

Iowa State Freight Plan

Freight Advisory Council

June 3, 2016



Outline

- Background
- Objectives
- Input
- Other state freight plans
- Next steps



IOWA STATE FREIGHT PLAN



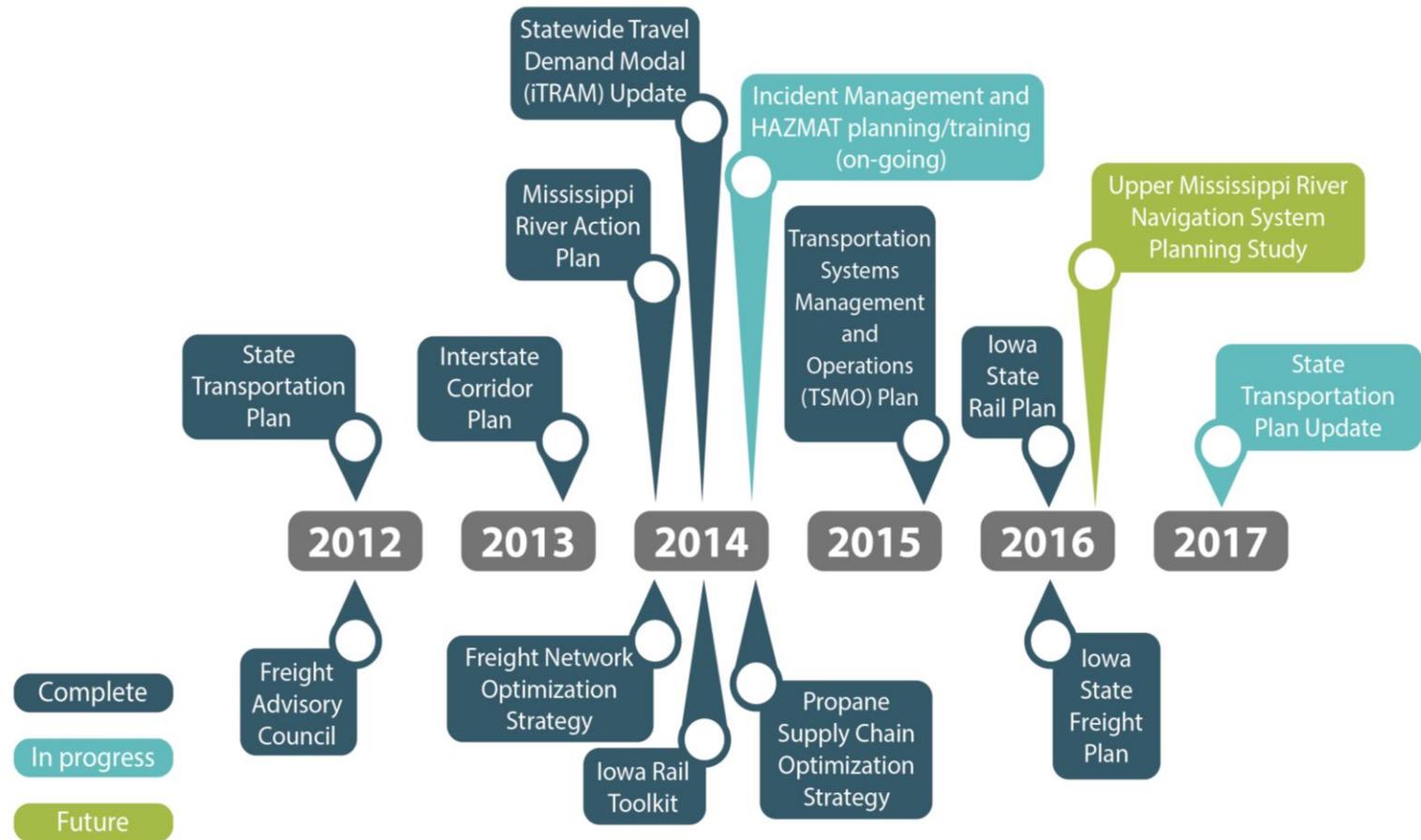
IOWA DOT
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Compliance with transportation legislation

- 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

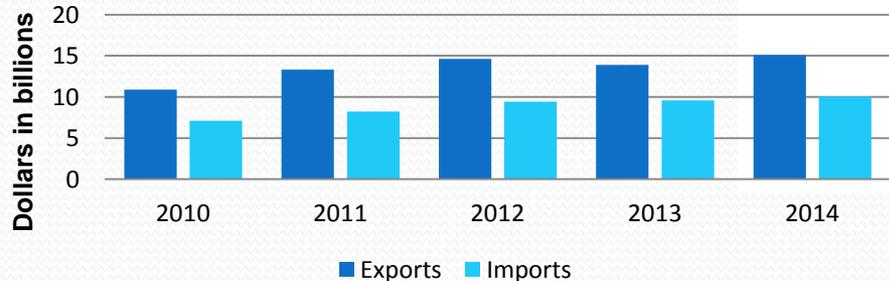
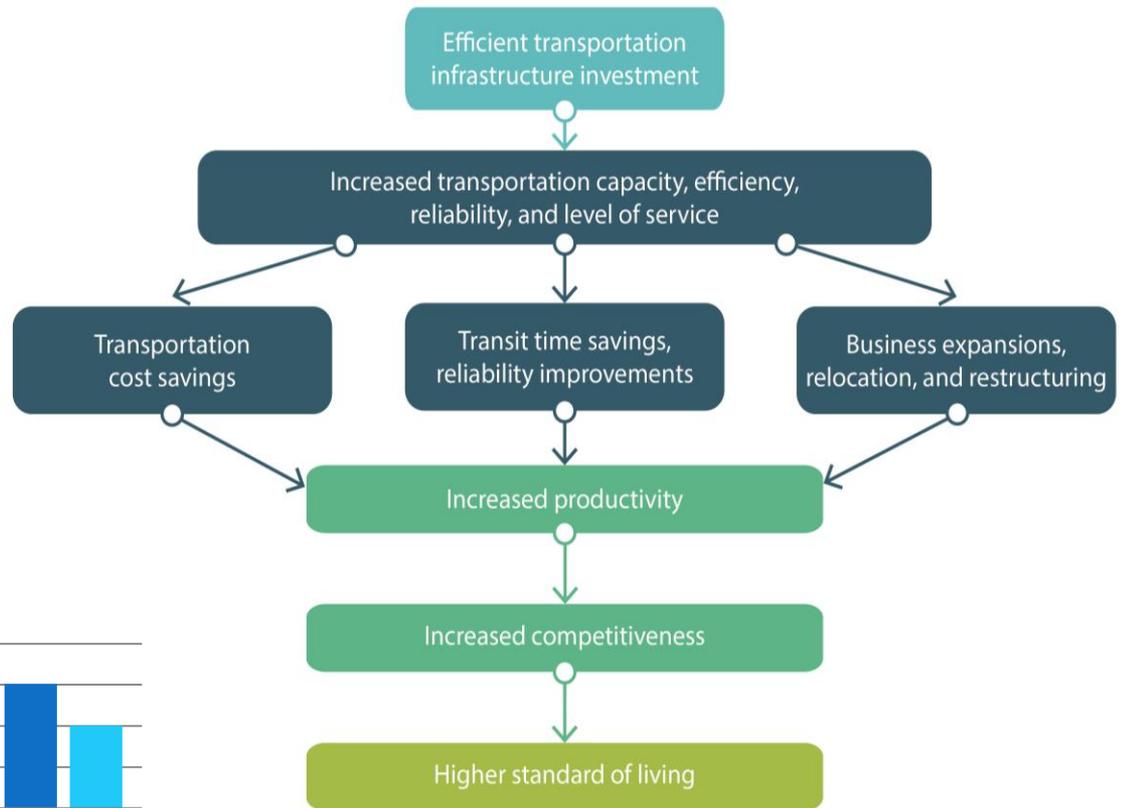
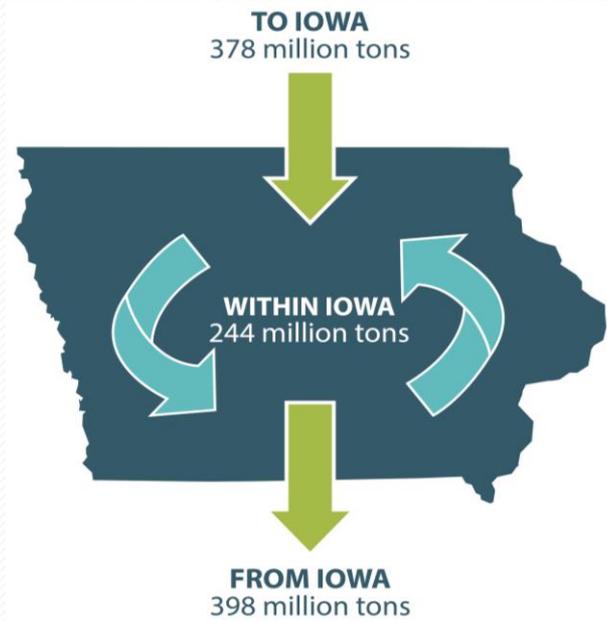
- Identify strategic goals
- Identify and document the economic importance of freight
- Document freight trends and issues
- Present freight-related forecasts
- Inventory existing assets
- Describe conditions of the system and develop performance measures
- Identify the State's decision making process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



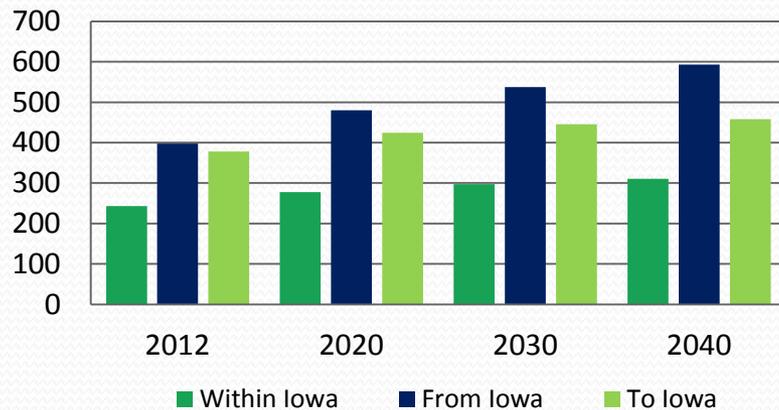
Document

freight trends and issues

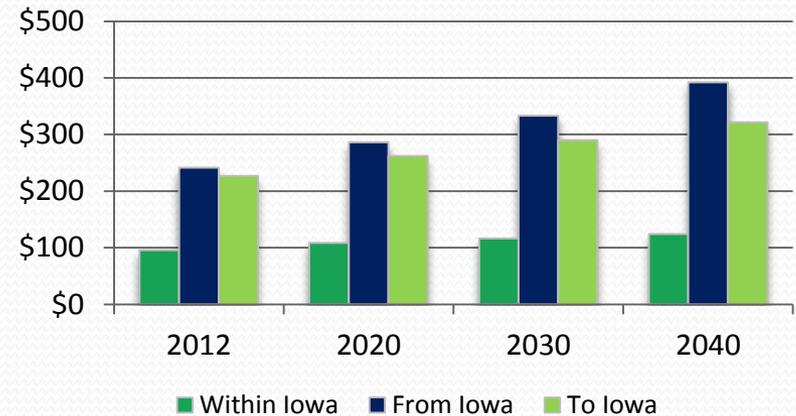
- What we heard
 - Funding for all modes of freight transportation is a constant obstacle.
 - Freight industries want reliable transportation above all else.
 - There is a need for more intermodal connections.
 - Heavy truck traffic on I-80 in eastern Iowa is a concern.
 - The nation's locks and dams 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)



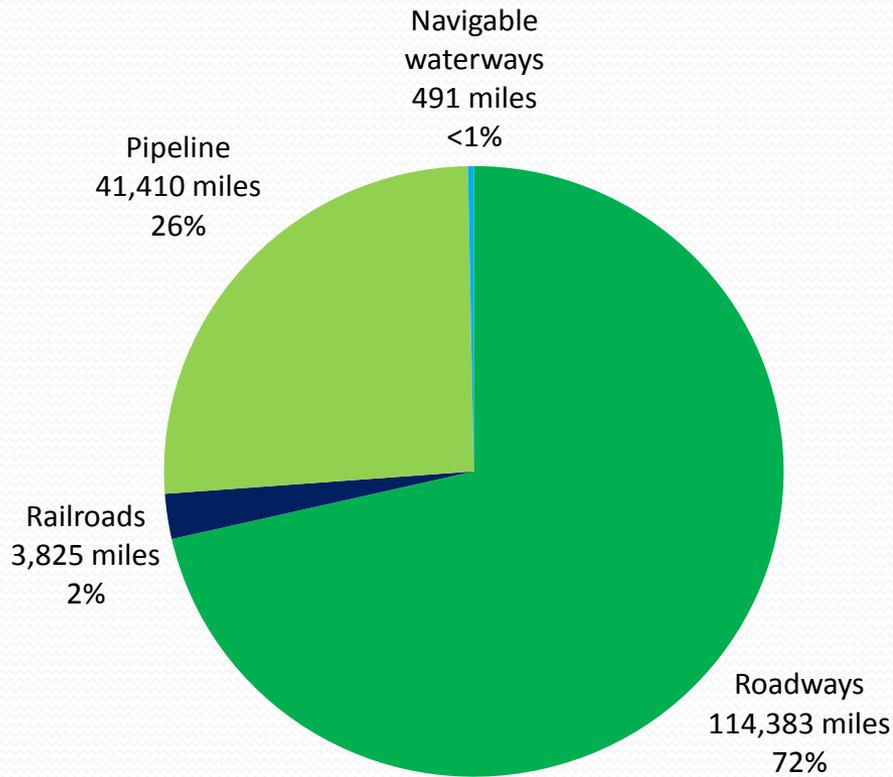
Value
(\$ millions)



	2012	2040	% change
Total	1018.1	1361.3	33.7
Truck	818.8	1083.9	32.4
Rail	97.3	123.1	26.5
Pipeline	77.0	103.0	33.7
Multiple modes and mail	18.6	37.3	100.8
Water	6.2	13.7	119.8
Air (include truck-air)	0.1	0.2	163.9
Other and unknown	0.0	0.1	271.7

	2012	2040	% change
Total	\$563,313	\$838,457	48.8
Truck	\$453,296	\$643,508	42.0
Multiple modes and mail	\$45,329	\$79,719	75.9
Rail	\$36,680	\$58,971	60.8
Pipeline	\$18,985	\$25,147	32.5
Water	\$5,230	\$16,648	218.3
Air (include truck-air)	\$3,595	\$13,574	277.6
Other and unknown	\$198	\$890	348.6

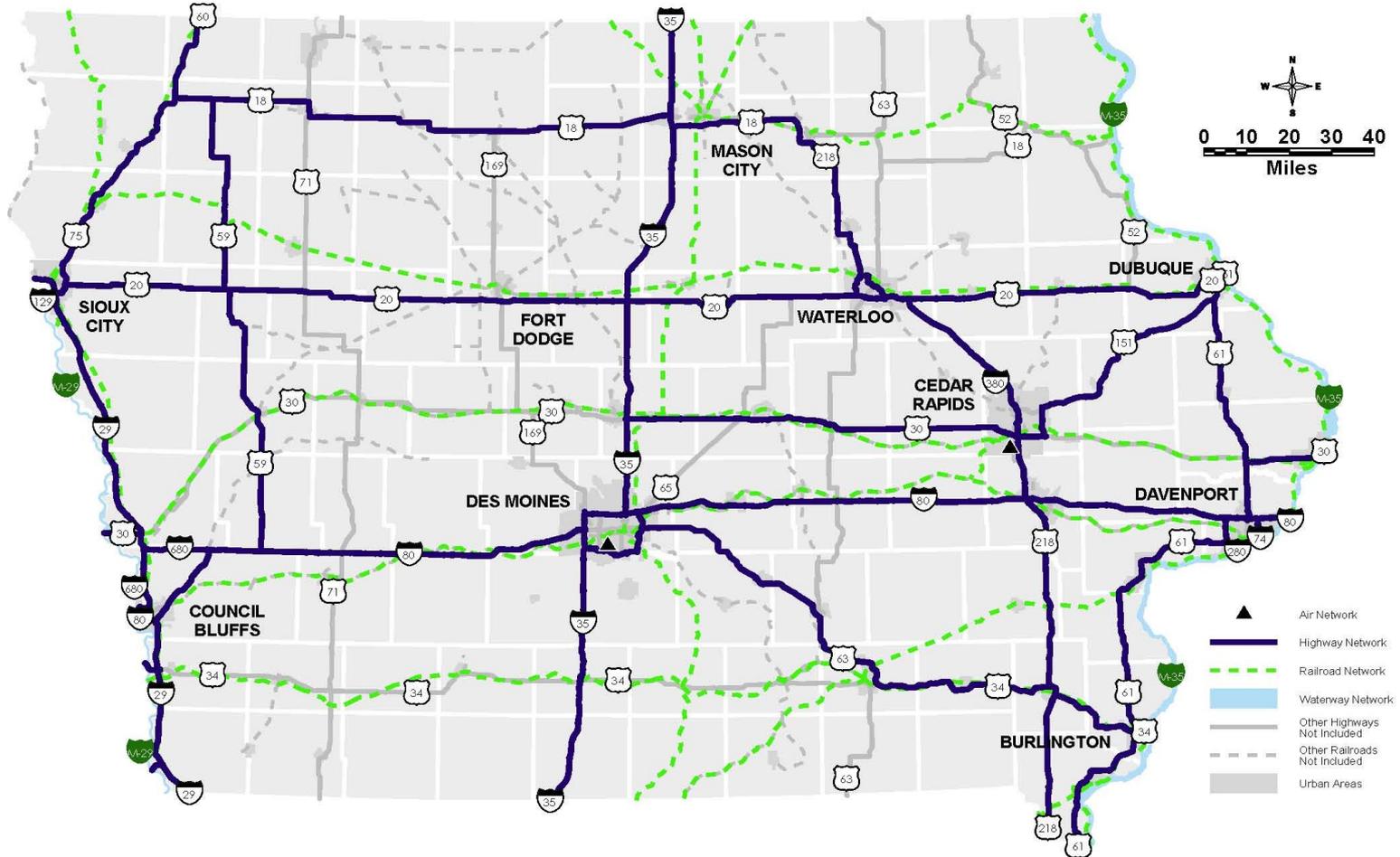
Inventory existing assets



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



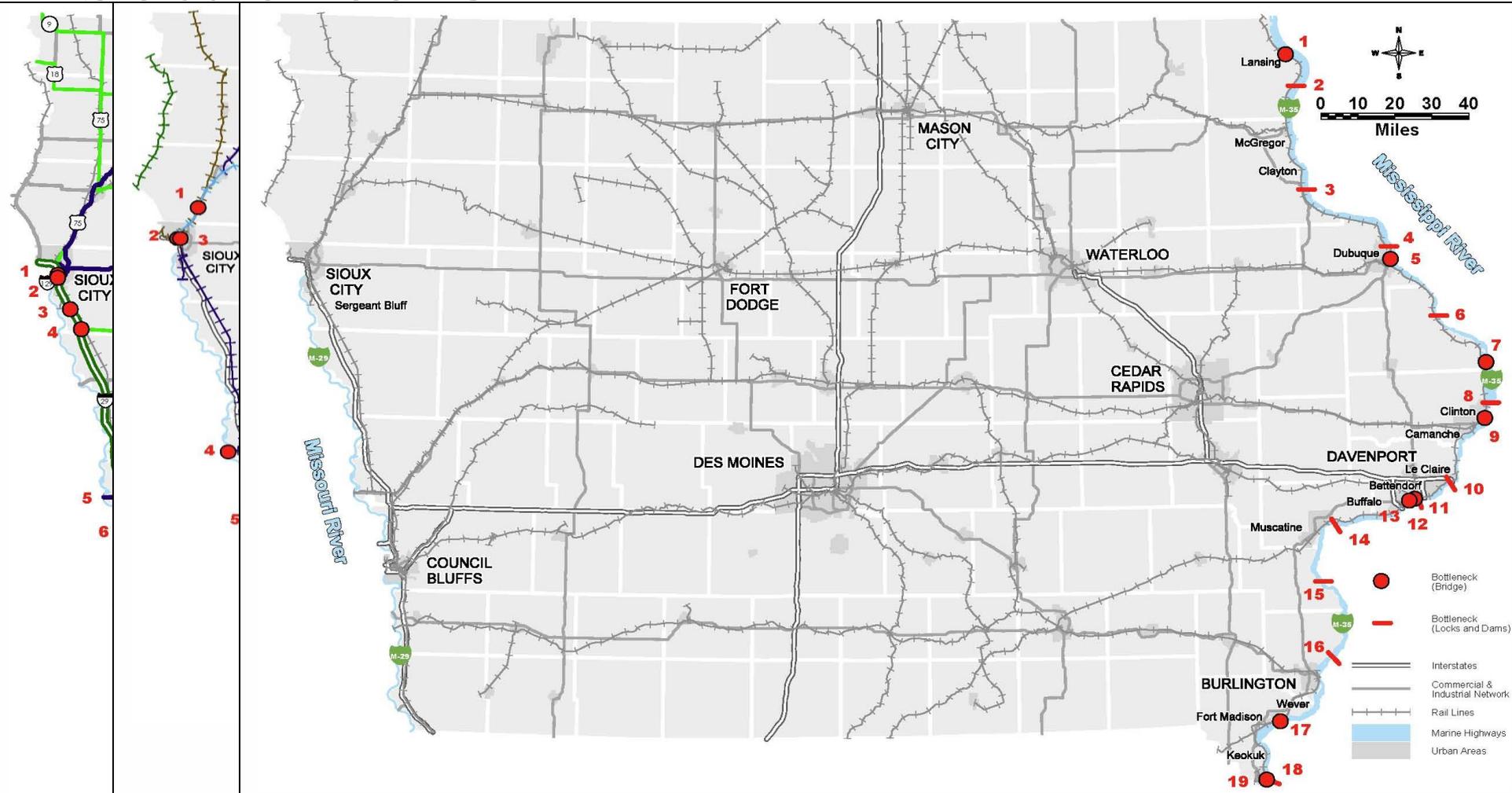


Describe

conditions of the system

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

Identify bottlenecks



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

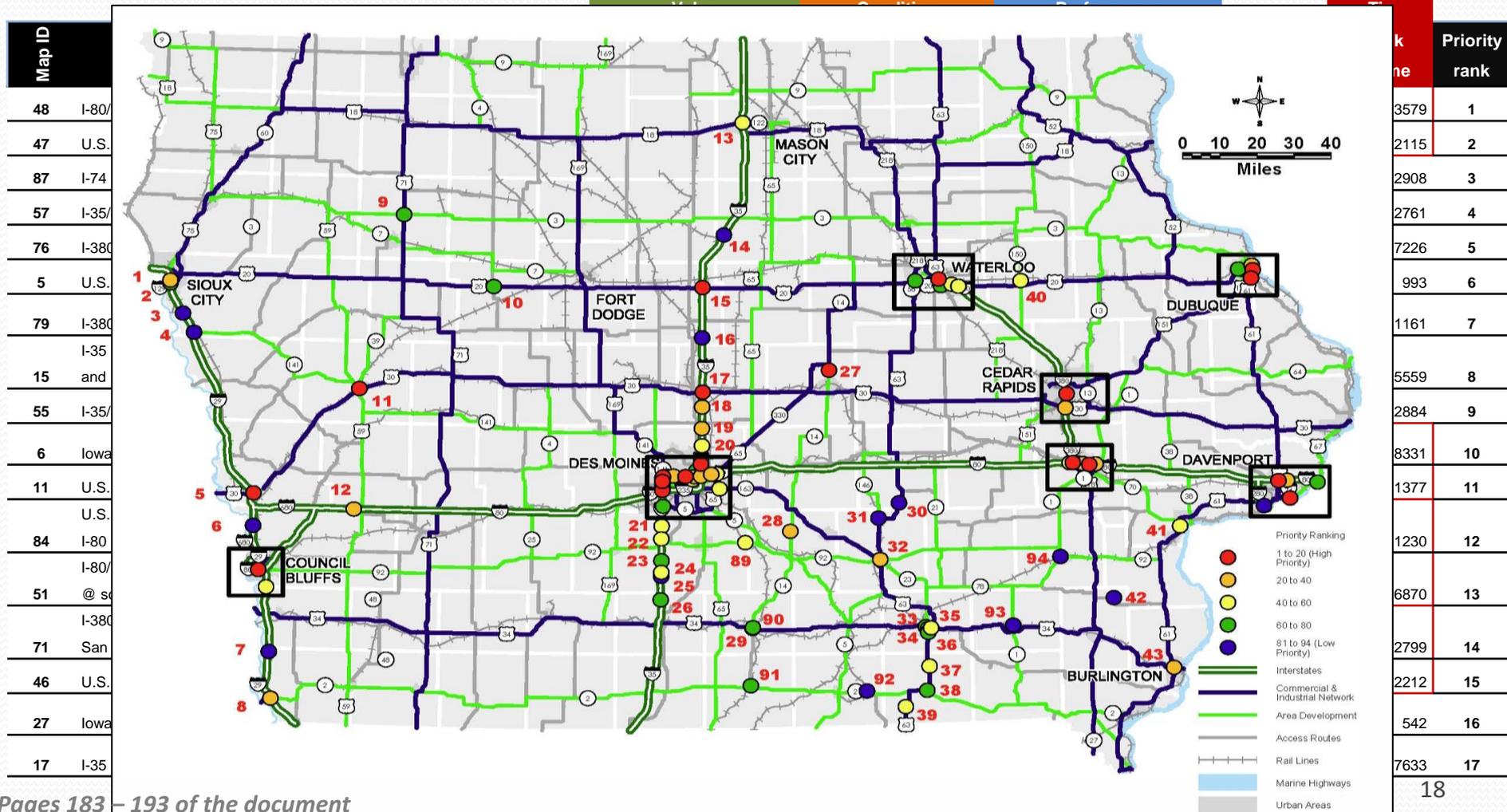
- Strategies
 - Multimodal
 - Freight Advisory Council
 - Internal discussions
- Improvements
 - Air (Des Moines International and Eastern Iowa Airports)
 - Highway (Value, Condition, and Performance matrix)
 - Railroad (Iowa railroad companies)
 - Waterway (U.S. Army Corps. of Engineers)

Top 5 priority

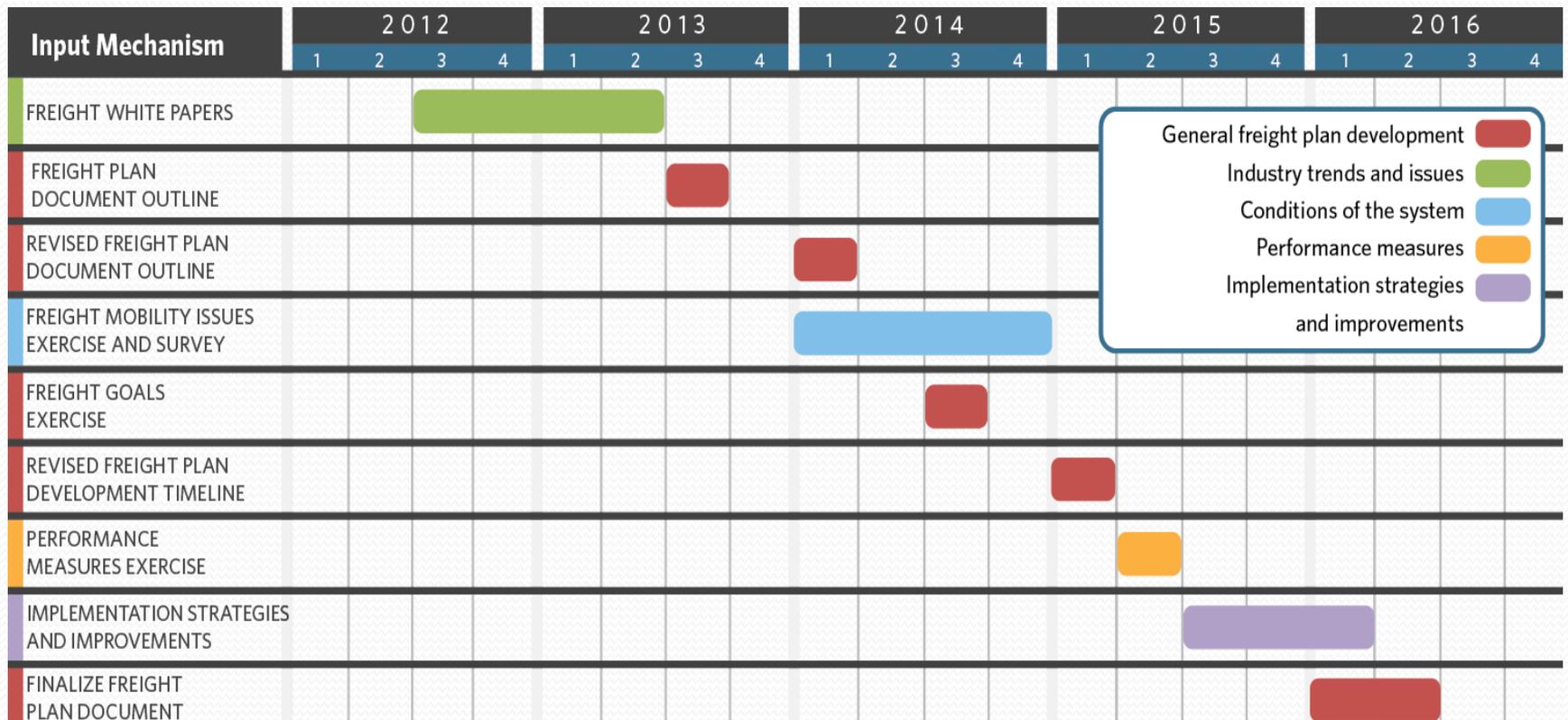
freight strategies

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



Iowa State Freight Plan compared to other state freight plans

Iowa State Freight Plan Content	IA	FL*	LA*	MI	MS*	MO*	PA*	SC*	UT*	WA	WY*
Plan development driven by FAC and designated stakeholder committees	Green	Green	Green	Light Green	Green	Green	Green	Green	Green	Green	Green
Detailed relationship between elements of planning/programming process	Green	Green	Green	Green	Green	Green	Green	Green	Light Green	Green	Green
Identification/description of major supply chains in the state	Green	Green	Green	Green	Light Green	Light Green	Green	Green	Light Green	Green	Green
Detailed FAC-identified freight issues and solutions	Green	Green	Green	Light Green	Light Green	Green	Green	Green	Light Green	Light Green	Green
Detailed asset inventory and condition summaries for each mode	Green	Green	Green	Green	Light Green	Green	Green	Green	Green	Green	Green
State-designated multimodal freight network	Green	Green	Green	Light Green	Green	Green	Light Green	Green	Green	Green	Light Green
Multi-tool highway condition evaluation	Green	Light Green	Green	Light Green							
OSOW utilization/permitting evaluation	Green	Light Green	Green	Green	Light Green	Light Green	Green	Light Green	Light Green	Light Green	Green
Freight-specific highway crash analysis	Green	Light Green	Green	Green	Green	Green	Green	Light Green	Light Green	Light Green	Green
Multimodal bottlenecks identification and analysis	Green	Green	Green	Light Green	Light Green	Green	Light Green	Light Green	Light Green	Green	Light Green
Multimodal freight strategies prioritized by stakeholders	Green	Green	Green	Light Green	Light Green	Green	Green	Green	Light Green	Green	Green
Multi-factor highway improvement identification and prioritization	Green	Green	Green	Light Green	Green	Green	Green	Green	Green	Green	Green
Multimodal freight improvements	Green	Green	Green	Green	Light Green	Green	Light Green	Light Green	Light Green	Green	Light Green

*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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