

Freight Advisory Council
September 9, 2016 Meeting Minutes
10:00 AM to 2:00 PM
Ramada

ATTENDANCE:

Members:

	Terry Bailey	x	Ron Lang
	Joel Brinkmeyer	x	Don McDowell
x	Kevin Burke		Delia Moon-Meier
	Col. Craig Baumgartner	x	Dan Sabin
	Tom Determann	x	Scott Stabbe
	Kevin Ekstrand	x	Mike Steenhoek
	Murry Fitzer		Brent Vanderleest
	Natalie Hammer	x	Ron White
	Bill Horan		Tim Woods
x	Greg Jenkins		

Ex-Officio:

	Todd Ashby		Robert Palmer
	Mike Hadley	x	Joseph Rude
x	Karen Bobo	x	Brett Tjepkes
x	Harold Hommes	x	Jennifer Wright
	Shirley McGuire		Cecil Wright
x	Mike Norris		

Iowa DOT:

	Paul Trombino III	x	David Lorenzen
x	Stu Anderson		Mark Lowe
x	Charlie Purcell	x	Craig Markley
	Mike Clayton	x	Amanda Martin
	Mikel Derby	x	Phil Meraz
	Lance Evans	x	Tammy Nicholson
	Susan Wallace for Dan Franklin	x	Garrett Pedersen
x	Phou Baccam for Tina Hargis		Denise Said
	Sam Hiscocks		John Selmer
x	Laura Hutzell		Kim Snook
x	Sandra Larson	x	Wes Mayberry
x	Phil Mescher	x	Diane McCauley
x	Kyle Barichello	x	John Narigon

Guests:

x	Sean Litteral (FHWA)	x	Mark Johnson (FHWA)
x	Alicia Coffee	x	Don Egli (IMTA)
x	Richard Langer	x	Weiwen Xie

1) Welcome and Introductions (10:00 am): Amanda Martin provided an opening safety briefing. Ron Lang, Chair, welcomed the members of the Freight Advisory Council. The Council members introduced themselves and were asked the question, “*Is there anything Iowa DOT should consider including on the next agenda or for the next meeting?*” Responses included:

- Performance measures
- Traffic management center specifics
- Five-year plan update
- Forecast of freight volumes and trends
- Increased opportunities for states and cities to take advantage of freight
- Upcoming legislative session (freight-related)
- Freight plan and TSMO plan interactions
- I-80 scale updates
- Presentation by Director Trombino on multi-state collaboration so far (lessons learned)
- FedEx hub tour

2) FAC membership discussion and survey (10:20 AM): Garrett Pedersen with the Iowa DOT Office of System’s Planning mediated a discussion with FAC members regarding membership lengths, turnover, attendance, and managing of meetings. When asked for recommendations on these topics, the following were listed by FAC members:

- Have an annual panel of shippers to discuss pros/cons, predictions, etc.
- Utilize more specific questions during meetings
- Focus on going in-depth on one or two topics rather than rushing through a full agenda (quality over quantity)
- Introduce topics before the meeting and engage members ahead of time
- Engage members on topic in between meetings
- Provide updates on freight-related issues in Washington, D.C.
- Utilize past members as subject matter experts

- Discuss disruptive technologies that will impact freight

- 3) Statewide Freight Transportation Network Optimization Strategy (10:40 AM):** Richard Langer and Weiwen Xie of Quetica gave an overview and update of the Statewide Freight Transportation Network Optimization Strategy that the Iowa DOT and Quetica have been working on. The aim of this project is to effectively identify and prioritize investment opportunities for an optimized freight transportation network to lower transportation costs and promote business growth. This is the first time a State DOT has been involved in attempting to optimize the statewide freight transportation network to lower transportation costs for shippers. The final report has been released and work continues on refreshing the model and further developing the Cedar Rapids Logistics Park, a project that stemmed from this strategy.
- 4) Cedar Rapids Logistics Park FASTLANE Award (11:10 AM):** Craig Markley with the Iowa DOT Office of System's Planning informed the FAC of a recent grant awarded to the Iowa DOT to assist with development of the Cedar Rapids Logistics Park. This logistics park was a recommendation listed in the Statewide Freight Transportation Optimization Strategy, with a total estimated cost of \$46.5 million. The FASTLANE grant was awarded for \$25.65 million, one of 18 projects selected out of 212 applicants. The new facility, which is expected to be completed in 2018, will include integrated intermodal (35 acres), cross-dock (120,000 square feet with 200 doors), and transload (two tracks with storage area for dry and liquid bulk materials).
- 5) FAST Act Freight Funding Update (12:30 PM):** Stu Anderson provided an update and answered questions relating to the status of FAST Act funding and initiatives at the Iowa DOT. Topics and inquiries from members included were related to FAST Act freight formula program and the 10 percent reserved for freight projects. Recommendations have been made to the Iowa Transportation Commission on allocating 10 percent of the annual apportionment for freight intermodal or freight rail programs and awarding this through an

annual application process similar to the LIFTS program. Next steps include adoption by the Commission and development of recommendations for program implementation.

6) The Iowa City/Cedar Rapids Automated Vehicle Project with High Definition Mapping and Predictive Traffic Modeling (12:50 PM): Sandra Larson with the Iowa DOT Systems

Operations Bureau presented on a current project being carried out by Iowa DOT, HERE of North America, University of Iowa, and Iowa State University. The purpose is to develop strategies that further the research, development, testing, operation, and implementation of automated vehicles in the State of Iowa. Ms. Larson presented on the advantages of automated vehicles such as increased safety, reduced congestion, increased efficiencies for freight movement, etc. Basic information about how automated vehicle technology works was also covered. Finally, Ms. Larson explained that one of the outcomes of this effort will be HD mapping of the I-380 corridor in Iowa to make it a live integrated connected vehicle/automated vehicle corridor. This mapping will make tracking precise vehicle locations possible for automated vehicles.

7) International Traders of Iowa (1:20 PM): The presentation was removed from the agenda due to unavailability.

8) I-80 Planning and Environmental Linkage Study (1:40 PM): John Narigon and Wes Mayberry with the Iowa DOT Office of Environment presented on one of the components that making up the I-80 Planning Study, an analysis of different improvement strategies along the entire I-80 corridor in Iowa. Mr. Narigon gave an overview of current and future traffic, reasons for implementing truck treatments, and types of truck treatments. Following this information, Mr. Narigon went in depth on truck-only lanes, providing an explanation of the analysis done to date. The presentation ended with a final truck-only lane conclusion: “While there are definite benefits to truck-only lanes, the cost to construct would necessitate a financing method not used for roads in Iowa.”

Meeting adjourned at 2:00 p.m.