



# Iowa DOT Freight Update

Freight Advisory Council | December 16, 2022



# Freight Advisory Council

- Chair and Vice Chair
  - Mike Steenhoek, Soy Transportation Coalition
  - Jillian Walsh, Traverro
- Member refresh
- 2023 meetings
  - March 10<sup>th</sup>
  - June 16<sup>th</sup>
  - September 8<sup>th</sup>
  - December 15<sup>th</sup>



## State Freight Plan implementation strategies

- (2) Support the development and adoption of **emerging freight technologies** to increase safety and efficiency.
- (10) Target investment to address **mobility issues** that impact freight movements.
- (12) Advocate for the funding and improvement of the **inland waterway system** and explore ways to expand Iowa's role.
- (16) Target investment in the **Iowa Multimodal Freight Network (IMFN)** at a level that reflects the importance of this system for moving freight.
- (19) Work with partners to address increasing **truck parking** demand.



## FREIGHT UPDATE

IOWA IN MOTION 2050  STATE FREIGHT PLAN

## ANNUAL IMPLEMENTATION AND PERFORMANCE REPORT | 2022

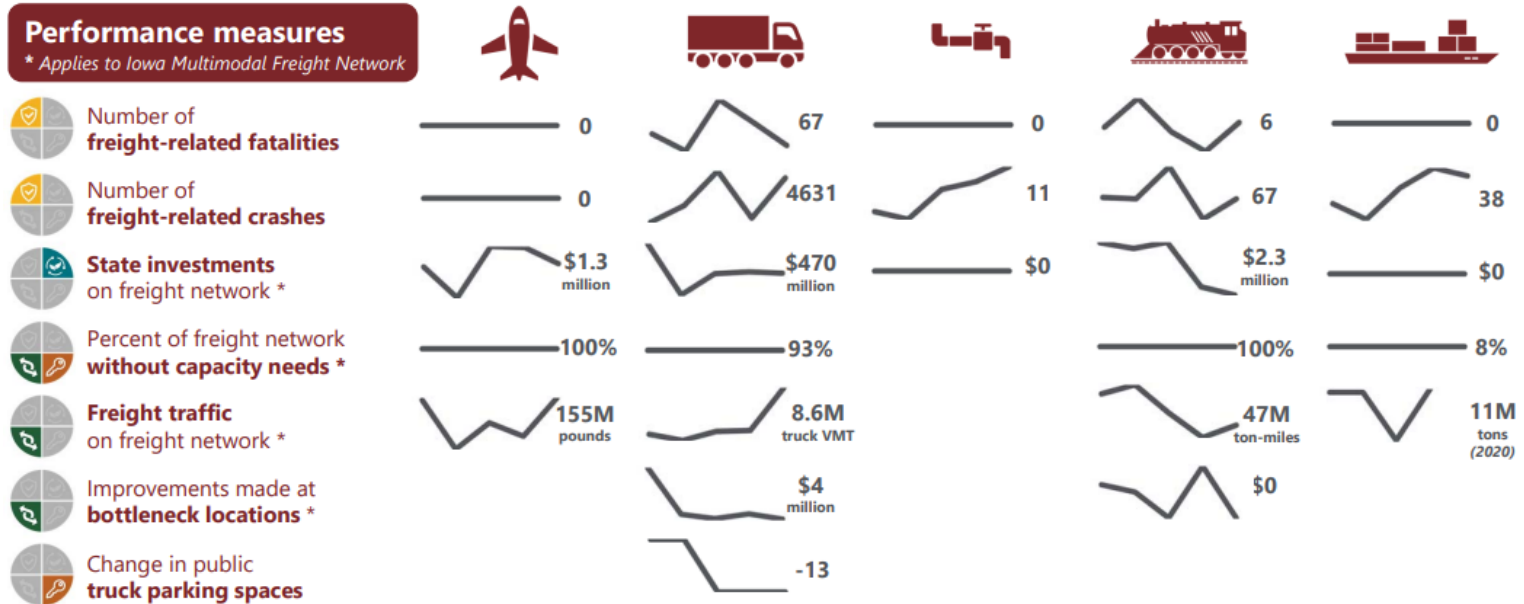


## Noteworthy accomplishments

- The Iowa State Freight Plan (SFP) update was approved on August 18, 2022.
- The SFP Freight Investment Plan programs nearly \$87 million for freight projects over the next five years.
- Another round of the Linking Iowa's Freight Transportation System (LIFTS) program funding is being distributed.
- Implementation of the SFP improvements and strategies is now underway.
- The Iowa Freight Advisory Council continues to meet quarterly, focusing on pressing freight issues such as SFP development, labor, supply chain disruptions, Infrastructure Investment and Jobs Act, and other developing trends.

## Performance measures

\* Applies to Iowa Multimodal Freight Network



The trend line applies to the latest five-year period (2017-2021). The number applies to the latest annual figure (2021). See reverse side for performance measure descriptions.

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## FREIGHT UPDATE

IOWA IN MOTION 2050



STATE FREIGHT PLAN



### Performance measure descriptions

*\* Applies to Iowa Multimodal Freight Network*

#### Number of freight-related fatalities

Includes fatalities resulting from aviation crashes; highway crashes; pipeline incidents (including leaks); railroad crashes and derailments; and waterway allisions, collisions, and groundings

#### Number of freight-related crashes

Includes aviation crashes; highway crashes; pipeline incidents (including leaks); railroad crashes and derailments; and waterway allisions, collisions, and groundings

#### State investments on freight network \*

Investments funded by Iowa DOT through various federal and state programs

#### Percent of freight network without capacity needs \*

Considers the cargo-handling capacity at the two Iowa Multimodal Freight Network airports, highways with an adequate volume-to-capacity ratio, rail lines that can handle 286k-pound rail cars, and 1200-foot river locks

#### Freight traffic on freight network \*

Includes total air cargo, truck vehicle miles traveled, rail tons per mile, and barge tonnage/traffic

#### Improvements made at bottleneck locations \*





Public and private investments at highway bottlenecks, railroad chokepoints, and inland waterway infrastructure bottlenecks identified in the Iowa State Freight Plan

#### Change in public truck parking spaces

Cumulative increase or decrease in truck parking spaces at rest areas, weigh stations, etc. as a result of the Iowa DOT Rest Area Management Plan

### Iowa Multimodal Freight Network



	Designation requirement(s)	Iowa designations
	Top cargo airports	Des Moines International and Eastern Iowa (Cedar Rapids)
	30% truck traffic, 1,000 average annual daily truck traffic, or 1,000 oversize/overweight permitted loads annually	4,027 miles of Interstate, U.S., and Iowa routes
	5 million tons per mile or direct connection to intermodal container facility	Roughly 2,400 miles of Class I and II rail lines
	Marine highways	M-29 (Missouri River) and M-35 (Mississippi River)

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THANK YOU FOR YOUR TIME AND ATTENTION



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