

IOWA IN MOTION

State Transportation Plan Executive Summary

What the plan is all about

Between now and the year 2020, Iowa will undergo many changes. Some of these changes include a growing population that is becoming more elderly, more jobs in urban areas, more lowans moving to urban areas, longer work commutes, and increasing travel by all lowans. So, the demand for transportation infrastructure and services will also change. Iowa's economy, its quality of life, and its ability to meet the challenges of the future require a transportation system developed with these changes in mind.

Iowa's ongoing planning process, known as *Iowa in Motion*, was developed in response to the Intermodal Surface Transportation Efficiency Act (ISTEA), as well as Iowa's changing transportation needs. This planning process has provided the direction for the development of the transportation system needed to help move our state productively and prosperously into the future.

The *Iowa in Motion* process has led to the development of a State Transportation Plan which was adopted by the Iowa Transportation Commission on July 15, 1997.

Plan Development Process



The plan represents one of the most significant transportation planning projects ever undertaken in Iowa. It is an intermodal transportation plan which addresses the modes of aviation, bicycle and pedestrian, intermodal, pipeline, rail, transit and waterway--along with highway--all in one plan. There was an extensive public input campaign throughout the development of the plan which involved surveys, informational mailings, and over 50 public meetings held across the state.

As a result, the plan is based on the thoughts and concerns of thousands of lowans--including the young and elderly, the disabled and transportation disadvantaged, individuals and businesses, public and private groups, and advisory and focus committees.

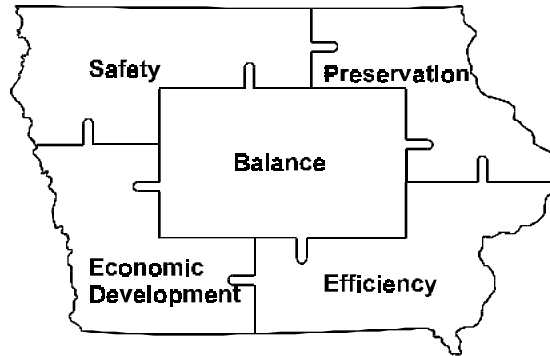
The adopted plan will serve as a guide for development of investment decisions through the year 2020.



What the plan's investment direction is

Overall Themes

As a result of the public participation process, several overall themes were developed to complement the department's goal of providing and preserving adequate, safe and efficient transportation services for the public.



These themes are safety, preservation, efficiency, economic development and balance.

Investment Actions

Based on the overall themes, transportation investments in infrastructure and services will focus on the following investment actions over the next 25 years.

Aviation

- aid or improve infrastructure of commercial service airports
- aid or improve commercial air service
- make both airside and landside improvements, and actively promote a core system of regional general aviation airports



- make preservation and safety improvements at all general aviation airports
- examine the potential of establishing an economic development program for airports
- improve aviation safety

Bicycle and Pedestrian

- develop Iowa's backbone system of recreational trails



Highway

- maintain, preserve and rebuild the interstate highway and bridge system
- maintain, preserve and rebuild the Commercial and Industrial Network highway and bridge system, including rail/highway grade separations
- maintain, preserve and rebuild the remaining primary highway and bridge system



- improve narrow roadways on other primary routes where feasible
- consider improvements to other

primary highways to more safely accommodate bicycle and pedestrian transportation

- make intermodal primary highway improvements to increase efficiency and safety

Intermodal

- eliminate access barriers to intermodal facilities on city streets and county roads (non-primary highway routes) and rail lines



- purchase intermodal equipment or make facility improvements at publicly owned freight and passenger facilities
- purchase intermodal equipment for privately owned freight and passenger facilities

Pipeline

- no investment in the development of Iowa's pipeline network

Rail

- rehabilitate rail branchlines



- build or improve spur tracks to new or existing industries that create or retain jobs
- make rail/highway at-grade crossing safety improvements
- analyze rail passenger service needs

Transit

- give operating support to Iowa's public transit systems



- purchase vehicles, facilities and equipment to help meet the capital needs of Iowa's public transit systems
- preserve intercity passenger infrastructure and services
- emphasize the development of commuter services

Waterway

- no investment in improvement of the navigation channel

Other Investments

- develop intelligent transportation system technology
- improve air quality and reduce congestion
- support roadside development activities
- promote economic development through roadway improvements
- improve safety throughout the transportation system
- support transportation enhancement activities
- support various education, research and training programs

What has been done

Part I: Future Issues

Current state transportation policies and plans that guide present transportation investments were reviewed. Existing trends and conditions were used to take a look into the future. From these activities, a number of issues important to Iowa's future transportation system were identified by the public.

Part II: Investment Alternatives

As a result of the public discussion of future issues, six investment alternatives were developed for Iowa's transportation system over the next 25 years.

Part III: State Plan

A public review of the six alternatives was conducted, the input analyzed, and a preferred alternative (draft State Transportation Plan) developed. The draft plan was again reviewed with the public, and their input was considered by the Iowa Transportation Commission prior to adoption of the state plan.

What happens next

Part IV: Plan Implementation

The modal implementation plans, which will include specific program guidance and financial plans, will be developed, along with new initiatives on intermodal planning. The input of Iowans has been and will continue to be an important element in planning Iowa's transportation future.

What the plan will cost

The estimated plan costs, as well as the estimated available funds and shortfall, are shown below. The available funds have been adjusted to reflect the decline in buying power over time.

The average annual cost to implement the plan is \$515.8 million in 1995 dollars. This will result in a total investment of \$12.9 billion during the 25-year period.

INVESTMENT SUMMARY

Constant 1995 Dollars

in Millions

	Estimated Plan Costs		Estimated Available Funds		Estimated Shortfall	
	25-year Total	Average Annual	25-year Total	Average Annual	25-year Total	Average Annual
Aviation	\$397.5	\$15.9	\$260.5	\$10.4	(\$137.0)	(\$5.5)
Bicycle/Pedestrian	50.0	2.0	17.0	0.7	(33.0)	(1.3)
Highway	10,748.0	429.9	9,558.0	382.3	(1,190.0)	(47.6)
Intermodal	17.5	0.7	0.0	0.0	(17.5)	(0.7)
Rail	235.0	9.4	136.5	5.5	(98.5)	(3.9)
Pipeline	0.0	0.0	0.0	0.0	0.0	0.0
Transit	682.5	27.3	474.5	19.0	(208.0)	(8.3)
Waterway	0.0	0.0	0.0	0.0	0.0	0.0
Other*	765.0	30.6	518.5	20.7	(246.5)	(9.9)
Total	\$12,895.5	\$515.8	\$10,965.0	\$438.6	(\$1,930.5)	(\$77.2)

* Other includes intelligent transportation systems, Iowa's Clean Air Attainment Program, Living Roadway Trust Fund, RISE Program, Traffic Safety Improvement Program, transportation enhancements, and transportation service programs.

Note: Average annual amount may not equal the 25-year total due to rounding.

For copies of the plan, contact:



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Braille and audio formats
are available upon request.

The plan is also available on our Web site at:
<http://www.state.ia.us/government/dot>