

# 2014-2018 HIGHWAY PROGRAM SUMMARY

approved June 2013



Iowa Department  
of Transportation

# Investing in Iowa's Highways

## *Summary*

The Iowa Transportation Commission (Commission) and the Iowa Department of Transportation (DOT) publish Iowa's Five Year Highway Program (Program) to inform you of planned investments in our state's primary and interstate highway system. This brochure summarizes the FY 2014-2018 Program. Approximately \$2.6 billion is forecast for highway right of way and construction. The Program is updated and approved in June of each year.

Transportation powers the creation of wealth in our nation and state unleashing opportunity for economic activity. Iowa's economy is dependent on a robust and diverse transportation system, that includes highway, rail, and river systems, to move products to a global marketplace. Iowa's transportation system has long provided our state's businesses a competitive advantage and that remains true today in the global economy.

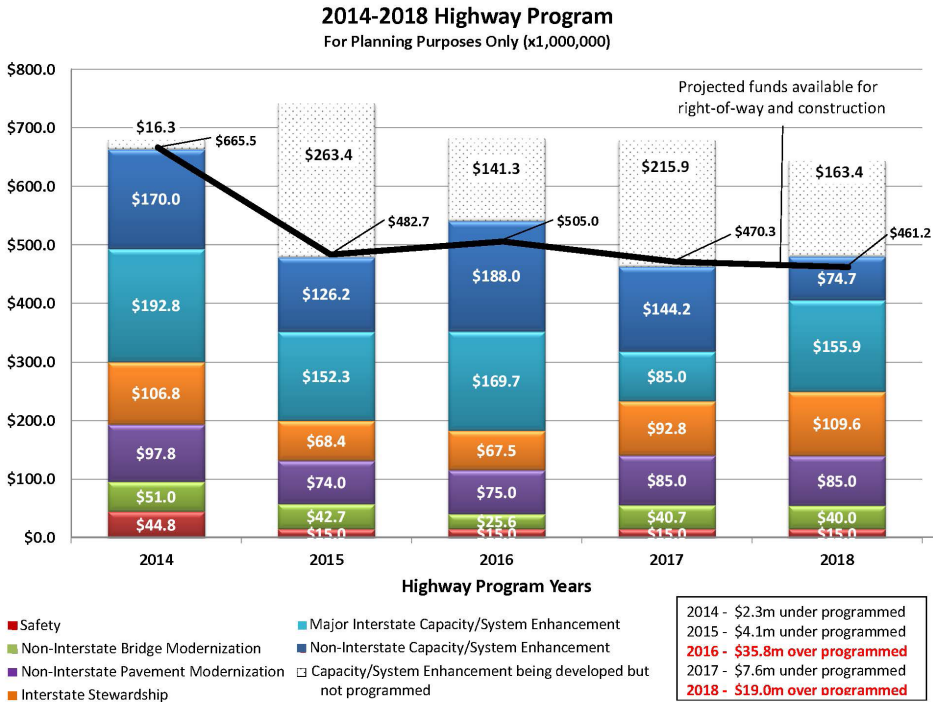
A major component of the Program is the highway program. A large part of funding available for highway programming comes from the federal government. Accurately estimating future federal funding levels is dependent on having a multiyear federal transportation authorization bill. The current authorization, Moving Ahead for Progress in the 21st Century (MAP-21), was signed into law on July 6, 2012. However, it is only a two-year authorization set to expire on September 30, 2014, resulting in continued federal funding uncertainty after this date.

**Another major concern with federal funding is solvency of the federal Highway Trust Fund (HTF) beyond 2014. At that time, the HTF, which is funded primarily from federal fuel taxes, will not be able to provide funding at current levels. If this is not corrected, drastic cuts to the federal highway program are anticipated. If this occurs, the Commission will have to make significant changes to the program in fiscal year (FY) 2015 and beyond. Approximately half of the funding available for programming in FY 2015 could be impacted by this issue. As the Commission decides which projects will be rescheduled, they will consider statewide equity, length of time a project has been considered for programming, how many times a project has been rescheduled, purpose of a project, whether the project is already underway, local efforts to move forward on a project, and current conditions and need for a project.**

The Program lists the planned investments of highway right of way and construction and was developed to achieve several objectives. The Commission's primary investment objective is modernization of Iowa's existing Primary Highway System. Another highway programming objective is to add capacity and make system enhancements.

# 2014-2018 Highway Program

## Highway Investments versus Projected Revenues with Non-Funded Capacity/System Enhancement Project Costs Shown



For FY 2014-2018, approximately \$2.6 billion is forecast to be available for highway right of way and construction. In developing the highway program, the Commission's primary investment objective remains stewardship (i.e., safety, maintenance, and modernization) of Iowa's existing highway system. More than \$1.1 billion is programmed in FY 2014-2018 for modernization of Iowa's existing highway system and for enhanced highway safety features. The highway section also includes significant interstate investments on Interstate-29 in Sioux City, I-29/80/480 in Council Bluffs (CBIS), and I-74 in Bettendorf/Davenport. Portions of these investments address stewardship needs. The chart also shows the scope of Non-Interstate Capacity/System Enhancement projects being developed but not yet funded.

# 2014-2018 Major Accomplishments

## Current Investments in Iowa’s Highway Program

The Commission and the Iowa DOT remain committed to providing safe and efficient transportation services to the public. In developing the highway program, the Commission and Iowa DOT continue to recognize the critical importance of an effective and efficient interstate highway system. The interstate highways connect all transportation systems in Iowa and allows major freight movements to occur delivering Iowa products to the world’s marketplace

Listed below are statewide investment strategies to maintain Iowa’s existing highway system. There are also significant investments to modernize three urban interstate systems, on I-29 in Sioux City, I-29/80/480 in Council Bluffs (CBIS), and I-74 in Bettendorf/Davenport. The programming for construction on portions of I-74 in Bettendorf/Davenport has been delayed to coordinate schedules with the Illinois DOT.

### Stewardship Projects

Bridge rehabilitations and replacements	Statewide
Pavement rehabilitations and replacements	Statewide
Safety enhancements	Statewide

### Urban Interstate Modernization Projects

I-29	Woodbury County	In Sioux City
I-29/I-80/I-480	Pottawattamie County	In Council Bluffs
I-74	Scott County	In Davenport/Bettendorf

# 2014-2018 Major Accomplishments

## *Current Investments in Iowa's Highway Program*

Another highway programming objective is developing and constructing capacity and system enhancement projects. The Commission remains committed to previous highway programming actions by maintaining schedules of large multiyear corridor improvement projects.

### **Capacity/System Enhancement Corridor Projects - Remain on Schedule**

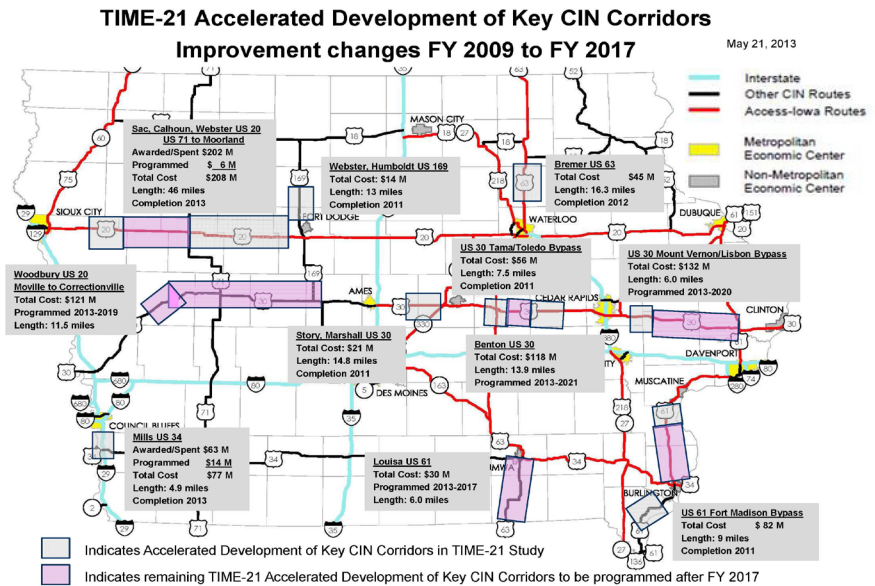
U.S. 20	Woodbury County	East of Moville to Correctionville
U.S. 20	Woodbury County	In Correctionville
U.S. 20	Delaware County	Dyersville Interchange between 330th Avenue and 332nd Avenue
U.S. 30	Benton County	IA 21 to U.S. 218
U.S. 30	Linn County	Mount Vernon/Lisbon Bypass
U.S. 34	Mills County	Missouri River to I-29
U.S. 52	Jackson County	Mississippi River Bridge at Sabula
IA 58	Black Hawk County	Viking Road Intersection (in Cedar Falls)
U.S. 61	Louisa County	2 miles south of IA 92 to Muscatine County
U.S. 63	Black Hawk County	Jefferson Street to Newell Street (in Waterloo)
IA 86	Dickinson County	IA 9 to just north of Minnesota
IA 92	Warren County	County Road R57 to R Street (in Indianola)
IA 100	Linn County	U.S. 30 to Covington Road
IA 100	Linn County	Covington Road to Edgewood Road
IA 100	Linn County	Edgewood Road to west of Council Street
IA 100	Linn County	West of Council Street to 1st Avenue
IA 196	Sac County	U.S. 71 to 0.1 mile north of County Road D36
U.S. 218	Black Hawk County	County Road C57 Interchange south of Janesville

**While these previously programmed multiyear corridor improvement projects will remain on schedule, the Commission was not able to add additional segments of these corridors to this Program. This is the result of flat or uncertain revenue at the federal and state level, increasing construction costs, and the need to invest in the existing highway system. Absent additional revenue at the state and/or federal level, the Commission does not anticipate being able to add additional corridor projects to the Program for the foreseeable future.**

# Capacity and System Enhancement Project Candidates

## *Needed Investments on Iowa's Highway System*

The Commission has designated the corridors shown below as priority for development in response to TIME-21 legislation. The areas in gray are currently either completed, under construction, or programmed for construction in the 2014-2018 Program. The areas in pink are not yet programmed.



The Commission also has compiled a list of highway program candidates spanning the needs of Iowa's highway system. The candidates have been identified by delegations at Commission public input meetings, by cities or counties, by DOT assessments and requests, or by Congress identifying them as priorities. The needs are categorized by:

- Major bridge replacements
- Capacity improvements
- Continuity improvements
- Geometric improvements
- Interstate
- Routes on new alignment
- Operations/Safety
- Pavement condition

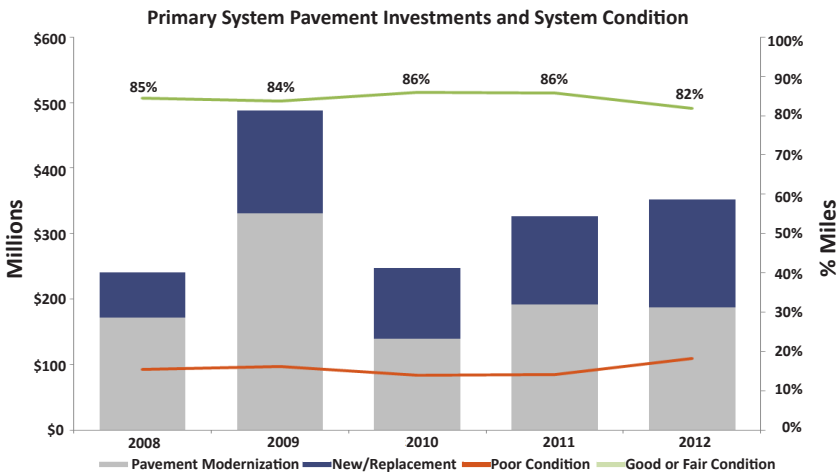
There are **131 projects** on the list with a **total cost of well over \$5 billion**.



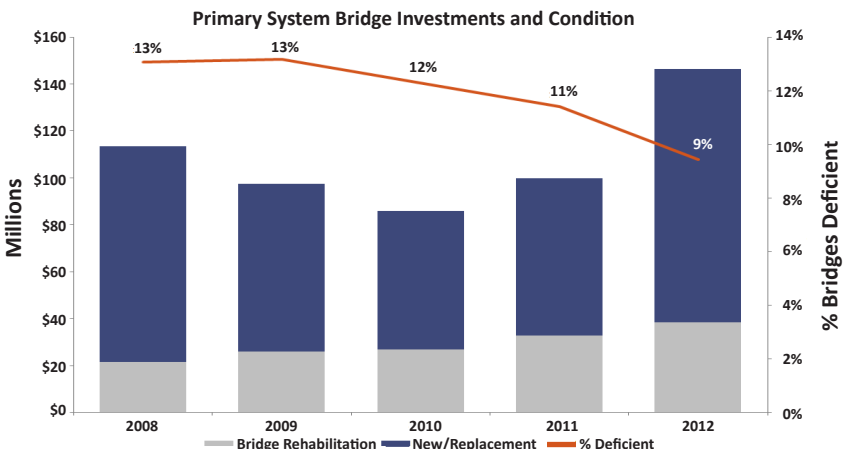
# Existing Highway Modernization Needs

## Iowa's Highway System with Current Investment Levels

One of the identified Road Use Tax Fund efficiencies included development of a Transportation Asset Management Plan (TAMP). The TAMP, when fully implemented, will help the Iowa DOT, along with cities and counties, operate, maintain, and preserve the transportation system in the most cost effective manner to achieve desired service objectives. This effort has already identified a shift in the type of roadway improvements that are programmed. The chart below shows the condition of Iowa's roadway.



The TAMP, also identified the need for increased investments for non-interstate bridge modernization activities. The Program includes approximately \$900 million of investments in Iowa's state owned bridges. The chart below shows this investment is improving the condition of Iowa's bridges on the primary system (state jurisdiction highways).



# Investing in Iowa's Highways

## *Future Actions for Funding Iowa's Highway Program*

In May 2012, the Commission adopted the State Transportation Plan, providing direction for highway transportation and projecting the demands for transportation infrastructure and services out to the year 2040. It also takes into account the social and economic issues that are expected to occur during the time period. (To view the plan, visit the Iowa DOT's website at [iowadot.gov/iowainmotion/state.html](http://iowadot.gov/iowainmotion/state.html))

Federal funding is one issue that is already a significant uncertainty for highway investments in the future. The Commission and Iowa DOT will continue to monitor federal revenues and adjust future investments as needed to maintain a fiscally responsible Program. (To view the Program, visit the Iowa DOT's website at [iowadot.gov/program\\_management/five\\_year.html](http://iowadot.gov/program_management/five_year.html))

With federal funding appropriations being uncertain, transportation costs increasing faster than revenues, and factors related to vehicle fuel efficiency and the use of alternative fuels, the Commission and Iowa DOT will continue to program highway investments in the most cost effective manner to achieve desired transportation objectives. Regardless, the Iowa DOT will need an adequate level of revenue to support the state's future transportation system and keep Iowa competitive in an ever-changing economy.

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