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State Freight Plan
Freight Networks

Iowa Freight Advisory Council | March 26, 2021

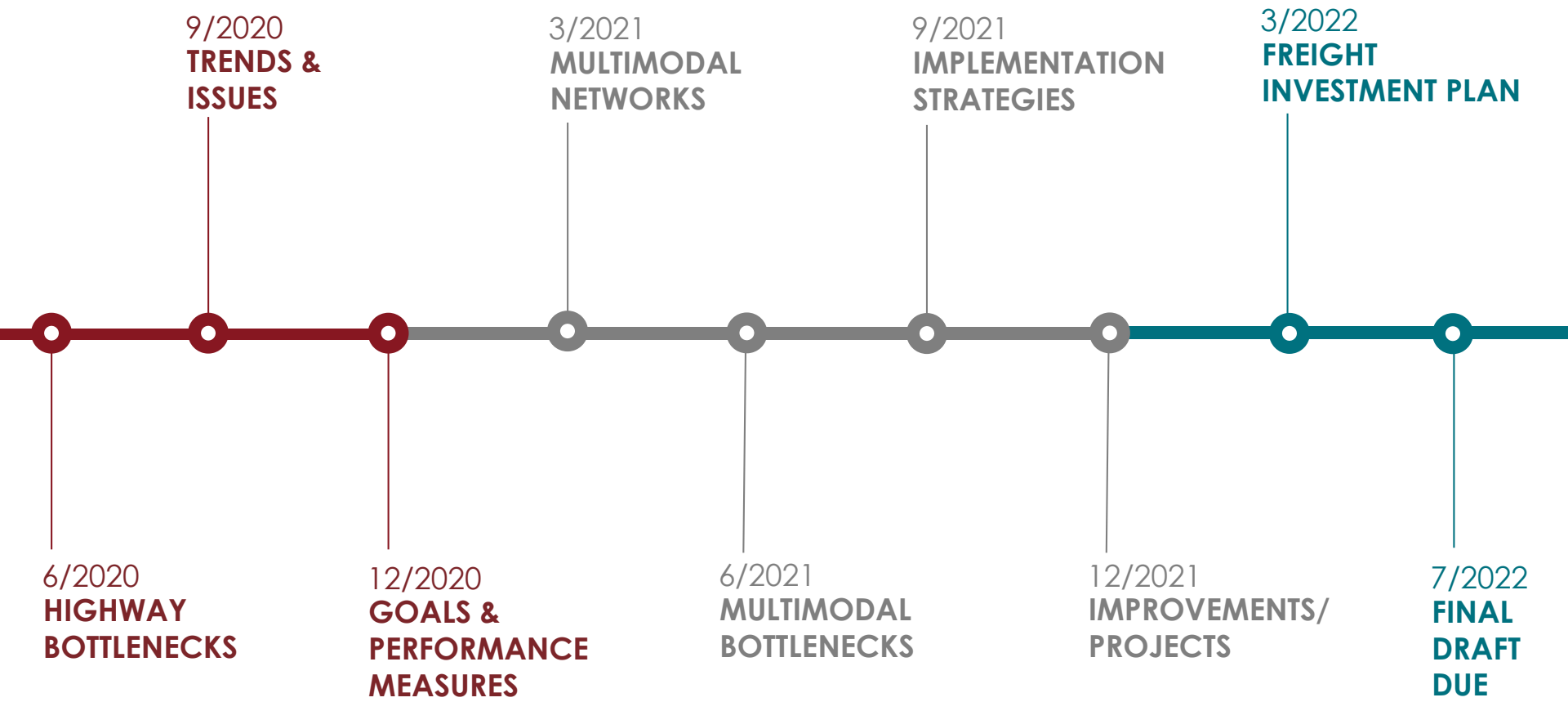
2022 State Freight Plan

- Required by FAST Act
- Immediate and long-range freight planning activities and investments
- Consultation with FAC
- Due July 2022

2022 State Freight Plan

- Platform for connecting all freight-related initiatives
- Assists with informed decision-making and investments

Input opportunities



Multimodal networks

- Purpose
- Components and methodology
  - National Multimodal Freight Network
  - Iowa Multimodal Freight Network
- Next steps

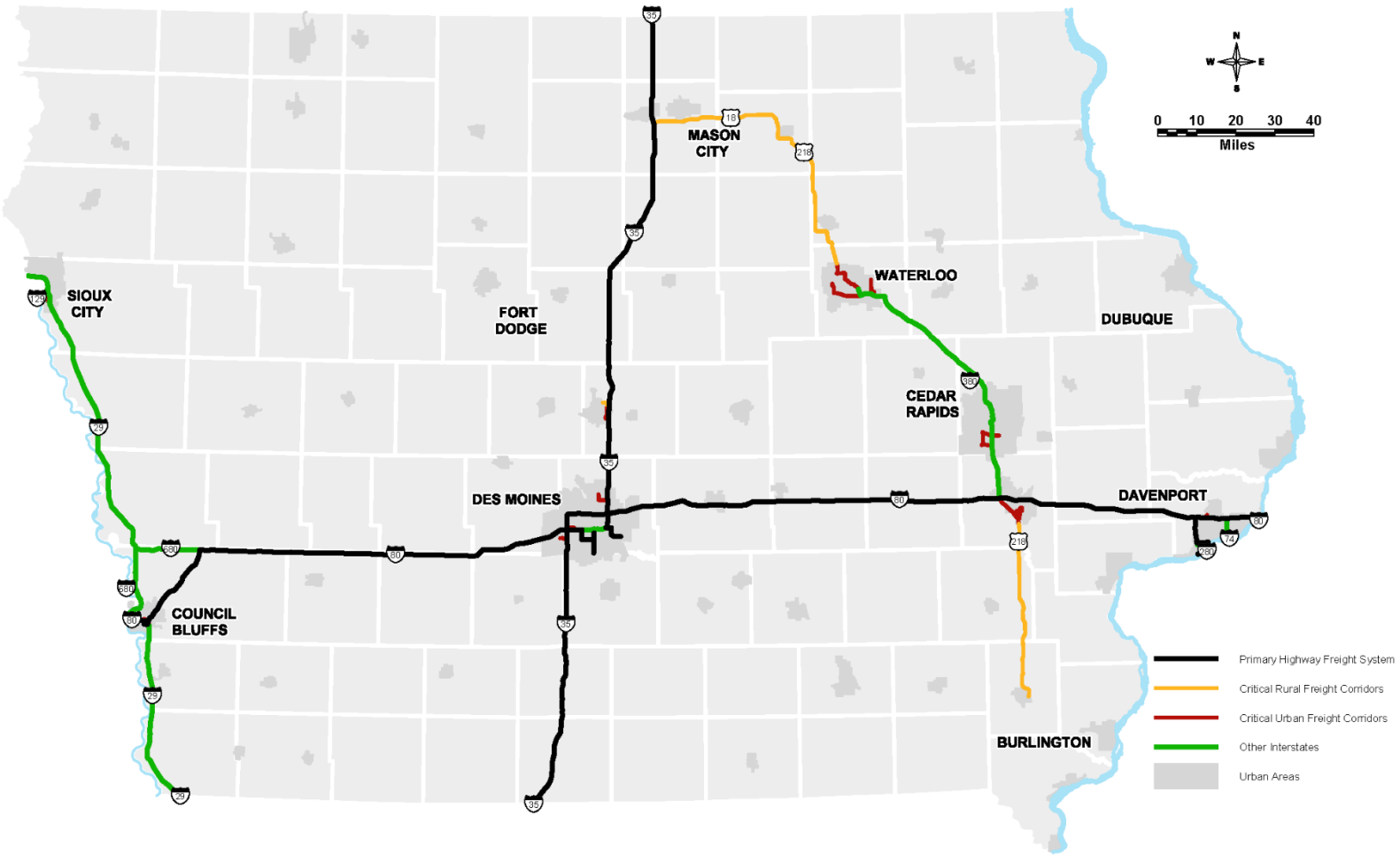
Purpose of designation

1. Inform freight transportation planning.
2. Recognize corridors to protect and enhance for improved freight movement.
3. Develop department policies for these corridors related to design and use.
4. Assist with strategically directing resources and investments to improve performance.

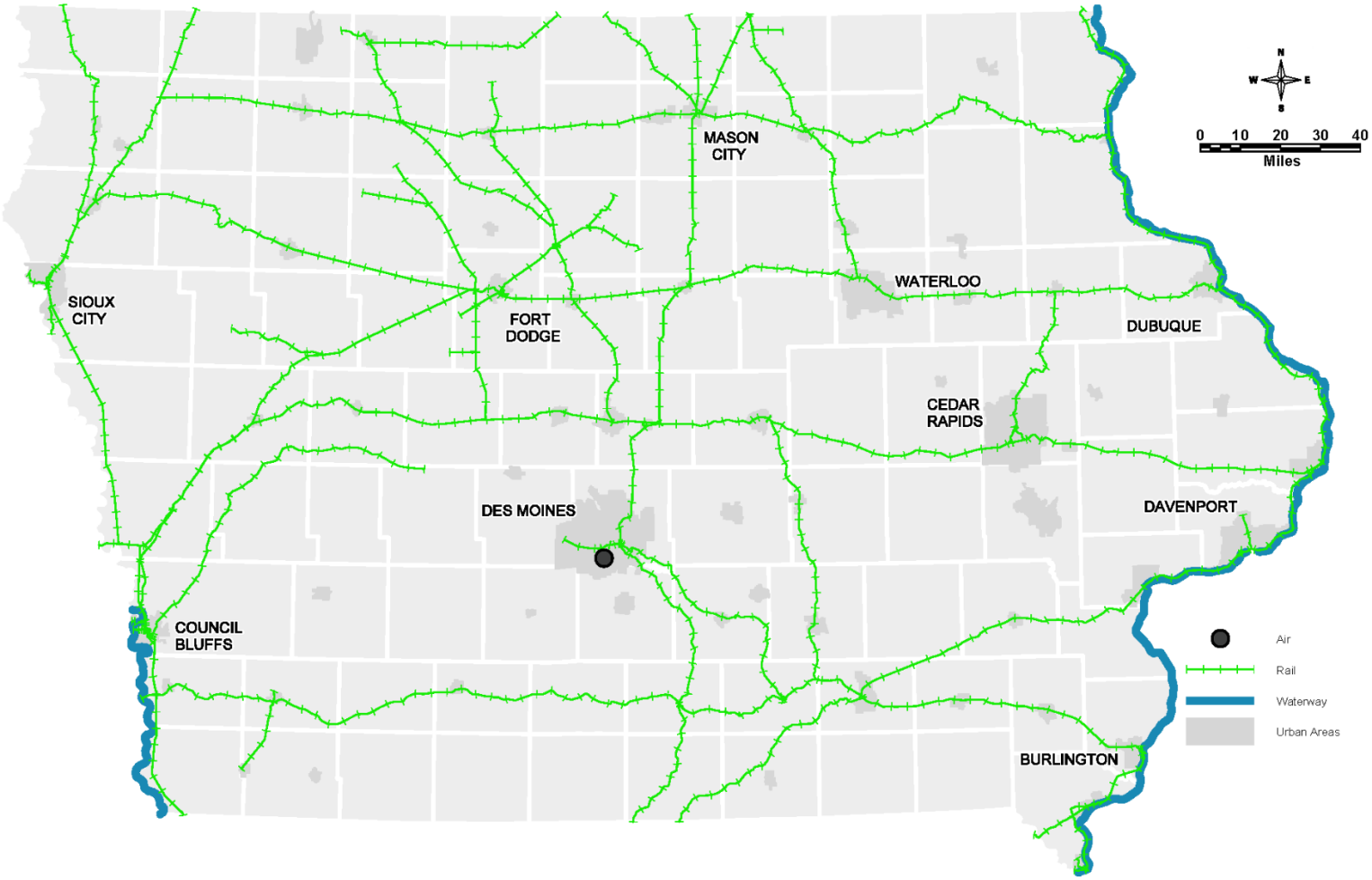
National Multimodal Freight Network

AIR	Top 50 cargo airports
HIGHWAY	National Highway Freight Network *(Primary Highway Freight System, Interstates, Critical Rural and Urban Freight Corridors)*
RAIL	Class I railroads Other strategic Class II and III railroads
WATERWAY	Major coastal ports Inland and intercoastal waterways Great Lakes, St. Lawrence Seaway Coastal and ocean routes

National Multimodal Freight Network - highway



National Multimodal Freight Network - nonhighway

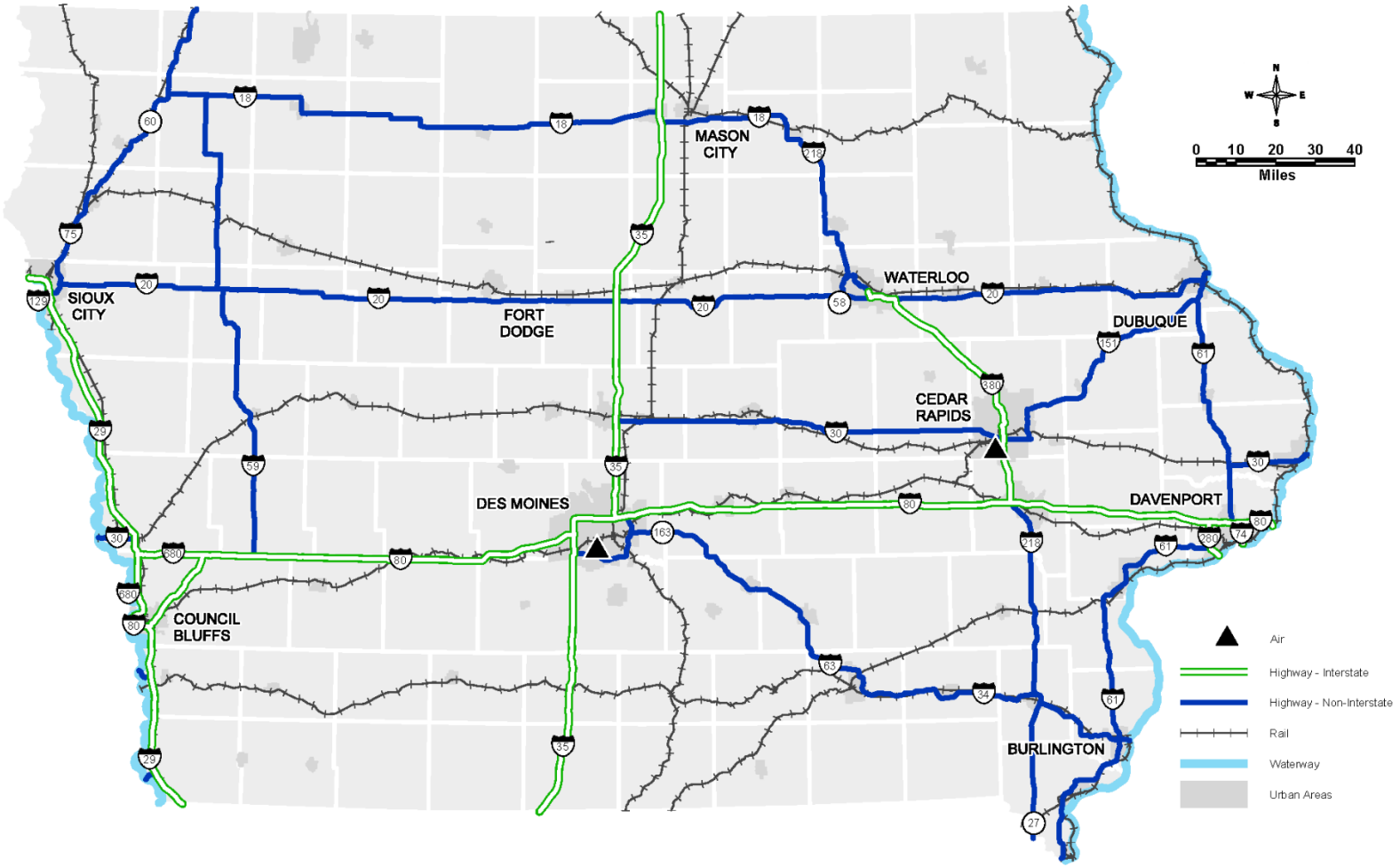


Iowa Multimodal Freight Network

AIR	Top cargo airports
HIGHWAY	Truck traffic *(30% truck traffic* or 1000 AADT*)* Oversize/overweight permitted loads *(1000 permits annually*)*
RAIL	Tonnage per line *(5 million tons per mile*)*
WATERWAY	Marine highways

**based on a multiyear average*

Iowa Multimodal Freight Network



Next steps

- Feedback from FAC
- Finalize networks
- Utilize for design considerations, implementation strategies, improvements, prioritization, etc.

THANK YOU FOR YOUR TIME AND ATTENTION

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