



Iowa Freight Advisory Council

Thursday, March 12, 2026; 10:00 AM to 2:00 PM

Courtyard by Marriott

2405 SE Creekview Dr, Ankeny, IA 50021

Time	Topic	Presenter
10:00 AM	Safety Briefing	Amanda Martin Iowa DOT
10:05 AM	Welcome & Introductions	Jillian Walsh Travero
10:25 AM	Iowa DOT Update Update on DOT activities and legislative priorities.	Stu Anderson Iowa DOT
11:00 AM	Des Moines Metro Goods Movement Study Input FAC members will provide input for the Des Moines Metro's Goods Movement Study	Addison Williamson Des Moines Area MPO
11:30 AM	Fast and Frugal Maintenance: A Data-Driven Approach to Decision Optimization Research from Iowa State University's Department of Supply Chain Management	Henrik Sternberg Iowa State University
12:00 AM	Lunch Break	
12:45 PM	Iowa DOT State Freight Plan and Truck Parking Study Overview of the draft 2026 State Freight Plan and truck parking study	Caleb Whitehouse Iowa DOT
1:30 PM	Group Discussion Discussion on future FAC meetings and agenda items.	Jillian Walsh Chair, Travero
2:00 PM	Adjourn	

Future meetings:

1. Friday June 5, 2026; TBD
2. **Thursday** September 24, 2026; TBD
3. **Thursday** December 3, 2026; Ankeny

Wi-Fi: MarriottBonvoy_Conference

Password: courtyard

Contact person: Caleb Whitehouse, Iowa DOT Systems Planning Bureau, caleb.whitehouse@iowadot.us

"MAKING LIVES BETTER THROUGH TRANSPORTATION"



51st Meeting of
Iowa Freight Advisory Council
Thursday, March 12, 2026; 10:00 AM to 2:00 PM
Courtyard by Marriott
2405 SE Creekview Dr, Ankeny, IA 50021

Safety Briefing

Welcome/Introductions

Jillian Walsh begins the meeting by welcoming everyone and thanking them for coming. Walsh asks to start the meeting by having everyone introduce themselves and to provide some information or news on freight that they might be seeing or experiencing in their respective company and or industry.

Mike Hadley – worried about limitations to budgets due to Legislature

Greg Dickinson – uptick in rail delivery interest with fuel prices

Kelli O'Brien – UP/NS merger application being revised, resubmitting 4/30 and offered to present at future meeting

Gabe Claypool – uptick in warehouse leasings in Des Moines – starting to fill a lot of formerly empty warehouse (tariff confusion seems to be going away)

Marty Wadle – capacity is tightening in the trucking market (bankruptcies, small carriers going out of business due to current rates); Delila's law/CDL laws coming that would remove a lot of drivers from the workforce; will lead to prices going up

Walsh – trucking prices going up, uptick in rail inquiries and transloading

Stu Anderson – 5/65 bypass update

David Runnels – Mississippi River looking good for 2026 season

Jeremey Szinski – loading rock near Sioux City for maintenance activities

Haozhe Chen – ISU Supply Chain Forum, Voorhees Supply Chain Conference coming up

Jim Glaspie – May NOFO for RRLG

Iowa DOT Update – Stu Anderson

Anderson begins the presentation by providing a personnel update for the Iowa DOT; Julie Johnson appointed Administration Division director and a new district 6 engineer Jesse Tibodeau

Anderson presents on the Iowa DOT Operating Budget and explains how it comes from the primary road fund. The budget is 3.4 percent below planned levels. He explains that whatever is not spent is reverted through the construction program. He says that the DOT started the winter season with rough winter storms that can eat up the budget. He was happy to report that they were able to stay under budget even with the rough winter storms. He says that it has been a good fiscal year for letting. Project bids through February are \$85 million below programmed amount. Savings are mostly from being conservative in estimates. Revenues are 13 million dollars above forecast. This will allow cities and counties to see higher revenue from the road use tax fund. Anderson explained that from the federal funding side a full 2026 fiscal bill passed avoiding a full government shutdown. Homeland security is still shut down and can affect travel due to security agents being understaffed at airports. Anderson explained that the Iowa DOT began the year 30 million over program.

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Anderson says that they are very focused on the next authorization infrastructure bill. The current bill expires at the end of September of this year. There is concern about the ability to sustain funding levels. The commission is currently working on developing the next 5-year bill. Some issues the Commission is considering in the next bill are flat revenues and federal funding issues. The commission's work began in September with the highway planning overview. He says March is the most important month in the development program as this is when commission has their first meeting. In the past the commission has had to delay projects but this year no delays have occurred, and more projects may be added to the five-year program. I-80 Mississippi bridge is up next for replacement.

Anderson switches to presenting on the Iowa legislative session. He points out that one DOT bill submitted MVD360, goes over database management and allows more electronic documentation. The bill has passed the senate and house transportation committee. The bill contains an amendment to increase property damage threshold for reporting from 1500 dollars to 5,000 dollars. Anderson Estimate that this will reduce reporting on 40 percent of crashes

Anderson says that another bill was introduced to allow for milk truck permit modification, increasing the gross weight from 96,000 pounds to 136,000 pounds and directs departments to establish rules and regarding minimum distances for axle configurations. Kelly O'Brian, Union Pacific representative, brought up a question on whether this bill to increase weight for milk would cause a domino effect for weight increase for other commodities, Alex Jansen, Iowa DOT, responded that milk is a uniquely defined commodity and feels that it is unlikely that more commodities will be approved for increase weight. Milk is unique in that it is federally classified as "non divisible" even though it is a divisible commodity. Classification was changed so milk can get OSOW permits. O'Brian expressed worry about the impact on railroads, and specifically short line railroads. Walsh carried on the conversation and added that there is a little bit of a threat from a rail perspective and argued that this will be an apples-to-apples price comparison between truck and rail over time and that the competitiveness would not be diminished. Mark White, Smith Fertilizer and Grain, brought up that there may be more agriculture requests for increased weight from a labor perspective.

Anderson returns his presentation and brings up fuel tax indexing. Indexing fuel tax rates to consumer rates price index for all urban consumers. He points out that the DOT is required to do a study every 3 years for state use road tax funds. The motivation of the study is to address the issue of property tax revenue going down and secondary road funding falls and adds that fuel tax indexing is a solution they are exploring. The bill that will ultimately be passed will be a combination of differing bills that are on the floor, and indexing is a part of the bill. The index would be 6th tenths of a cent price increases every year. The increase would never exceed three years in a row. The legislation has the power to decide if the fuel tax index increase will take effect or not. He mentions current concerns over fuel price increases is a possible reason the legislation would decide to deny a price increase. Delia Moon-Meier, Iowa 80 Group, brought up that there is a concern with consumers and fuel tax indexing. Moon-Meier argues that the indexing system sounds good at first but believes that the index system will cause the states fuel tax price to get out of control and may make Iowa's fuel tax rate too high in the long run. She said retailers are worried about indexing not having a "stop" year; appears that the indexing system get out of control after 10-15 years.

Anderson begins presenting on the operations budget. The 2027 operations budget is 18.2 million less than FY 2026 budget. The reduction in spending is primarily due to lower equipment replacement costs and lower capital investments needed for this fiscal year. He mentions Revolving Railroad Loan and Grant program (RRLG) is available as a funding source. Says that they are asking for another 2 million dollars in appropriations for the RRLG.

Anderson completes the presentation by providing updates on the commissions field tours for 2026. The tours will be on April 13/14 in Fort Madison, June 8/9 in Perry, August 10/11 in Iowa city, and October 12/13 in Marquette.

Presentation concludes at 11:01 am.

Des Moines Metro Goods Movements Study Input

Williamson begins by explaining that he is from the Des Moines Area Metropolitan Planning Org. Williamson shares that the Des Moines MPO is in the process of developing their freight plan. He shows a map of the DMMPO, providing a history of the MPO being organized in 1983, and shares that the MPO has 20 voting members. He explains that the MPO is the conduit of

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federal dollars flowing into local areas. He says that the Goods Movements Studies in 2002 and 2006 will be succeeded by the new Freight plan.

Williamson moves on to share the MPO's Safety Visions Zero Goal by 2045. The goal is to reach zero deaths and injuries on the roadways in the metro area by 2045.

Williamson provides an overview for the MPO's Freight Plan: The purpose is to study and review the movement of trucks, rail, and aviation. Williamson says the plan serves to inform the *Mobilizing Tomorrow* update by:

- Examining existing conditions
- Identifying impediments and other safety concerns
- Recognizing current and future trends
- Provide the strength, weaknesses, opportunities, and threats of the freight network.

Williamson explains that they have distributed two surveys and identified infrastructure impediments with MPO tech representatives. He adds that it has been difficult getting engagement from stakeholders. He says that they will have a freight steering committee meeting later this month.

Williamson begins the Mentimeter engagement activity by having the audience use a QR code to access the survey.

First question: Have you worked with an MPO or RPA before?

- 11 yes
- 9 no
- 1 RPA only

Second question: What safety issues affect freight in central Iowa? Williamson encourages to have a discussion with this question.

- Shortage of truck parking
- Distracted driving
- Weather on I-35
- Pedestrian-freight interactions such as ped-truck and ped-train collisions
- High traffic volume
- Blocked RR crossings
- Distractions and constructions
- Congestion due to crashes and secondary crashes
- Training
- High speed drives
- large truck volumes in metro areas.

Third question: What trends in freight should we consider in future planning and funding?

- Bigger
- Heavier
- Electric trucks
- Autonomous vehicles
- Clean energy
- Multimodal
- Efficiency, Labor
- Drones
- Load planning
- Increase in trucks
- Grade separations or over
- Truck parking

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- Delila's Law
- Trucker demographics
- Technology
- Labor

Fourth question: Relative impact of identified trends on Central Iowa? Ranking

1. Same day delivery
2. On-demand delivery
3. Online shopping
4. Warehousing
5. Autonomous vehicles
6. Air freight declines

Williamson asks the group why same day delivery is the top trend? An audience member responds that it puts more vehicles on the road.

Fifth question: What opportunities and threats to the Central Iowa Freight network are most impactful?

- Central location in the state and country
- Land use policy
- Lack of truck parking
- Lock and Dam issues causing changes in modes
- Maintenance of existing transportation systems
- Competition with data centers
- Finding employees
- Two major cross-country interstates
- Increasing population of metro area
- Workforce Shortage
- Energy supply
- Consumer expectations
- Lack of infrastructure funding
- Renewable energy in Iowa
- Truck congestion
- Poor county road conditions
- Mix of autonomous and human drivers

Sixth question: What is the best way to engage regional freight partners in ongoing planning process?

- Chamber of commerce
- FAC meeting
- A consolidated platform
- Email meeting or phone
- Interactive online mediums that are easy to access
- Voorhees Supply Chain Conference
- Invite freight partners to peer discussion groups
- Survey truck drivers at rest areas
- Find the people that actually do the work

Williamson thanks the audience for their participation and ends his presentation.

Presentation and engagement activity concludes at 11:28 am.

Fast and Frugal Maintenance: A Data-Driven Approach to Decision Optimization

Sternberg starts his presentation by asking "if you are going to put new tires on a car how do you choose the tire?"

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Audience members respond with noise rating, comfort, rain and snow. In response to the audience, he explains that fuel efficiency for rain and snow tires is low. He then mentions U-Haul trailers are very sturdy, but the friction is higher therefore lower fuel efficiency, and the focus for a U-Haul tire is longevity. He further explains that getting the wrong tire can have consequences for causing accidents and that when a tire blows out on the road there is a higher risk for a fatality. Sternberg says the wrong tire consumes too much energy and they are a significant source of air and water pollution. He asks Lt. Blake Wittrock of the Iowa State Patrol how they select tires. Lt. Wittrock answers that they select pursuit rated tires only for their vehicles. Sternberg follows up with that most freight trucking companies will select only one type of tire for their trailers even if it is the wrong tire for the job, leading to higher fuel consumption and quicker wear. He states that diversifying types of tires based on what is being hauled can reduce waste and increase fuel efficiency and save money over time.

Sternberg moves on to provide a demonstration of a company called Krone that has 20,000 trailers they rent out. There were 1250 service locations that performed what's called design science research, looking at how things should be. Tires represent 2% of fleet budget but influence up to 53% of total operating costs. Lifetime tire costs for a trailer are up to \$60,000. He says every fleet has GPS tracking in Iowa and some have it on their trailers as well. He emphasizes that this GPS data can be used to help determine the right tire for the right job. He then asks audience members why they do not use this GPS data to make decisions on tire purchases? Main response from the audience was they typically buy one type of tire for all trailers. One audience member did express that their company tries to diversify their tire purchase based on the job. Sternberg says buying one type of tire for all trucks and trailers leads to higher procurement costs due to increased replacement frequency if selected tire does not match actual usage conditions. He argues that picking the best tire for the trailer and the customer is ideal.

Sternberg provides an overview of the objectives and designs of different types of tires. He says for fuel efficiency, tires with low rolling resistance reduce fuel consumption. For mileage optimization, he says selecting durable tires to minimize replacement frequencies is ideal for long term savings.

Sternberg gives example of a vehicle profile that primarily drives in urban areas. The profile includes road use statistics, fuel costs and tire costs, and demonstrates how buying the right tire can provide annual savings. The second example profile Sternberg provides has a high highway usage and suggests that low friction tires would be best, but these tires are more expensive but will save on fuel costs for the renter. He makes the argument that if the company communicates with the renter that if they pay an additional fee for putting on the correct tires for the type of use, this can save the company and the consumer money and increase consumer satisfaction.

Sternberg moves onto explaining that there is a need for better data to track when to use what tires. He suggests digitization. He says that the trailer needs GPS and sensors so they can track how the trailer is being used. He shows that traditional trailer tracking involves paper written tracking and is not ideal for modeling which tires are best for which jobs. He demonstrates a tire selection interface on a website that helps you select the best tire for the job.

Sternberg gives an example of utilizing an AI site to analyze questions for tire use. He shows an online AI website and asks simple questions about what tires should be used on a trailer for different types of jobs and road conditions. He demonstrates that the AI model can provide useful information but urges that it is important to double check the information provided by the AI model.

Sternberg concludes his presentation by summarizing that one size does not fit all, and diversifying what tires are used on trucking trailers is ideal for saving money.

Presentation concludes at 11:52 am

Lunch Break

Iowa DOT State Freight Plan and Truck Parking Study

Whitehouse begins the presentation by telling the audience that the Iowa DOT has recently completed its State Freight Plan and says that it is now open for public comment. He shows the audience how to leave comments on the Iowa DOT's State

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Freight Plan. He then moves into providing an overview of the State Freight Plan. He explains that the plan needs to be updated every four years and is that the plan provides an overview of immediate and long-range freight planning activities for the state of Iowa. This year's Freight Plan is due in August 2026, and the public input period will end April 9th, 2026. He then moves on to the State Freight Plan input timeline, showing where in the timeline FAC meetings took place and when engagement activities took place to help provide informed industry input for the development of the plan. He provides a brief overview for chapter 1 of the plan and shows that the goals of the plan include Safety, Infrastructure, and Innovation.

Whitehouse shifts into presenting on the remainder of the chapters for the State Freight Plan. For chapter 2 he shows a map of the Iowa Multimodal Freight Network for the state of Iowa. He says that the additional rural corridor miles for the National Highway Freight Network, NHFN, has been added to the network recently. Next, he shows the National Multimodal Freight Network and then the Strategic Military Network for the state of Iowa. The next map shown is of multimodal bottlenecks, areas of transportation networks where transportation flow is slowed down or completely stopped, on rail lines, highways and waterways. For chapter 3 he explains that the chapter covers primary supply chains, commodity movement, and trading partners. Next, he provides the outline for chapter 4 which includes safety, funding, regulation and trade, labor and workforce. Next, he shows the outline for chapter 5 that includes implementation strategies, improvements and investments. Finally, Whitehouse shows the top 10 implementation strategies from the plan:

1. Improve freight transportation system resiliency
2. Explore additional sustainable funding sources to increase investment in the freight transportation system
3. Work with local stakeholders and railroads to improve safety at railroad crossings
4. Target investment to address mobility issues and bottlenecks that impact freight movements
5. Collaborate with railroad operators to provide Iowa companies with increased access and capacity to accommodate additional Iowa freight shipments
6. Partner with law enforcement and the trucking industry to combat human trafficking
7. Advance a 21st century Farm-to-Market System that moves products seamlessly across road, rail, and water to global marketplaces
8. Streamline and align freight-related regulation and minimize unintended consequences
9. Explore opportunities for increasing value-added production within the state
10. Support the development and adoption of emerging freight technologies to increase safety and efficiency

Whitehouse moves on and provides a brief overview of the truck parking study conducted for the State Freight Plan. He shows that the study included data from ATRI and was used to help prioritize locations for truck parking improvements at public rest areas and weigh stations. He then shows 3 maps of improvement needs in the state of Iowa that include improvements for roadways, railroads, and waterways.

Whitehouse moves onto his next presentation that will go into detail on how the truck parking study was conducted. He begins the presentation by stating the problem the study was trying to solve; There is a lack of trucking parking nationwide. He says there is one parking space for every 11 trucks on the road and that without adequate parking spaces drivers are forced to park in unauthorized areas such as off ramps and can create safety concerns. The main problem stated is needing to know where truck parking is needed. Whitehouse explains that the current method for adding truck parking spaces involves when a parking facility needs pavement surface maintenance, they will then try to add more parking spaces, but these maintenance timelines do not always match up to where truck parking is actually needed.

Whitehouse presents that the data used in the study came from American Transportation Research Institute, ATRI. The data was GPS data of heavy trucks of different classes taken at different intervals. The study compared observations passing Weight in Motion sites, WIM sites, with predicted observation from ATRI data, helping to create a sample size. The sample size estimated about 10-15% of trucks on the roads in Iowa, but this sample size's margin of error was too large. Polygons shapefiles in ArcGIS were developed and used as a catchment area for where ATRI data tracked truck locations and utilized WIM sites to try and confirm the count. Each parking location is then grouped into a service shed, creating a larger catchment area for truck parking, allowing for an estimate of truck parking needs over a larger area.

Whitehouse moves onto explain the statistical methods that were used in estimating whether a rest area's truck parking spots were full or not. He provides a graph on the Poisson distribution to visualize the probability distribution for counting events. This distribution is used to predict how many times an event will happen (truck parked in a rest area) in a fixed interval.

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Assumes the events occurs randomly and consistently. With this they can show which truck parking locations are at or over parking capacity at 15-minute intervals.

Next, Whitehouse shows the top ten parking locations that are at or over parking capacity. He shows top locations by service shed and explains that if one location is struggling with meeting parking needs in the service shed, then another location in the shed can be expanded to try and make up for the demand. He explains that DOT plans to use this modeling method to help with decision making. He adds that they would like to utilize cameras at parking locations to try and capture a more accurate parking count for locations. He says that with how the modeling currently works, no leg work is needed, and all data analysis and modeling can be conducted in office and repeated with reasonable ease.

Sternberg asks why the DOT did not try to simulate dynamic behavior of the drivers, for example, a driver has an hour left and plans to check one stop and then if it is full drive another 20 minutes to the next stop and continue this until the driver is forced to park illegally. Sternberg urges that this simulation method would be quite easy and would help produce stronger results. Whitehouse responds that the reason was due to data limitations.

Moon-Meier asks why private parking stops were not utilized in the study. Whitehouse explains that they needed to know the exact capacity of each location to run the model and make estimates. Whitehouse mentions that including Sternberg's simulation method might be able to allow them to include private parking stops in the modeling. Moon-Meier adds that there are tools like an app called Truck Parking Club out there that help show drivers where parking is available.

Walsh asks if the DOT plans to expand the parking they have or are looking to acquire new property. Whitehouse and Anderson explain that the Iowa DOT is not planning on building more rest areas and that the core mission of the DOT is to effectively move people across the roads in the state. Anderson goes on to emphasize that truck parking is a safety aspect that is important to the transportation system and needs to be considered. He further explains that the DOT views the private sector as the main tool for filling the need for truck parking and the DOT has no intentions to compete with the private sector. He then points out that this analysis might be useful to the private sector in showing where the public parking areas are being strained and could help show where new private stops could be built to help meet demand. He adds that overnight parking at weigh stations is allowed and that they want the perception for drivers to be that these are locations they are allowed to park at as well. Jansen brings up the issue of wind turbine freight taking up more space than the average freight truck and could throw off the results. Whitehouse responds that the analysis could not take those cases into consideration.

Presentation concludes at 1:27 pm

Group Discussion

Walsh begins to explain about the new comment card. She says these cards are intended for attendees to provide ideas thoughts and inputs for future meetings and wishes to utilize this information to help improve the meeting and prepare topics of discussion that are important to the members. Walsh ends with stating that the next meeting will be June 5th. She says that the September location will be in Cedar Rapids and that December meeting will be back in Ankeny.

Adjourn

Meeting adjourns at 1:30 pm

For more information on presentation slides please reach out to Caleb Whitehouse at caleb.whitehouse@iowadot.us.

Attendance

Members

Present	Name	Representing
X	Jilian Walsh (Chair)	Travero
X	Dr. Haozhe Chen	ISU Supply Chain Management
X	Gabe Claypool	Des Moines Industrial
X	Greg Dickinson	Ten D, Inc. Companies/Merchants Distribution Service
	Jackson Doud	Iowa Farm Bureau
X	Frank Huseman	NEW Cooperative/Port of Blencoe
X	Matthew Leyser	John Deere Des Moines Works
	Ryan Nonnemaker	CPKC Railroad
	Doug Martin	Amazon DSM5
	Joe McConnell	Perishable Distributors of Iowa
X	Delia Moon-Meier	Iowa 80 Group
X	James Niffenegger	Landus Cooperative
X	Kelli O'Brien	Union Pacific Railroad
	Joe Parsons	Iowa Interstate Railroad
	Ty Rosburg	Rosburg Livestock
	Jessica Sargent	Sukup Manufacturing
X	Marty Wadle (Vice Chair)	Ruan Transportation
X	Mark White	Smith Fertilizer and Grain
	Ron White	Artco Fleeting Service

Ex-Officio

Present	Name	Representing
X	Jim Boerner	MAPA
X	Ryan Brauer	SIMPCO
	Amie Davidson	Iowa DNR Land Quality Bureau
	Ray Gaesser	Iowa Transportation Commission
X	Mike Hadley	Keokuk County Board of Supervisors
X	Mike Harrington	Iowa Department of Agriculture and Land Stewardship
X	David Reynolds <i>in place of</i> Tom Heinold	USACE Rock Island District
X	Sean Litteral	Federal Highway Administration, Iowa Division
X	Jeremy Szynskie <i>in place of</i> Chuck McWilliams	USACE Omaha District
	Scott Marler	Director, Iowa Department of Transportation
	Mike Norris	Southeast Iowa Regional Planning Commission
X	Lt. Blake Wittrock <i>in place of</i> Major Darren Reid	Iowa State Patrol
	Andrea Smith	Iowa Economic Development Authority
	Jodi Stephenson	Federal Motor Carrier Safety Administration
	Stephanie Weisenbach	Iowa Utilities Board
X	Addison Williamson	Des Moines Area Metropolitan Planning Organization
X	David Runnels	USACE Rock Island
X	Zach Montreal	USACE Omaha
X	Jeremey Szinski	USACE Omaha
X	Matt Leyser	John Deere
X	Dr. Henrik Sternberg	Iowa State University
X	Axell Tan	Iowa State University

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Iowa DOT

Present	Name	Representing
X	Ethan Aamodt	Systems Planning Bureau
X	Stu Anderson	Transportation Development Division
	Mikel Derby	Government and Community Relations
	Kyle Durant	Systems Planning Bureau
X	Katherine Drahos	Modal Transportation Bureau
X	Brenda Freshour-Johnston	Systems and Administration Division
	Melissa Gillett	Chief Operating Officer
X	Jim Gaspie	Modal Transportation Bureau
	Travis Halm	Systems Planning Bureau
X	Sam Hiscocks	Systems Planning Bureau
	Maria Hobbs	Modal Transportation Bureau
X	Alex Jansen	Motor Vehicle Division
	Renee Jerman	Legislative Compliance
X	Amanda Martin	Modal Transportation Bureau
X	Tammy Nicholson	Modal Transportation Bureau
X	Wes Musgrove	Systems Operations Division
X	Garrett Pedersen	Systems Planning Bureau
X	Charlie Purcell	Project Development
	Jeff von Brown	Systems Planning Bureau
	Andrea White	Systems Planning Bureau
X	Caleb Whitehouse	Systems Planning Bureau
	Lee Wilkinson	Administrative Services Division