Iowa State Freight Plan
FAST ACT UPDATE

Freight Advisory Council
June 2, 2017
Outline

- Background
- Objectives
- FAST Act updates
- Input
- Other state freight plans
- Current status
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
- Identify critical freight networks
- Describe conditions of the system and develop performance measures
- Identify the State’s decision making process
- Present freight strategies and improvements
- Develop a freight investment plan
Identify strategic goals

National Freight Goals

1. To identify and invest in infrastructure improvements, policies, and operational innovations
2. To improve the safety, security, efficiency, and resiliency of multimodal freight transportation
3. To achieve, maintain, and improve the state of good repair
4. To use innovation and advanced technology to improve the safety, efficiency, and reliability
5. To improve the economic efficiency and productivity
6. To improve the reliability of freight transportation
7. To improve the short- and long-distance movement of goods
8. To improve the flexibility of states to support multi-state corridor planning and the creation of multi-State organizations to increase the ability of states to address multimodal freight connectivity
9. To reduce the adverse environmental impacts of freight movement
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

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<tr>
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<th>2012 (millions of tons)</th>
<th>2020</th>
<th>2030</th>
<th>2040</th>
<th>% change</th>
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### Value

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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
National Freight Networks

- National Highway Freight Network
  - Primary Highway Freight System
  - Designate Critical Urban Freight Corridors
  - Designate Critical Rural Freight Corridors
  - Remainder of the Interstate system

- National Multimodal Freight Network
National Highway
Freight Network

[Map of National Highway Freight Network with cities and highways marked]
National Highway Freight Network
National 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
National Highway
Freight Program

- Dedicated freight funding allocated to each state
- Iowa NHFP funding ($13 million - $18 million per year through 2020)
- At least 90% of allocated funding must be spent on the National Highway Freight System
- Up to 10% funding may be used on freight intermodal and/or freight rail projects
- Must document where the state will spend NHFP funding in a freight investment plan
Develop

Freight Investment Plan

- NHFP funding ($13 million - $18 million per year through 2020)

- 90% of allocated funding
  - VCAP #1 – Interstate System (Council Bluffs, Pottawattamie County)
  - VCAP #3 – I-74 bridge replacement (Davenport, Scott County)
  - VCAP #7 – I-80/I-380 interchange (Iowa City, Johnson County)

- 10% flexible funding
  - Linking Iowa’s Freight Transportation System (LIFTS) program
  - Competitive grant program
Stakeholder and public engagement

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<td>Freight White Papers</td>
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<td>Freight Plan Document Outline</td>
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<td>Revised Freight Plan Document Outline</td>
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<td>Freight Mobility Issues Exercise and Survey</td>
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<td>Freight Goals Exercise</td>
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<td>Performance Measures Exercise</td>
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Legend:
- 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
- June 2, 2017

**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 Periods**
- May 2, 2016 to June 15, 2016
- TBD

**Public Input Meeting (1 meeting)**
- June 8, 2016

**CUFC Recommendations (targeted 1 group)**
- MPOs
Iowa State Freight Plan compared to other state freight plans

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<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>
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<td>Plan development driven by FAC and designated stakeholder committees</td>
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<td>Detailed relationship between elements of planning/programming process</td>
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*consultant-led effort
Questions

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samuel.hiscocks@iowadot.us

State Freight Plan website
www.iowadot.gov/iowainmotion/freight.html