



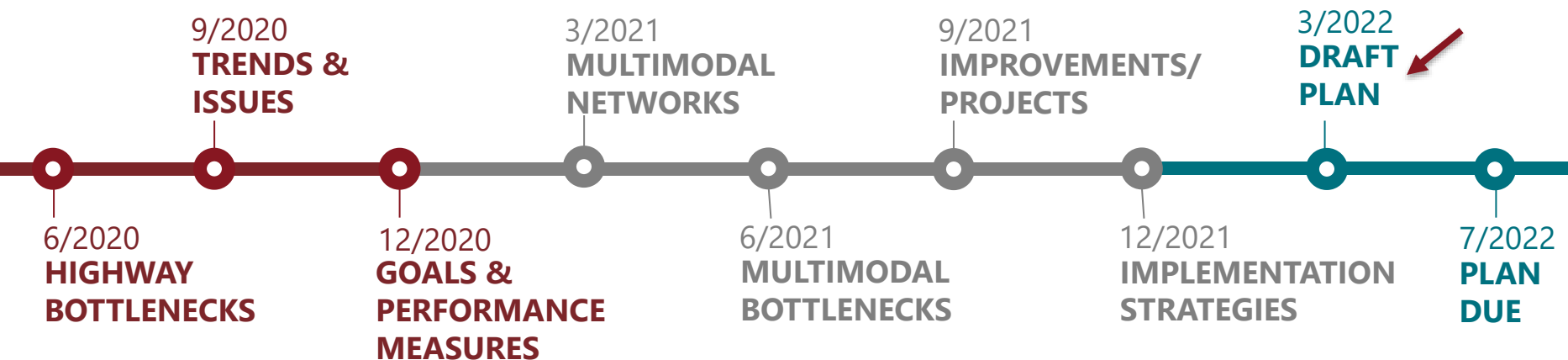
Update on Draft State Freight Plan

Freight Advisory Council | March 25, 2022



Overview

- Required by Infrastructure Investment and Jobs Act
- Immediate and long-range freight planning activities and investments
- Consultation with Freight Advisory Council
- Due July 2022



Content

Document outline

Introduction & purpose

Goals, vision, and relationship to the state transportation plan

System inventory & performance

Mode comparison, system overview, freight network designations, and performance reporting

Industries & commodities

Freight-dependent industries, commodity movements, trading partners, and primary supply chains

Planning considerations

Prioritized trends and issues

Action plan

Prioritized implementation strategies, improvements, performance measures, and Freight Investment Plan

Goals

SAFETY

Improve the **safety, security, and resilience** of the national freight system.

INFRASTRUCTURE

Modernize **freight infrastructure and operations** to grow the economy, increase competitiveness, and improve quality of life.

INNOVATION

Prepare for the future by supporting the development of **data, technologies, and workforce capabilities** that improve freight system performance.



System inventory and performance

- Freight network designations
 - National Multimodal Freight Network
 - Iowa Multimodal Freight Network
 - Strategic military networks
- Performance metrics/measures
 - Condition
 - Utilization
 - Safety
 - Reliability (bottlenecks)



8 commercial airports
106 other service airports



9,621-mile Primary Highway System
115,509 total miles of roadways



46,664 miles of pipelines
Multiple pipeline operators



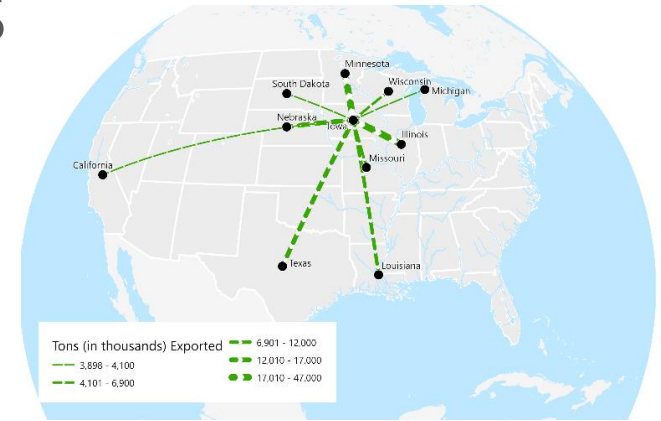
17 operating railroad companies
3,804 miles of rail lines



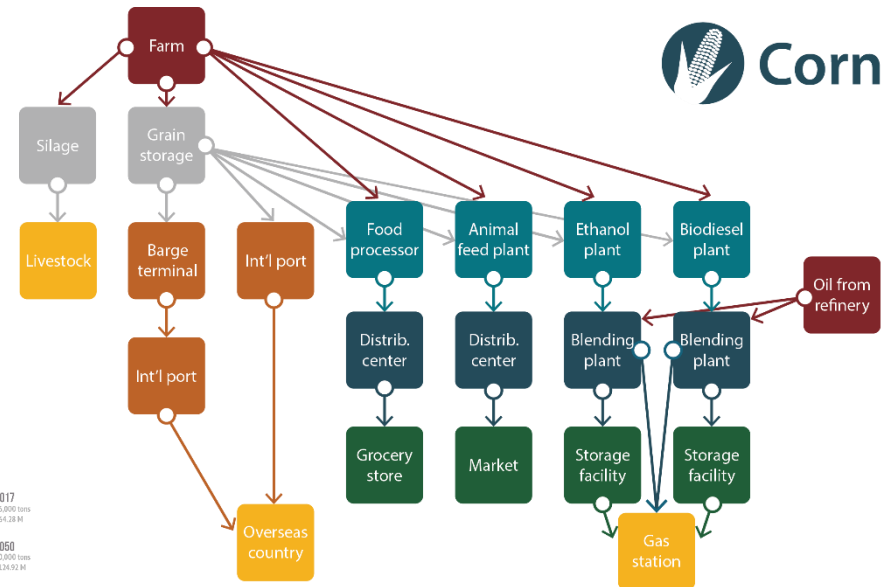
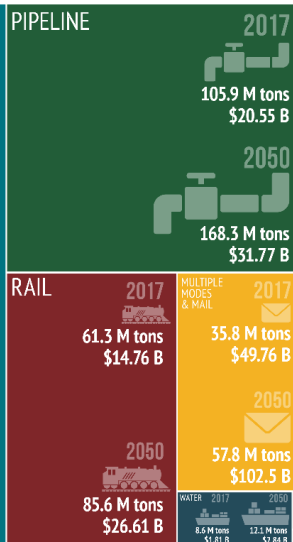
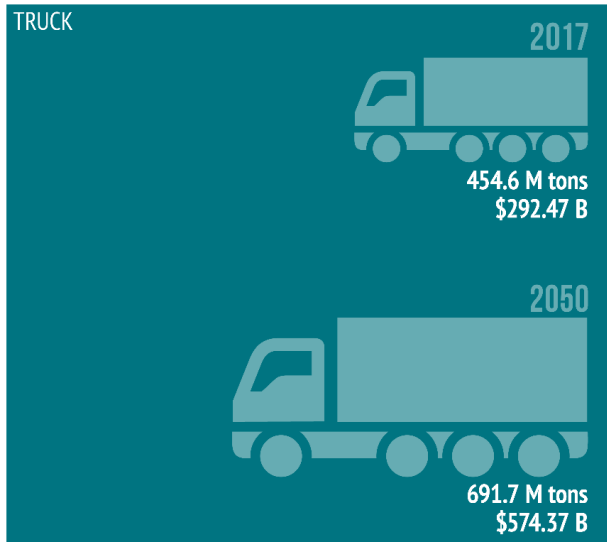
63 barge terminals
491 miles of navigable waterways

Industries and commodities

- Primary supply chains
- Commodity movement
- Trading partners



TRUCK



Planning considerations

High priority	Medium priority	Lower priority	Other
<p>Funding</p> <p>Agriculture</p> <p>Lock and dams</p> <p>Trade</p> <p>Multimodal</p> <p>Safety</p> <p>Resiliency</p> <p>Truck cargo</p> <p>Highway Design</p> <p>Regulations</p> <p>Intermodalism</p> <p>Trucking issues</p> <p>Industry</p>	<p>Human trafficking</p> <p>Mississippi River cargo</p> <p>Manufacturing</p> <p>Rail network</p> <p>E-commerce</p> <p>Rail cargo</p> <p>First mile/last mile</p> <p>Automation</p> <p>Oversize/overweight</p> <p>Bio renewables</p>	<p>Land use</p> <p>Energy</p> <p>Sourcing</p> <p>Automated trucking</p> <p>Economics</p> <p>Panama Canal</p> <p>Missouri River cargo</p> <p>Fuel</p> <p>Aviation trends</p> <p>Air cargo</p> <p>Coal decline</p>	<p>Rural infrastructure</p> <p>Interstate System</p> <p>Rail crossing safety</p> <p>Sustainable investment</p> <p>Container availability</p> <p>Pipelines</p>

Action plan

- Implementation strategies
 - 19 total prioritized by Freight Advisory Council
- Improvements and investments
 - **Aviation:** two largest commercial airports
 - **Highway:** bottleneck prioritization
 - **Railroad:** rail companies
 - **Waterway:** U.S. Army Corps of Engineers
- Freight Investment Plan
 - National Highway Freight Program funds

Iowa's National Highway Freight Program allocation

FY 2016	\$14,085,949
FY 2017	\$13,386,574
FY 2018	\$14,627,929
FY 2019	\$16,511,333
FY 2020	\$18,276,135
FY 2021	\$18,161,883
FY 2022	\$17,043,984
FY 2023	\$17,384,864
FY 2024	\$17,732,561
FY 2025	\$18,087,213
FY 2026	\$18,448,957
Total	\$183,747,382

Public input period ends April 7th

<https://iowadot.gov.iowainmotion>



THANK YOU FOR YOUR TIME AND ATTENTION



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