



ANNUAL IMPLEMENTATION AND PERFORMANCE REPORT | 2023

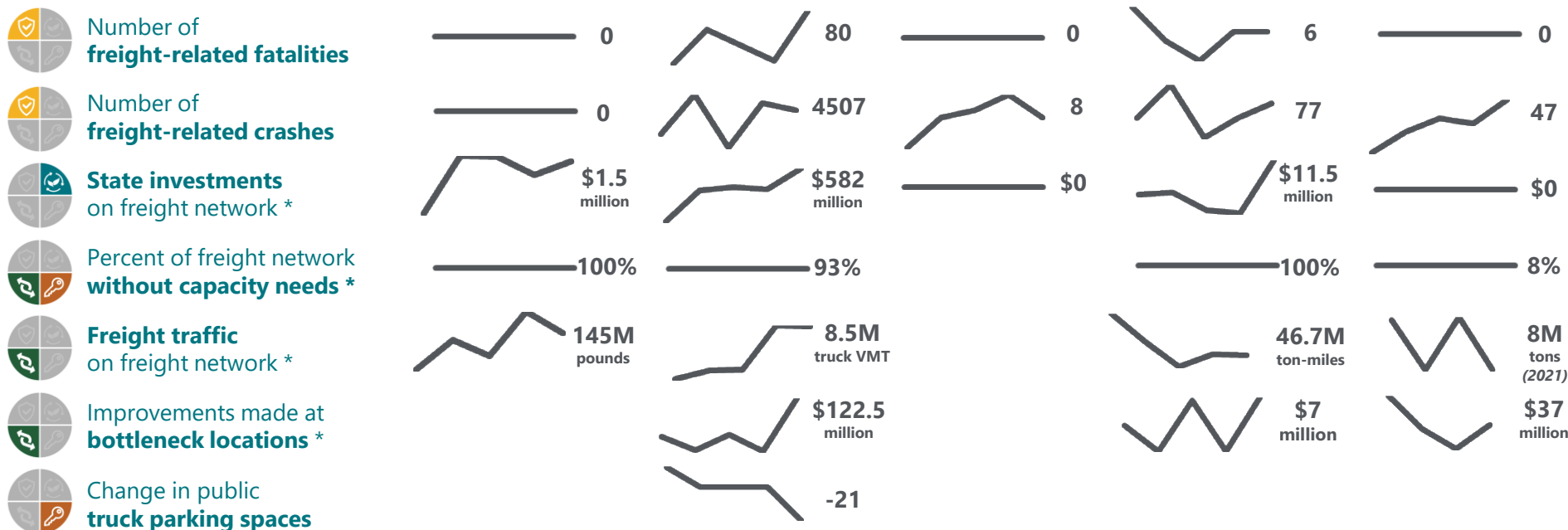


Noteworthy accomplishments

- 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 through 2026.
- 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 State Rail Plan development, labor, supply chain disruptions, multimodal connections, agricultural transportation, and other developing trends.

Performance measures

* Applies to Iowa Multimodal Freight Network



The trend line applies to the latest five-year period (2018-2022). The number applies to the latest annual figure (2022). See reverse side for performance measure descriptions.



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 allissions, collisions, and groundings

Number of freight-related crashes

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

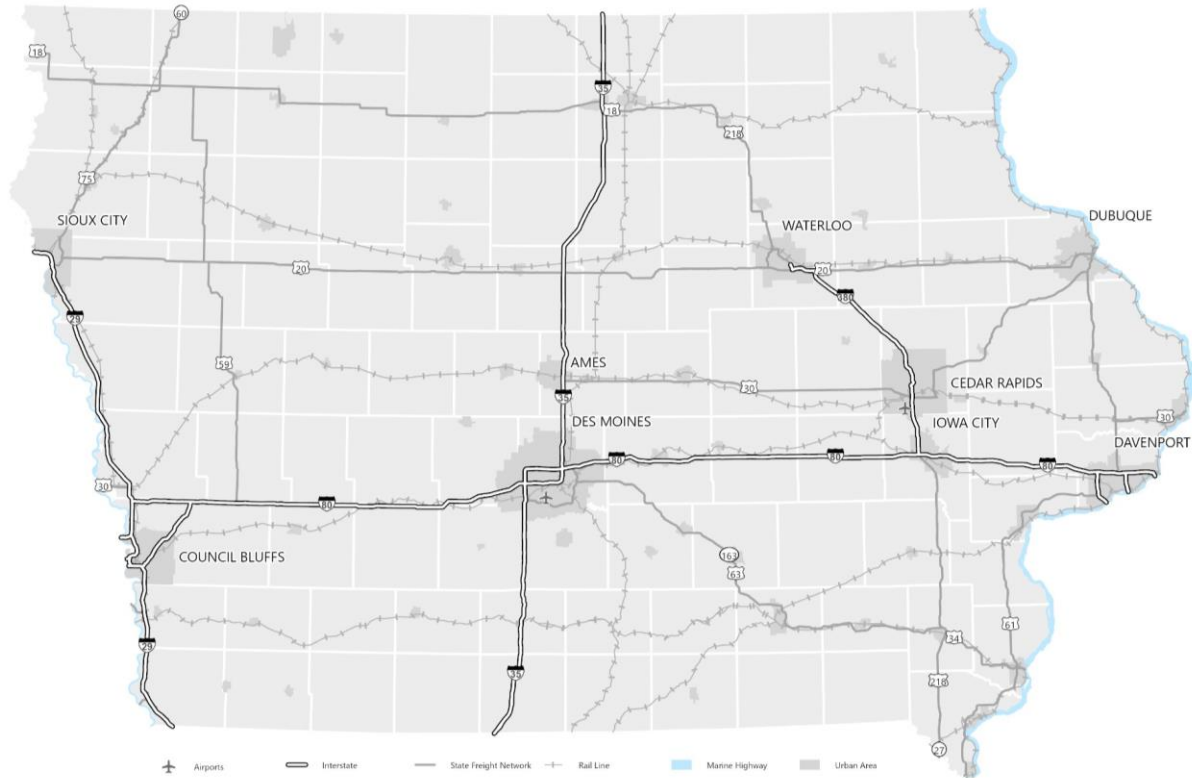
Improvements made at bottleneck locations *





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. Full implementation of the plan is expected to result in a net increase of 247 spaces.

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 oversized/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) |