

# IOWA DOT UPDATE

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Iowa Freight Advisory Council

March 10, 2023



# Topics

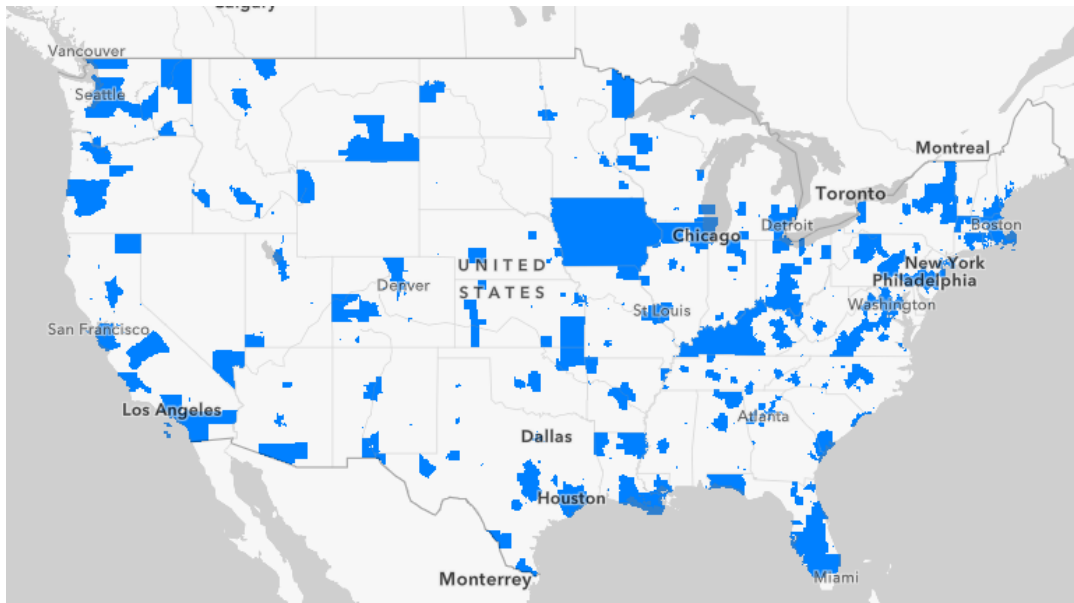
- Federal Funding Update
- Five-Year Program Development
- Business Plan Objectives
- 2023 Legislative Session
- MAASTO Overview
- Mooring Cell Update

# Federal Funding Update

- Discretionary Programs
  - INFRA/Mega/Rural
    - INFRA: Announced in September – no Iowa awards
    - Mega/Rural: Announced in January - no Iowa Awards
    - Expect another round of funding availability for INFRA/Mega/Rural to be announced Spring 2023
  - RAISE: 2023 Applications were due Feb. 28, 2023
  - CRISI – Rail Infrastructure Applications were due Dec. 1, 2022
  - Reconnecting Communities Awards announced in February
    - Planning Grant Award: Sac & Fox Tribe (Meskwaki) awarded \$1.2 million

# Federal Funding Update

- Discretionary Programs (continued)
  - Railroad Crossing Elimination Program
    - Applications were due October 4, 2022
    - Several applications were submitted by Iowa communities
  - Safe Streets and Roads for All (SS4A): Announced Feb. 1
    - Action Plan Awards: 7 grants for \$3.8 million
    - Implementation Award: Fayette County for \$10.4 million



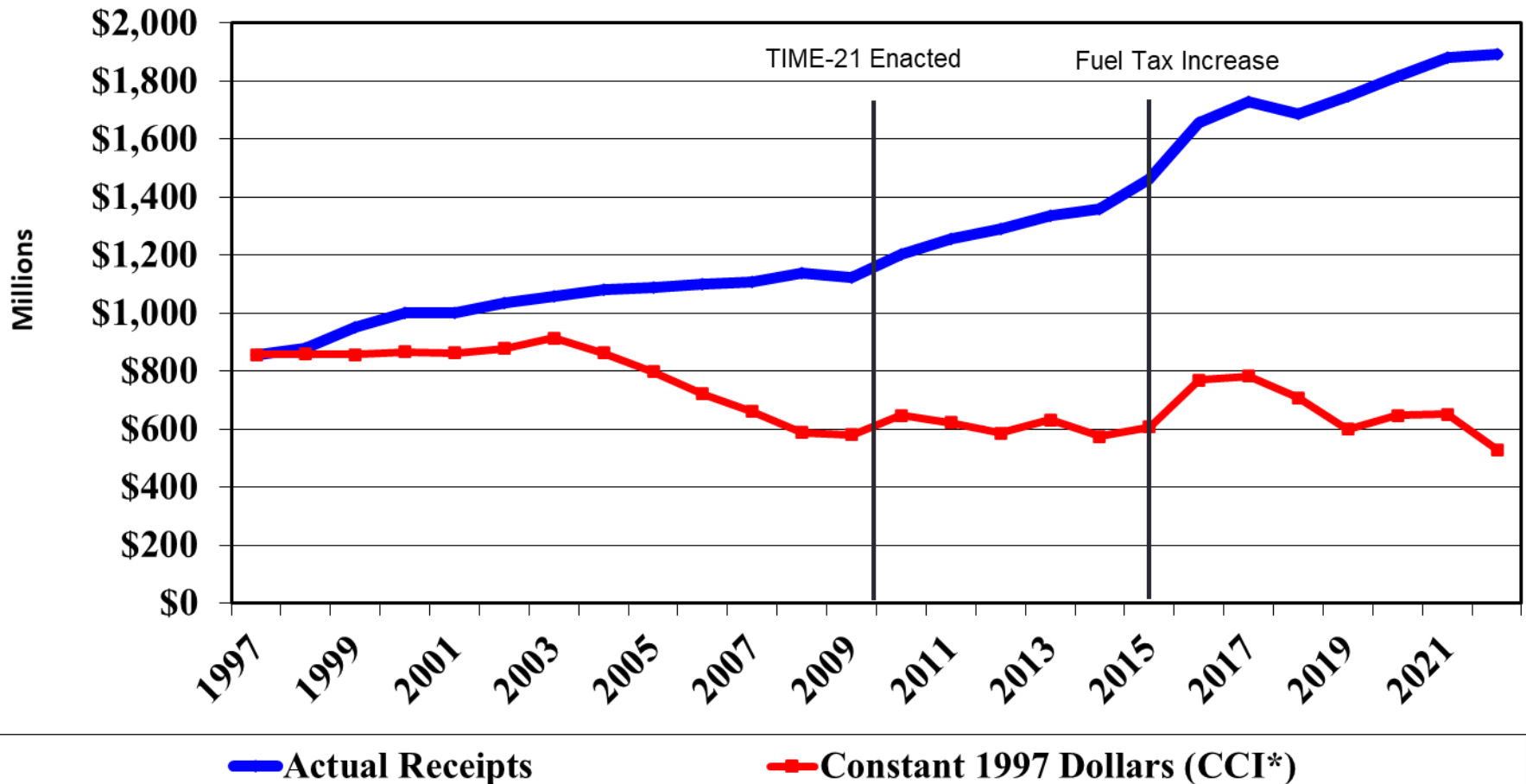
# 2024-2028 HIGHWAY PROGRAM

- Development is underway (approval in June 2023)

## CHALLENGES

- No additional funding this cycle
- Federal funding uncertainty
  - FY 2027 and 2028 are beyond Infrastructure Bill authorization
- Construction cost increases

# RUTF Revenue



\*CCI= Iowa Construction Cost Index. This reflects the inflation of roadway construction costs in Iowa and corresponding loss in buying power.

# 2023 Legislative Session

- FY 2024 Budget
- Legislative Priorities Status
  - Overweight Permits in Special or Emergency Situations
  - Federal CDL Compliance
  - Driver's Education – Behind-the-Wheel Instructors to provide final driver's education drive test
  - CDL Third-Party Tester Expansion
  - Expansion of Restricted CDL for Agricultural Purposes

## ONE YEAR OBJECTIVES FOR 2023

- Implement transportation 4.0
- Implement advanced customer service
- Improve recruitment, hiring, onboarding, and retention
- Develop new approaches to resource management and prioritization
- Support innovation



## Implement transportation 4.0

**5-Year Priority Goal:** *Improve transportation system safety and performance*

**Exec Sponsors:** *Stu Anderson, Dave Lorenzen*

- Implement technologies/strategies that move products and goods to market safer and more efficiently
- Develop statewide strategy supporting economic development
- Target manufacturing, agriculture, and bioscience industries
- Partner with Iowa Economic Development Authority
- Focus on freight corridors
- Find ways to integrate plans and policies
- Partner with business stakeholders to refine strategies and tactics

# MAASTO Overview

- Mid America Association of State Transportation Officials (MAASTO)
- Originally organized in 1907 (Prior to the national organization – AASHTO)



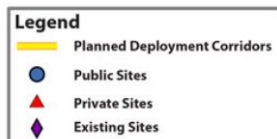
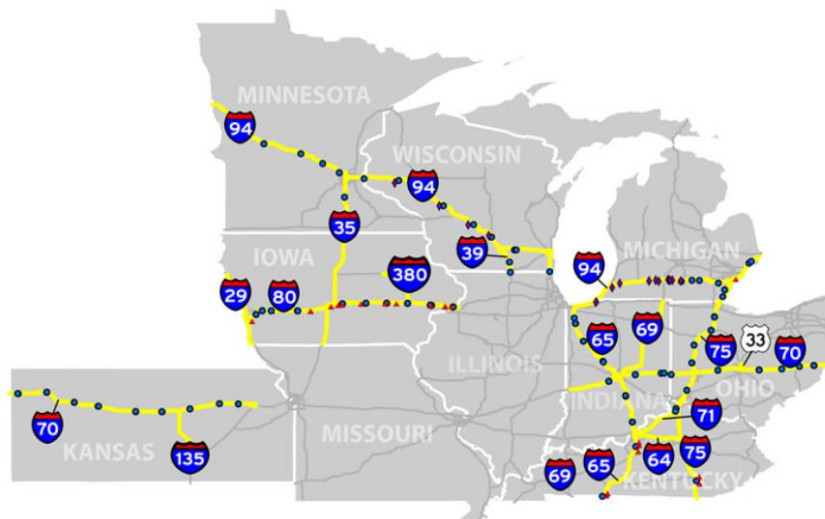
# MAASTO Overview (continued)

- Collaboration/Coordination
  - Annual meeting
  - Board of Directors
  - Committees
    - Chief Counsel
    - Chief Engineers
    - Connected and Automated Vehicle
    - Diversity and Inclusion
    - Electric Vehicles
    - Motor Carrier (and Subcommittee on Highway Transport)
    - Planning
    - Strategic Transportation Issues Committee
  - Mid America Freight Coalition

# MAASTO Overview (continued)

- Regional Truck Parking Information Management System
  - Eight of 10 MAASTO states (including Iowa) awarded a \$25 million grant to develop a system where drivers can monitor parking availability and make better-informed parking decisions.

TRUCK PARKING INFORMATION  
DEPLOYMENT CORRIDORS



# MAASTO Overview (continued)

- Emergency Divisible Load Management
  - Memorandum of Understanding signed to define acceptable emergency divisible load truck weights and agreed to expedite these shipments across state lines during presidentially declared disasters
- Ongoing initiatives
  - Regional Freight Resilience Project
  - Freight Electrification Project

# Mooring Cell Update

- What is a mooring cell?
  - Efficient and environmentally friendly facility for tows approaching a L&D to moor (tie off) while waiting for the lock to be available
  - Typically located adjacent to main navigation channel
  - Constructed of sheet-piling driven into a circular cell and filled with earth and/or concrete
  - Without mooring facility, towboats must move close to shore and ground barges, tie off to bankline trees, or maintain engine power
- Benefits
  - Improved lock approach times for exchange lockages
  - Reduced environmental impacts
  - Improved operational safety
  - Replicability

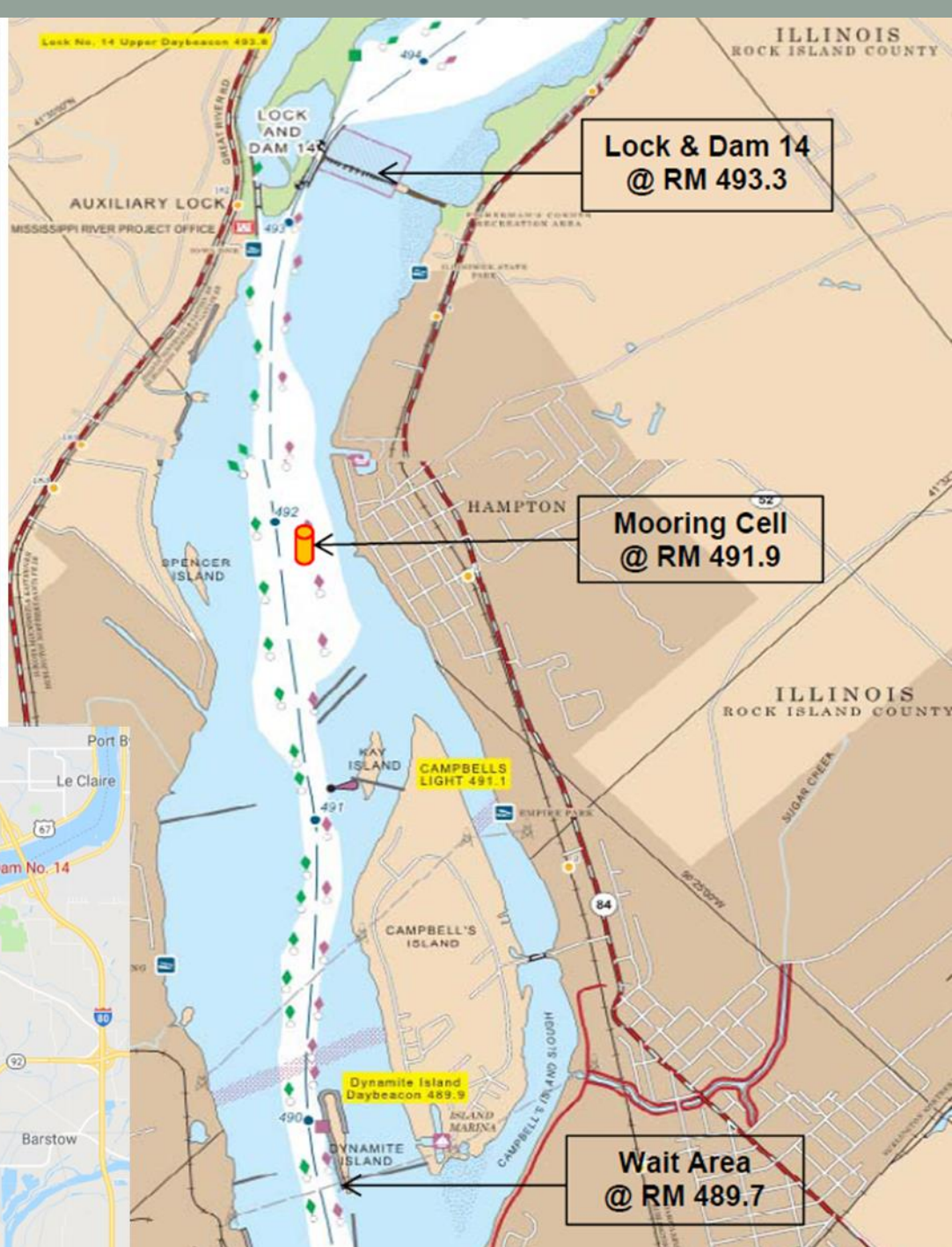
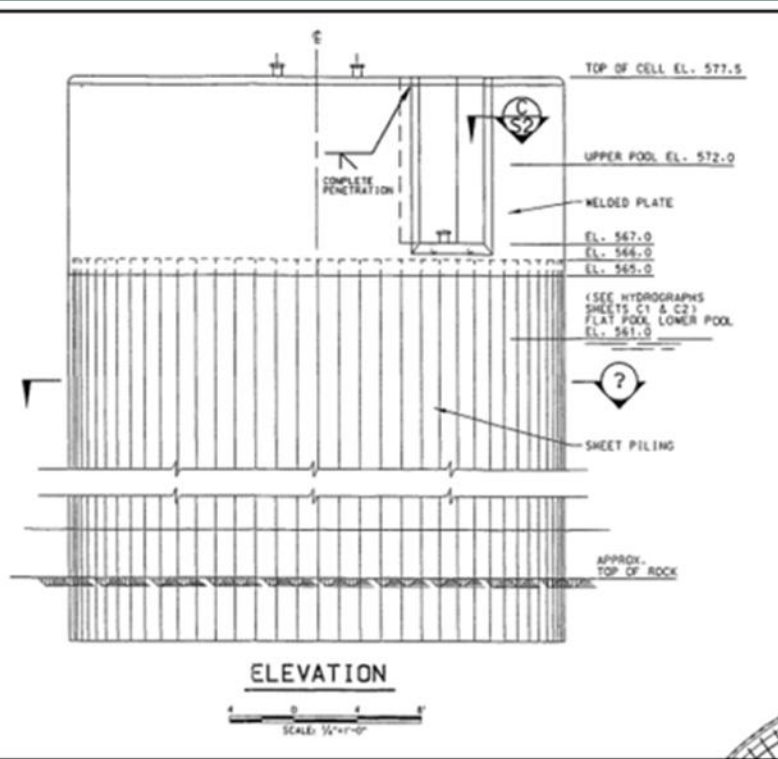


# Mooring Cell Update (cont.)

- USACE Mooring Cell UMR Working Group identified top priority locations: L&D 14 lower pool was #1
  - Waiting area currently 3.6 miles downstream
  - Proposed mooring cell location would be only 1.4 miles downstream  
= 2.2 mile difference







Source: USACE





# Mooring Cell Update (cont.)

- Costs: \$2 million for L&D 14 lower pool site
- Pilot funding proposal
  - Contributed funds agreement with USACE
  - 80% National Highway Freight Program (NHFP)
  - 20% State Infrastructure Bank

Source	Amount
NHFP allocated funds (Federal)	\$1,600,000
State Infrastructure Bank (Non-Federal)	\$400,000
<b>Total</b>	<b>\$2,000,000</b>

- Groundbreaking this spring!

# Questions?

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