



Multimodal Solutions



Multimodal Transportation

Funding and legislative proposal

To meet Iowa's current and future transportation demands, and address emerging issues related to air quality and greenhouse gas (GHG) emissions, it is vital that Iowans have an accessible and safe multimodal transportation system. This will require increased investment not only in Iowa's public roadway system, but also in freight and passenger rail, aviation, public transit, and bicycle/pedestrian infrastructure. This proposal includes recommendations for FY 2010 appropriations and specific legislative actions to support multimodal transportation.

Having an accessible and safe multimodal transportation system not only supports the efficient movement of goods and people, it helps address major issues facing Iowa. Those issues include rapidly increasing demands on our highway system, increasing air pollution, growing volume of GHG, a need for alternative transportation for older Iowans, and an increasing need to provide access to jobs for lower income Iowans.



Issue: Increasing Needs on the Highway System

As described in the Iowa Department of Transportation's (DOT) 2006 report to the legislature, titled *Study of Iowa's Current Road Use Tax Funds (RUTF) and Future Road Maintenance and Construction Needs*, and the 2008 report to the legislature, titled *TIME-21 Funding Analysis*, the public roadway needs in Iowa far exceed available revenue. Even if the recommendations for additional revenue are fully met, the system on average will continue to deteriorate.

Offsetting and minimizing future impacts of a deteriorating highway system will require a well-developed and funded multimodal transportation system. For example, increasing access to rail will reduce the volume of trucks on the highway system, which reduces both congestion and roadway deterioration. The same is true with investments in public transit, aviation, passenger rail, and bicycle/pedestrian accommodations.



Issue: Increasing Need for Alternative Transportation for Older Iowans

According to the 2000 census, Iowa ranks second nationally in proportion of total population that is over 85 years of age. This follows a trend of aging population that is expected to continue in the future.



As the population is aging, they continue to need access to health care and recreation, and, in many instances, jobs. Securing this level of access and mobility will require transportation options besides the personal automobile. Increased public transit services, both rural and urban, and passenger rail are needed to meet this need.



Issue: Increasing Need to Provide Access to Jobs for Lower Income Iowans

With the slowdown of the economy, it is becoming harder for lower income Iowans to afford the operation of motor vehicles. In addition, many Iowans have to commute longer distances to access quality jobs.

Sustaining economic development in Iowa and providing accessibility to jobs for lower income Iowans require access to all modes of transportation. Public transit is a key mode to address this need through the use of van pools, buses and Job Access/Reverse Commute programs. The potential for commuter rail services to meet these needs must also be studied.



Issue: Growing Volume of Greenhouse Gas Emissions

Numerous studies have shown a connection between greenhouse gas emissions and global climate change. Other studies have shown that transportation contributes anywhere from 25 to 35 percent of greenhouse gas emissions.

Similar to the air quality issue, investment in modes of transportation that reduce single-occupant vehicle travel also reduces greenhouse gas emissions. The Iowa DOT has been working with the Iowa Climate Change Advisory Council's Transportation and Land Use subcommittee to evaluate and recommend actions to reduce greenhouse gas emissions. The final report of the council is to be submitted to the governor and General Assembly in December 2008. It is clear the report will recommend increased support for passenger rail, bicycle/pedestrian accommodations, freight rail, and public transit.



Solution: Aviation

Funding

The Iowa DOT is requesting a \$1.5 million FY 2010 appropriation for the General Aviation Vertical Infrastructure program. This is an increase over the FY 2009 appropriation of \$750,000. The increased funding is necessary to meet the needs of the aviation community. Requests for FY 2009 funding totaled more than \$4 million to build/rehabilitate hangars, terminals and fuel facilities at the 103 general aviation airports throughout Iowa.

The Iowa DOT is requesting a \$1.5 million FY 2010 appropriation to the Commercial Air Service Vertical Infrastructure program. This is the same level as the FY 2009 appropriation. These funds are available to Iowa's 8 commercial service airports for terminal and other facility enhancements.





Solution: Freight Rail

Funding

The Iowa DOT is requesting a \$3 million FY 2010 appropriation to the Rail Revolving Loan and Grant Program. This is a \$1 million increase over FY 2009, and is necessary to support rail access to Iowa's current and future industries. This also re-establishes the program funding balance that was reduced to assist Iowa's railroads in their recovery from flooding.

Legislative

The Iowa DOT is recommending elimination of the Iowa Code requirement that no more than 50 percent of the Rail Revolving Loan and Grant Program funding be awarded in the form of grants. This requirement restricts the ability of the DOT to meet the demands to provide timely funding to support immediate opportunities for economic development and job creation.





Solution: Passenger Rail

Funding

The Iowa DOT is requesting a \$3 million FY 2010 appropriation to support passenger rail. This funding will be used to: 1) study the feasibility of commuter rail service in coordination with a planned public transit study; and 2) establish state funding to provide matching funds for the Federal Railroad Administration's Intercity Passenger Rail Grant Program. Without state funds, Iowa is not in a position to apply for federal funds to upgrade track to support new passenger rail service.

Legislative

Iowa Code Chapter 327J provides the Iowa DOT with authority to undertake certain activities related to the Midwest Regional Rail System. The Iowa DOT is recommending that the legislature revise the language to broaden that authority to cover all passenger rail services (i.e. long-distance, intercity and commuter).





Solution: Bike/Pedestrian Trails

Funding

The Iowa DOT is requesting a \$3 million FY 2010 appropriation to the State Recreational Trails Fund. This is the same level appropriated in FY 2009. To maximize the effectiveness of this appropriation, it is requested that no earmarks be included in this appropriation. In FY 2009, six projects with total funding of approximately \$1.2 million were earmarked, leaving only \$1.8 million to fund the \$30.8 million requested through the competitive application program.

While the name of the fund includes the word "recreation," the DOT intends to target a portion of the appropriation to projects that support bicycling as a mode of transportation to support the shift from single-occupant vehicle travel to bicycling.





Solution: Public Transit

Funding

The Iowa DOT is requesting a \$2.2 million FY 2010 appropriation to the Public Transit Infrastructure Grant Fund. This is the same level as the FY 2009 appropriation. These funds are awarded through a competitive grant program to finance construction, renovation and expansion of maintenance buildings, fuel facilities, administrative buildings, vehicle storage facilities, and passenger rail waiting facilities.

The Iowa DOT is also requesting a \$1 million FY 2010 appropriation to a new transit program to support innovative concepts to reduce single-occupant vehicle travel. This funding would be available for a broad array of new and existing efforts to expand transit service. Activities could include funding for van pools, ride-share activities, Job Access/Reverse Commute activities or other new and innovative concepts. Existing funding levels for the past 10 years have not permitted expansion of transit services, so this program is intended to dedicate funding in a pilot program to support expansion.





FY 2009 Appropriation Funded Projects

-  Rail Revolving Loan and Grant Program
-  General Aviation Vertical Infrastructure*
-  Commercial Service Vertical Infrastructure
-  State Recreational Trail
-  Transit Vertical Infrastructure*

*projects on hold due to delay in bond issuance





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