

36th meeting of the
IOWA FREIGHT ADVISORY COUNCIL

March 25, 2022
10:00 AM to 2:00 PM
Courtyard by Marriot
2405 SE Creekview Dr, Ankeny, IA 50021

Meeting input objectives

1. Provided feedback on future transportation funding allocations and projects.
2. Identify potential solutions for the ongoing truck driver shortage.

10:00 AM Safety Briefing

Amanda Martin
Iowa DOT

Welcome & Introductions

Ice breaker: Provide any comments, updates, notable items, etc. related to your business since the last meeting.

Mike Steenhoek, Chair
Soy Transportation
Coalition

10:30 AM Iowa State Freight Plan

General update on the status of the document due July 2022.

Sam Hiscocks
Iowa DOT

10:40 AM Infrastructure Investment and Jobs Act (IIJA)

A general overview of transportation-related programs and the funding that is available through IIJA and how these will be implemented.

Stu Anderson
Iowa DOT

11:20 AM U.S. Army Corps of Engineers

Update from USACE on the Work Plan, Navigation and Ecosystem Sustainability Program, and other topics of interest.

Andrew Goodall
USACE, Rock Island

12:00 PM Lunch

12:45 PM Panel: Truck Driver Shortage

A facilitated discussion on impacts of the ongoing driver shortage and any potential solutions. Panelists include:

Mike Steenhoek, Chair
STC

- Chad Masters, Hy-Vee
- Shirley McGuire, Federal Motor Carrier Safety Administration
- Brenda Neville, Iowa Motor Truck Association
- James Niffenegger, Landus Cooperative

2:00 PM Adjourn

Future meetings:

- June 17, 2022
- September 16, 2022
- December 16, 2022

36th meeting of the
IOWA FREIGHT ADVISORY COUNCIL

March 25, 2022
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 Courtyard by Marriot
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Members

x	Gabe Claypool, Des Moines Industrial	x	Joe Parsons, Iowa Interstate Railroad
x	Tom Determann, Clinton Regional Development	x	Dan Sabin, Iowa Northern Rail.
x	Greg Dickinson, Ten D/Merchants Distribution	x	Chad Masters for Jody Sandy, Hy-Vee
x	Doug Martin, Amazon	x	Mike Steenhoek, Soy Transportation Coalition
x	Brenda Neville for Allison Meiners, IMTA	x	Reilly Vaughan, Agribusiness Assoc. of Iowa
x	Don McDowell, Iowa Farm Bureau		Jillian Walsh, Travero
x	Bob Rafferty for Delia Moon-Meier, Iowa 80	x	Ron White, Artco Fleeting Service
x	James Niffenegger, Landus Cooperative		Tim Woods, Woods Development
x	Kelli O'Brien, Union Pacific Railroad		

Ex-Officio Members

	Todd Ashby, Des Moines Area MPO	x	Shirley McGuire, FMCSA
x	Andrew Goodall for Col. Jesse Curry, USACE		Mike Norris, Southeast Iowa RPC
x	Mike Hadley, Keokuk County		Paul Ovrom, IDALS
x	Todd Valentine for Michael Kober, Iowa DPS	x	Joseph Rude, Iowa Economic Dev. Authority
x	Sean Litteral, FHWA Iowa Division		Louis Vander Streek, Iowa Utilities Board
x	Scott Marler, Iowa DOT	x	Jennifer Wright, Iowa DNR
x	Tim Marshall, FHWA Iowa Division		

Iowa DOT

x	Stu Anderson		Tammy Nicholson
	Zac Bitting	x	Garrett Pedersen
	Mikel Derby	x	Charlie Purcell
	Brenda Freshour-Johnston		Ryan Ridout
	Melissa Gillett	x	Adam Shell
x	Sam Hiscocks		Jeff von Brown
x	Alex Jansen		Andrea White
	Troy Jerman	x	Caleb Whitehouse
x	David Lorenzen		Lee Wilkinson
x	Craig Markley		
x	Amanda Martin		

Guests

	Mark Johnson, FHWA Iowa Division		

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10:00 AM Safety Briefing

Amanda Martin
Iowa DOT

Welcome & Introductions

Ice breaker: Provide any comments, updates, notable items, etc. related to your business since the last meeting.

Mike Steenhoek, Chair
Soy Transportation
Coalition

Amanda Martin welcomed members to the FAC meeting. Martin designated Garrett Pedersen as the 911 caller and Caleb Whitehouse as his backup. Martin also pointed out emergency exits, fire alarms, and weather shelters.

Mike Steenhoek began introductions with Whitehouse working around the table.

- Andrew Goodall – Exciting news on IIJA
- Scott Marler – met with Pete Buttigieg, good to have funding
- Gabe Claypool - announced that the Des Moines Transload facility is now open

10:30 AM Iowa State Freight Plan

General update on the status of the document due July 2022.

Sam Hiscocks
Iowa DOT

10:11

Sam Hiscocks announced that the State Freight Plan is out for public comment. It is a requirement of the FAST Act and IIJA. Consultation with the FAC is required. The final document is due in July 2022. Hiscocks talked about the outline of the document and what each section contains. Public input period ends April 7th.

- Question from Steenhoek – How will strategies be implemented, what does that look like?
 - Varies by strategy. Marler noted midwestern states working together to identify bottlenecks and address with advanced technology
- Question from Steenhoek – Does the DOT ever get pushback from federal agencies on the content of the plan?
 - Sean Litteral and Hiscocks explained how review/comment process works

Steenhoek pointed out the difficulty that the public sector has measuring the success of initiatives and reminded FAC members to give effective feedback to the DOT.

10:40 AM Infrastructure Investment and Jobs Act (IIJA)

A general overview of transportation-related programs and the funding that is available through IIJA and how these will be implemented.

Stu Anderson
Iowa DOT

10:26

Stu Anderson updated the FAC on the DOT budget and IIJA funds. Marler met with Governor Reynolds about commercial airport funds (Iowa hanger space 94% full). See slides from meeting for more details.

- Steenhoek asked about materials shortages delaying construction.
- Steenhoek asked about discussions of suspending the fuel tax (Americans would save 88 cents per day, on average, according to his calculations)

U.S. Army Corps of Engineers

Update from USACE on the Work Plan, Navigation and Ecosystem Sustainability Program, and other topics of interest.

Andrew Goodall

USACE, Rock Island

11:20

Goodall began with an overview of the Rock Island District and the district's budget.

Increase in funding from \$7.8 Billion to \$17.8 billion across the whole USACE. Rock Island District annual appropriations increase from ~\$200 million to over \$1 billion.

NESP – Navigation and Ecosystem Sustainability Program – January 19th, NESP was included in IJJA. Lock & Dam 25 was fully funded for a 1200' lock. The project will take 5-7 years to complete but will be open throughout. Once completed, the project will reduce locking times from 2-3 hours to 30-45 minutes. Also, the Lock and Dam 22 Fish passage was funded at \$97.1 M.

- Marler asked about USACE priorities moving on from L&D 25

Before adjourning for lunch, Steenhoek requested FAC members begin the next agenda item by sharing labor challenges in all freight sectors, in addition to the panel on truck labor shortages.

12:00 PM Lunch

12:45 PM Panel: Truck Driver Shortage

A facilitated discussion on impacts of the ongoing driver shortage and any potential solutions. Panelists include:

- Chad Masters, Hy-Vee
- Shirley McGuire, Federal Motor Carrier Safety Administration
- Brenda Neville, Iowa Motor Truck Association
- James Niffenegger, Landus Cooperative

- Mike asked for feedback regarding labor shortage in general
 - UP: Noted "great resignation" and not being about the money; hours are hard; noted issues with trying to bring people back after layoffs/furlough; UP has started hiring their own truck drivers
 - Steenhoek followed up by asking what the pandemic did to change labor dynamics
 - IANR noted people getting paid not to work; noted not being able to provide service to all customers all days; have started special recruiting program.
 - UP: truckers/railroads workers were "essential" during pandemic and were worked very hard.
 - Merchants: driver shortage has been around for a while; just lost an older driver who finally retired at 78, but can't find replacement; entire driver fleet is aging; noted DMACC program planning to train Afghan refugees; noted ability to work from home as benefit that trucking companies can't provide
 - IAIS: "Same story, different railroad"; noting previously, if railroad was hiring, 500 would show up for 5 positions; noted trying to make quality of life adjustments; not all about the money.

**Mike Steenhoek, Chair
STC**

- Hy-Vee: used to have to work warehouse first before driving- they now hire drivers off the street
- Amazon: More are factoring in quality of life; later noted rise of “gig economy” supplementing traditional full-time work.
- Artco Fleeting: noted many people who were on the verge of retirement who were pushed into retirement by pandemic (HyVee echoed this; highest number of retirements ever in past year)
- Truck driver shortage panel
 - Landus: drivers can be home 12-16 hours/night, which is an advantage over most companies; have benefit of providing good paying jobs in rural Iowa; noted being whole with truck drivers but feeling impact of payroll adjustments; recruiting community colleges and truck driving schools, accepting less experienced drivers.
 - FMCSA: noted entry level driver training slowing down CDL process; comes down to making it a job that someone *wants* to have, not has to have; IJJA has outlined apprenticeship program pilot projects (looking for 18–20-year-olds); noted possibility for broader transportation impacts due to automated vehicle technology; noted that some regulations (e.g., marijuana use) could be relaxed but may create safety issues; noted safety issues with ag trucking receiving significant exemptions.
 - All panelists noted issues with drug and alcohol clearinghouse and issues with getting drivers cleared once they have an issue
 - Re: legalization of marijuana; Lorenzen noted hearing from a national expert that legalization lobby is so strong it’s almost unstoppable
 - HyVee: Noted DMACC and Indian Hills driver program costs were reimbursed through new driver program; also had large number of retirees; noted hearing that only five students have recently enrolled in Indian Hills driver training; noted benefit of rotating work schedules- time on/off
 - Question re: pay for over the road trucker compared to drivers that are home every night
 - HyVee: \$80-85k for daily driver, \$145-150 for over the road
 - IMTA noted that they hear consistently that pay is not an issue
 - 85-percent of survey respondents have raised wages 40+ percent in last year; also doing sign-on bonuses
 - Also doing things like providing counselors, financial advisors, etc.
 - Among membership, average starting pay is \$80-90k; veteran drivers making more than \$150k
 - IMTA noted summit issues being addressed through private foundation
 - Noted that company listening sessions consistently point out need to allow 18-year-olds drivers to cross state lines
 - FMCSA asked about insurance issues, and their reluctance
 - IMTA noted that this is a significant hurdle
 - IMTA noted Iowa agriculture community is especially vocal given young, competent population who are used to driving large machinery
 - HyVee noted that 18/19-year-olds are starting careers that they may stick with, and trucking industry is losing out on those candidates
 - Size and weight issues; Steenhoek asked for strong feelings for/against raising
 - IMTA noted that majority of their membership now favors it
 - Steenhoek asked about inefficiencies in regulation; imbalance between inconvenience/cost and benefit
 - IMTA noted hours of service (HOS) is one regulatory area that their members want changed; one size does not fit all

- FMCSA acknowledged complexity of HOS regulations, and being a disincentive to attracting young drivers
- IMTA noted some company CEOs want to see cab-facing cameras becoming requirement; they view them as beneficial, but they don't want to be the ones requiring it
- Steenhoek asked about collaboration among modes; noted growing trend of collaboration
 - IANR noted recognizing that trucking industry has issues that rail can help solve
 - IMTA echoed increased positive collaboration, particularly with recent supply chain issues
- Concerns re: autonomous trucking
 - Landus noted opportunity in agriculture; automation already being used in fields
 - FMCSA and IMTA noted issues with liability/insurance
 - IMTA believes you'll see platooning before full autonomy; also expect EV to come sooner than automation

2:00 PM Adjourn

Future meetings:

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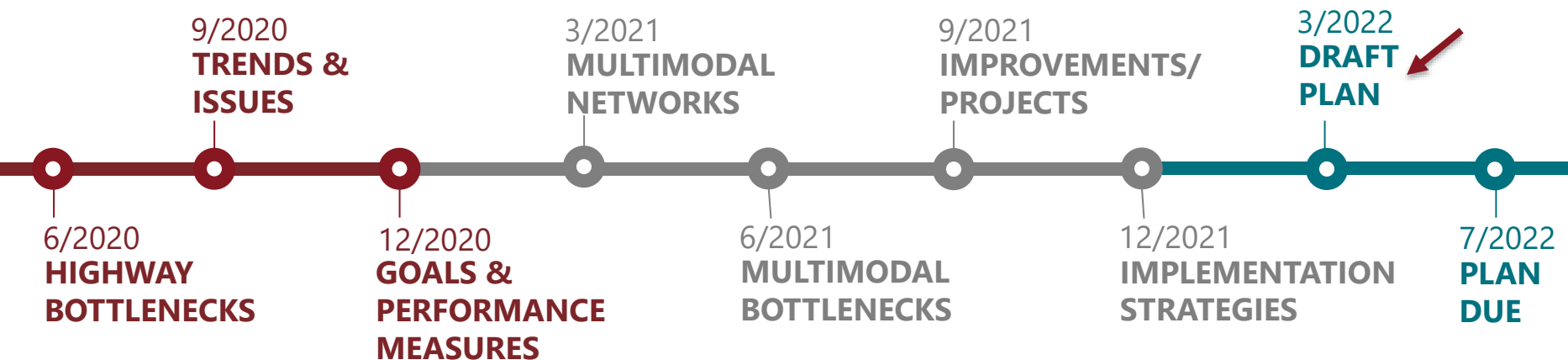
Update on Draft State Freight Plan

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



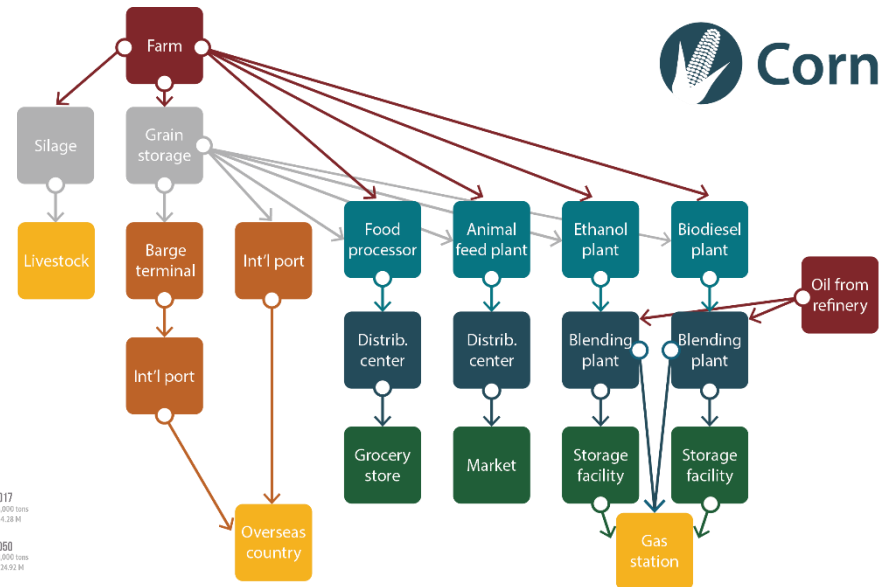
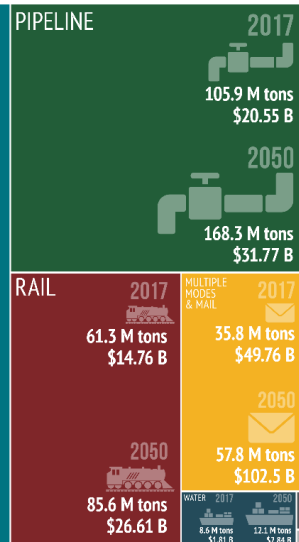
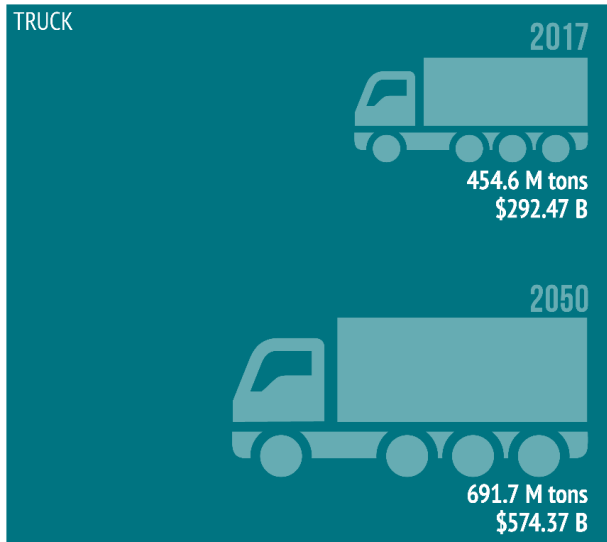
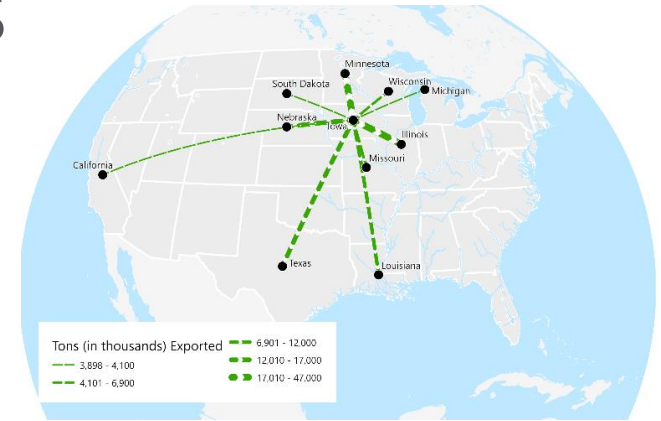
17 operating railroad companies
3,804 miles of rail lines



63 barge terminals
491 miles of navigable waterways

Industries and commodities

- Primary supply chains
- Commodity movement
- Trading partners



Planning considerations

High priority	Medium priority	Lower priority	Other
<ul style="list-style-type: none"> Funding Agriculture Lock and dams Trade Multimodal Safety Resiliency Truck cargo Highway Design Regulations Intermodalism Trucking issues Industry 	<ul style="list-style-type: none"> Human trafficking Mississippi River cargo Manufacturing Rail network E-commerce Rail cargo First mile/last mile Automation Oversize/overweight Bio renewables 	<ul style="list-style-type: none"> Land use Energy Sourcing Automated trucking Economics Panama Canal Missouri River cargo Fuel Aviation trends Air cargo Coal decline 	<ul style="list-style-type: none"> Rural infrastructure Interstate System Rail crossing safety Sustainable investment Container availability Pipelines

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



Sam Hiscocks
Freight Planning Coordinator
515-239-1004
samuel.hiscocks@iowadot.us



What's the Freight Plan?

The primary purpose of the State Freight Plan is to document the immediate and long-range freight planning activities and investments in the state. More specifically, it will provide guidance on how to address issues, adapt to emerging trends, and invest strategically in the freight system to grow a stronger economy, strengthen the nation's competitive advantage, and enhance the quality of life for Iowans.



Developed in coordination with the Iowa Freight Advisory Council (FAC), the State Freight Plan serves as a platform for connecting Iowa's freight-related initiatives and a tool for informed decision-making aimed at addressing the ongoing challenges of today's freight system and supply chains.



What's in the Freight Plan?

- **Goals:** Vision and direction
- **Inventory:** Overview of the multimodal freight transportation system
- **System performance:** Condition, utilization, safety, and reliability statistics
- **Commodity movement:** Tonnage/value by mode, commodities, and trading partners
- **Primary supply chains:** Identification and overview
- **Planning considerations:** Trends and issues influencing freight transportation
- **Strategies:** Actions and initiatives for plan implementation
- **Improvements:** Recommended priority investments by mode
- **Performance measures:** Freight metrics specific to mode
- **Freight Investment Plan:** Documents use of National Highway Freight Program funds



What's changed from the last Freight Plan?

This plan is the second in the current series of freight plans that are now federally required to be updated every four years. The 2022 Freight Plan is an updated and streamlined version of the original 2017 freight plan with several notable enhancements that will impact the freight transportation system, including:

- Clearly defined system objectives
- Process for identifying multimodal bottlenecks
- Focus on infrastructure and supply chain resiliency
- Freight design considerations
- Commercial motor vehicle parking facilities assessment
- Catalog of freight-generating facilities

Relationship to the state transportation plan

The State Freight Plan is developed to support the state transportation plan. More specifically, the following freight-specific items will align with the four Iowa DOT system objectives documented in the state transportation plan.

- Freight goals
- Implementation strategies
- Improvements/investments
- Performance measures

Each of Iowa's freight-related initiatives plays a role in a collaborative planning and programming process. The State Freight Plan is one of a variety of additional plans and tools the department utilizes to ultimately inform the development of the Five-Year Program. These include the state transportation plan, more specialized plans, system evaluation, and project-level evaluation tools.





Multimodal freight transportation system

Iowa's 160,000-mile multimodal freight transportation system is comprised of multiple air cargo facilities, a well-developed highway system, a large web of pipelines, an extensive rail network, two bordering navigable waterways, and hundreds of freight-related facilities to assist in the movement of freight. The most critical freight infrastructure in the state is designated as part of the Iowa Multimodal Freight Network, which is used for:

- Informing freight transportation planning by tracking performance metrics (i.e., bottlenecks),
- Developing department policies for these corridors related to design and use,
- Recognize corridors to protect and enhance for improved freight movement, and
- Assist with strategically directing resources and investments to improve performance (i.e., use of National Highway Freight Program funds)

Iowa Multimodal Freight Network



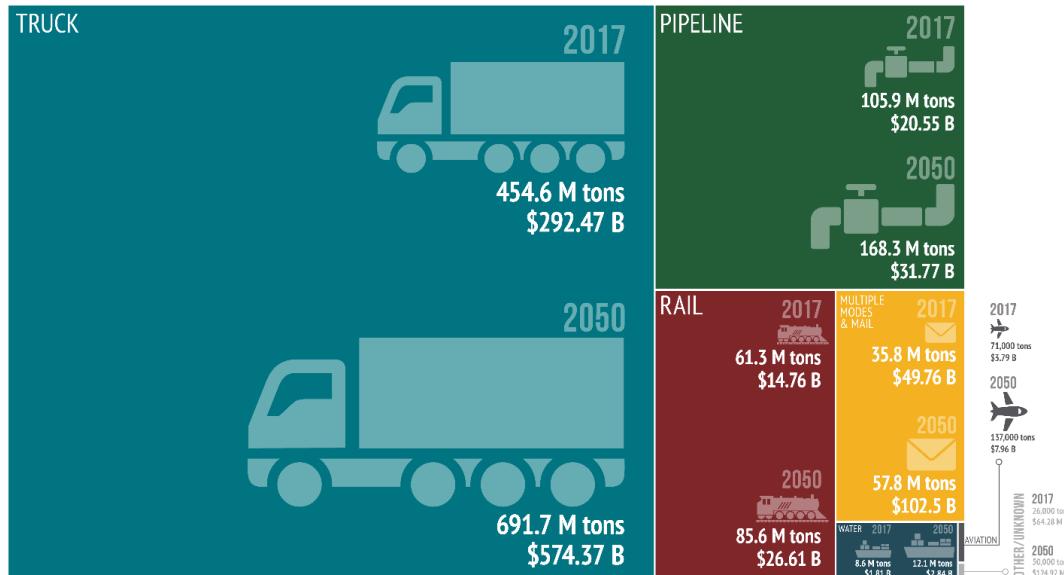
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2026	\$18,448,957
Total	\$183,747,382

Top 10 freight planning considerations

- 1 Funding
- 2 Agriculture
- 3 Lock and dams
- 4 Trade
- 5 Multimodal
- 6 Safety
- 7 Resiliency
- 8 Truck cargo
- 9 Highway design
- 10 Regulations

Iowa freight movement by mode



Mode comparison

Transportation costs play a large role in the decisions of Iowa shippers. Having various transportation options allows for cost savings and opportunities to optimize supply chains as each mode has different characteristics that may make the efficient transport of certain commodities ideal for one mode but not another.

Aviation handles the most time-sensitive and lowest weight cargo and has the highest shipping costs.

Most freight in Iowa is carried on the **Highway** system. Although trucking movements are typically more expensive than rail or water transport, it is the most flexible. Trucks generally move small amounts of a few hundred pounds all the way up to 50,000 pounds per shipment. Truckload service providers move products using equipment such as dry van, flatbed, hopper, and refrigerated trailers.

Railroad movements are generally less expensive than trucking and more fuel-efficient but are more restricted by the privately-owned networks the trains move on. This mode is well suited for moving large volumes of freight between two shipping points and, like trucks, uses dry car, flatbed, hopper, and refrigerated equipment.

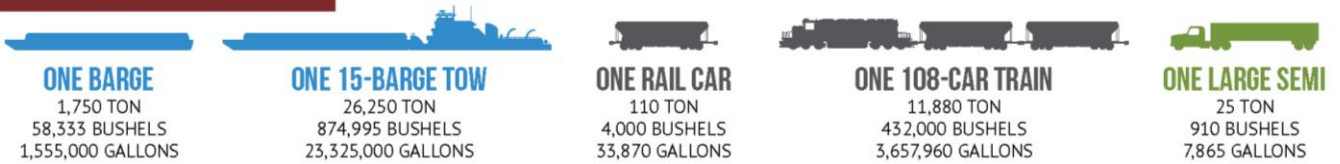
Transporting commodities via **Waterway** is the slowest and least flexible of the freight modes. However, it is the most fuel-efficient, cheapest, and can handle the largest volumes per trip. One barge can handle as much as 70 trucks or more than 16 rail cars.

COMPARE ...

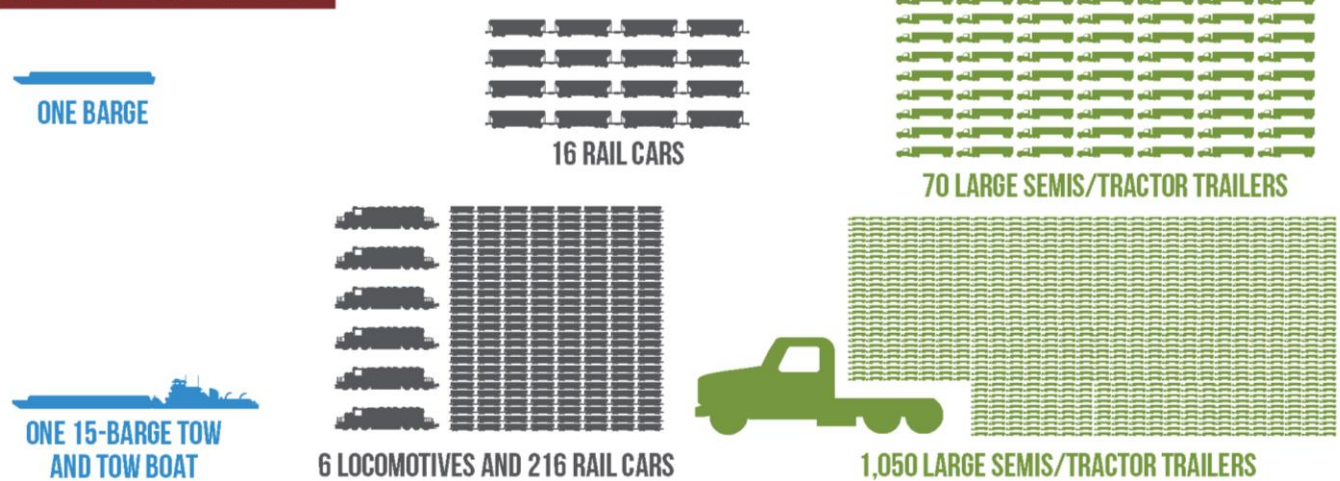


Source: Iowa Department of Transportation | 800 Lincoln Way | Ames, IA | www.iowadot.gov

CARGO CAPACITY



EQUIVALENT UNITS



EQUIVALENT LENGTHS



Freight 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.

Implementation strategies (prioritized by the FAC)

Iowa's overall freight improvement strategy includes a listing of prioritized implementation strategies that were developed in consultation with freight stakeholders. Each element of the department's strategy aims to address freight specific needs and aligns with both the priorities of the FAC and the national freight goals.

- 1 Explore additional sustainable funding sources to increase investment in the freight transportation system.
- 2 Support the development and adoption of emerging freight technologies to increase safety and efficiency.
- 3 Partner with freight stakeholders to find innovative ways to address labor shortages across industry sectors.
- 4 Advance a 21st century Farm-to-Market System that moves products seamlessly across road, rail, and water to global marketplaces.
- 5 Streamline and align freight-related regulations and minimize unintended consequences.
- 6 Explore opportunities for increasing value-added production within the state.
- 7 Improve freight transportation system resiliency.
- 8 Collaborate with railroad operators to provide Iowa companies with increased access and capacity to accommodate additional Iowa freight shipments.
- 9 Support opportunities to develop new intermodal freight facilities in the state.
- 10 Target investment to address mobility issues that impact freight movements.
- 11 Continually monitor international trade deals and negotiations.
- 12 Advocate for the funding and improvement of the inland waterway system and explore ways to expand Iowa's role.
- 13 Optimize the availability and use of freight shipping containers, including exploring other options for repositioning empty containers.
- 14 Partner with law enforcement and the trucking industry to combat human trafficking.
- 15 Mitigate the impacts of freight transportation on the environment and communities.
- 16 Target investment in the Iowa Multimodal Freight Network (IMFN) at a level that reflects the importance of this system for moving freight.
- 17 Rightsize the highway system and apply cost-effective solutions to locations with existing and anticipated issues.
- 18 Enhance planning and asset management practices for the IMFN by utilizing designs and treatments that are compatible with significant freight movements.
- 19 Work with partners to address increasing truck parking demand.

INFRASTRUCTURE INVESTMENT AND JOBS ACT

Iowa Freight Advisory Council

March 25, 2022



FEDERAL INFRASTRUCTURE FUNDING

INFRASTRUCTURE BILL OVERVIEW

- Infrastructure Investment and Jobs Act (IIJA) signed Nov. 15, 2021.
- Includes reauthorization of surface transportation programs for FFY 2022 to FFY 2026.
- ~~➤ Operating under a continuing resolution through March 11, 2022~~

Includes **\$550 billion** in new funding with **HALF** going to transportation.



Federal **highway** funds to Iowa approximately **30%** higher.



Federal **transit** funds to Iowa approximately **35%** higher.



Aviation and waterway funding also increases.

FFY 22 Appropriation Bill

- **Signed into law March 15, 2022**
- Allows full funding of new and existing Infrastructure Bill programs
- Allows final guidance on new programs
- Includes additional Bridge Replacement and Rehabilitation funding

INFRASTRUCTURE INVESTMENT AND JOBS ACT

Highway Formula Programs (millions)

Program	2021 (actual)	2022	2023	2024	2025	2026
National Highway Performance	307.4	365.8	373.1	380.6	388.2	395.9
Surface Transportation Block	157.2	177.9	181.5	185.1	188.8	192.6
Highway Safety Improvement	28.1	35.8	36.6	37.5	38.3	39.2
Rail-Highway Crossings	5.7	5.7	5.7	5.7	5.7	5.7
Congestion Mitigation/Air Qual.	11.8	12.3	12.6	12.8	13.1	13.3
National Highway Freight	18.2	17.0	17.4	17.7	18.1	18.4
Metro Planning	2.1	2.6	2.7	2.7	2.8	2.8
State Planning and Research	10.6	*	*	*	*	*
Highway Infra/Bridge	43.6					
Bridge		86.3	86.3	86.3	86.3	86.3
Carbon Reduction		15.9	16.2	16.5	16.8	17.2
PROTECT		18.0	18.4	18.8	19.1	19.5
Total	584.7	737.4	750.4	763.7	777.3	791.1
<i>National EV Charging</i>		10.3	10.3	10.3	10.3	10.3

* SPR continues as an off-the-top but is not shown on this table for FFY 22-26


 INFRASTRUCTURE INVESTMENT AND JOBS ACT

Highway Formula Programs (millions)

Program	2021 (actual)	2022	2023	2024	2025	2026
Total (minus Carbon Red/Protect/EV)	584.7	703.5	715.8	728.4	741.4	754.4
Increase over 2021		118.8	131.1	143.7	156.7	169.7
90 percent obligation limitation		106.9	118.0	129.3	141.0	152.7

New Programs – Carbon Reduction

- New core program – about \$16 m per year
- 65 percent suballocated by population
 - **Over 200,000 population: \$2.2 million**
 - **50,000 to 200,000 population: \$2.1 million**
 - **5,000 to 50,000 population: \$1.9 million**
 - **< 5,000 population: \$4.1 million**
 - **Any area: \$5.6 million**
- Projects to reduce emissions
 - Traffic monitoring facilities/programs
 - Public transit
 - Trails
 - Congestion management
 - Advanced technologies
- Each state required to develop carbon reduction strategy by Nov. 2023

New Programs – PROTECT

- “Promoting Resilient Operations for Transformative, Efficient, and Cost saving Transportation”
- New core program – about \$18 m per year
- Projects to improve resiliency of transportation infrastructure
 - Resilience improvement grants
 - Community resiliency
 - Evacuation routes
- Lower match if state develops resiliency improvement plan and/or incorporates within state transportation plan

National Electric Vehicle Infrastructure

- New US DOT program from the Infrastructure Bill
- Iowa allocated \$51 million over FFY 2022-2026 – approximately \$10.3 m per year
- FFY 2022 allocation: \$7.6 m (after off-the-tops)
- Infrastructure within one mile of Alternative Fuel Corridor Routes
- Opportunity to add routes (apps due May 13)

Electric Vehicle (EV-Round 1,2,3,4 and 5)



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Sources Legend Data

Legend

- FHWA Adjusted Urban Area
- Alternative Fuel Corridors**
- EV - Corridor Ready
- EV - Corridor Pending

0 33.3 66.7 100
Miles

[Go to Layers to turn on Fuel Stations](#)

For information and comments about this web site, Yoder



National Electric Vehicle Infrastructure

- State Deployment Plan
 - Due August 1, 2022
 - Approved by September 30, 2022
 - Approval required to access funds
- Iowa DOT and IEDA will coordinate and seek input

Freight and Multimodal Discretionary Programs

(open for applications)

- RAISE - \$1.5 b
 - Focused on local or regional projects
 - Apps due April 14
- Major Infrastructure Projects Funding (apps due May 23)
 - National Infrastructure Project Assistance (MEGA) - \$1b
 - New program for large/complex projects
 - 50 percent to projects over \$500m and 50 percent to projects \$100m to \$500m
 - INFRA (freight projects) - \$1.5b
 - Rural Surface Transportation Grant Program (RURAL) - \$300m
 - New program for rural highway/bridge projects
 - Improve freight, safety, provide/increase access to ag, commercial, energy, or transportation facilities

Freight and Multimodal Discretionary Programs

(future)

- Railroad Crossing Elimination Grant Program
 - New program
 - Eligible projects
 - Grade separations
 - Track relocation
 - Improve/install protective devices
- Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program
 - Highway-rail grade crossing improvements
 - Rail line relocation and improvement

Infrastructure Bill Implementation Steps

- ✓ Passage of Infrastructure Bill: Nov. 15, 2021
- Iowa DOT review and assessment: ongoing
- Iowa DOT overview to Commission: ongoing
 - Initial overview: October 11, 2021
- Stakeholder input
 - City/County/RPA/MPO Committee
 - Initial meeting Feb. 2, 2022
 - Second meeting March 16, 2022
 - All stakeholders
 - Initial communication Nov. 30, 2021
 - Initial recommendations to be sent to all stakeholders after March 16
- ☐ Summary of input to Commission
- ☐ Recommendations to Commission
- ☐ Commission action

2022 HIGHWAY PROGRAM AMENDMENT

- Allocate some of the FFY 2022 Infrastructure Bill funding increases to SFY 2022 Program. (~\$50 m)

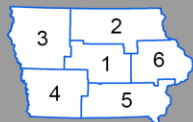
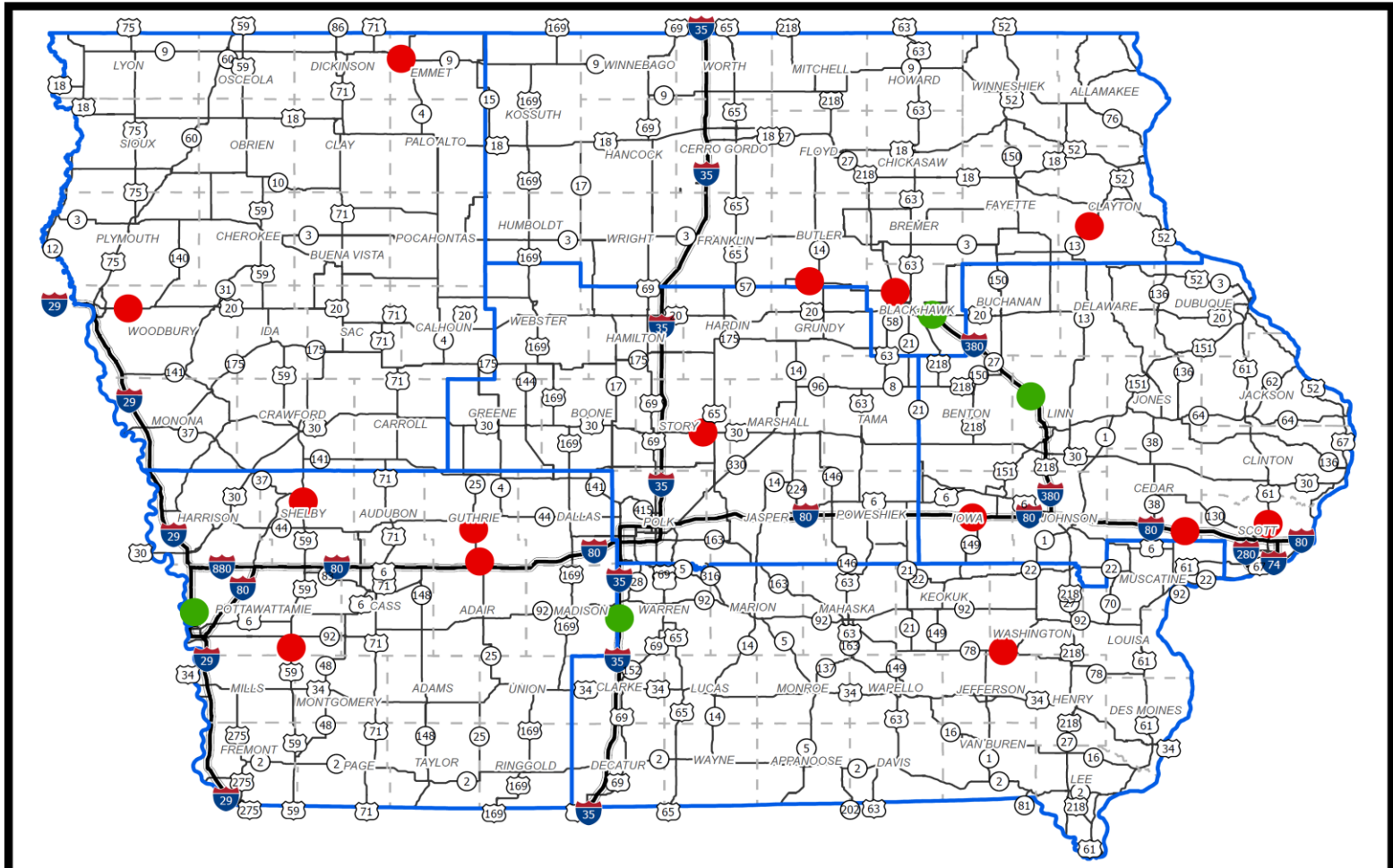
GOALS

- Put Infrastructure Bill funding to work as quickly as possible.
 - Prioritize pavement and safety needs.
 - Equitable distribution across the state.
- Commission approved Jan. 12, 2022.

FY 2022 Iowa Highway Program Revisions

Route	County	Description	Mileage	Program Amount
1	Washington	Keokuk Co. Line to WCL of Brighton	6.1	\$9,730,000
9	Emmet	0.55 mi. W. of NCL Estherville to the West Fork of Des Moines River	1.3	\$2,412,000
13	Clayton	0.5 miles N of IA 3 to IA 56	13.5	\$4,300,000
20	Woodbury	Little Whiskey Creek to Elliot Creek near Lawton	4.6	\$3,799,000
25	Guthrie	E. Jct. of F-65 to W. Jct. F-65	1.8	\$3,147,000
25	Guthrie	Adair Co. Line to E Jct. F-65	1.0	\$612,400
30	Story	E. of Co. Rd. S27 to 0.4 mi W. of US 65 (EB)	4.6	\$9,000,000
57	Butler	4th St in Aplington to WCL of Parkersburg	4.2	\$2,015,900
59	Shelby	Harlan to Crawford Co line	15.4	\$3,028,000
59	Mills	Co. Rd. H12 to IA 92	6.0	\$2,661,000
61	Scott	All ramps at Mt. Joy and Long Grove interchanges	2.0	\$2,000,000
80	Iowa	3 locations in Iowa County (MP 204.8-209.65, 215.12-221.35, 221.35-225.93)	31.3	\$3,100,000
80	Cedar / Scott	Cedar - West Branch easterly 2.5 Miles; Scott - Cedar County Line to 1.1 Mi East of Co Rd Y40	19.8	\$2,400,000
218	Black Hawk	0.6 mi S of IA 27 Interchange to IA 27 Interchange (NB)	0.8	\$2,200,000
80	Pottawattamie	Madison Avenue Interchange in Council Bluffs (pavement rehabilitation)		(\$4,500,000)
Subtotal			112.4	\$45,905,300
SAFETY PROJECTS (Cable Guardrail Projects)				
380	Linn	Tower Terrace Road to Lewis Access Road	9.0	\$2,250,000
29	Pottawattamie	0.5 miles N of Council Bluffs to I-680	4.0	\$1,000,000
20/380	Black Hawk	I-380/US 218 to I-380/US 20	5.5	\$1,375,000
35	Warren	Co Rd G-50/St. Charles to Clanton Creek	1.5	\$375,000
Subtotal			20.0	\$5,000,000
TOTAL				\$50,905,300





Iowa DOT District Map

FY 2022-2026 Iowa Highway Program Revisions

- Candidate Projects for Amendment
- Safety Candidate Projects for Amendment
- DOT District Boundary



Created December 4, 2021



2023-2027 Highway Program

- To be approved June 2022
- ~ \$4.2 billion of state/federal funding (up from \$3.6 billion)
- Fully programs Infrastructure Bill funding increases
- Challenges
 - Federal funding uncertainty
 - ~~FFY 2022 continuing resolution~~
 - FFY 2027 funding levels
 - Impact of high construction costs
 - High expectations of the impact of the Infrastructure Bill

Questions?

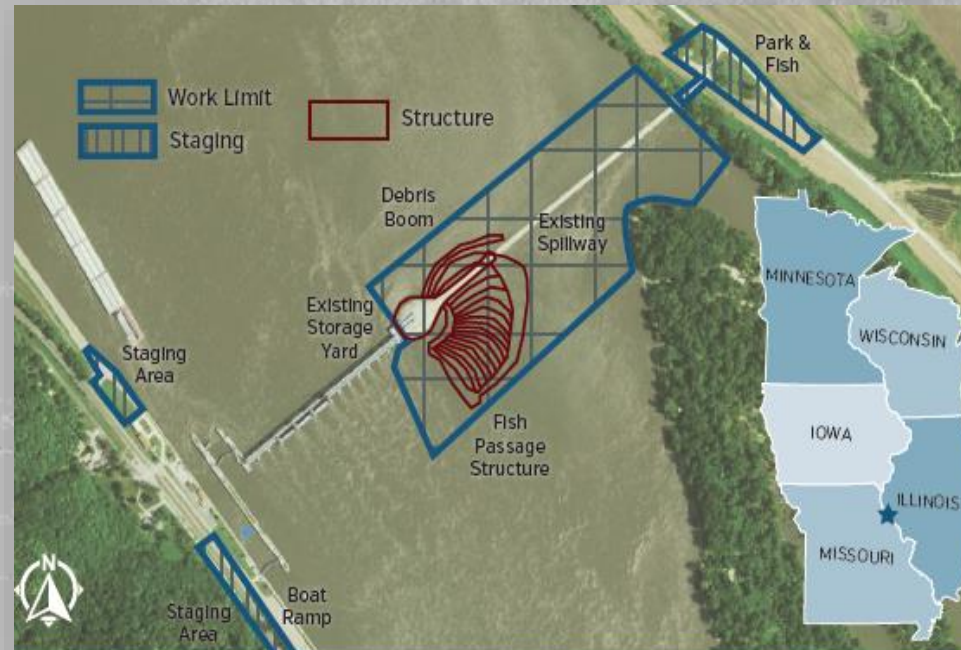
Stu Anderson

stuart.anderson@iowadot.us

515-239-1661

ROCK ISLAND DISTRICT INFRASTRUCTURE INVESTMENT & JOBS ACT OVERVIEW

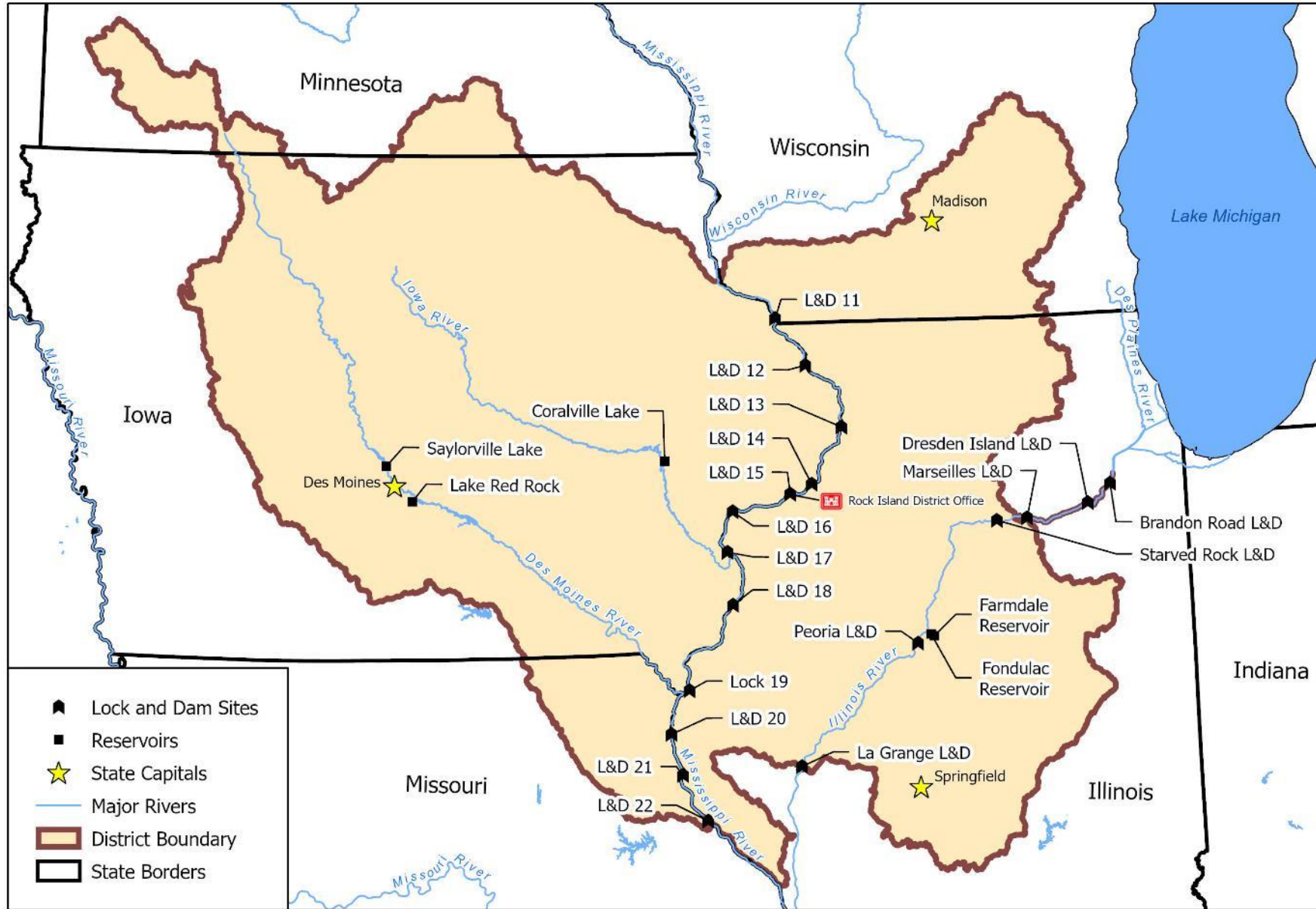
Iowa Freight Advisory Council 25 March 2022



US Army Corps
of Engineers®



ROCK ISLAND DISTRICT PROJECT AREAS





INFRASTRUCTURE INVESTMENT AND JOBS ACT



What is in the infrastructure and Jobs Act?

The Infrastructure Investment and Jobs Act signed into law on JAN 19, 2022, means historic investment that will modernize our roads, bridges, transit, rail, ports, airports, broadband, and drinking water and wastewater infrastructure. This legislation does not raise taxes on everyday Americans, and it will create good-paying jobs across a wide spectrum of the United States. IIJA provides \$550 billion in NEW spending on our nation’s infrastructure over the next five years creating an average annual 1.5 million jobs for next ten years.

USACE

IIJA*



FY2021



- Investigations
- Mississippi River and Tributaries
- Regulatory Program
- Construction
- Flood Control and Coastal Emergencies
- Expenses and Office of the Assistant Secretary of the Army for Civil Works
- Operation and Maintenance
- Water Infrastructure Finance and Innovation Act (WIFIA)
- Formerly Utilized Sites Remedial Action Program



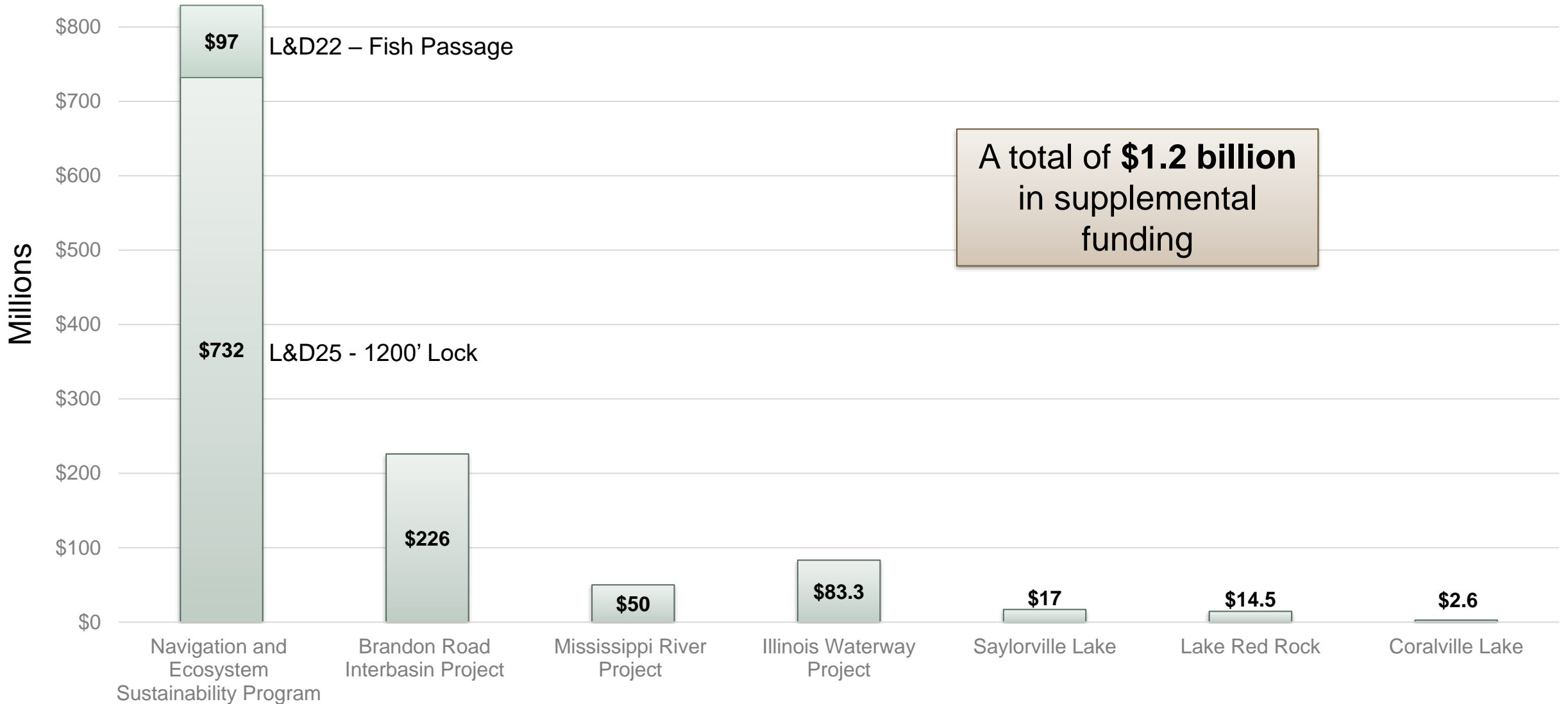
ROCK ISLAND DISTRICT FUNDING TRENDS





INFRASTRUCTURE INVESTMENT AND JOBS ACT

IIJA funding for Rock Island District Programs & Projects





NAVIGATION & ECOSYSTEM SUSTAINABILITY PROGRAM (NESP)

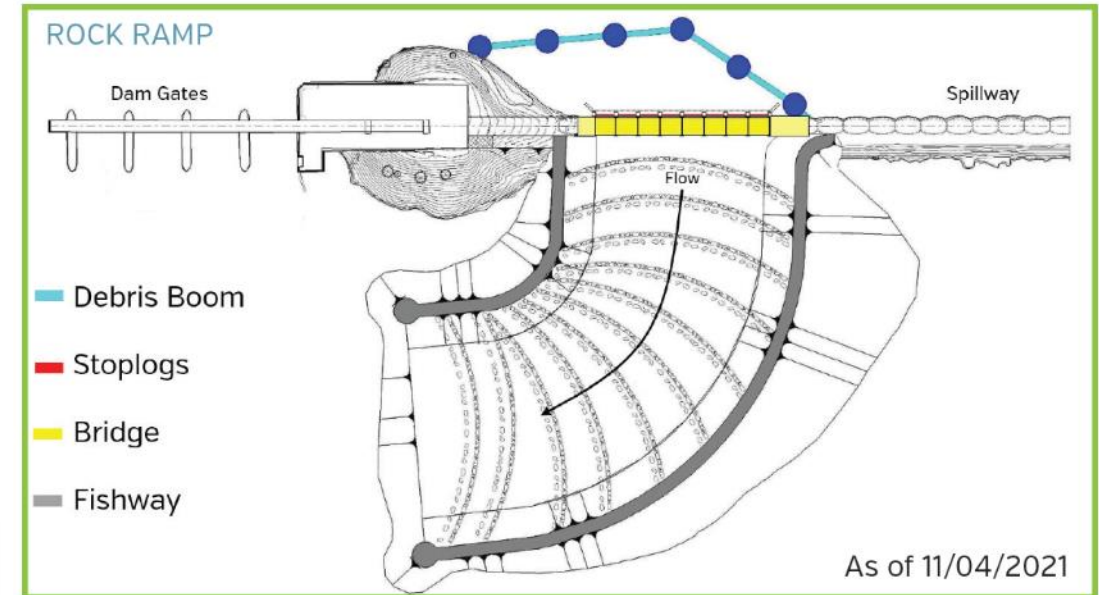


Purpose: A long-term program of navigation improvements and ecosystem restoration for the Upper Mississippi River System (UMRS).

Goals: Increase the capacity and improve the reliability of the inland navigation system while restoring, protecting, and enhancing the environment to ensure the economic and environmental sustainability of the UMRS.



L&D25 1200' Lock



As of 11/04/2021

L&D22 Fish Passage

- Lock & Dam 25 – 1200' Lock (\$732M)
 - Complete Design and Construction
- Lock & Dam 22 – Fish Passage (\$97.1M)
 - Complete Design
 - Initiate Construction

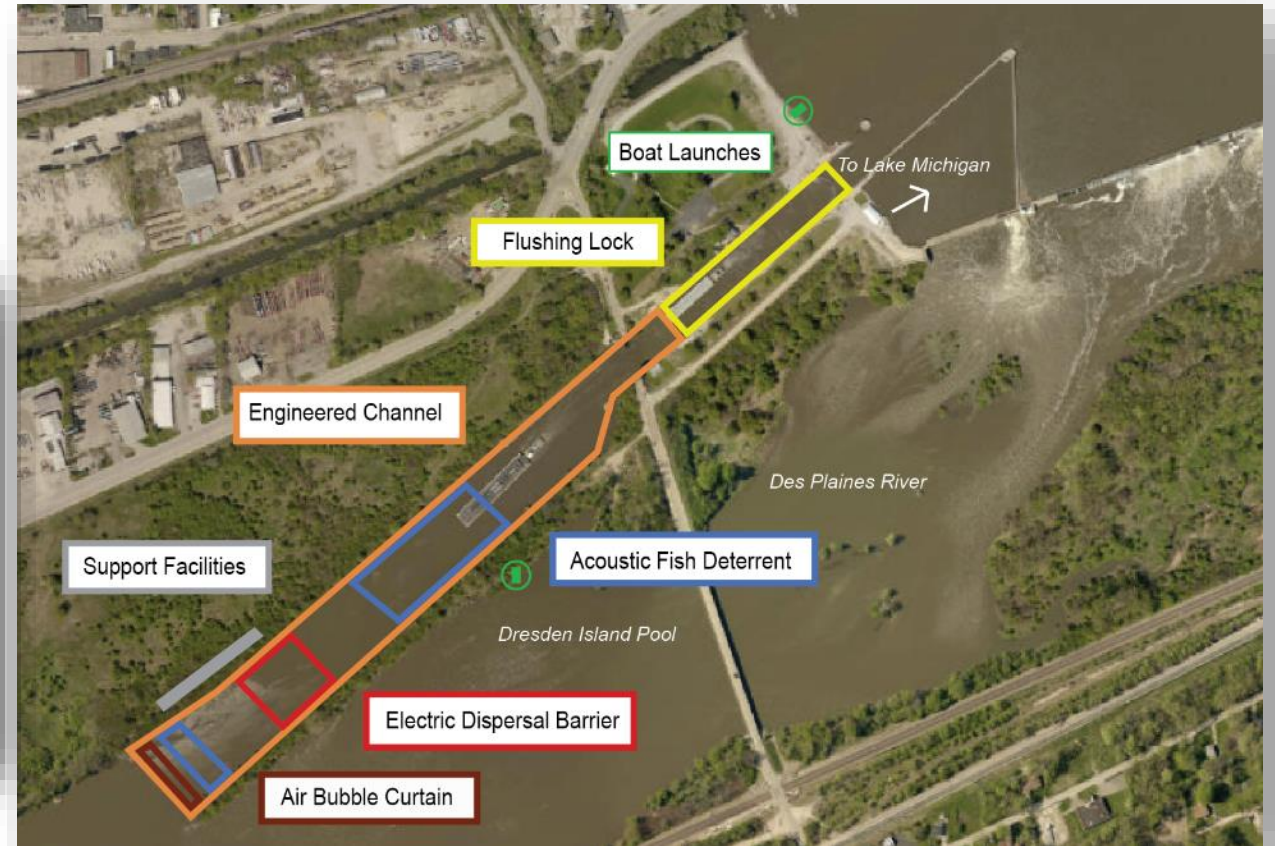


BRANDON ROAD INTERBASIN PROJECT



Construction New Start (\$226M)

- Complete Engineering and Design
- Construction of Phase 1 Deterrents
- Advance Nonstructural Controls



A complex ecosystem protection effort designed to prevent upstream movement of invasive carp and other aquatic nuisance species into the Great Lakes from the Illinois Waterway.

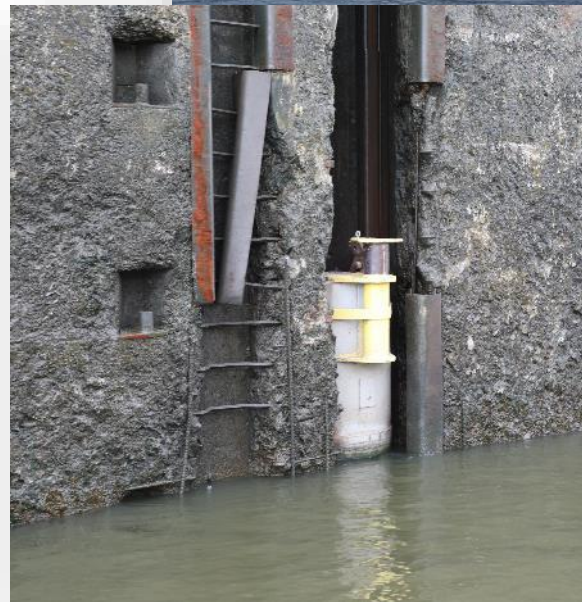


OPERATIONS & MAINTENANCE – MISSISSIPPI RIVER



Mississippi River Project (\$50M)

- L&D Scour Repair
- Lock Damage Repairs
- Lock Guide Wall Work
- Bulkhead Lifters
- Hydraulic Cylinders
- Miter Gate Anchorages
- Tainter Gates
- Electrical Work
- Dredging





OPERATIONS & MAINTENANCE – ILLINOIS WATERWAY



Illinois Waterway Project (\$83.3M)

- 2023 Closures Work
- Miter and Sector Gate Maintenance/Replacement
- L&D Equipment Replacement
- Wicket Gate Replacement
- Sector Gear and Electrical Work





OPERATIONS & MAINTENANCE – SAYLORVILLE LAKE



Saylorville Lake (\$17M)

- Construction of Administration and Maintenance Facility





OPERATIONS & MAINTENANCE – LAKE RED ROCK



Lake Red Rock (\$14.5M)

- Construction of New Project Office and Visitor Center
- Replace Damaged Roofs
- Water Infrastructure Updates
- Shoreline Erosion and Parking Lot Repairs





OPERATIONS & MAINTENANCE – CORALVILLE LAKE



Coralville Lake (\$2.6M)

- Shoreline Erosion Repairs
- Road Repair
- Address Damaged Restrooms and Shower Buildings
- Control Tower Maintenance
- Sandblast/Paint Water Tower





WE'RE HERE FOR YOU – CALL US!



Colonel Jesse T. Curry
District Commander
(309) 794-5224
Jesse.T.Curry@usace.army.mil

Ms. Kimberly S. Thomas
Deputy District Engineer
(309) 794-5260
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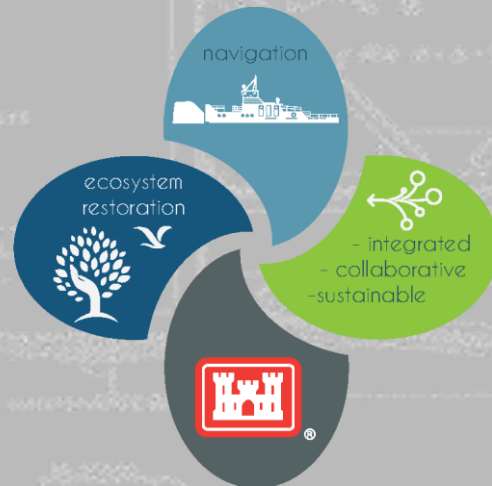
- We're always directly available to you – best to call us first!
- Always available to visit members and staff, locally or in Washington, D.C.
- You're always welcome to visit our projects and facilities.
- Provide Technical Support through variety of Programs and Authorities.
- We're Hiring!!!



NAVIGATION AND ECOSYSTEM SUSTAINABILITY PROGRAM (NESP) UPDATE

Andrew Goodall, P.E., P.M.P.
NESP Program Manager

Iowa Freight Advisory Council
25 March 2022



US Army Corps
of Engineers®

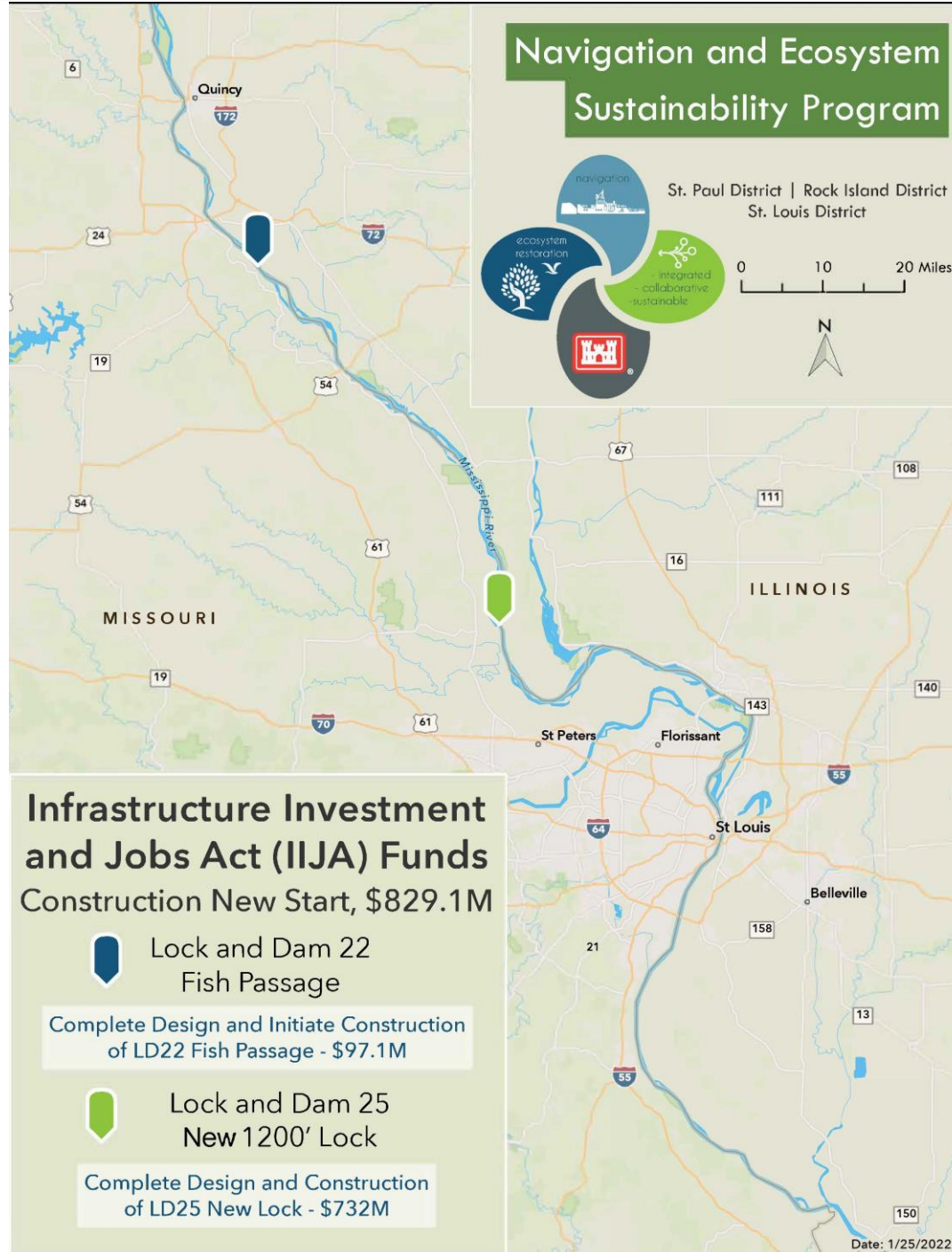
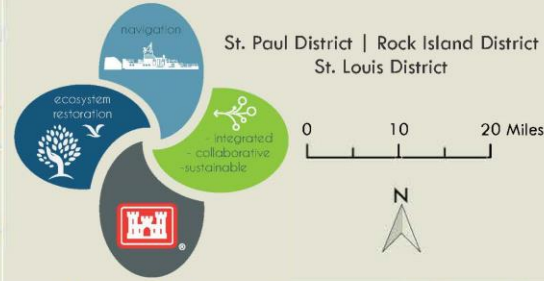


NESP INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) PROJECTS


- The Navigation and Ecosystem Sustainability Program received a construction new start and construction general appropriations on Jan. 19, 2022, through the Infrastructure Investment and Jobs Act. The two projects funded were the Lock 25 1200' Lock and Lock 22 Fish Passage projects at \$732M and \$97.1M respectively.
- The NESP construction new start and construction appropriations mean that USACE is developing a plan for completion of both projects, with a goal to begin construction as quickly as possible.
- The combination of ecosystem and navigation in a single USACE program required many years of coordination with both the navigation and ecosystem partners and it will alter the future of the Upper Mississippi River System (UMRS) to ensure it remains the vital transportation and ecosystem corridor for the next 100+ years.



Navigation and Ecosystem Sustainability Program



Infrastructure Investment and Jobs Act (IIJA) Funds Construction New Start, \$829.1M

 Lock and Dam 22
 Fish Passage

Complete Design and Initiate Construction of LD22 Fish Passage - \$97.1M

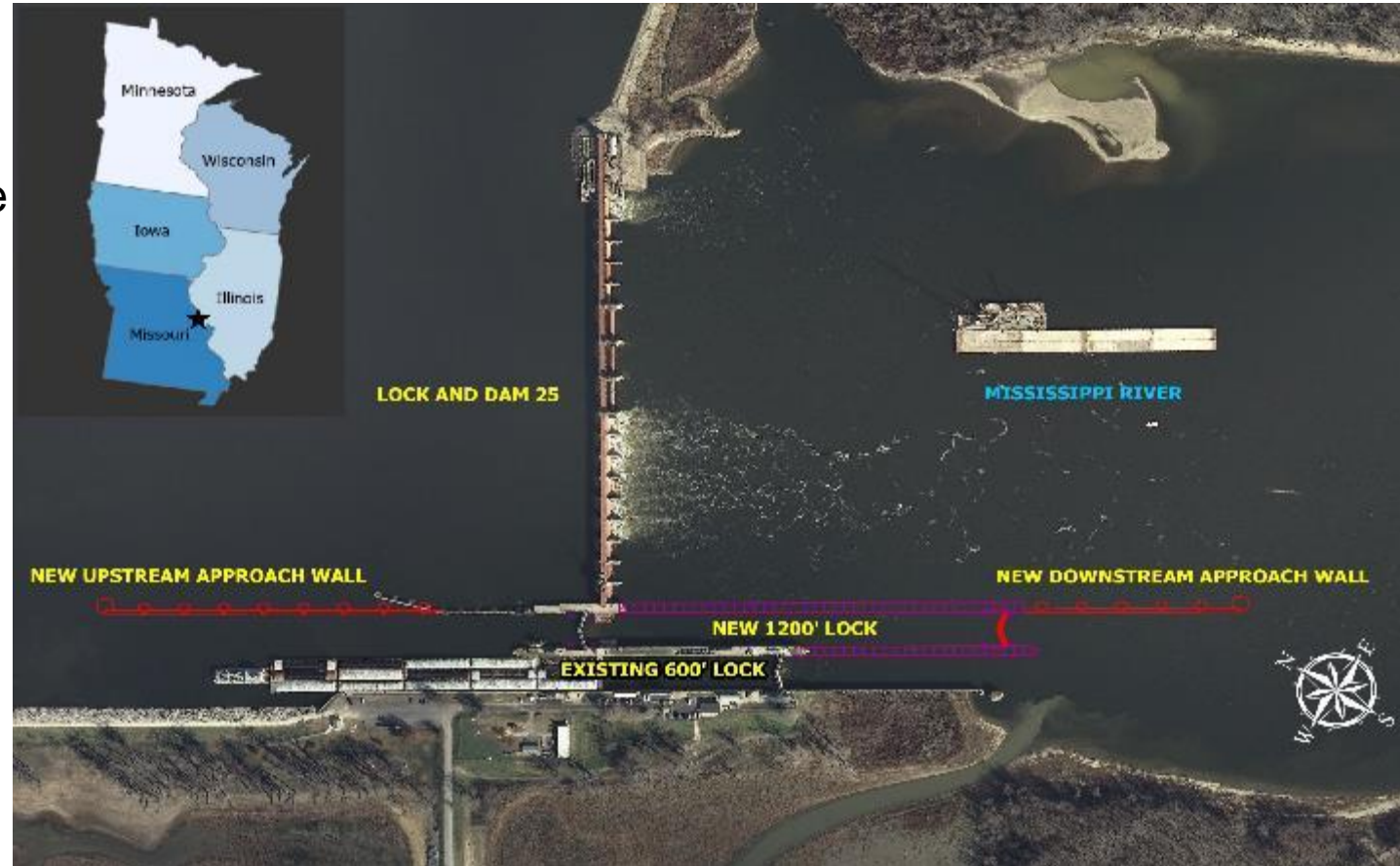
 Lock and Dam 25
 New 1200' Lock

Complete Design and Construction of LD25 New Lock - \$732M



LOCK 25 NEW 1200' LOCK

- The Lock 25 new 1200' Lock was fully funded at \$732M. This funding will be used to complete design and construct the project. The IJA waived the Inland Waterways Trust Fund 65%/35% cost-share requirement.
- The primary purpose of the project is to improve efficiency, reliability, and safety for Navigation traffic transiting the facility along with adding additional operational redundancy at Lock 25.
- When complete, the new lock will reduce per lockage times from two and a half hours or more to approximately 45 minutes.

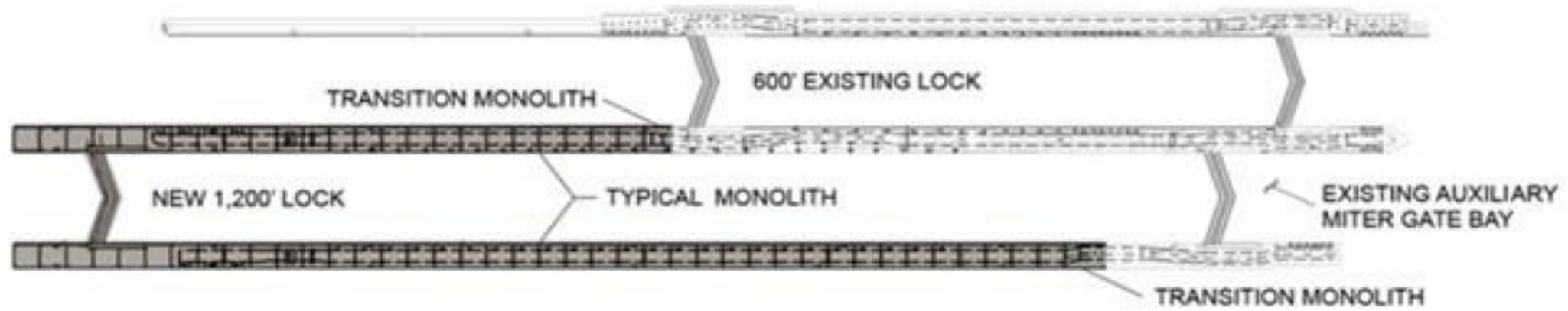




PROJECT OBJECTIVES

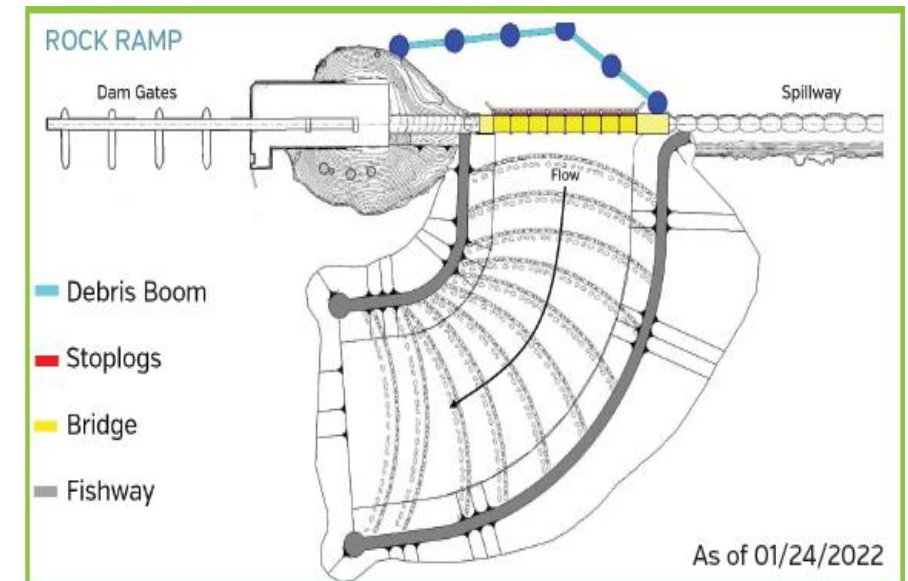
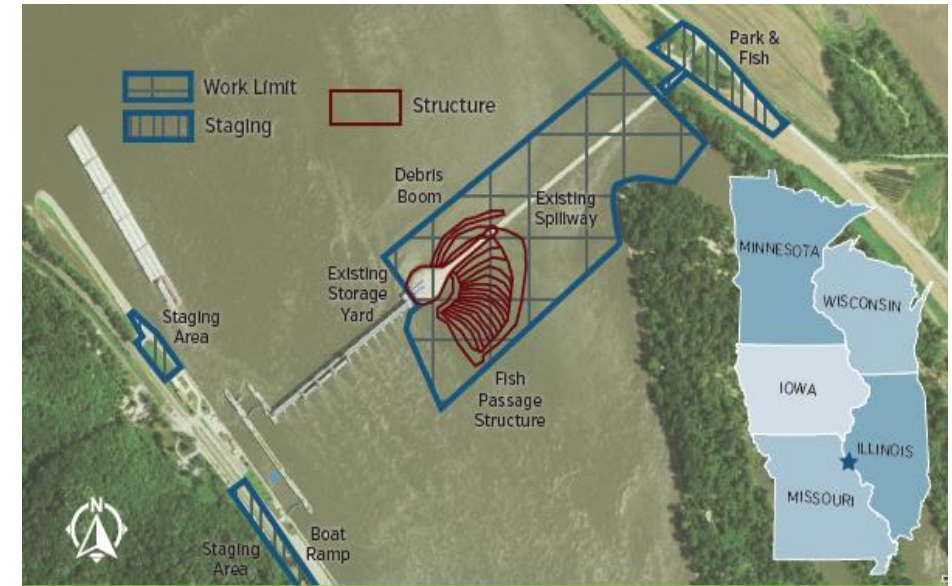


- Design and construction of a new 1,200-foot pile-founded lock chamber to be constructed on the downstream side of the existing auxiliary miter gate bay.
- Design and construction of a new upstream, ported approach wall.
- Design and construction of a downstream approach wall designed to block flow through the wall.
- The existing 600-foot lock will remain in operation during the design and construction of the new lock and will become an auxiliary lock chamber after completion.



LOCK AND DAM 22 FISH PASSAGE

- The Lock and Dam 22 fish passage project was funded at \$97.1M. This funding will allow for completion of design and initiation of construction.
- The primary purpose of the project is to increase access to upstream mainstem river and tributary habitats. Increased access to upriver habitats will result in an increase in the size and distribution of 30 native migratory fish populations, effectively returning this area of the river to a pre-lock and dam state.
- When complete, the fish passage structure will permanently restore the connection between river pools for native fish species.



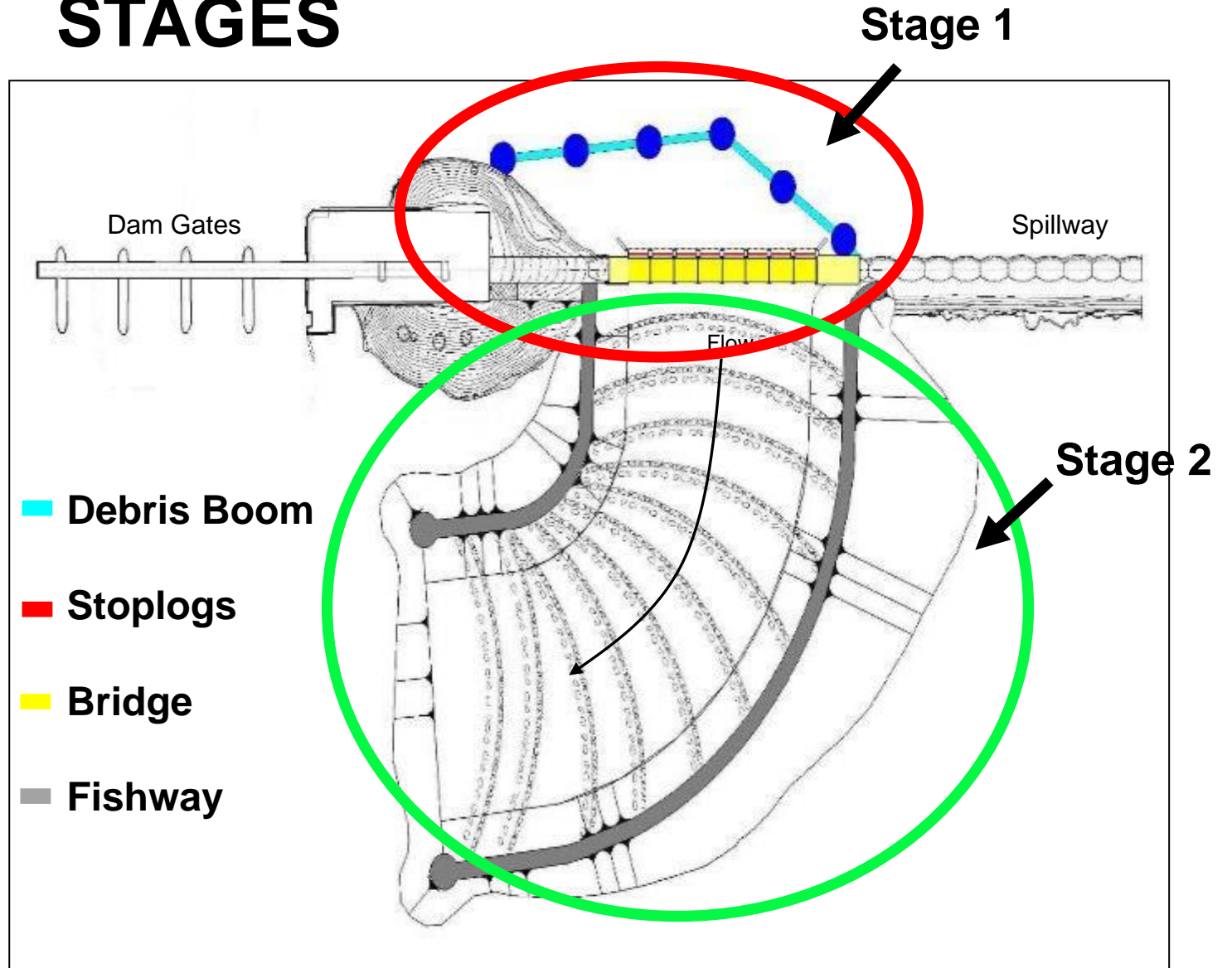


LD 22 FISH PASSAGE PROPOSED CONSTRUCTION



STAGES

- Stage 1 -
 - Inlet Structure
 - Ice/Debris Structure
- Stage 2 –
 - Rock Arch Fish Passage



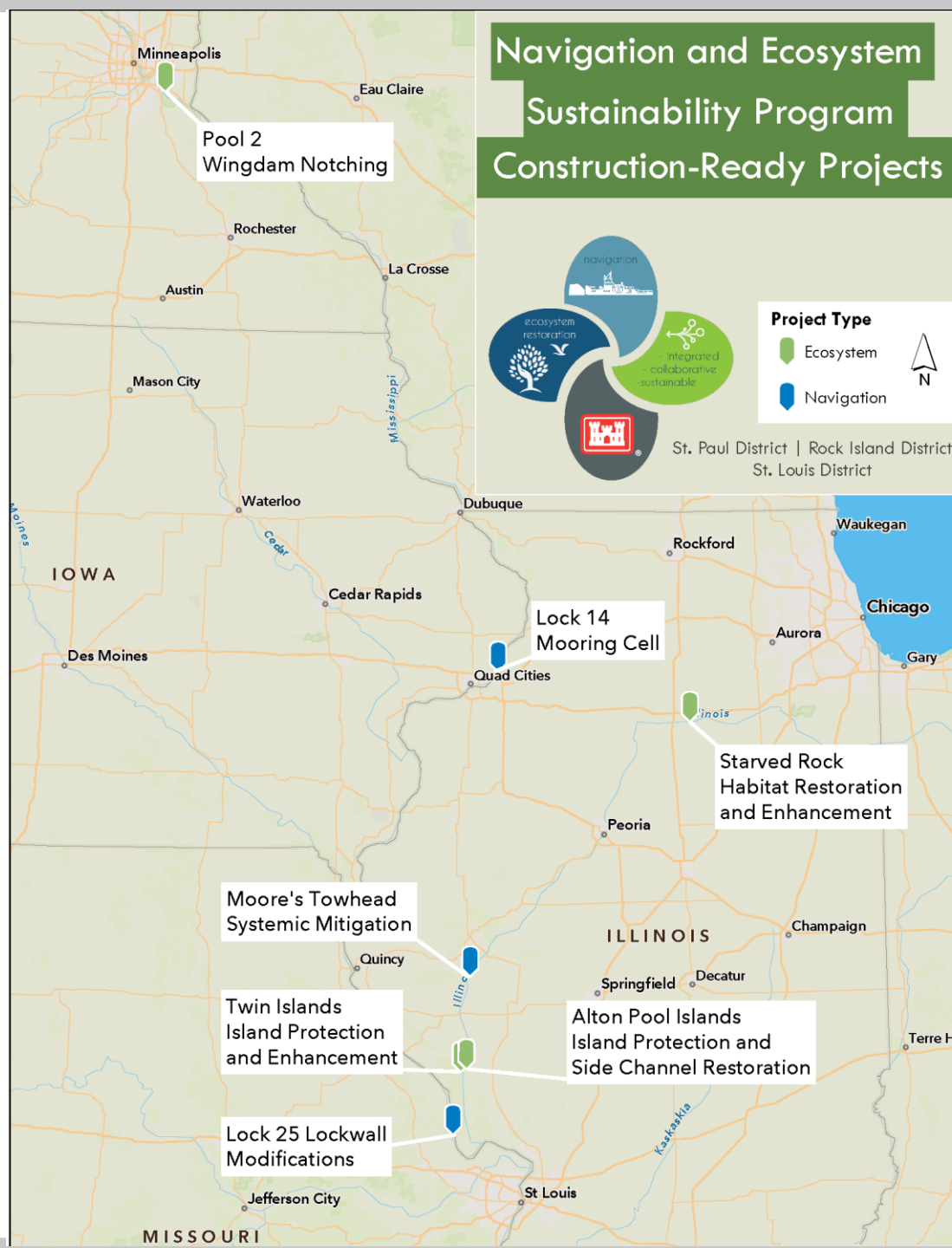
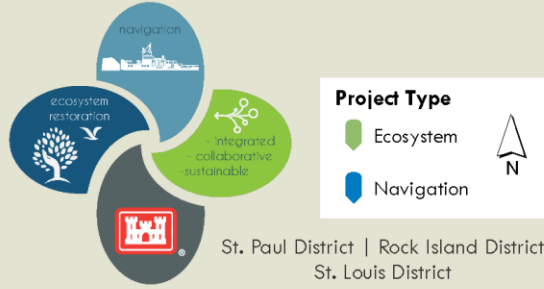


ADDITIONAL NESP PROJECTS

- NESP received \$45.1M through the FY22 appropriations bill. This funding will be used for navigation and ecosystem project construction contracts and design.
- Navigation projects:
 - Lock 14 mooring cell construction contract
 - Moore's Towhead systemic mitigation construction contract
 - LaGrange new 1200' lock design
 - Systemic mitigation project feasibility
- Ecosystem projects:
 - Twin Island, Alton Pool, Starved Rock construction contracts
 - Ecosystem project feasibility (4-6 projects)



Navigation and Ecosystem Sustainability Program Construction-Ready Projects





NAVIGATION - LOCK 14 MOORING CELL



Project Outcome

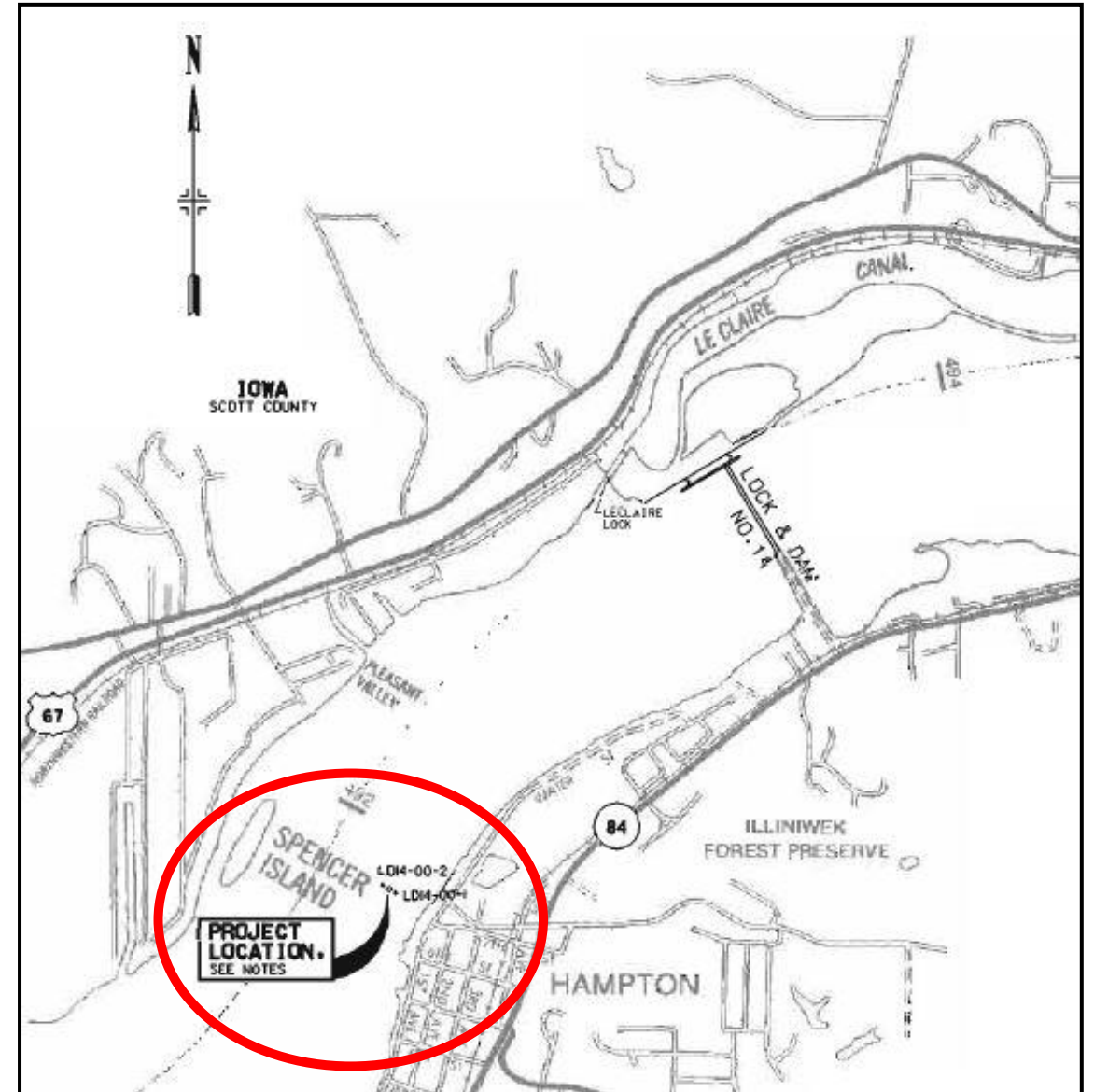
- Provide a mooring location for tows entering lock 14 (one cell)
- Efficiency is gained when a waiting tow can moor, or wait, in a more efficient location for approaching the lock.
- A mooring facility located in the right location can provide this efficiency.

Long-term benefits

- Time savings for each approaching tow

Current Status

- Targeted construction contract award in FY22





QUESTIONS?