46th Meeting of the

IOWA FREIGHT ADVISORY COUNCIL

Friday, September 20, 2024; 10:00 AM to 2:00 PM
Gateway Hotel & Conference Center
2100 Green Hills Drive, Ames, IA 50014

Meeting objectives:

1. Provide information on any freight interruptions your industry experienced due to flooding.
2. Provide input on truck parking challenges in Iowa and potential solutions the DOT can pursue.
3. Provide any input and recommendations on the Iowa FAC moving forward.

10: 00 AM	**Safety Briefing**	**Amanda Martin** Iowa DOT
	Welcome & Introductions Ice breaker: Provide any comments, updates, notable items, etc.	**Mike Steenhoek** Soy Transportation Coalition
10:15 PM	**Iowa DOT Update** General updates from the Department and a progress update on construction of the new Iowa Highway 9 Bridge across the Mississippi River at Lansing.	**Charlie Purcell** Iowa DOT
10:50 AM	**Truck Parking** Overview of truck parking challenges and opportunities at a national.	**Jeff Purdy** FHWA
11:20 AM	**In-Use Locomotive Regulation Discussion** Discussion of the California Air Resources Board's rule aimed at reducing emissions from locomotives when they operate within the state. Participants include all railroads in attendance.	**Emily Traiforos** GoRail
12:00 AM	**Break** Take a break, grab your boxed lunch, and return for a working lunch.	
12:20 PM	**Discussion: Future of the FAC** A presentation on how other state freight advisory committees operate followed by a facilitated group discussion on the future of the Iowa FAC including format, meeting topics, and the next Chair and Vice Chair.	**Mike Steenhoek** Soy Transportation Coalition **Caleb Whitehouse** Iowa DOT
1:00 PM	**July 2024 Flooding Response and Resiliency** Discussion of flooding impacts in western Iowa and the Iowa DOT response, including resiliency efforts moving forward.	**Charlie Purcell** Iowa DOT
1:30 PM	**Misc. Railroad Updates** General updates, including State Rail Plan development progress, Rail Safety Week, and SoyFoam.	**Various Attendees**
2:00 PM	**Adjourn**	

Future meetings: December 20, 2024 – Ankeny; 2025 TBD

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Members

X	Mike Steenhoek (Chair), Soy Transportation Coalition		Jillian Walsh (Vice Chair), Travero
X	Gabe Claypool, Des Moines Industrial	X	Greg Dickinson, Ten D, Inc. Companies/Merchants Distribution Service
X	Jackson Doud, Iowa Farm Bureau		Amy Homan, Iowa Northern Railroad
X	Matthew Leyser, John Deere Des Moines Works		Larry Lloyd, CPKC Railroad
X	Doug Martin, Amazon DSM5		Joe McConnell, Perishable Distributors of Iowa
	Allison Meiners, Iowa Motor Truck Association	X	Bob Rafferty for Delia Moon-Meier, Iowa 80 Group
	James Niffenegger, Landus Cooperative		Kelli O'Brien, Union Pacific Railroad
	Joe Parsons, Iowa Interstate Railroad		Ty Rosburg, Rosburg Livestock
	Peter Skosey, BNSF Railway	X	Jessica Sargent, Sukup Manufacturing
X	Marty Wadle, Ruan Transportation Management Systems		Mark White, Agribusiness Association of Iowa/Smith Fertilizer and Grain
	Ron White, Artco Fleeting Service	X	Dr. Haozhe Chen, ISU Supply Chain Management

Ex Officio Members

	Tim Bruun, Iowa Department of Public Safety	X	Addison Williamson for Zhi Chen, DMAMPO
X	Tom Heinold for Colonel Aaron Williams, USACE, Rock Island District	X	Amie Davidson, Iowa DNR, Land Quality Bureau
	Andrew Goodall, USACE, Rock Island District		Mike Hadley, Keokuk County Board of Supervisors
	Mike Harrington, IDALS	X	Sean Litteral, FHWA, Iowa Division
	Scott Marler, Iowa DOT		Tim Marshall, FHWA, Iowa Division
X	Shirley McGuire, FMCSA	X	Chris Whitaker, Region XII for Mike Norris, SEIRPC
X	Andrea Smith, IEDA	X	Sadi Reimann for Louis Vander Streek, Iowa Utilities Board

Guests

X	Jeff Purdy, FHWA Office of Freight Management and Operations	X	Emily Traiforos, GoRail

Iowa DOT Staff

X	Zahrah Alghalibi, Iowa DOT Systems Planning Bureau		Stu Anderson, Iowa Transportation Development Division
	Mikel Derby, Iowa DOT Government and Community Relations		Brenda Freshour-Johnston, Iowa DOT Systems and Administration Bureau
	Melissa Gillett, Iowa DOT Motor Vehicle Division	X	Jim Glaspie, Iowa DOT Modal Transportation Bureau
X	Sam Hiscocks, Iowa DOT Systems Planning Bureau	X	Maria Hobbs, Iowa DOT Modal Transportation Bureau
X	Alex Jansen, Iowa DOT Central Programs Bureau	X	Gabriel Fordjour, Iowa DOT Systems Planning Bureau
	Troy Jerman, Iowa DOT Chief Operating Officer		David Lorenzen, Iowa DOT Systems Operations Division
	Amanda Martin, Iowa DOT Modal Transportation Bureau	X	Tammy Nicholson, Iowa DOT Modal Transportation Bureau
X	Garrett Pedersen, Iowa DOT Systems Planning Bureau	X	Charlie Purcell, Iowa DOT Project Development
X	Caleb Whitehouse, Iowa DOT Systems Planning Bureau		Kevin Beichley, Iowa DOT Finance Bureau

10: 00 AM

Safety Briefing

Tammy Nicholson
Iowa DOT

Welcome & Introductions

Mike Steenhoek
Soy Transportation Coalition

Ice breaker: Provide any comments, updates, notable items, etc.

Tammy Nicholson gives the safety briefing. Caleb Whitehouse is designated as calling 911 with Maria Hobbs as the backup. In the case of evacuation, the group will meet in the grassy area south of the parking lot.

Mike Steenhoek asks members to introduce themselves and asks for their reaction to the outcome of the Cy-Hawk football game.

- Andrea Smith introduces herself to the group and says she was shocked.
- Sean Litteral says "go Cyclones."
- Jeff Purdy is a Michigan State alum.
- Shirley McGuire says "go Cyclones."
- Greg Dickinson is a UNI grad but roots for whoever wins.
- Jackson Doud was ecstatic.
- Aime Davidson was excited for Iowa State.
- Thomas Heinold says "What game? Go Army beat Navy."
- Garrett Pedersen says his family was thrilled with the outcome.
- Chris Whitaker says he was excited about the victory.
- Sadie Reimann says she was excited for the cyclones.
- Charlie Purcell was pleasantly surprised with the outcome.
- Mike Steenhoek was appalled by the outcome.
- Gabe Claypool was disappointed by the outcome.
- Marty Wadle says he was thrilled with the outcome.
- Doug Martin says he didn't have a preference.
- Dr. Haozhe Chen says his preference was with Iowa State, but he was shocked with how they played in the first half.
- Matt Leyser says since his daughter goes to Iowa State that is his preference.
- Jessica Sargent says she prefers Iowa.
- Jim Glaspie says he likes when any team from Iowa wins.
- Maria Hobbs says since one of her children are still at Iowa City, go Hawks.
- Tammy Nicholson says go Cyclones.
- Gabriel Fordjour says he is a Hawkeye.
- Zahrah Alghalibi says since she is an Iowa State Alum she cheers for them.
- Caleb Whitehouse says he went to K-State, but he begrudgingly cheers for Iowa State.

Steenhoek asks the group to share their thoughts on the imminent strike of east coast longshoremen. Wadle says that Ruan has reached out to all their customers on the east coast to create contingency plans. Doug Martin says Amazon is approaching their peak season and is being proactive with advanced ordering. Martin says that since there was a lot of port expansion in 2020 on the east coast, that would've been much more of a concern.

Steenhoek says that there has been a lot of saber-rattling between the two parties. But that is typical of these discussions. Steenhoek says that the current administration should avoid a work stoppage. Agriculture exports occur in bulk format, and those port facilities are concentrated on the Gulf Coast and won't be impacted by the strike. The ports of concern are those on the west coast that move containers.

10:15 PM

Iowa DOT Update

Charlie Purcell
Iowa DOT

General updates from the Department and a progress update on construction of the new Iowa Highway 9 Bridge across the Mississippi River at Lansing.

Charlie Purcell provided the Iowa DOT update. FY 2024 Budget finished ~$8.0 million under budget for operations. That budget surplus is moved into the Highway Improvement Program for highway projects. Iowa DOT typically overbudgets their five-year program to anticipate issues with construction. The program balance ended at $0.8 million in the negative which is much closer than normal. Purcell says that the Iowa DOT is well positioned for next year.

The current program covers FY 2025-2029 and contains $4.5 billion of state/federal funding over five years. It includes increased investment on pavements with a focus on interstates. It also adds the final phase of I-380 widening between Iowa City and Cedar Rapids and adds 50 new truck parking spots on the interstate. Three of the five years in the program extend beyond the life of IIJA. The five-year program was amended to accelerate two projects in Northwest Iowa as a result of the historic flooding.

Purcell says that the RISE program has been modified to add a Business Development and Job Retention component to help businesses affected by the flooding to stay within the state and retain jobs.

Purcell gives an update on the reconstruction of the Iowa 9 Bridge in Lansing. Construction of the new bridge caused the old bridge to move and forced the Iowa DOT to close it. Crews removed the spans from the existing bridge and built new temporary piers and replaced the span. The Iowa DOT set up a water taxi shuttle for commuters to cross the river during the closure.

Gabe Claypool asks how the IIJA funding was assigned and how far along is the Iowa DOT on spending it. Purcell says that funds are assigned using a formula. Iowa was able to capture $100 million of unobligated funds that other states have been unable to use. Steenhoek says that the problem states have is the local match requirements of federal funds. Purcell agrees and adds that it can also be an issue with the bandwidth of local governments to administer projects.

10:50 AM

Truck Parking

Overview of truck parking challenges and opportunities at the national level.

Jeff Purdy
FHWA

Mike Steenhoek introduces Jeff Purdy to the group. Purdy's team manages the National Highway Program, truck size and weight rules, and hears lots of concerns about truck parking. FHWA sees truck parking as a safety issue and need. By value 70% of the goods moved in the United States is moved by truck.

Most truck parking in the country is provided by private truck stops. FHWA also looks at technology solutions to inform drivers about available parking. FHWA conducts the Jason's Law Survey and Assessment which shows that truck parking is a major concern in major freight corridors and large urban metros.

There are roughly 40,000 public truck parking spaces in the country and 273,000 at private truck stops. Truck traffic has expanded faster than truck spaces. FHWA also found that the top locations for unauthorized parking are ramps, shoulders, private lots, and local roads.

FHWA found that not many new public facilities or spaces are being developed. The survey also reported on the perspectives of truck drivers. Drivers said that they need a variety of truck parking types and design is an important component. Freight receivers should offer parking on site for drivers.

FHWA has several funding programs through which truck parking or truck parking solutions are eligible. FHWA also produces the Truck Parking Development Handbook that gives advice for determining truck parking needs, as well as other information such as design attributes.

Rafferty says that Iowa is somewhat unique in this issue and two of Iowa's sites represent 3% of the nation's parking. Rafferty says that private truck stops don't like when states expand public truck parking because it relieves demand for private truck stops. He says it also uses funds that could be used on roadways elsewhere. Rafferty says that Iowa is probably better than most states regarding demand for truck parking. Purdy concurs and says that states east of Iowa are in a much worse position.

McGuire says that at their booth at Iowa 80 truck stop, drivers said that they weren't interested in anything fancy and would utilize an empty lot if available. Drivers also asked why drivers aren't required to have a radio to alert them to crashes, lane closures, or other disruptions to traffic.

11:20 AM

In-Use Locomotive Regulation Discussion

Emily Traiforos
GoRail

Discussion of the California Air Resources Board's rule aimed at reducing emissions from locomotives when they operate within the state. Participants include all railroads in attendance.

Mike Steenhoek introduces Emily Traiforos by giving an overview of the issues caused by the California Air Resources Board (CARB). Traiforos begins by giving an overview of GoRail. GoRail is a non-profit organization focused on public policy related to rail. GoRail supports legislation to expand railroad capacity and oppose legislation that would shrink capacity or have a negative impact on rail investment.

Rail represents less than 1% of greenhouse gas commissions. CARB proposes to require zero emissions starting in 2030. Before the rule can go into effect, CARB must obtain approval from the EPA. GoRail says that the rule will effectively ban some 25,000 useful locomotives with no adequate replacement. The rule would require railroads to pay as much as $800 million annually (according to GoRail) into a fund to buy clean locomotives if not compliant with the rule.

In response, the rail industry has mobilized to oppose the requirement and CARB including the Stop CARB bill proposed by Rep. Nehls (R-TX) and Sen. Mike Lee (R-UT) which would repeal Section 177 of the Clean Air Act which allows other states to adopt California emissions standards. BNSF is leveraging the development of a new rail facility in Barstow, California. BNSF will not build the facility if the ruling goes into effect.

Steenhoek says that if the ruling goes into effect, the railroads will have to change locomotives at the border of California which will increase the emissions because the first and last miles of travel are the least efficient. EPA is expected to decide sometime this fall or by the end of the calendar year. Steenhoek says that Oregon and Washington tend to adopt the standards passed by CARB.

Rafferty asks if there is a sense in the industry what the long term low/zero carbon locomotive will be. Traiforos says that she isn't sure, but it's possible that different railroads will have different solutions.

12:00 AM

Break

Take a break, grab your boxed lunch, and return for a working lunch.

12:20 PM

Discussion: Future of the FAC

Mike Steenhoek
Soy Transportation Coalition

Caleb Whitehouse
Iowa DOT

A presentation on how other state freight advisory committees operate followed by a facilitated group discussion on the future of the Iowa FAC including format, meeting topics, and the next Chair and Vice Chair.

Caleb Whitehouse provided an overview of how other midwestern states operate their freight advisory committees.

Mike Steenhoek begins the discussion by saying that a hybrid option makes attendance easier but might degrade the quality of the discussion. Tammy Nicholson says that quarterly face-to-face meetings have provided her staff great connections. Steenhoek says that he has an appreciation for the time of FAC members. He says the goal is to make FAC meetings a valuable use of time. Charlie Purcell concurs with Steenhoek and says that the meetings have been valuable.

Greg Dickinson says that he feels that the group is too big for hybrid meetings.

Steenhoek says that tours along either river would be very valuable for FAC members, but it takes more time for some to attend the meeting.

1:00 PM

July 2024 Flooding Response and Resiliency

Charlie Purcell
Iowa DOT

Discussion of flooding impacts in western Iowa and the Iowa DOT response, including resiliency efforts moving forward.

Near the end of June, Northwest Iowa was experiencing high rainfalls, and more was forecasted. As a result, many roads were forced to close. There were 73 different flooding impact sites between 6/21 and 7/9. About 60 project sites require repairs. The current total damage estimate is between $23-28 million. Charlie Purcell shares some slides showing the flood damage to highway infrastructure. Purcell says that many of the rivers had the highest flows every recorded.

Purcell highlights the Resiliency Improvement Plan (RIP). The RIP is not required by FHWA, but the Iowa DOT felt that it was important to create. As part of the RIP, DOT staff created a Flood Resiliency Metric to gauge the quality of primary roadways in the state. The Flood Resiliency component includes metrics related to robustness, redundancy, and criticality. The Iowa DOT uses this metric to prioritize projects for resiliency improvements.

Greg Dickinson asks what the cooperation looks like between the state and the counties. Purcell says that road closures require a lot of coordination because traffic will be redirected onto secondary roads. Prior to this flood event, the Iowa 511 system only had primary routes and has since integrated data from the secondary road network.

Tom Heinold asked if there was any communication between state or local agencies and platforms like Google Maps to see if closure data could be used by the private sector. Purcell says that the Iowa DOT folks work with Google a lot, but he isn't sure on the specifics regarding closures. There have been problems when Google maps gives one route and DOT folks want traffic to use route.

1:30 PM

Misc. Railroad Updates

Various Attendees

General updates, including State Rail Plan development progress, Rail Safety Week, and SoyFoam.

Next week (week of 9/23) is rail safety which has been renamed "See Tracks, Think Train". Caleb Whitehouse gives an update on the development of the State Rail Plan. Mike Steenhoek informs the group about a product called SoyFoam which is an alternative to carcinogenic products used to fight fires. Steenhoek says that since railroads are the number one transporter of flammable and hazardous materials, and he wants to demonstrate this products to the railroads for their purposes.

2:00 PM

Adjourn

Future meetings:

December 20, 2024 – Ankeny; 2025 TBD

Iowa DOT Update

Iowa Freight Advisory Council – September 20, 2024

IOWA | DOT

Charlie Purcell

Agenda

Final FY 2024 Budget and Program Status

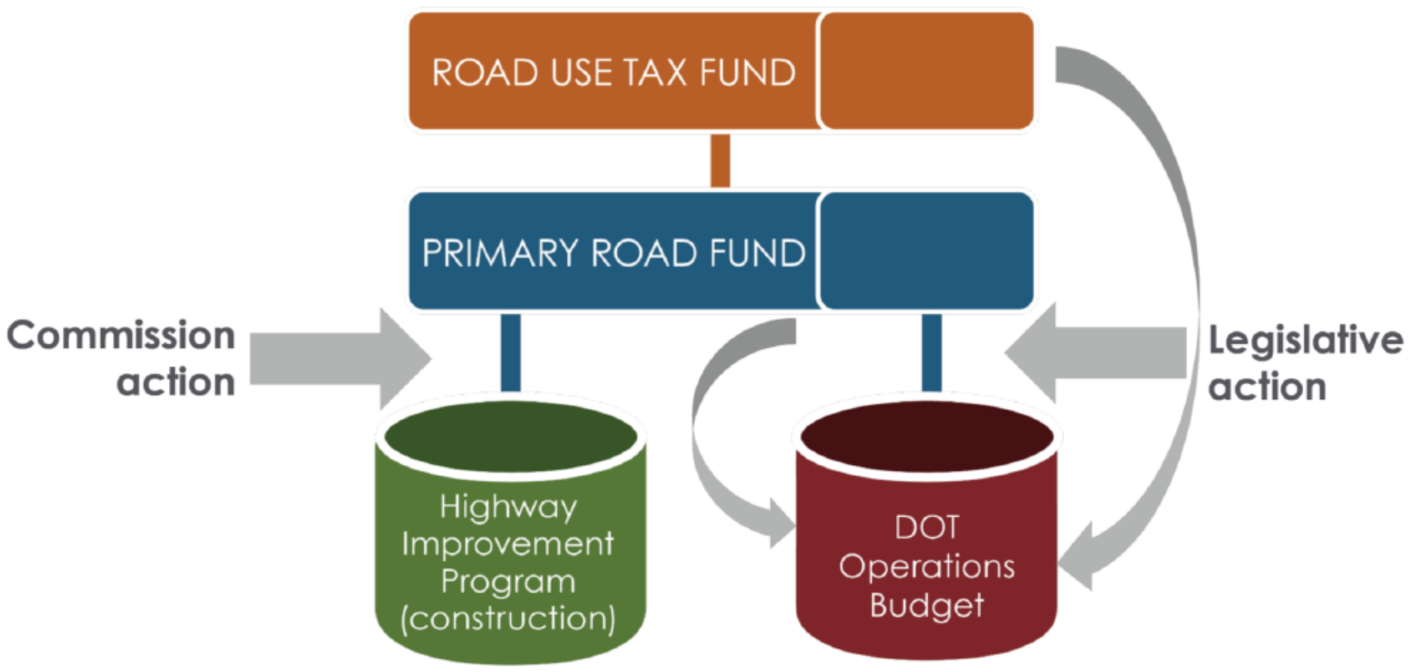
2025-2029 Highway Program Update

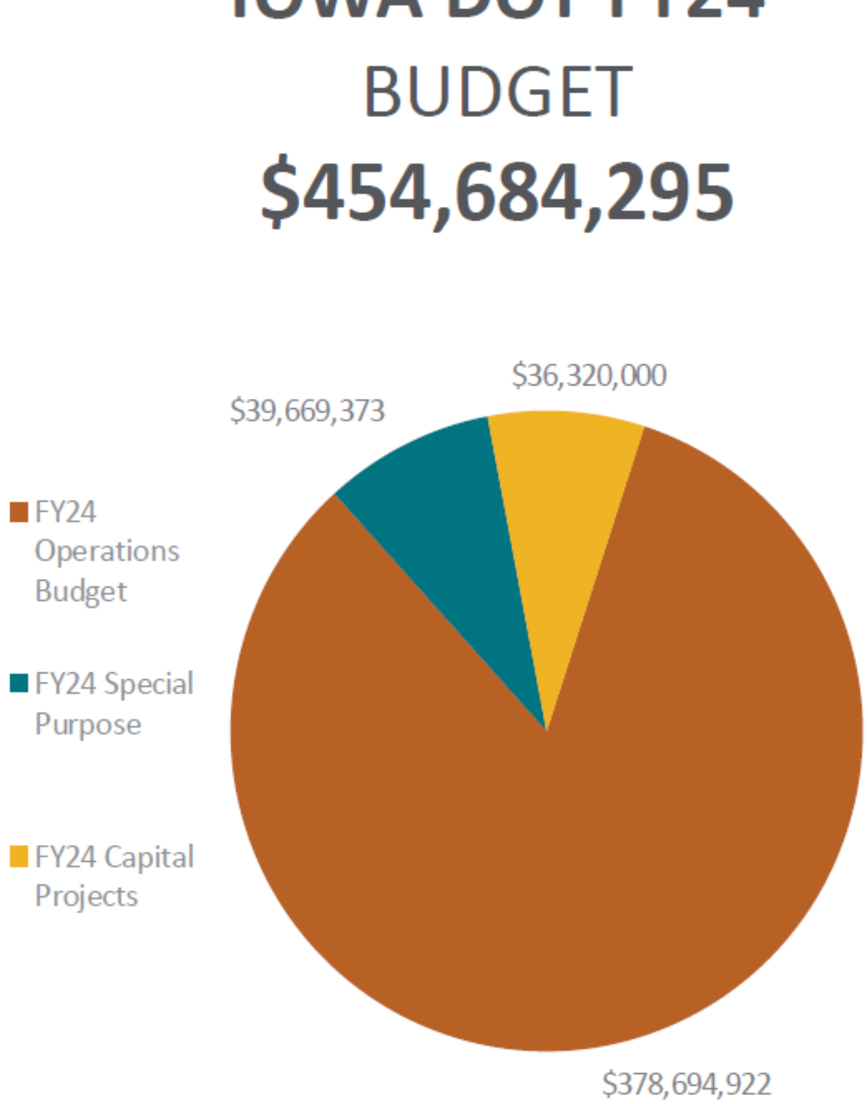
RISE Program Update

Lansing Bridge Update

Final FY 2024 Operating Budget Status

- Finished ~$8.0 million under budget for operations (2.1%)





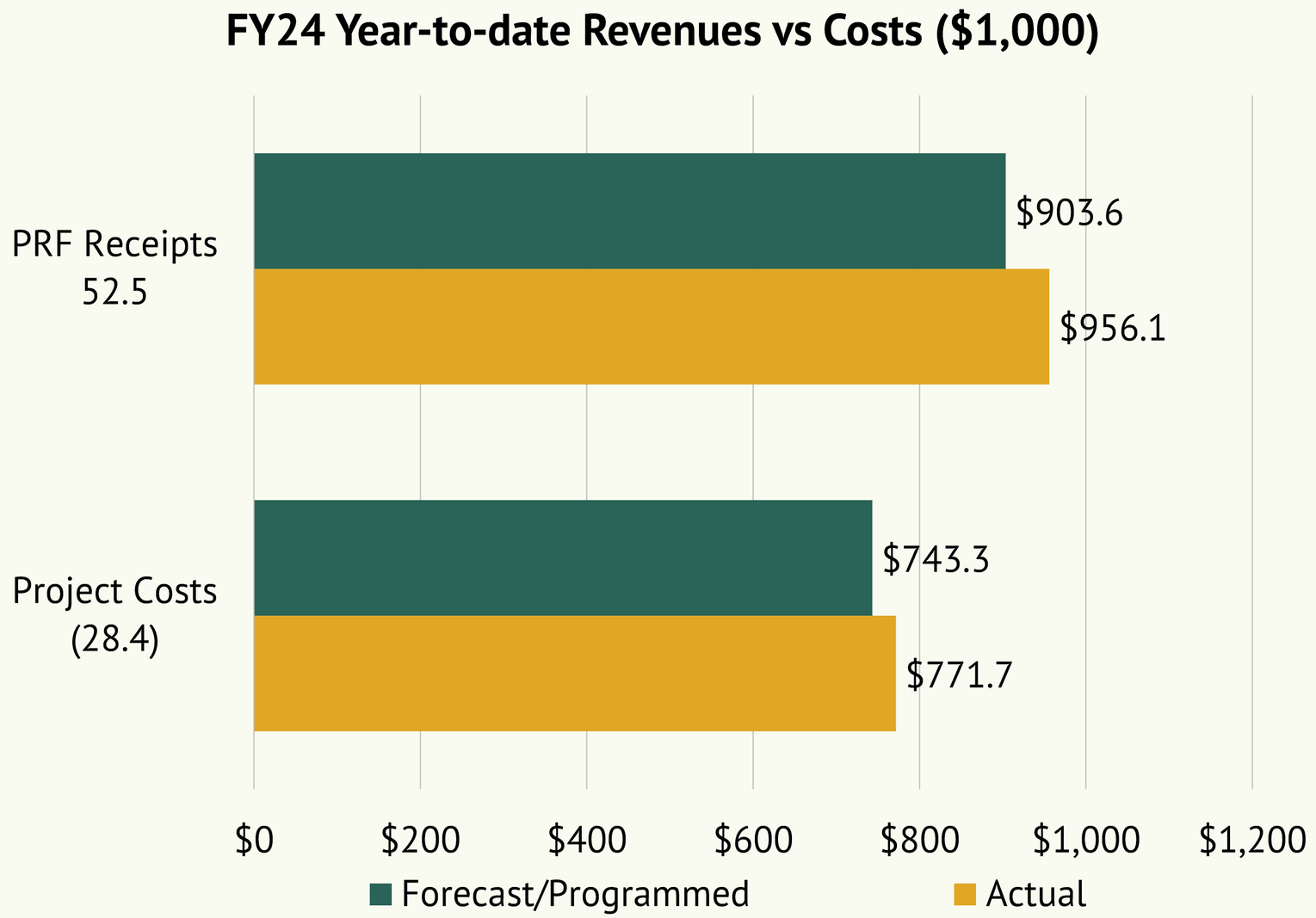
Final FY2024 Program Revenues vs Costs

Revenue

- **Forecast PRF Receipts (June) $903.6m**
- **Actual PRF Receipts (June) $956.1m**

Project Costs

- **Programmed Amounts (June) $743.3m**
- **Project Costs (as let) (June) $771.7m**



Final FY 2024 Program Balance

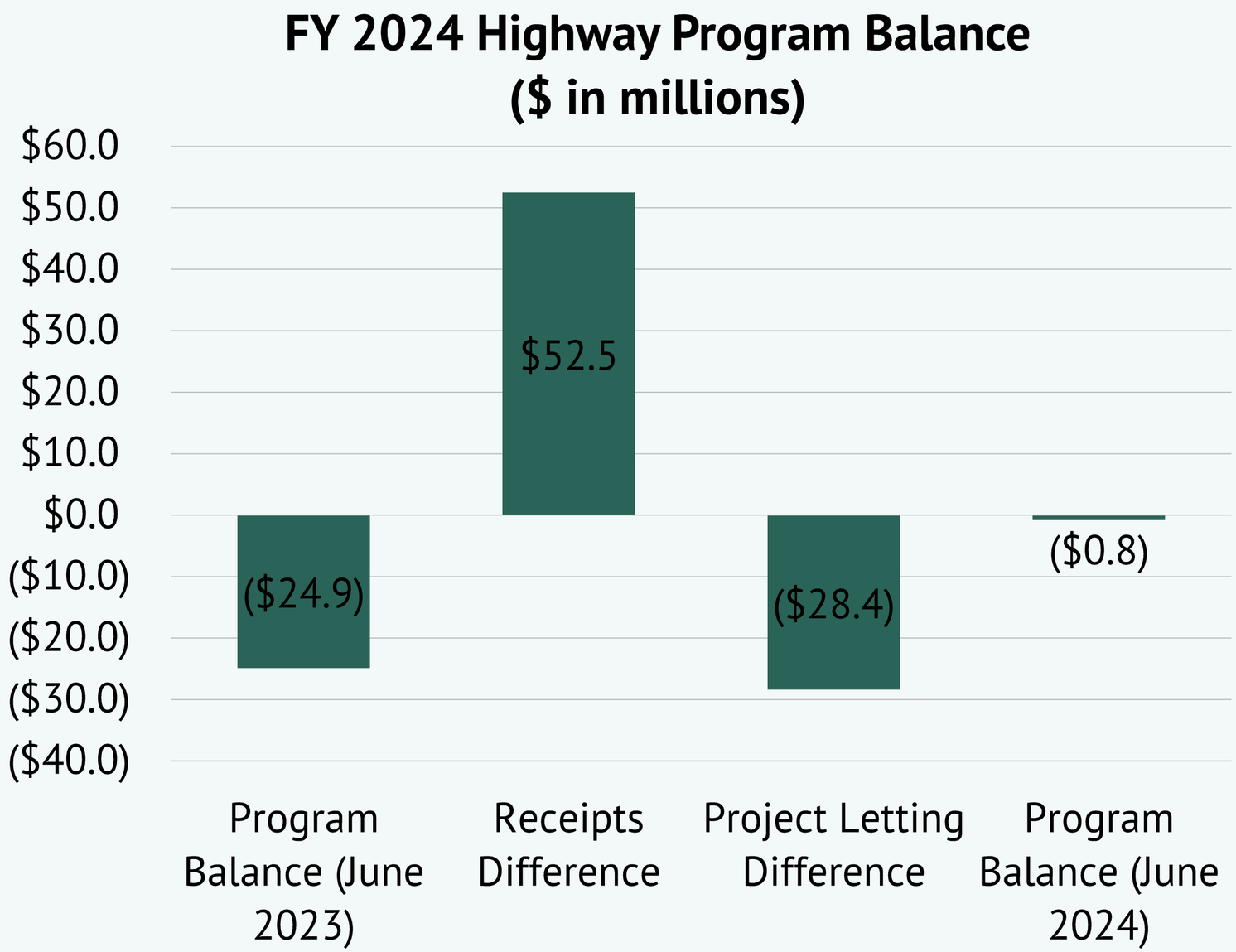
- FY 2024 Program Balance (June 2023) ($24.9m)

- June PRF Receipts Difference $52.5m

- June Project Letting Difference ($28.4m)

- **Program Balance (June 2024) ($0.8m)**

- *Previous Balance Reported: ($14.4m)*



2025-2029 Highway Program

- Approved June 11, 2024
- $4.5 billion of state/federal funding over five years
- Increased investment on pavements with a focus on Interstate pavements
- Added final phase of I-380 widening between Iowa City and Cedar Rapids
- Adds 50 new truck parking spots on the Interstate
- Financial situation
  - No new revenue
  - Inflation is moderating
  - Three of the five years are beyond the life of the Infrastructure Bill – forecast flat revenue

2025-2029 Highway Program Amendment

County	Route	Location	Estimated Project Costs x $1,000		
			2025	2026	2027
Cherokee	3	1.3 mi E of US 59 to 1.8 mi E of US 59	12,260	(12,812)	
Clay	18	Stony Creek 5.3 mi W of W Jct US 71	3,426		(3,741)
		Total change to the highway program	15,686	(12,812)	(3,741)

Federal Funding Status

- FFY 2024 appropriation expires on Sep 30, 2024
- Continuing Resolution for FFY 2025 inevitable but timing is uncertain
- Most Highway programs would be unaffected by a lapse in funding
- Impacts to Aviation and Rail programs could be more substantial

Revitalize Iowa's Sound Economy Business Relocation & Job Retention Local Development Program

Policy Proposal

IOWA | DOT

What are current RISE participation rates?

	RISE Participation Rate
Immediate Opportunity	80%
Local Development:	
Standard	50%
Certified Site (varies by size)	
- 50-499 acres certified	60%
- 500-999 acre certified	65%
- 1,000 acres or more certified	70%
University Research Park	70%
Business Relocation & Job Retention (Recommended)	*70%*

What would be an eligible community?

- In a county covered by a proclamation of disaster emergency by the Governor & Presidential Disaster Declaration

- Flooded businesses requesting permanent relocation outside the flood hazard area

- Every community in a county that experienced flooding would not be eligible to apply

What would an eligible project look like?

- Very similar to other standard Local Development projects
- Requests to build new roadways outside the flood hazard area
- An eligible project would not include repair to any existing roadways

Summary of Policy Proposal

1. Limited to communities that experienced state & federally recognized emergency events

2. Limited to communities where existing businesses are committing to permanent relocation out of the flood hazard area

3. Documentation of business interest in relocation and the economic distress of the community is required to be submitted with the application

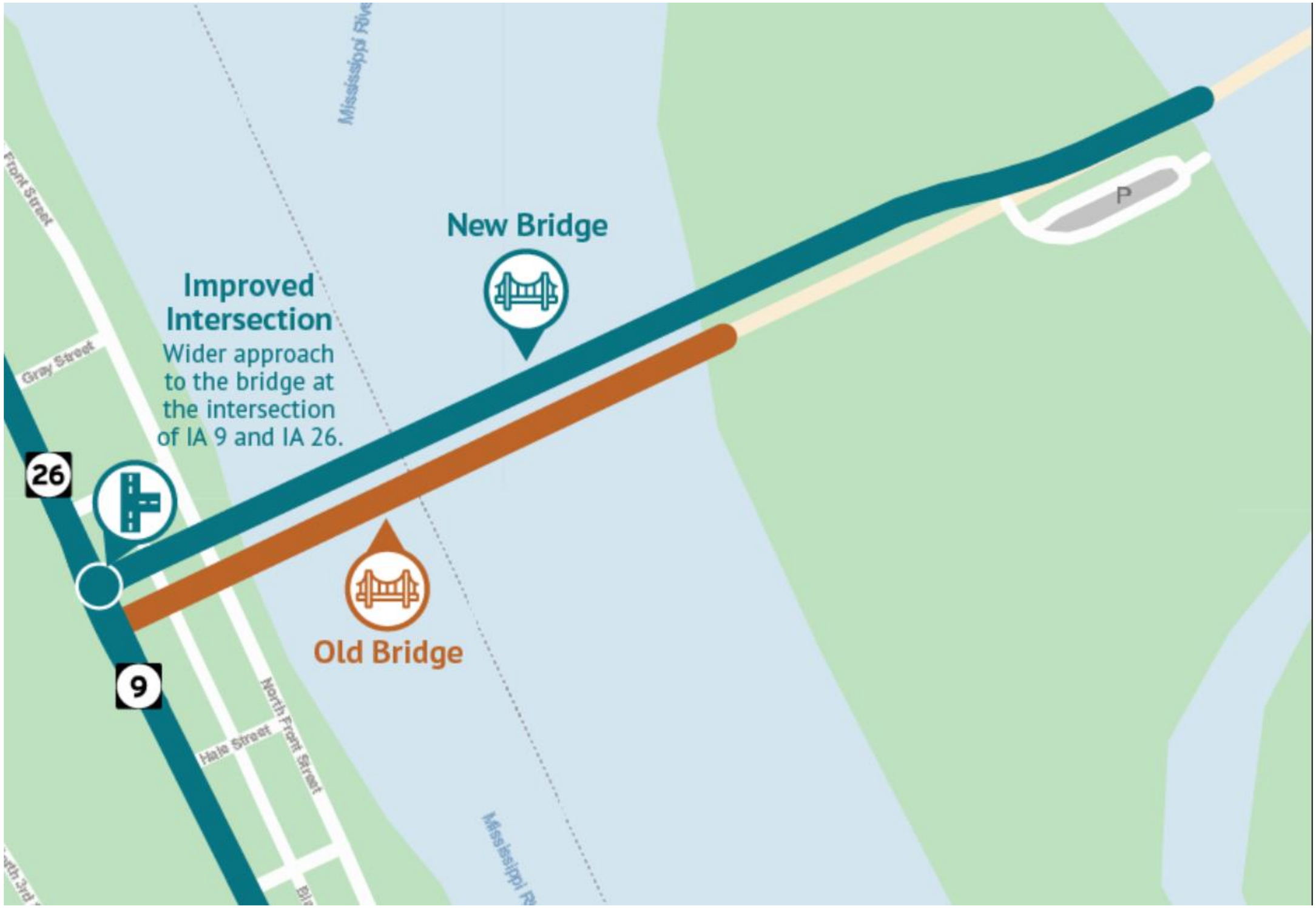
4. Roadways are located outside of the flood hazard area

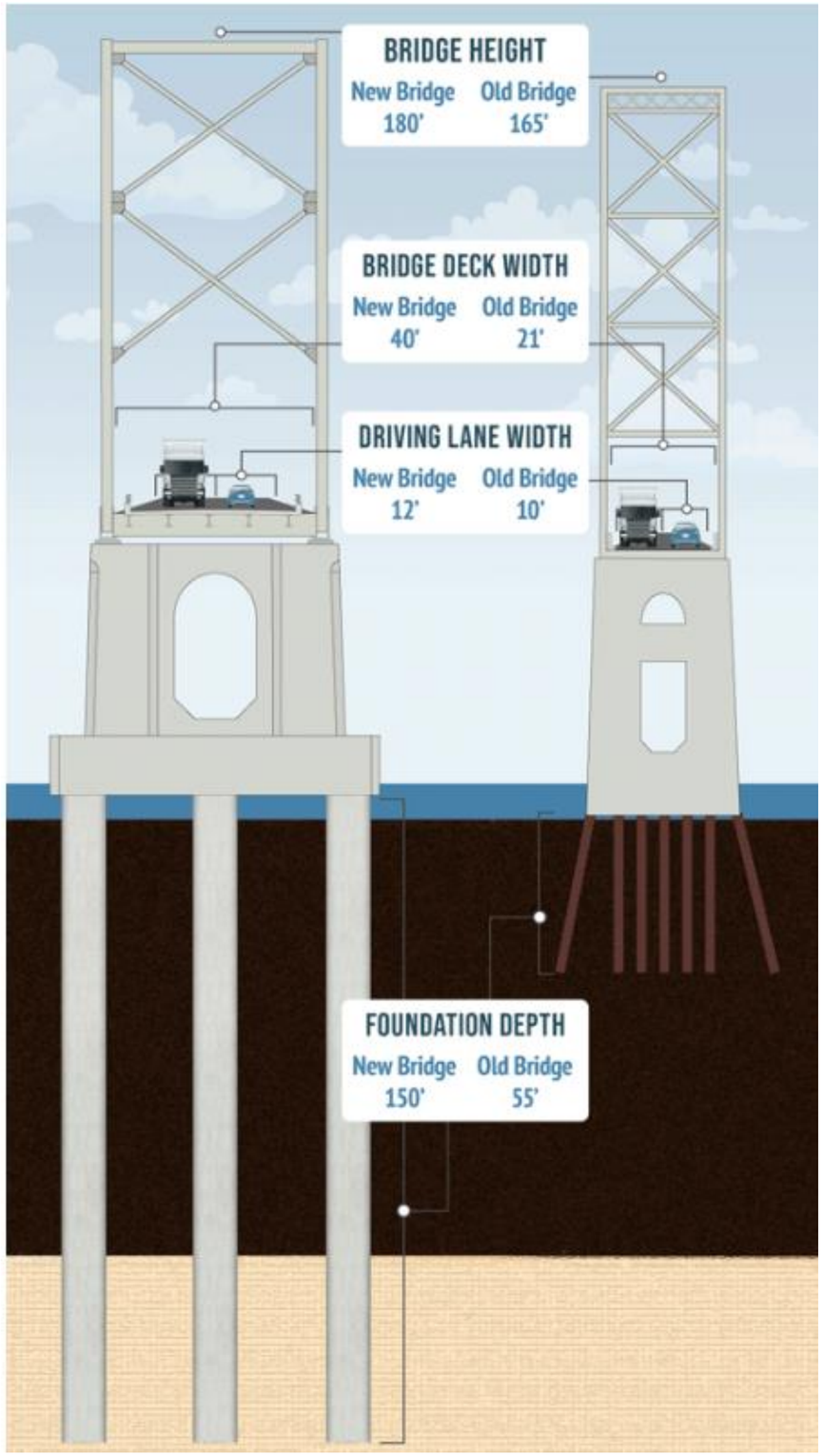
5. RISE participation held to 70% of eligible project costs

Lansing Bridge Update

Rendering of new bridge

Rendering of new bridge


Mississippi River
Front Street
Gray Street
New Bridge
Improved Intersection
Wider approach to the bridge at the intersection of IA 9 and IA 26.
26
9
Old Bridge
North Front Street
Hale Street
P



NEW AND EXISTING BRIDGE DETAILS

	NEW	EXISTING
Road width	40'	21'
Channel Width	750'	650'
Main bridge structure type	Steel through-truss	Steel through-truss
Total length of steel truss	1352'	1152'
Total length of bridge	1724'	1702'
Max height above normal water level	180'	165'
Channel clearance	60-64'	68'
Bridge deck type	Reinforced concrete	Welded steel grate
Bridge deck width	40'	21'
Driving lane widths	12'	10'
Shoulder widths	8'	No shoulders
How the roadway grade changes across the bridge	Continuous gradual curve	Straight lines with sharp changes
Steepest roadway slope	6%	7%
Speed limit on the bridge	25 MPH	25 MPH

Original construction schedule

- Bids opened – August 1, 2023
- Contract award – August 16, 2023
- Construction start – September 18, 2023
- New bridge open to traffic – November 2026
- Begin demolition of old bridge – November 2026
- Project complete – October 2027

An unexpected kink in our plans

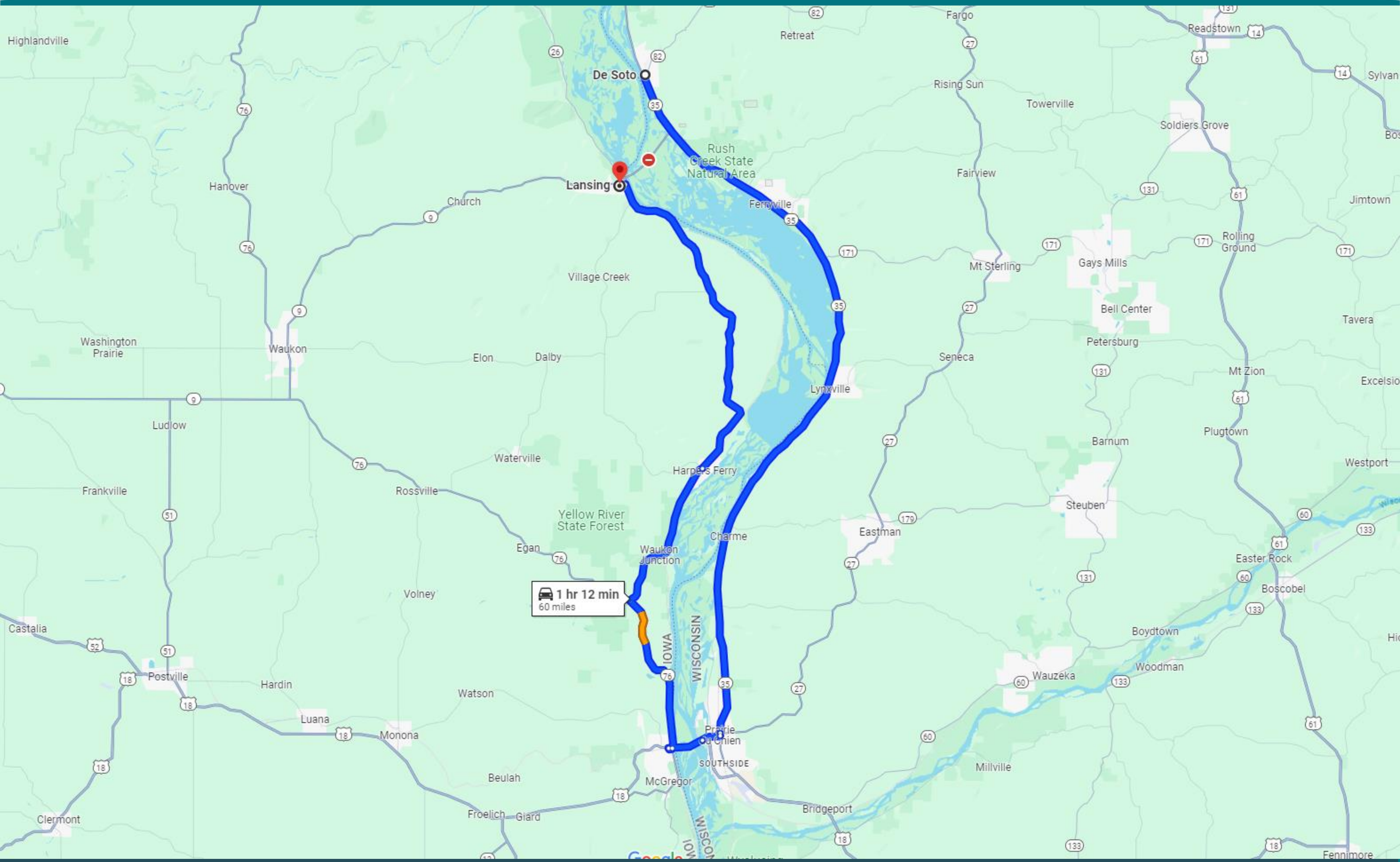
Lifting approach span from existing piers

Setting existing spans aside

Construction of new temporary pier

Resetting existing spans on new temporary pier

Existing bridge re-opened


Highlandville
Retreat
Fargo
Readstown
De Soto
Rising Sun
Towerville
Soldiers Grove
Sylvan
Rush Creek State Natural Area
Lansing
Hanover
Church
Ferryville
Fairview
Jimtown
Rolling Ground
Village Creek
Mt Sterling
Gays Mills
Bell Center
Tavera
Washington Prairie
Waukon
Elon
Dalby
Seneca
Petersburg
Mt Zion
Excelsior
Ludlow
Lynxville
Plugtown
Barnum
Waterville
Harpers Ferry
Westport
Frankville
Rossville
Yellow River State Forest
Steuben
Charme
Eastman
Egan
Waukon Junction
Easter Rock
Boscobel
1 hr 12 min
60 miles
Volney
Castalia
Boydtown
Woodman
Wauzeka
Postville
Hardin
Watson
Luana
Monona
Prairie du Chien
SOUTHSIDE
Millville
Beulah
McGregor
Clermont
Froelich
Giard
Bridgeport
Fennimore
IOWA
WISCONSIN

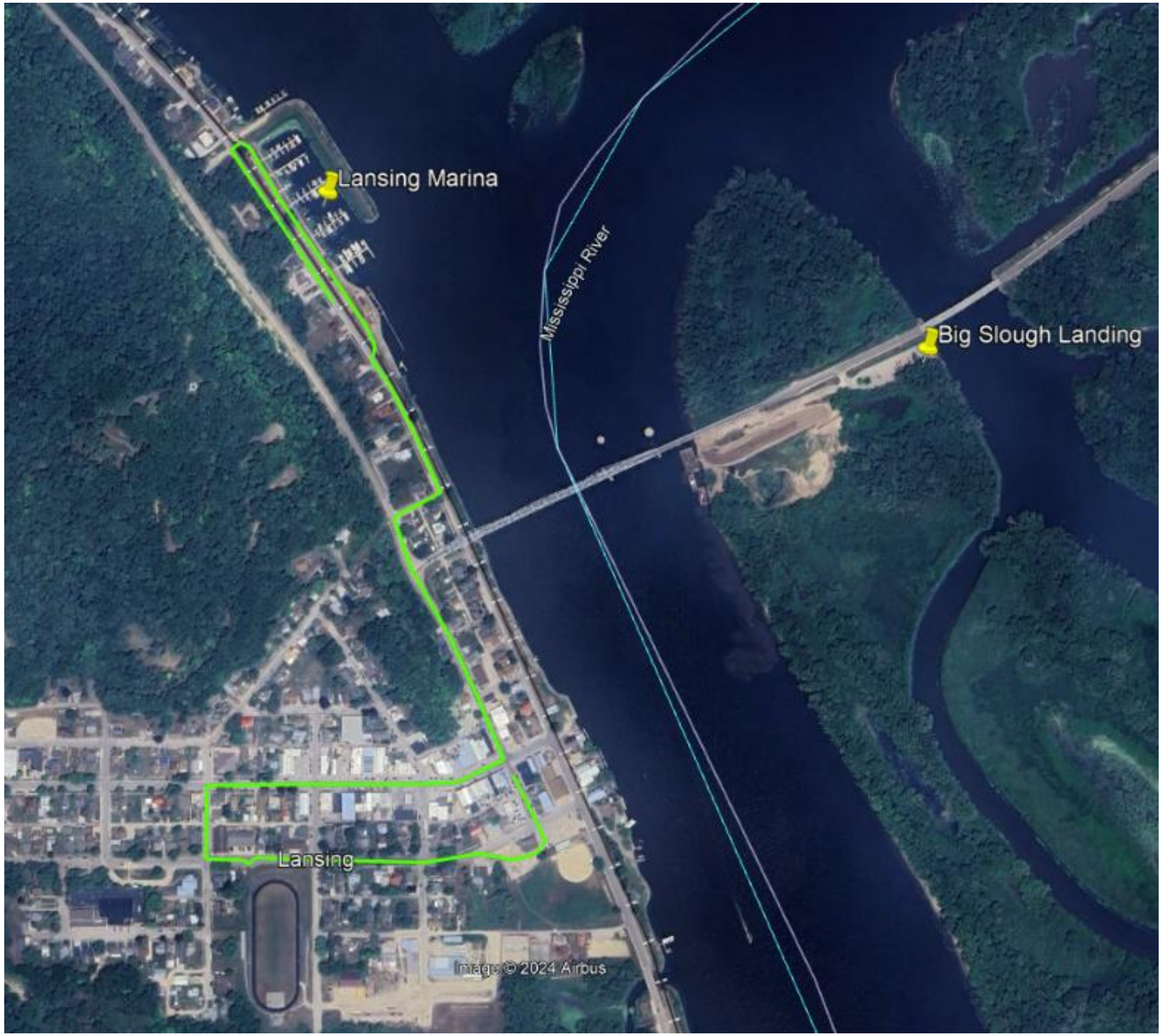
EPARTMENT OF TRANSPORTATION

IOWA | DOT

Water Taxi/Shuttle in Lansing – Zero to Operation in 3 weeks!

Water taxi route

Transit route



Shuttle/Water Taxi

Advertising

Lansing Shuttle *City Hall*	Iowa Water Taxi *Lansing Marina*	DeSoto Shuttle *Big Slough Landing*	DeSoto Shuttle *Community Center*	Wisconsin Water Taxi *Big Slough Landing*	Lansing Shuttle *Lansing Marina*
DEPARTURE TIMES	DEPARTURE TIMES	DEPARTURE TIMES	DEPARTURE TIMES	DEPARTURE TIMES	DEPARTURE TIMES
6:45 AM	7:00 AM	7:07 AM	7:18 AM	7:30 AM	7:37 AM
7:45 AM	8:00 AM	8:07 AM	8:18 AM	8:30 AM	8:37 AM
8:45 AM	9:00 AM	9:07 AM	9:18 AM	9:30 AM	9:37 AM
10:45 AM	11:00 AM	11:07 AM	11:18 AM	11:30 AM	11:37 AM
11:45 AM	12:00 PM	12:07 PM	12:18 PM	12:30 PM	12:37 PM
2:45 PM	3:00 PM	3:07 PM	3:18 PM	3:30 PM	3:37 PM
3:45 PM	4:00 PM	4:07 PM	4:18 PM	4:30 PM	4:37 PM
4:45 PM	5:00 PM	5:07 PM	5:18 PM	5:30 PM	5:37 PM

Thanks to our service providers: Maiden Voyage Tours, Luxxor Limousine, Running Inc., and EARL Public Transit.

MM1482 03/06/2024

Free water taxi and shuttle service between Iowa and Wisconsin will be in place for passengers until repairs are made to the existing bridge.

The water taxi is accessible to all riders and will shuttle you between the Lansing Marina in Iowa and Big Slough Landing in Wisconsin.

Water Taxi and Ground Shuttle

Available 7 days/week at no cost
See backside for schedule information.
All riders must get off of the water taxi at each stop.

Parking Information

Iowa Side

Lansing City Hall
201 John St.
Lansing, IA 52151

North of Football Field
Center Street
Lansing, IA 52151

Wisconsin Side

De Soto Community Center
57 Crawford St.
De Soto, WI 54624

Absolutely NO PARKING at Big Slough Landing.

Contact: Pete Hjelmstad
pete.hjelmstad@iowadot.us 641-430-9718

Making lives better through transportation

And then came the rain...


KRAEMER


KRAEMER


MANITOWOC

Summary of progress to-date

- Sep 2023 – construction of new bridge begins
- Feb 25, 2024 – existing bridge closed due to safety concerns
- Mar 8, 2024 – repairs to existing bridge begin
- Mar 18, 2024 – water taxi service begins
- Apr 20, 2024 – existing bridge reopens, construction of new bridge resumes
- Jun 17, 2024 – intermittent short-term closures begin
- Jun 19, 2024 – construction paused due to high water, intermittent closures cease
- Jul 30, 2024 – water recedes, construction resumes
- Aug to Sep - intermittent short-term closures resume

Thank you!

Questions?

stuart.anderson@iowadot.us

515-239-1661

U.S. Department of Transportation
Federal Highway Administration

Office of Operations
1200 New Jersey Avenue SE
Washington, D.C. 20590
https://ops.fhwa.dot.gov/freight

Truck Parking

Jeff Purdy, AICP, PTP
Freight Programs Team Leader
Federal Highway Administration (FHWA)
Office of Freight Management and Operations

Source: FHWA

Disclaimer

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Truck Parking and Safety

Roadway safety is at the heart of the Department of Transportation's mission and the National Roadway Safety Strategy. Missions and activities of the Department's modal administrations align with ensuring safe, secure and adequate truck parking. Truck parking concerns are safety concerns for *all* roadway users and communities, which motivate the Department to:

- Deliver world-class highway and street programs that advance safe, efficient, equitable, and sustainable mobility choices for all while strengthening the Nation's economy, and
- Reduce fatalities, injuries, and crashes involving large trucks and buses

With 70 percent of domestic freight moved by trucks, when and where to park, sleep and maintain personal security and public safety is an obstacle for drivers and job performance. The underlying causes of crashes include driver fatigue, a contributing factor in 1 of every 7 crashes involving a commercial motor vehicle. And unsafe parking on the roadside, local streets and unsanctioned vacant lots further compromise driver safety.

- 98% of drivers regularly experience problems finding safe parking and personal security is paramount

"Ensuring trucking jobs are good jobs is foundational to a strong, and stable trucking workforce" – *Trucking Action Plan*

Key Truck Parking Focus Areas

Parking Capacity

- Creative and innovative means to provide parking capacity

Technology and Data

- Use of technology and data to understand parking demands and maximize utilization of parking

Funding, Finance and Regulations

- Innovative funding and finance to develop, operate and maintain parking facilities

State, Regional, and Local Government Coordination

- State/regional/local government coordination

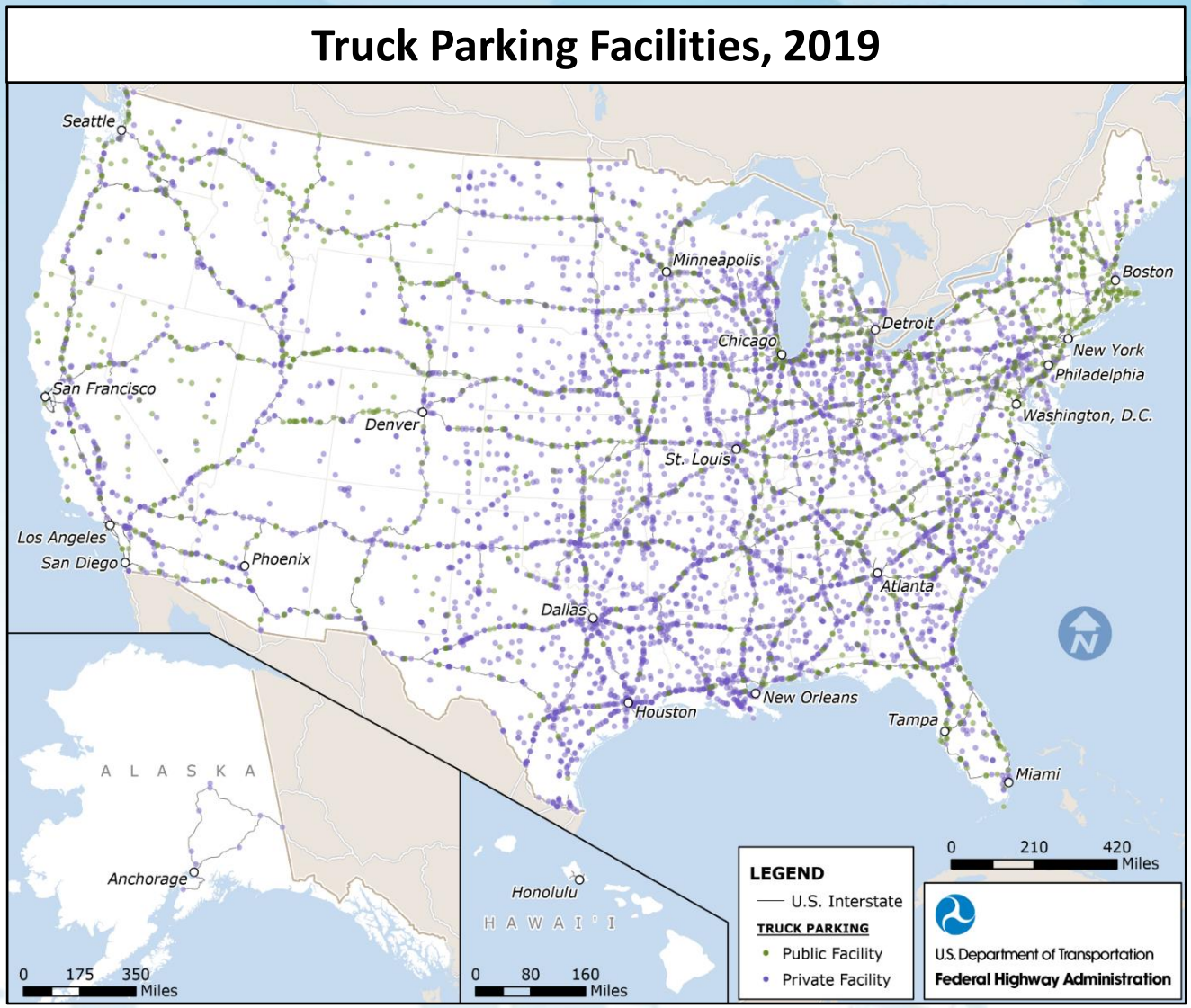
Source: FHWA

Jason's Law Truck Parking Survey and Assessment

- Truck parking shortages are still a major problem in every State and region.
- Major freight corridors and large metro areas have the most acute shortages.
- Shortages exist at all times of the day, week, and year, but most occur overnight and on weekdays.
- Challenges exist in funding and maintaining truck parking for public and private sector.
- Truck stop operators need business models that incorporate parking profitably.
- Local government involvement and citizen awareness are needed for effective discussions and realistic plans for truck parking.

Parking Inventory Results

- There are approximately 313,000 truck parking spaces nationally:
  - 40,000 at public rest areas
  - 273,000 at private truck stops
- Between 2014–2019, there was an increase in truck parking spaces:
  - 6 percent increase in public parking spaces
  - 11 percent increase in private parking spaces

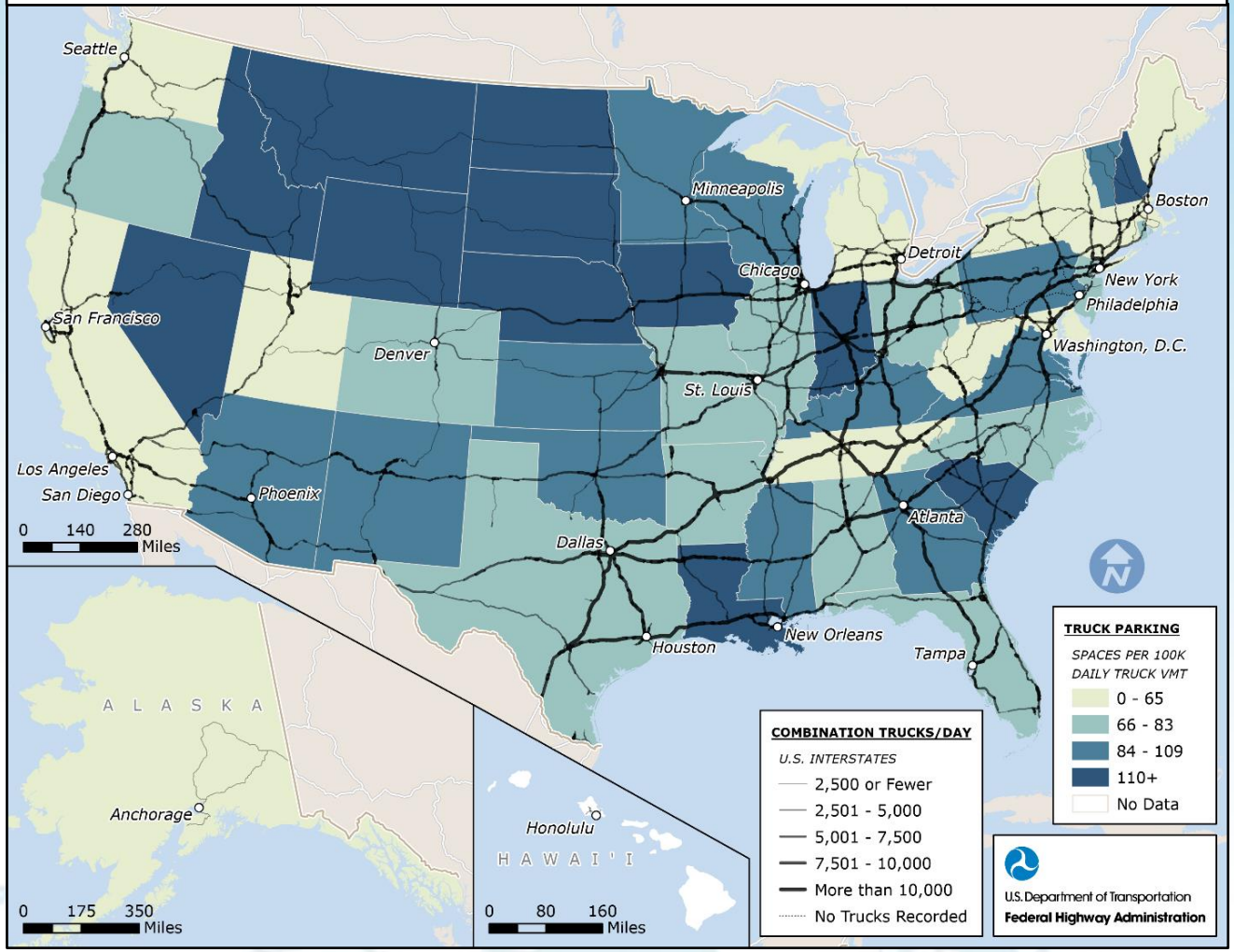


Source: FHWA.

Spaces per 100K Daily Truck Vehicle Miles Traveled (TVMT)

- Nationally 83 truck parking spaces per 100K Daily TVMT
- 15 percent increase in TVMT between 2012 and 2017
- Top 5 States with the most spaces relative to TVMT:
  - Wyoming
  - New Hampshire
  - North Dakota
  - Nevada
  - Montana

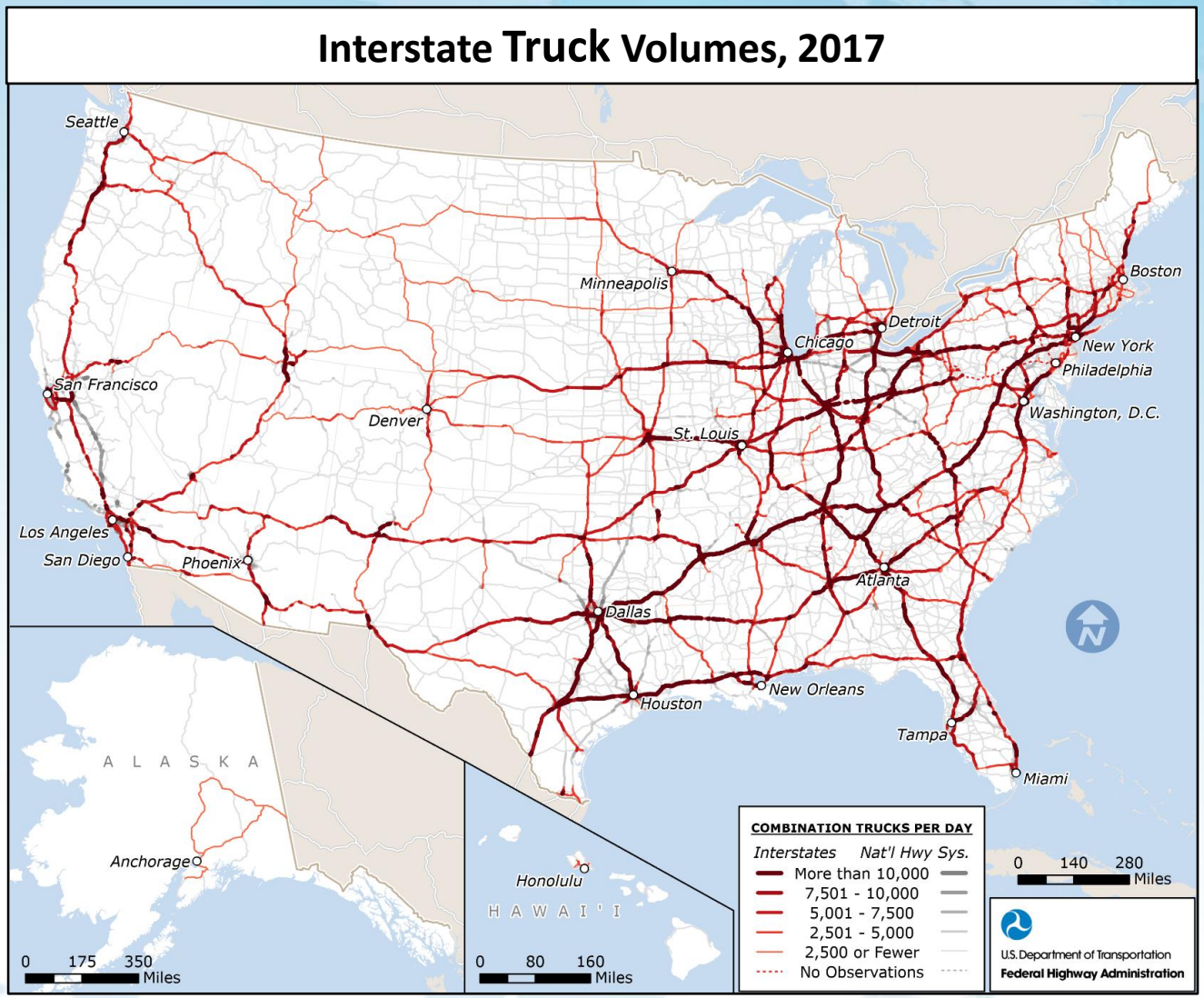
Number of Truck Parking Spaces per 100K Daily TVMT, 2019



Source: FHWA.

Parking Shortages

- Current survey includes areas of shortage similar to 2014:
  - I–95 Mid-Atlantic and north
  - Chicago area
  - California
- New shortages emerged in additional locations since 2014:
  - Throughout entire I–95 corridor
  - Pacific corridors
  - States surrounding Chicago region
  - Other major freight corridors

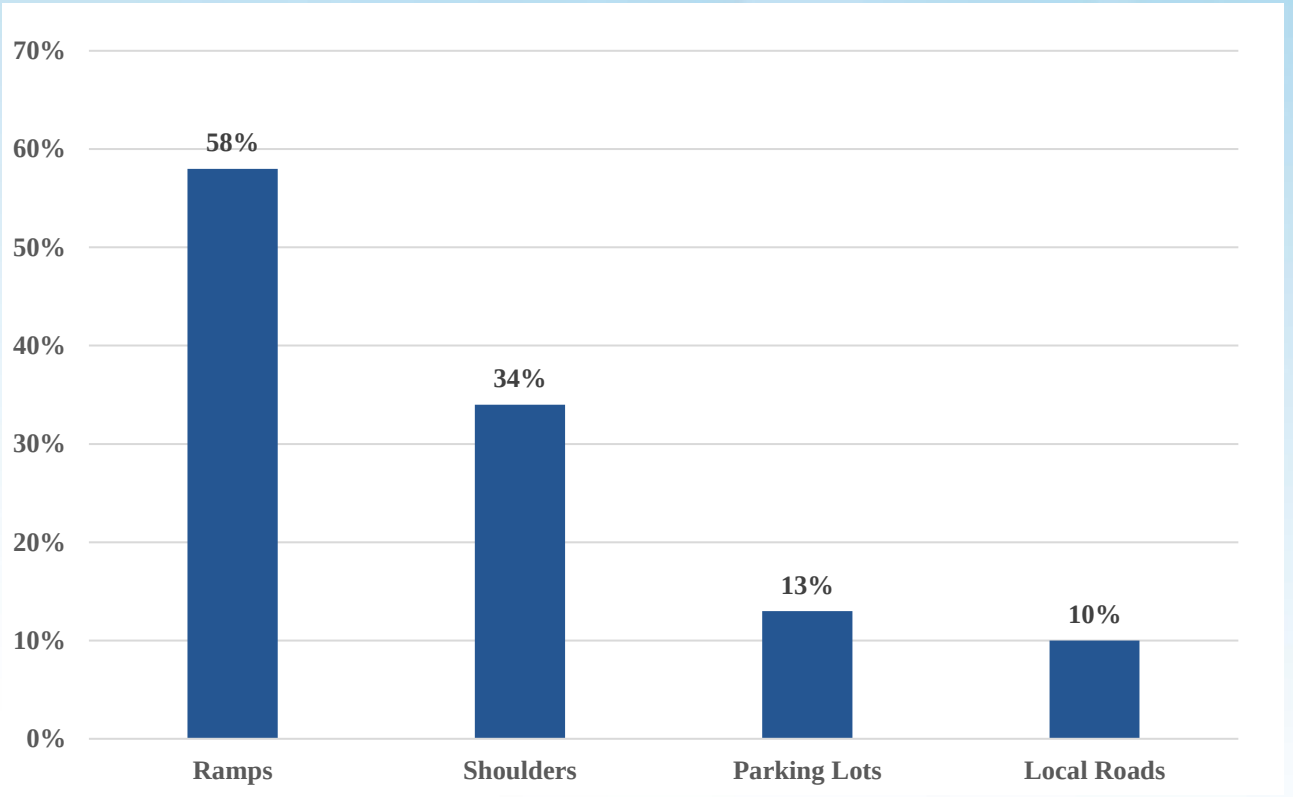


Source: FHWA.

Commercial Motor Vehicle Safety Agencies

- Unofficial/unauthorized parking occurs mostly on ramps and highway shoulders.
- Unofficial/unauthorized parking throughout the day, but the most frequently between 7PM and 9AM.

Types of Locations with Frequent Unofficial/Unauthorized Parking, 2019



Source: FHWA.

State DOT – Observations

- Not many new public facilities or spaces are being developed.
- Challenges exist in planning, funding, and accommodating truck parking.
- Business models and impacts need research and discussion.
- Local government involvement and education is needed.

Source: FHWA.

Truck Drivers – Observations

- Truck parking is most problematic along key freight corridors and in metropolitan areas.
- Drivers need a variety of parking types.
- Design is important in truck parking.
- Safety/security is valued.
- Public rest area closures present challenges.
- Truck spaces need to be reserved for trucks.
- Regulations impact parking.
- Receivers should offer parking on site.
- A public sector/citizen connection to trucks is needed.
- Drivers using apps and smart technology for routing and parking.

Source: FHWA.

State Freight Plan Commercial Motor Vehicle Parking Facilities Assessments

Section 70202(f) of title 49, United States Code – Commercial Motor Vehicle Parking Facilities Assessments: As part of the development or updating of a State freight plan, each State, in consultation with relevant State motor carrier safety personnel, shall conduct an assessment of:

- The capability of the State, together with the private sector in the State, to provide adequate parking facilities and rest facilities for commercial motor vehicles engaged in interstate transportation;
- The volume of commercial motor vehicle traffic in the State; and
- Whether there exist any areas within the State with a shortage of adequate commercial motor vehicle parking facilities, including an analysis (economic or otherwise, as the State determines to be appropriate) of the underlying causes of such a shortage.

Truck Parking Funding Eligibility – Federal-Aid Formula

States may use the following Federal-aid highway funding programs for truck parking projects as described under section 1401(b) of MAP-21 (Jason's Law):

- Surface Transportation Block Grant Program (STBG)
- National Highway Freight Program (NHFP)
- Highway Safety Improvement Program (HSIP)
- National Highway Performance Program (NHPP)
- Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)
- Carbon Reduction Program (CRP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)

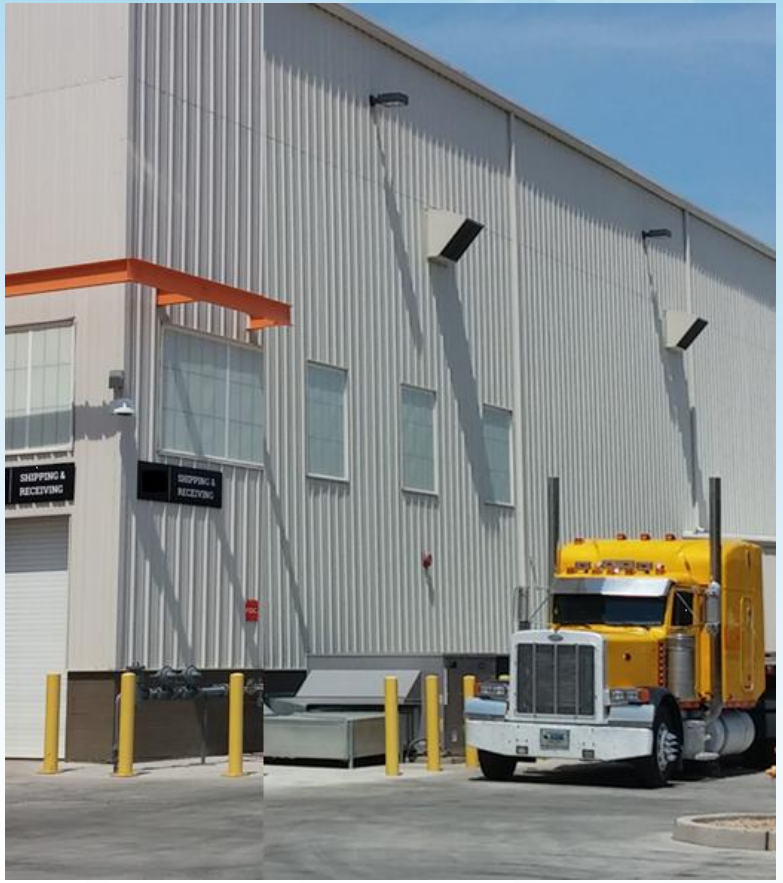
Truck Parking Funding Eligibility – Federal-Aid Discretionary

States and other eligible public entities can also apply for discretionary grants:

- Infrastructure for Rebuilding America (INFRA) Grants
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants
- Rural Surface Transportation Grants
- National Infrastructure Project Assistance (Mega) Grants
- Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) to make resilience improvements at truck parking facilities
- Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD) Grants for truck parking information and management systems
- Federal Motor Carrier Safety Administration High Priority Innovative Technology Deployment (HP-ITD) Grants for truck parking information and management systems
- Reduction of Truck Emissions at Port Facilities Grants for advanced truck stop electrification systems
- Maritime Administration Port Infrastructure Development Program

Truck Parking Development Handbook

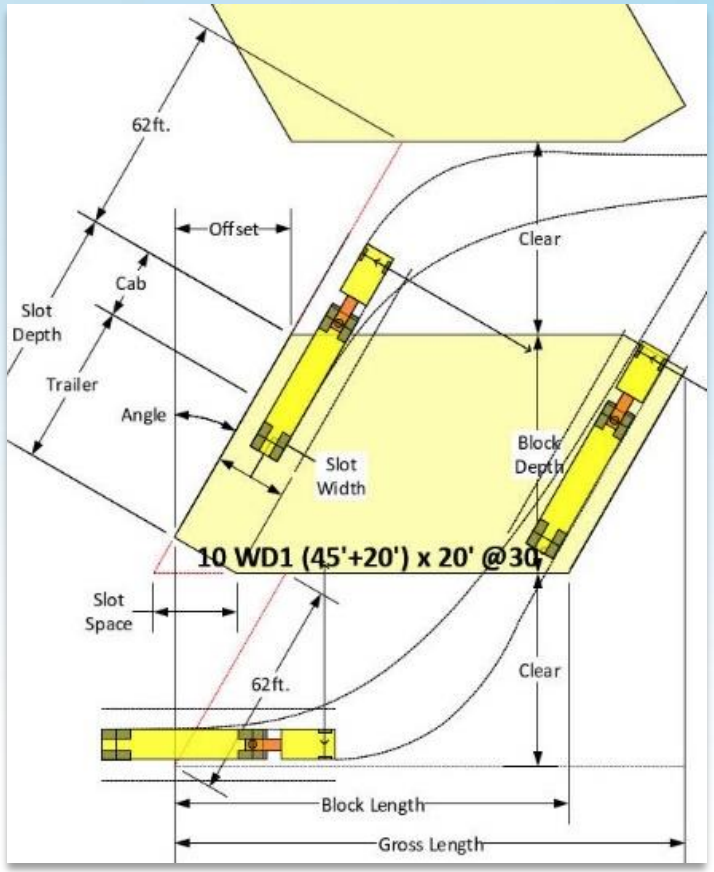
- Presents strategies for integrating truck parking with freight land uses
- Provides tools for estimating truck parking generation and needs
- Identifies benefits of truck parking and benefit/cost and economic impact analyses
- Discusses factors for identifying sites and designing truck parking
- Examines attributes for improving truck parking safety
- Provides case studies of successful truck parking developments



Source: FHWA.

Key Design Attributes

- Truck trip generation and parking demand
- Access and circulation
- Turning radius
- Parking stall design
- Parking slot type
- Swept path
- Slot density



Source: FHWA.

- Roadway capacity and traffic congestion
- Roadway safety
- Air quality
- Noise emissions
- Light pollution
- Security at facilities

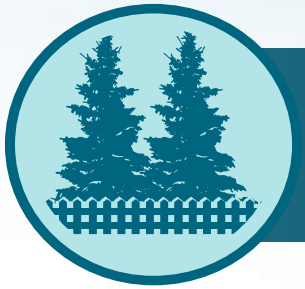
Desired Safety Features of Truck Parking Facilities

INGRESS AND EGRESS RAMPS OF SUFFICIENT LENGTH

SUFFICIENT LIGHTING

SECURITY CAMERAS OR LOT ATTENDANTS

SITE DESIGN ALLOWING EFFICIENT FLOW OF TRAFFIC



FENCING OR OTHER BARRIER SURROUNDING THE LOT

SECURE BATHROOMS

Source: Cambridge Systematics.

Truck Parking Demand

FACTORS DRIVING DEMAND FOR TRUCK PARKING

Federal Hours of Service (HOS) Regulations

- Mandatory 10 hours of rest following 14 hours on duty
- Required 30-minute breaks at prescribed intervals

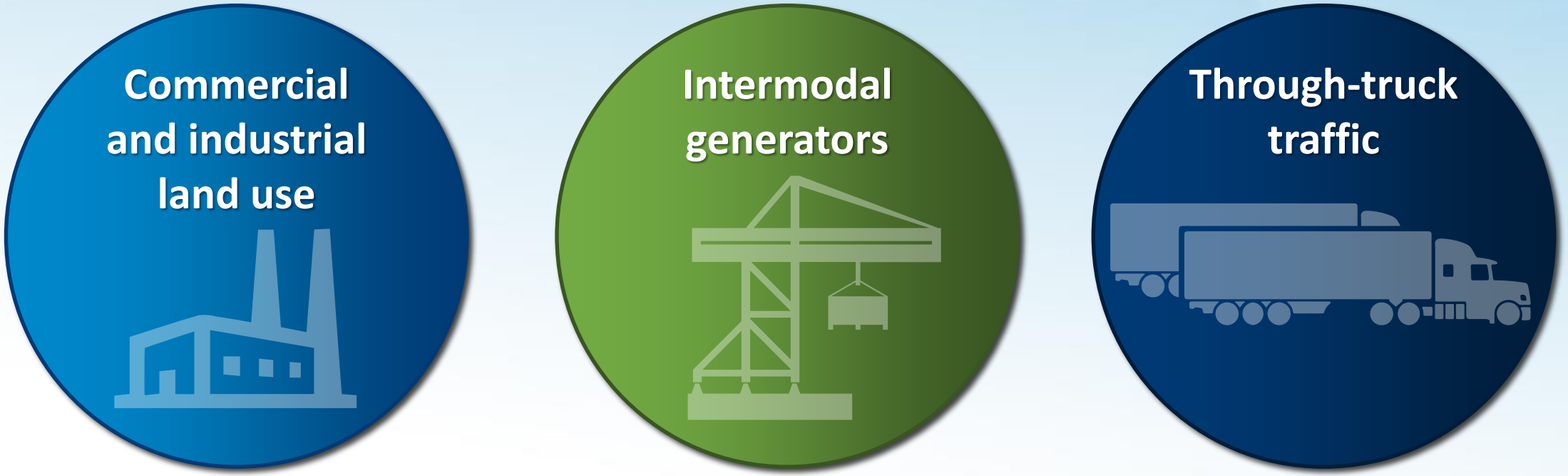
Warehousing Logistics Inventory Management

- Staging for pickup/delivery windows at factories and warehouses
- Local parking for deliveries to replenish supplies and materials

Other

- Local parking for deliveries to replenish supplies and materials
- Unplanned parking due to breakdowns, traffic incidents, or weather-related closures

Factors Generating Truck Parking Demand



Source: Cambridge Systematics.

Commercial and Industrial Land Use

Parking Demand Considerations	Planning Implications
• Where are these land uses located? Are they clustered or spread out? • Are deliveries and pick-ups confined to a time window? • Do sites have onsite truck parking? • Are trucks carrying oversize loads, such as heavy equipment?	• Drivers typically want to park as close to their destination as possible. • Time limitations can result in accumulating staging demand prior to opening hours. • Onsite truck parking can reduce the demand for parking in other locations, such as rest areas. • Parking spaces with a larger footprint may not be available at truck stops and rest areas. Some jurisdictions have oversize/overweight curfew hours, causing trucks to park outside of city limits in unauthorized locations.

Intermodal Generators

Parking Considerations	Planning Implications
• Are deliveries and pick-ups confined to a time window? • How much freight is moved to/from trucks? For existing facilities, has this volume changed since initial facility design?	• Time limitations can result in accumulating staging demand prior to opening hours. • Growth in containerized freight on trains and larger vessels can lead to increased truck traffic.

Barriers and Benefits of Onsite Parking

- Barriers
  - Not commonly required today
  - May be limited to new or re-developments
  - State and local zoning powers and policies vary throughout the Nation
- Benefits
  - Concentrates parking supply at point of staging demand
  - Improves driver conditions → potential to become a shipper of choice
  - Site already generates truck traffic and associated externalities

Source: FHWA.

Improving Land Use and Zoning Policies

- Incorporate truck parking into Traffic Impact Assessments (TIA):
  - Truck trips can generate parking near the site (staging), as well as farther away (staging or rest breaks).
  - TIAs should include parking onsite and off-site to address changing demand for parking.
- Revising Ordinances and Policies:
  - Zoning code should require minimum truck parking onsite, similar to minimum parking requirements for residents, employees, or customers
  - Handbook proposes language options based on square footage, employees, and loading docks
  - Implemented by Township of Upper Macungie, Pennsylvania

Discussion of Community Impacts of Truck Parking

BENEFITS

- Enhances roadway and driver safety
- Reduces unauthorized parking
- Reduces roadway maintenance costs
- Increases competitiveness

CONCERNS

- Noise
- Emissions
- Community safety
- Trash and litter
- Low revenue generation
- Community perception

U.S. Department of Transportation
Federal Highway Administration

Office of Operations
1200 New Jersey Avenue SE
Washington, D.C. 20590
https://ops.fhwa.dot.gov/freight

For more information:

Jeff Purdy, AICP, PTP
Freight Programs Team Leader
Federal Highway Administration Office of Operations
Jeffrey.Purdy@dot.gov

Source: FHWA

GORAIL

Iowa DOT
Freight Advisory Committee

September 20, 2024

Emily Traiforos, State Director

About GoRail

- National non-profit grassroots organization promoting the public benefits of rail
- We are railroads, rail supply companies, local businesses, government and community leaders
- Supporting legislation to expand rail capacity
- Opposing legislation that would shrink capacity or undercut investment in freight rail

20 Years of GoRail

44,000
Meetings with Community Leaders and Key Constituents

21,000
Letters and Emails to Congress

2,300
Meetings with Members of Congress

1,800
Media Submissions

I'm a RAIL CHAMPION

CONNECTING AMERICA

RAILCHAMPIONS.ORG

Rail Champions is a platform for those who value the contributions of rail to the United States. Learn more at RailChampions.org.

How does rail connect you?

Pin where you live.

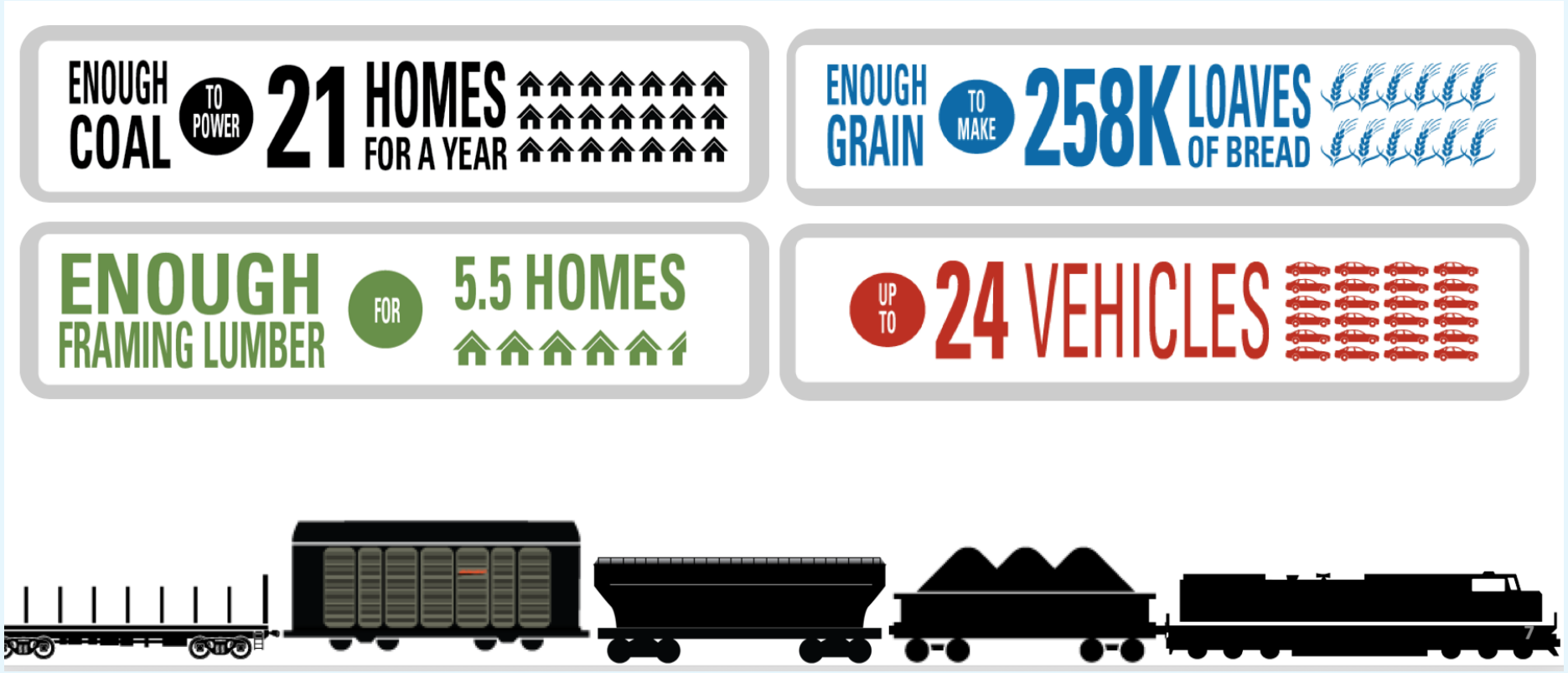
Explore America's Railroads

The U.S. freight rail network is a 140,000-mile, interconnected web linking communities and powering our economy from coast to coast. It's comprised of six Class I railroads and over 600 short line railroads that together move 40% of U.S. long-distance freight — more than any other mode of transportation. Freight railroads also own and maintain the tracks for 96% of Amtrak's nationwide system.

Together, these railroads connect America.

GORAIL

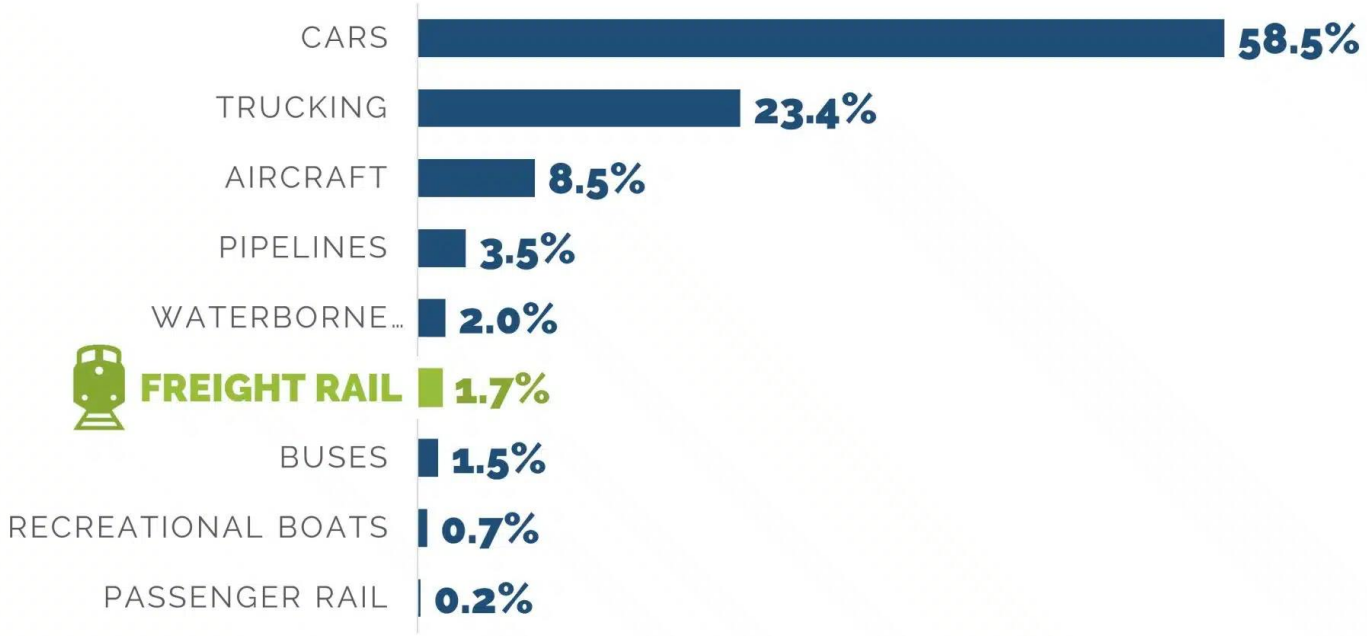
One Carload Carries:



Shipping By Rail Helps Reduce Greenhouse Gas Emissions

ASSOCIATION OF AMERICAN RAILROADS

U.S. GHG Emissions from Transportation: 2021

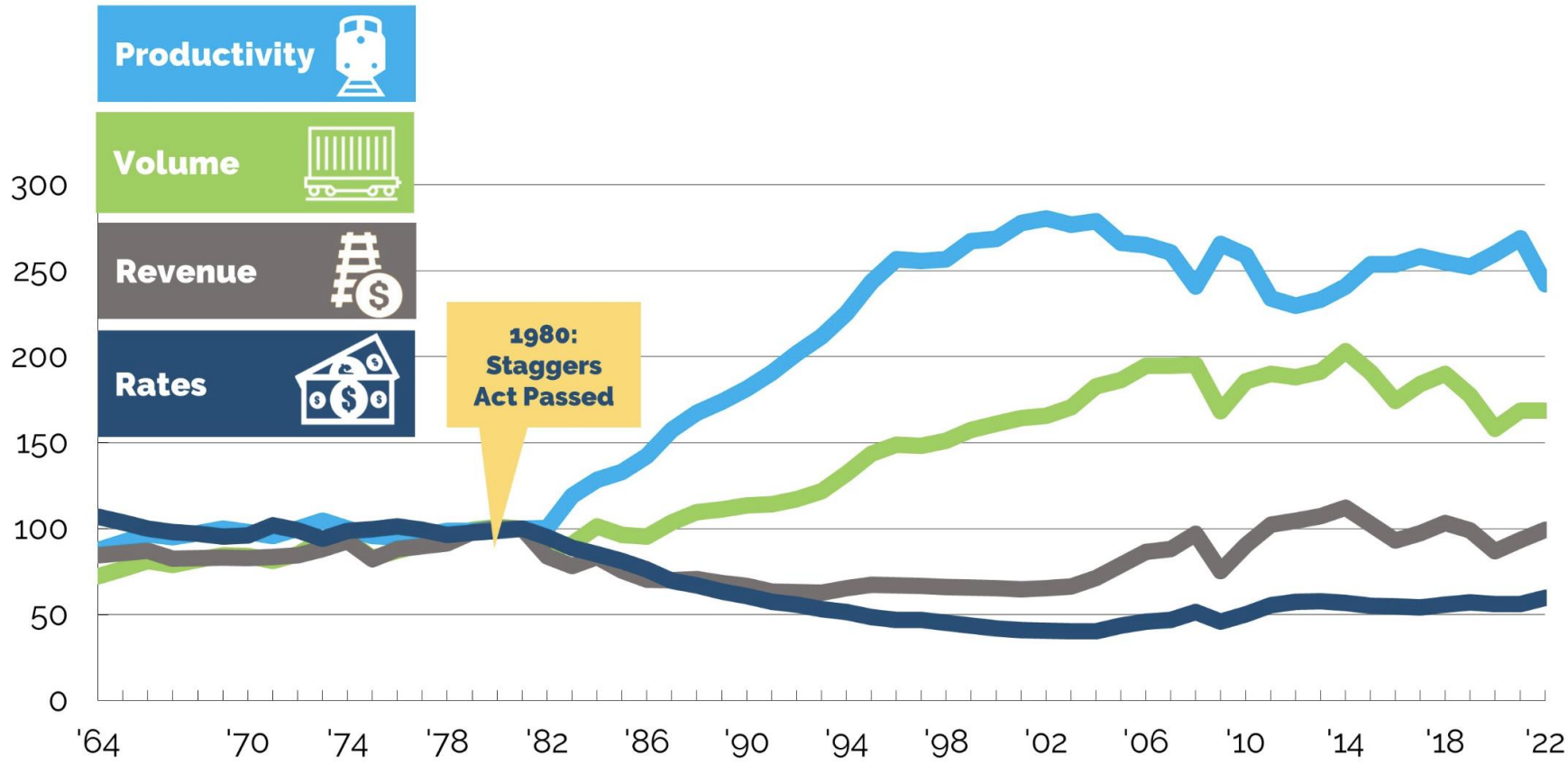


Freight railroads are the most fuel-efficient way to move freight over land. Thanks to a variety of efforts — such as investing in more fuel-efficient locomotives and training engineers to maximize fuel efficiency — freight rail accounts for only 1.7% of all transportation-related GHG emissions. On average, railroads are 3-4 times more fuel efficient than trucks. That means moving freight by rail instead of truck reduces GHG emissions by an average of up to 75%.

Source: Environmental Protection Agency, Inventory of U.S. Greenhouse Gas Emissions and Sinks, 1990-2021.

The Staggers Act Made A World-class Freight Rail Network

ASSOCIATION OF AMERICAN RAILROADS



The Circular Economy of Massive Rail Investments

GORAIL

FRA Train Safety Data

Since 2000…

- Mainline accident rate down 42%
- Hazmat accident rate down 75%
- Rail employee injury rate decreased 63%
- Grade crossing collision rate down 25%

Safety Commitment Updates

As the National Safety Transportation Board (NTSB) released its final report on East Palestine, the Association of American Railroads provided an update on safety commitments railroads made immediately following the accident, and where these commitments stand today.

Wayside Detectors & Inspections:

- Increased the frequency of hot bearing detectors (HBDs) across key routes;
- Established a new industry standard of stopping and inspecting trains when an HBD reading exceeds 170°F;
- Reviewed carriers' current trending analysis programs to develop uniform recommendations for proactively identifying problematic bearings. (New rule established on November 29, 2023)

First Responders

- Dramatically expanding access to AskRail, including outreach and onboarding for ECCs across the nation, with 224 fully onboarded and another 55 currently in process

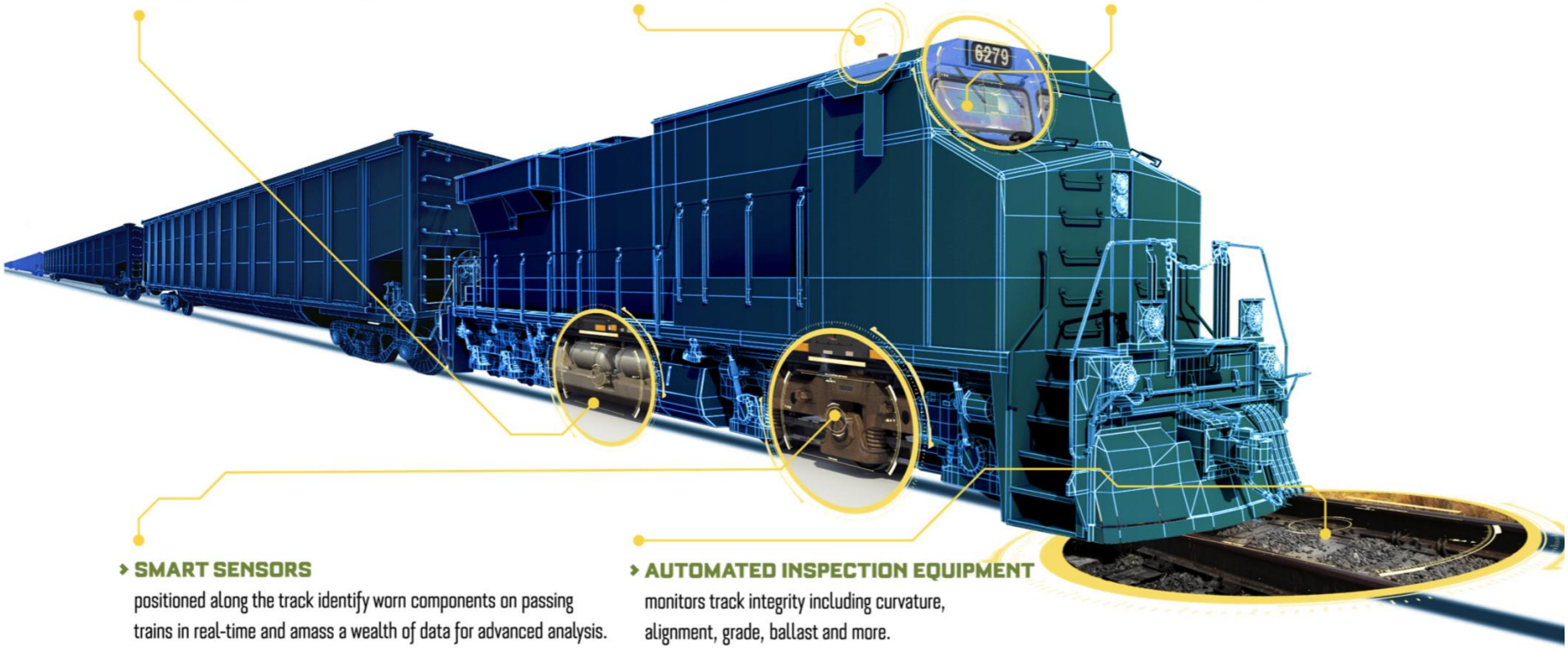
Enhanced Tank Car Standards

- AAR's tank car committee is working to enhance standards related to bottom valve protection to increase safety. This is a voluntary joint initiative between the industry and the hazmat shippers who own the tank cars.

› ADVANCED FUEL MANAGEMENT SYSTEMS
assess track grade, train weight, wind speed and more, allowing our locomotives to move one ton of freight 470+ miles on a single gallon of fuel — 4x more efficient than trucks.

› POSITIVE TRAIN CONTROL
continuously analyzes the hundreds of variables required to safely stop a train at any given time, counteracting human error.

› MODERN TIER 4 LOCOMOTIVES
are outfitted with hundreds of sensors that generate thousands of performance readings per minute to maximize efficiency.



› SMART SENSORS
positioned along the track identify worn components on passing trains in real-time and amass a wealth of data for advanced analysis.

› AUTOMATED INSPECTION EQUIPMENT
monitors track integrity including curvature, alignment, grade, ballast and more.

Technology & Innovation on the Rails

AskRail App

- Provides first responders immediate access to accurate, timely data about what type of hazmat a rail car is carrying so they can make an informed decision about how to respond to a rail emergency
- Available only to qualified first responders
- More than 2.3 million first responders nationwide have access to AskRail
- www.askrail.us

- Thousands of emergency responders trained each year through industry and individual railroad efforts
- The Security and Emergency Response Training Center also offers a free, web-based training (http://sertc.org/course-type/web/)
- Railroads work with states & communities on developing emergency response plans

Coordination & Responder Training

Federal Rail Grants Available

- Consolidated Rail Infrastructure and Safety Improvements (CRISI)
- Grade Crossing Elimination Program
- National Culvert Removal, Replacement, & Restoration Grant
- Infrastructure for Rebuilding America (INFRA)
- Federal-State Partnership for Intercity Passenger Rail
- National Infrastructure Project Assistance (Megaprojects or MEGA)
- Port Infrastructure Development
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Strengthening Mobility and Revolutionizing Transportation (SMART)
- Rural Surface Transportation Grant

California Air Resources Board (CARB) In-use locomotive rule

- CARB proposes to require zero-emissions starting in 2030. Before the rule can go into effect, CARB must obtain approval from the EPA.
- The technology needed for zero-emission locomotives is not commercially available today. The rule would effectively ban some 25,000 useful locomotives with no adequate replacement.
- It requires railroads to pay as much as $800 million annually per railroad into a California fund that will be used in the future to buy clean locomotives.
- Approval of this waiver by the EPA would disrupt supply chains, block interstate commerce, hurt the economy, drive some railroads out of business, and divert millions of tons of freight from rail to roads.

Response

- Letters to EPA in opposition
- Litigation
- Rep. Nehls (R-TX) introduces 'Stop CARB' bill
- Sen. Mike Lee (R-UT) is leading the companion bill in the Senate.
  - Legislation that would repeal a waiver exemption for California in order to stop other states from adopting that state's in-use locomotive emissions rule.
  - "Stop CARB Act" would repeal Section 177 of the Clean Air Act, which allows other states across the nation to adopt the California emissions standards. The bill also would nullify any active or pending waivers and clean up references to the waiver in other statute.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I'm a RAIL CHAMPION

CONNECTING AMERICA

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Future of the FAC

September 20th, 2024

IOWA | DOT

Iowa Freight Advisory Council

From the FAC Webpage

- Created in 2012 as a forum to assist with understanding the complexities associated with freight movements through education, discussion, and review.
- Members representing agriculture, energy, distribution, logistics, and multimodal transportation industries as well as local and state government.
- Meets on a quarterly basis to address critical topics cooperatively identified by the FAC Chair and Iowa DOT staff.
- Members nominate and vote for a Vice Chair who replaces the Chair two years later.

What do other states do?

- Leadership
- Meetings
- Membership
- Agenda items

Leadership

- Changes state to state
- Governing charters
- Chair position

Meetings

- 3-4 per year
  - Some state FACs only meet during the development of the State's freight plan
- Tours
- Held at various locations throughout the state
- Mix of in-person, hybrid, or virtual meetings

Membership

- Member count
- Terms
- Makeup
- DOT Leadership

State	Members
Louisiana	35
Texas	24
Kentucky	10
Michigan	10-12
Illinois	30 (+250)
Wisconsin	45
Iowa	36
Ohio	36
Maryland	46
Minnesota	40

Agendas

- Free flowing
- Current events
- Input opportunities

What do you think?

- Should the FAC include a hybrid option?
- Should the meeting location move throughout the state?
- Should the FAC hold more tours, and how can the organizers do that?
- Should the FAC expand its membership to include other industries or stakeholders?
- Should the FAC have more opportunities to provide input from members?
- Should Iowa DOT invite DOT staff from neighboring states?

Questions?

Caleb Whitehouse

Caleb.whitehouse@iowadot.us

iowadot.gov

July 2024 Flooding Response and Resiliency

Freight Advisory Council

Charlie Purcell

Deputy Director Transportation Development Division

September 20, 2024

Presentation Overview

- Highway impacts
- Rail impacts
- Transit impacts
- Aviation impacts
- Resilience Improvement Plan
- Next steps

How it started

Outlook June 21, 2024 3:48 PM

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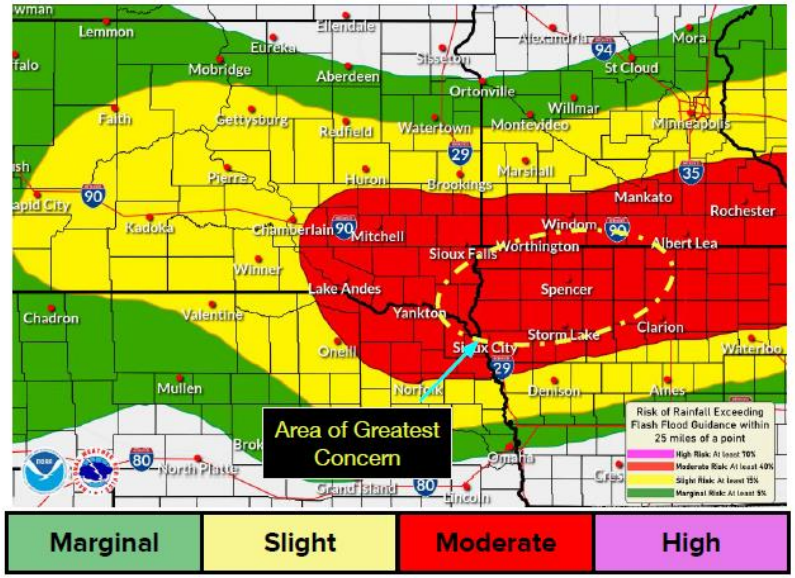
Excessive Rain Outlook through 7 AM Saturday

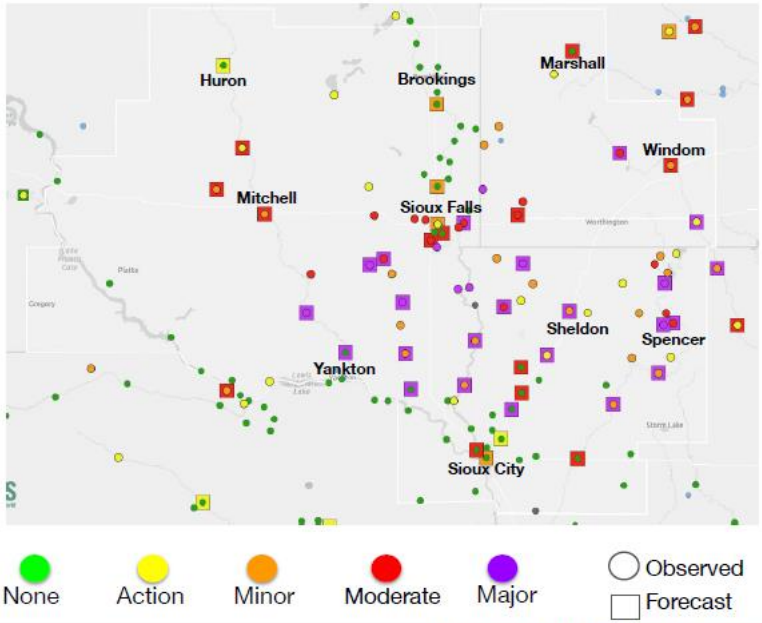


National Weather Service
Sioux Falls, SD

On-Going June 21, 2024 3:48 PM

xpanded Flooding Issues

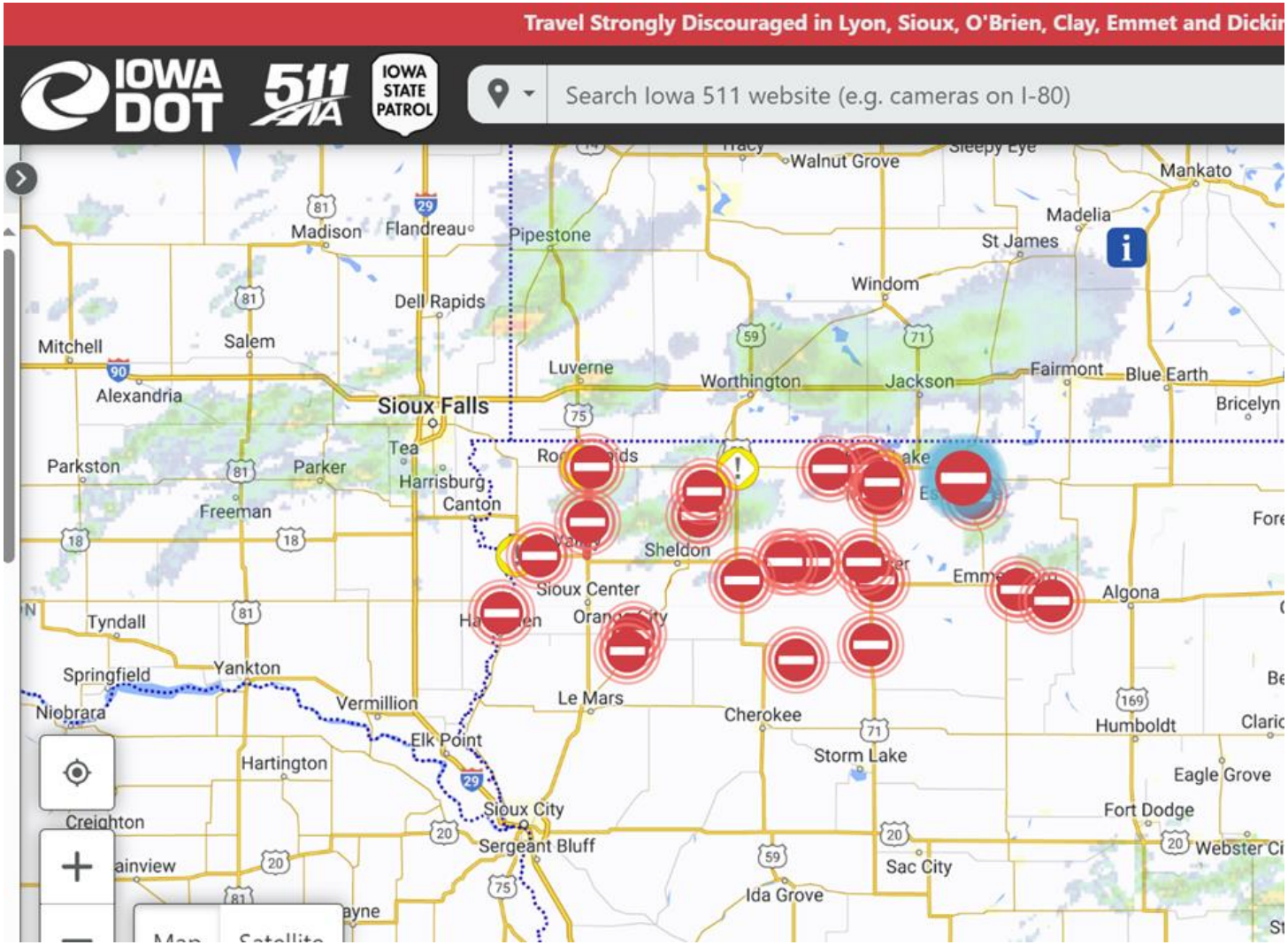
Current Regional Flood Status (as of 4pm Fri)



National Weather Service
Sioux Falls, SD

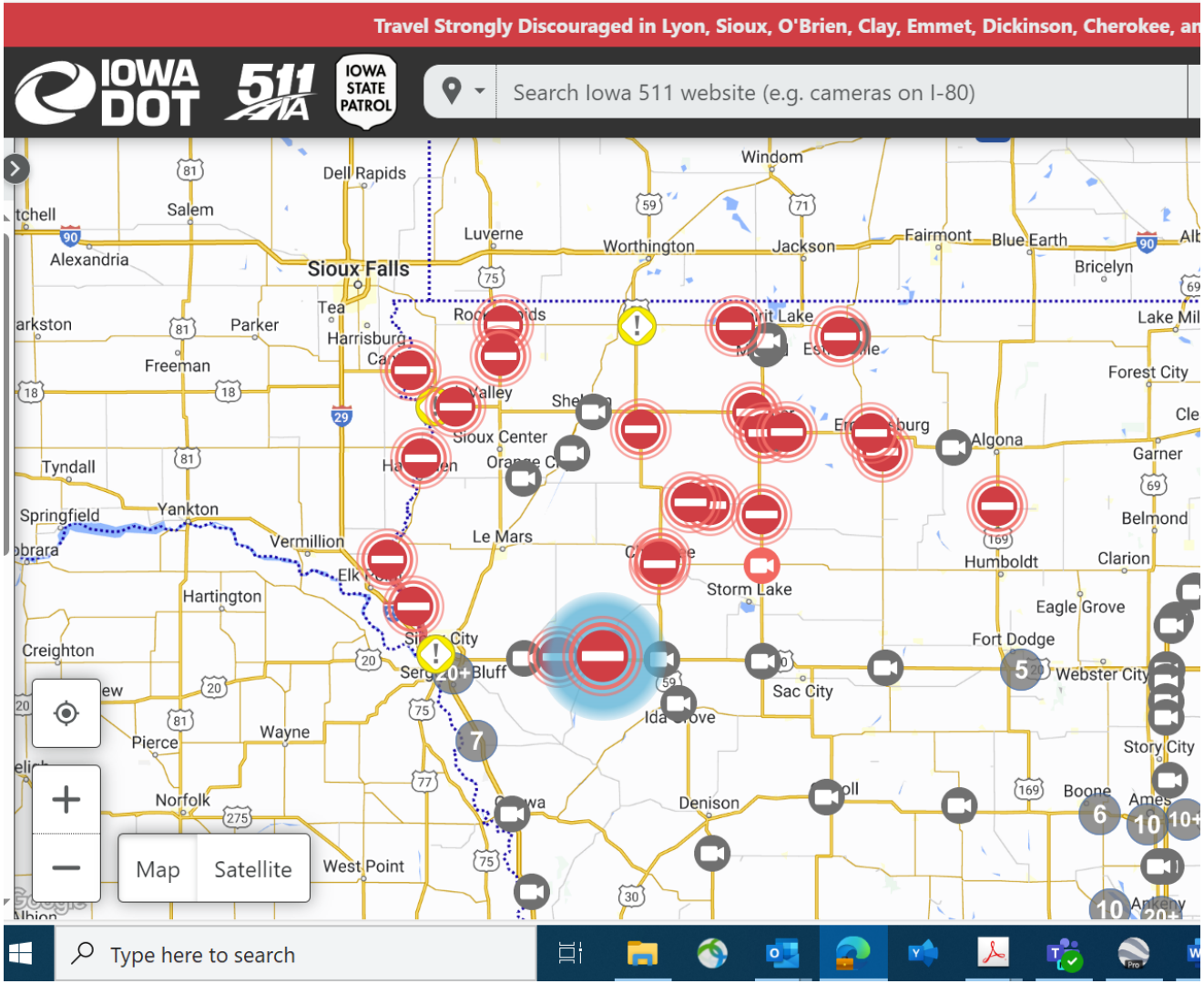
Roads began closing rapidly

June 22, 2024

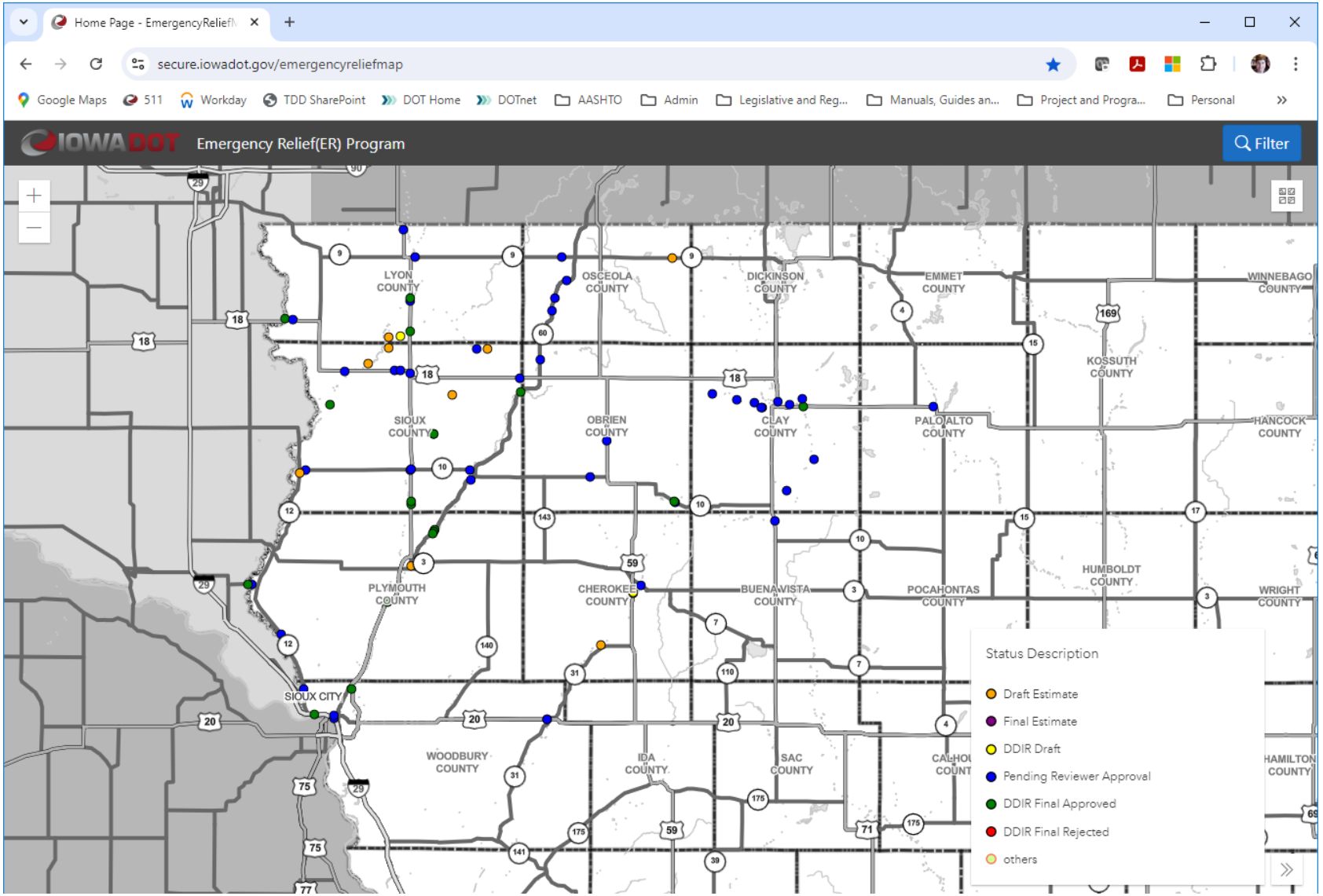


Roads began closing rapidly

June 23, 2024



Damage reports to-date



Highway Impacts

- 73 Flooding impact sites/events from 6/21 to 7/9
- Dozens of bridges needed inspection
- 24/7 Iowa DOT response to these closures, supported as needed by ISP, and local law enforcement agencies
- Shortest closure
  - US 75 in Lyon County – closed on 6/21/24, lasted 2 hours 19 minutes.
- Current closures
  - US 18 West of Spencer in Clay County – Bridge approach failure and major bridge pier scour. closed since 6/22/24
  - I-29 SB outside lane and shoulder from Riverside Blvd to Hamilton Blvd - closed since 06/24/2024.
- About 60 project sites require repair
- Current total damage estimate $23 to 28 million

US 18 over Stony Creek - west of Spencer

US 18 over Stony Creek - west of Spencer

US 18 over Stony Creek - west of Spencer

IA 3 over Little Sioux River - east of Cherokee

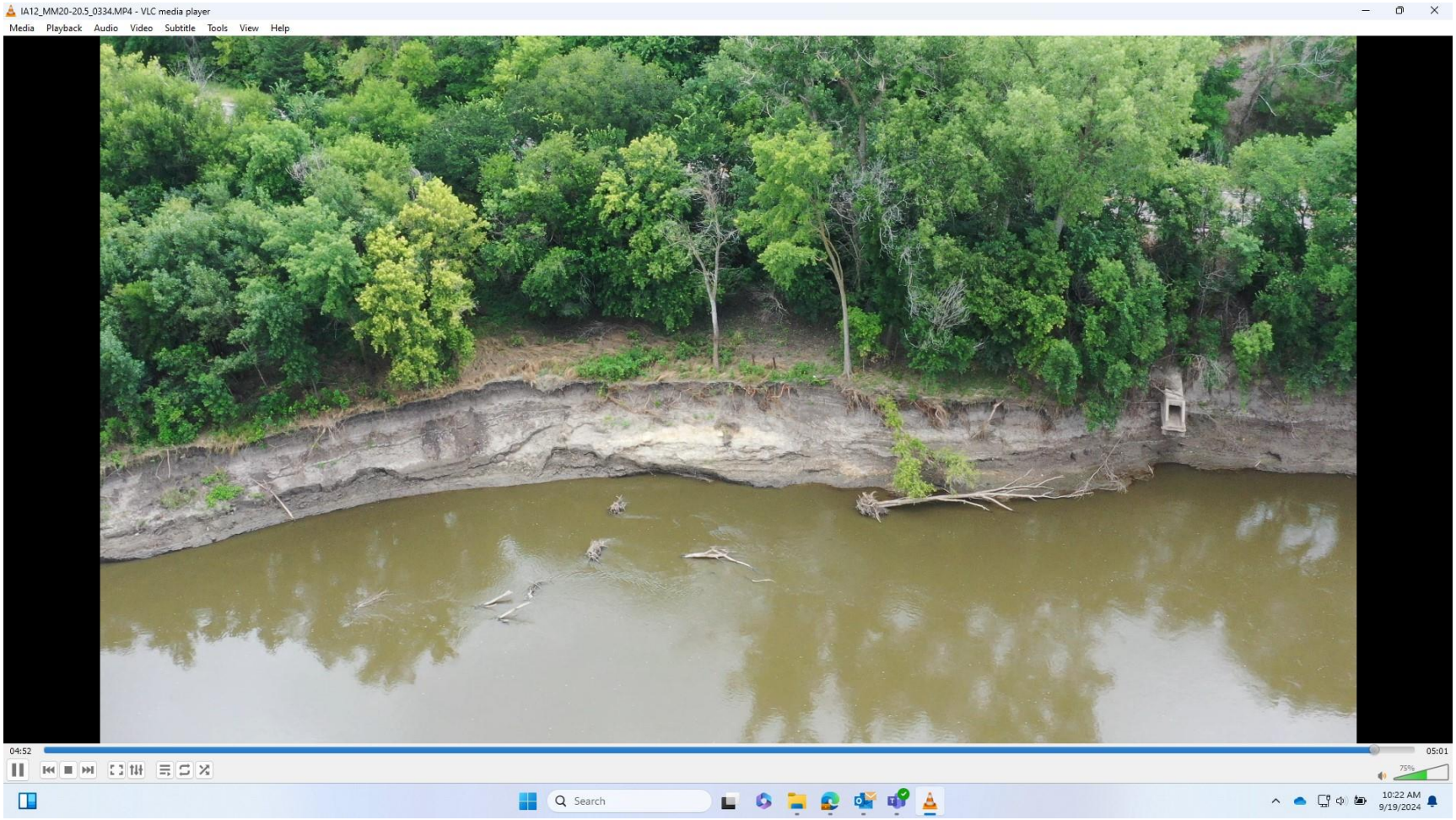
IA 3 over Little Sioux River - east of Cherokee

IA 3 over Little Sioux River - east of Cherokee

IA 3 over Little Sioux River - east of Cherokee

IA 3 over Little Sioux River - east of Cherokee

IA 12 Big Sioux bank erosion 2.25 miles N of K18



IA 12 Big Sioux bank erosion 2.25 miles N of K18

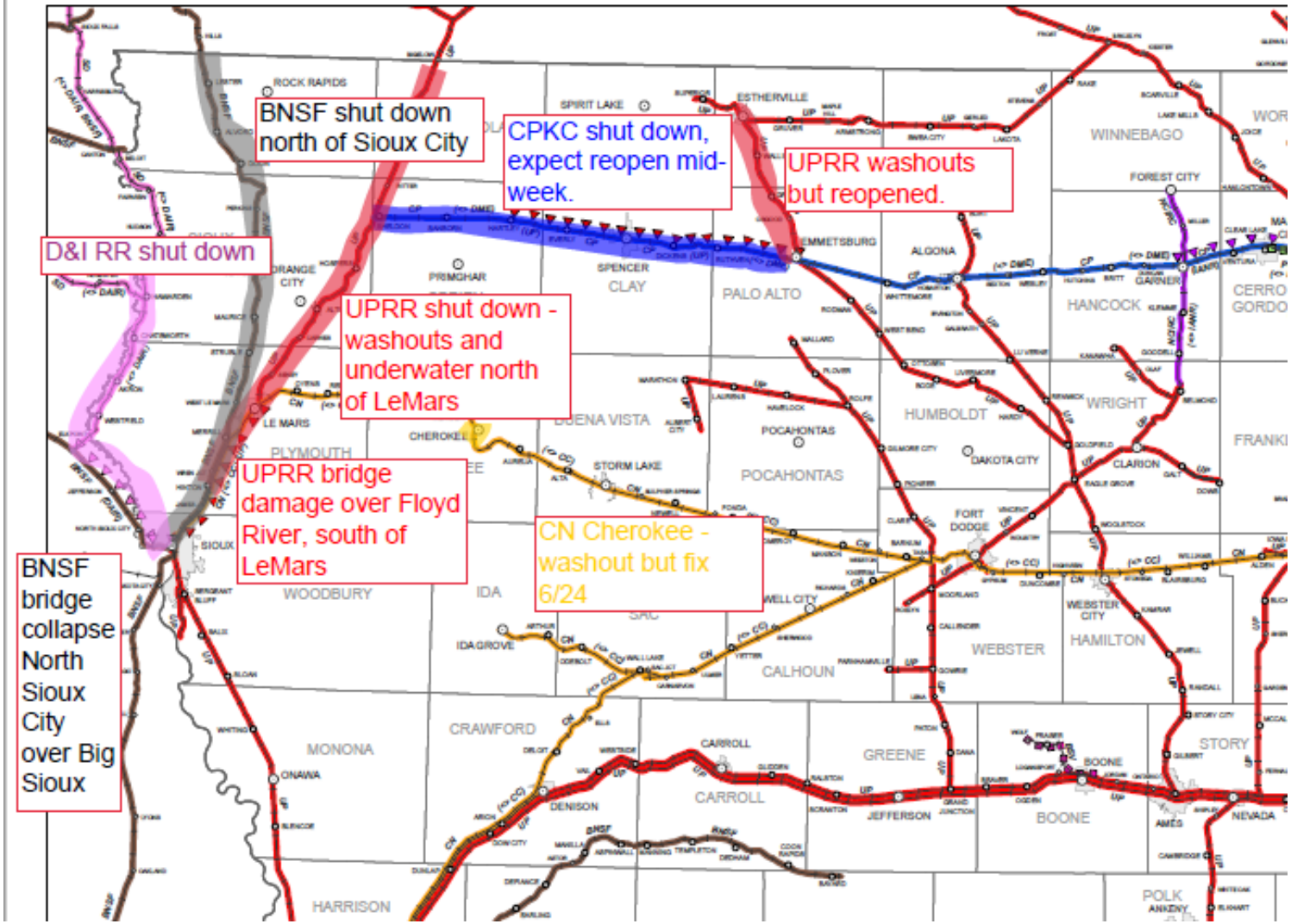
I-29 SB at mile marker 150.5

I-29 SB at mile marker 150.5

IOWA | DOT

Two steps forward, one step back

Rail impacts (as of June 24)



Transit impacts

- DOT provided information on Federal Transit Authority Emergency Relief Documentation
- Region 3 RIDES transit agency (serves 9 counties in NW Iowa) suspended service 6/24-7/1
- Sioux City transit suspended service in Riverside area for a few days

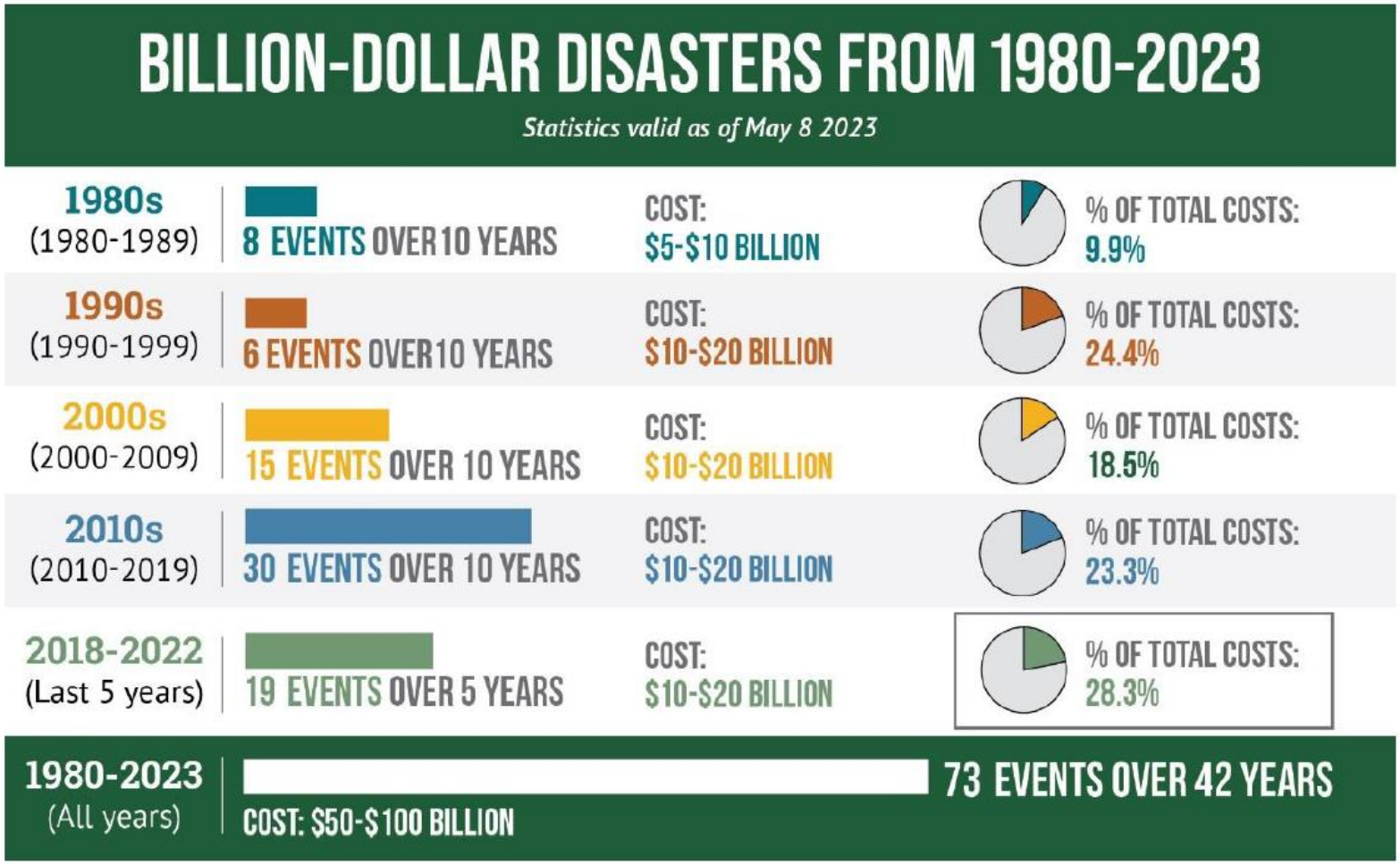
Aviation Impacts

- DOT Automated Weather Observation System sensors have now been fixed statewide.
- Emmetsburg airport closed 6/24 reopened 8/02. Numerous lighting fixtures damaged and approved for replacement by FEMA.
- LeMars airport closed 6/24, reopened 6/25

Resilience Improvement Plan

Plan Contents

Disasters are becoming more frequent and costly



Source: NOAA NCEI

Hazard Assessment and Prioritization

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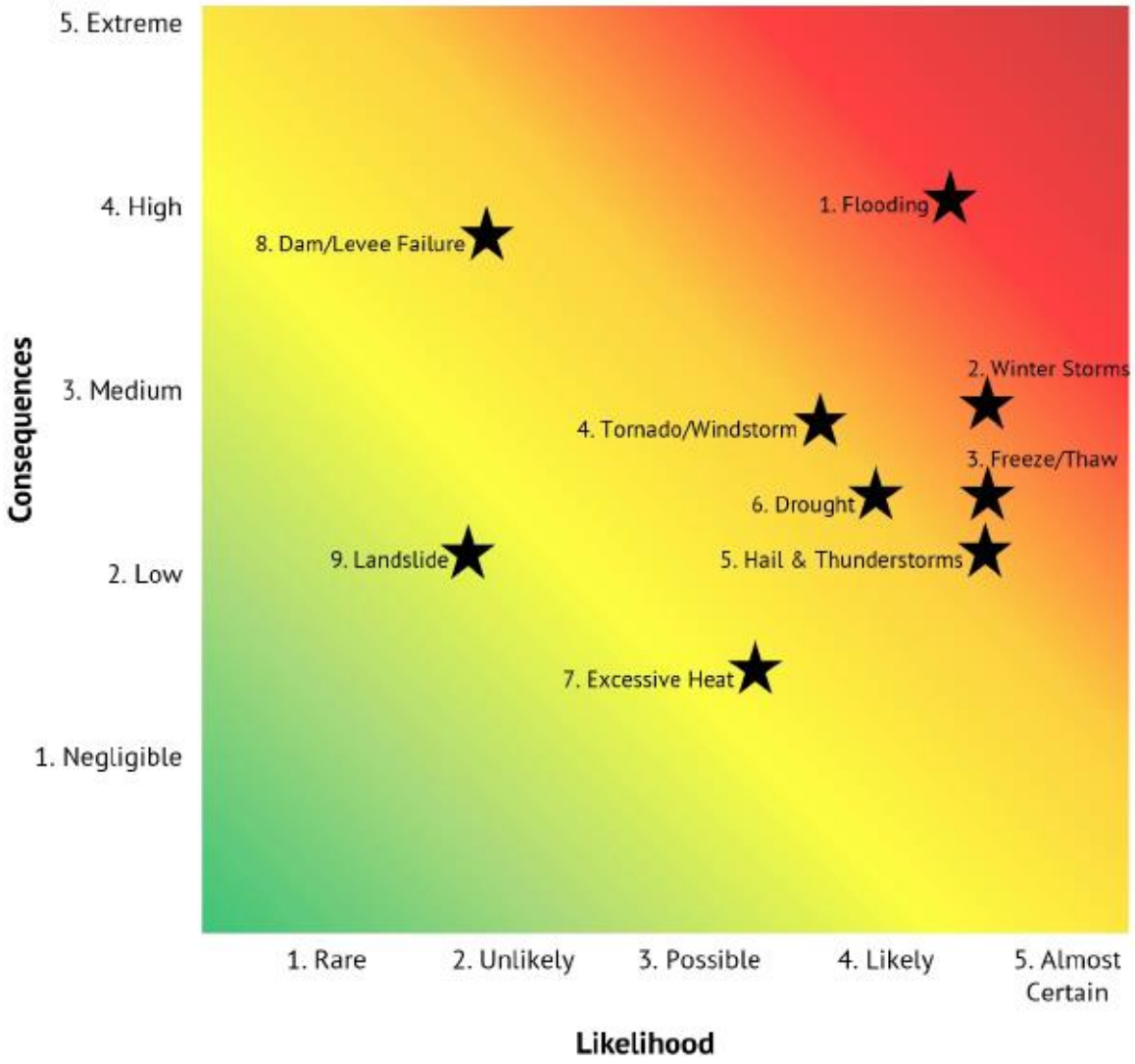
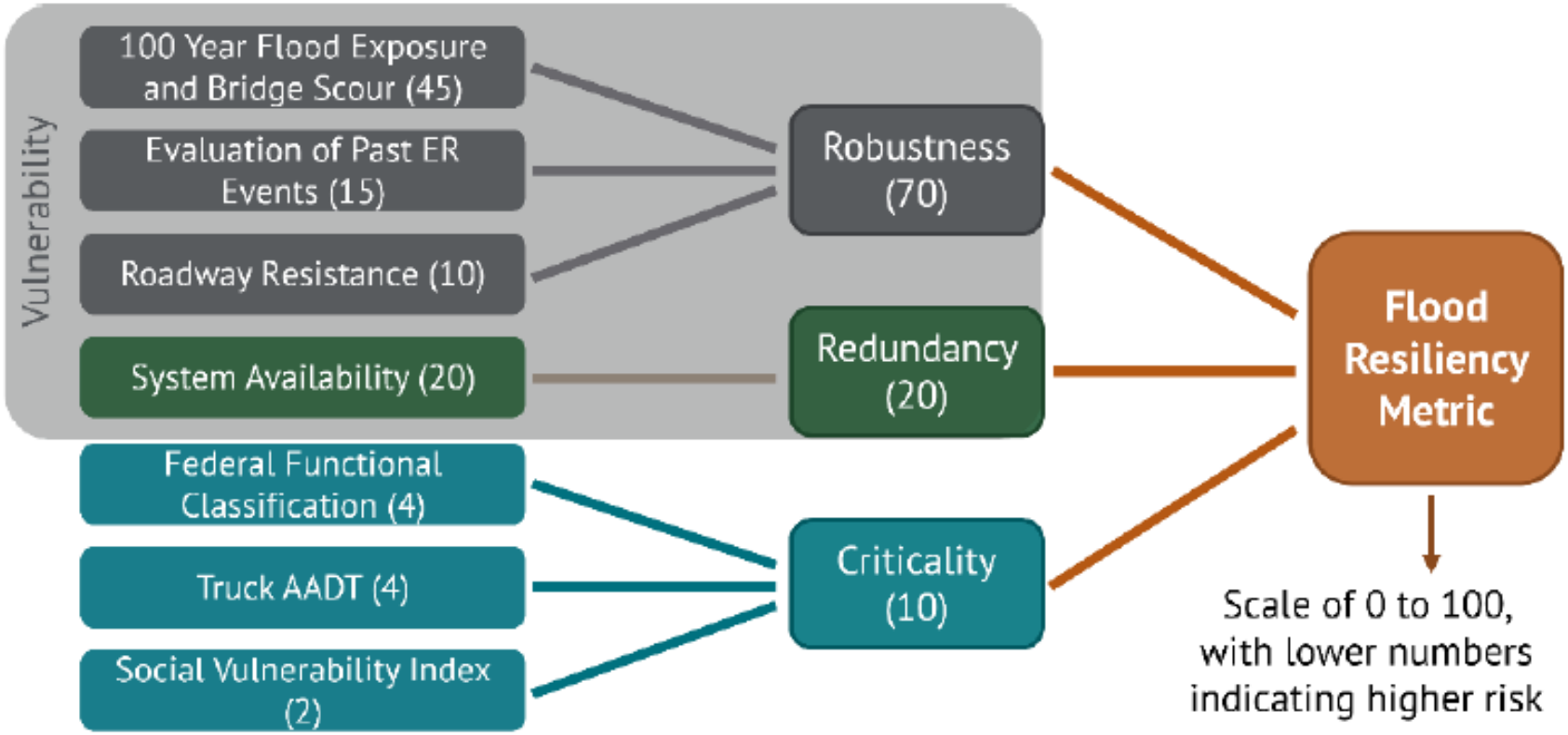
Figure 3.1: Risk prioritization matrix



Flood Resiliency Analysis Factor and Weights



Flood Resiliency Analysis

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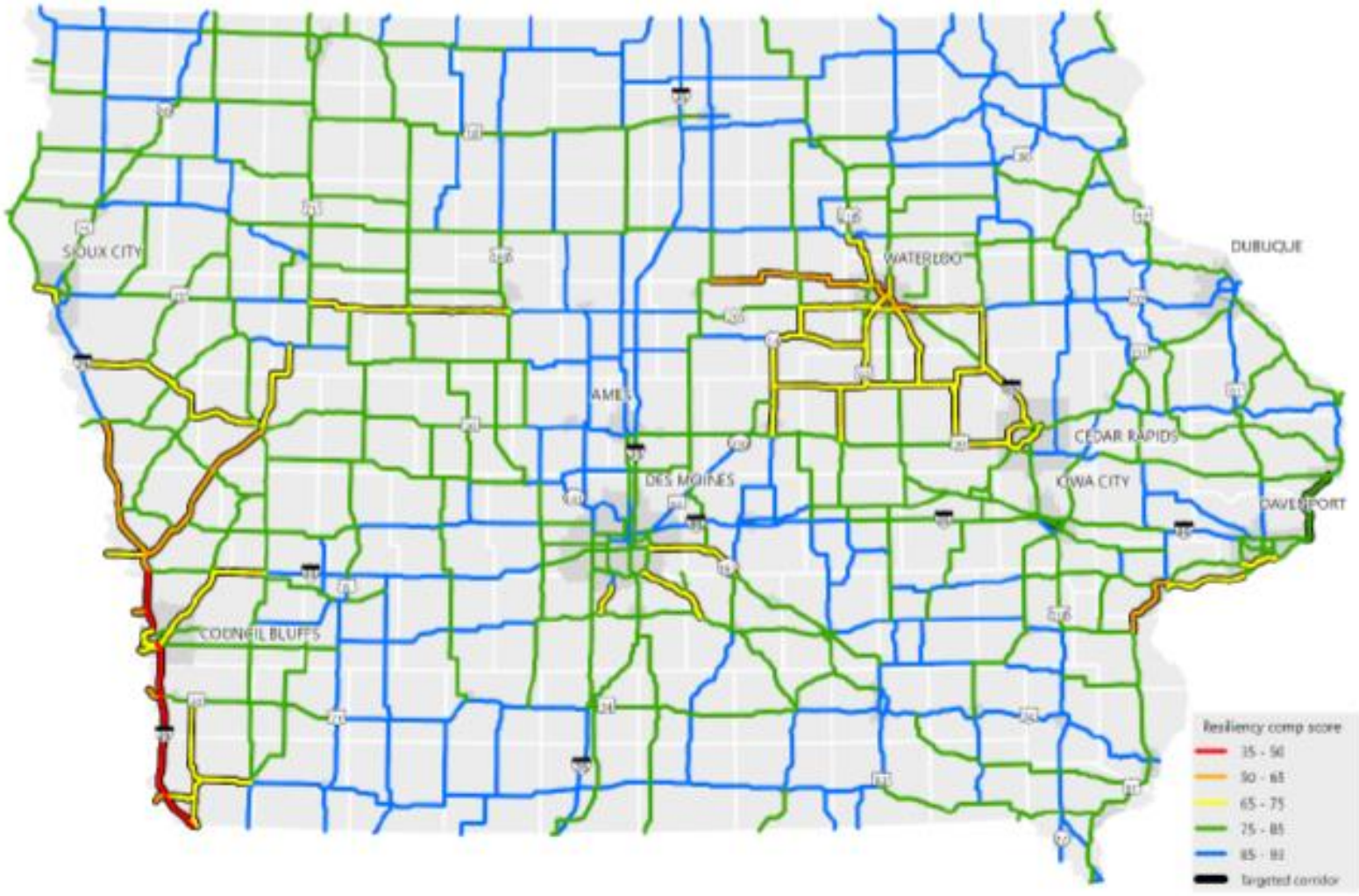
Figure 3.3: Flood resiliency analysis composite scores and corridors targeted for resiliency improvements



Resiliency Project Prioritization

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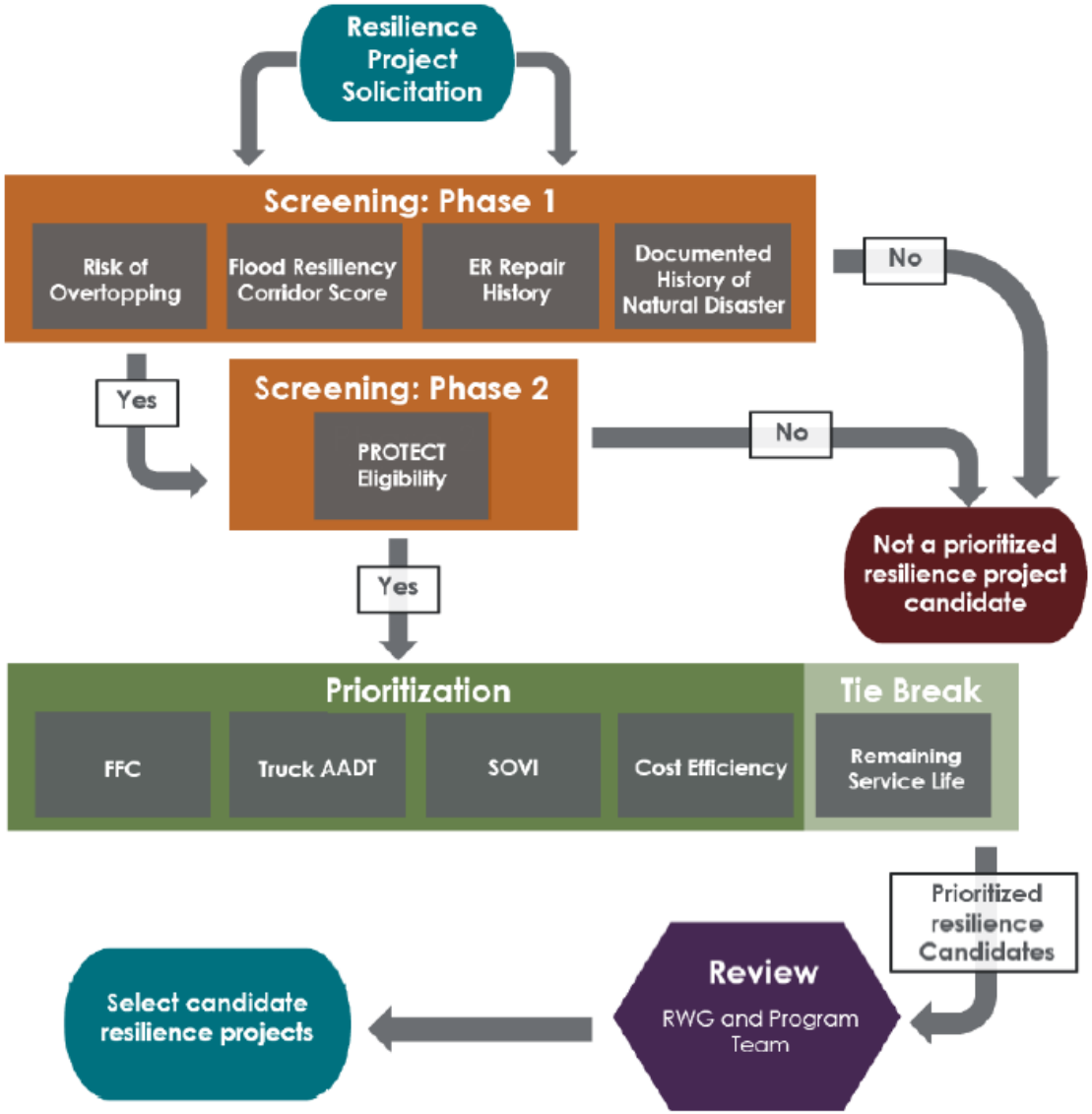

Potential After Action Review Topics

- Training
- Roles and responsibilities
- Data collection and sharing
  - Speed
  - Accuracy
  - Organization
- Emergency Relief Program
  - Workflows
  - Eligibility criteria
  - Communications
- Resiliency improvement project screening and prioritization
- Recognize and build on successes

Questions?