Iowa State Freight Plan

Iowa Transportation Commission
July 12, 2016
Outline

- Background
- Objectives
- Input
- Other state freight plans
- Next steps
Compliance with transportation legislation

- **Moving Ahead for Progress in the 21st Century (MAP-21) Act**
  - Signed into law on July 6, 2012
  - Section 1118 of MAP–21 directs the Secretary of Transportation to **encourage** each State to develop a comprehensive State Freight Plan that outlines immediate and long-range plans for freight-related transportation investments.
  - Freight projects must be identified in a state freight plan to qualify for an increased federal funding share

- **Fixing America’s Surface Transportation (FAST) Act**
  - Signed into law on December 4, 2015
  - Each State that receives funding under section 167 of title 23 **shall develop** a freight plan that provides a comprehensive plan for immediate and long-range planning activities and investments of the State with respect to freight
  - A State shall **update** a State freight plan described in subsection (a) not less frequently than once **every 5 years**.
  - Other notable change: fiscal constraint through investment plan requirement
Linking state freight initiatives
State Freight Plan

objectives

- Identify strategic goals
- Identify and document the economic importance of freight
- Document freight trends and issues
- Present freight-related forecasts
- Inventory existing assets
- Describe conditions of the system and develop performance measures
- Identify the State’s decision making process
- Present freight strategies and improvements
Identify strategic goals

National Freight Goals

1. Improve the **contribution of the freight transportation** system to economic efficiency, productivity, and competitiveness.
2. Reduce **congestion** on the freight transportation system.
3. Improve the **safety, security, and resilience** of the freight transportation system.
4. Improve the **state of good repair** of the freight transportation system.
5. Use **advanced technology, performance management, innovation, competition, and accountability** in operating and maintaining the freight transportation system.
6. Reduce adverse **environmental and community impacts** of the freight system.
Identify and document the economic importance of freight.
freight trends and issues

- What we heard
  - Funding for all modes of freight transportation is a constant obstacle.
  - Freight industries want reliable transportation above all else.
  - There is a need for more intermodal connections.
  - Heavy truck traffic on I-80 in eastern Iowa is a concern.
  - The nation’s locks and dams on the inland waterway system are in need of funding for maintenance and improvements.
  - All freight transportation modes are important and impact each other.
  - The State of Iowa should be thinking regionally, nationally, and internationally when considering freight movement.
  - Some state and federal regulations hinder freight movement.
  - Greater harmonization and standardization of rules in regulation between states is desired by shippers.
Present freight-related forecasts

### Tonnage (millions of tons)

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<th>2012</th>
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<th>2040</th>
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<td>Water</td>
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<td>Other and unknown</td>
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### Value ($ millions)

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Inventory

existing assets

- Pipeline 41,410 miles (26%)
- Railroads 3,825 miles (2%)
- Roadways 114,383 miles (72%)
- Navigable waterways 491 miles (<1%)

SYSTEM HIGHLIGHTS

- 108 public airports
- 2,391-mile Commercial & Industrial Network
- Over 25,000 bridges
- Nearly 20,000 trucking companies
- 84 pipeline operators
- 18 railroad companies
- 60 barge terminals
- 11 Lock and Dams
- 1 intermodal container facility
- 15 biodiesel plants
- 44 ethanol plants
- 811 licensed grain elevators
- Public warehouses
- Distribution centers
- Transload facilities
Iowa Multimodal Freight Network
Describe

conditions of the system

- Summary by mode
- Utilization
- Safety
- Bottlenecks
- Performance measures
Identify bottlenecks

- Air
- Highway
- Railroad
- Waterway
- Operational and regulatory
Highway bottlenecks
Railroad bottlenecks
Waterway bottlenecks
Develop performance measures

- Air
- Highway
- Pipeline
- Railroad
- Waterway

- Alignment with national freight goals
Identify the State’s decision-making process

- Stakeholder and public engagement
- Decision-making tools
- Coordination with states, freight-related groups, and institutions
- Funding mechanisms
Present freight strategies and improvements

- Strategies
  - Multimodal
  - Freight Advisory Council
  - Internal discussions

- Improvements
  - Air (Des Moines International and Eastern Iowa Airports)
  - Highway (Value, Condition, and Performance matrix)
  - Railroad (Iowa railroad companies)
  - Waterway (U.S. Army Corps. of Engineers)
Top 5 priority freight strategies

1. Optimize the freight transportation network to minimize cost and travel time and improve supply chain efficiency
2. Target investment on the interstate system at a level that reflects the importance of this system for moving freight
3. Advance a 21st century Farm-to-Market System that moves products seamlessly across road, rail, and water to global marketplaces
4. Explore opportunities for increasing value-added production within the state
5. Target investment to address mobility issues that impact freight movements
Value, Condition, and Performance matrix

### highway improvements

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<th>Value</th>
<th>Condition</th>
<th>Performance</th>
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<td>@ southwest mixmaster</td>
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Value, Condition, and Performance matrix

highway improvements
## Stakeholder and public engagement

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- **General freight plan development**
- **Industry trends and issues**
- **Conditions of the system**
- **Performance measures**
- **Implementation strategies and improvements**
Stakeholder and public engagement

Freight Mobility Issue Survey (targeted 6 groups)
- FAC
- MPOs
- RPAs
- DOT districts
- RAC
- Railroads

Freight Advisory Council (11 meetings)
- Nov. 6, 2012
- May 15, 2013
- Aug. 22, 2013
- Feb. 14, 2014
- June 20, 2014
- Mar. 27, 2015
- June 26, 2015
- Sept. 11, 2015
- Dec. 11, 2015
- March 4, 2016
- June 3, 2016

Rail Advisory Committee (2 meetings)
- May 15, 2014
- Oct. 28, 2015

Issue Based Workshop (1 meeting)
- Sept. 24, 2015

High Leverage Stakeholder Committee (2 meetings)
- Nov. 18, 2015
- Feb. 26, 2016

45-day Public Comment Period
- May 2, 2016 to June 15, 2016

Public Input Meeting (1 meeting)
- June 8, 2016
Iowa State Freight Plan compared to other state freight plans

<table>
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<tr>
<th>State Freight Plan Content</th>
<th>IA</th>
<th>FL*</th>
<th>LA*</th>
<th>MI</th>
<th>MS*</th>
<th>MO*</th>
<th>PA*</th>
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<th>UT*</th>
<th>WA</th>
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<td>Detailed relationship between elements of planning/programming process</td>
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<td>Identification/description of major supply chains in the state</td>
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<td>Detailed FAC-identified freight issues and solutions</td>
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*consultant-led effort
Current status

- Public comment period held **May 2nd through June 15th**
  www.iowadot.gov/iowainmotion/freight.html

- Public input meeting was held on **June 8th**
  Greater Des Moines Botanical Center (Des Moines)

- Commission input on final draft

- Finalize plan

- Submit to FHWA

- Will inform freight components of long-range transportation plan
Questions

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