

State Transportation Plan & State Freight Plan Updates

MPO/RPA Quarterly

March 23, 2022

Background

Plan Requirements

- State Transportation Plan
 - Federally required per Title 23 of United States Code
 - Also required per Iowa Code chapter 307A; formally adopted by the Iowa Transportation Commission
 - Updated every five years
- State Freight Plan
 - Federally required per Title 49 of United States Code
 - Not a requirement in Iowa Code
 - Update cycle transitioning from five years to four years

Plan Update Timelines

- State Transportation Plan (*Iowa In Motion*) update due May 2022
 - Comprehensive long-range plan for all modes
- State Freight Plan update due July 2022
 - Comprehensive long-range plan for freight modes (aviation, highway, rail, water)
- 24-month development timelines
- Both plans have been developed in parallel
- **Public comment period open until April 7, 2022**

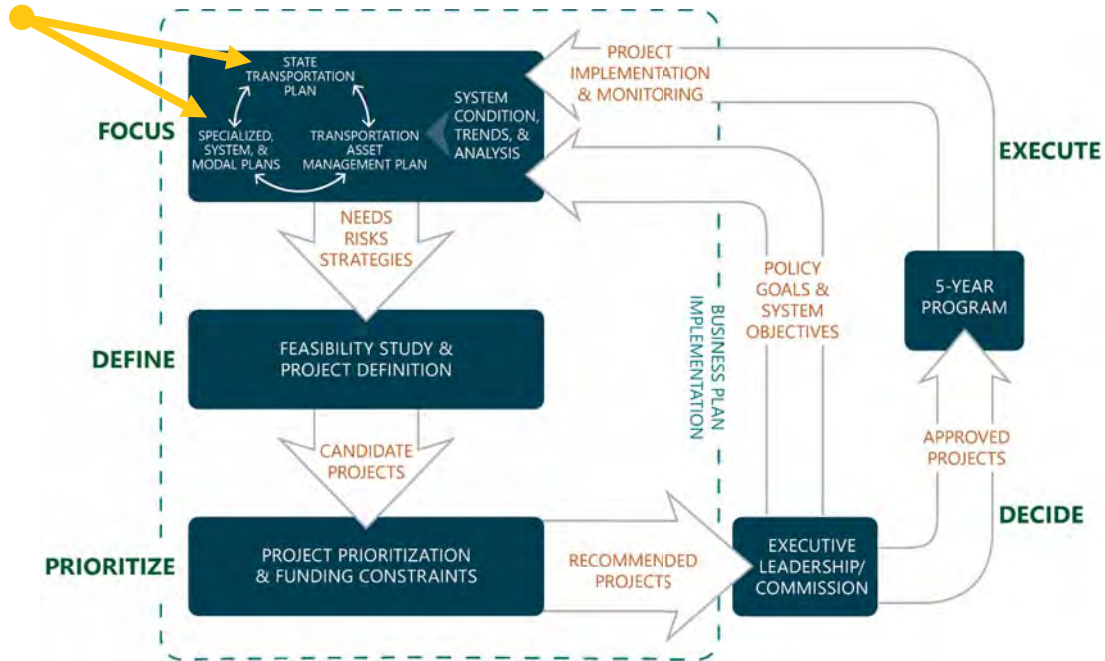
Role of Plans

- Consider **public policy** and **stakeholder input**
- Evaluate **trends and needs**
- Document **long-range vision and objectives** for the transportation system
- Provide a **framework** to support **decision making** and **performance monitoring**
- Guide the Iowa Transportation Commission’s development of the **Five-Year Program**

Iowa Trends

		WHERE WE’VE BEEN 1990	WHERE WE ARE 2020	WHERE WE’RE HEADED 2050
<i>Growing slowly</i>	Population	2.8 million	3.2 million	3.4 million
	Jobs	1.6 million	2.1 million	2.6 million
<i>Aging</i>	Median age	34.1	38.5	40.2
	Percent 65+	15.4%	18.0%	20.7%
	Percent <19	29.0%	25.8%	25.5%
<i>Diversifying</i>	Percent minority	4.0%	14.4%	26.4%
<i>Urbanizing</i>	Ten largest counties:			
	Percent living in	45.4%	52.7%	57.4%
	Percent working in	50.4%	56.8%	60.7%

Planning and Programming Cycle



State Long Range
Transportation Plan (SLRTP)

SLRTP Key Components



- **Trends:** Demographic, economic, passenger, and freight
- **System condition:** An overview of each mode
- **Planning considerations:** Issues that influence transportation planning
- **Vision and system objectives:** The vision for Iowa's future transportation system and system objectives to help achieve it
- **Needs and risks:** Analysis of current and future needs and risks by mode
- **Strategies:** Actions and initiatives to help implement the plan
- **Financial analysis:** Projected annual costs and revenues by mode; ways to address any shortfalls
- **Implementation:** Programming and performance monitoring

SLRTP Notable Enhancements

- Establishment of system objectives
- Additional focus on emerging planning considerations
- Expanded analysis of highway system needs and risks
- Updated strategies to implement the plan
- Development of Iowa DOT's rightsizing policy

System Objectives



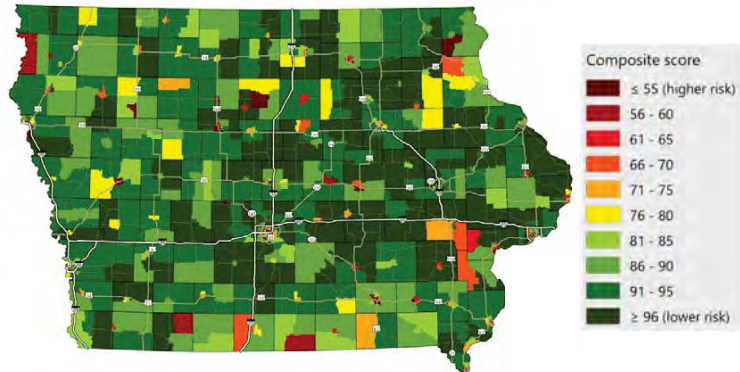
Planning Considerations

- Asset management and stewardship
- Economic vitality
- Energy
- Environmental planning
- **Equity, accessibility,** and civil rights
- Land use, livability, and quality of life
- **Resiliency and sustainability**
- Safety
- Security
- **Technology**
- Travel and tourism
- Transportation systems management and operations

Accessibility/mobility analysis

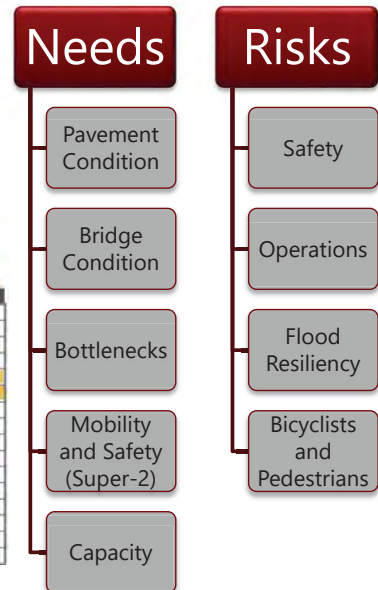
- Analyzed factors that may limit mobility, ability to access transportation infrastructure, and/or travel via a personal vehicle.
- Aim: Identify populations at higher risk of mobility challenges. These populations may be particularly in need of or best served by alternatives to driving and non-traditional public outreach techniques.

- Attributes considered
 - Youth – under 18
 - Older adults – 65 and over
 - Minority (non-White and/or Hispanic/Latino)
 - Foreign-born
 - Limited English proficiency
 - With a disability
 - Households below poverty level
 - Zero vehicle households
 - College enrolled
 - Single parent households



Highway Needs and Risks

- Nine-layer analysis across 464 corridors covering entire Primary Highway System
- Targeted locations based on each need/risk analysis combined in a matrix of all corridors

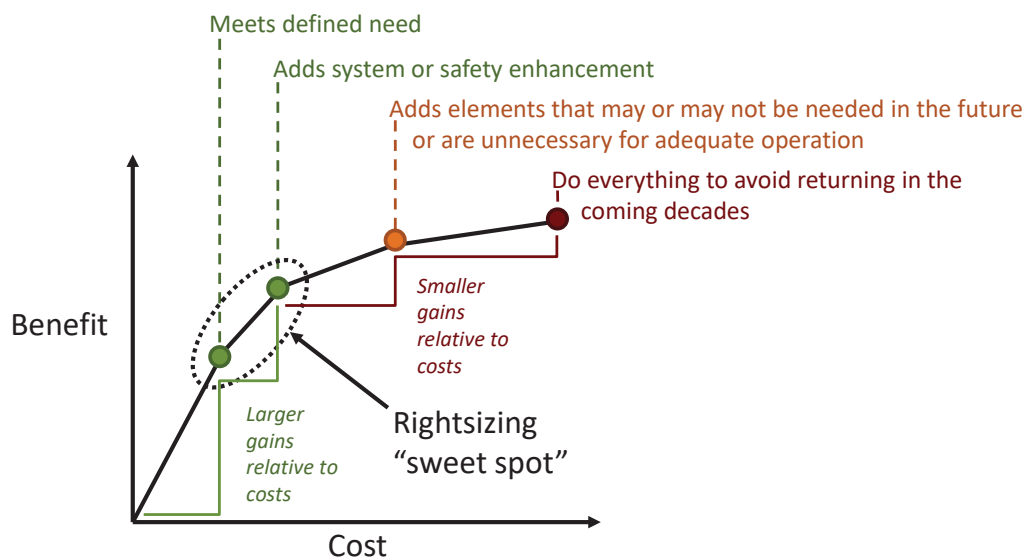


Route	Corridor	County	IMFN CIN											
			Networks	Needs	Risks	Pavement Condition	Bridge Condition	Bottlenecks	Super-2	Capacity	Safety	Operations	Flood Resiliency	Bicyclists
US 6	I-80 to US 59	Pottawattamie		99									0.0%	5.9%
	US 59 to US 71	Pottawattamie, Cass											7.6%	7.8%
	US 169 to I-35/80	Dallas, Polk											1.9%	1.9%
	I-35/80 to IA 28	Polk	Partial	20,40	Partial								5.1%	5.8%
	IA 28 to IA 69	Polk		13,37,41									88.1%	98.1%
	US 69 to I-235	Polk											89.7%	99.7%
	I-235 to I-80	Polk											5.6%	39.6%
	I-80 to IA 146	Jasper, Poweshiek											9.8%	10.1%
	IA 146 to US 151	Poweshiek, Iowa		111	36								6.7%	4.1%
	US 151 to IA 965	Iowa, Johnson			61	Partial							0.1%	0.1%
	IA 965 to IA 1	Johnson			2,40,81								8.8%	5.8%
	IA 1 to IA 70	Johnson, Muscatine	Partial		79	Partial							8.8%	7.5%
	IA 70 to IA 38	Muscatine			132								0.1%	0.1%
	IA 38 to I-80	Muscatine, Cedar			147								2.7%	1.5%
I-280 to IA 461	Scott			191	79							2.9%	3.1%	
IA 461 to I-74	Scott			79								0.8%	2.6%	

Strategies and Rightsizing Policy

- 30 strategies identified to help implement the plan, including rightsizing
- SLRTP includes a rightsizing policy that defines rightsizing and includes policy statements for ten areas.
- Definition
 - **Rightsizing means seeking an appropriate level and type of investment that avoids overinvesting or underinvesting, overbuilding or underbuilding, and overserving or underserving the market based on user and system needs.**
 - *The department’s role in rightsizing should be viewed as leveraging existing assets and limited resources to maximize the returns for users of the multimodal transportation system, with operating, maintaining, and constructing this system as a means to this end.*
- Ten policy statement areas
 - Project needs
 - Comprehensive needs
 - Stewardship priority
 - Stratification of the system
 - Equity
 - Resiliency
 - Congestion or operational issues
 - Emerging technologies
 - Speculative development
 - New or revised interchange access

Rightsizing “sweet spot”



State Freight Plan (SFP)

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DEVELOPMENT OF STATEWIDE TRANSPORTATION PLANS

SFP Key Components

- **Purpose:** connection to other initiatives, goals and objectives
- **System inventory and performance:** mode comparison, system overview, freight network designations, and performance reporting
- **Industries and commodities:** freight-dependent industries, commodity movements, trading partners, and primary supply chains
- **Planning considerations:** prioritized trends and issues
- **Action plan:** Prioritized implementation strategies, improvements, performance measures, and Freight Investment Plan



SFP Notable Enhancements

- Clearly defined system objectives
- Process for identifying multimodal bottlenecks
- Focus on infrastructure and supply chain resiliency
- Freight design considerations
- Commercial motor vehicle parking facilities assessment
- Catalog of freight-generating facilities



Iowa Multimodal Freight Network

Designations:

- Top cargo airports
- Truck traffic and oversize/overweight permits
- Rail traffic and tonnage
- Marine highways

Used for:

- Transportation planning
- Performance tracking
- Bottleneck identification
- Developing department policies
- Protecting and enhancing
- Improvement and investment prioritization



SFP Action Plan

- Freight-specific implementation strategies
 - 19 total prioritized by Freight Advisory Council
- Improvements and investments
 - **Aviation:** largest commercial airports projects
 - **Highway:** bottleneck prioritization
 - **Railroad:** rail companies' projects
 - **Waterway:** U.S. Army Corps of Engineers priorities
- Performance measures
- Freight Investment Plan
 - Documents the use of National Highway Freight Program funds allocated to Iowa

Top 10 freight planning considerations

1. **Funding**
2. **Agriculture**
3. **Lock and dams**
4. **Trade**
5. **Multimodal**
6. **Safety**
7. **Resiliency**
8. **Truck cargo**
9. **Highway Design**
10. **Regulations**

Next Steps for SFP and SLRTP

- 45-day public comment period ends April 7
- Public input will be discussed with Iowa Transportation Commission at their April 11 workshop
- Final plans presented to Commission in May/June
- Draft plans can be accessed at <https://iowadot.gov/iowainmotion>



THANK YOU

