to 150 watt high pressure sodium lamps, with the lights at the remaining intersections to be converted by the end of 1981. This conversion, coupled with the turning off of urban freeway lights or converting them to more energy efficient lamps has resulted in an energy savings of 5.7 million kilowatts per year and when completed, should result in a 64 percent (7.8 million kilowatt) reduction in energy usage per year.

Because of the rising cost of asphalt cement, 26,000 tons of recycled asphaltic concrete was used in a 14-mile widening and resurfacing project. The recycled material made up 40 to 50 percent of the mix since some new material was required to upgrade the mix to meet current design standards. In addition to saving approximately 25,000 tons of aggregate, there was a savings of 600 tons of asphalt cement which would have cost \$165 a ton.

On a 9.8-mile project involving restoration of an interstate highway the top three-quarters of an inch of asphalt pavement was recycled and an additional one to one and one-half inches of new material was used. Crushed limestone which was available locally was used for the mix, with a crushed gravel sprinkl treatment being used for increased skid resistance for long-term resistance.

In its continuing effort to conserve energy outside the agency as well as within the department, the DOT instituted procedures to make energy assessments during the development of highway projects. The proposed road construction projects will be evaluated in terms of the energy consumption, along with other factors, in analyzing the alternatives. The analysis will include vertical and horizontal alignments, road surface condition and vehicle speed changes as they affect motor vehicle fuel consumption.

#### TRANSPORTATION PLANNING AND RESEARCH

Four levels of service of the state's highway system were identified by a study which considered travel characteristics such as types of trips and traffic volumes, along with adjacent service features. The resulting designation of four levels of service are used in allocation of maintenance priorities.

A road and street cost responsibility analysis, which indicated 93 percent of the cost of the primary highway system and 21 percent of the cost of county roads should be paid by travelers, was completed. The analysis found 69 percent of the cost of all roads and streets should be paid by auto travelers and 31 percent by trucks. Autos and trucks both fell short in paying their shares of roadway costs, with each classification paying 69 percent of its share (in 1980 dollars).

A survey of fringe parking in a 13-county area of central Iowa found the average carpool consisted of four commuters who drove seven miles to the fringe parking site and 23 miles on to work. The survey results will be used in assessing the need for improved fringe parking areas.

The Iowa DOT participated in a five-state study with Kansas, Nebraska, Oklahoma and South Dakota of "Transverse Cracking of Asphalt Concrete Pavement." Full-depth pavements were inventoried for crack frequency and



This data was compared to materials, mix design and structural design in an effort to identify significant factors. No significant correlations were identified, but the in-depth review of mix design, maintenance and the 3R program will result in improved practices.

Iowa is part of a six-state consortium put together to demonstrate ways of simplifying billing and accounting practices associated with social services transportation. In working on this project Iowa has developed a uniform data management system. A state agency committee has been formed to discuss the data generated by the uniform data management system and to determine if this data will be sufficient to replace individual reports now required by various funding agencies.

Plans for 480 miles of grading, paving, resurfacing, widening, repair and safety projects costing \$91 million were completed. In addition, plans were developed for 246 highway structures costing \$74 million. Plans for 742 miles of improvement to the state's secondary roads were approved.

#### CITIZEN INVOLVEMENT

Public meetings were held with shippers and other interested persons to gather comments in preparing recommendations concerning 12 branchline abandonment applications filed by railroads on 1,000 miles of track. In addition to meetings concerning abandonments, numerous meetings were held with shippers and other interested persons concerning the current condition and future of rail transportation in Iowa and the Midwest.

The department held 14 public hearings on the design of highway projects, held 11 formal public hearings concerning highway locations, and conducted five public information meetings concerning highway projects.

#### SERVICE TO THE TRAVELING PUBLIC

The 1980-81 Aeronautical Chart was published. The Chart shows the location of airports in the state as well as runway lengths, ground control approaches, type of runway surface and other related information to aid pilots during their flights in Iowa. The previous chart was published in 1978.

The department issued a detour and embargo map every other week during the construction season to provide motorists information on detours around road construction projects and bridges which were embargoed for less than legal loads.

An updated directory of bus, taxi and commuter services in Iowa was compiled and published.

Highway advisory radios were installed near two highway construction sites as experimental aids to motorists. The battery powered transmitters, with less than a one-mile range, provided detour routing and road condition information. Roadside advisory signs were used to notify motorists the radio information was available.



### SAFETY AND TRAINING

A new railroad track evaluation vehicle was delivered in October 1979. The vehicle measures alignment, profile, gauge and cross level. The track conditions are documented by an on-board computer and magnetic tape, and a camera system which will provide a film library of Iowa's railroads. During the year 8,532 miles of track were monitored to ensure the railroads are complying with federal track safety standards.

Seat belt convincers, which are crash simulators, were provided for the Iowa State Fair, 13 Iowa high school driver instructors, two colleges, and private businesses, including Northwestern Bell Telephone's district offices, Northern Natural Gas Co. and the Iowa Motor Truck Assn. The seat belt convincers were ridden by an estimated 3,000 persons and the rides were viewed by approximately 15,000 persons.

An intensive statewide campaign to develop community infant seat loaner programs was started April 3, 1980. By the end of June the campaign was only two short of it's Sept. 30 goal of establishing 28 community loan programs. Several businesses established in-house loaner programs for employees, and more than 100 hospitals included infant restraint education in their prenatal classes. Approximately 150 seats were loaned to state employees through the DOT's in-house loaner program.

Information from the Accident Location and Analysis Program was provided to 277 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. It has the capability for rapid retrieval of accident histories for specific locations, date, time, day, age and sex of drivers, type of vehicles, contributing circumstances and environmental data.

Inspections of 118 municipal airports were made to ensure safe airport operations. The 118 inspections compares to 128 for FY 1979, but none needed reinspection this year.

Thirty-four pilot safety seminars and meetings were held throughout Iowa, with an average of 108 pilots attending each session. The meetings are part of the department's efforts to reduce the aircraft accident rate in Iowa. During 1980 the accident rate was 3.0 for every 100,000 hours of aircraft operation, compared to a rate of 3.9 the previous year.

### REGULATION

Officers of the department's Motor Vehicle Enforcement Office assisted the Iowa State Patrol, at the request of the governor of Iowa, in enforcing speed limits. This assistance was in addition to the Motor Vehicle Enforcement officers' regular duties and resulted in 366 drivers being cited for flagrant speeding violations from December 1979 through June 1980.

The Motor Vehicle Enforcement Office's primary duty is enforcing weight, dimension, safety, commercial and operator laws which apply to commercial



vehicles operating in Iowa. In fiscal year 1980 the officers weighed 681,000 vehicles, resulting in citations for 63,800 violations. These citations resulted in 63,000 convictions yielding \$2.4 million fines.

There were 16,000 safety inspections performed, with 5,935 vehicles or drivers taken out of service for safety defects or violations of hours of service.

A total of 4,600 Iowa-based motor truck carriers registered 26,293 power units in the International Registration Plan, which allows truckers to operate in other IRP states without registering in those states. There were 602,000 county-plated trucks registered in Iowa during the year.

At the county level there were 2,925,777 vehicles registered in Iowa during the year, with a total collection of more than \$116.3 million. Of that total, \$4.1 million was retained by the counties to cover their administrative costs. This represented a .34 percent increase in the number of vehicles and 2.4 percent in the total fees from the previous year. This is a significant drop from the 1970s when the number of vehicles increased about 4 percent per year and the revenues increased about 6 percent each year.

During 1980 there were 791,062 motor vehicle titles issued, compared to 912,841 in 1979 and 913,314 in 1978. Since about 13 percent of the titles issued are for new passenger cars, the 15 percent decrease in the number of titles issued indicates a significant reduction in new car sales.

During 1980 the department issued 791,000 driver licenses and was involved in the suspension and/or revocation of 29,300 licenses of Iowa drivers. Of the total suspensions and revocations, 7,400 involved charges of operating a motor vehicle while under the influence of an alcoholic beverage. Legal proceedings were conducted in 4,520 cases concerning driver license suspensions and revocations.

There were 456 complaints handled by the compliance section of the department's Transportation Regulation Board. The section was created in 1979 to monitor carrier compliance and to assist consumers in settling claims against motor carriers.

Judgment was reached on 126 franchise and motor carrier cases, 49 rate cases covering charges for passengers and freight, and 11 rail service cases involving grade crossings, blockages, train speed ordinances, signal disputes and discontinuing of agencies.

GREAT RIVER ROAD PROGRAM

ANNUAL REPORT

FISCAL YEAR 1980



The Great River Road Program is administered by the Iowa DOT in cooperation with the Iowa Conservation Commission and the Mississippi River Parkway Commission. At the end of federal fiscal year 1980 a total of \$8.7 million in federal funds had been allocated to Iowa through this program, of which all but \$10,000 had been obligated. The Iowa Transportation Commission has assigned top priority for use of these funds to paving the 50 miles of unpaved sections in the Iowa Great River Road. By July 1, 1980, 10 miles of gravel roads were under reconstruction and another 25 miles were in various stages of design. Other highway work underway included a bridge replacement over the Yellow River on Iowa 76 and a new entrance with turning lanes at Effigy Mounds National Monument. In addition to these projects, about 20 percent of program funds have been used for "amenity" or highway-associated projects. Matching funds for these projects are provided in part from a standing appropriation of general fund money made by Section 308.4 of the Code of Iowa. Completed amenity projects include two scenic overlooks (one in Muscatine and one south of Guttenberg), two archeological site acquisitions (in Louisa and Dubuque counties), a forest tract acquisition and a thorough survey of the cultural and natural resources found along the Great River Road in Iowa.

(Sec. 308.4 Appropriation Only)

	Fiscal Year 1980	Fiscal Year 1979
Beginning Balance	\$100,000	
Appropriation	100,000	100,000
Expenditures	(133,125)	
Revenues	8,750	
Fund Balance, June 30	<u>\$ 75,625</u>	<u>\$100,000</u>

REPORT TO THE  
IOWA GENERAL ASSEMBLY  
ON  
THE STATE AIRCRAFT POOL  
FISCAL YEAR 1980



OPERATIONAL DATA

	<u>Aztecs</u>	<u>Cheyenne</u>	<u>Total</u>
Number of Flights	578	134	712
Passengers Flown	1511	516	2027
Hours Flown	1487	300	1787
Average Load Factor*	44%	59%	48%

\*Indicates that approximately one-half the seats were occupied on each flight. Commercial airlines fill approximately 55% of available seats.

CHARTER OPERATIONS

Number of Flights	384
Passengers Flown	967
Cost to State of charter operations	\$124,137.82

POOL EQUIPMENT

1 Piper Cheyenne - N3IOWA  
 1 Piper Aztec - N5IOWA  
 1 Piper Aztec - N321SC  
 1 Piper Aztec - N54130

FINANCIAL SUMMARY

	<u>Operations</u>	<u>Equipment</u>	<u>Total</u>
Starting Cash Balance	(\$4,891.84)	\$71,913.84	\$67,022.00
Operational Receipts	397,566.21	---	
Operational Expenses	365,665.05	27,329.29	
Accrued Credits	32,886.03	---	
Accrued Liabilities	8,039.83	---	
Accrued Balance	\$51,855.52	\$44,584.55	\$96,440.07

# Financial Data

**Iowa Department of Transportation**  
**Balance Sheet - Operating Fund & General Fixed Assets**  
**(Notes 1 and 2)**  
**June 30, 1980**

	Fiscal Year 1980	Fiscal Year 1979
<b>ASSETS</b>		
Cash - In Banks	\$ 60,938	\$ 73,713
-On deposit with the State Treasurer	39,875,561	65,667,199
-Petty Cash Funds	30,265	30,215
Accounts Receivable:		
Road Use Tax	9,866,854	11,355,019
Federal Aid Billed	3,102,616	5,963,097
Interest	---	69,052
Sales and Use Tax	531,321	18,641
Other	1,685,490	1,096,586
Prepaid Expense	1,089	1,034
Due on Contract Sale of Land	2,181,149	1,891,998
Deferred Unbilled Federal Aid (Note 4)	1,541,140	5,688,194
Material Deposits	53,246	53,246
Land	3,902,272	3,700,065
Buildings	33,321,018	31,662,694
Land In Excess of Right of Way Needs	7,990,566	3,743,780
<b>Total Assets</b>	<b>\$104,143,525</b>	<b>\$131,014,533</b>
<b>LIABILITIES AND FUND BALANCES</b>		
<b>Liabilities:</b>		
Accounts Payable	\$ 482,545	\$ 483,279
Internal Payables	125,393	177,731
Refundable Advances	1,928,767	494,877
Due to Contractors:		
Progress Estimates	158,565	974,468
Retainage	6,508,439	8,305,452
Traffic Right of Way Permit Deposits	50,833	48,430
<b>Total Liabilities</b>	<b>\$ 9,254,542</b>	<b>\$ 10,484,237</b>
<b>Fund Balances:</b>		
Reserved for:		
General Fixed Assets	\$ 45,267,102	\$ 39,159,785
Deferred Unbilled Federal Aid	1,541,140	5,688,194
Legislative Appropriations (Note 6)	4,404,969	5,903,275
Contract Sale of Right of Way Land	2,181,149	1,891,998
Encumbrances (Note 7)	12,208,529	16,569,643
Unreserved	29,286,094	51,317,401
<b>Total Fund Balances</b>	<b>94,888,983</b>	<b>120,530,296</b>
<b>Total Liabilities and Fund Balances</b>	<b>\$104,143,525</b>	<b>\$131,014,533</b>



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

	Fiscal Year 1980	Fiscal Year 1979
<b>RECEIPTS:</b>		
Road Use Tax	\$170,175,689	\$169,550,337
Federal Aid	135,903,363	103,414,171
Interest	3,238,960	4,062,279
Sales & Use Tax	1,700,802	1,286,974
Miscellaneous	27,501,575	18,954,291
<b>Total Receipts</b>	<b>\$338,520,389</b>	<b>\$297,268,052</b>
<b>DISBURSEMENTS:</b>		
Construction:		
Primary roads	\$139,718,438	\$130,120,566
Interstate roads	60,352,306	39,224,008
Institutional roads	1,956,475	1,211,211
Total construction	\$202,027,219	\$170,555,785
Other:		
Highway maintenance	\$ 55,091,194	\$ 50,808,267
Construction inspection	11,876,380	11,474,947
Capital improvement	1,907,622	1,450,815
All other departmental	91,489,550	74,024,950
Total other	\$160,364,746	\$137,758,979
<b>Total Disbursements</b>	<b>\$362,391,965</b>	<b>\$308,314,764</b>
Revenues Over (under) Expenditures	\$(23,871,576)	\$ (11,046,712)
Beginning Fund Balance July 1, 1979, 1978	\$120,530,296	\$126,506,040
Adjustments to beginning balance	---	319,076
Adjusted beginning balance	\$120,530,296	\$126,825,116
Transfers - In	440,000	686,612
Transfers - Out	(4,170,000)	(400,000)
Increase (Decrease) in deferred Unbilled Fed. Aid	(4,147,054)	3,608,666
Increase (Decrease) in General Fixed Assets	6,107,317	856,614
<b>Fund Balance, June 30, 1980, 1979</b>	<b>\$ 94,888,983</b>	<b>\$120,530,296</b>

**State Aircraft Revolving Fund  
Statement of Funds Accounted for  
July 1, 1979 to June 30, 1980**

	Aircraft Pool Operations	Aircraft Sales & Purchases	Fiscal Year Total
Beginning Cash	\$( 4,892)	\$ 71,914	\$ 67,022
Income:			
Operations	\$ 397,566	----	\$397,566
Equipment Sales	----	----	----
<b>Total Income</b>	<b>\$ 397,566</b>	<b>\$ ----</b>	<b>\$397,566</b>
Expenditures:			
Salaries & Subsistence	\$ 123,751	\$ ----	\$123,751
Charter Service	124,138	----	124,138
Operations	117,776	----	117,776
Equipment	----	27,329	27,329
<b>Total Expenditures</b>	<b>\$ 365,665</b>	<b>\$ 27,329</b>	<b>\$392,994</b>
Net Income (Loss) - cash basis	\$ 31,901	\$(27,329)	\$ 4,572
Income earned - not rec'd.-net	24,846	----	24,846
Accrued net income (loss)	56,747	(27,329)	29,418
<b>Fund Balance - accrued</b>	<b>\$ 51,855</b>	<b>\$ 44,585</b>	<b>\$ 96,440</b>

**Iowa Department of Transportation  
Balance Sheet - Revolving Fund  
June 30, 1980  
(Note 3)**

	Fiscal Year 1980	Fiscal Year 1979
<b>ASSETS</b>		
Cash - On deposit with State Treasurer	\$ 1,272,522	\$ 1,168,486
Accounts Receivable:		
Undistributed internal billing	2,027,133	1,532,669
Other	64,936	78,166
From Operating Fund Clearing Acct.	4,808	6,781
Inventories	3,134,519	3,657,142
Equipment:		
Capitalized at cost	52,877,481	46,401,069
Accumulated Depreciation (Note 10)	32,863,725	30,767,156
Net	20,013,756	15,633,913
<b>Total Assets</b>	<b>\$26,517,674</b>	<b>\$22,077,157</b>
<b>LIABILITIES AND FUND BALANCES</b>		
Liabilities:		
Accounts Payable	\$ 465,567	\$ 502,090
Fund Balances:		
Reserved for:		
Inventories, equipment & fixed assets	\$23,148,275	\$19,291,055
Unreserved	2,903,832	2,284,012
<b>Total Fund Balances</b>	<b>\$26,052,107</b>	<b>\$21,575,067</b>
<b>Total Liabilities &amp; Fund Balances</b>	<b>\$26,517,674</b>	<b>\$22,077,157</b>

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

	Fiscal Year 1980	Fiscal Year 1979
<b>RECEIPTS:</b>		
Equipment rental	\$ 382,800	\$ 344,576
Sale of materials	11,929,857	10,288,232
Sale of equipment	806,033	841,410
Sales and use tax	1,374	3,972
Miscellaneous	77,184	39,107
Job billing	1,173,793	800,832
"A" operation receipts	5,930,100	5,492,558
Billed depreciation "A" - "F" equipment	4,221,035	3,609,877
Equipment repair parts & fuel	4,477,378	3,772,634
Vehicle damage	47,065	50,183
<b>Total Receipts</b>	<b>\$29,046,619</b>	<b>\$25,243,381</b>
<b>DISBURSEMENTS:</b>		
Other:		
Salaries	981,930	966,091
Travel	140,425	194,916
Materials, supplies & repairs	9,935,017	8,815,225
External services	357,704	358,317
Equipment operation & depreciation	12,608,711	10,554,158
Utilities, rents and fees	36,210	694,182
Equipment purchases	9,059,425	5,815,302
<b>Total Disbursements</b>	<b>\$33,119,422</b>	<b>\$27,398,191</b>
Revenues over (under) expenditures	\$ (4,072,803)	\$ (2,154,810)
Beginning fund balance July 1, 1979, 1978	21,575,067	21,492,793
Transfers - In	4,170,000	400,000
Net change in equipment	4,379,843	1,837,084
<b>Fund Balance, June 30, 1980, 1979</b>	<b>\$26,052,107</b>	<b>\$21,575,067</b>



**Iowa Department of Transportation  
Balance Sheet - Farm to Market Road Fund  
June 30, 1980**

	Fiscal Year 1980	Fiscal Year 1979
<b>ASSETS</b>		
Cash - On deposit with State Treasurer	\$47,064,351	\$47,111,152
Accounts Receivable:		
Federal Aid Billed	760,396	812,907
Road Use Tax	1,630,670	1,969,814
Other	192,769	6,568
Deferred Unbilled Federal Aid (Note 4)	4,597	112,077
<b>Total Assets</b>	<u>\$49,652,783</u>	<u>\$50,012,518</u>
<b>LIABILITIES AND FUND BALANCES</b>		
Liabilities:		
Due to Contractors:		
Progress Estimates	\$ ----	\$ 57,822
Retainage	1,384,065	1,255,498
<b>Total Liabilities</b>	\$ 1,384,065	\$ 1,313,320
Fund Balances:		
Reserved for:		
Deferred Unbilled Federal Aid	\$ 4,597	\$ 112,077
Unreserved	48,264,121	48,587,121
<b>Total Fund Balances</b>	<u>\$48,268,718</u>	<u>\$48,699,198</u>
<b>Total Liabilities and Fund Balances</b>	<u>\$49,652,783</u>	<u>\$50,012,518</u>

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

	Fiscal Year 1980	Fiscal Year 1979
<b>RECEIPTS:</b>		
Road Use Tax	\$29,615,692	\$29,554,784
Federal Aid	18,910,246	10,896,135
Interest	5,017,831	3,880,599
County Contributions	1,464,931	1,839,777
Sales and use tax	622,189	427,886
Miscellaneous	214,385	206,010
<b>Total Receipts</b>	\$55,845,274	\$46,805,191
Disbursements:		
Construction:		
Farm to market roads	55,728,274	44,313,390
<b>Total Disbursements</b>	<u>\$55,728,274</u>	<u>\$44,313,390</u>
Revenues Over (under) Expenditures	\$ 117,000	\$ 2,491,801
Beginning Fund Balance July 1, 1979, 1978	\$48,699,198	\$46,633,810
Transfer out	(440,000)	(530,000)
Increase (decrease) in deferred unbilled Fed. Aid	(107,480)	103,587
<b>Fund Balance June 30, 1980, 1979</b>	<u>\$48,268,718</u>	<u>\$48,699,198</u>

**Iowa Department of Transportation  
Balance Sheet - Toll Bridge Funds  
June 30, 1980**

	Fiscal Year 1980	Fiscal Year 1979
<b>ASSETS</b>		
Cash - In Banks	\$ 52,117	\$ 46,002
-On Deposit with State Treasurer	4,700,365	3,623,450
-Petty Cash Funds	2,455	2,455
Toll Bridges	12,453,977	12,357,587
<b>Total Assets</b>	<b>\$17,208,914</b>	<b>\$16,029,494</b>
<b>LIABILITIES AND FUND BALANCES</b>		
Liabilities:		
Accounts Payable (Note 9)	\$ 606,174	\$ 606,174
Internal Billing Payable	1,169	479
Bonds Payable (Note 5)	7,435,000	7,815,000
Contract Payable (Note 13)	474,000	727,200
<b>Total Liabilities</b>	<b>\$ 8,516,343</b>	<b>\$ 9,148,853</b>
Fund Balances:		
Inventory, equipment & fixed assets	\$12,453,977	\$12,357,587
Unreserved	(3,761,406)	(5,476,946)
<b>Total Fund Balances</b>	<b>\$ 8,692,571</b>	<b>\$ 6,880,641</b>
<b>Total Liabilities &amp; Fund Balance</b>	<b>\$17,208,914</b>	<b>\$16,029,494</b>

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

	Fiscal Year 1980	Fiscal Year 1979
<b>RECEIPTS</b>		
Interest	\$ 606,724	\$ 225,575
Toll Fees	2,244,575	1,762,674
Miscellaneous	75	22,000
<b>Total Receipts</b>	<b>\$2,851,374</b>	<b>\$2,010,249</b>
<b>DISBURSEMENTS:</b>		
Bridge Rehabilitation	\$ 96,390	\$ ----
Other:		
Salaries	552,366	432,444
Travel	4,123	1,519
Materials & Supplies	30,389	19,757
External Services	75,210	54,401
Equipment	561	2,385
Utilities, Rents & Fees	54,983	53,413
Debt Retirement	560,000	360,000
Interest	395,012	350,768
<b>Total Disbursements</b>	<b>\$1,769,034</b>	<b>\$1,274,687</b>
Revenues Over (under) Expenditures	\$1,082,340	\$ 735,562
Beginning Fund Balance July 1, 1979, 1978	6,880,641	5,291,654
Increase (decrease) to Petty Cash	----	625
Capitalized Bridge Purchase	96,390	----
Capitalized Construction Cost	----	1,250,000
Decrease (Increase) Bonds Contracts Payable	633,200	(397,200)
<b>Fund Balance June 30, 1980, 1979</b>	<b>\$8,692,571</b>	<b>\$6,880,641</b>



**Iowa Department of Transportation  
Balance Sheet - Highway Beautification Fund  
June 30, 1980**

	Fiscal Year 1980	Fiscal Year 1979
<b>ASSETS</b>		
Cash - On deposit with State Treasurer	\$1,402,524	\$ 925,329
Accounts Receivable:		
Federal Aid Billed	218,552	471,756
From Operating Fund Clearing Account	2,020	----
<b>Total Assets</b>	<u>\$1,623,096</u>	<u>\$1,397,085</u>
<b>LIABILITIES AND FUND BALANCE</b>		
Liabilities		
Internal Billing	\$ 954	\$ 1,407
Fund Balances		
Reserved for:		
Unreserved	1,622,142	1,395,678
<b>Total Liabilities and Fund Balance</b>	<u>\$1,623,096</u>	<u>\$1,397,085</u>

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

	Fiscal Year 1980	Fiscal Year 1979
<b>RECEIPTS:</b>		
Federal Aid	\$1,342,362	\$1,376,833
Miscellaneous	68,109	67,933
<b>Total Receipts</b>	1,410,471	1,444,766
<b>DISBURSEMENTS:</b>		
Acquisitions	\$1,033,607	\$1,109,017
Other:		
Salaries	138,720	157,582
Travel	8,500	9,067
Materials, supplies & repairs	3,180	2,319
Equipment purchases	----	826
<b>Total Disbursements</b>	<u>\$1,184,007</u>	<u>\$1,278,811</u>
Revenues Over (under) Expenditures	\$ 226,464	\$ 165,955
Beginning Fund Balance, July 1, 1979, 1978	1,395,678	1,229,723
<b>Fund Balance, June 30, 1980, 1979</b>	<u>\$1,622,142</u>	<u>\$1,395,678</u>

**Iowa Department of Transportation  
Great River Road General Fund Appropriations  
(H.F. 2290, Sec. 8, 67th G.A.)**

Appropriation July 1, 1978	<u>\$100,000</u>
June 30, 1979, Fund Balance	<u>\$100,000</u>
Appropriation July 1, 1979	\$100,000
Expenditures 7/1/79 thru 6/30/80	(133,125)
Revenue 7/1/79 thru 6/30/80	8,750
June 30, 1980, Fund Balance	<u>\$ 75,625</u>

## NOTES TO FINANCIAL STATEMENTS JUNE 30, 1980

### (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, 1980, the Iowa Department of Transportation had revenue bonds outstanding as follows:

Muscatine Toll Bridge	\$4,240,000	All bonds maturing by July 1, 2003
Sabula Toll Bridge	300,000	All bonds maturing by July 1, 1986
Clinton Toll Bridge	2,895,000	all bonds maturing by July 1, 1992
Total	\$7,435,000	

### (6) RESERVE FOR LEGISLATIVE APPROPRIATIONS

This is the unencumbered balance of legislative appropriations remaining at June 30, 1980. A portion of this reverts to the original funding sources at September 30, 1980.

### (7) RESERVE FOR ENCUMBRANCES.

This includes items for which an obligation was incurred prior to June 30, 1980, that remain unpaid as of that date. They will be paid from fiscal year 1980 or prior years' appropriations. Included are payables to the revolving funds which totaled \$1,995,252.



(8) CONTRACTURAL OBLIGATIONS

At June 30, 1980, contractual obligations (unearned balances on construction contracts) of the department were \$123,285,394 for the Primary Road Fund and \$35,170,833 for the Farm to Market Road Fund.

(9) CONTINGENT LIABILITIES

At June 30, 1980, 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, \$73,566,000 of tort claims were pending against the Iowa Department of Transportation at June 30, 1980.

(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, 1980.

(12) CONSTRUCTION LOANS PAYABLE

At June 30, 1980, the Great River Road Revolving Fund had construction loans of \$970,000 payable to the Farm to Market Fund by June 30, 1990.

(13) DUBUQUE BRIDGE OBLIGATIONS

At June 30, 1980, the Dubuque Toll Bridge Fund has a principal obligation of \$360,000 and interest obligation of \$114,000 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) ROAD USE TAX AND GENERAL FUND COLLECTIONS/REFUNDS

The Department of Transportation collected \$147,194,360 in vehicle registrations, motor vehicle fuel taxes, and driver's license fees that were transferred to the state's Road Use Tax and General funds. In addition, \$879,713 was disbursed by the department for motor vehicle registration & miscellaneous refunds. These amounts are not included in the accompanying financial statements.

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# **Annual Report**

STATE OF IOWA  
HISTORICAL BUREAU  
DES MOINES, IOWA 50319



**Iowa Department  
of Transportation**



The Iowa Legislature passed a Missouri River Compact bill authorizing the governor to negotiate a compact between Nebraska, Kansas, Missouri and Iowa to promote and increase barge traffic on the Missouri River.

The federal bicycle grant program was administered through the department. Six proposals were approved for federal funding totaling \$101,710. These projects included pavement marking and signing, bicycle route mapping, bicycle parking facilities and a 10.5-mile conservation-recreation corridor along an abandoned rail line. A total of 13 proposals, totaling nearly \$1.2 million, were received.

During the fiscal year the Iowa DOT continued to work closely with the Iowa Railway Finance Authority to implement a program which would authorize the issuance of tax exempt bonds for the purchase of Iowa rail lines. Legislation was introduced to increase the Authority's outstanding bond limit to \$300 million and allow the Authority to participate in a limited partnership to attract private capital to purchase and improve rail facilities. To fund the retirement of the bonds, the legislation provided for a tax on railroad diesel fuel used within the state and the transfer of the car mileage tax from the General Fund to the Special Railroad Facility Fund. The bill also provided for delinquent railroad property taxes collected to be placed in the railroad fund.

The department allocated \$2 million in state transit assistance funds to 17 urban and 16 regional transit operations for capital and operational assistance. A total of \$32 million in state, federal, local and rider revenue was used during the year for transit services and the purchase of capital assets in the state's 33 designated transit agencies.

The development of ground transportation centers in two Iowa cities, Cedar Rapids and Davenport, has proceeded on schedule. The centers, which are being financed by a partnership of the public and private sectors, are designed to bring together the various ground transportation services at a single point.

#### Conservation of Resources

The department continued its emphasis on productivity and effectiveness. Research was conducted to determine the optimum staff size of the Office of Motor Vehicle Enforcement and the optimum number and location of highway maintenance garages.

A research project was conducted to consider the changes in fuel usage and traffic flow when the timing of traffic signals is updated. The study of six intersections in Des Moines found conditions had changed enough to warrant resetting the timing of the signals. This resulted in an improved traffic flow and reduced fuel consumption. This project was funded by the Iowa Energy Policy Council through an agreement with the Iowa DOT.



A computer-assisted model to predict energy consumption for alternates of a proposed highway improvement project was completed. The model considers several vehicle, traffic and roadway factors and estimates fuel consumption. The estimated consumption for each alternate is then calculated by dividing the total length into segments with uniform characteristics, estimating the fuel use on each of those segments, and then totaling them to obtain the fuel consumption for the entire alternate.

Programs for traffic sign renovation and tire recapping were started with Iowa State Industries. These programs provide work for inmates in Iowa's penal institutions along with reducing costs to the department.

The department took competitive bids for fuel for the first time since 1973. This was possible because of the deregulation of the nation's petroleum supplies. To take advantage of the savings which occur by buying transport loads of fuel, a program to purchase and install larger gasoline and diesel fuel tanks was started.

The state implemented a "Valuable Ideas for Productivity" program to reward employees for cost-saving suggestions. When an employee's suggestion is adopted the employee receives a cash award of 10 percent of the estimated first-year savings of that suggestion, up to a maximum of \$1,000. Through the end of the year 81 DOT employee suggestions had been received.

The continuing program to reduce lighting in areas where it is not needed to maintain a safe roadway had resulted in there being 1,635 fewer lights along Iowa's roadsides than there was several years ago. This has cut energy consumption 5.7 million kilowatt hours per year. With the conversion of the remaining lights to high pressure sodium lamps, energy consumption has been reduced by another 2.1 million kilowatt hours per year.

The heating systems for nine garages were changed to radiant heat, eliminating fuel oil furnaces. Timed thermostats to reduce the temperature of the buildings at night and on weekends were installed in 136 maintenance garages.

One garage was constructed using a new energy-saving, drive-through concept, and contracts were signed to build three other garages using this concept.

The department continued to place more small vehicles in its passenger car fleet, resulting in a fuel economy increase from 18.7 mpg in 1980 to 19.6 mpg in 1981. A total of 43 medium duty and 21 heavy duty diesel-powered trucks were purchased to replace gasoline-powered units. The target for the department's total fleet in 1981 was 3,503 vehicles, compared to 3,603 in 1980 and 3,698 in 1979. Six DOT pickups were equipped with Air-Thru tailgates to test the reported 15 percent increase in gasoline mileage reported by an independent engineering firm, and air deflectors have been installed on DOT truck tractors to reduce aerodynamic drag. These deflectors guarantee a 10 percent fuel savings.

A project was initiated to develop a fuel consumption model that will determine the most fuel-efficient mode of transportation or combination of modes and routes from origins in Iowa to major export and domestic markets. The project will involve Iowa State University and is being funded by \$63,280 from the Federal Railroad Administration.



To reduce costs by substituting telecommunications for travel was treated in a demonstration project. The project used full-motion two-way teleconferencing between Ames and Des Moines.

#### Transportation Planning and Research

The department developed a priority programming method to evaluate the needs of the primary highway and bridge systems, utilizing the results of the state highway systems study to allocate resources to the service levels of the primary road system in relationship to the traffic using each of those service levels. Funds are further allocated within each service level emphasizing the preservation of highways, preservation of bridges, and uniform service improvements.

The department participated in the truck weight and vehicle classification case studies with the Federal Highway Administration. The studies will provide information concerning vehicle classifications and truck weights on the various road systems. Iowa was one of six states participating in the truck weight study and four other states participated in the vehicle classification study.

A study of the funding requirements of the Iowa primary road system for the next decade was completed. That study indicated a \$140 million annual shortfall in funding during that period. The study was instrumental in legislation increasing Iowa's gasoline tax by three cents per gallon and diesel fuel tax four cents per gallon. Another study found the exemption of gasohol from fuel taxes resulted in a 1981 loss of more than \$15 million in the state Road Use Tax Fund.

Primary highway and airport sufficiency logs were prepared and published to assist the department and operators of publicly-owned airports to establish priorities for improvements to those facilities.

An update of the state railroad analysis was completed. That update identified and evaluated 11 railroad rehabilitation projects being considered for state and federal funding.

A state transit plan was completed which analyzed transit services in Iowa and provided guidance for future development of transit services during the next five years.

During the year plans--to be used when financing becomes available--were developed for 768 miles of grading, paving, resurfacing, widening, repair and safety projects. During the previous year plans for improvement of 480 miles were developed. The increase in mileage resulted from a large increase in planned work on the interstate system and resurfacing/repair of the primary system. Plans for 245 bridges and culverts were also developed. The department approved plans for 904 miles of improvements to Iowa's secondary roads and plans for 99 bridges on secondary roads were approved.



## Citizen Involvement

Public meetings were held with shippers and other interested persons to gather comments to be used in preparing recommendations concerning seven abandonment applications filed by railroads on 171 miles of track. In addition to meetings concerning abandonments, numerous meetings were held with shippers and other interested persons concerning the current condition and future of rail transportation in Iowa and the Midwest.

The department held eight formal public hearings and 13 public information meetings concerning proposed highway locations. The total attendance at these 21 hearings and meetings was 1,000.

## Service to the Traveling Public

A brochure concerning commuting by bicycle was developed and distributed statewide.

The cartography for the official state transportation map was done by department staff for the first time, with 1.5 million copies of the multi-year map being printed. By doing the cartography in-house, the cost of the map was substantially reduced.

Weather radios were installed in all interstate highway rest areas. These radios provide motorists with the latest weather forecasts and severe weather warnings for the area from the National Weather Service.

The motor vehicle registration pilot project--which uses mini-computers at county treasurer's offices connected to the DOT computer at Ames to speed the handling of vehicle registrations--was expanded to two more counties. Plans have been made to expand the system to counties throughout the state.

The department began gathering data for a Barge Terminal Directory to be published in 1982. The directory will provide aerial photographs of Iowa's river terminals, names, addresses and commodities handled by those terminals to provide an easy reference to all Iowa river terminals and fleeting services.

The Iowa Driver Manual was distributed to approximately 143,000 persons. The manual provides information needed to acquire and keep an Iowa operator's or chauffer's license, along with useful driving-related information such as handling emergency driving situations. The manual is written in an easily understood manner.

The 1981-82 Iowa Airport Directory was published. 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. Aerial photographs of the airports are included in the directory.

Detour and bridge embargo maps were issued periodically to provide motorists and truck and bus companies with information concerning highways and bridges which were closed or restricted to use by vehicles carrying less than the maximum legal loads.



## Safety and Training

A total of 286 driver improvement program classes were held for the 7,426 persons assigned to the program, with 5,720 of those completing the course. Habitual traffic law violators made up 45 percent of the persons attending the class.

The department conducted 42 pilot safety seminars and meetings throughout the state which were attended by an average of 97 pilots per meeting. The meetings are part of the department's efforts to reduce the aircraft accident rate in Iowa.

A total of 121 infant seat loan programs were established statewide, bringing the total of such programs established since the program began last year to 146. Virtually all Iowa hospitals with prenatal care units are now providing infant/child restraint information, as are most maternity centers, childbirth classes and other child-related agencies. More than 40 Iowa hospitals now sponsor the infant seat loan program.

A career planning workshop was developed and conducted for all permanent employees who lost their DOT jobs as a result of the reductions in force. In October 1980 there was a reduction of 43 field construction and material staff positions, with those employees being offered positions in maintenance garages. Of those offered the maintenance positions, 21 elected to take the layoff. In May 1981 a major reduction in the Ames/Des Moines units of the DOT resulted in 67 employees being laid off and 22 demoted.

There were 7,830 miles of railroad track visually inspected, with 5,396 miles of track inspected by Iowa's self-contained track evaluation vehicle. Inspections are done on all track in Iowa at least once a year to ensure the railroads are complying with federal track safety standards.

Information from the Accident Location and Analysis Program was provided to 260 units of local government involved in traffic engineering or law enforcement. The program provides an organized statistical means to analyze high-accident areas to determine how to most effectively reduce the number of accidents.

A pre-retirement training program was developed and was being offered on a voluntary basis to 1,324 DOT employees between the ages of 50 and 65.

Seat belt convincers, which simulate a low-speed crash, were ridden by more than 600 high school students, 500 adults in colleges and private industry, and 2,000 persons at the Iowa State Fair.

During the year the department conducted 27,370 hours of management training, 60,544 hours of technical training and 35,096 hours of safety training.

"Operation Lifesaver," a highway-rail grade crossing safety program, was formally established. The program is a joint effort of railroads, state and private organizations. It provides a focal point to enhance existing efforts in engineering, education and enforcement to reduce these accidents.



## Regulation

The state registered 3,417 aircraft, compared to 3,492 the previous year.

Motor Vehicle Enforcement officers weighed 698,000 vehicles resulting in citations for 58,000 violations. These citations resulted in 53,000 convictions which yielded \$2.3 million in fines and court costs. In addition, 17,824 safety inspections performed, with 7,065 vehicles or drivers taken out of service for safety defects or violations of hours of service.

The department conducted 165 vehicle fraud investigations which resulted in 35 criminal indictments. These investigations included 36 odometer roll-back cases which resulted in 21 criminal indictments. Iowa's stolen car recovery rate is 82 percent, compared to a national rate of 71 percent. There were 59 stolen vehicles, with a value of \$509,000, recovered.

There were 748,000 driver licenses issued during fiscal year 1981. The department suspended or revoked 28,168 licenses, including 7,591 revocations for drunk driving. Evidence of future financial responsibility was filed with the department by 31,763 drivers as a requirement in regaining their licenses after they had been suspended or revoked.

The state became a member of the Nonresident Violator Compact Nov. 1, 1980, which provides for the reporting of traffic offenses committed in member states to the drivers' home states. During the remainder of the fiscal year this resulted in suspension actions being initiated against 137 Iowa drivers, while 164 suspension requests were forwarded to other member states.

There were 816,000 motor vehicle titles issued during the year and 3.2 million vehicles were registered in Iowa during the year.

During fiscal year 1981 the department entered into a "mini-IRP" agreement with the State of California, which will allow California to experiment with registration procedures similar to the International Registration Plan (IRP) to evaluate the state's possible entry into the IRP.

A total of 4,800 Iowa-based motor truck carriers registered 23,215 power units in the IRP, which allows truckers to operate in other IRP states without registering in those states.

In an effort to further reduce regulatory paperwork for motor truck carriers, the State of Iowa has been actively pursuing the establishment of a fuel tax compact which would be similar in concept to the IRP.



**Balance Sheet**  
**Operating Fund and General Fixed Assets**  
**(Notes 1 and 2)**  
**June 30, 1981**

	Fiscal Year 1981	Fiscal Year 1980
<b>ASSETS</b>		
Cash - In Banks	\$ 19,509	\$ 60,938
- On deposit with the State Treasurer	59,363,342	39,875,561
- Petty Cash Funds	30,265	30,265
Accounts Receivable:		
Road Use Tax	10,353,971	9,866,854
Federal Aid Billed	456,081	3,102,616
Interest	---	---
Sales and Use Tax	106,034	531,321
Other	1,898,519	1,685,490
Prepaid Expense	1,189	1,089
Due on Contract Sale of Land	2,631,402	2,181,149
Deferred Unbilled Federal Aid (Note 4)	1,022,769	1,541,140
Material Deposits	53,247	53,246
Land	3,976,877	3,902,272
Buildings	35,119,140	33,321,018
Land In Excess of Right of Way Needs (Note 16)	8,980,259	7,990,566
<b>Total Assets</b>	<b><u>\$124,012,604</u></b>	<b><u>\$104,143,525</u></b>
<b>LIABILITIES AND FUND BALANCES</b>		
Liabilities:		
Due to State Treasurer	\$ 469,407	\$ 543,483
Due to Other Funds	2,482,343	125,393
Refundable Advances	1,247,460	1,928,767
Due to Contractors:		
Progress Estimates	672,417	158,565
Retainage	6,108,554	6,508,439
Traffic Right of Way Permit Deposits	52,532	50,833
<b>Total Liabilities</b>	<b>\$ 11,032,713</b>	<b>\$ 9,315,480</b>
Fund Balances:		
Reserved for:		
General Fixed Assets	\$ 48,129,523	\$ 45,267,102
Deferred Unbilled Federal Aid	1,022,769	1,541,140
Legislative Appropriations (Note 6)	6,322,117	4,404,969
Contract Sale of Right of Way Land	2,631,402	2,181,149
Encumbrances (Note 7)	7,522,310	12,208,529
Unreserved	47,351,770	29,225,156
<b>Total Fund Balances</b>	<b>112,979,891</b>	<b>94,828,045</b>
<b>Total Liabilities and Fund Balances</b>	<b><u>\$124,012,604</u></b>	<b><u>\$104,143,525</u></b>

**Statement of Changes in Fund Balances  
Operating Fund**

	Fiscal Year 1981	Fiscal Year 1980
<b>RECEIPTS:</b>		
Road Use Tax	\$169,732,269	\$170,175,689
Federal Aid	117,143,037	131,756,309
Interest	3,836,010	3,238,960
Sales and Use Tax	1,461,830	1,700,802
Miscellaneous	22,893,650	17,326,203
General Fund Appropriation	<u>9,362,888</u>	<u>10,114,434</u>
<b>Total Receipts</b>	<b>\$324,429,684</b>	<b>\$334,312,397</b>
<b>DISBURSEMENTS</b>		
Construction:		
Primary Roads	\$102,493,202	\$139,718,438
Interstate Roads	39,823,263	60,352,306
Institutional Roads	<u>3,171,051</u>	<u>1,956,475</u>
Total Construction	<b>\$145,487,516</b>	<b>\$202,027,219</b>
Other:		
Highway Maintenance	\$ 57,601,879	\$ 55,091,194
Construction Inspection	11,226,770	11,876,380
Capital Improvement	1,424,477	1,907,622
All Other Departmental	<u>92,697,659</u>	<u>90,053,257</u>
Total Other	<b>\$162,950,785</b>	<b>\$158,928,453</b>
<b>Total Disbursements</b>	<b>\$308,438,301</b>	<b>\$360,955,672</b>
Revenues Over (under) Expenditures	\$ 15991,383	(\$ 26,643,275)
Beginning Fund Balance July 1, 1980, 1979	\$ 94,828,045	\$120,530,296
Transfers - in	2,118,435	440,000
Transfer - Out	(3,500,000)	(4,170,000)
Increase (Decrease) in General Fixed Assets	2,862,420	6,107,317
Increase (Decrease) in Refundable Advances	<u>679,608</u>	<u>(1,436,293)</u>
<b>Fund Balance, June 30, 1981, 1980</b>	<b><u>\$112,979,891</u></b>	<b><u>\$ 94,828,045</u></b>

**State Aircraft Revolving Fund  
Statement of Funds Accounted for  
July 1, 1980 to June 30, 1981**

	Aircraft Pool Operations	Aircraft Sales & Purchases	Fiscal Year Total
Beginning Cash	\$ 27,009	\$44,585	\$ 71,594
Income:			
Operations	\$357,523	\$ ---	\$357,553
Equipment Sales	---	---	---
<b>Total Income</b>	<b>\$357,553</b>	<b>\$ ---</b>	<b>\$357,553</b>
Expenditures:			
Salaries Subsistence	\$132,882	\$ ---	\$132,882
Charter Service	74,227	---	74,227
Operations	148,450	---	148,450
Equipment	---	---	---
<b>Total Expenditures</b>	<b>\$355,559</b>	<b>\$ ---</b>	<b>\$355,559</b>
Net Income (Loss) - Cash Basis	\$ 1,994	\$ ---	\$ 1,994
Income Earned - not received - net	<u>3,667</u>	---	<u>3,667</u>
Accrued Net Income (Loss)	<u>5,661</u>	---	<u>5,661</u>
<b>Fund Balance - Accrued</b>	<b><u>\$ 32,670</u></b>	<b><u>\$44,585</u></b>	<b><u>\$ 77,255</u></b>



**Balance Sheet  
Revolving Fund  
June 30, 1981  
(Note 3)**

	Fiscal Year 1981	Fiscal Year 1980
<b>ASSETS</b>		
Cash - On deposit with State Treasurer	\$ 3,681,530	\$ 1,272,522
Accounts Receivable:		
Undistributed Internal Billing	2,111,559	2,027,133
Other	80,698	64,936
From Operating Fund Clearing Account	3,726	4,808
Inventories	3,641,477	3,134,519
Equipment:		
Capitalize at Cost	56,508,376	52,877,481
Accumulated Depreciation (Note 10)	<u>35,323,652</u>	<u>32,863,725</u>
Net	<u>21,184,724</u>	<u>20,013,756</u>
<b>Total Assets</b>	<u>\$30,703,714</u>	<u>\$26,517,674</u>
<b>LIABILITIES AND FUND BALANCES</b>		
Liabilities:		
Accounts Payable	\$ 473,346	\$ 465,567
Fund Balances:		
Reserved For:		
Inventories, Equipment & Fixed Assets	\$24,826,201	\$23,148,275
Unreserved	<u>5,404,167</u>	<u>2,903,832</u>
<b>Total Fund Balances</b>	<u>\$30,230,368</u>	<u>\$26,052,107</u>
<b>Total Liabilities and Fund Balances</b>	<u>\$30,703,714</u>	<u>\$26,517,674</u>

**Statement of Changes in Fund Balance  
Revolving Fund**

	Fiscal Year 1981	Fiscal Year 1980
<b>RECEIPTS:</b>		
Equipment Rental	\$ 315,032	\$ 382,800
Sale of Materials	12,126,634	11,929,857
Sale of Equipment	1,163,379	806,033
Sales and Use Tax	2,176	1,374
Miscellaneous	227,403	124,249
Job Billing	407,844	1,173,793
"A" Operation Receipts	6,412,440	5,930,100
Billed Depreciation "A" - "F" Equipment	4,641,499	4,221,035
Equipment Repair Parts and Fuel	<u>3,688,609</u>	<u>4,477,378</u>
<b>Total Receipts</b>	<u>\$28,985,016</u>	<u>\$29,046,619</u>
<b>DISBURSEMENTS:</b>		
Salaries	895,495	981,930
Travel	89,476	140,425
Materials, Supplies & Repairs	8,699,809	9,935,017
External Services	366,116	357,704
Equipment Operation & Depreciation	12,616,817	12,608,711
Utilities, Rents and Fees	382,983	36,210
Equipment Purchases	<u>6,427,027</u>	<u>9,059,425</u>
<b>Total Disbursements</b>	<u>\$29,477,723</u>	<u>\$33,119,422</u>
Revenues Over (Under) Expenditures	\$ (492,707)	\$ (4,072,803)
Beginning Fund Balance July 1, 1980, 1979	26,052,107	21,575,067
Transfers - In	3,500,000	4,170,000
Net Change in Equipment	<u>1,170,968</u>	<u>4,379,843</u>
<b>Fund Balance, June 30, 1981, 1980</b>	<u>\$30,230,368</u>	<u>\$26,052,107</u>

**Balance Sheet - Farm to Market Road Fund  
June 30, 1981**

	Fiscal Year 1981	Fiscal Year 1980
<b>ASSETS</b>		
Cash - On Deposit with State Treasurer	\$44,340,337	\$47,064,351
Accounts Receivable		
Federal Aid Billed	---	760,396
Road Use Tax	1,743,040	1,630,670
Other	14,363	192,769
From Operating Fund Clearing Account	375,998	---
Deferred Unbilled Federal Aid (Note 4)	2,572	4,597
<b>Total Assets</b>	<u>\$46,476,310</u>	<u>\$49,652,783</u>
<b>LIABILITIES AND FUND BALANCES</b>		
Liabilities:		
Due to Contractors:		
Progress Estimates	\$ ---	\$ ---
Retainage	1,255,850	1,384,065
<b>Total Liabilities</b>	\$ 1,255,850	\$ 1,384,065
Fund Balances:		
Reserved for:		
Deferred Unbilled Federal Aid	\$ 2,572	\$ 4,597
Unreserved	45,217,888	48,264,121
<b>Total Fund Balances</b>	<u>\$45,220,460</u>	<u>\$48,268,718</u>
<b>Total Liabilities and Fund Balances</b>	<u>\$46,476,310</u>	<u>\$49,652,783</u>

**Statement of Changes in Fund Balances  
Farm to Market Road Fund**

	Fiscal Year 1981	Fiscal Year 1980
<b>RECEIPTS:</b>		
Road Use Tax	\$30,207,143	\$29,508,212
Federal Aid	18,698,915	18,910,246
Interest	5,322,675	5,017,831
County Contributions	819,019	1,464,931
Sales and Use Tax	745,469	622,189
Miscellaneous	\$ 2,373,900	\$ 214,385
<b>Total Receipts</b>	\$58,167,121	\$55,737,794
<b>DISBURSEMENTS</b>		
Construction:		
Farm to Market Roads	59,096,944	55,728,274
<b>Total Disbursements</b>	<u>\$59,096,944</u>	<u>\$55,728,274</u>
Revenue Over (under) Expenditures	\$ (929,823)	\$ 9,520
Beginning Fund Balance July 1, 1980, 1979	\$48,268,718	\$48,699,198
Transfers - Out	(2,118,435)	(440,000)
<b>Fund Balance, June 30, 1981, 1980</b>	<u>\$45,220,460</u>	<u>\$48,268,718</u>



**Balance Sheet - Toll Bridge Funds**  
**June 30, 1981**

	Fiscal Year 1981	Fiscal Year 1980
<b>ASSETS:</b>		
Cash - In Banks	\$ 18,199	\$ 52,117
Cash - On Deposit with State Treasurer	3,197,652	4,700,365
Cash - Petty Cash Funds	2,455	2,455
Toll Bridges	12,453,978	12,453,977
<b>Total Assets</b>	<u>\$15,672,284</u>	<u>\$17,208,914</u>
<b>LIABILITIES AND FUND BALANCES</b>		
<b>Liabilities:</b>		
Accounts Payable (Note 9)	\$ 606,174	\$ 606,174
Internal Billings Payable	728	1,169
Bonds Payable (Note 5)	6,850,000	7,435,000
Contract Payable (Note 13)	474,000	474,000
<b>Total Liabilities</b>	\$ 7,930,902	\$ 8,516,343
<b>Fund Balances:</b>		
Inventory, Equipment & Fixed Assets	\$12,453,978	\$12,453,977
Unreserved	(4,712,596)	(3,761,406)
<b>Total Fund Balances</b>	<u>\$ 7,741,382</u>	<u>\$ 8,692,571</u>
<b>Total Liabilities and Fund Balances</b>	<u>\$15,672,284</u>	<u>\$17,208,914</u>

**Statement of Changes in Fund Balances**  
**Toll Bridge Funds**

	Fiscal Year 1981	Fiscal Year 1980
<b>RECEIPTS:</b>		
Interest	\$ 256,763	\$ 606,724
Toll Fees	2,300,042	2,244,574
Miscellaneous	426	75
<b>Total Receipts</b>	\$ 2,557,231	\$2,851,373
<b>DISBURSEMENTS</b>		
Toll Bridge Construction	\$ 2,089,965	\$ 96,390
Other:		
Salaries	610,032	552,366
Travel	5,430	4,123
Materials & Supplies	28,471	30,389
External Services	352,032	75,210
Equipment	---	561
Utilities, Rents & Fees	57,288	54,983
Debt Retirement	585,000	560,000
Interest	365,202	395,012
<b>Total Disbursements</b>	<u>\$ 4,093,420</u>	<u>\$1,769,034</u>
Revenues Over (under) Expenditures	\$(1,536,189)	1,082,339
Beginning Fund Balance July 1, 1980, 1979	8,692,571	6,880,642
Capitalized Construction Cost	---	96,390
Decrease (Increase) Bonds/Contracts Payable	585,000	633,200
<b>Fund Balance, June 30, 1981, 1980</b>	<u>\$ 7,741,382</u>	<u>\$8,692,571</u>



**Balance Sheet - Highway Beautification Fund  
June 30, 1981**

	Fiscal Year 1981	Fiscal Year 1980
ASSETS		
Cash - On deposit with State Treasurer	\$1,613,706	\$1,402,524
Accounts Receivable:		
Federal Aid Billed	---	218,552
From Operating Fund Clearing Account	---	2,020
<b>Total Assets</b>	<u>\$1,613,706</u>	<u>\$1,623,096</u>
LIABILITIES AND FUND BALANCES		
Liabilities:		
Internal Billing	\$ 1,385	\$ 954
Fund Balances:		
Unreserved	<u>\$1,612,321</u>	<u>\$1,622,142</u>
<b>Total Liabilities and Fund Balances</b>	<u>\$1,613,706</u>	<u>\$1,623,096</u>

**Statement of Changes in Fund Balance  
Highway Beautification Fund**

	Fiscal Year 1981	Fiscal Year 1980
RECEIPTS:		
Federal Aid	\$ 522,522	\$1,342,362
Miscellaneous	77,153	68,109
<b>Total Receipts</b>	\$ 599,675	\$1,410,471
DISBURSEMENTS:		
Acquisition	\$ 414,779	\$1,033,607
Other:		
Salaries	170,196	138,720
Travel	19,793	8,500
Materials, Supplies & Repairs	3,440	3,180
Equipment Purchases	1,288	--
<b>Total Disbursements</b>	\$ 609,496	\$1,184,007
Revenues Over (Under) Expenditures	\$(9,821)	\$ 226,464
Beginning Fund Balance July 1, 1980, 1979	<u>1,622,142</u>	<u>1,395,678</u>
<b>Fund Balance, June 30, 1981, 1980</b>	<u>\$1,612,321</u>	<u>\$1,622,142</u>

**Great River Road General Fund Appropriation  
(H.F. 2290, Sec. 8, 67th G.A.)  
June 30, 1981**

	Fiscal Year 1981	Fiscal Year 1980
<b>Fund Balance July 1, 1980, 1979</b>	\$ 75,625	\$ 100,000
Appropriation	95,400	100,000
Revenues	159,775	8,750
Expenditures	<u>(207,191)</u>	<u>(133,125)</u>
<b>Fund Balance June 30, 1981, 1980</b>	<u>\$ 123,609</u>	<u>\$ 75,625</u>

## NOTES TO FINANCIAL STATEMENTS

### JUNE 30, 1981

(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, revenues are recognized when accrued and expenditures when paid. Progress estimates and retained percentages due to contractors are recorded as billed. Amounts due the Revolving Funds by other funds for equipment usage, supply requisitions and services are recorded as liabilities in the other funds when the items or services are provided.

**Fixed Assets** - Equipment in the Revolving Fund is stated at cost, less accumulated depreciation. Self-propelled, motorized equipment and material field attachments are depreciated on a straight-line basis. Office, shop, engineering and communications equipment are charged totally to depreciation when the item is put into service. Toll bridges are stated at cost. No depreciation has been provided.

General fixed assets are recorded as expenditures in the Operating Fund at time of purchase. Such assets are capitalized at cost in the general fixed assets account group, except for certain public domain assets to include roads, bridges, curbs and gutters, streets and sidewalks, drainage systems, lighting systems and other similar assets which are immovable and of value only to the governmental unit. No depreciation has been provided for general fixed assets.

(2) OPERATING FUNDS

The Operating Fund is comprised of Primary Road Fund, Railroad Finance Authority, 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, 1981, the Iowa Department of Transportation had revenue bonds outstanding as follows:

Muscatine Toll Bridge	\$4,125,000	All bonds maturing by July 1, 2003
Sabula Toll Bridge	250,000	All bonds maturing by July 1, 1986
Clinton Toll Bridge	<u>2,655,000</u>	All bonds maturing by July 1, 1992
Total	<u>\$7,030,000</u>	



