IOWA

Current Condition of Transportation:
- 16% of IA’s major roads are in poor condition¹
  - ASCE grade of C-²
  - Costs each Iowa motorist $396 a year in extra maintenance ³
  - A total of 1,804 lives were lost on IA’s highways from 2009 to 2013⁴
- Vehicle travel on IA’s highways increased 38% from 1990-2013⁵ while the state population grew by 11% in that time.⁶
- 36% of IA’s major highways are congested ⁷
  - Congestion in America costs motorists $121b annually in wasted fuel

Commerce:
- Each year, 81% of the $157b in goods shipped within IA traveled by truck across the state’s vast highway infrastructure⁸

Need for Federal Investment:
- 59% federal share of Iowa Highway Capital Program⁹
- National Interstate Backlog of $185.24b on 47,575 miles of interstate.¹⁰
  - National Highway System (NHS) backlog of $424.5b on 227,224 miles of the NHS.

FAST Act ➔ What this does for Iowa

Prioritize bridge reconstruction and safety:
- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
  - IA’s 5,022 structurally deficient bridges - 26% of Iowa’s bridges are rated as structurally deficient or functionally obsolete¹¹
  - Current ASCE bridge grade of D+ ¹²

¹ TRIP ² ASCE ³ TRIP ⁴ US Census ⁵ TRIP ⁶ FHWA ⁷ TRIP ⁸ ARTBA ⁹ ARTBA ¹⁰ AASHTO and FHWA ¹¹ FHWA ¹² ASCE
**Improves Commerce:**
- Over the life of the bill (FY2016-FY2020), IA will receive $78,741,326 in addition to growth of the existing programs for freight.
- This new formula-based Freight Program will ensure federal dollars for the state by prioritizing spending on interstate for projects in the national economic interest.
- In addition to the National Freight Program, IA, through the Nationally Significant Freight and Highway Projects (NSFHP), a $4.5 billion discretionary grant program, will be able to compete for funding to address major projects of high importance to a community, a region, or the country. This will provide much needed funding for projects that are too big to get off the ground due to constraints on traditional funding. Furthermore, NSFHP has a rural set-aside and equitable geographic distribution of funds. This will ensure a balance of where federal dollars are directed, making sure rural projects see the light of day as well as the major projects that will greatly benefit the national economy.

**Long-Term 5-Year Certainty:**
- Total share over 5 years of the FAST Act: $2,810,837,304 that the state would not get otherwise.
- 511 projects are at risk with lack of federal investment
- Major State Projects that can benefit from the FAST Act:
  - Council Bluffs Interstate Reconstruction: new overpasses and interchanges needed to decrease congestion and account for increased use
  - US 218/County Road C-57 Interchange Construction: needed to avoid the significant number of accidents, injuries and fatalities at the high-speed intersection
  - $3.2b Highway Plan: Four year plan that includes 96 bridge replacements, 1,757 miles of roadway work and more across the state
- FAST delivers 5 years of certainty. 36 short term extensions since SAFETEA-LU have impeded on IA’s ability to properly plan and budget for transportation projects.
- Building off NEPA reforms accomplished in MAP-21, FAST is cutting red tape and accelerating project delivery to increase IA’s ability to efficiently finish projects.
- FAST gives IA the ability to prepare for the next 50 years. With a focus on innovation, IA can better deploy technology to improve the state transportation network.

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14 [http://www.omaha.com/news/billion-interstate-project-revving-up-in-council-bluffs/article_6c2f4c1e-39a7-58c4-a7b5-e047b5d1f3bb.html](http://www.omaha.com/news/billion-interstate-project-revving-up-in-council-bluffs/article_6c2f4c1e-39a7-58c4-a7b5-e047b5d1f3bb.html)
