

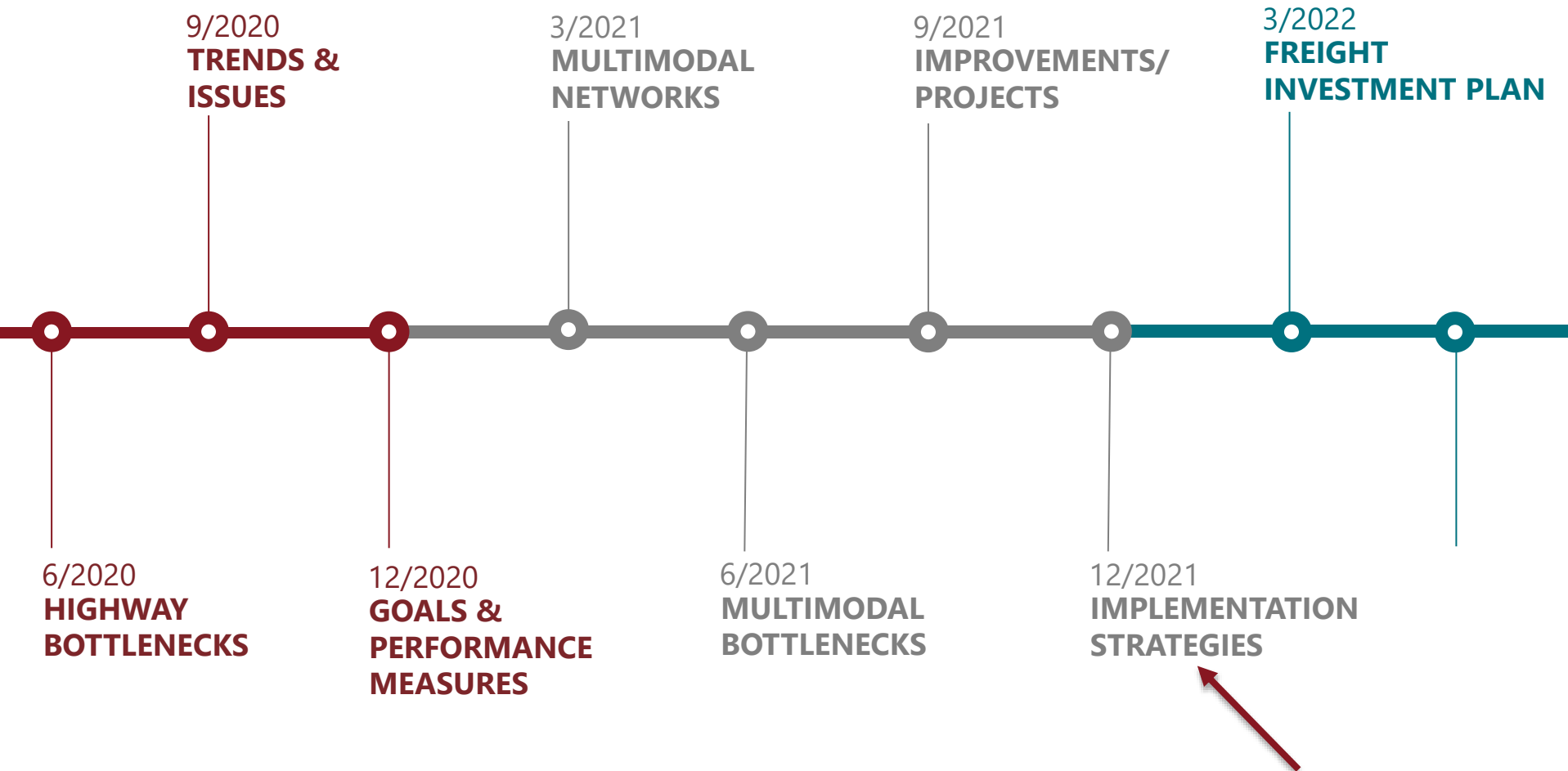


State Freight Plan **Strategies**

Iowa Freight Advisory Council | December 10, 2021



Input opportunities



Freight strategies

Purpose

Develop implementation strategies to address freight needs, national freight goals, and DOT system objectives

Sources of content

1. 2017 SFP
 - 27 strategies
 - Iowa DOT, Freight Advisory Council (FAC), and High Leverage Stakeholder Committee (HLSC)
2. 2020 freight trends and issues
 - 34 items
 - 2017 SFP, FAC, and other trending items
 - High/medium priority from 9/23/2020 FAC exercise

Freight strategies

Development/synthesis process

- 2017 strategies and FAC high/medium priority items
- Categorization, combination, and streamlining
- Addition of background information
- Multiple rounds of internal review (Systems Planning)

Format of draft strategies

- 19 draft strategies
- Strategy with 2-3 sentences of supporting text
- Will identify related DOT system objective(s)

Freight strategies

Status and next steps

- Sent to IPSC for internal review (12/6/2021)
- Sent to FAC for external review (12/6/2021)
- FAC prioritization exercise (12/10/2021)
- Refine and finalize

Today's input exercise:

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12/6/2021

2022 Iowa State Freight Plan Implementation strategies for Internal Planning Steering Committee review

1. **Explore additional sustainable funding sources to increase investment in the freight transportation system.** Growing demands, deteriorating conditions, and diminishing buying power are impacting the efficiency and reliability of freight movement. Exploring other funding mechanisms, or even creating new ones, would be advantageous to the state of Iowa. Options include, but are not limited to, strategically targeting funding to freight projects, using public-private partnerships to expedite investment, or allowing more flexibility in current funding mechanisms to make multimodal freight improvements.
2. **Target investment to address mobility issues that impact freight movements.** Investments that target the elimination or reduction of freight mobility issues are a key element to Iowa's freight improvement strategy. This includes addressing operational and capacity needs, as well as increasing connectivity of modes through intermodal facilities. Additionally, congestion in surrounding areas outside of the state's borders may have an impact on Iowa freight movement. Collaboration with other states and exploration of regional solutions is needed to maximize the effectiveness of investments made within the state.
3. **Target investment in the Iowa Multimodal Freight Network at a level that reflects the importance of this system for moving freight.** The IMFN consists of priority airports, highways (including Interstate, U.S., and Iowa routes), railroads, and waterways representing the most critical freight corridors in the state. Operational and physical improvements that increase the safety, efficiency, reliability, and resilience of this network, as well as associated first/last mile connections, should be prioritized.
4. **Rightsize the highway system and apply cost-effective solutions to locations with existing and anticipated issues.** Rightsizing of the system is the application of cost-effective solutions (e.g., Super-2 improvements) to address existing and anticipated issues. This will require significant investment in stewardship, some focused capacity expansion as resources allow, and perhaps even some contraction of the system. Applied correctly, such solutions will balance mobility needs with revenue limitations and the need to rightsize the system, while also having more favorable long-term asset management implications.
5. **Advance a 21st century Farm-to-Market System that moves products seamlessly across road, rail, and water to global marketplaces.** Per Iowa Code, the "Farm-to-Market System" means intra- and intercounty roadways under county jurisdiction that serve principal traffic generating areas and connect them to other farm-to-market, city street, and primary roads. Given the rapidly changing agricultural landscape and the diminishing buying power of existing transportation resources, the size and operation of the Farm-to-Market System should be re-examined. All potential alternatives to improve efficiency should be examined with stakeholders, including road abandonments, vacations, service conversions, and links to other transportation modes.
6. **Improve freight transportation system resiliency.** A resilient freight transportation system is responsive. It is able to provide reliable service when small disruptions occur and return to



THANK YOU FOR YOUR TIME AND ATTENTION



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