



EXECUTIVE SUMMARY



Iowa State Freight Plan

The primary purpose of the State Freight Plan is to document the immediate and long-range freight planning activities and investments in the state. More specifically, it will provide guidance on how to address issues, adapt to emerging trends, and invest strategically in the freight system to grow a stronger economy, strengthen the nation's competitive advantage, and enhance the quality of life for Iowans.

National Freight Goals

Identify and invest in infrastructure improvements, policies, and operational innovations

Improve the safety, security, efficiency, and resiliency of multimodal freight transportation

Achieve, maintain, and improve the state of good repair on the National Multimodal Freight Network (NMFN)

Use innovation and advanced technology to improve the safety, efficiency, and reliability of the NMFN

Improve the economic efficiency and productivity of the NMFN

Improve the reliability of freight transportation

Improve the short- and long-distance movement of goods

Improve the flexibility of states to support multi-state corridor planning and the creation of multi-State organizations to increase the ability of states to address multimodal freight connectivity

Reduce the adverse environmental impacts of freight movement of the NMFN

Pursue the goals described in this subsection in a manner that is not burdensome to state and local governments

Iowa Freight System



8 commercial airports
106 other service airports



9,624-mile Primary Highway System
115,739 total miles of roadways



Almost 50,000 miles of pipelines
Multiple pipeline operators



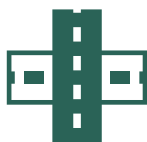
14 railroad companies
3,824 miles of rail lines



70 barge terminals
491 miles of navigable waterways



Introduction



System Inventory
& Performance



Industries &
Commodities



Planning
Considerations



Action Plan

Freight Modes and Commodities

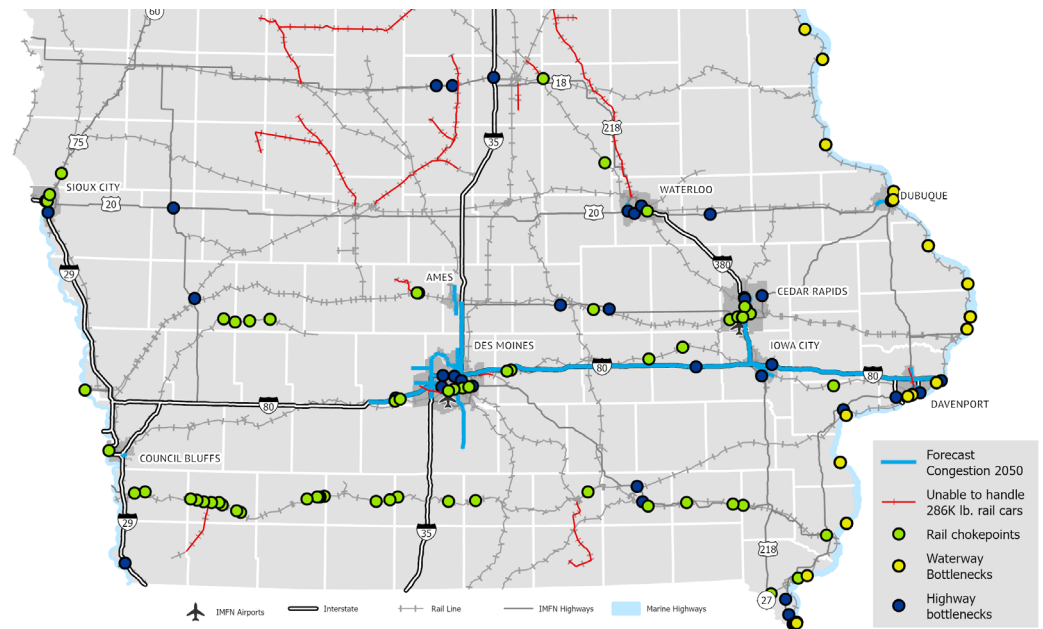
Each mode of freight transportation is inventoried with performance reported by condition, utilization, safety, and reliability. Commodity flows and primary supply chains are included along with other planning considerations identified and prioritized by the Freight Advisory Council.

Planning Considerations

1. Safety
2. Funding
3. Regulations & trade
4. Labor and workforce
5. Bottlenecks
6. Market access & supply chains
7. Technology
8. Resiliency
9. Energy

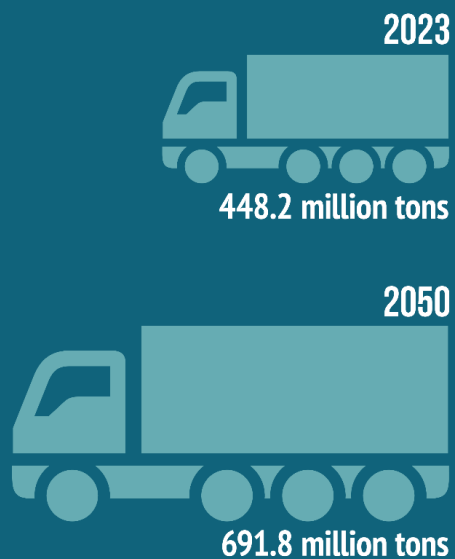


Bottlenecks and Chokepoints

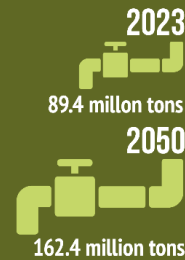


Iowa Freight by Mode

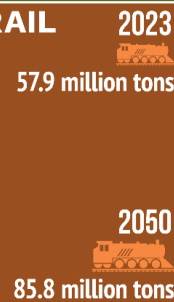
TRUCK



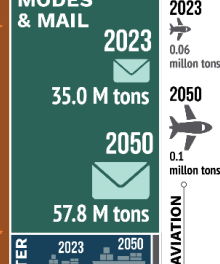
PIPELINE



RAIL



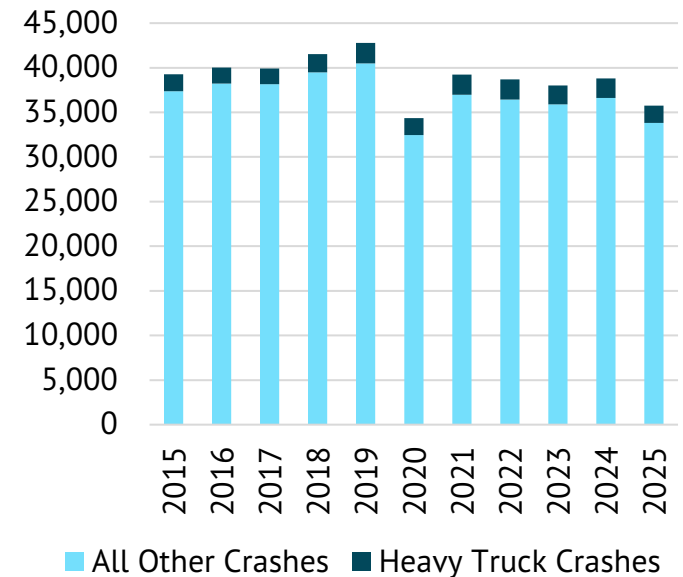
MULTIPLE MODES & MAIL



WATER



Highway Safety Statistics



Action Plan

Includes implementation strategies, improvements, performance measures, and the Iowa Freight Investment Plan, all aligned with the Iowa DOT system objectives.

Improvements

Aviation

Air cargo projects at **Des Moines International** and **Eastern Iowa** Airports

Highway

33 prioritized **bottleneck locations**, prioritized **truck parking** study results, and \$90,399,889 in **National Highway Freight Program** investments through 2030

Railroad

60 **short-range projects** plus others funded through state and federal programs

Waterway

Deferred/backlog maintenance projects for **Iowa locks and dams**



Implementation Strategies

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 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 regulations 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.
11. Advocate for the funding and improvement of the inland waterway system and explore ways to expand Iowa's role.
12. Target investment in the Iowa Multimodal Freight Network (IMFN) at a level that reflects the importance of this system for moving freight.
13. Rightsize the highway system and apply cost-effective solutions to locations with existing and anticipated issues.
14. Study truck parking behaviors and meet the demand at DOT rest areas.
15. Support opportunities to develop new intermodal freight facilities in the state.
16. Partner with freight stakeholders to find innovative ways to address labor shortages across industry sectors.
17. Optimize the availability and use of freight shipping containers, including exploring other options for repositioning empty containers.
18. Mitigate the impacts of freight transportation on communities, wildlife, and the environment.
19. Enhance planning and asset management practices for the IMFN by utilizing designs and treatments that are compatible with significant freight movements.
20. Continually track and evaluate international trade deals, negotiations, and tariffs.
21. Enhance cybersecurity measures to protect Iowa's freight systems from digital threats, ensuring a safe, resilient, and reliable transportation network.