

What's the Plan?

- A long-range document that addresses federal requirements and guides transportation investments by the Iowa Department of Transportation (DOT) and Iowa Transportation Commission (Commission).
- Most recent plan update was adopted in May 2017.
- 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 2045.
- 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:** An analysis of demographic, economic, passenger, and freight trends.
- **System condition:** An overview of each mode within the transportation system.
- **Vision:** A broad statement that captures the overall vision for Iowa's future transportation system.
- **Investment areas:** Four overarching areas within which actions are defined to implement the system vision.
- **Strategies and improvement needs:** Actions and initiatives to implement the vision.
- **Costs and revenues:** An analysis of anticipated costs and revenues for each mode.
- **Implementation:** A discussion related to addressing funding needs, programming future investments, and continuous performance monitoring.

What changed from the last plan?

The prior state transportation plan, adopted in 2012, focused on policy issues and not on specific, actionable items. The goal with the 2017 Plan was to provide specific strategies and improvement needs that can be implemented and revisited over time. Notable enhancements:

- Extensive internal and external stakeholder and public input efforts throughout plan development.
- A multimodal action plan, with specific modal strategies and improvement needs.

How is the Plan used?

The Plan provides a guide to assist the department and Commission in making informed transportation investment decisions for the state. It also identifies specific strategies and corridor-level improvement needs for consideration. Additionally, metropolitan planning organizations (MPOs) and regional planning affiliations (RPA) may use the Plan to help capture the Iowa DOT's perspective for their planning efforts.

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 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.



Vision

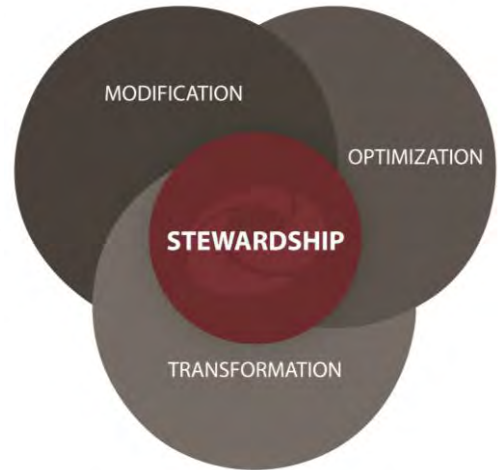
The vision of the Iowa DOT and Commission is:

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 an environmentally conscious manner.

Investment areas

Four principal investment areas were identified to help achieve the system vision. Each of these investment areas are supported by specific strategies and improvement types.

- **Stewardship** through maintaining a state of good repair.
- **Modification** through rightsizing the system.
- **Optimization** through improving operational efficiency and resiliency.
- **Transformation** through increasing mobility and travel choices.



Strategies

A wide range of strategies will be used to achieve the vision. Strategies were derived from a variety of sources, including ongoing activities, existing plans, and stakeholder and public input. Each strategy aligns with one or more of the four investment areas, and consists of an action statement and explanation of what it entails. A total of 80 strategies were identified across the following categories.

- Asset management
- Aviation
- Bicycle/pedestrian
- Bridge
- Energy
- Freight
- Highway
- Public Transit
- Rail
- Safety
- Technology
- Transportation system management and operation (TSMO)

Improvement needs

A multi-pronged approach was used to help determine improvement needs across the multimodal system.

Highway needs

- A seven-layer analysis was conducted to evaluate multiple types of needs.
- The Primary Highway System was divided into 464 corridors for analysis, and needs were identified at the corridor level.
- A comprehensive matrix covering the entire Primary Highway System is included in the Plan. The matrix shows which need(s) were identified for each highway corridor.



Modal needs

- For aviation, bicycle/pedestrian, public transit, rail, and water, needs were derived from existing system plans for those modes or from updated analysis where warranted.
- Various types of needs were identified as applicable, including infrastructure and service needs for some modes.

