

24th meeting of the
IOWA FREIGHT ADVISORY COUNCIL

December 14, 2018
 10:00 AM to 2:00 PM
 Courtyard Marriot
 2405 SE Creekview Dr, Ankeny, IA 50021

Members

	Joel Brinkmeyer	x	Bob Rafferty for Delia Moon-Meier
x	Andy Cernin	x	James Niffenegger
x	Tom Determann		Kelli O'Brien
	Greg Dickinson		Joe Parsons
x	Don Egli	x	Dan Sabin
	Bill Horan		Col. Steven Sattinger
	Greg Jenkins	x	Mike Steenhoek
x	Calean Kokjohn		Kris Vander Kamp
	Ron Lang		Ron White
x	Don McDowell	x	Tim Woods
	Evan Moon		

Ex-Officio Members

	Todd Ashby	x	Jarred Lassiter for Mike Norris
x	Karen Bobo	x	Paul Ovrom
x	Mike Hadley		Robert Palmer
x	Michael Kober	x	Joseph Rude
	Sean Litteral		Louis Vander Streek
x	Shirley McGuire	x	Jennifer Wright

Iowa DOT

x	Stu Anderson	x	Amanda Martin
x	Phou Baccam	x	Phil Meraz
	Mikel Derby	x	Phil Mescher
x	Sam Hiscocks		Tammy Nicholson
x	Laura Hutzell	x	Garrett Pedersen
x	Alex Jansen	x	Charlie Purcell
x	Renee Jerman		Angel Robinson
	David Lorenzen		Melissa Spiegel
x	Mark Lowe	x	Brad Hofer
x	Craig Markley	x	Matt Hofer
	Scott Marler		

Guests

x	Ron Schaefer (Leidos)		
x	Nick Owens (WB Dynamic)		

Meeting input objectives

1. Offer opinions on the viability and usefulness of a potential oversize/overweight permitting traveler alert system.
2. Provide input on the Iowa DOT Five-Year Program development process and Project Prioritization tool criteria.
3. Discuss the goals, objectives, and future direction of the Freight Advisory Council, as well as defining expectations.

10:00 AM Safety Briefing

Amanda Martin
Iowa DOT

Welcome and Introductions

Council ice-breaker: *How are new and emerging technologies impacting your business? Is there anything we should consider for the next agenda?*

Tom Determann, Chair
Clinton Regional
Development Corp.

Amanda Martin opened the meeting with a safety briefing. Tom Determann, Chair of the FAC, then led introductions and ice-breaker topics discussed by the group. Each member was asked, “How are new and emerging technologies impacting your business? Is there anything we should consider for the next agenda?”

Responses included:

- Don Egli stated that more and more trucking companies are ordering trucks with new technologies such as adaptive cruise control, crash avoidance, etc. and this is a great thing for safety and efficiencies.
- Dan Sabin shared that the rail industry is currently implementing positive train control (PTC), a very expensive technology which creates an interface between trains, satellites, etc. to reduce the impact of human error and advance the industry significantly.
- Andy Cernin mentioned that it is important to aggressively look for new technologies to improve efficiencies and keep up with overnight delivery companies.
- Mark Lowe stated that electric passenger and commercial vehicles are increasing, which will have a large impact on transportation. These vehicles are becoming more affordable and the battery power is there to make them a feasible option. Iowa needs to start building the infrastructure for these types of vehicles.

10:20 AM OS/OW Permitting Traveler Alert System

Presentation on current effort to develop and test a model deployment in an application designed to provide real-time information specific to the movement of freight and permitted oversize/overweight loads.

Ron Schaefer &
Nick Owens
LEIDOS

Ron Schaefer (LEIDOS) and Nick Owens (WB Dynamic) presented on a concept being developed in the form of a mobile application that would assist oversize/overweight (OS/OW) load drivers. Shippers and trucks moving

permitted OS/OW loads identified the availability of timely and detailed information on events that require changes in a permitted route as a critical need to help ensure their ability to move loads on a multi-state route safely and efficiently. Therefore, Mr. Schaefer and Mr. Owens are working to develop and test a multi-state, regional, and/or corridor-specific application designed to provide real-time information specific to the movement of freight and OS/OW loads. Key components include:

- Location of work zones and height, weight and width restrictions that require changes in the permitted route
- Expected duration of the work zone and when any restrictions will be lifted
- Location of traffic incidents with expected incident duration and any restrictions that result from the incident
- Road weather events that may cause problems along a permitted route
- Location and duration of planned special events
- Information on locations where the operator can stop or park safely and address whatever issue is adversely impacting the permitted route

FAC members provided recommendations and other things to consider such as including secondary and local roads and bringing software vendors and other regional/national transportation groups to the table. Next steps for the project include finalizing funding sources, including a pooled fund study and different USDOT grants, and determining which States are interested in participating.

11:20 AM Five-Year Program/Project Prioritization

An overview of the development process for the Iowa DOT Five-Year Program and an opportunity for the FAC to provide input on the goals, objectives, and process, as well as other things to consider. This session will also include an opportunity for members to provide input to seven criteria of the Project Prioritization tool (Bridge, Pavement, Traffic, Safety, Importance, Freight, Mobility).

**Stu Anderson,
Matt Haubrich &
Brad Hofer
Iowa DOT**

Stu Anderson gave a brief overview of the Iowa Five-Year Program development process. The Five-Year Program includes projects on the primary highway system and the associated bridges and is approved each June. There is a great deal of data that goes into the decisions for what to include, but packaging and presenting this information to the Iowa Transportation Commission can be very challenging. The Project Prioritization tool is one of the numerous instruments used by the Iowa DOT to analyze potential road projects.

Brad Hofer presented on the seven criteria that are included in the tool – bridge, pavement, traffic, safety, road classification, freight, and mobility. Mr. Hofer gave an overview of how each is calculated and asked members to provide feedback, especially on the freight component. Recommendations were to include manufacturing facilities, separate passenger traffic and truck traffic, review OS/OW data, and consider the value of freight.

Matt Haubrich then took the members through a multi-criteria decision analysis in which they were asked to weight all seven criteria against each other. Members submitted their responses to DOT staff. The exercise

resulted in weights for each of the criteria that very closely aligned with the weights that had been identified through similar exercises done with Iowa DOT staff and the Iowa Transportation Commission.

12:15 PM Lunch

1:00 PM Freight Advisory Council Discussion

A discussion of the role, makeup, vision, and outcomes of Iowa's FAC, led by the next Chair.

**Mike Steenhoek
Soy Transportation
Coalition**

Current Vice Chair Mike Steenhoek led members in a discussion regarding the purpose, meeting approach, and membership of the FAC. Mr. Steenhoek highlighted the mission of the group and identified that the meetings are very informative and great networking opportunities, but there is room for improvement on the advisory aspect of the meetings. Great advice has five components – specific in nature, given by qualified individuals, provided in an open and accommodating format, clear how the feedback will contribute, and clear how the result will provide benefit to others.

Mr. Steenhoek and other FAC members provided a number of ideas and recommendations for improvement. These included a more focused agenda where one or two topics are covered with specific questions/opportunities for advice. In addition, providing materials and context ahead of time would allow members to prepare and gather other input prior to the meetings in order to be better equipped to provide advice. Membership was also discussed and a number of ideas were brought to the table. There was agreement that more shippers should be invited to either join and/or present to the FAC on their logistical challenges. They would provide valuable perspective on things that could be focused on. Ideas related to potential term limits for members and/or accountability for not participating/attending were also presented.

Identified next steps included Iowa DOT employees working with Mr. Steenhoek to identify a focus area for the next meeting and further explore membership and participation issues. The goal is to begin implementing these new ideas at the March 2019 meeting.

2:00 PM Adjourn

2019 meetings: March 8, June 7, September 6, December 13