What's the Plan?

- A long-range document that addresses federal requirements and guides transportation investments by the Iowa Transportation Commission (Commission) and Iowa Department of Transportation (DOT).
- Updated every five years to stay current with trends, forecasts, and factors that influence decision-making, such as legislation, funding, technological changes, and State priorities.
- Forecasts demand for transportation infrastructure and services to 2050.
- Provides direction for each transportation mode and includes a continued emphasis on stewardship – defined as efficient investment and prudent, responsible management of the existing transportation system.

What's in the Plan?

- **Trends**: Demographic, economic, passenger, and freight
- **System condition**: An overview of each mode
- **Planning considerations**: Issues that influence transportation planning
- **Vision and system objectives**: The vision for Iowa's future transportation system and system objectives to help achieve it
- **Needs and risks**: Analysis of current and future needs and risks by mode
- **Strategies**: Actions and initiatives to help implement the plan, including Iowa DOT's rightsizing policy
- **Financial analysis**: Projected annual costs and revenues by mode; ways to address any shortfalls
- **Implementation**: Programming and performance monitoring

What's changed from the last plan?

This plan is the third in the current series of long-range plans. In 2012, a policy level plan was adopted. In 2017, the plan was expanded to identify primary investment areas, categorize future needs across modes, and provide strategies to achieve the system vision. The 2022 Plan is building on these past plans with several notable enhancements that will impact the transportation system, including:

- Clearly defined system objectives
- Expanded consideration and analysis of safety
- Accessibility and equity considerations
- Rightsizing policy guidance
- Focus on infrastructure resiliency
- Clarified role in project development

What will the outcome be?

The Plan was adopted by the Iowa Transportation Commission on May 10, 2022. The Plan will be a guide to assist the Commission and department in making informed transportation investment decisions for the state.

Projects programmed within the Iowa DOT's Five-Year Program, which is approved by the Commission, logically flow from the Plan and align with its vision. In addition, more specialized plans will provide further detail concerning the implementation of elements of the Plan. The Plan plays a key role in the transportation planning cycle of public policy and input, the transportation plan, the Five-Year Program, and performance monitoring.

PUBLIC POLICY & INPUT
What direction do we have?

TRANSPORTATION PLAN
What type of transportation system do we need?

FIVE-YEAR PROGRAM
What projects will be done and when?

PERFORMANCE MONITORING
Are we successful?

Vision

The vision of the Commission and Iowa DOT is:

A safe and efficient multimodal transportation system that enables the social and economic wellbeing of all Iowans, provides enhanced access and mobility for people and freight, and accommodates the unique needs of urban and rural areas in a sustainable manner.

System Objectives

The ultimate purpose of the transportation system is to get people and goods where they need to go – mobility. To know whether or not we are meeting or making progress towards that goal, we need to be able to define outcomes that can be measured. Through this Plan, mobility is being defined through four outcomes – safety, sustainability, accessibility, and flow – which are all critical elements for a well-functioning transportation system. These mobility outcomes can also be thought of as system objectives, or what we are trying to achieve with the system – that it is the safest, most sustainable, most accessible, and smoothest flowing that it can be for users. The system objectives help form a framework for decision-making. By defining what we are trying to achieve and how to measure whether we are achieving it, we can make better decisions about what projects to fund or which activities to undertake to make progress.

ULTIMATE OUTCOME: **MOBILITY**

	SAFETY	SUSTAINABILITY	ACCESSIBILITY	FLOW
DEFINITION	The transportation system is safe to use and minimizes incidents, crashes, injuries, and fatalities.	The transportation system is available and in good condition, meeting the needs of today and preparing for the future.	Users can readily access the transportation system and services without unnecessary barriers.	The transportation system reliably and efficiently moves people and goods while minimizing user delays and costs.
AREAS FOR MONITORING PROGRESS	Incidents / Crashes / Injuries / Fatalities	Condition / Cost / Benefit / Environmental impact	Access to systems / Service delivery / Equity	Reliability / Efficiency / Usage
PERFORMANCE MEASURES	CORRESPONDING PERFORMANCE MEASURES TO BE DEVELOPED AS APPROPRIATE BY INDIVIDUAL BUSINESS UNITS			

Planning Considerations

The Plan includes expanded discussion of several topics due to their importance to the statewide transportation planning process and input from stakeholders. Several are also emerging planning areas that may not have standalone plans or may have relatively new plans.

- Asset management and stewardship
- Economic vitality
- Energy
- Environmental planning
- Equity, accessibility, and civil rights
- Land use, livability, and quality of life
- Resiliency and sustainability
- Safety
- Security
- Technology
- Travel and tourism
- Transportation systems management and operations

Analysis, Needs, and Risks

The Plan includes an accessibility/mobility analysis, a detailed analysis of the Primary Highway System, and incorporates needs for other modes from their system plans.

Accessibility/mobility analysis
- Focused on factors that may limit mobility, ability to access transportation infrastructure, and/or travel via a personal vehicle.
- The aim was to identify populations that may be more likely to have mobility challenges than the general public. These populations may be particularly in need of or best served by alternatives to driving and may be better served by non-traditional public outreach techniques.
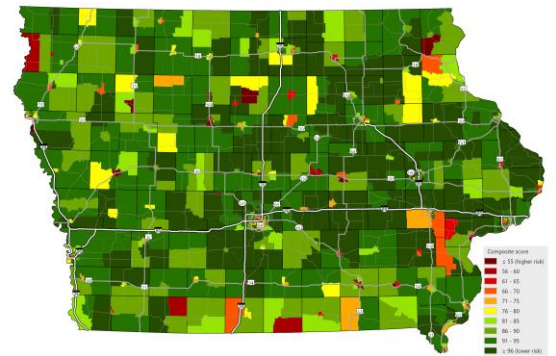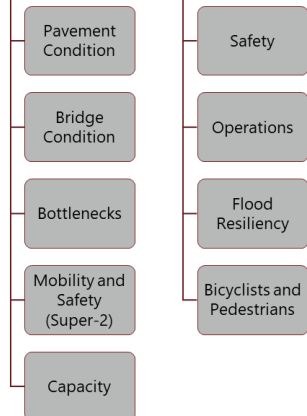
Highway needs and risks
- A nine-layer analysis was conducted to analyze various needs and risks.
- The Primary Highway System was divided into 464 corridors for analysis, and needs and risks were identified at the corridor level.
- The Plan includes a comprehensive matrix covering the entire Primary Highway System. The matrix shows which need(s) and/or risk(s) were identified for each corridor.

Needs
- Pavement Condition
- Bridge Condition
- Bottlenecks
- Mobility and Safety (Super-2)
- Capacity

Risks
- Safety
- Operations
- Flood Resiliency
- Bicyclists and Pedestrians

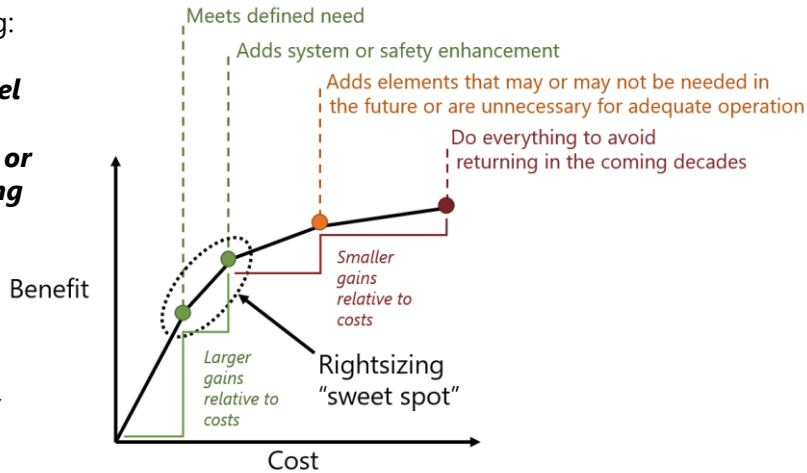| Route	Corridor	County	Pavement Condition (IMFN)	Pavement Condition (CIN)	Bridge Condition	Bottlenecks	Super-2	Capacity	Safety	Operations	Flood Resiliency	Bicyclists	Pedestrians
US 6	I-80 to US 59	Pottawattamie					99					0.0%	5.9%
	US 59 to US 71	Pottawattamie, Cass										7.8%	7.8%
	US 169 to I-35/80	Dallas, Polk					20, 46		Partial			1.9%	1.9%
	I-35/80 to IA 28	Polk	Partial				1, 11, 37, 102					35.1%	56.9%
	IA 28 to US 69	Polk					15, 37, 43					98.1%	98.1%
	US 69 to I-235	Polk										99.7%	99.7%
	I-235 to I-80	Polk					75, 78					25.6%	39.6%
	I-80 to IA 146	Jasper, Poweshiek					36					9.8%	10.1%
	IA 146 to US 151	Poweshiek, Iowa				111	36					6.7%	4.1%
	US 151 to IA 965	Iowa, Johnson					81		Partial			0.1%	0.1%
	IA 965 to IA 1	Johnson					2, 30, 81					49.3%	56.8%
	IA 1 to IA 70	Johnson, Muscatine	Partial			75	26, 30		Partial			8.8%	7.5%
	IA 70 to IA 38	Muscatine					132					0.1%	0.1%
	IA 38 to I-80	Muscatine, Cedar					147					2.7%	1.5%
	I-280 to IA 461	Scott					191	73				32.9%	34.1%
	IA 461 to I-74	Scott						73				0.8%	2.6%

Strategies and Rightsizing Policy

The Plan includes 30 strategies related to implementing the Plan, addressing critical planning considerations, and integrating the highway needs and risks analysis into the planning and programming process. One of the strategies relates to integrating the rightsizing policy across planning, programming, and project development activities. The rightsizing policy is included in the Plan; it defines rightsizing and provides a policy statement and discussion for ten rightsizing policy areas.

The Iowa DOT defines rightsizing as the following:

Rightsizing means seeking an appropriate level and type of investment that avoids overinvesting or underinvesting, overbuilding or underbuilding, and overserving or underserving the market based on user and system needs.

The department's role in rightsizing should be viewed as leveraging existing assets and limited resources to maximize the returns for users of the multimodal transportation system, with operating, maintaining, and constructing this system as a means to this end.

Meets defined need
Adds system or safety enhancement
Adds elements that may or may not be needed in the future or are unnecessary for adequate operation
Do everything to avoid returning in the coming decades

Benefit

Smaller gains relative to costs

Larger gains relative to costs

Rightsizing "sweet spot"

Cost

The ten rightsizing topic areas are:

- Project needs
- Comprehensive needs
- Stewardship priority
- Stratification of the system
- Equity
- Resiliency
- Congestion or operational issues
- Emerging technologies
- Speculative development
- New or revised interchange access

Planning and Programming Cycle

The Plan clarifies the overall planning and programming cycle by highlighting the steps involved in focusing attention, defining needs, prioritizing among needs, deciding what investments to make, executing projects, and monitoring progress.

FOCUS

STATE TRANSPORTATION PLAN

SPECIALIZED, SYSTEM, & MODAL PLANS

TRANSPORTATION ASSET MANAGEMENT PLAN

SYSTEM CONDITION, TRENDS, & ANALYSIS

PROJECT IMPLEMENTATION & MONITORING

EXECUTE

NEEDS RISKS STRATEGIES

DEFINE

FEASIBILITY STUDY & PROJECT DEFINITION

BUSINESS PLAN IMPLEMENTATION

POLICY GOALS & SYSTEM OBJECTIVES

5-YEAR PROGRAM

CANDIDATE PROJECTS

APPROVED PROJECTS

PRIORITIZE

PROJECT PRIORITIZATION & FUNDING CONSTRAINTS

RECOMMENDED PROJECTS

EXECUTIVE LEADERSHIP/ COMMISSION

DECIDE