



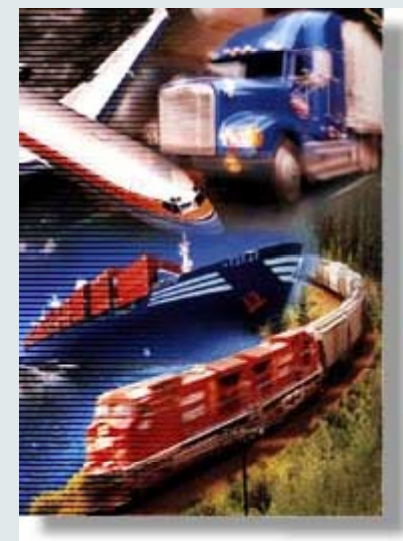
U.S. 20 Corridor Association Meeting Sioux City, Iowa

*Investing in Iowa's future
U.S. 20 corridor update*

Iowa Transportation Commissioner Debi Durham
July 10, 2009

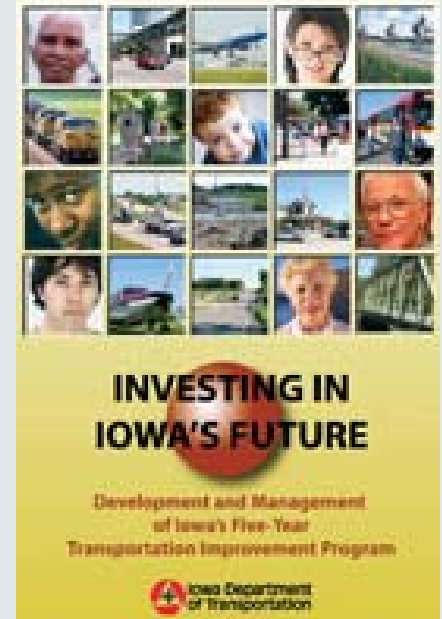
Iowa's Five-Year Transportation Improvement Program

- Developed by the Transportation Commission and Iowa Department of Transportation during a multi-month process
- Identifies investments in highways, transit, aviation, trails, and railroads
- Updated annually, and adjusted as needed based on financial experience with revenues and bid letting results
- Approved FY2010-2014 program on June 9, 2009
- An amendment will soon be discussed to address bridge projects to be funded by the new I-JOBS Bridge Safety Fund.



Highway Programming

- A copy of the Five-Year Transportation Improvement Program is available online at www.iowadot.gov.
- The publication - *Investing in Iowa's Future* – is also available online. It helps describe the complex highway programming process.
- The highway programming process includes a review of:
 - System condition.
 - Crash history and safety improvement needs.
 - Traffic levels and areas of congestion.
 - Gaps in continuity of four-lane corridors.
 - Projected revenues.
 - Projects' costs.
 - And much more.



State Highway Program Funding

(Right of way acquisition and construction costs)

- Federal Highway Trust Fund
 - \$230.1 million in FY 2010
- Iowa's Primary Road Fund
 - \$214 million in FY 2010
- TIME-21 Fund
 - \$38.06 million in FY 2010 (\$250 million over five-year program)
- I-JOBS Bridge Safety Fund
 - \$50 million to be programmed during FY 2010 and FY 2011
- American Recovery and Reinvestment Act of 2009
 - \$228.2 million programmed during FY 2009 and FY 2010
- **Total of \$2.1 billion** programmed for FY 2010 through FY 2014



FY2010-2014 Commission's Four Highway Program Investment Objectives

1. Stewardship (major emphasis area)
 - Preserving our existing highways and bridges
 - Improving the safety of our roadways
 - \$232 million allocated annually to this objective

2. Maintain scheduled completion of capacity and economic development projects
 - Funding under this objective includes projects for U.S. 20 in Sac, Calhoun and Webster counties.



FY2010-14

Commission's Four Highway Program Investment Objectives



3. Continue to invest in major interstate capacity and economic development projects
 - An average of \$91 million annually is programmed in Sioux City, Council Bluffs and Bettendorf.
4. Add or finish nonstewardship capacity and economic development projects or phases or projects

Programmed for U.S. 20 four-lane construction in Webster County



Traveling from east to west

- From Moorland to the Webster/Calhoun County line – 6.5 miles - \$2.3 million
 - Lighting and traffic signs in FY 2010
 - Erosion control in FY 2011
 - Funds for rehabilitation of existing U.S. 20 (payment a condition of the transfer to the local jurisdictions in FY 2011)
 - Estimated to be open to traffic by the end of CY 2010

Programmed for U.S. 20 four-lane construction in Calhoun County



- From Webster/Calhoun County line to Iowa 4 – 13.2 miles - \$19 million
 - Paving, lighting and traffic signs in FY 2010
 - Funds for rehabilitation of existing U.S. 20 prior to transfer to the local jurisdictions in FY 2011
 - Estimated to be open to traffic by the end of CY 2010
- From Iowa 4 to the Calhoun/Sac County line – 9 miles - \$36 million
 - Right of way acquisition in FY 2010
 - Grading in FY 2010
 - New bridge and culverts in FY 2011
 - Paving, lighting and traffic signs in FY 2012
 - Funds for rehabilitation of existing U.S. 20 prior to transfer to the local jurisdictions in FY 2013
 - Estimated to be open to traffic by the end of CY 2012

Programmed for U.S. 20 four-lane construction in Sac County



- From the Calhoun/Sac County line to Sac County Road N-14 – 5.1 miles - \$19.3 million
 - Grading in FY 2010
 - New bridge in FY 2011
 - Paving, lighting and traffic signs in FY 2012
 - Funds for rehabilitation of existing U.S. 20 prior to transfer in FY 2013
 - Estimated to be open to traffic by the end of CY 2012
- From Sac County Road N-14 to U.S. 71 – 11.7 miles - \$66.8 million
 - Right of way acquisition in FY 2010
 - Grading in FY 2011
 - Paving, lighting and traffic signs in FY 2013
 - Erosion control and funds for rehabilitation of existing U.S. 20 prior to transfer in FY 2014
 - Estimated to be open to traffic by the end of CY 2013



U.S. 20 four-lane improvements west of U.S. 71

- Environmental work has been completed
- Survey/fieldwork underway
- Project is in preliminary design
- Anticipate next construction phase will occur in the west end of the corridor including Correctionville

U.S. 20 investments in western Iowa FY 2010-2014



- Calhoun County - \$55 million
- Ida County - \$3.3 million
 - For 11.2 miles of pavement rehabilitation from U.S. 59 to Iowa 110
- Sac County - \$86.1 million
- Webster County - \$2.3 million
- Total \$146.7 million and 7 percent of the entire highway program

Future highway programming

- System stewardship and preservation will continue to be the major focus of the highway program.
- Capacity and economic development projects will be introduced into the program and developed as funding becomes available.





Future highway programming (cont.)

- The Commission is currently working with the DOT to identify the next grouping of projects that will move forward through the preconstruction processes.
 - Majority of projects will have had some work already completed.
 - Some projects are needed to fill gaps in corridor continuity.
 - Other projects will be selected from the broader list of highway program candidates.
 - A key factor in the Commission's decision-making equation is finishing what it has already started.
 - March 2009: Commission identified U.S. 20 from east of Menville to Early as a priority for completing development.

Future highway programming (cont.)

- Projects that don't make the shortlist during this round will remain in a holding queue for consideration during the next round.
- Projected revenues are a key factor in decision-making process.
- Concern remains regarding funding stability beyond the next three years, following conclusion of the state and federal economic recovery packages, which have been giving the highway program a much-needed boost.

