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

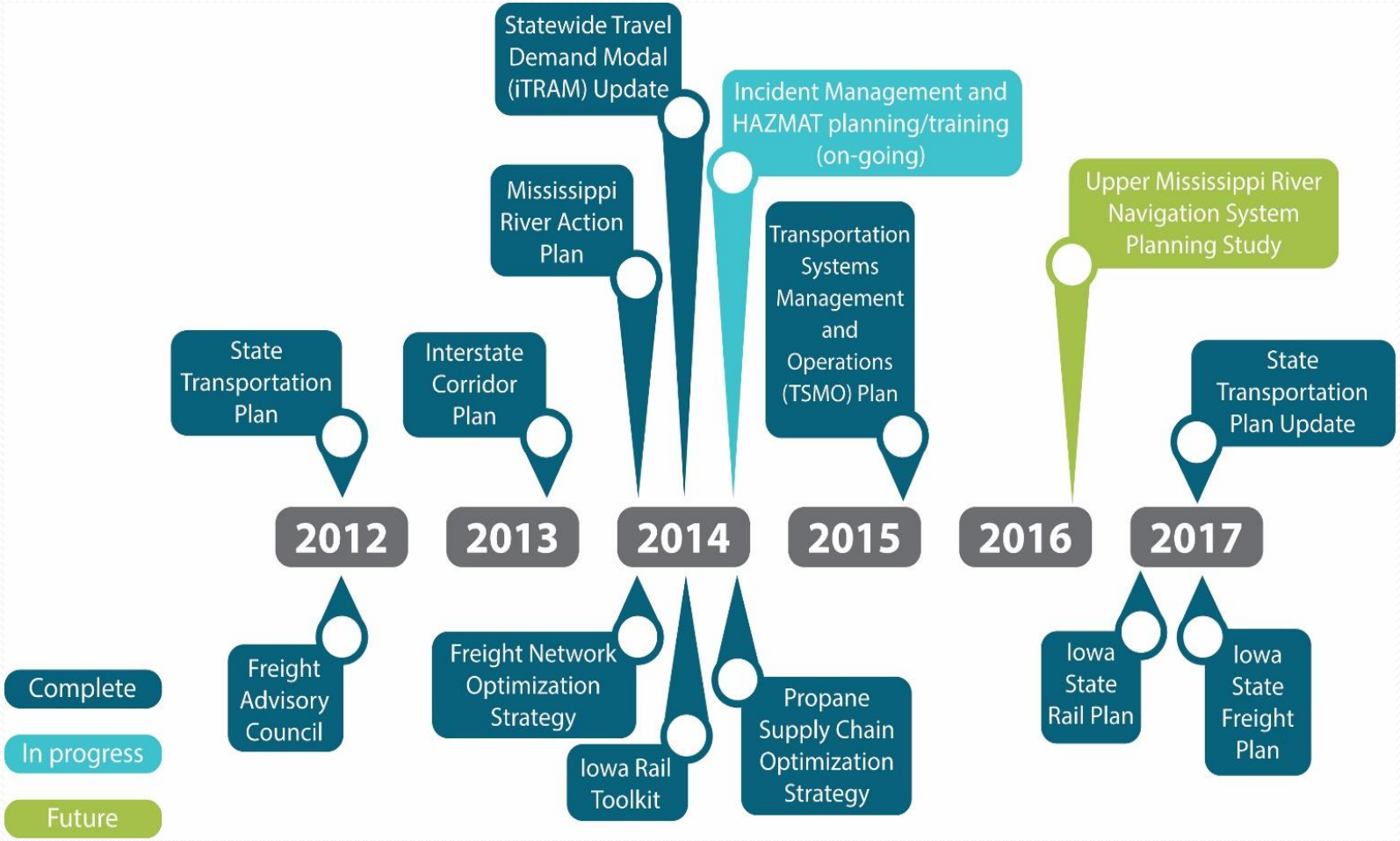
Compliance with transportation legislation

- 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

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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

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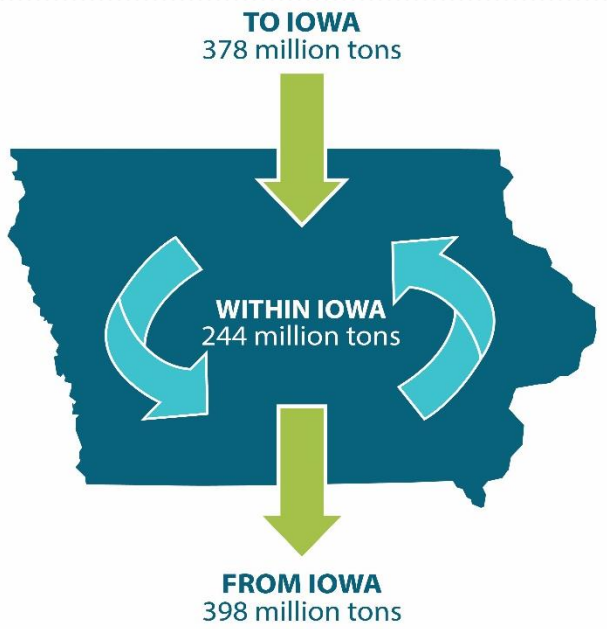
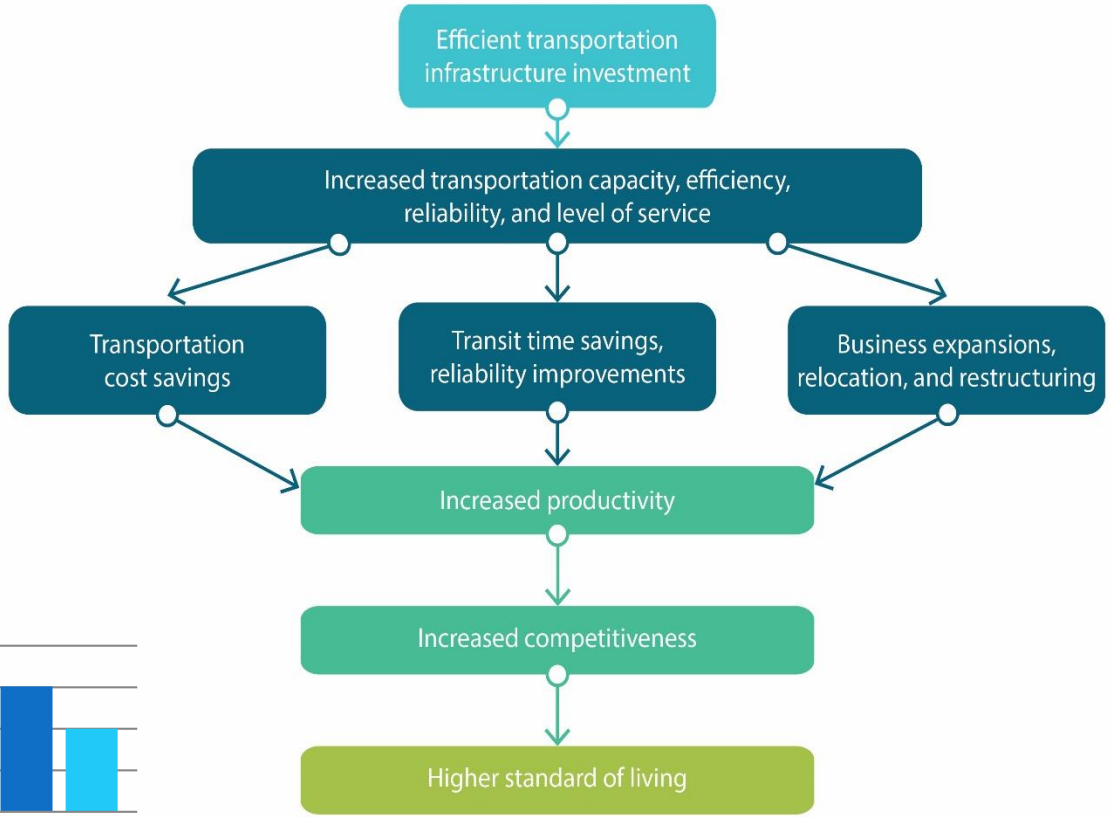
Identify and document the economic importance of freight





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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.

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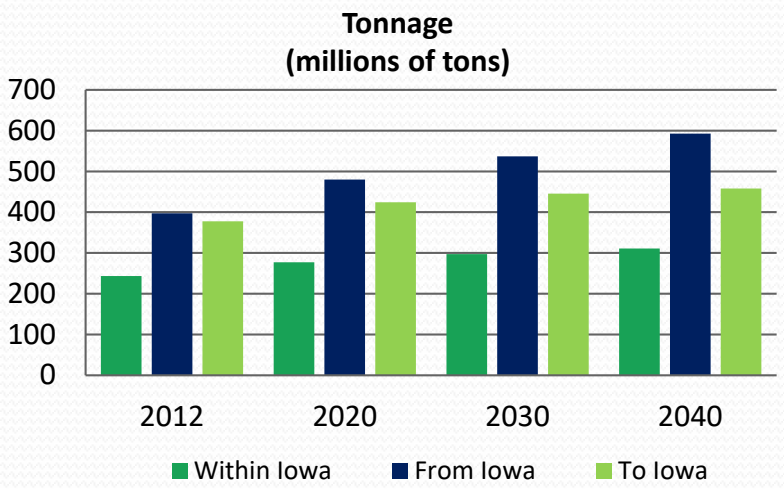
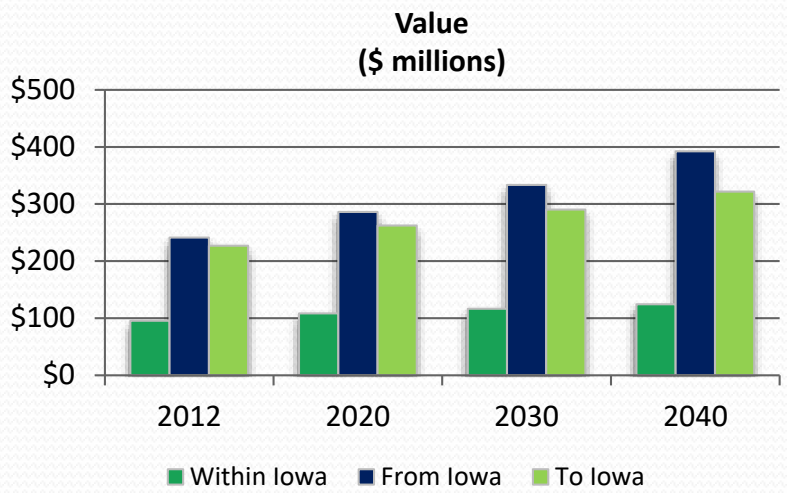
Present

freight-related forecasts





	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

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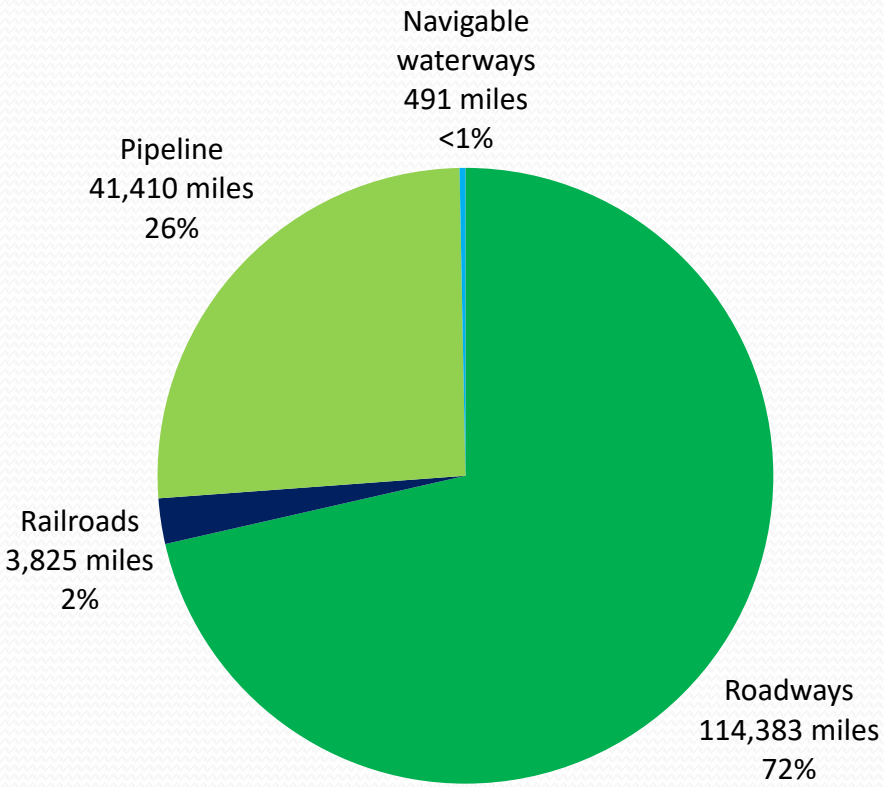
Inventory
existing assets



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

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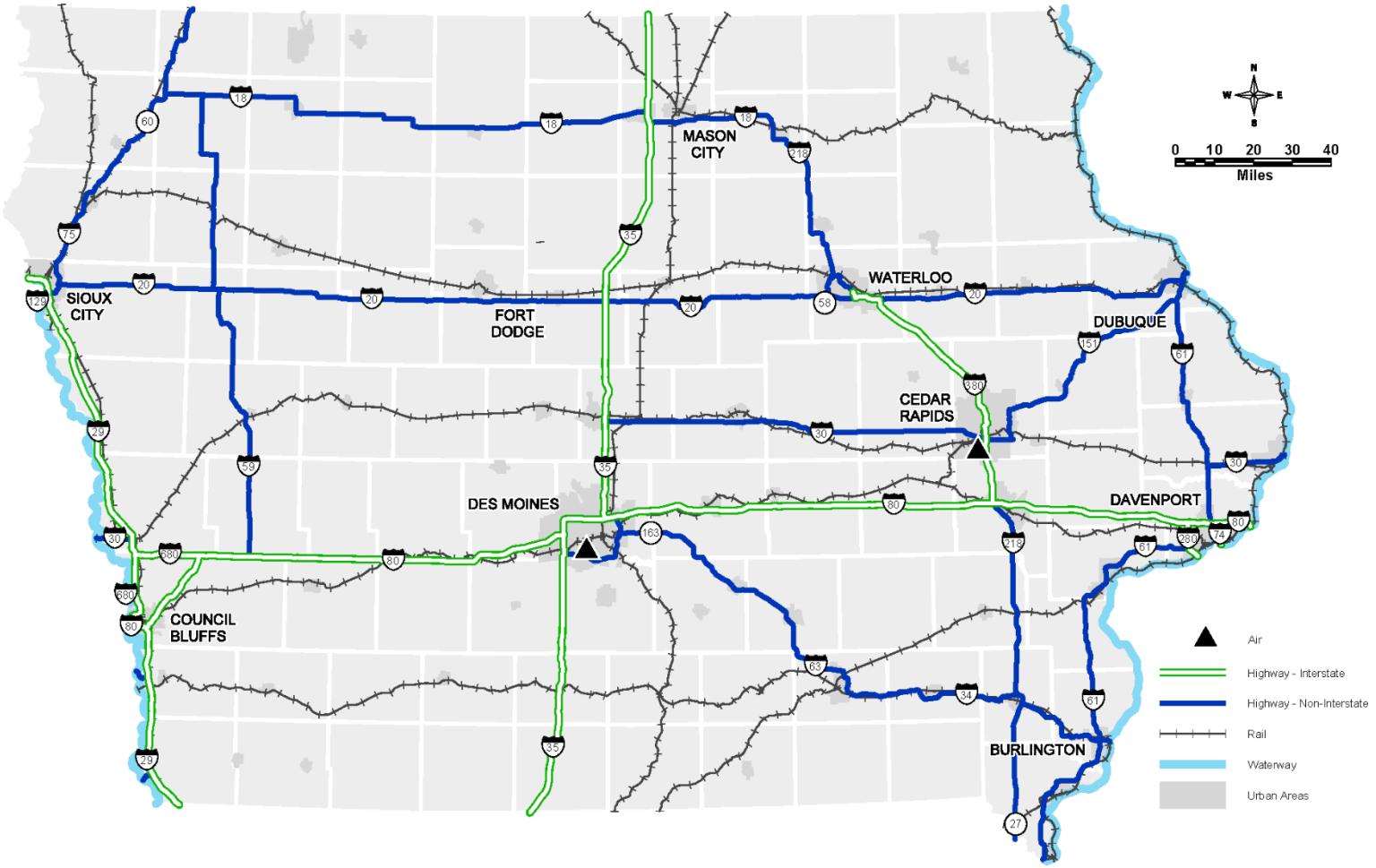
Iowa Multimodal

Freight Network



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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

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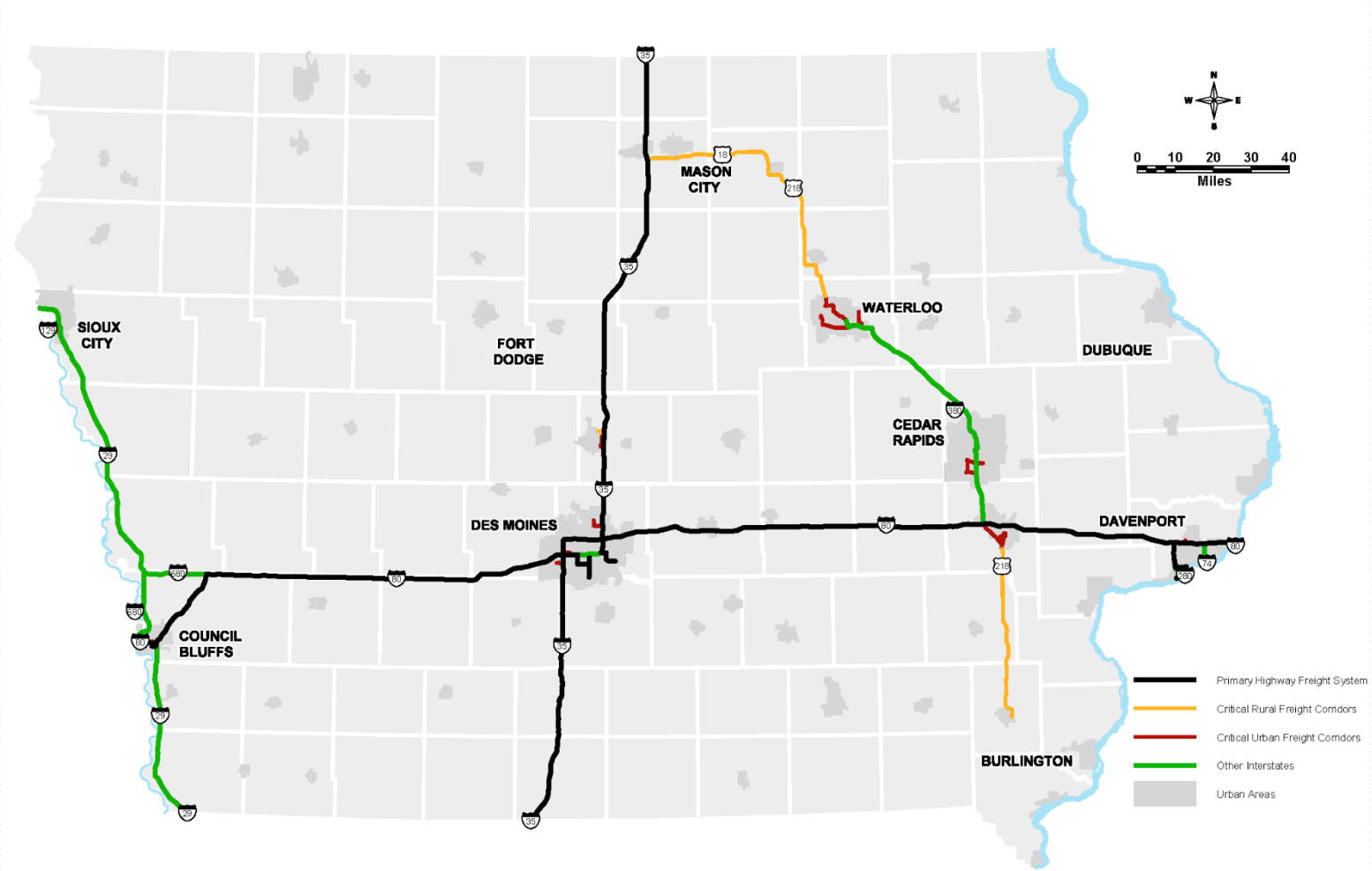
National Highway

Freight Network



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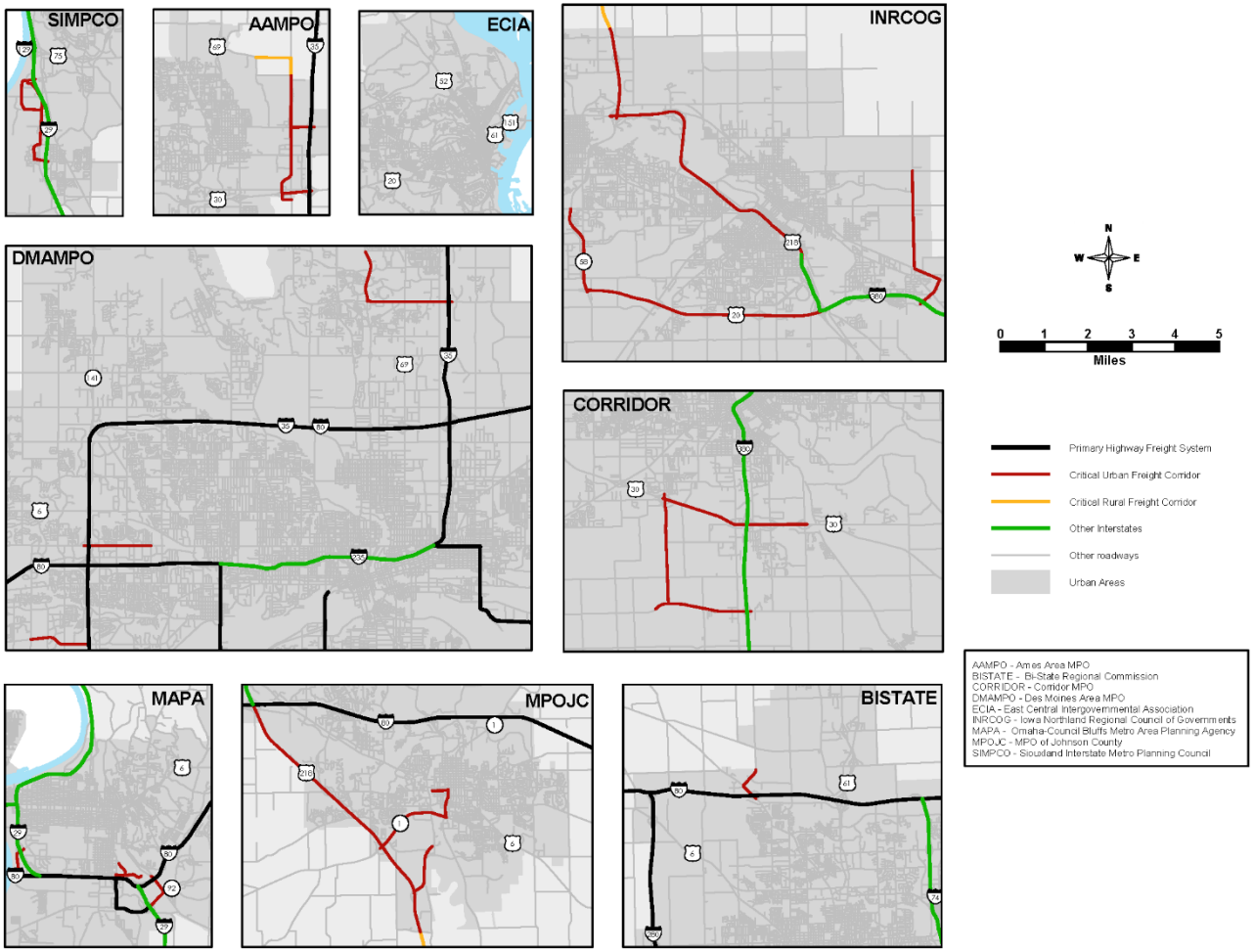
National Highway

Freight Network



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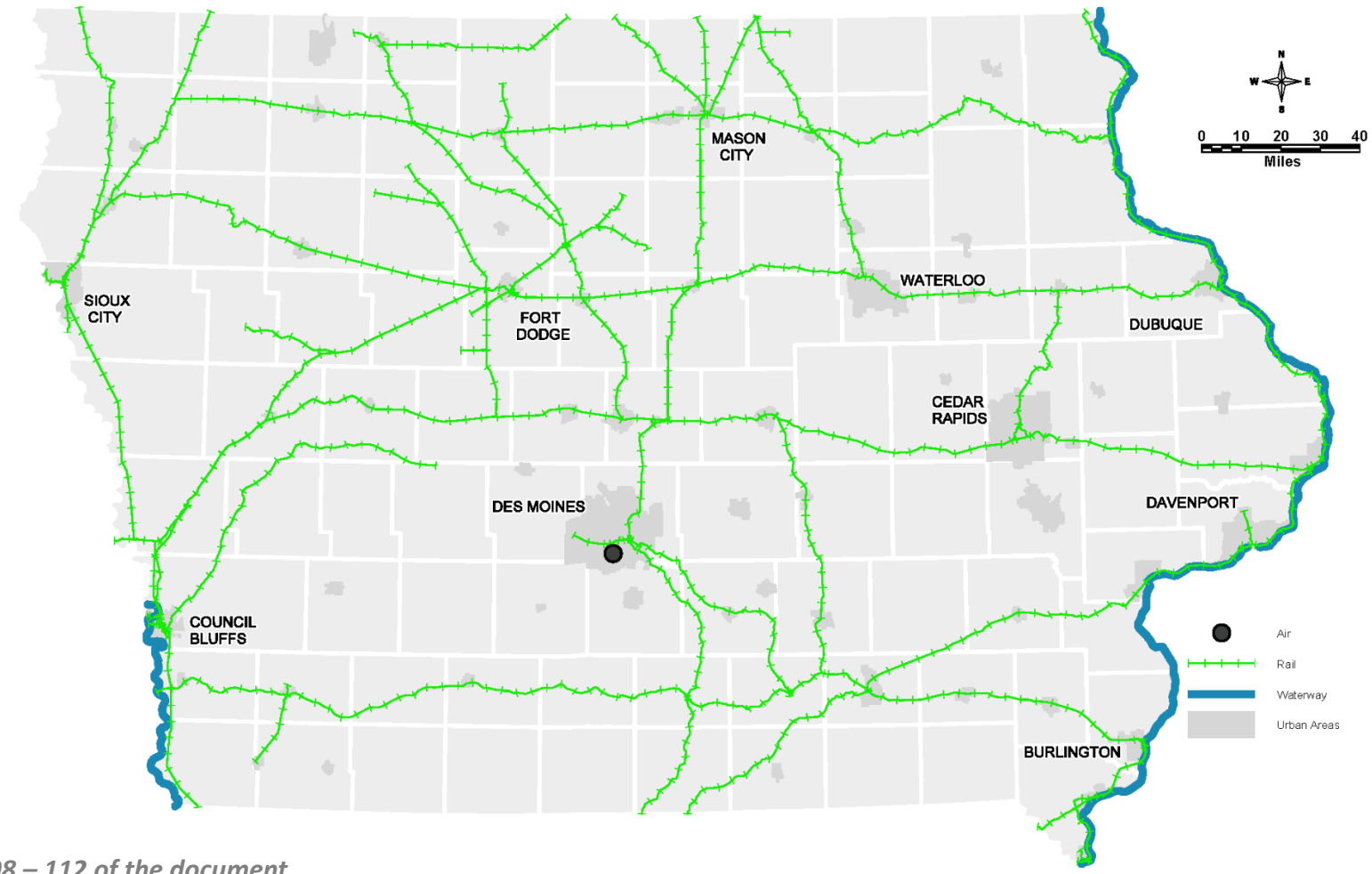
National Multimodal

Freight Network



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Describe

conditions of the system

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

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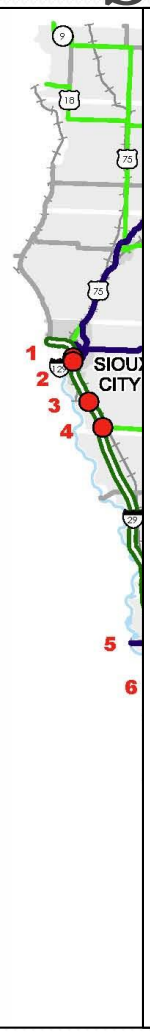
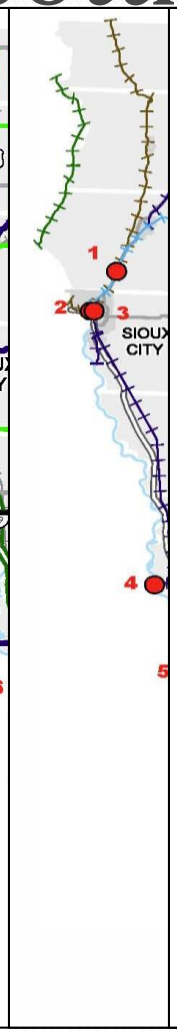
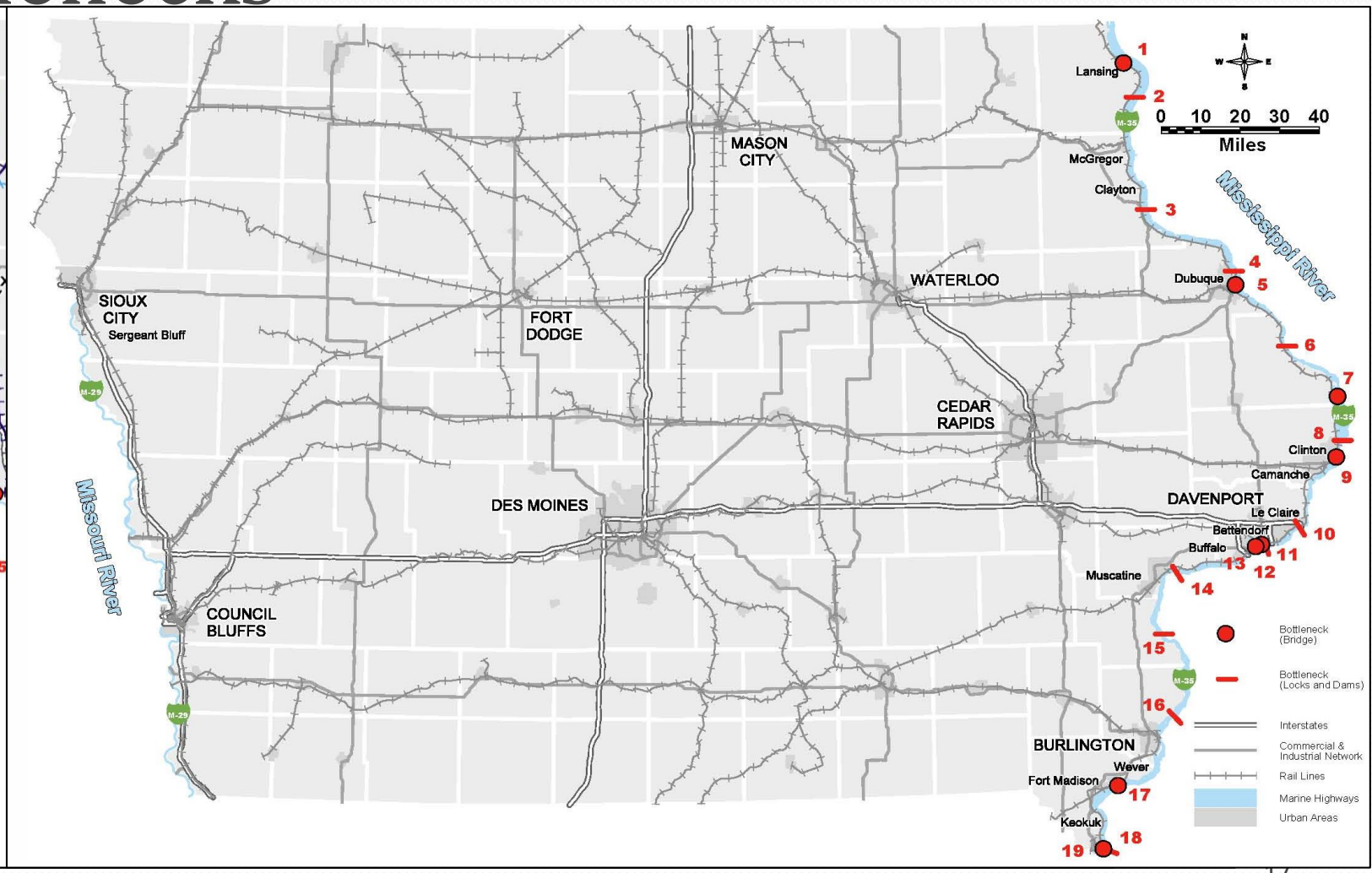
Identify bottlenecks







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Develop performance measures

- Air
- Highway
- Pipeline
- Railroad
- Waterway

- Alignment with national freight goals

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Identify the

State's decision-making process

- Stakeholder and public engagement
- Decision-making tools
- Coordination with states, freight-related groups, and institutions
- Funding mechanisms

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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)

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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

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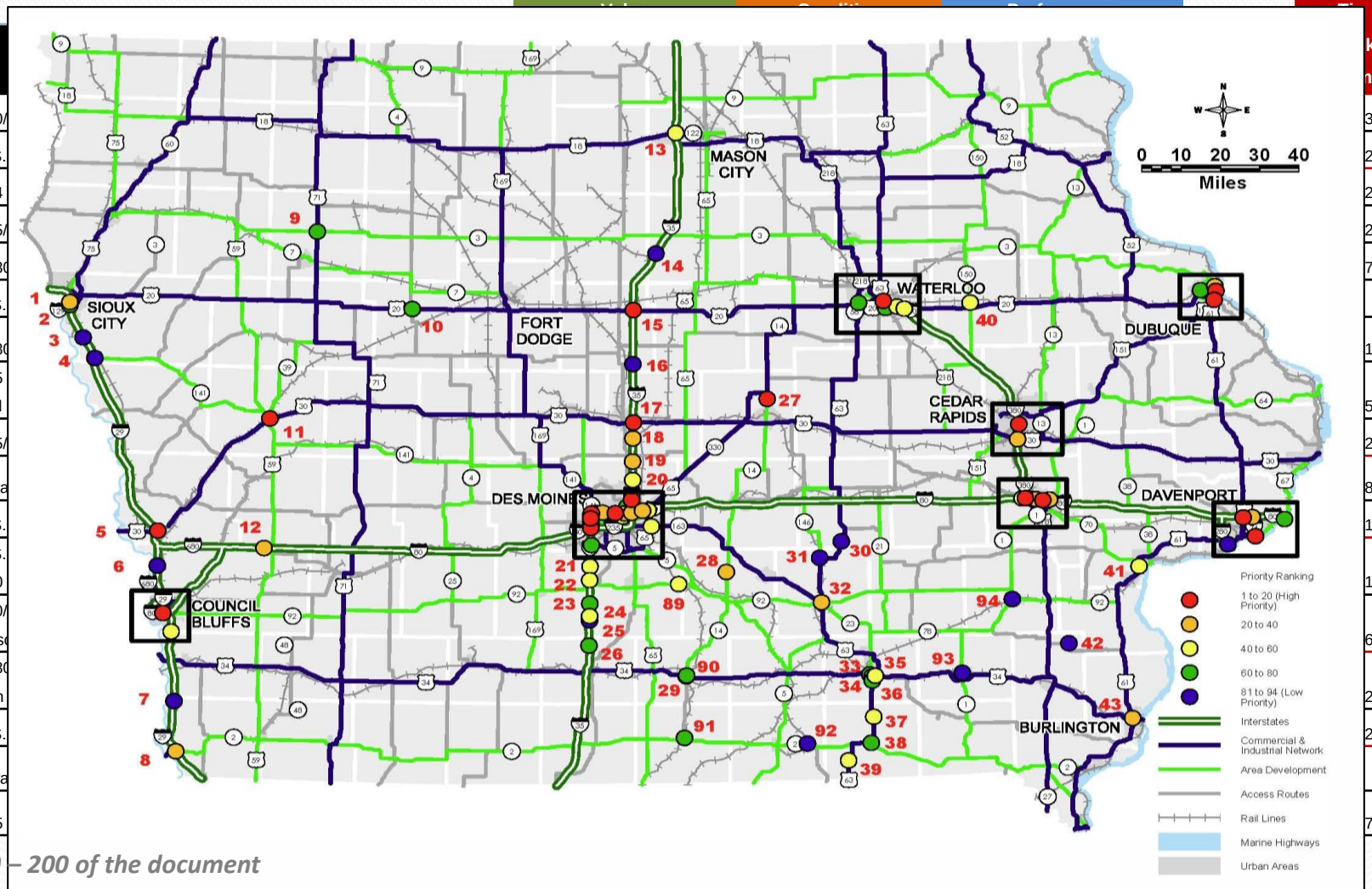
Value, Condition, and Performance matrix

highway improvements

Map ID		k ne	Priority rank
48	I-80/	3579	1
47	U.S.	2115	2
87	I-74	2908	3
57	I-35/	2761	4
76	I-380	7226	5
5	U.S.	993	6
79	I-380	1161	7
15	I-35 and	5559	8
55	I-35/	2884	9
6	Iowa	8331	10
11	U.S.	1377	11
84	U.S. I-80	1230	12
51	I-80/ @ s	6870	13
71	I-380 San	2799	14
46	U.S.	2212	15
27	Iowa	542	16
17	I-35	7633	17



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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

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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

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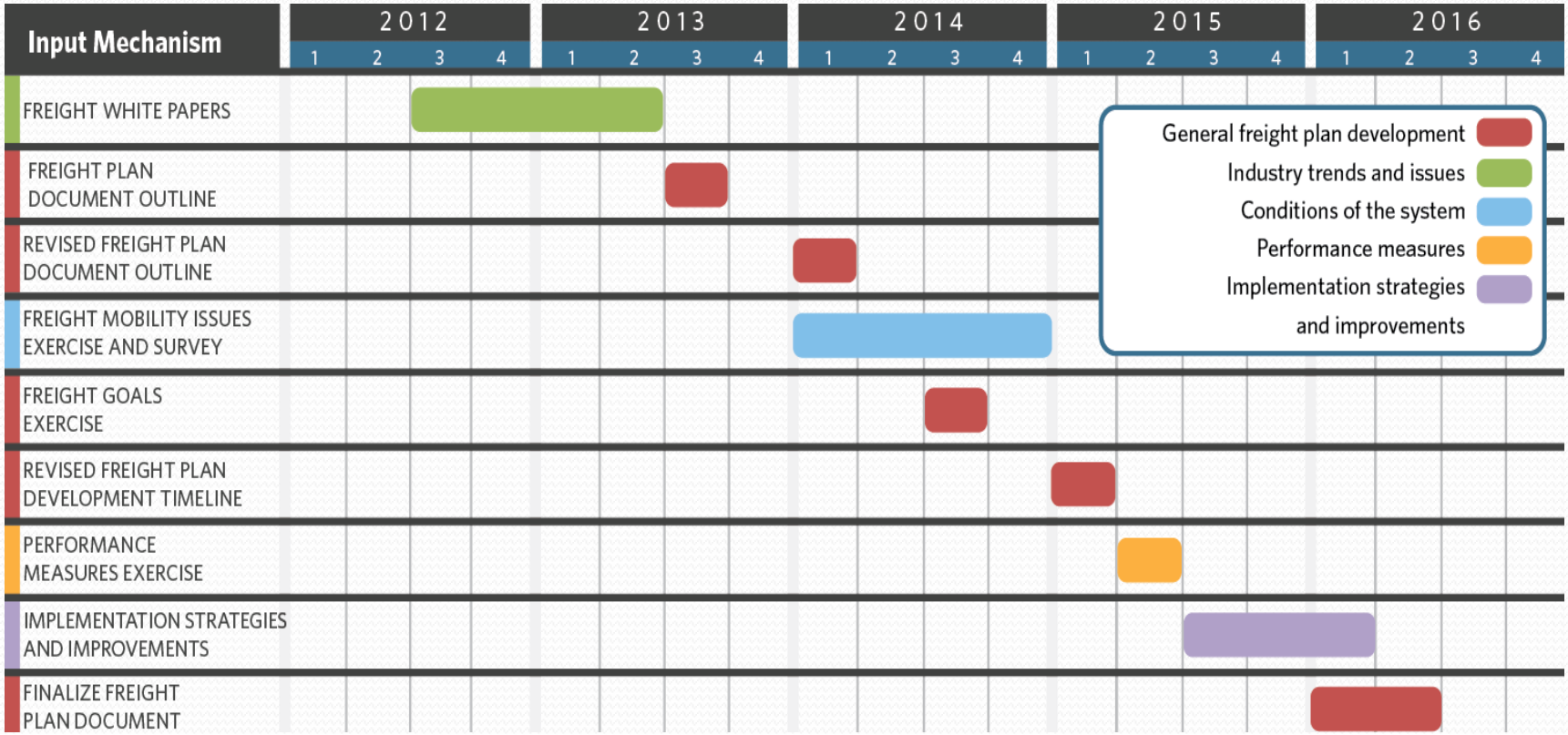
Stakeholder and public engagement



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

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

*consultant-led effort

Questions

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State Freight Plan website

www.iowadot.gov/iowainmotion/freight.html