

# State Transportation Plan & State Freight Plan 2022 Updates

Commission Workshop  
**November 10, 2020**



## Plan updates & timeline

- State Transportation Plan (Iowa In Motion) “due” May 2022
- State Freight Plan due July 2022
- ~2-year development timeline
- Will be developed in parallel
- Both plans kicked off with July 1st Internal Steering Committee meeting

# Internal Planning Steering Committee

- Using single committee to guide both plans
- Based on Commission input and direction, the committee will:
  - Develop a **vision** and desired transportation **system objectives** for 2050
  - Identify **measurement/evaluation areas** that will support a framework for implementing system objectives
  - Identify multimodal transportation **system issues and needs**
  - Develop a multimodal **action plan with strategies** for the department to implement

# Key planned enhancements

- Clearly defined system objectives
- Rightsizing policy guidance
- Infrastructure resiliency
- Freight design considerations
- Clarify plan relationships and role in project development

# Initial stakeholder feedback

- Internal stakeholder interviews in 2019
- Recent series of stakeholder input exercises
  - **Freight Advisory Council:** input regarding importance of various freight trends and issues
  - **Metropolitan Planning Organizations/Regional Planning Affiliations:** input regarding general transportation trends, issues, and impacts
  - **Internal Planning Steering Committee:** input regarding general transportation trends, issues, and impacts
- Will be used to help guide initial direction for the SLRTP and SFP updates

# Freight priorities

## Iowa Freight Advisory Council (FAC)

Private and public stakeholders who assist and advise the Iowa DOT on freight mobility policies, programs, and investments.

- Input exercise (9/18/2020)
  - 19 non-DOT voters rated 34 freight-specific trends, issues, and opportunities
  - Asked to rate on a 5-point scale: 1 is “Not a priority” and 5 is “Critical”
  - Asked for additional topics to consider
  - Input sorted by average rating

# Freight priorities 1-5

1	<b>Funding</b>	Infrastructure funding for all modes will continue to be a challenge in the future, requiring exploration of other sources.	4.58
2	<b>Agriculture</b>	Increasing agricultural production and changing practices will require reanalyzing the freight network.	4.42
3	<b>Lock &amp; Dams</b>	Lock and dam infrastructure is aging and deteriorating, negatively impacting efficiency and reliability.	4.32
4	<b>Trade</b>	New and ongoing trade negotiations will have impacts on freight trends and supply chains.	4.26
5	<b>Multimodal</b>	There is a continuous need for multimodal coordination and connections to address freight demand.	4.26

# Freight priorities 6-10

6	<b>Safety</b>	Increased emphasis on safety in rail is yielding positive results but comes at a cost to the industry.	4.21
7	<b>Resiliency</b>	Supply chain issues, vulnerabilities, and resiliency are critical topics for public and private stakeholders.	4.16
8	<b>Truck Cargo</b>	Goods moving by truck are steadily increasing.	4.16
9	<b>Highway Design</b>	Developing freight-specific design guidance and considerations will help protect and enhance the freight network.	4.16
10	<b>Regulations</b>	Better coordination, education, and streamlining of freight-related regulations is needed.	4.11



# Other freight priorities

High priority (4.00)	Medium priority (3.99-3.50)	Lower priority (3.49-2.11)	Suggested items to consider
Intermodalism	Human trafficking	Land use	Rural infrastructure
Trucking issues	Mississippi River cargo	Energy	Interstate System
Industry	Manufacturing	Sourcing	Rail crossing safety
	Rail network	Automated trucking	Sustainable investment
	E-commerce	Economics	Container availability
	Rail cargo	Panama Canal	Pipelines
	First mile/last mile	Missouri River cargo	
	Automation	Fuel	
	Oversize/overweight	Aviation trends	
	Biorenewables	Air cargo	
		Coal decline	

# General transportation priorities

Internal Planning  
Steering Committee

Metropolitan Planning Organizations  
Regional Planning Affiliations

- Input exercise (MPOs/RPAs 9/23/2020; IPSC 9/30/2020)
  - 47 individuals provided open-ended feedback on transportation trends, issues, and impacts that we should be planning for
  - Over 750 comments were provided through the exercises
  - Similar comments were combined into general action statements to consider in the planning process
  - Top 10 statements are provided; for each statement, at least one third of participants made a related comment

# Transportation priorities 1-5

Rank	Topic	Planning issue
1	Funding	There are concerns with the highway trust fund's long-term solvency; additional long-term funding sources are needed.
2	Resiliency	We need to increase system resiliency and proactively plan for extreme weather events.
3	Workforce	We need to plan for and react to teleworking changes at both an organizational level and a transportation system level.
4	Technology	We need to plan for connected and automated vehicles, including human-technology interactions, safety, and related infrastructure needs.
5	Asset management	Aging infrastructure is a concern, and we need alternative and innovative methods of funding and addressing stewardship needs.

# Transportation priorities 6-10

Rank	Topic	Planning issue
6	Modal	Bicycle/pedestrian infrastructure needs to be further incorporated in the planning and project development process.
7	Safety	We need to address prevalent crash causes.
8	Modal	Multimodal accessibility and connectivity are needed across the state for all road users, particularly for non-drivers.
9	Sustainability	We need to plan for electric/alternative vehicles of all types and their associated infrastructure needs and funding implications.
10 (tie)	Asset management/ rightsizing	Capacity expansion is not sustainable; we should emphasize travel time reliability and the use of travel demand management and integrated corridor management strategies.
10 (tie)	Asset management	We need asset management data, tools, and strategies to help evaluate our system's needs and prioritize limited funding in an optimal way.

## Commission feedback

- Thoughts and reaction?
- What else should we consider?





Thank you for your time and attention.

Questions?



[Garrett.Pedersen@iowadot.us](mailto:Garrett.Pedersen@iowadot.us)