

16th meeting of the
IOWA FREIGHT ADVISORY COUNCIL

December 2, 2016
 10:00 AM to 2:00 PM
 Courtyard Marriot
 2405 SE Creekview Dr, Ankeny, IA 50021

Members

x	Andy Barnes for Col. Craig Baumgartner	x	Calean Kokjohn
	Joel Brinkmeyer	x	Ron Lang
x	Andy Cernin for Kevin Burke	x	Don McDowell
x	Tom Determann		Delia Moon-Meier
x	Greg Dickinson	x	Joe Parsons
	Randy Draper		Dan Sabin
x	Sarod Dhuru	x	Scott Stabbe
x	Don Egli	x	Mike Steenhoek
	Kevin Ekstrand		Ron White
x	Bill Horan	x	Tim Woods
	Greg Jenkins		

Ex-Officio Members

x	Todd Ashby	x	Emery Ellingson for Mike Norris
	Karen Bobo		Robert Palmer
x	Mike Hadley	x	Joseph Rude
x	Harold Hommes		Brett Tjekes
x	Sean Litteral		Cecil Wright
	Shirley McGuire	x	Jennifer Wright

Iowa DOT

	Stu Anderson	x	Craig Markley
x	Phou Baccam	x	Scott Marler
	Kyle Barichello	x	Amanda Martin
	Mike Clayton	x	Diane McCauley
x	Mikel Derby	x	Phil Meraz
x	Tina Hargis	x	Phil Mescher
x	Sam Hiscocks	x	Tammy Nicholson
x	Laura Hutzell	x	Garrett Pedersen
	Sandra Larson	x	Charlie Purcell
x	David Lorenzen		John Selmer
x	Mark Lowe		Lee Wilkinson

Guests

x	Brenda Neville (Iowa Motor Truck Assoc.)		

10:00 AM Safety Briefing

Amanda Martin

Welcome and Introductions

Ron Lang, Chair

Council ice-breaker: *What critical or emerging issues are you experiencing in your industry? Is there anything we should consider for the next agenda or for the next meeting?*

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 questions, "What critical or emerging issues are you experiencing in your industry?" Is there anything we should consider for the next agenda or for the next meeting? Responses related to the SOLAS and ACE rules being hot topics right now for shippers.

10:20 AM 2017 Vice Chair Nominations

Garrett Pedersen

Tom Determann (current Vice Chair) will be taking over as Chair of the FAC beginning in 2017. We will now start taking nominations or volunteers for next year's Vice Chair.

Garrett Pedersen addressed the group noting that this is Ron Lang's last meeting serving as Chair of the Freight Advisory Council. Tom Determann, current Vice Chair, will be taking over as Chair in 2017. After the group thanked Ron Lang for his service, Mr. Pedersen asked for 2017 Vice Chair nominations. Mike Steenhoek was nominated and Mr. Steenhoek accepted the position.

10:30 AM Legislative Update

Stu Anderson

A general update on current Federal and State Legislative activities.

Craig Markley stood in for Stu Anderson to give the Federal and State Legislative Update. Mr. Markley gave an overview of Iowa DOT activities relating to National Highway Freight Program (NHFP) funding, preliminary discussions related to a new version of the Linking Iowa's Freight Transportation System (LIFTS) program, designation of Critical Rural and Critical Urban Freight Corridors (CRFCs, CUFCs), Federal funding allocations, FASTLANE grant applications, and TIGER grant applications. Mr. Markley also previewed the Iowa DOT-related items and the DOT-requested budget at the upcoming State legislative session.

Mark Lowe, Interim Director of the Iowa DOT, gave an overview of the requested budget. This general budget has three parts: operations, special purpose, and capital budget. Topics included the limited funding for operations, Iowa DOT down-sizing by opting to not fill vacant positions, analyzing statewide facilities for closure or relocation, and consolidation of the Ames complex. Mr. Lowe also fielded questions related to the current Iowa DOT lawsuit related to Motor Vehicle Enforcement authority to issue traffic citations.

11:00 AM 2016 Year in Review

Sam Hiscocks

Presentations on system performance through 2016 across multiple freight modes.

- **Charlie Purcell**
Project Delivery Bureau
Iowa Department of Transportation
- **Sarod Dhuru**
Public Funding Manager
BNSF Railway
- **Andrew Barnes**
Rock Island District
U.S. Army Corps of Engineers
- **Scott Marler**
Office of Traffic Operations
Iowa Department of Transportation

Charlie Purcell provided an overview of Iowa DOT activities throughout 2016. Mr. Purcell gave background information on the DOT budget, including allocated amounts from the 2016 legislative session. The Iowa DOT received \$345 million, \$5 million short of the requested \$350 million. This resulted in the closure of driver's license stations and maintenance garages. Mr. Purcell then provided information on the current five-year program, the Interstate 80 Planning and Environmental Linkage study, and winter operations.

Sarod Dhuru provided a 2016 overview of the railroad industry. Mr. Dhuru highlighted shifts in rail traffic, the impact of transporting product into and out of the Bakken oil fields region, and the large drop in coal movement due to an increase in natural gas use. Opportunities exist for the rail industry to shift products from highway to rail, increase intermodal shipments, and agriculture products.

Andrew Barnes provided a 2016 overview of the inland waterway system, more specifically the Upper Mississippi River. Mr. Barnes gave an overview of the system, tonnage trends over the past 15 years, commodity types being transported on the river, lock outages, types of waterway projects completed by the U.S. Army Corps of Engineers, scheduled and unscheduled lock closures, water level impacts, and long term implications of current funding trends.

Scott Marler discussed Iowa DOT traffic operations efforts in 2016 and going forward. Mr. Marler gave an overview of total crash statistics, truck crash statistics, total crash-related fatalities to date, OSOW permitting, and information related to the operations budget. Mr. Marler also showed two video clips of recent freight-related highway incidents in Iowa.

12:00 PM Lunch

12:30 PM Panel on the Future of Freight

Amanda Martin

This panel will discuss issues and challenges facing the freight industry and look ahead to 2017.

- **Brenda Neville**
President and CEO
Iowa Motor Truck Association
- **Sarod Dhuru**
Public Funding Manager
BNSF Railway
- **Andrew Barnes**
Rock Island District
U.S. Army Corps of Engineers
- **Don McDowell**
Grassroots Program Manager
Iowa Farm Bureau

Amanda Martin facilitated a panel discussion with representatives from the trucking, railroad, waterway navigation, and agriculture industries. The representatives were asked to share ongoing challenges and opportunities being experienced by their respective industries. Responses included:

- *Trucking:* The number one problem in Iowa is the driver shortage. The average age of truckers in the state is 58 meaning there are more truckers leaving the industry than coming in. Currently, there are pilot programs in other states for 18-year old drivers. This could be a huge opportunity for the industry. Another challenge is the cumulative economic impact of trucking regulations. Safety is the number one priority but rules and regulations that provide major hindrances need to be reexamined. Other topics covered were truck parking issues and the future impact of automated vehicles.
- *Railroad:* Major challenges facing the rail industry include passenger trains conflicting with freight trains and interactions with growing communities. There needs to be better land use planning so inappropriate facilities aren't being built next to railroad tracks (e.g., schools, condominiums, etc.). Opportunities are present with emerging technologies and the potential impacts these will have. Additionally, regulations will need to keep up with these new technologies.
- *Waterway:* A common challenge for the U.S. Army Corps of Engineers is trying to project traffic levels for the upcoming year in order to plan maintenance activities. Another is trying to predict the impact of the Panama Canal expansion on the inland waterways, as well as the impact on grain being shipped down the Mississippi River.
- *Agriculture:* The Farm Bureau wants all three modes to be successful and efficient in order to make things cheaper for farmers. A major challenge for the agriculture industry, specifically farmers, is keeping up with and understanding all the regulatory issues relating to transport and permitting.

Others include the prices of agriculture products and the impact of larger implements of husbandry on the road network.

The trucking industry was then asked about training new drivers and whether or not community colleges are modifying their training for the driver shortages.

- The community colleges all have different curriculum for driver training. Iowa Motor Truck Association continues to work with them on improving and creating common curriculum for all. One thing that isn't getting enough attention in training is the "trucker lifestyle." Large trucking companies also have their own training.
- Reasons for the driver shortage include the lifestyle (young people aren't interested), poor promotion of the job by industry, generational differences (need to go out and recruit schools), and many drivers today want to be home every night (changes the operations of companies).
- Opportunities exist with the ongoing outreach to the military and the potential for attracting millennials with emerging technologies and autonomous vehicles.

The trucking industry was then asked about truck parking issues and why the private sector hasn't solved this problem already.

- A lot of companies tell their drivers not to stop at truck stops if they can help it because that is where the majority of fender benders and other safety-related incidents occur.
- Truck stops don't like when Iowa Motor Truck Association promotes Iowa DOT building more truck parking spots because it is less business. However, the truck stops also don't have the money to add more spots.
- There needs to be hours of service adjustments to help the situation.
- As far as funding mechanisms, trucking has traditionally been against tolling but that hasn't really been an issue in Iowa. The industry prefers a fuel tax over tolling, although it is recognized that the fuel tax isn't a sustainable revenue source

All representatives were asked what Iowa DOT's role is in making things easier on the private sector related to transportation.

- Agriculture: Iowa DOT can help by streamlining the permitting process and regulations to make transporting during harvest easier on farmers. Also, anything Iowa DOT can do to help explain and educate on regulations would be very helpful.
- Waterway: Iowa DOT should continue to have venues like the FAC and make sure to get participation from the river shipping industry. Also, continue to be an advocate for having a viable and adequate river system.
- Railroad: Iowa DOT can help with roads adjacent to rail right-of-way to improve safety and advocate for leaving more distance between rail right-of-way and new construction. Also, continue to help identify grant and funding opportunities and push trespassing laws.
- Highway: Iowa DOT should be at the table so everyone can work together to figure things out.

A question was asked relating to federal truck size and weight limits.

- Adjusting size and weight limits would require unfreezing federal limits. This would be difficult and there are also implications on the roadways and bridges related to six-axle vs seven-axle trucks.

All representatives were asked to identify what Iowa needs to improve multimodal connectivity.

- Railroad: The new Cedar Rapids Logistics Park that is underway will help with highway to railroad movements.
- Waterway: Continue efforts to utilize container-on-barge movements on the river.

2:00 PM Adjourn