

26th meeting of the
IOWA FREIGHT ADVISORY COUNCIL

June 7, 2019
10:00 AM to 2:00 PM
Courtyard Marriot
2405 SE Creekview Dr, Ankeny, IA 50021

Meeting input objectives

1. Develop a list of potential options to address supply chain resiliency in the state – namely approaches the DOT can take to improve current responses.
2. Identify any opportunities to enhance Iowa DOT operations in the areas of funding distribution, external communication/promotion, and Legislative interaction.

10:00 AM Safety Briefing

Phil Meraz
Iowa DOT

Welcome and Introductions

*Ice-breaker: Was your company impacted by flooding this year? How?
And how did your company respond?*

Mike Steenhoek, Chair
Soy Transportation
Coalition

10:20 AM Panel: Flooding and Supply Chain Resiliency

A panel on the impacts of and responses to flooding, followed by a facilitated discussion on supply chain resiliency and addressing these events as they seemingly become more common.

Mike Steenhoek
Soy Transportation
Coalition

- **Chad Lambi**
Iowa Interstate Railroad
- **Mark Nahra**
Woodbury County
- **Scott Marler**
Iowa DOT
- **Kelli O'Brien**
Union Pacific Railroad
- **Tony Miller**
Artco Fleeting

- 11:45 AM** **Flow of Transportation Dollars** **Stu Anderson**
An overview of how transportation funding is distributed – where it comes from (Federal, State, Local, gas tax, EV tax, swap, etc.), where it goes, and how it is calculated. **Iowa DOT**
- 12:15 PM** **Lunch**
- 1:00 PM** **Iowa DOT Communications Strategy** **Andrea Henry**
A brief overview of the DOT’s public communication strategy and tools used in outreach efforts, followed by a group discussion on how the DOT focuses other promotion efforts such as utilization of the state gas tax funding. **Iowa DOT**
- 1:30 PM** **Iowa DOT Interactions with the State Legislature** **Susan Fenton**
An outline of the DOT’s process for interacting with the Iowa State Legislature including internal solicitations for topics, bill/budget proposals, and responding to inquiries. **Iowa DOT**
- 2:00 PM** **Adjourn**

2019 meetings: September 6, December 13

26th meeting of the
IOWA FREIGHT ADVISORY COUNCIL

June 7, 2019
 10:00 AM to 2:00 PM
 Courtyard Marriot
 2405 SE Creekview Dr, Ankeny, IA 50021

Members

x	Jillian Walsh for Andy Cernin	x	Bob Rafferty for Delia Moon-Meier
	Tom Determann	x	James Niffenegger
x	Randy Worth for Greg Dickinson	x	Kelli O'Brien
x	Don Egli	x	Chad Lambi for Joe Parsons
x	Greg Jenkins	x	Dan Sabin
x	Calean Kokjohn	x	Mike Steenhoek
x	Ron Lang	x	Reilly Vaughan
x	Brent McKenzie	x	Tony Miller for Ron White
	Don McDowell		Tim Woods

Ex-Officio Members

x	Dylan Mullenix for Todd Ashby		Mike Norris
x	Mike Hadley		Paul Ovrom
	Mark Johnson		Robert Palmer
x	Michael Kober	x	Joseph Rude
x	Sean Litteral		Col. Steven Sattinger
x	Mark Lowe		Louis Vander Streek
x	Shirley McGuire	x	Jennifer Wright

Iowa DOT

x	Stu Anderson	x	Justin Meade
x	Phou Baccam	x	Phil Meraz
x	Mikel Derby	x	Tammy Nicholson
x	Sam Hiscocks	x	Garrett Pedersen
	Laura Hutzell		Charlie Purcell
x	Alex Jansen		Angel Robinson
x	Renee Jerman	x	John Selmer
	David Lorenzen	x	Melissa Spiegel
x	Craig Markley	x	Jeff von Brown
x	Scott Marler	x	Andrea Henry
x	Amanda Martin	x	Susan Fenton

Guests

x	Mark Nahra (Woodbury County)	x	Jantina Wennerstrom (Soy Trans. Coalition)
x	Zhi Chen (DMAMPO)		

Meeting input objectives

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2. Identify any opportunities to enhance Iowa DOT operations in the areas of funding distribution, external communication/promotion, and Legislative interaction.

10:00 AM Safety Briefing

Phil Meraz
Iowa DOT

Welcome and Introductions

Ice-breaker: Was your company impacted by flooding this year? How? And how did your company respond?

Mike Steenhoek, Chair
Soy Transportation
Coalition

Phil Meraz opened the meeting with a safety briefing. Mike Steenhoek, Chair of the FAC, then led introductions and ice-breaker topics discussed by the group. Each member was asked, “Was your company impacted by flooding this year? How? And how did your company respond?” Responses included:

- Mike Steenhoek informed the group that Governor Reynolds has created a working group with subcommittees to address flood resiliency, one of which is infrastructure. State Chief Operations Officer Paul Trombino, formerly the DOT Director and FAC Ex Officio Member, is involved, and Mr. Steenhoek reached out to volunteer the FAC to help in any way.
- Reilly Vaughan discussed the major impacts to farmers, including delayed planting and difficulties moving grain, machinery, and equipment due to flooding and moisture.
- Don Egli mentioned impacted supply chains, businesses, residents, and others. Mr. Egli also shared that many Iowa motor carriers are volunteering time, trucks, and trailers to deliver relief supplies.
- Calean Kokjohn shared that Southeast Iowa has had a difficult time with flooding and access to rail has been a major challenge.
- Mark Nahra discussed the difficulties in getting roadways operational again after flooding impacts.
- Tony Miller mentioned the delays being experienced by the barge industries are having major ripple effects for other industries.

10:20 AM Panel: Flooding and Supply Chain Resiliency

A panel on the impacts of and responses to flooding, followed by a facilitated discussion on supply chain resiliency and addressing these events as they seemingly become more common.

Mike Steenhoek
Soy Transportation
Coalition

- **Chad Lambi**
Iowa Interstate Railroad
- **Mark Nahra**
Woodbury County

- **Scott Marler**
Iowa DOT
- **Kelli O'Brien**
Union Pacific Railroad
- **Tony Miller**
Artco Fleeting

Continuing the discussion introduced by the ice-breaker question, Mike Steenhoek facilitated a panel discussion on the impacts of and responses to flooding and improving supply chain resiliency. Mr. Steenhoek invited each panelist to give a brief overview of their company's experiences, current and past, with flooding impacting operations and some positives from recovery efforts.

Chad Lambi began by showing photos of past flooding that Iowa Interstate Railroad has had to deal with including losing an 800-foot bridge to washout, rebuilding several others, and raising tracks up four feet across an entire river bottom. The company was able to get one particular railroad bridge operational in less than a week to keep trains moving. The company has also worked closely with connecting railroads to help get around closed/flooded routes.

Iowa Interstate Railroad has had to make changes to capital planning and approaches to other things in dealing with this "new norm" of flooding, including devoting more time, resources, and effort to respond to catastrophic events. Hydraulics and drainage are primary considerations now when constructing new railroads. Mr. Lambi mentioned that large rivers aren't as big of a concern because they can be forecasted and planned for. Rather, flash flooding has the biggest impact now. The Iowa Flood Center has been very helpful but there is a need for more data including more river gauges and hydraulic forecasting models. Older 50- to 100-year trends and data are not as helpful any more as flooding seems to be more consistent.

Mark Nahra shared past experiences in his career with flooding beginning in 1965 in the city of Davenport, which was considered the "major flood" in the state for a long time. Mr. Nahra has now experienced 11 FEMA-declared disasters, the last of which was the strangest. He has never experienced a flood in March and this flood included water in areas that had never been flooded before. Other impacts from the Spring 2019 flood included:

- Frozen culverts due to receiving three inches of rain while there was still snow on the ground;
- A new section of four-lane U.S. Highway 20 was closed due to flooding causing the County road system to be used for rerouting traffic;
- Severely damaged roadways were left when the water went down, requiring repair of shoulders and pavements before reopening;
- The difficult evacuation of a town during the flood cresting due to closed roadways; and
- The absence of a complete East-West or North-South route continuously open across Woodbury County for the first two days of the flood.

Mr. Nahra identified numerous positives including the timeliness and effectiveness of a group working together in the same room to address needs and responses, an increased importance and appreciation is now put into the planning and constructing of the County road network, the County and State designing for bigger flood events, and positive working relationships.

Scott Marler provided the Iowa DOT perspective of the 2019 floods, which resulted in road closures lasting up to two months in some places. Mr. Marler shared a series of photos from the Western portion of the state showing major flooding across Interstate, U.S., and State highways, damages to structures, debris across farms, and response efforts. Other major impacts were bridges and culverts needing to be replaced as these are major pinch points, overhead bridges needing to be repaired as they were designed to carry traffic over a roadway rather than over running water and replacing/strengthening roadway shoulders that had been washed away.

There have been numerous meetings to address flooding responses. Resiliency is about infrastructure but also planning, relationships, and regional collaboration. Mr. Marler shared that Iowa DOT tried new things that hadn't been done in the state before, including adding gravel over highways as a temporary solution to get traffic moving again. One of the major concerns has been drivers ignoring road closure signs. At the time of the meeting, flood waters were also beginning to rise again.

Kelli O'Brien shared the Union Pacific perspective, mentioning that the company has experienced large-scale flooding multiple times in recent years. Work has been completed to raise tracks in Council Bluffs, Missouri Valley, and Cedar Rapids. Other areas around the state and nation are being invested in to improve resiliency and protect infrastructure.

The bomb cyclone in the spring took out multiple subdivisions that needed to be rebuilt, meaning many customers were unable to get what they needed. Ms. O'Brien complimented the State of Iowa agencies and shortline railroads operating in the state as working relationships made responses to flooding go smoother than in other areas. At the time of the meeting, Union Pacific was experiencing 11 network outages across the country and Iowa was serving as a reroute area until normal service is functioning again, most likely not until August due to flooding impacts.

Tony Miller with Artco Fleeting gave an overview on the impacts to barge traffic on the inland waterways. There are many barges currently sitting idle due to high water levels and some terminal locations along the Mississippi River are experiencing flooding, preventing access to barges and railroads for shippers in and out of the flood plain. The company typically lays off employees for three months in the winter due to the inability to run barges – this year employees will be laid off more days than they will be working as a result of flooding. There has been a significant impact to all commodities typically moving on the water, including fertilizer that is shipped upriver for planting season. Mr. Miller went on to mention that industries are hit the hardest when barge and rail are both impacted by flooding. There are specific links in the rail network that, if improved, would add a great deal of resiliency to the supply chain. It is important to identify these critical links and protect them.

Following opening remarks by the panelists, Mike Steenhoek facilitated a question and answer session for the group. Mr. Steenhoek requested that the discussion be focused around things we could all do better, what the Iowa DOT could do better, and how we can work together. The following metaphor was used to guide the conversation:

- Slipping the punch: can you avoid getting hit;
- Taking the punch: to what extent does it hurt; and
- Getting off the canvas: how quickly can you recover?

Mr. Steenhoek asked, "When it comes to slipping the punch, or avoiding a major impact from natural disasters, what preparations, predictive analysis/forecasting, communication, and/or innovative designs have been used? Which have been the most effective?" Responses included:

- Tony Miller shared that the bomb cyclone caught a lot of people by surprise. Improved communication of closures would be helpful to know whether or not a ripple effect is coming.
- Mark Nahra mentioned that continuous communication with the U.S. Army Corps of Engineers about forecasting and information relating to releases from the upstream dams was helpful. However, more predictability for unregulated tributaries in Southwest Iowa is needed. Working with the Iowa Flood Center to figure out how predictable we can be and what we can do would be beneficial.
- Scott Marler stated that modeling for major levee breaches, at least this many at once, hasn't really been done. However, modeling is now needed for the impacts of levees breaking including hydraulically to figure out where impacts are and how to prepare. Iowa DOT currently has a positive relationship with the U.S. Army Corps of Engineers to work on this.
- Mark Lowe followed up with the fact that a systematic approach is needed. State leaders now know this can't be approached on a levee to levee basis. The State works a lot with the Iowa Flood Center and has discussions on where to add USGS water gauges for reporting.
- Chad Lambi stated that more water gauges on smaller rivers would be very helpful as these smaller tributaries seem to be the issue now due to flash flooding.
- Mark Lowe then promoted the idea of a more holistic approach to look at the entire system of things impacted and try to improve predictability.
- John Selmer agreed and added that GIS technology should be utilized more to look at ways to predict scour, flows under bridges, and other things.

Mr. Steenhoek asked, "When it comes to taking the punch, or experiencing a major emergency, what is the impact? Are there innovations, materials, methods, etc. that will allow the system to better withstand the catastrophe?" Responses included:

- Chad Lambi shared that Lidar data has been very helpful to Iowa Interstate Railroad. Lidar is used to assist with hydrological modeling. If the State of Iowa can continue to keep Lidar data updated, industry can use it to plan.
- Mark Lowe followed with the need to consider how outages on the primary system impact other systems. Drivers don't think about the roadway system they're on, they just want to get there. How do we maintain information about all levels?

Mr. Steenhoek then offered a few closing thoughts on the discussion. Mr. Steenhoek would like to continue the discussion of responding to catastrophes and using innovation, new concepts, etc. to be better prepared in the future. In addition, the group was asked to continue thinking about how to solve issues with poor communication and laborious processes at the Federal, State, and Local levels. Mark Lowe added that we could all learn from these emergency situations on how to move quicker and more efficiently in times of non-emergency situations.

11:45 AM Flow of Transportation Dollars

An overview of how transportation funding is distributed – where it comes from (Federal, State, Local, gas tax, EV tax, swap, etc.), where it goes, and how it is calculated.

**Stu Anderson
Iowa DOT**

Stu Anderson provided an overview of transportation funding throughout Federal, State, and Local agencies. The presentation included State revenue sources and how they're distributed, an update on Electric Vehicle user fees, Federal funding sources and how they're allocated, and FAST Act reauthorization.

Most State funding comes from the Road Use Tax Fund (\$1.45 billion) with some manual appropriations from the State Legislature. There are statutory appropriations for the Road Use Tax Fund, which means funding comes in monthly and then is distributed. Another major source of State funding is the TIME-21 Fund (\$221 million). Recently, the Iowa DOT was tasked with developing a report to estimate impacts to the Road Use Tax Fund due to high efficiency vehicles. The report included estimated impacts, evaluation of mitigation alternatives, and mitigation recommendations. The study also evaluated electric, hybrid, and hydrogen fuel cell vehicles. As a result, a bill was passed to add an excise tax rate per kWh starting in July 2023.

Around \$530 million in Federal funding was allocated to Iowa in the last year, some of which was utilized by the Iowa DOT and the rest was allocated through metropolitan and regional planning organizations throughout the state. Federal funding was also available through different pieces of the FAST Act, which has been a positive for states around the country. Unfortunately, there wasn't a major increase in buying power and no long-term solution for transportation funding has been decided on.

Mike Steenhoek thanked Mr. Anderson for the presentation and added that it is worth mentioning that Iowa DOT and other state DOTs complete five-year transportation programs and revisit it each year. There is no reason Congress can't do the same thing rather than finish a transportation bill and then only revisit when it is about to expire. In addition, Mr. Steenhoek stated that the distribution of funding is equally as important as the volume of funding. There is room for improvement in these flows and processes. Mark Lowe added that revenue optimization is something the DOT and other state agencies are very focused on.

12:15 PM Lunch

1:00 PM Iowa DOT Communications Strategy

A brief overview of the DOT's public communication strategy and tools used in outreach efforts, followed by a group discussion on how the DOT focuses other promotion efforts such as utilization of the state gas tax funding.

**Andrea Henry
Iowa DOT**

Andrea Henry gave a presentation on Iowa DOT's communication strategy. This includes what is communicated, such as mobility and traveler information, safety, and others. The DOT website is one of the most dynamic sources of information, although it is difficult to organize it all with such a multifaceted agency.

Other techniques include a blog (Transportation Matters), working with news media, social media platforms, Message Mondays, and other types of short summary documents. The agency tries to be as proactive as possible with news releases and likes to include human interest stories in the blog. As far as social media, the DOT has 55,000 followers on Facebook and posts 5-7 times per day for two-way communication with followers, 38,000 followers on Twitter and posts over 10 times per day for quick news, 2,300 followers on Instagram and posts twice a day for more visual/human interest items.

A number of members complimented the DOT's effectiveness communicating things via different platforms. Mark Lowe added that the department tries to humanize communications, not communicate like old government in the third person.

1:30 PM Iowa DOT Interactions with the State Legislature
An outline of the DOT's process for interacting with the Iowa State Legislature including internal solicitations for topics, bill/budget proposals, and responding to inquiries.

Susan Fenton
Iowa DOT

Susan Fenton provided an overview of the DOT's interactions with the State Legislature, summarized as representing the Governor's Office on transportation issues. Ms. Fenton highlighted a typical day at the capital and shared that the DOT registers as undecided/neutral on most bills but does have priority bills that are recommended to the Governor by the DOT Director. These bills are drafted, presented as agency bills to the Transportation Committee Chairs in both chambers and get feedback on priorities. The DOT also attends committee meetings and provide presentations/information to legislators as timely and accurate as possible. Mark Lowe added that legislators are like a Board of Directors to state agencies and should receive information as such.

Mike Steenhoek asked if legislators are told of ribbon-cutting events or informed regarding completion of critical projects, especially those relating to things they voted on. This could include legislative newsletters or other techniques to allow the opportunity to celebrate projects and move legislators along the continuum of more support. Mark Lowe responded that the nature of those events varies by project, but supportive legislators are targeted to be involved. Andrea Henry added that locals drive those events sometimes. Mark Lowe added that continuing conversations on this topic would be beneficial.

Mike Steenhoek concluded the meeting by inviting other members to submit future meeting topic ideas and asked that an ongoing, deeper-dive into resiliency-related topics and revenue optimization be considered for the next meeting.

2:00 PM Adjourn

2019 meetings: September 6, December 13

Infrastructure Resiliency – When a catastrophe or challenge occurs, to what extent does it disrupt?

- Slipping the punch: Can you avoid getting hit?
 - Preparation
 - Predictive analysis/Forecasting
 - Communication
 - Innovative designs
- Taking the punch: To what extent does it hurt?
 - Are there innovations, materials, methods, etc. that will allow the system to better withstand the catastrophe?
- Getting off the canvas: How quickly can you recover?
 - Is it just a matter of time and money, or is there anything else that can accelerate and expedite the recovery?



IAIS Flood Resiliency

- East Des Moines
- Peoria
- Adair





East Des Moines



Peoria Sub

Bridge 138.1 Project



Peoria Sub

Bridge 138.1 Project



Peoria Sub

Bridge 138.1 Project



Ditching

Near Adair



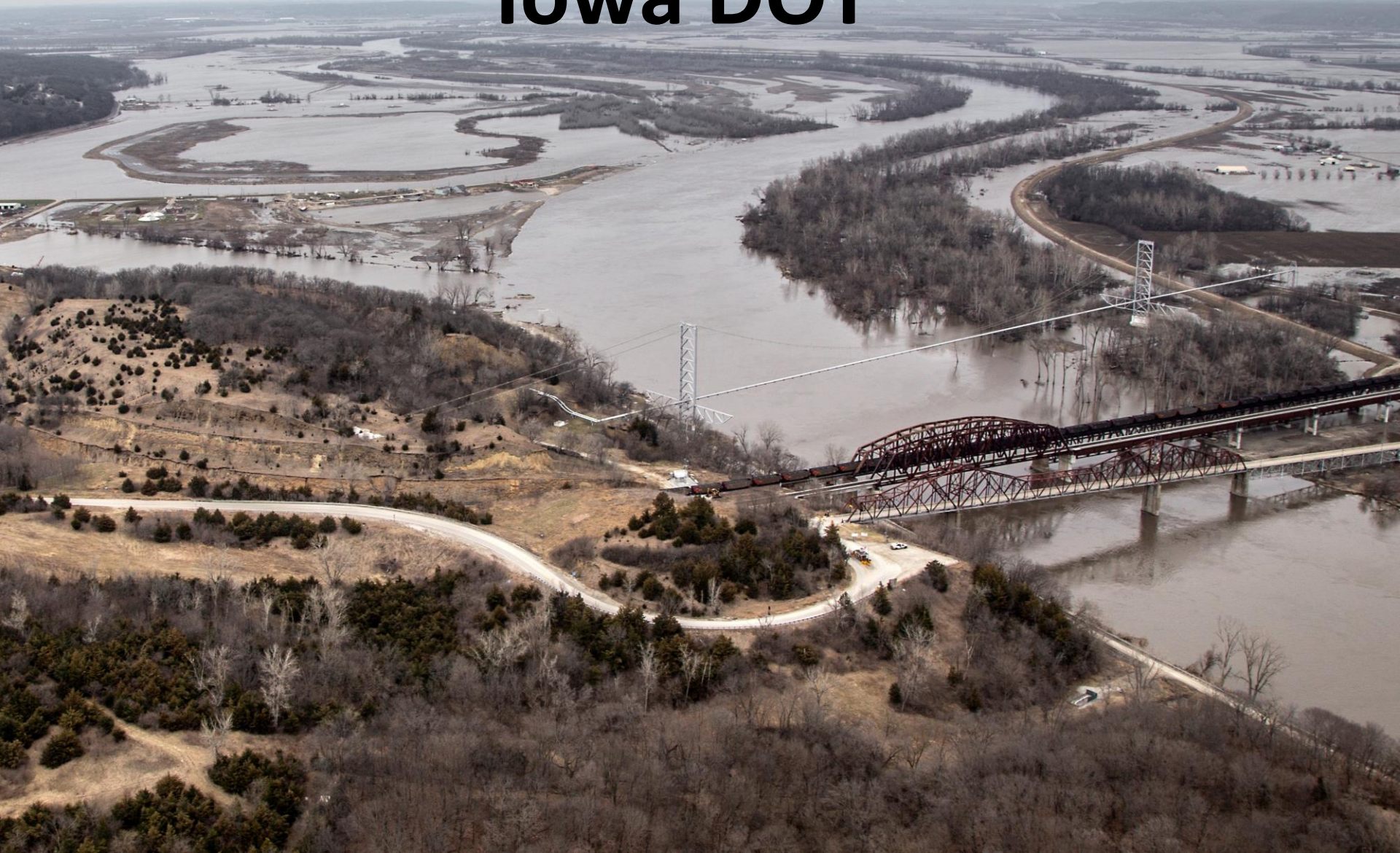
IAIS Flood Resiliency

- Questions?

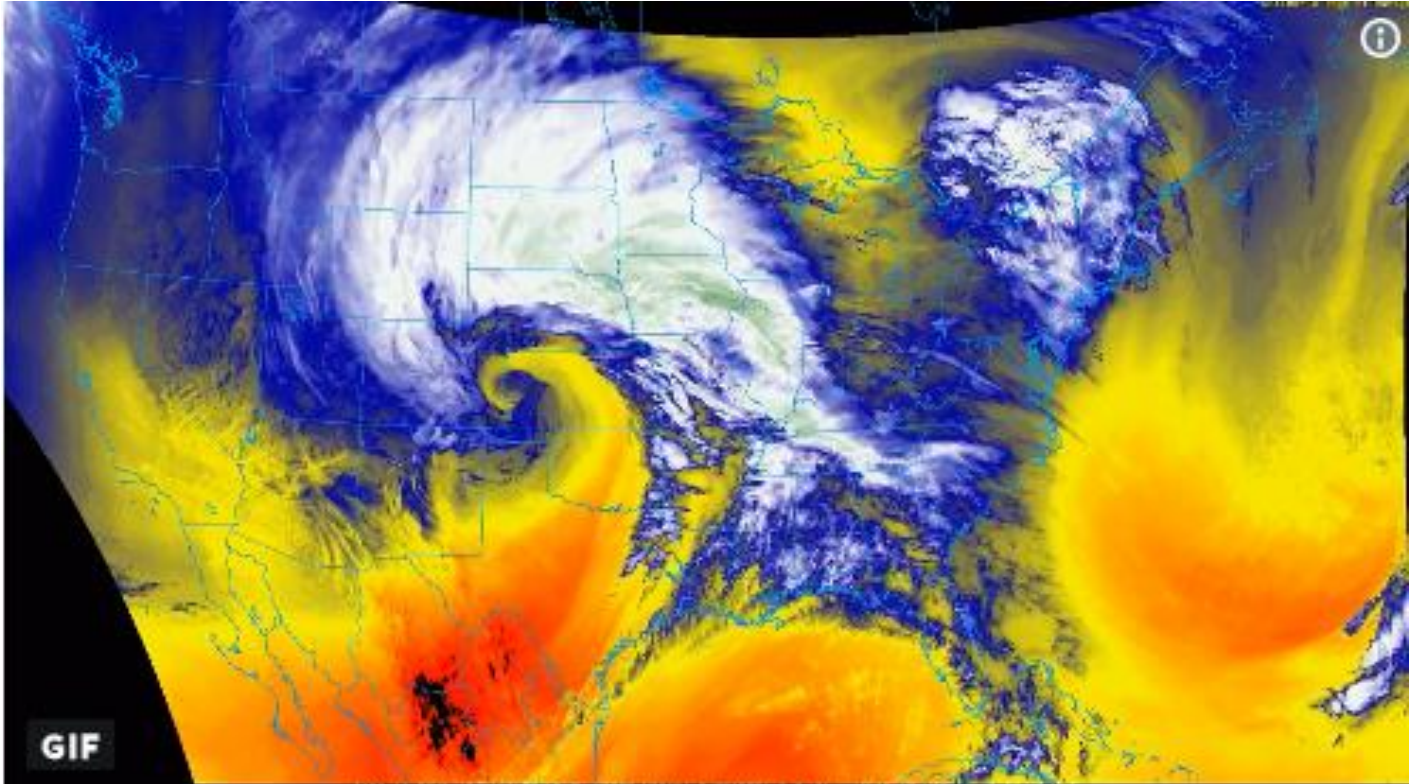


Missouri River Floods 2019

Iowa DOT



March 13 - Bomb Cyclone











ROAD
CLOSED

THE PEOPLE OF
IOWA
WELCOME YOU

70
40

7197

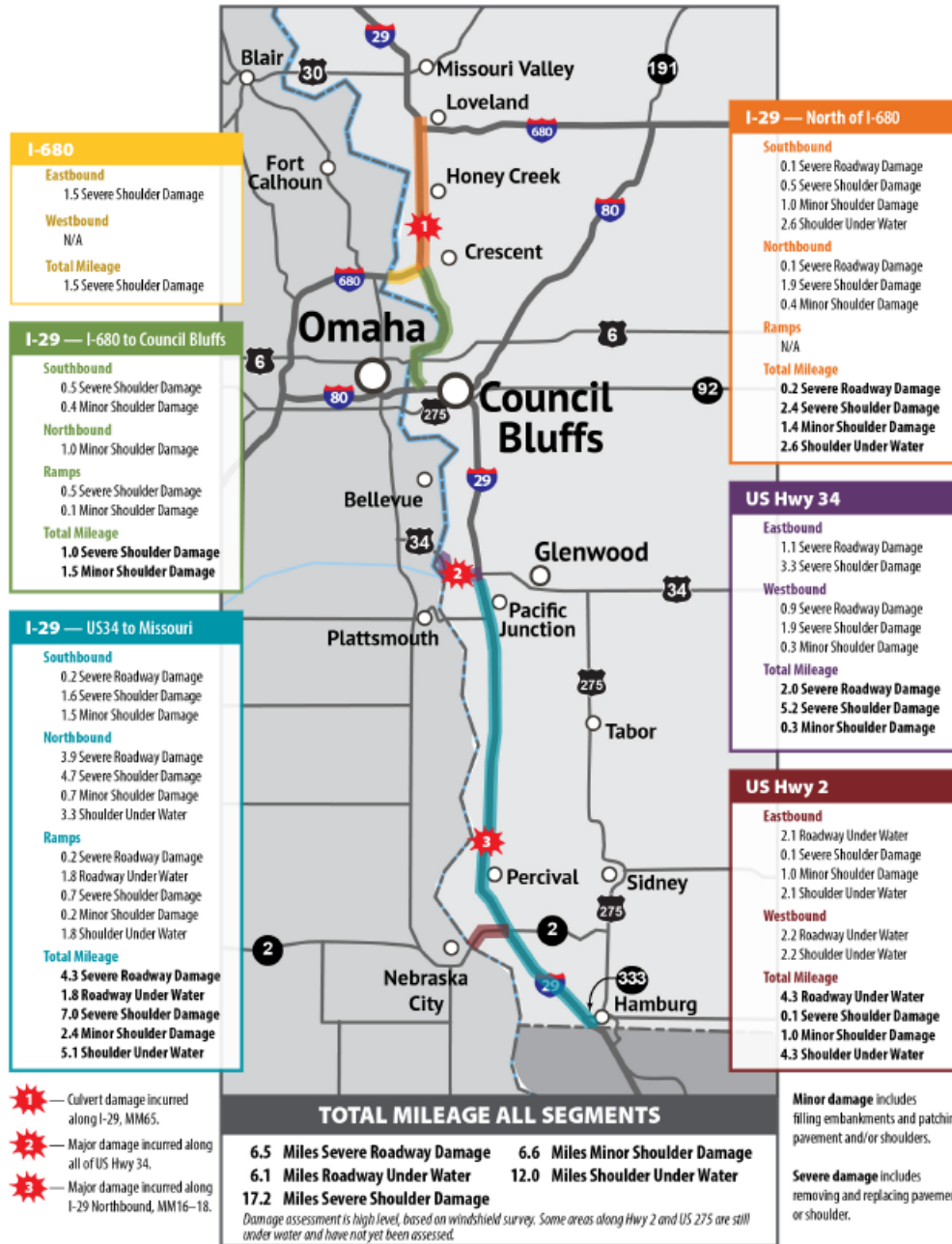
Damages

Summary of Initial Damage Assessment

(Miles in each direction)



As of April 2, 2019



















TOTAL MILEAGE ALL SEGMENTS

6.5 Miles Severe Roadway Damage

6.6 Miles Minor Shoulder Damage

6.1 Miles Roadway Under Water

12.0 Miles Shoulder Under Water

17.2 Miles Severe Shoulder Damage

Damage assessment is high level, based on windshield survey. Some areas along Hwy 2 and US 275 are still under water and have not yet been assessed.

Response and Recovery Work



**BRIDGE
OUT**









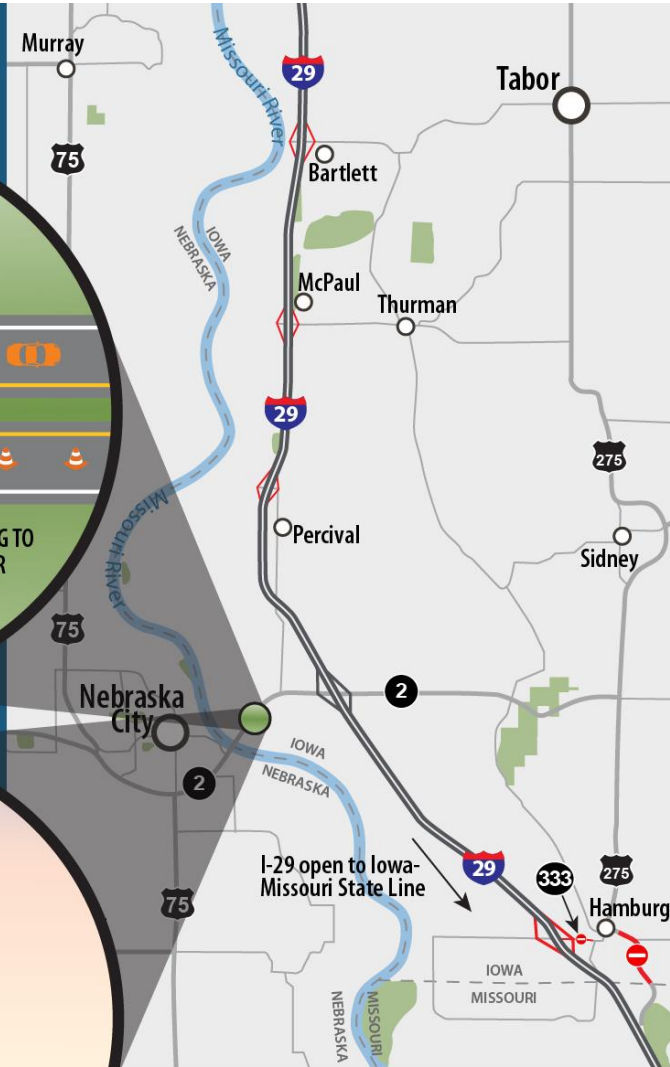
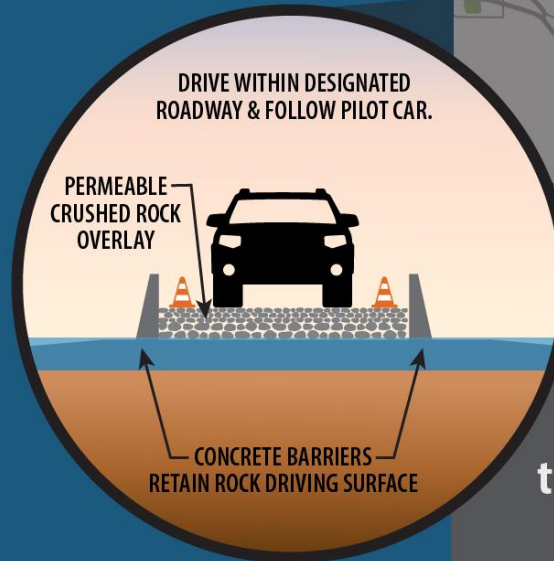
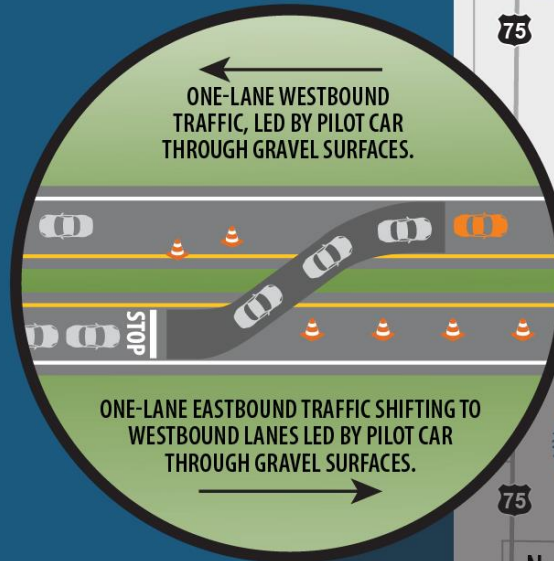












Limited local travel is now open on Iowa 2. Remember to slow down, follow signs and pilot car. Expect long delays.

For current information on adjacent roadways, visit www.511ia.org, www.511.nebraska.gov and <http://traveler.modot.org/map>



Ramp or Roadway Closed to Traffic

**PAVEMENT
MAY COLLAPSE
STAY OFF**





Hold on... we're not done yet

West I-29 @ IA-2 (IWZ 3703) 05/26/2019 11:34:11



North I-29 median @ mm 21.40 (IWZ 3704) 2019-06-06 23:10:37



West I-29 South @ I-680 I/C (CBTV36) 06/06/2019 14:45:01



Flood Recovery Status*

As of June 6, 2019



Road closures are changing on a frequent basis. For up-to-date traveler information on Iowa roadways, visit www.511ia.org

FLOOD RECOVERY STATUS

- Roadway Closed
- Water on the Roadway
- Debris Removal Underway
- Debris Removal Complete (Pavement & Shoulders)
- Repairs Underway
- Repairs Complete
- Open to Limited Traffic
- Open to All Traffic

I-680 to Omaha

This segment closed on May 31, 2019 due to water over the roadway

U.S. 34

This segment closed on May 28, 2019 due to water over the roadway

Iowa 2

This segment closed on May 25, 2019 due to water over the roadway

I-29 — North of I-680

This segment closed May 29, 2019 due to water over the roadway

I-29 — I-680 to Council Bluffs

This segment closed May 31, 2019 due to water over roadway

I-29 — U.S. 34 to Iowa 2

This segment closed May 29, 2019 due to water over the roadway

I-29 — Iowa 2 to Missouri

Closely monitoring bridges at MM 8.5

This segment closed May 29, 2019 due to water over the roadway

Iowa 333 & U.S. 275

• Damage assessments and debris clearing underway, portions of the roadway remain under water

TARGET - Undefined due to water level fluctuations



*For current information on roadways in adjacent states, visit www.511.nebraska.gov and <http://traveler.modot.org/map>.

**All target completion dates are dependent on weather, field conditions and are subject to change.

FLOW OF TRANSPORTATION DOLLARS

IOWA FREIGHT ADVISORY COUNCIL

OUR MISSION

Getting you there
safely,
efficiently, and
conveniently.



IOWA DEPARTMENT OF
TRANSPORTATION

OUR VISION

Smarter

Simpler

Customer Driven

June 7, 2019

TOPICS

- State road funding
 - Sources
 - Distribution
 - Electric vehicle user fee changes
- Federal funding
 - Distribution
 - FAST Act
 - Federal-aid swap



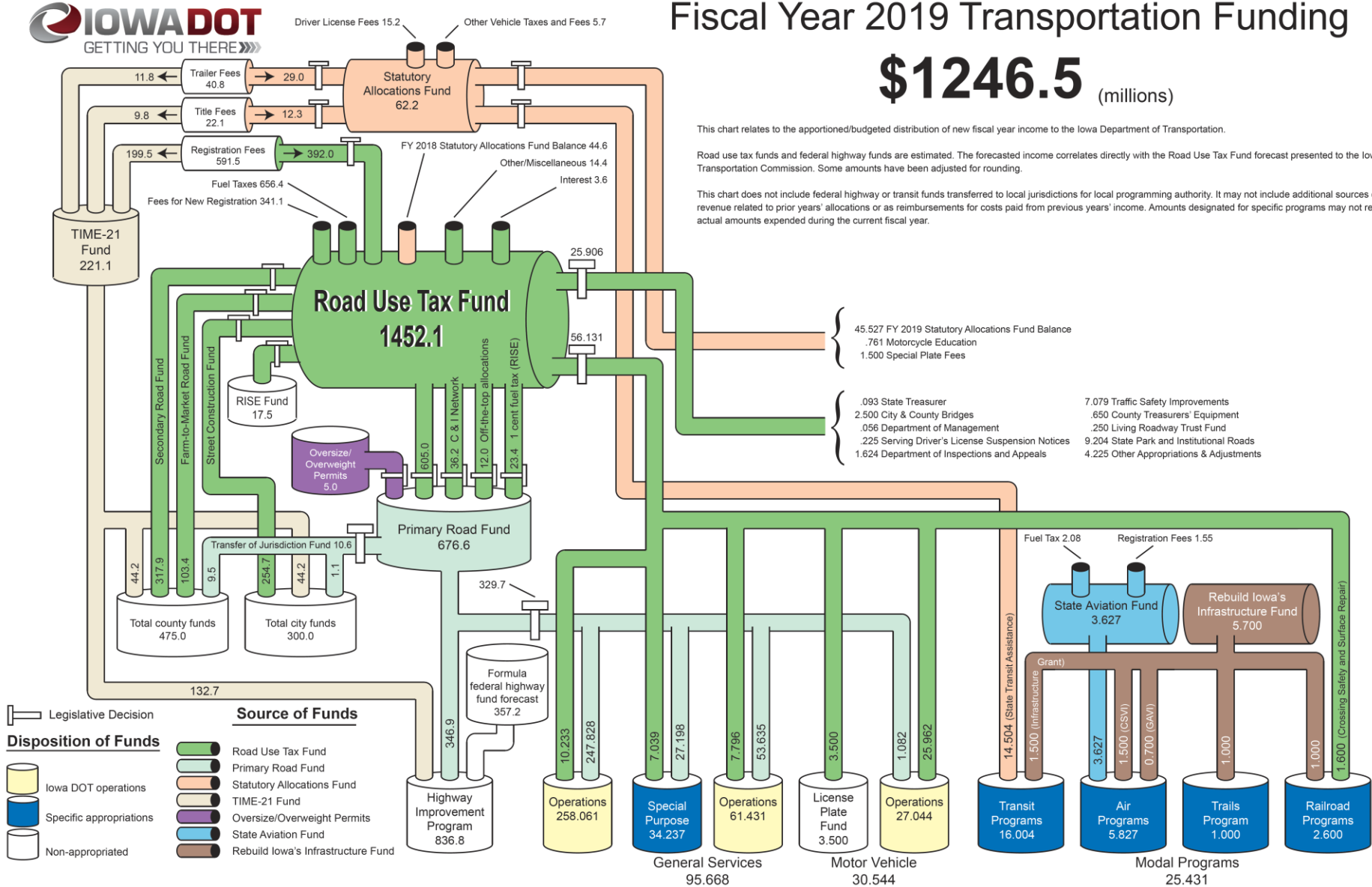
Fiscal Year 2019 Transportation Funding

\$1246.5 (millions)

This chart relates to the apportioned/budgeted distribution of new fiscal year income to the Iowa Department of Transportation.

Road use tax funds and federal highway funds are estimated. The forecasted income correlates directly with the Road Use Tax Fund forecast presented to the Iowa Transportation Commission. Some amounts have been adjusted for rounding.

This chart does not include federal highway or transit funds transferred to local jurisdictions for local programming authority. It may not include additional sources of revenue related to prior years' allocations or as reimbursements for costs paid from previous years' income. Amounts designated for specific programs may not reflect actual amounts expended during the current fiscal year.



STATE ROAD FUNDING

Combined RUTF/TIME-21

Funding Source	FY 2019 (estimated)	Percent of Total	State Constitution Requires Funds be Used for Roads?
Fuel Tax	\$656 million	39 percent	Yes
Annual Registration Fee	\$592 million	36 percent	Yes
Fee for New Registration	\$341 million	20 percent	Yes
Other*	\$84 million	5 percent	No
Total	\$1.673 billion		

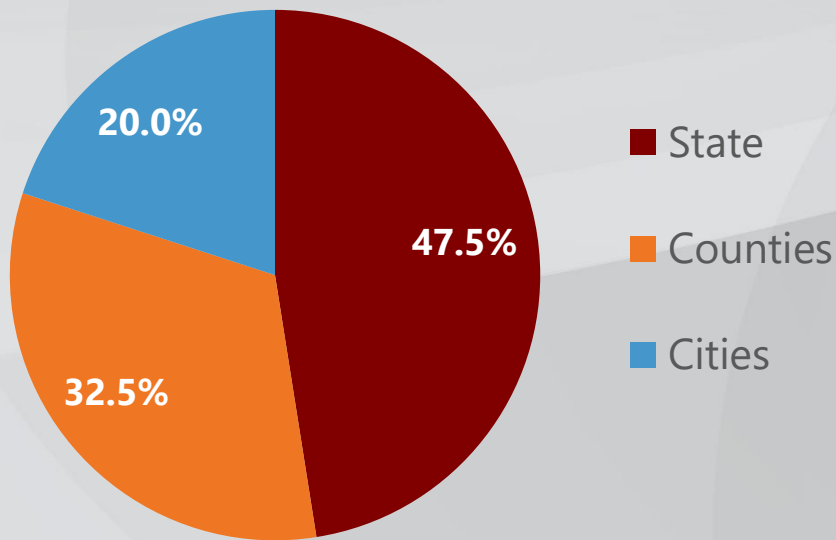
* Driver's license fees, title fees, trailer registration fees, and other miscellaneous fees.



STATE ROAD FUNDING DISTRIBUTION

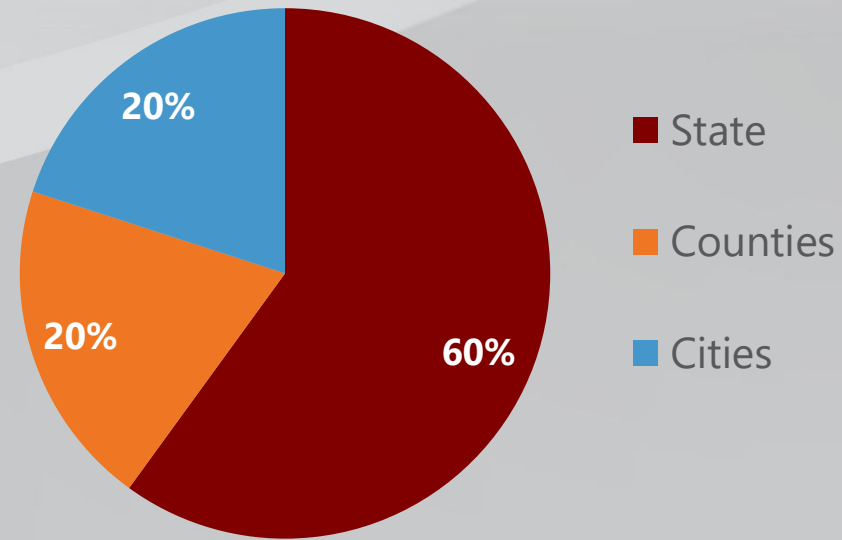
ROAD USE TAX FUND

(FY 2019 - \$1.45 billion)



TIME-21

(FY 2019 - \$221 million)



ELECTRIC VEHICLE RUTF

- Iowa DOT required to develop report estimating impacts to Road Use Tax Fund due to high efficiency vehicles
- Report included estimated impacts, evaluation of mitigation alternatives, and mitigation recommendations
- Iowa DOT provided report to the Iowa Legislature on December 31, 2018
- Study evaluated electric, hybrid, and hydrogen fuel cell vehicles



ELECTRIC VEHICLE RUTF

- Bill passed legislature this session to implement (HF 767)
- Add a per kWh fee excise tax rate of \$0.026 per kWh
 - Applies only at non residential charging locations
 - Utilize taxing system similar to existing LNG and LPG (point of sale collections)
 - Effective July 1, 2023



ELECTRIC VEHICLE RUTF

- Add a supplemental registration fee for passenger EV
- Applies to electric passenger vehicles weighing less than 10,000 pounds

	CY 2020	CY 2021	CY 2022
BEV	\$65	\$97.50	\$130
PHEV	\$32.50	\$48.75	\$65
Electric Motorcycle	\$4.50	\$6.75	\$9



ELECTRIC VEHICLE RUTF

- Add a hydrogen fuel excise tax rate of \$0.65 per diesel gallon equivalent (2.49 pounds of hydrogen)
 - Utilize taxing system similar to existing LNG and LPG (point of sale collections)
 - Effective January 1, 2020



FEDERAL HIGHWAY FUNDING DISTRIBUTION

- About \$530 million to Iowa in FFY 2019
- DOT: ~67 percent
- Local jurisdictions: ~33 percent
 - Allocated/programmed through planning organizations
 - Nine Metropolitan Planning Organizations
 - 18 Regional Planning Affiliations



FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT

- Signed into law Dec 4, 2015
- Five years (FFY 2016-2020)
- \$305 billion total
- \$228.8 billion for highway and highway safety
- A few new programs added
- Some minor adjustments to others
- Streamlining and flexibility efforts continued



FAST ACT: THE GOOD NEWS

- Funding for five years
 - 1st time in 10 years we've received more than two years of funding authority at once
- Program continuity
 - Core formula programs remain in place
 - No sweeping policy changes
- Funding levels
 - ~15 percent increase over the life of the Act
- Continued streamlining emphasis
- Continued federal emphasis on freight movement



FAST ACT - THE BAD NEWS

- Only slight increase in buying power when adjusted for inflation
- No long-term solution to transportation funding
 - Federal fuel taxes unchanged
 - \$70 billion General Fund transfers (total \$143 billion to date)
 - 31 percent of total revenue provided in the Act from General Fund
 - Transfers to the Highway Trust Fund mostly from non-transportation sources
 - Strategic Petroleum Reserve
 - Federal Reserve surplus fund
 - Other miscellaneous “pay-fors”



FEDERAL-AID SWAP - CONCEPT

- Challenge
 - Federal funding comes with additional project development regulations/requirements
 - Local jurisdictions typically do not have the staffing/expertise to efficiently manage federal projects
 - Leads to project delays and increased costs
- Concept
 - Allow local jurisdictions to exchange their federal funds with the Iowa DOT for Primary Road Funds
 - Iowa DOT is better able to utilize federal funds in an efficient manner.
 - Lowers Iowa DOT oversight requirements
 - Reduces local jurisdiction project costs and delays



FEDERAL-AID SWAP - IMPLEMENTATION

- May 9, 2017: Commission – provided an overview of swap
- Initial stakeholder outreach
 - Communication with individual stakeholders
 - Meetings with stakeholder representatives
- Prepare draft policy
- Stakeholder outreach on draft policy
 - Communication with individual stakeholders
 - Meetings with stakeholder representatives
- January 9, 2018: Presentation of draft policy to Commission
- February 13, 2018: Commission approved swap policy
- October 1, 2018: Begin full swap implementation



FEDERAL-AID SWAP - POLICY

- Participation in swap
 - By RPA/MPO
 - Iowa City and Quad Cities are not participating
- Funds swapped dollar-for-dollar
- Eligible projects – road and bridge projects from:



QUESTIONS?

Stuart Anderson

stuart.anderson@iowadot.us

515-239-1661





Iowa DOT
Public Communication



What we communicate

- Mobility & traveler information
- Safety
- Why we do what we do
- How to do business with us

Website



IOWA DEPARTMENT OF TRANSPORTATION

GETTING YOU THERE

24/7

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View Iowa travel conditions,
construction and traffic cameras

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DRIVERS / VEHICLES

Renew Iowa driver's license, find
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News releases & media relations

news.iowadot.gov



IOWA DOT NEWS RELEASE
FLOODING IN WESTERN IOWA IS CLOSING INTERSTATE 29 IN TWO

POSTED ON: MAY 29, 2019

AMES, Iowa – May 29, 2019 – Flooding has closed Interstate 29 between exit 61 (I-680 near Crescent) and exit 71 (I-680 near Loveland) according to the Iowa Department of Transportation. A detour is in operation for this area.

In addition, IOWA DOT is planning to close I-29 from U.S. 34 to the Missouri Border at 11 a.m. today.

Across Iowa, there are several other road closures in place. These include:

- Bluffs (local detour in place)
- to the Nebraska border
- to the Nebraska border
- and exit ramps south of U.S. 34

Partially closed due to flooding:

- Coosa
- Plaine
- view

Conditions and conditions can change quickly. Other closures are expected. Travelers should use the mobile app or call 511 (within Iowa) or 800-288-1047 (nationwide) for up-to-date closure information. Closures due to flooding can be viewed by turning on the incident map in the mobile app.

For more information and recovery resources, as well as an image gallery showing the flood damage and recovery, visit <https://www.iowadot.gov/news-releases/2019>.

Blog

Transportation Matters for Iowa

transportationmatters.iowadot.gov

Print page

MESSAGE MONDAY - NO TEXTS, NO BOOKS, NO DIRTY LOOKS

06/03/2019



Zero Fatalities[®] A Goal We Can All Live With

better? Data shows that the majority of drivers admit that distractions behind the wheel are dangerous, but those same people also say they commit that crime on occasion.

Avoid the dirty looks from other drivers and concentrate on the task of driving. Everyone will be safer that way. The mantra of all school-aged kids this time of year since the 1970s - <https://youtu.be/XbNEOJMGFAo>

For 2019, there have been 113 fatalities reported. That's an increase of six since last Monday. The 2018 fatality count stands at 318. This is subject to change as law enforcement reports are completed. To see statistics published daily by the Office of Driver Services, go to the daily fatality report at <https://www.iowadot.gov/mvd/stats/daily.pdf>.

With this week's Message Monday, we've taken the liberty of updating the traditional end-of-school rhyme "No more pencils, no more books, no more teacher's dirty looks" to fit today's information age behind the wheel.

How many times do you see someone texting and driving? Do you know what's legal and what isn't? Even if you're stopped at a stoplight the ONLY things that are legal to do on your phone while in the driving lane of the road are talk on the phone and use GPS.

Are you guilty of breaking the law even though you know those behind the wheel are dangerous, but those

Do you remember when you got your first driver's license or state-issued identification card? If you're like most of us, there was a sense of pride and dignity in holding that piece of plastic. For many in Iowa's correctional institutions, that sense of pride has been lost due to a loss of driving privileges. Regaining that sense of identity, whether that's a driver's license or an ID card, provides a fresh start and a vital element of future success.

The reasons behind the loss of a license are varied from the card simply expiring while someone is incarcerated to traffic fines and fines that have caused driving privileges to be suspended. Working with the Iowa Department of Corrections to release is one of the programs the Iowa Department



DOT staffers inside

Social media



55k followers
Post 5-7/day
Two-way communication



38k followers
Post 10 or more times/day
Short shelf-life, quick news



2300 followers
Post 1-2/day
More visual/human interest



Iowa DOT Motor Vehicle Enforcement

Published by Chris Moline [?] · July 23, 2015 · 🌐

I will very rarely make fun of anything that is a real safety violation especially load securement issues....but holy cow! who thought this was a good idea?

Disclaimer...I shouldn't have to say this, but No, this is not legal 😊



Iowa Department of Transportation

Published by Sprout Social [?] · June 3 at 1:02 PM · 🌐

Seriously people... the barricades are in place for a reason. The flooding in SW Iowa is dangerous. DO NOT drive around or move barricades and obey all posted signs. The life you save may be your own.

West I-29 @ IA-2 (IWZ 3703) 06/03/2019 12:38:05



58,841
People Reached

11,124
Engagements

[Boost Post](#)

👍🤔😡 Kathy Noble, Kary Obman and 378 others 94 Comments 374 Shares

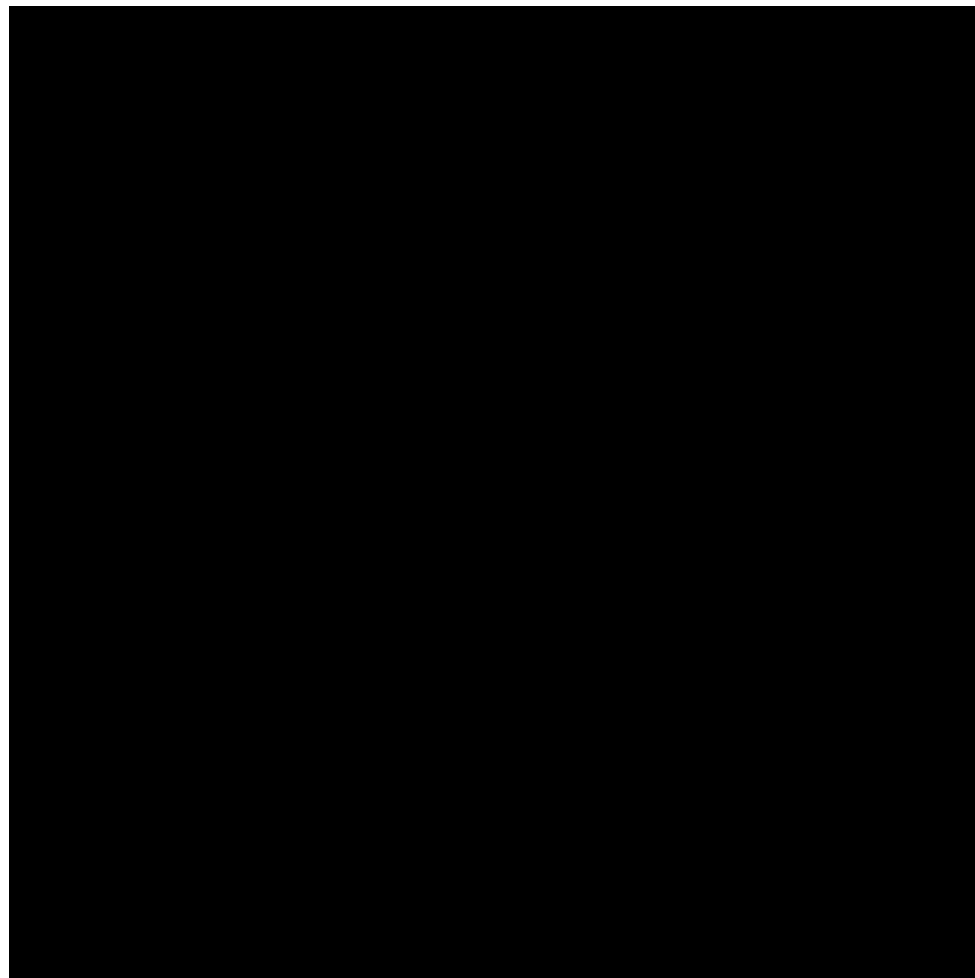
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Stakeholder & public outreach

LEGISLATIVE CONTACT: SUSAN FENTON | SUSAN.FENTON@IOWADOT.US | 515-509-8841

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PROPOSAL
INCREASE LEGAL LENGTH

Iowa's Surface Transportation (FAST) Act to increase the legal length of commercial motor vehicles, which are often referred to as "18-wheelers," shows the current legal length for commercial motor vehicles in Iowa is 70 feet, 6 inches under 321.457 of the Iowa Code, and the FAST Act. Because Iowa's current legal length is shorter than the FAST Act length, Iowa is no longer in compliance with the FAST Act, which prohibits a state from having a legal length shorter than the federal length.

Section 321.457 of the Iowa code sets the maximum length of 80 feet for commercial motor vehicles with a front overhang of four feet and a rear overhang of six feet.

ADJUSTING IOWA'S LAW TO COMPLY WITH THE FAST ACT PROMOTES SEAMLESS FREIGHT MOVEMENT FOR IOWA AND ACROSS THE COUNTRY.

STATES CURRENTLY IN COMPLIANCE WITH THE FAST ACT

PAGE 1 OF 1

LEGISLATIVE CONTACT: SUSAN FENTON | SUSAN.FENTON@IOWADOT.US | 515-509-8841

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PAGE 1 OF 1



THANK YOU FOR YOUR TIME AND ATTENTION



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