


State Long Range Transportation Plan & State Freight Plan Updates

MPO/RPA Quarterly Meeting
December 15, 2021



Strategy development



SFP strategies

Implementation strategies to address freight needs, national freight goals, and DOT system objectives

Sources of content

1. 2017 SFP
 - 27 strategies
 - Iowa DOT, Freight Advisory Council (FAC), and High Leverage Stakeholder Committee (HLSC)
2. 2020 freight trends and issues
 - 34 items
 - 2017 SFP, FAC, and other trending items
 - High/medium priority from 9/23/2020 FAC exercise

SFP strategies

Development/synthesis process

- 2017 strategies and FAC high/medium priority items
- Categorization, combination, and streamlining
- Addition of background information
- Multiple rounds of internal review (Systems Planning)

Format of draft strategies

- 19 draft strategies
- Strategy with 2-3 sentences of supporting text
- Will identify related DOT system objective(s)

SFP strategies

Next steps

- Internal Planning Steering Committee (IPSC) review underway
- FAC review and exercise held 12/10/2021
- Will provide to MPOs/RPAs for review
- Refine and finalize

12/6/2021

2022 Iowa State Freight Plan Implementation strategies for Internal Planning Steering Committee review

1. **Explore additional sustainable funding sources to increase investment in the freight transportation system.** Growing demands, deteriorating conditions, and diminishing buying power are impacting the efficiency and reliability of freight movement. Exploring other funding mechanisms, or even creating new ones, would be advantageous to the state of Iowa. Options include, but are not limited to, strategically targeting funding to freight projects, using public-private partnerships to expedite investment, or allowing more flexibility in current funding mechanisms to make multimodal freight improvements.
2. **Target investment to address mobility issues that impact freight movements.** Investments that target the elimination or reduction of freight mobility issues are a key element to Iowa's freight improvement strategy. This includes addressing operational and capacity needs, as well as increasing connectivity of modes through intermodal facilities. Additionally, congestion in surrounding areas outside of the state's borders may have an impact on Iowa freight movement. Collaboration with other states and exploration of regional solutions is needed to maximize the effectiveness of investments made within the state.
3. **Target investment in the Iowa Multimodal Freight Network at a level that reflects the importance of this system for moving freight.** The IMFN consists of priority airports, highways (including Interstate, U.S., and Iowa routes), railroads, and waterways representing the most critical freight corridors in the state. Operational and physical improvements that increase the safety, efficiency, reliability, and resilience of this network, as well as associated first/last mile connections, should be prioritized.
4. **Rightsize the highway system and apply cost-effective solutions to locations with existing and anticipated issues.** Right-sizing of the system is the application of cost-effective solutions (e.g., Super-2 improvements) to address existing and anticipated issues. This will require significant investment in stewardship, some focused capacity expansion as resources allow, and perhaps even some contraction of the system. Applied correctly, such solutions will balance mobility needs with revenue limitations and the need to rightsize the system, while also having more favorable long-term asset management implications.
5. **Advance a 21st century Farm-to-Market System that moves products seamlessly across road, rail, and water to global marketplaces.** Per Iowa Code, the "Farm-to-Market System" means intra- and intercounty roadways under county jurisdiction that serve principal traffic generating areas and connect them to other farm-to-market, city street, and primary roads. Given the rapidly changing agricultural landscape and the diminishing buying power of existing transportation resources, the size and operation of the Farm-to-Market System should be re-examined. All potential alternatives to improve efficiency should be examined with stakeholders, including road abandonments, vacations, service conversions, and links to other transportation modes.
6. **Improve freight transportation system resiliency.** A resilient freight transportation system is responsive. It is able to provide reliable service when small disruptions occur and return to

SLRTP strategies

- Strategies are meant to help define SLRTP implementation activities.
- Sources/development process
 - Stakeholder input
 - Top planning issues from IPSC and MPO/RPA exercises
 - Feedback from Director's roundtables

SLRTP strategies

- Sources/development process (cont.)
 - Strategies from 2017 SLRTP

2017 SLRTP strategy area	2022 SLRTP will reference strategies from:
Asset management	2019 Transportation Asset Management Plan (TAMP; update to 2022 if available)
Aviation	2020 Aviation System Plan
Bicycle and Pedestrian	2018 Bicycle and Pedestrian Long Range Plan
Freight	2022 State Freight Plan
Public transit	2020 Public Transit Long Range Plan
Rail	2021 State Rail Plan
Safety	2019 Strategic Highway Safety Plan (SHSP)
TSMO	2016 Transportation Systems Management and Operations (TSMO) Plans
2017 SLRTP strategy areas that will be refined/updated for 2022 SLRTP	
Bridge	Energy Highway Technology

SLRTP strategies

- Sources/development process (cont.)
 - SLRTP-specific content
 - System objectives
 - Rightsizing policy
 - Planning considerations (Equity, MVD, resiliency, technology, etc.)
 - Highway needs analyses

SLRTP strategies

- Format of draft strategies
 - 31 draft strategies
 - Strategy statement with 2-3 sentences of supporting text
 - Will identify related DOT system objective(s)
- Next steps
 - IPSC review underway
 - Will provide to MPOs/RPAs for review
 - Refine and finalize

Next steps

- Finalize strategies
- Continue to finalize remaining draft plan content and review internally
- Public input for draft plans
 - Aiming for public comment period beginning in February
 - More details will be forthcoming





QUESTIONS and INPUT?



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