

MAR 11 1999

TRANSPORTATION

HOUSE FILE
BY FALLON

629

Passed House, Date _____ Passed Senate, Date _____
Vote: Ayes _____ Nays _____ Vote: Ayes _____ Nays _____
Approved _____

A BILL FOR

1 An Act relating to procedures for establishing and making changes
2 to the network of commercial and industrial highways.
3 BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF IOWA:

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HF 629

1 Section 1. Section 313.2A, Code 1999, is amended to read
2 as follows:

3 313.2A COMMERCIAL AND INDUSTRIAL HIGHWAYS.

4 1. PURPOSE. It is the purpose of this section to enhance
5 opportunities for the development and diversification of the
6 state's economy through the identification and improvement of
7 a network of commercial and industrial highways and to provide
8 local jurisdictions with an important role in the development
9 of the network. The network shall consist of interconnected
10 routes which provide long distance route continuity. The
11 purpose of this highway network shall be to improve the flow
12 of commerce; to make travel more convenient, safe, and
13 efficient; and to better connect Iowa with regional, national,
14 and international markets. Improvements to and expansions to
15 the network shall not be made unless local governmental units
16 affected by the network or by proposed changes in the network
17 are given the opportunity to review, comment on, and consent
18 to the improvements or expansions. The state transportation
19 commission shall concentrate a major portion of its annual
20 construction budget on this network of commercial and
21 industrial highways. In order to ensure the greatest possible
22 availability of funds for the improvement of the network,
23 primary highway funds shall not be spent beyond continuing
24 maintenance for improvements to route segments ~~that will be~~
25 ~~bypassed by the relocation of portions of~~ affected by the
26 commercial and industrial highway network.

27 2. NETWORK SELECTION. The commission shall identify,
28 within the primary road system, a network of commercial and
29 industrial highways.

30 a. In identifying the network, or proposed improvements to
31 or expansions of the network, the commission shall conduct an
32 impact analysis. The commission shall provide persons
33 affected by the network or by proposed changes in the network
34 with opportunities to review and comment on the impact
35 analysis. The commission shall also provide for a means of

1 changing the impact analysis in response to comments from
2 persons affected by the network or by proposed changes in the
3 network.

4 b. The commission shall consider all of the following
5 factors in the identification of this the network:

6 a- (1) The connection by the most direct routes feasible
7 of major urban areas and regions of the state to each other
8 and to the national system of interstate and defense highways
9 and priority routes in adjacent states, except that the use of
10 existing transportation corridors shall be a priority whenever
11 possible.

12 b- (2) The existence of high volumes of total traffic and
13 commercial traffic.

14 c- (3) Long distance traffic movements.

15 d- (4) Area coverage and balance of spacing with service
16 to major growth centers within the state.

17 e- (5) Metropolitan area bypasses consistent with local,
18 metropolitan, or regional area plans established through
19 cooperation by the state department of transportation and
20 local officials.

21 (6) Local preferences for routes through rural areas.

22 c. The commission, with assistance from the state
23 department of transportation, shall establish procedures for
24 all of the following:

25 (1) Conducting impact analyses for new routes or proposed
26 improvements to or expansions of the network pursuant to
27 paragraph "a".

28 (2) Review of impact analyses by persons affected by the
29 network or by proposed changes in the network, including an
30 opportunity to comment on and propose changes to the impact
31 analyses.

32 (3) Review of and consent to new routes or proposed
33 changes in the network by local governmental units affected by
34 the network, including a method of appealing decisions
35 concerning the network made by the commission.

1 The network of commercial and industrial highways shall not
2 exceed two thousand five hundred miles including municipal
3 extensions of these highways.

4 3. STANDARDS. The state department of transportation
5 shall establish standards pertaining to the specific location,
6 design, and access control for each segment of the commercial
7 and industrial highways. The state department of
8 transportation shall incorporate into the standards a priority
9 for cooperation with local governmental units affected by the
10 network and for consideration of the local governmental units'
11 preferences regarding the network. The standards shall be
12 distributed to the local governmental units affected by the
13 network and shall be available to the public.

14 4. NETWORK DEVELOPMENT. In establishing priorities for
15 improvement projects, the state department of transportation
16 shall take into consideration the following additional
17 criteria: ~~urban-area-bypasses-that-improve-urban-or-regional~~
18 ~~accessibility-or-improve-corridor-travel~~; projects consistent
19 with local, regional, or metropolitan transportation plans
20 established through cooperation by the department and local
21 officials; preferences of local governmental units regarding
22 proposed network changes; and the willingness of local
23 officials to provide financial or other assistance for the
24 development of projects.

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EXPLANATION

26 This bill amends Code section 313.2A, relating to the
27 identification and improvement of the network of commercial
28 and industrial highways by the state transportation commission
29 of the state department of transportation. The bill provides
30 for local input into decisions made regarding the network.

31 The bill requires the commission to conduct an impact
32 analysis of the network and any proposed change or addition to
33 the network. Persons affected by the network and any proposed
34 change or addition are to be given an opportunity to review,
35 comment on, and propose changes in the impact analysis. The

1 bill also directs the commission to make the use of existing
2 transportation corridors a priority when considering changes
3 in or additions to the network and to consider local
4 preferences for routes through rural areas.

5 The commission is directed to establish procedures for
6 conducting, and providing for review of, the required impact
7 analyses and for review of and consent to new routes or
8 proposed changes in the network by local governmental units
9 affected by the network, including a method of appealing
10 decisions made by the commission regarding to the network.

11 The bill directs the state department of transportation, in
12 establishing standards pertaining to the specific location,
13 design, and access control for each segment of the commercial
14 and industrial highway network, to incorporate into the
15 standards a priority for cooperation with local governmental
16 units affected by the network and for consideration of the
17 local governmental units' preferences regarding the network.
18 The standards are to be distributed to the local governmental
19 units affected by the network and be available to the public.

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