

Freight Advisory Council
December 11, 2015 Meeting Minutes
10:00 AM to 2:00 PM
Ramada Tropics Resort & Conference Center
5000 Merle Hay Road, Des Moines

ATTENDANCE:

Members:

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

Ex-Officio:

	Todd Ashby		Robert Palmer
x	Mike Hadley	x	Joseph Rude
x	Sean Litteral for Mark Johnson	x	Brett Tjepkes
x	Harold Hommes		Jennifer Wright
x	Shirley McGuire		Cecil Wright
	Mike Norris		

Iowa DOT:

	Paul Trombino III	x	David Lorenzen
x	Stu Anderson		Mark Lowe
x	John Adam	x	Craig Markley
	Mike Clayton	x	Amanda Martin
x	Mikel Derby	x	Phil Meraz
	Lance Evans	x	Tammy Nicholson
x	Dan Franklin	x	Garrett Pedersen
x	Tina Hargis		Denise Said
x	Sam Hiscocks		John Selmer
x	Laura Hutzell	x	Kim Snook
	Sandra Larson		Lee Wilkinson
x	Phil Mescher	x	Diane McCauley
x	Kyle Barichello		

Guests:

x	Kevin Keller, HDR	x	Theresa McClure, HDR
x	Chris Herrick, KDOT	x	John Maddox, KDOT

x	Michael Moriarty, KDOT	x	Davonna Moore, KDOT

1) Welcome and Introductions (10:00 am): Tammy Nicholson 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, “What should Iowa DOT be doing relative to freight that we are not currently doing?” Responses included:

- Continue to provide quality infrastructure, especially the farm-to-market system
- Advancing the farm-to-market system as the industries shift
- Re-energize Iowa’s efforts on the waterways
- Focus on regional economic development – work with neighboring states
- More work with intermodal facilities and barge terminals
- Continue to focus on issues brought up at FAC meetings
- Be more aggressive now that we have more sustainable funding
- Increase the speed of getting things done
- Continue to increase safety
- Collaborate with peers in the industry
- Stay on top of regulations
- Continue to explore more opportunities for container on barge facilities
- More standardization between states

2) Regional Truck Parking Information and Management System(RTPIMS) TIGER grant (10:30 am): Phil Mescher described a TIGER grant awarded to eight of the ten MAASTO states (Kansas, Iowa, Minnesota, Wisconsin, Michigan, Indiana, Ohio, and Kentucky) for the RTPIMS system. This will focus on ITS technology to provide-real time data on parking availability at Private and Public truck stops and rest areas. The availability/safety of truck parking is a major issue throughout the Midwest and most of the nation. With the projected increases in truck traffic, this will only intensify. To help solve this problem, each state will design and implement its own truck parking information system. Each of these will be able to be regionally integrated so that all systems work together.

3) Kansas Department of Transportation transload efforts (10:40 am): John Maddox from KDOT gave an overview of their process for determining where to build a new transload

facility in Kansas. The initiative began at a Freight Summit when the lack of transload access in rural areas was identified as a major issue. Site selection involved a very technical and transparent process that included determining primary and secondary freight corridors, consulting with railroads, forming a separate advisory committee, and an application process. The effort has been going on since 2013.

- 4) Federal Legislative update (11:00 am):** Dan Franklin provided an update on Legislative activity at the federal level. This update included the recently signed Fixing America's Surface Transportation (FAST) Act. This is a five-year, \$305 billion bill that increases funding nearly 3 percent per year. This extended much of MAP-21 but with more of a "freight focus." Two of the major freight-related pieces are the National Highway Freight Program and the Nationally Significant Freight and Highway Project Program. Other freight items included encouragement of state freight advisory committees, requirement of comprehensive state freight plans, and highway traffic and motor carrier safety.

- 5) Linking Iowa's Freight Transportation System Program update (11:15 am):** Tammy Nicholson provided an overview of Iowa DOT's Linking Iowa's Freight Transportation System (LIFTS) Program. This is a one-time funding opportunity through grants for projects in the state that contribute to effective and efficient freight transportation. 25 applications were received as part of the program and are currently being reviewed by DOT staff. Requests totaled \$17.2 million for studies, rail capacity improvements, and transloading.

- 6) Agriculture transportation update (11:30 am):** Mike Steenhoek with the Soy Transportation Coalition presented on the importance of transportation to U.S. agriculture and the decreasing comparative advantage that the country currently enjoys. The nation's international competitiveness depends on transportation. The U.S. is the world's leading soybean exporter, a role it holds partly due to the fact that transportation costs are relatively cheap compared to other countries. However, these other countries are investing in their systems much more aggressively than the United States. Transportation is only as strong as the weakest link and major investment needs to be made in the freight

transportation system to continue to hold a competitive advantage in shipping agriculture products.

7) State Freight Plan and State Rail Plan (12:30 pm): Theresa McClure with HDR carried out two exercises with the FAC, one for the State Freight Plan, and one for the State Rail Plan. The State Freight Plan exercise involved reviewing 18 freight strategies that have been developed for improving freight in Iowa. FAC members then voted on the level of impact and the level of effort involved for each. The State Rail Plan exercise reviewed and validated draft goals and objectives of the plan. Each goal and objective was discussed among the members.

Meeting adjourned at 2:00 p.m.