

**Freight Advisory Council**  
**August 1, 2012 Meeting Minutes**  
**10:00am-2:00pm**  
**Courtyard Marriott**  
**Ankeny, IA**

**ATTENDANCE:**

**Members:**

X Zach Bader	Bill Phelan
Kevin Burke	Dan Sabin
X Larry Daily	Kelly Sanders
X Tom Determann	X Jeff Schnell
X Kathy Evert (by phone)	X Devin Sires
X Murry Fitzer	X Scott Stabbe
X Natalie Hammer	X Mike Steenhoek
X Bill Horan	X Brent Vanderleest
Ron Lang	X Tim Woods
Delia Moon-Meier	

**Ex-Officio:**

Todd Ashby	X Shirley McGuire
Kate Carlucci	X Mike Norris
X Mike Hadley	X Brett Tjepkes
X Becky Hiatt / Lubin Quiones	X Jennifer Wright
X Kathy Hill for Joseph Rude	X Cecil Wright
X Harold Hommes	

**Iowa DOT:**

X Paul Trombino III	X Mark Lowe
X Stu Anderson	X Craig Markley
X Mike Clayton	X Amanda Martin
X Dan Franklin	X Tammy Nicholson
X Tina Hargis	X Craig O'Riley
X David Lorenzen	X Lee Wilkinson

**1) Welcome and Introductions (10:00am):** Paul Trombino III, Director of the Iowa Department of Transportation (DOT) and other Iowa DOT Staff welcomed members of the Freight Advisory Council. Members introduced themselves and Director Trombino discussed with the group the importance of Freight in Iowa and the role of the Freight Advisory Council (Council). He went on to say the Iowa DOT hopes to learn from the Council on how to help enhance Iowa's freight system and work directly with the Iowa Transportation Commission to make changes that add value to the Council's freight interests.

**2) Roles and Responsibilities:** Iowa DOT Staff reviewed the roles and responsibilities of the Council, which included a review of the Council's purpose, three main goals, and a discussion on the wide array of freight movement issues important to Iowans.

**3) Selection of a Chair and Vice Chair:** Iowa DOT Staff began a review of the Council's framework, which included discussion about the organizational structure of the group, and a brief discussion on membership and the future selection of a Chair and Vice Chair. Staff stated that an internal Iowa DOT Freight Committee is also being created. This group would be tasked with researching and analyzing issues identified by this Council.

**4) Iowa DOT Freight Clearinghouse website:** Iowa DOT Staff presented the idea of a Freight webpage on the Iowa DOT's website. The webpage would be a place where meeting agendas, minutes, and membership information for the Council could be found. The webpage would also include various freight links, tools, maps and freight project information.

**5) Map-21 Overview:** Iowa DOT Staff reviewed with the Council the new freight guidelines set under MAP-21. These guidelines set the stage for additional freight planning. The MAP-21 discussion included a summary of finance and revenue changes under the new bill, the establishment of a National Freight Policy, proposed National Freight Network and National Freight Strategic Plan. Staff also discussed the idea of creating a State Freight Plan. Staff stated that Iowa's backbone freight system is excellent, but challenges do exist. The Iowa DOT has a lot of experience in building and maintaining infrastructure, but could use help from the Council to identify deficiencies or ways to improve the system.

**6) Issue Development:** Staff reiterated that one of the main goals of the council is to assist the Iowa DOT in addressing a wide array of freight issues/obstacles important to Iowans. Issues discussed fell under the topics of infrastructure, operations, regulations, financial and research and education. Examples of issues discussed included (*see full list on pages 4-5*):

- Infrastructure:
  - Limited intermodal connections
  - Deteriorating infrastructure
  - Congestion/capacity challenges
  - More direct water transportation information
- Operations:
  - Roadway geometry issues at intersections, roundabouts for larger loads
  - Labor (driver shortage)
  - Weight considerations for carriers switching to compressed natural gas (CNG)
  - Reasonable access to CDL testing facilities
- Regulations:
  - Hours of service
  - Federal truck size and weight study
  - Rail regulation
  - Oversize/overweight permitting
- Financial:

- Transportation funding
- Energy costs and their relationship to freight
- Economy
- How to generate revenues from alternative fuel vehicles for the use of roadways
- Research and Education:
  - Factors influencing freight modal shifts
  - Lack of empty containers for use in Iowa
  - Lack of engagement by stakeholders in the transportation planning and programming processes.

After a list of issues had been identified, Iowa DOT staff stated they would be emailing the list to Council members and asking them to review it, provide staff with their suggested changes and then prioritize each issue. Staff noted that the prioritization of these issues will be useful as we start to develop a freight strategic plan for Iowa.

**7) Future Meeting Agenda Items:** Staff asked the group to help develop future agenda items. Ideas discussed by the Council included:

- Bringing in a guest speaker to speak on the topic of freight (CFIRE example).
- Use prioritization survey results to pick top issues for discussion.
- Have at least one Council member report on their challenges in freight at every meeting.
- Present a rough draft of the State Strategic Plan.
- Present/discuss draft of freight webpage on Iowa DOT's website.

**8) Next Meeting Date:** Staff concluded the next meeting of the Iowa Freight Advisory Council would take place sometime during the October/November months. Staff will send out a meeting notice to Council Members within the next two weeks with confirmed date and location.

Meeting adjourned at 2:00pm.

## **Identified Issues**

### **Freight Advisory Council Meeting**

#### **Infrastructure**

1. Limited intermodal connections
2. Deteriorating infrastructure including rural roads and bridges
3. Congestion / capacity challenges
4. Need more direct water transportation information
  - Website
  - Coordinate with federal agencies
  - Aging locks and dams
  - impact on transportation costs
5. DDG (distillers dried grain) - oil aggregation site
  - Potential transload
6. Transload facility study
7. Bridge abutments / approaches
  - Poor elevation alignment may cause damage to bridges and vehicles
8. Better bridge analysis to minimize requirements for oversize vehicles - i.e. must straddle centerline and reduce speed considerably
9. Safety of curves due to lack of signage
10. Migration of long-haul movements to rail (intermodal need)
  - Fuel costs
  - Driver shortage
11. Ramps – trucks make roundtrip container hauls (paper ramps)
12. Getting containers to central Iowa – Firestone and identity preserved soybeans
  - Container balance - Chicago
13. FM (farm to market) roads – local roads direct access
14. Diesel fuel shortage – upcoming harvest season diversion to the Dakotas for fracking
15. Road condition impact on equipment
16. Analyze truck size and weight requirements: heavier containers provide advantage

#### **Operations**

17. Congestion / capacity challenges
18. Roadway geometry issues at intersections related to the length of turbine blades – i.e. roundabouts for bigger loads
19. Labor (driver shortage)
20. Weight considerations for carriers switching to compressed natural gas (CNG)
21. Reasonable access to CDL testing facilities
22. Get quality drivers / ability to pass tests (drug, etc.)
23. Lack of quality drivers to pursue that career path - being home at night
24. Shortage of labor for all skilled industries in Iowa and retaining youth in Iowa
25. Mechanical solutions to carry more weight per truck - more axle configurations
26. Farmers using more semis to haul grain farther resulting from changes in farming, also other businesses have changed resulting in more trucking
27. Long construction zones
28. County budgets limiting when local roads are cleared from snow / ice

29. Information about when clearing snow / ice and when complete so transport providers can make routing choices
30. Consider freight movements when performing state, county, city maintenance activities

### **Regulations**

31. Hours of service
32. Federal truck size and weight study
33. Rail regulation
34. Integrated county and local permitting
35. Oversize / overweight permitting
36. Interstate (cross state) coordination of regulations
37. Make it easier to comply
  - Education
  - Information / user friendly
  - Use ag extension to educate
  - Turbo tax type of interface to educate on regulations / IEDA example for small businesses
38. Too lax – allowing non-CDL drivers to operate air brakes
  - Require farmers to have CDL if trucking on roadways

### **Financial**

39. Transportation funding (i.e. fuel tax increase, etc.)
40. Energy costs and their relationship to freight
41. Economy
42. How to generate revenues from alternative fuel vehicles for the use of the roadways

### **Research and Education**

43. Factors influencing freight modal shifts
44. Lack of empty containers for use in Iowa
45. Lack of engagement by stakeholders in the transportation planning and programming processes

### **Etc**

46. Impacts from new industries like biofuels and cellulose
47. Development of infrastructure to support use of compressed natural gas (CNG) along commercial corridors
48. CSA (Compliance, Safety, Accountability) challenges
  - FMCSA (Federal Motor Carrier Safety Administration) enforcement
  - DOT enters / records every inspection