

23rd meeting of the
IOWA FREIGHT ADVISORY COUNCIL

September 14, 2018
 10:00 AM to 2:00 PM
 Ramada Tropics Resort & Conference Center
 5000 Merle Hay Road, Des Moines, IA 50322

Members

	Joel Brinkmeyer	x	Delia Moon-Meier
x	Andy Cernin		Joe Parsons
x	Tom Determann	x	Scott Bannister for Dan Sabin
x	Greg Dickinson		Col. Steven Sattinger
	Don Egli		Scott Stabbe
x	Bill Horan	x	Mike Steenhoek
	Greg Jenkins		Kris Vander Kamp
	Calean Kokjohn	x	Ron White
x	Ron Lang	x	Tim Woods
x	Don McDowell		
	Evan Moon		

Ex-Officio Members

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

Iowa DOT

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

Guests

x	David Roggy (American Ground Screw)		

10:00 AM Safety Briefing

Amanda Martin
Iowa DOT

Welcome and Introductions

Tom Determann, Chair

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

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:

- Sean Litteral identified electric trucks as an emerging technology that will pose challenges, such as roadway funding without paying gas tax.
- Bill Horan mentioned that law enforcement agencies are considering equipping each vehicle with a drone to analyze accident scenes, allowing involved vehicles to be cleared more quickly.
- Ron White notified the group that the Olmstead Lock & Dam construction has been completed after roughly 30 years, which is very beneficial for the waterway industry. He also mentioned that barge companies are looking into the viability of LNG use to fuel barges.
- Mark Lowe explained two studies assigned to the Iowa DOT by the Iowa Legislature, one looking into electric vehicle revenue sources and one on the issue of electric charging infrastructure.

10:15 AM Iowa DOT Updates

Stu Anderson
Iowa DOT

- Miscellaneous updates from the Department

Upper Mississippi River Alternative Financing Study

- June 8th Stakeholder Summit recap
- Waterways funding and Iowa DOT involvement
- Pursuing a waterway project on the Upper Mississippi River

Stu Anderson provided an update on Iowa DOT activities and other freight-related initiatives taking place at the State and Federal level. Mr. Anderson began by informing the group on the status of the Linking Iowa's Freight Transportation System (LIFTS) program. Iowa DOT and the Iowa Transportation Commission opted to use 10 percent of the funding provided by the National Highway Freight Program (NHFP) for a competitive grant program to fund freight-related projects. Iowa DOT just awarded five of the seven applicants for this round. Another round will begin soon.

Mr. Anderson then gave an overview and status of the Upper Mississippi Inland Waterway Analysis the Iowa DOT is working on. The State of Iowa, including the Iowa DOT, has been involved in several previous Upper Mississippi River navigation initiatives and is using this study to advance closer to the goal of an efficient and reliable waterway. The study objectives include: reassessing system condition, identifying pilot project scenarios and economic analysis, governance analysis, financing/delivery alternatives, and stakeholder outreach. Mr. Anderson covered commodity forecasts, pilot project scenarios, and other findings thus far. There is also the possibility of utilizing the 10 percent of the funding provided by the NHFP for funding a

waterway project in the future, such as a new mooring cell. Next steps include finalizing the report, consider programming funding for a waterway project, and continuing to partner with the U.S. Army Corps of Engineers.

11:00 AM Truck Parking/Rest Areas

An overview and update on two initiatives in the state.

- Iowa Statewide Rest Area Management Plan
- Truck Parking Information and Management System (TPIMS)
- Truck Stops and Travel Plazas

Brad Hofer
Iowa DOT

Phil Mescher
Iowa DOT

Delia Moon-Meier
Iowa 80 Group

Brad Hofer, Phil Mescher, and Delia Moon-Meier each presented on current truck parking challenges and initiatives from the public and private point of view. Mr. Hofer began by providing an update on the Iowa Statewide Rest Area Management Plan currently underway. Industry feedback, input from the Iowa Transportation Commission, and public input have all been completed for the project. Public involvement, a parking-only site repurposing study, and a truck parking mitigation study are all currently underway. Implementation recommendations currently are to implement truck parking mitigation throughout the system, evaluate the use of the Truck Parking Information Management System (TPIMS), close one full service rest area and 14 parking-only sites in years 1-5, close nine full service rest areas and two parking-only sites in years 5-15, and close one full service rest area in years 15-30. Input on these recommendations has been requested.

Mr. Mescher provided an update on the multi-state TPIMS effort expected to begin operation in 2019. Eight Midwest states were awarded a Federal TIGER grant to analyze a regional truck parking information and management system. TPIMS will utilize technology solutions to help notify truckers of parking availability along major freight corridors. This could involve in-ground sensors, cameras, road signs, etc. The system will be implemented at 42 locations (this includes rest areas, truck stops, convenience stores, and other locations) in Iowa, primarily along I-80. The system is expected to go live in January 2019.

Ms. Moon-Meier of the Iowa-80 Truck Stop then presented the private sector perspective for addressing truck parking challenges. The Iowa-80 Truck Stop, also known as the World's Largest Truck Stop, provides multiple amenities to truckers and other non-commercial travelers. This includes a convenience store, multiple restaurants, shopping, showers, a movie room, barber shop, dentist, chiropractor, chapel, laundry, workout room, a service center, fuel station, and a trucking museum. Ms. Moon-Meier then highlighted a few threats to truck stops, which include variations in State Fuel Tax rates, lifting the 1956 Federal ban on commercialization of rest areas, and allowing States to toll existing roads.

12:00 PM Lunch

12:45 PM Ag Transportation and Trade

A presentation on recent Soy Transportation Coalition efforts relating to the transportation and trade of agricultural products including the impacts of tariffs and the "trade war."

Mike Steenhoek
Soy Transportation Coalition

Vice Chair Mike Steenhoek of the Soy Transportation Coalition gave an overview and update on multiple topics in agricultural transportation and international trade. Mr. Steenhoek began with an overview of international demand for agricultural products, namely soybeans. The transportation system and government policies play major roles in connecting supply and demand. China is currently the top soybean importer in the world. The top producers of soybeans for China are 1) Brazil, 2) the U.S., and 3) Argentina. The U.S. currently has a competitive advantage in exporting agricultural goods over the rest of the world due to an efficient and cheap transportation system, but other countries with more production capacity (e.g., Brazil) are improving their transportation system which shrinks the U.S. advantage.

The current trade war with China will have a negative impact on soybean farmers (mainly in those regions that export via the Pacific Northwest), at least in the near term. Some industries are better able to readjust based on demand, but farming is not that flexible. Farmers will need to find other domestic and international markets to sell their goods.

Mr. Steenhoek gave an overview of the Soy Transportation Coalition's "Top 10 Most Wanted List of Infrastructure Priorities." Three of the Top 10 list were highlighted. First, dredging the Lower Mississippi River between Baton Rouge, LA and the Gulf of Mexico from 45 ft. to 50 ft. would have the largest impact on agriculture in the Midwest. This project would maximize profits for Iowa farmers and the dredged material could be used to fortify the Louisiana coast line.

Next, an improved funding model is needed for the Lock & Dam system on the inland waterway system to efficiently complete improvement projects. The current model is inefficient and costs taxpayers much more in the long run in terms of both costs and delayed benefits – cost overruns and project delays are predictable outcomes. More predictable funding is needed. How money is allocated is just as important as how much money is allocated.

Third, grants to States and Local governments to help pay for bridge load testing technologies would benefit rural areas by reducing the likelihood of rural bridges being unnecessarily load restricted and increase the likelihood of taxpayer funding being allocated more strategically to those bridges in greatest need of repair/replacement.

Another potential "game changer" for agriculture transportation highlighted by Mr. Steenhoek is the initiative for Container-on-Vessel movement by American Patriot Holdings. This group has designed a vessel with low emissions, high fuel efficiency, high container capacity, and the ability to move through 600 ft. locks in one trip. This approach is expected to be more economical and realistic than Container-on-Barge movements that have been tested previously.

2:18 PM Adjourn

2018 meetings: December 14th