

2024-2028

Highway Program

Development

Overview

Discuss 2024-2028 available Highway Program funding

Discuss 2024-2028 Highway Program Options

Determine 2024-2028 Highway Program Objectives

Commission Program Development Schedule (2024-2028)

March 2023

- Discuss 2024-2028 available Highway Program funding
- Discuss 2024-2028 Highway Program Options
- Determine 2024-2028 Highway Program Objectives

April 2023

- Develop the Draft 2024-2028 Highway Program
- Action Item: Line Item Targets for Programming**
- Action Item: 2024-2028 Highway Program Objectives**

May 2023

- Present the Draft 2024-2028 Iowa Transportation Improvement Program to the public
(including all previous program approvals and draft 2024–2028 Highway Program)

June 2023

- Action Item: Approve the 2024–2028 Iowa Transportation Improvement Program**

Decision Points

1. Should projects in the 2024-2027 program continue to be programmed with cost/schedule updates?
 - *To the maximum extent possible, continue with programmed projects but consider rescheduling scenario to balance the Program.*
 - *Prioritize keeping stewardship/safety projects on schedule*
2. How should the Program be balanced?
 - *Maintain stewardship levels*
 - *Develop a scenario for consideration:*
 - *Reschedule some non-stewardship projects based on criteria discussed at March 14 workshop*
 - *Include underfunded projects and consider additional funding opportunities in overall program funding strategy*

- Changes to Projected Funds
- FY 2023 Projects Rescheduled
- Rescheduling and cost changes of projects programmed in years 2024 to 2027, add 2028
- Changes to Targets based on Back of line items

March 23, 2023

as shown March 14, 2023

2024-2033 Highway Program Analysis

For Highway Planning Purposes Only (x \$1,000,000)

	Proposed Highway Program					Extended Highway Program				
	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Projected Funds	791.8	863.4	867.0	857.3	846.1	846.1	846.1	846.1	846.1	846.1
Highway Program Components										
Interstate Stewardship	134.5	191.9	203.6	200.9	180.0	185.0	190.0	195.0	200.0	205.0
Interstate Stewardship	19.7	25.3	16.2	35.2	5.0	5.0	5.0	5.0	5.0	5.0
Non-Interstate Pavement Modernization	145.0	150.0	155.0	200.0	210.0	220.0	225.0	230.0	235.0	240.0
Non-Interstate Pavement Modernization										
Non-Interstate Bridge Modernization	116.3	144.6	143.6	175.0	190.0	205.0	210.0	215.0	220.0	225.0
Non-Interstate Bridge Modernization	-10.3	10.6	-0.3	2.8						
Safety Specific	32.7	33.0	34.0	40.0	41.0	42.0	43.0	44.0	45.0	46.0
Safety Specific	-0.2			-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0
Non-Interstate Capacity/System Enhancement	339.8	118.2	223.9	150.5	87.7	0.4				
Non-Interstate Capacity/System Enhancement	-20.2	77.7	-89.1	129.4	55.1	170.4	6.6			
Major Interstate Capacity/System Enhancement	148.6	227.2	146.2	92.7	146.8	42.9	25.6	1.2		
Major Interstate Capacity/System Enhancement	3.6	12.6	-52.7	-23.7	-68.6	38.4	51.0			
Highway Program Balance	(117.7)	(127.7)	86.6	(140.5)	4.1	(58.0)	94.9	160.9	146.1	130.1

Should projects in the 2024-2027 program continue to be programmed with cost/schedule changes?

Black: Previous discussion

(): Indicates Highway Program is over-programmed

Green: Changes since previous discussion

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Non-Interstate Bridge Modernization	106.0	155.2	143.3	177.8	190.0	205.0	210.0	215.0	220.0	225.0
Safety Specific	32.5	33.0	34.0	35.0	36.0	37.0	38.0	39.0	40.0	41.0
Non-Interstate Capacity/System Enhancement	319.6	195.9	134.8	279.9	142.8	170.8	6.6	0.0	0.0	0.0
Major Interstate Capacity/System Enhancement	152.2	239.8	93.5	69.0	78.2	81.3	76.6	1.2	0.0	0.0
Highway Program Balance	(117.7)	(127.7)	86.6	(140.5)	4.1	(58.0)	94.9	160.9	146.1	130.1
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2024-2033 Highway Program Analysis

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March 23, 2023

as shown March 14, 2023

Proposed Highway Program

Extended Highway Program

Highway Program Components

	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2032</u>	<u>2033</u>
Interstate Stewardship	154.2	217.2	219.8	236.1	185.0	190.0	195.0	200.0	205.0	210.0

- Funds in years 2029 and beyond are placeholders (not programmed yet)
- Projects in 2024-2028 are specifically identified in the highway program
- Major projects continuing in the current program include:
 - Dallas I-80 from US 6/169 to Co Rd R16 reconstruction in 2024
 - Johnson I-80/380/US 218 Interchange reconstruction in 2024
 - Linn I-380 Boyson Rd Interchange reconstruction in Hiawatha in 2025
 - Polk I-80 from Northeast mixmaster to US 65 in 2025-2026
 - Polk I-35/80 Hickman interchange reconstruction beginning in 2025
 - Polk I-35/80/235 Northeast mixmaster improvements in 2024
 - Warren NB I-35 from S of Co Rd G14 to N of Adams Street reconstruction in 2027
 - Warren NB I-35 from Clarke County to Clanton Creek paving in 2026-2027
 - Warren NB I-35 from N or North River to S of Badger Creek in 2026
 - Woodbury I-29/IA 141 Interchange reconstruction begins in 2024
- Rest area projects:
 - Woodbury NB I-29 remove parking in 2024 (-14 spots)
 - Iowa EB I-80 truck parking in 2024 (+13 spots)
 - Harrison NB I-29 remove parking only spot at Mondamin in 2025 (-5 spots)
 - Iowa WB I-80 replace building in 2025
 - Polk WB I-80 truck parking in 2025 (+13 spots)
 - Linn SB I-380 truck parking recommend moving from 2024 to 2025 (+14 spots)
 - Iowa WB I-80 add truck parking recommend moving from 2026 to 2027 (+16 spots)
 - Polk EB I-80 truck parking in 2026 (+11 spots)
 - Mills SB I-29 truck parking in 2026 (+20 spots)
 - Harrison SB I-29 recommend moving rest area removal from 2027 to 2028 (-13 spots)
 - Pottawattamie WB I-80 replace building is recommended to move from 2027 to 2028
 - Cedar WB I-80 recommend truck parking expansion to move from 2027 to 2028 (+22 spots)
 - Monona SB I-29 replace building in 2026
 - Monona SB I-29 truck parking in 2027 (+25 spots)
 - Story SB I-35 removing overlook in 2027
- Weigh station ramp/parking improvements with one site per year

2024-2033 Highway Program Analysis

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Proposed Highway Program

Extended Highway Program

2024

2025

2026

2027

2028

2029

2030

2031

2032

2033

Highway Program Components

Non-Interstate Pavement Modernization	145.0	150.0	155.0	200.0	210.0	220.0	225.0	230.0	235.0	240.0
<ul style="list-style-type: none"> - Funds in Years 2025 and beyond are placeholders (no specific projects identified) - Projects in 2024 will be specifically identified in the highway program (to be handed out in April) 										
Non-Interstate Bridge Modernization	106.0	155.2	143.3	177.8	190.0	205.0	210.0	215.0	220.0	225.0
<ul style="list-style-type: none"> - Funds in years 2029 and beyond are placeholders (not programmed yet) - Projects in 2024-2028 will be specifically identified in the highway program (to be handed out in April) 										
Safety Specific	32.5	33.0	34.0	35.0	36.0	37.0	38.0	39.0	40.0	41.0
<ul style="list-style-type: none"> - Funds in Years 2025 and beyond are mostly placeholders (a few specific projects identified) - Projects in 2024 will be specifically identified in the highway program (to be handed out in April) 										

2024-2033 Highway Program Analysis

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Proposed Highway Program

Extended Highway Program

2024

2025

2026

2027

2028

2029

2030

2031

2032

2033

Highway Program Components

Non-Interstate Capacity/System Enhancement

319.6

195.9

134.8

279.9

142.8

170.8

6.6

- Funds in Years 2029 and beyond are project completion costs for projects already in Program
- Missouri Valley Bypass delayed one year (ROW moves from 2025 to 2026 with corresponding changes in construction schedule))
- NW Bypass of Oskaloosa delayed one year from 2024 to 2025.

Major Interstate Capacity/System Enhancement

152.2

239.8

93.5

69.0

78.2

81.3

76.6

1.2

- Funds in years 2029 and beyond are project completion costs for projects already in Program
- Scott I-80 Mississippi River Bridge delayed two years. Scheduled to begin in 2028.

Underfunded Projects

- Recommendation:
 - Consider identifying a few projects as not fully funded in the Program.
 - Identify projects that would have a good opportunity for receiving funding through other sources.
 - Highlight those projects in the Program to be transparent and indicate they could be delayed if additional funding not received.
- Justification:
 - There are other sources of funding available such as discretionary grants at the federal level.
 - The Iowa DOT has had success in securing other funding and those opportunities are greater now than in the past.
 - Showing projects as not fully funded will help those projects compete for funding by demonstrating the critical need for funds.

Underfunded Projects

For Highway Planning Purposes Only (x \$1,000,000)

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
<u>Non-Interstate Capacity/System Enhancement</u>										
US 30 Harrison Co. Missouri Valley Bypass				35.0						
IA 58 Black Hawk Co. Greenhill Rd. Interchange					25.0					
IA 12 Woodbury Co. Gordon Dr. Viaduct					35.0					
<u>Major Interstate Capacity/System Enhancement</u>										
I-380 Johnson Co. Wright Brothers Blvd.		50.0								
I-80 Scott Co. Middle Rd. Interchange			25.0							

- Changes to Projected Funds
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- Changes to Targets based on Back of Program line items
- Underfunded Projects

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Non-Interstate Capacity/System Enhancement	319.6	195.9	134.8	279.9	142.8	170.8	6.6	0.0	0.0	0.0
Major Interstate Capacity/System Enhancement	152.2	239.8	93.5	69.0	78.2	81.3	76.6	1.2	0.0	0.0
Highway Program Balance	(117.7)	(127.7)	86.6	(140.5)	4.1	(58.0)	94.9	160.9	146.1	130.1
Underfunded Projects		50.0	25.0	35.0	60.0					
Highway Program Balance	(117.7)	(77.7)	111.6	(105.5)	64.1	(58.0)	94.9	160.9	146.1	130.1

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Reschedule Projects

- Reschedule projects using the following criteria:
 - Statewide equity
 - Length of time a project has been considered for programming
 - Has the project been rescheduled in the past?
 - Purpose of the project
 - Is the project under construction?
 - Are there other partners in the project?
 - What are the current conditions/need for the project
- Avoid reducing stewardship and safety targets

Project Rescheduling Scenario

For Highway Planning Purposes Only (x \$1,000,000)

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
<u>Interstate Stewardship</u>										
I-80 Polk Co. EB Aux. Lanes at W. I-35/I-235 Interchange	2.1									
		2.2								
I-80 Polk Co. WB I-80 Ramp at W. I-35/I-235 Interchange		0.7								
			0.7							
<u>Non-Interstate Capacity/System Enhancement</u>										
US 151 Linn Co. Springville Interchange				33.8						
					35.3					
IA 58 Black Hawk Co. Greenhill Rd. Interchange				50.9						
					53.2					
US 61 Des Moines Co. S. of 210th St. to N. of Mediapolis	24.9	1.4								
		26.0	1.5							
US 65 Cerro Gordo Co. S of 27th St. to 6th St. S. in Mason City	19.7									
		20.6								
US 52 Jackson Co. Mississippi River to Mississippi Overflow in Sabula		31.9								
			33.3							
US 75 Plymouth Co. N. of Maple St. in Hinton to S. of 2nd St. in Merrill	29.4	0.3								
		30.7	0.3							
US 20 Black Hawk Co. Hudson Rd. to US 63		24.5								
			25.6							
US 63 Tama Co. NCL Toledo to S. of IA 96	0.6	14.7								
		0.6	15.4							
<u>Major Interstate Capacity/System Enhancement</u>										
I-80 Dallas Co. W. of Grand Prairie Pkwy. To E. of Jordan Creek Pkwy.	19.3	23.1	0.2							
		20.2	24.1	0.2						
I-80 Scott Co. Middle Rd. Interchange		55.4								
			57.9							

Rescheduling Scenario Summary

- Maintains stewardship and safety targets
- Currently programmed projects remain in program
- No projects delayed more than one year
- Includes projects from each District (statewide)
- Programmed dollars for projects rescheduled in this scenario make up approximately 8 percent of the total program
- Only 12 of the 623 projects in the program are rescheduled in this scenario

- Changes to Projected Funds
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- Underfunded Projects
- Project Rescheduling Scenario

March 23, 2023

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Non-Interstate Bridge Modernization	106.0	155.2	143.3	177.8	190.0	205.0	210.0	215.0	220.0	225.0
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Non-Interstate Capacity/System Enhancement	319.6	195.9	134.8	279.9	142.8	170.8	6.6	0.0	0.0	0.0
	-74.6	5.2	76.1	-84.7	88.5					
Major Interstate Capacity/System Enhancement	152.2	239.8	93.5	69.0	78.2	81.3	76.6	1.2	0.0	0.0
	-19.3	-58.3	81.8	0.2						
Highway Program Balance	(21.7)	(76.0)	(72.0)	(56.0)	(84.4)	(58.0)	94.9	160.9	146.1	130.1
Underfunded Projects		50.0	25.0	35.0	60.0					
Highway Program Balance	(21.7)	(26.0)	(47.0)	(21.0)	(24.4)	(58.0)	94.9	160.9	146.1	130.1
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Non-Interstate Capacity/System Enhancement	245.0	201.1	210.9	195.2	231.3	170.8	6.6	0.0	0.0	0.0
Major Interstate Capacity/System Enhancement	132.9	181.5	175.3	69.2	78.2	81.3	76.6	1.2	0.0	0.0
Highway Program Balance	(21.7)	(76.0)	(72.0)	(56.0)	(84.4)	(58.0)	94.9	160.9	146.1	130.1
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Highway Program Candidates

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	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond	Total	Score	Rank
Major Interstate Capacity/System Enhancement (MI Funds)													
I-35 Story: N of 315th St to 1.4 mi S of US 30						2.0	6.0	38.3	37.0		83.3	37	1
I-380 Johnson: Segment 2 Swan Lake Rd to 120th St					8.2	50.2	55.4	60.2			174.0	45	2
I-380 Linn: Blairs Ferry Rd to County Home Rd (add lanes)							15.4	32.5			47.9	45	2
I-29 Woodbury: Southbridge Interchange			0.1								0.1	47	3
I-80 Cedar: West Branch to Cedar River					4.9	4.7	65.3	66.0	68.7		209.6	48	4
Mitigation (multiple locations statewide)	0.2	0.6									0.8		

Highway Program Candidates

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	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond	Total	Score	Rank
Non Interstate Capacity/System Enhancement (NR Funds)													
Stewardship													
IA 21 Benton/Iowa: South of Belle Plaine resiliency					4.0						4.0	82	8
US 34 Wapello: Wildwood Dr to W Jct US 63 in Ottumwa				32.1							32.1	36	1
US 67 Scott: Mississippi River Bridge								110.0			110.0	46	3
IA 100 Linn: Council St to Northland Ave in Cedar Rapids									40.0		40.0	54	4
IA 141 Polk: IA 415 Interchange Modifications					5.4						5.4	71	6
US 20 Dubuque: Northwest Arterial Intersection Improvements					17.5						17.5	45	2
IA 122 Cerro Gordo: Reconstruction in west Mason City					20.5						20.5	59	5
IA 175 Monona: Missouri River Bridge (Decatur)						60.0					60.0	81	7
Culvert/Slide Repairs/Revetment (multiple locations statewide)	2.3										2.3		
Mitigation (multiple locations statewide)	0.7	0.4									1.1		
Non Interstate Capacity/System Enhancement (NR Funds)													
Capacity													
US 30 Tama: Meskwaki Interchange						10.0					10.0	67	2
US 30 Cedar: WCL Stanwood to ECL Clarence (Super-2)					10.0						10.0	70	3
IA 141 Polk: Towner Dr. Interchange					5.0						5.0	65	1

Project Addition Scenario

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	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
<u>Non-Interstate Capacity/System Enhancement</u>										
Culvert/Slide Repairs/Revetment (multiple locations statewide)	2.3									
Mitigation (multiple locations statewide)	0.7	0.4								
IA 21 Benton/Iowa: South of Belle Plaine resiliency					4.0					
<u>Major Interstate Capacity/System Enhancement</u>										
I-29 Woodbury Co. Southbridge Interchange (State Share)			0.1							
Mitigation (multiple locations statewide)	0.2	0.6								

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 - *To the maximum extent possible, continue with programmed projects but consider rescheduling scenario to balance the Program.*
 - *Prioritize keeping stewardship/safety projects on schedule*
2. How should the Program be balanced?
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 - *Develop a scenario for consideration:*
 - *Reschedule some non-stewardship projects based on criteria discussed at March 14 workshop*
 - *Include underfunded projects and consider additional funding opportunities in overall program funding strategy*

FY 2023-2027 Highway Program Objectives

- Projects in the 2023-2026 Highway Program will continue to be programmed with cost and schedule updates
- **Investment Area: Stewardship through maintaining a state of good repair**
 - 1. *Provide a targeted increase and then* maintain increasing funding levels for safety
 - 2. Maintain increasing Interstate funding levels for pavement reconstruction, modernization, bridges, pavement patching/maintenance, rest areas, and other miscellaneous projects
 - 3. *Provide a targeted increase and then* maintain increasing funding levels for non-interstate pavement modernization
 - 4. *Provide a targeted increase and then* maintain increasing funding levels for non-interstate bridge modernization
 - 5. Invest in additional stewardship projects
- **Investment Area: Modification through rightsizing the system**
 - 1. Transfer of jurisdiction for portions of primary roadways to cities and counties
- **Investment Area: Optimization through improving operational efficiency and resiliency**
 - 1. Invest in intelligent transportation systems infrastructure
 - 2. Invest in Super-2 improvements
 - 3. *Invest in operational and Integrated Corridor Management improvements*
 - 4. *Invest in additional truck parking at Interstate Rest Areas*
- **Investment Area: Transformation through increasing mobility and travel choices**
 - 1. Invest in corridor improvements

Potential FY 2024-2028 Highway Program Objectives

- **Update to shift to the System Objectives of the new State Long Range Transportation Plan**
 - **Safety**
 - Maintain increasing funding levels for safety
 - **Sustainability**
 - Maintain increasing Interstate funding levels for pavement reconstruction, modernization, bridges, pavement patching/maintenance, rest areas, and other miscellaneous projects
 - Maintain increasing funding levels for non-interstate pavement modernization
 - Maintain increasing funding levels for non-interstate bridge modernization
 - Invest in additional stewardship projects
 - Transfer of jurisdiction for portions of primary roadways to cities and counties
 - **Accessibility**
 - Invest in truck parking at Interstate Rest Areas
 - Invest in corridor improvements
 - **Flow**
 - Invest in intelligent transportation systems infrastructure
 - Invest in Super-2 improvements
 - Invest in operational and Integrated Corridor Management improvements

Next Steps

- Develop the Draft 2024-2028 Highway Program
- **Action Item: 2024-2028 Highway Program Objectives**
- **Action Item: Line Item Targets for Programming**