

# Iowa's Freight Advisory Council Meeting

November 6, 2012

Ankeny, Iowa

# Meeting Overview

- Welcome / Introductions
- Freight Website
- Issue Prioritization
- Freight Value Stream Mapping
- MAP-21 Update
- Iowa Freight Plan Development
- Oversize / Overweight Permitting, Motor Carrier Permit Fees, Bentley Permit System, and Staggered Registration System for Motor Carriers
- Future Meeting Agenda Items
- Next Meeting

# Proposed Iowa DOT Freight Website



Test site = [http://testiowadot/systems\\_planning/freight\\_planning.html](http://testiowadot/systems_planning/freight_planning.html)

# Iowa's Freight Issues

- Identified 48 Issues
  - Infrastructure
  - Operations
  - Regulations
  - Financial
  - Research and Education
  - Etc
- Selected Top 5 Issues

# Issue Prioritization

## Issues Ranked by Number of Votes

	Issue ID	Issue	Number of Votes		
			Council Members	Ex-Officio Members	Total
<b>Infrastructure</b>	2	Deteriorating infrastructure including rural roads and bridges	4	3	7
<b>Infrastructure</b>	1	Limited intermodal connections	3	3	6
<b>Infrastructure</b>	6	Transload facility study	3	2	5
<b>Regulations</b>	36	Interstate (cross state) coordination of regulations	2	3	5
<b>Financial</b>	39	Transportation funding (i.e. fuel tax increase, etc.)	3	2	5
<b>Operations</b>	17	Congestion / capacity challenges	1	3	4
<b>Operations</b>	24	Shortage of labor for all skilled industries in Iowa and retaining youth in Iowa	3	1	4
<b>Regulations</b>	31	Hours of service	3	1	4
<b>Infrastructure</b>	3	Congestion / capacity challenges	1	2	3
<b>Infrastructure</b>	4	Need more direct water transportation information * Website * Coordinate with federal agencies * Aging locks and dams * Impact on transportation costs	2	1	3
<b>Infrastructure</b>	13	FM (farm to market) roads – local roads direct access	2	1	3
<b>Infrastructure</b>	14	Diesel fuel shortage – upcoming harvest season diversion to the Dakotas for fracking	2	1	3
<b>Operations</b>	22	Get quality drivers / ability to pass tests (drug, etc.)	0	3	3
<b>Operations</b>	23	Lack of quality drivers to pursue that career path - being home at night	1	2	3
<b>Operations</b>	29	Information about when clearing snow / ice and when complete so transport providers can make routing choices	1	2	3
<b>Regulations</b>	37	Make it easier to comply * Education * Information / user friendly * Use ag extension to educate * Turbo tax type of interface to educate on regulations / IEDA example for small businesses	2	1	3



# Value Stream Mapping Report

8/30/2012

Freight Activity at the Iowa DOT

# Why a Value Stream Map?

- VS maps shows a team the flow of both services and information
- It illustrates opportunities across systems that can be tough to see
- Members see the sources of waste to address



# Purpose

- **This Value Stream Mapping Event will raise awareness and knowledge of the who, when, where, why and what impacts the improved movement of freight as viewed through the lens of policy, operations, and regulatory process actions coordinated by the Iowa DOT.**





# Objectives

- ***Increase* awareness & knowledge of the who, when, where, why and what impacts the movement of freight.**
- **Raise awareness & knowledge of freight operations & processes.**
- **Identify waste, redundancies, and inefficiencies in order to become more efficient. Improve how freight is handled.**
- **Identify processes and areas that would benefit from further study.**
- **Be better equipped to finalize a department plan for freight.**
- **Recommend an internal structure for improving freight communication.**



# Value Stream Process Map



# Action Plan

Improvements/ Action Item	Implementation/Communication Plan	Person Responsible	Report Date	Strategic Categories (Policy/Regulatory/Op erational)
<b>A. PLANNING &amp; PROGRAMMING</b>	Establish department's goals and objectives for improving freight movement and communicate it	Craig O./Tammy	10/17/2012	Policy
<b>G. FREIGHT PLANNING</b>	Freight Strategic Plan - to define department's role in moving freight	Craig O./Tammy	10/17/2012	Policy
<b>G. FREIGHT PLANNING</b>	Develop a freight plan with specific goals and objectives	Stu/Craig O./Craig M./Tammy	12/18/2012	Policy
<b>A. DATA (Centralized depository of data/information &amp; Review Data Availability)</b>	Create a Data Committee - related to above item: Responsibilities include accuracy, timeliness, completeness, etc.	Matt/Craig M.	10/17/2012	Operational
<b>B. MAPS (Coordinate all mapping activities)</b>	GIS tracking and mapping of oversize/overweight loads	Matt/Craig M.	10/17/2012	Operational
<b>C. MAPPING &amp; DATA</b>	More collaboration with private data service companies on transportation data and logistics analysis	Matt	10/17/2012	Operational
<b>C. MAPPING &amp; DATA</b>	Single map on restrictions (embargo layer)	Matt	10/17/2012	Operational



# MAP -21 Update

- MAP-21 website
- Interim Guidance
  - State Freight Plans
  - State Freight Advisory Committees

# MAP -21 Website

- Legislation
- Questions and Answers
- Freight Provision Fact Sheets
- Guidance
- Etc

[www.ops.fhwa.dot.gov](http://www.ops.fhwa.dot.gov)

[www.fhwa.dot.gov/map21](http://www.fhwa.dot.gov/map21)

Iowa DOT MAP-21 Website =

[http://www.iowadot.gov/pol leg services/index.htm](http://www.iowadot.gov/pol_leg_services/index.htm)

# Interim Guidance on State Freight Plans Policy and Funding

- Plans can identify freight transportation facilities that are critical to each State's economic growth.
- Plans can also help to guide investments and other policies that will help to achieve the Department's other strategic goals.
- Plans can also identify freight transportation facilities that are critical to export movements.
- U.S. DOT intends to rely significantly on state freight plans to develop the National Freight Strategic Plan.
- No funding specifically associated with State Freight Plans.
- All public comments must be received by November 15, 2012.

# Interim Guidance on State Freight Plans

## Contents / Elements

- An identification of significant freight system trends, needs, and issues;
- A description of the freight policies, strategies, and performance measures that will guide the freight-related transportation investment decisions;
- A description of how the plan will improve the ability of the State to meet the national freight goals;

# Interim Guidance on State Freight Plans

## Contents / Elements

- Evidence of consideration of innovative technologies and operational strategies that improve the safety and efficiency of freight movement;
- A description of improvements that may be required to reduce or impede the deterioration on routes which travel by heavy vehicles is projected to substantially deteriorate the condition of roadways; and
- An inventory of facilities with freight mobility issues, such as truck bottlenecks, and a description of the strategies the State is employing to address those issues.



# Interim Guidance on State Freight Plans Structure

- 1. Strategic Goals**
- 2. The Economic Context of Freight Transportation Planning**
- 3. Freight Policies, Strategies, and Institutions**
- 4. State Freight Transportation Assets**
- 5. The Conditions and Performance of the State's Freight Transportation System**
- 6. Freight Forecast**

# Interim Guidance on State Freight Plans Structure

- 7. Overview of Trends, Needs, and Issues**
- 8. Strengths and Problems of the State's Freight Transportation System**
- 9. The State's Decision-Making Process**
- 10. The State's Freight Improvement Strategy**
- 11. Implementation Plan**

# Interim Guidance on State Freight Plans Structure

## 1. Strategic Goals

- **Must include** a description of how the plan will improve the ability of the State to meet the national freight goals

# Interim Guidance on State Freight Plans

## National Freight Policy Goals

- Improving the contribution of the freight transportation system to economic efficiency, productivity, and competitiveness;
- Reducing congestion on the freight transportation system;
- Improving the safety, security, and resilience of the freight transportation system;
- Improving the state of good repair of the freight transportation system;
- Using advanced technology, performance management, innovation, competition, and accountability in operating and maintaining the freight transportation system;
- Reducing adverse environmental and community impacts of the freight transportation system.

# Interim Guidance on State Freight Plans Structure

## 2. The Economic Context of Freight Transportation Planning

- Recommends including a discussion of the role that freight transportation plays in the State's overall economy
  - Identify most important industries
  - Identify supply chains that are critical

# Interim Guidance on State Freight Plans Structure

## 3. Freight Policies, Strategies, and Institutions

- **Must include** a discussion of the State's freight policies and strategies that will guide the freight-related transportation investment decisions
- Recommends a discussion on how these freight policies and strategies will guide the broader freight improvement strategy of the State, including operational strategies and policy changes

# Interim Guidance on State Freight Plans

## 3. Freight Policies, Strategies, and Institutions

### Additional Recommendations

- Include the State's grant and loan programs that are available to pay for freight-related transportation infrastructure;
- Identify the State's freight-related institutions such as the State DOT, port authorities, toll roads, and bridge and tunnel authorities;
- Explain the structures and funding mechanisms for such authorities;
- Identify private transportation infrastructure owners;
- Identify statutory and constitutional constraints on freight-related investments and policies;
- Discuss regional freight planning activities; and
- Set out the State's priorities in freight transportation infrastructure development.

# Interim Guidance on State Freight Plans Structure

## 4. State Freight Transportation Assets

- **Must include** an inventory of facilities with freight mobility issues

## 5. The Conditions and Performance of the State's Freight Transportation System

- **Must include** performance measures that will guide the freight-related investment decisions
  - Identify bottlenecks in the system
  - One measure of condition or performance for each goal
  - Reflect outcomes directly important to users and general public (reduction in crashes, reduction in delay and congestion)
  - Avoid measure not directly important (miles of track, number of bridges inspected)



# Interim Guidance on State Freight Plans Structure

## 6. Freight Forecasts

- Recommends that State Freight Plans include a 20-year forecast of freight transportation demands
  - By mode and commodity
  - Into, out of, within and through

## 7. Overview of Trends, Needs, and Issues

- **Must identify** significant freight system trends, needs and issues

# Interim Guidance on State Freight Plans Structure

## 8. Strengths and Problems of the State's Freight Transportation System

- Recommends including an analysis of the strengths of the State's freight system that it wishes to preserve and the problems it wishes to solve

## 9. The State's Decision-Making Process

- Recommends including a discussion of the State's decision making process on freight transportation improvements including
  - Outreach of stakeholders
  - How the State prioritized the various strategies, projects and policies
  - Encourages States to conduct economic analysis

# Interim Guidance on State Freight Plans Structure

## 10. The State's Freight Improvement Strategy

- **Must include** a description of the strategies the State is employing to address freight mobility issues
  - Recommends improvements be ranked in order of priority

## 11. Implementation Plan

- Recommends including a comprehensive implementation plan
  - Show both short-term and long-term strategies
  - Include approximate time schedule for each improvement

# Interim Guidance on State Freight Planning Process

- Recommends using collaborative process for freight planning
- Strongly encourages establishing a State Freight Advisory Committee to facilitate this collaboration

# Interim Guidance on State Freight Planning Process

## State Freight Advisory Committees Representatives

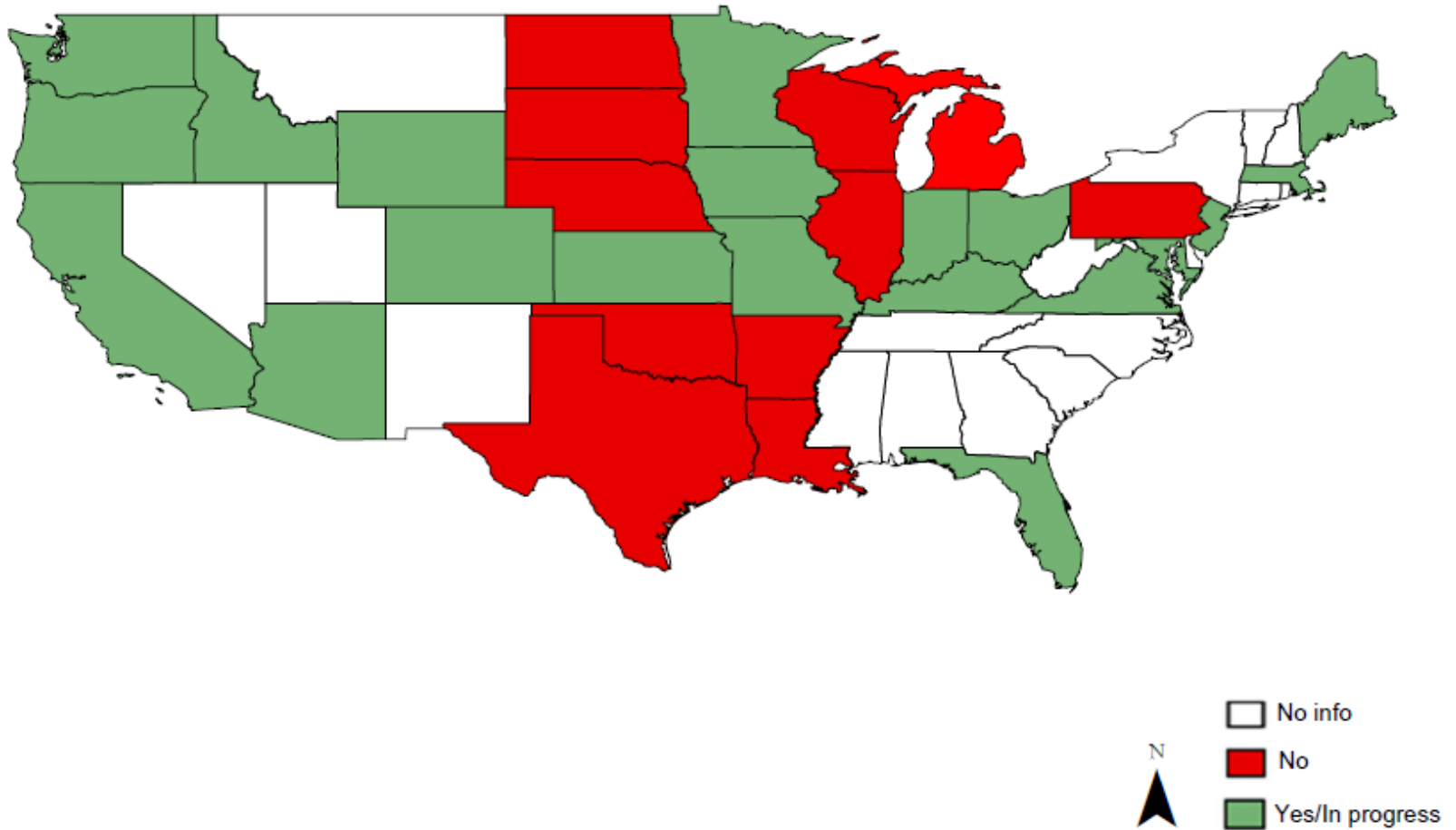
- State DOT's;
- Metropolitan planning organizations, councils of government, regional councils, and other regional and planning organizations;
- Local and tribal governments;
- Independent transportation authorities, such as seaport and airport authorities, toll highway authorities, and bridge and tunnel authorities;
- Private infrastructure owners, such as railroads and pipelines;
- Carriers, including carriers operating on their own infrastructure and carriers operating on publicly-owned infrastructure;
- Shippers and freight forwarders;
- Freight-related associations;
- Organizations representing the freight industry workforce;
- Environmental, safety, and community organizations; and
- Independent transportation experts, including academic specialists and consultants.

# Interim Guidance on State Freight Planning Process State Freight Advisory Committees Roles

- Advising the State on freight-related priorities, issues, projects, and funding needs;
- Serving as a forum for discussion of State decisions affecting freight transportation;
- Communicating and coordinating regional priorities with other organizations;
- Promoting the sharing of information between the private and public sectors on freight issues; and
- Participating in the development of the State's Freight Plan.

# Other State Freight Plans

States with Freight Plans/Studies



# Other State Freight Plan Contents

## Summary of Other State Plans

### **Most State Plans Include These Contents**

- Vision / Goals
- Infrastructure size and condition
- Freight movement and flows
- Trends and issues
- Strategies / initiatives / actions
- Performance measures

### **Other Ideas**

- Facility identification (Kentucky, New Jersey)
- Freight investment scenarios (Massachusetts)
- Impact of freight on the state economy (Missouri, Oregon)
- Identification of gaps and needs (Indiana)
- Identification of critical infrastructure (Wyoming)



# Other State Freight Plan Contents

## FHWA's Statewide Freight Plan Template

- Executive Summary
- State Freight Characteristics
- Modal Infrastructure and Traffic Profiles
- Safety
- Security
- Congestion Management
- Land Use
- Environmental Considerations
- Freight Programs & Coordination
- Capital Plans and Programs
- Funding
- Performance Objectives and Measures
- Future Freight Transportation Planning
- Recommendation/Implementation of the Plan
- Conclusion

# Other State Freight Plan Contents

## MAP-21's National Freight Strategic Plan

- An assessment of the condition and performance of the national freight network
- An identification of highway bottlenecks on the national freight network that create significant freight congestion problems
- Forecasts of freight volumes for the 20-year period
- An identification of major trade gateways and national freight corridors that connect major population centers, trade gateways, and other major freight generators for current and forecasted traffic and freight volumes
- An assessment of statutory, regulatory, technological, institutional, financial, and other barriers to improved freight transportation performance
- An identification of routes providing access to energy exploration, development, installation, or production areas
- Best practices for improving the performance of the national freight network
- Best practices to mitigate the impacts of freight movement on communities
- A process for addressing multistate projects and encouraging jurisdictions to collaborate
- Strategies to improve freight intermodal connectivity

# Other State Freight Plan Contents

## MAP-21 Interim Guidance

- An identification of significant freight system trends, needs, and issues
- A description of the freight policies, strategies, and performance measures that will guide the freight-related transportation investment decisions
- A description of how the plan will improve the ability of the State to meet the national freight goals

# Interim Guidance on State Freight Plans

## MAP-21 Interim Guidance

- Evidence of consideration of innovative technologies and operational strategies that improve the safety and efficiency of freight movement;
- A description of improvements that may be required to reduce or impede the deterioration on routes which travel by heavy vehicles is projected to substantially deteriorate the condition of roadways; and
- An inventory of facilities with freight mobility issues, such as truck bottlenecks, and a description of the strategies the State is employing to address those issues.

# Other State Freight Plan Policy /Goals Summary

## **Typical State Policy / Goals**

- Safety and security
- Economy / economic development
- Environment / energy
- Freight operations / mobility / efficiency

## **Other Ideas**

- Preservation
- Reliability
- Connectivity
- Sustainability

# Other State Freight Plan Policy /Goals

## MAP-21 National Freight Policy -- Goals

- To invest in infrastructure improvements and to implement operational improvements that
- Strengthen the contribution of the national freight network to the economic competitiveness of the United States
- Reduce congestion
- Increase productivity, particularly for domestic industries and businesses that create high-value jobs
- To improve the safety, security, and resilience of freight transportation
- To improve the state of good repair of the national freight network
- To use advanced technology to improve the safety and efficiency of the national freight network
- To incorporate concepts of performance, innovation, competition, and accountability into the operation and maintenance of the national freight network
- To improve the economic efficiency of the national freight network
- To reduce the environmental impacts of freight movement on the national freight network

# Other State Freight Plan Policy /Goals

## MAP-21 Statewide Planning Factors

- Support the economic vitality of the United States, the states, nonmetropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes throughout the state, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

# Other State Freight Plan Policy /Goals

## Iowa in Motion Planning Ahead 2040

Guiding Principle = Safely moving people and goods through investments that strengthen our economic vitality

### Goals

- Safety – to make Iowa a safer place to travel
- Efficiency – to make the best use of resources
- Quality of Life – to make Iowa a better place to live, work and travel



# Other State Freight Plan Policy /Goals

## Interim guidance

- **Improving the contribution** of the freight transportation system to economic efficiency, productivity, and competitiveness;
- **Reducing congestion** on the freight transportation system;
- **Improving the safety, security, and resilience** of the freight transportation system;
- **Improving the state of good repair** of the freight transportation system;
- **Using advanced technology, performance management, innovation, competition, and accountability** in operating and maintaining the freight transportation system;
- **Reducing adverse environmental and community impacts** of the freight transportation system.

Additional Policy / Goals?

# Iowa State Freight Plan

How would you like to be involved?

# Next Meeting

Future Meeting Agenda Items

Next Meeting

--date

--time

--place

# Thank you!