Iowa State Freight Plan

Freight Advisory Council
June 3, 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

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<td>$563,313</td>
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**Tonnage (millions of tons)**

**Value ($ millions)**
Inventory
existing assets

- Roadways: 114,383 miles (72%)
- Railroads: 3,825 miles (2%)
- Pipeline: 41,410 miles (<1%)
- 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

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Pages 118 – 124, 129 – 133, and 139 – 142 of the document
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
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
Iowa State Freight Plan compared to other state freight plans

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<th>Iowa State Freight Plan Content</th>
<th>IA</th>
<th>FL*</th>
<th>LA*</th>
<th>MI</th>
<th>MS*</th>
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*consultant-led effort
Next steps

- Public input meeting on June 8th
  Greater Des Moines Botanical Center (DuPont East Room)
  909 Robert D. Ray Drive
  Des Moines, IA

- Online public input period through June 15th
  www.iowadot.gov/iowainmotion/freight.html

- Inform freight components of the state long-range transportation plan
Questions

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samuel.hiscocks@dot.iowa.gov