

Lessons Learned from Creating a Multi-modal Program



Contact:

Laura Hutzell

Laura.Hutzell@dot.iowa.gov

515-239-1066

Website:

<http://www.iowadot.gov/iowarail/assistance/lifts.htm>



Introductions



Laura Hutzell, Program
Manager, Office of Rail
Transportation

Linking Iowa's Freight Transportation System Program

- Overview & Program Purpose
- Funding
- Eligibility
- Application Process
- Project Evaluation
- Projects Awarded
- Looking Ahead

Overview

- Current Programs include:
 - Trails
 - Rail
 - Highway
- LIFTS seeks to address gaps in multimodal funding
- Grant funding opportunity to improve Iowa's freight transportation system
- Demonstrate demand and value of LIFTS program to support future investments

Purpose

\$2.69 Million was awarded on Feb 9, 2016 as grants

Program Purpose:

- Enhance economic development by improving multimodal freight transportation system
- Provide flexible funding for changing demands of freight transportation system
- Enhance ability to provide competitive transportation options for shipment of products and moving goods
- Provide incentives to other modes for economic development partnership purposes


Eligible Applicants

- **Applicant Eligibility:**
 - Transportation provider or user
 - City or county
 - Planning organization
 - Other entity interested in freight transportation

LIFTS Project Application

Applications Included:

- Contact Information
- Project partners
- Project's purpose, need and benefits
- LIFTS funding request including match
- Freight *transportation* Benefits
- Economic benefits
- Public benefits
- Project readiness
- Location map
- Sketch diagram
- Itemized cost estimate
- Project schedule



**Linking Iowa's Freight Transportation System (LIFTS)
Project Application**

Complete all questions to the best of your ability, quantifying benefits and costs whenever possible. Due to the diversity of projects eligible for this funding, the department is aware that not all questions may be applicable to a specific project. If a question does not apply, please complete the field with an N/A to indicate the question is not applicable to your project. Attach additional sheets if necessary, noting question number. All questions and completed applications are to be directed to [Laura Hutzell](mailto:Laura.Hutzell@iowa.gov), 515-239-1508.

Section 1 - General Information

1. Project Name:
2. Address or location of project:
3. Applicant Name:
4. Contact Person: Affiliation:
5. Complete Mailing Address:
6. Business Phone: Cell Phone:
7. E-mail Address:
8. Organizations involved in project:

Section 2 - General Information

9. Briefly summarize your project in 4-5 sentences:
10. Briefly describe the purpose and need for the project in 4-5 sentences.
11. If the project in this application is associated with a larger development, provide the total cost of the larger development (including any costs in this application) \$ _____
Briefly describe the role this project plays in any larger development.

Match

- Public applicants or public-private partnerships:
 - Eligible for **80%** grant funding
- Private applicants:
 - Eligible for **50%** grant funding

Title 23 – Eligible Costs

Must demonstrate public benefit.

Must meet USC Title 23 eligibility when utilizing State Infrastructure Bank funding.

USC Title 23 Project Criteria (summarized):

- A public freight rail facility or a private facility providing public benefit for highway users by way of direct freight interchange between highway and rail carriers;
- A modal link to transfer freight between modes
- A non-highway means of access to a freight facility
- A service improvement for a freight rail facility or a modal transfer facility

Additional criteria for Port Projects:

- If located within the boundaries of a port terminal, includes only such surface transportation infrastructure modifications as are necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port

Eligible Costs

Eligible project costs:

- Modernization, upgrading or expansion of existing and new freight transportation facilities that support direct freight interchange between highway and rail carriers
- Modernization, upgrading or expansion of existing and new modal links, including air freight facilities, water port facilities, intermodal facilities, and transload locations.
- Infrastructure that is integral to a freight transportation system, including bridges, docks, and equipment.
- Right of way acquisition costs
- Planning and feasibility studies of a freight facility
- Equipment that is integral to a freight transportation improvement.

Ineligible Costs

- **Ineligible project costs:**

- Passenger rail
- Public transit and commuter rail
- Recreational trails
- Rolling stock
- Highway-RR crossing safety and surface improvements not associated with a LIFTS eligible project
- Transportation tourist sites
- Highway projects typically eligible for traditional highway funding
- Engineering not associated with a LIFTS eligible project

Eligible Projects

- **Examples of the types of projects that may be funded:**
 - Transload facilities where products are transferred between rail and truck
 - Capacity improvements at barge terminals
 - Intermodal Facilities
 - Barge transload facilities where products can be transferred from barge to truck
 - Remove height or width restrictions on existing infrastructure that inhibit the movement of freight
 - Ramps or docks for loading/unloading air cargo
 - Increase weight capacity to use heavier 286,000 lb. rail cars
 - Expand or reconfigure rail yards to increase capacity or reduce dwell time.
 - Safety improvements to increase freight capacity

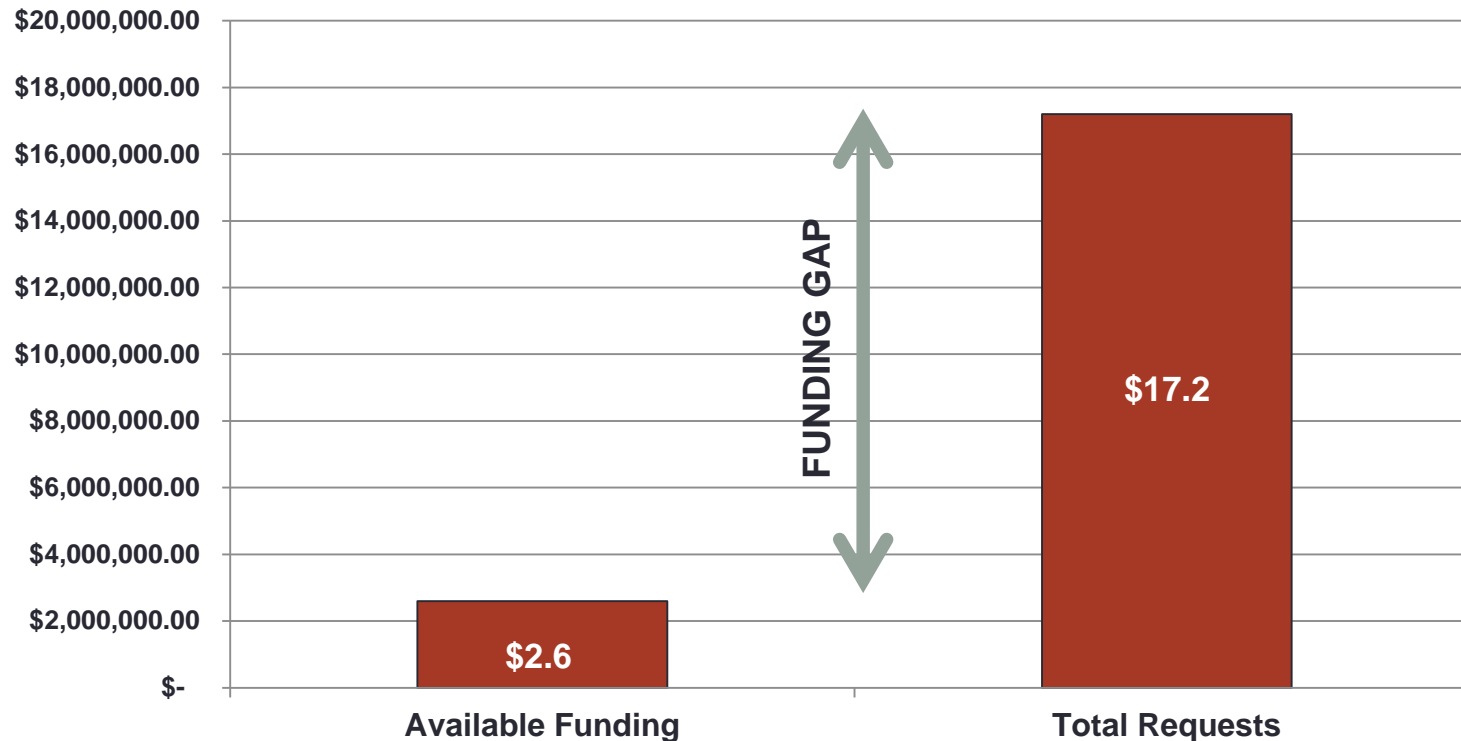
LIFTS Project Evaluation

Projects were evaluated by a review of:

- **Freight Transportation Benefits (40%)** including freight connectivity, how the project addresses freight challenges and improves freight mobility and reliability, and provides benefits to customers and shippers,
- **Economic Benefits (30%)** including job creation and retention, state-wide or regional influence, including benefits and cost savings to customers and shippers, other investment by sponsor (leveraging private investment)
- **Public Benefits (20%)** including highway user benefits, safety, congestion relief, environmental and other public benefits
- **Project Readiness (10%)** including design status, environmental clearances, permitting, expected timeline of project

Funding Demand

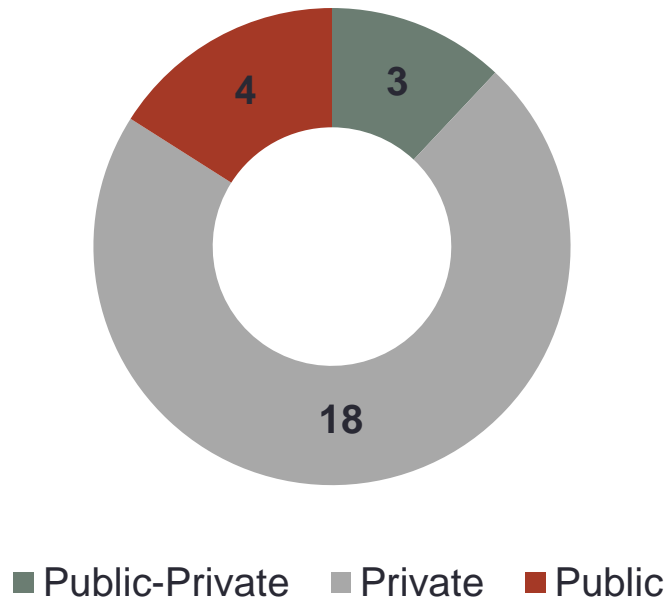
- Iowa DOT has \$2.6 to award for LIFTS
- 25 grant requests totaled \$17.2 Million
- Demonstrates a \$14.4 million gap in funding



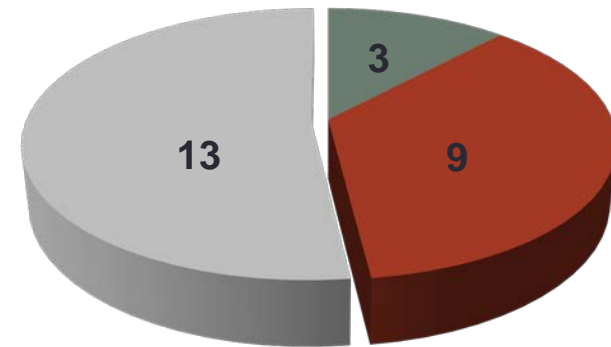
Breakdown of Applications

- Public (public-private) are eligible for 80% grant funding
- Private Companies are eligible for 50% grant funding

Public vs. Private



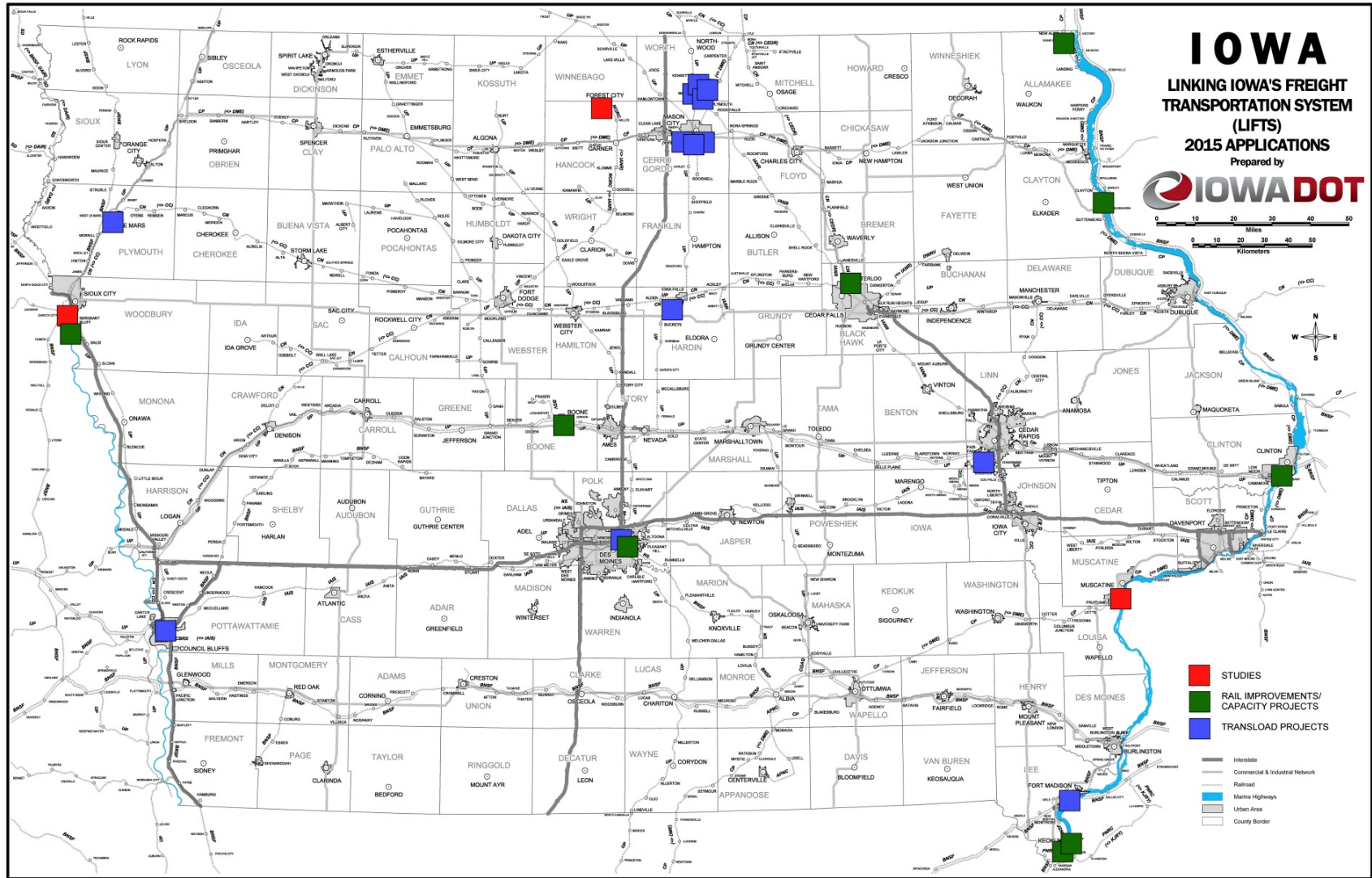
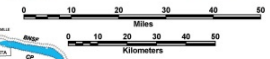
Types of Projects



- Studies
- Rail Improvement/Expansion
- Transload Projects

IOWA

LINKING IOWA'S FREIGHT
TRANSPORTATION SYSTEM
(LIFTS)
2015 APPLICATIONS
Prepared by



- STUDIES
- RAIL IMPROVEMENTS/
CAPACITY PROJECTS
- TRANSLOAD PROJECTS

- Interstate
- Commercial & Industrial Network
- Railroad
- Marine Highways
- Urban Area
- County Border



Proposed Project Facts

(from all applications)

9,306,204

Tons of freight shipped annually

342

jobs created and or retained

\$51,522,395

Invested in Iowa freight over the next 5 years.

2

involved Mississippi transportation

Transload applications varied

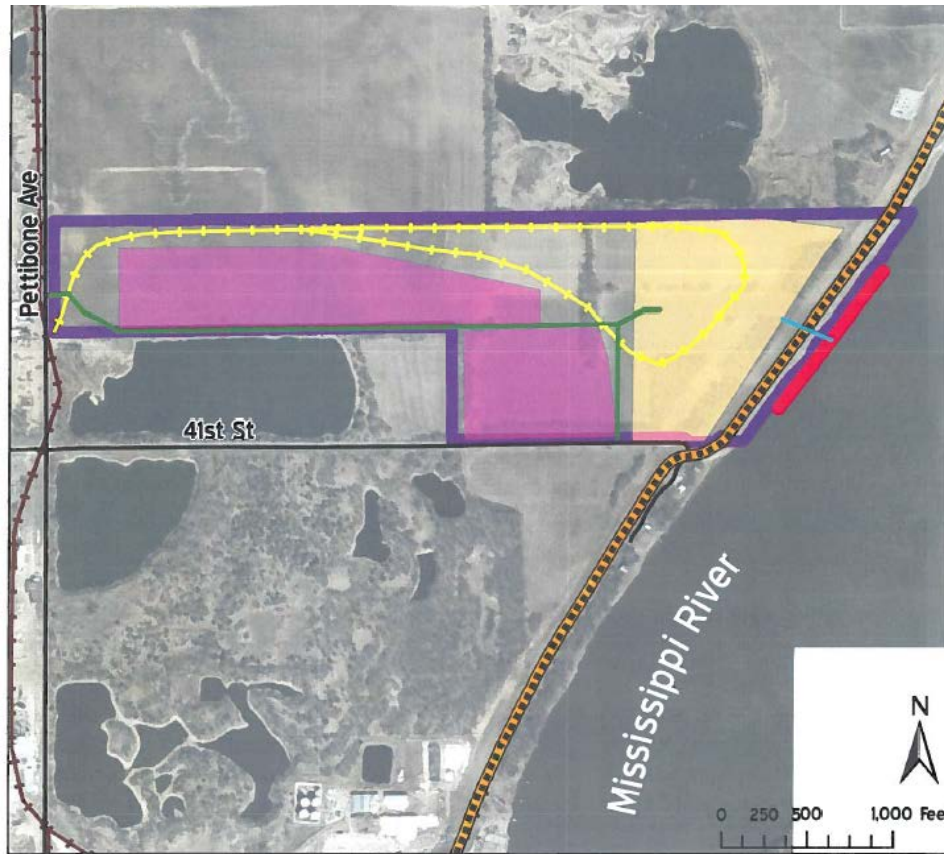
- General merchandise
- Specific products
- Storage

Over the next 5 years

890,013,112

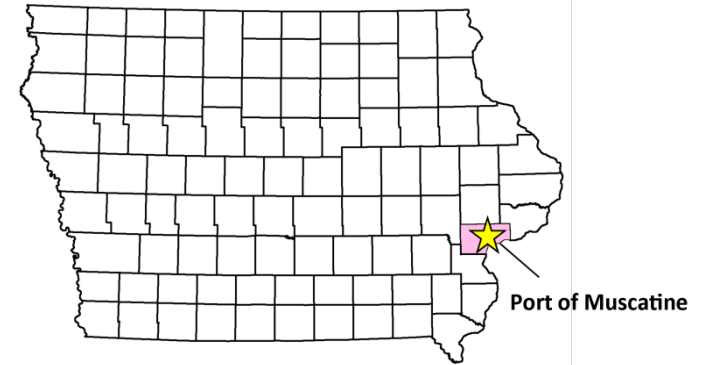
Ton-miles of freight diverted from the highway system

Port of Muscatine

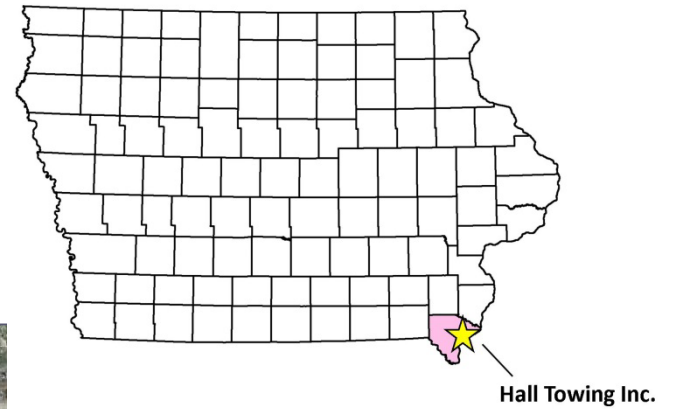


**Port of Muscatine
Concept Plan**

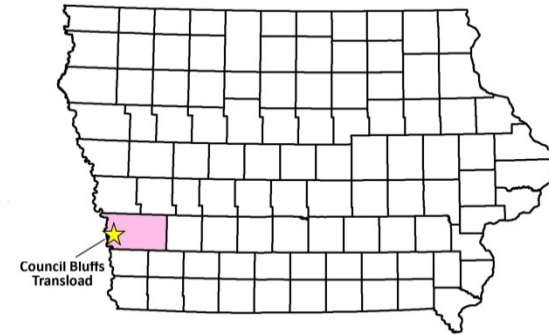
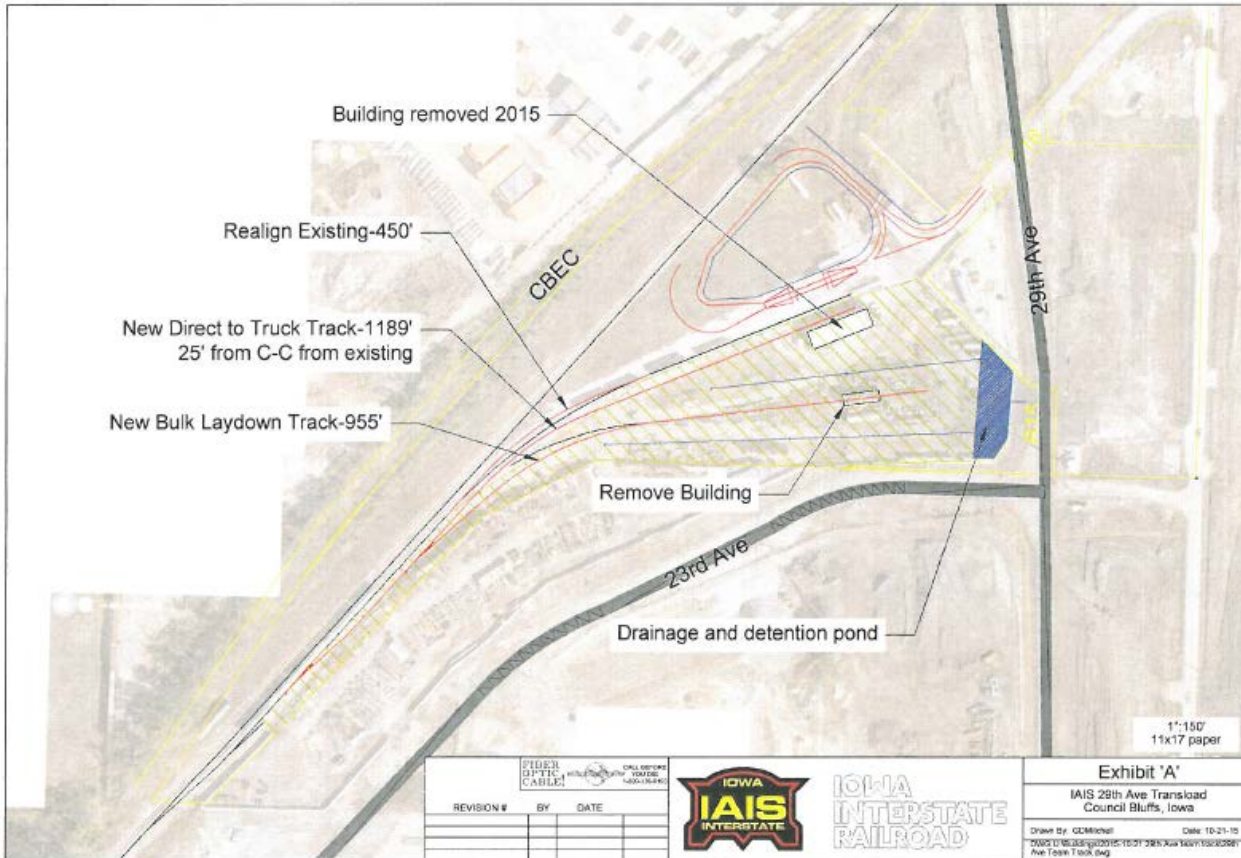
- Proposed Port Site
- New Rail Spur
- Levee
- New Dock
- Intermodal Cargo Terminal
- Public Street
- New Overhead Crane
- Future Warehouse Locations
- New Access Road
- Canadian Pacific Railroad



Hall Towing Inc.



Council Bluffs Transload Facility



REVISION #	BY	DATE

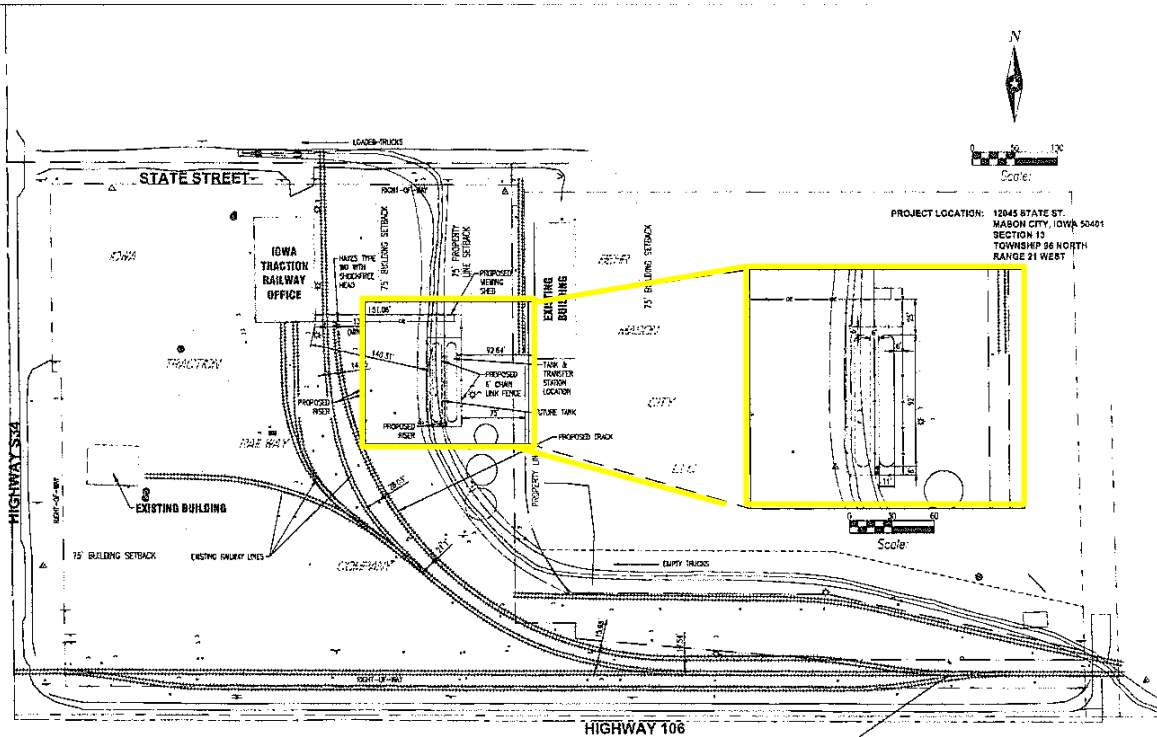
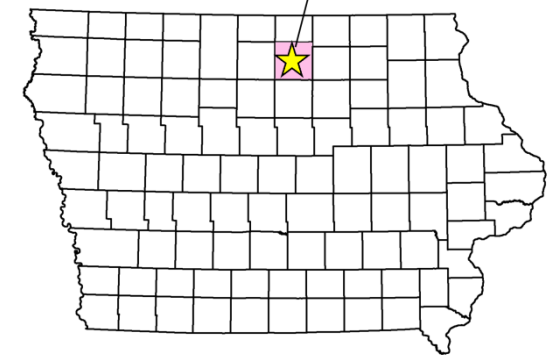


Exhibit 'A'
 IAIS 29th Ave Transload
 Council Bluffs, Iowa

Drawn By: GDMitchell Date: 10-21-15
 DWG: I29BLG015-10-21-15-AIAIS15030861
 File: I29BLG.dwg

Iowa Traction Railway Propane Terminal

IATR Propane Terminal

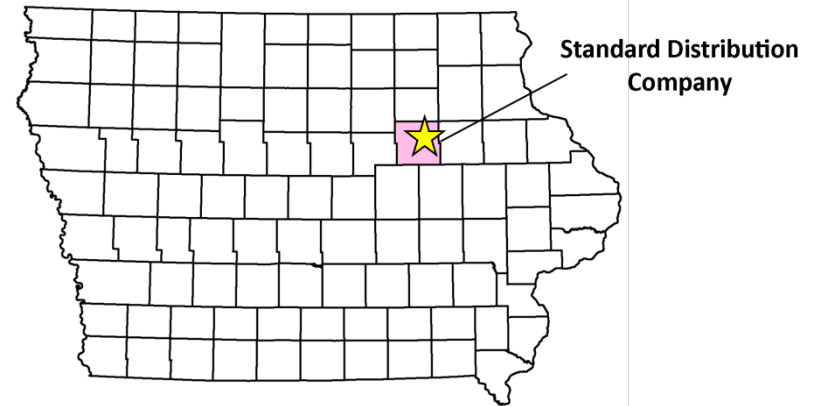
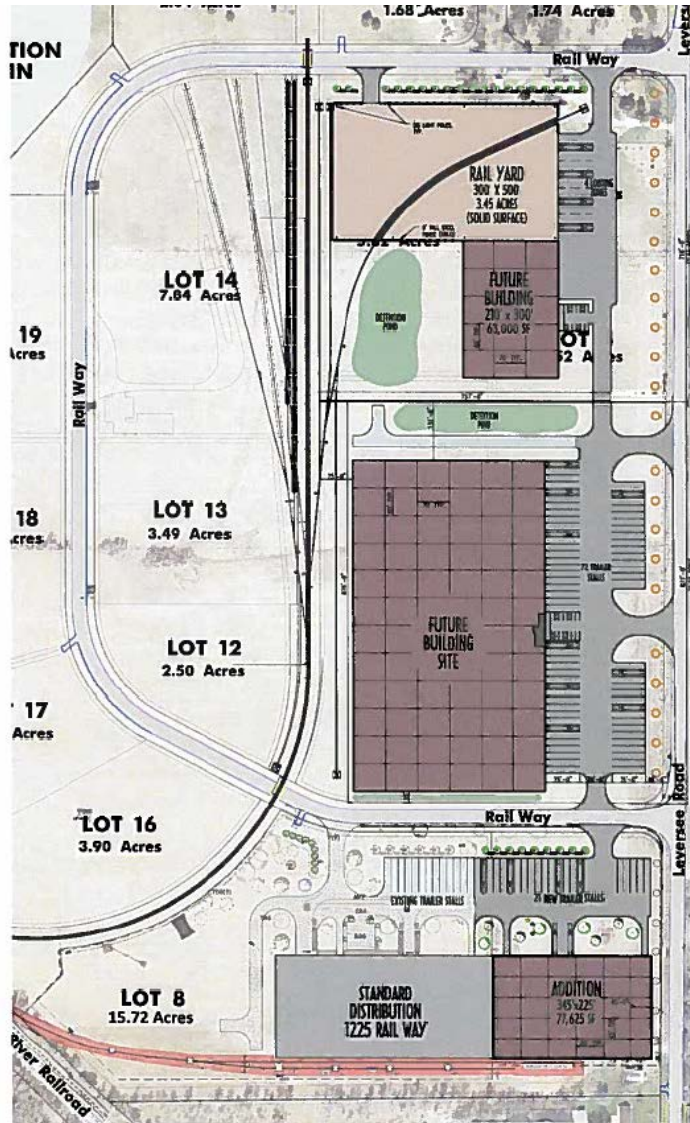


INSTALL SWITCH

NOTE: ALL OVERHEAD ELECTRIC FACILITIES AND POLES ARE TO BE SPACED WITHIN THE 800' AREA OF THE PROPOSED TRACK, TRANSFER STATION, AND RAIL ROUTE.



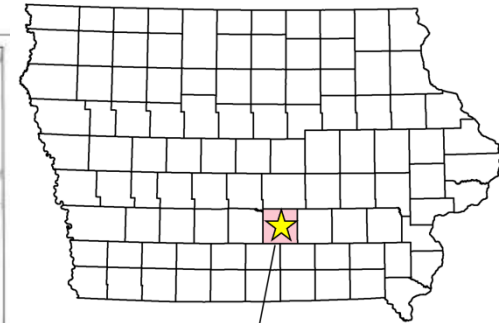
Standard Distribution Company



STANDARD
DISTRIBUTION CO.
EST. 1936



Eastern Iowa Logistics Park



Eastern Iowa logistics Park



CEDAR RAPIDS AND IOWA CITY RAILWAY CO.®
An Alliant Energy Transportation Company

Cedar Rapids Transload Facility

REVISION #	BY	DATE	DESCRIPTION

DATE: _____
SCALE: As Noted
CAB FILE: _____
DRAWING NO.: _____



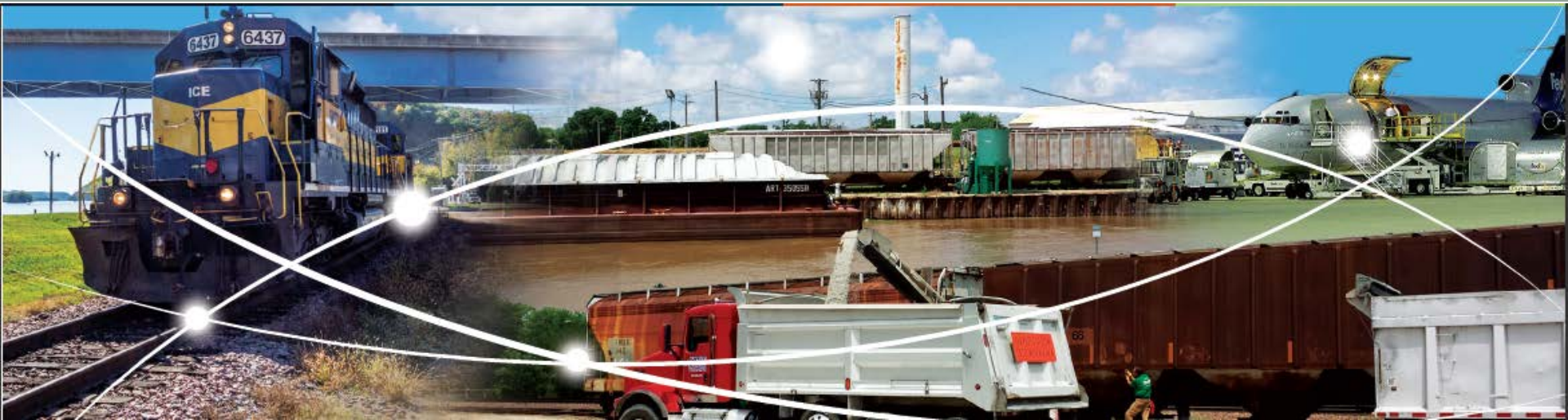
CEDAR RAPIDS AND IOWA CITY RAILWAY CO.®
An Alliant Energy Transportation Company

Looking Ahead

- National Highway Freight Program:
- FAST ACT includes an estimated average of \$1.2 billion per year for new National Freight Program to improve the movement of freight on the National Highway Network
- Funds distributed to each state by formula
- Each state may use up to 10 percent of these funds for each fiscal year for public or private freight rail, water facilities (including ports), and intermodal facilities.
- DOT currently working on a Freight Plan.

Lessons Learned

- Expand the project selection team
- Coordinate further with local economic development groups
- Conduct site visits prior to project selection
- Eligibility of equipment
- Limit projects that do not have an alternate funding source



For More Information:

<http://www.iowadot.gov/iowarail/assistance/lifts.htm>

Questions?