

Freight Advisory Council
November 22, 2013 Meeting Minutes
10:00am-2:00pm
Courtyard Marriott
Ankeny, IA

ATTENDANCE:

Members:

	Joel Brinkmeyer	X	Delia Moon-Meier
X	Kevin Burke	X	Don McDowell for Don Petersen
	Larry Daily	X	Dan Sabin
X	Tom Determann		Randy Draper
X	Kathy Evert	X	Devin Sires
	Murry Fitzer	X	Scott Stabbe
X	Natalie Hammer	X	Mike Steenhoek
X	Bill Horan		Brent Vanderleest
X	Greg Jenkins	X	Tim Woods
X	Ron Lang		

Ex-Officio:

X	Todd Ashby		Shirley McGuire
	Kate Carlucci	X	Mike Norris
X	Mike Hadley	X	Brett Tjepkes
X	Becky Hiatt	X	Jennifer Wright
X	Joseph Rude		Cecil Wright
X	Harold Hommes		

Iowa DOT:

X	Paul Trombino III	X	David Lorenzen
X	Stu Anderson		Mark Lowe
X	John Adam	X	Craig Markley
	Mike Clayton	X	Amanda Martin
	Mikel Derby	X	Tammy Nicholson
X	Dan Franklin	X	Craig O'Riley
X	Tina Hargis	X	John Selmer
X	Laura Hutzell	X	Kim Snook
X	Sandra Larson		Lee Wilkinson
X	Phil Meraz		

Guests:

X	Weiwen Xie, Quetica, LLC
X	Mark Masteller, Iowa DOT
X	Diane McCauley, Iowa DOT

1) Welcome and Introductions (10:00 am): Dan Sabin, Chair, welcomed the members of the Freight Advisory Council. The Council members introduced themselves; a sign in sheet was made available. Each member was asked to describe their biggest freight challenge they are currently working on. Some of the challenges mentioned increasing cost of doing business and limited transportation options, lack of intermodal facilities, hours of service for truckers, getting tanker cars to haul ethanol—cars are being used to haul oil, passage of the water resource development act, understanding the impacts of economic development including the impacts from a new fertilizer facilities, funding for transportation infrastructure, and what to do with rural roads and bridges due to a lack of funding.

2) Iowa Rest Area Management Plan: Mark Masteller of the Iowa DOT discussed the Iowa Rest Area Management Plan being developed by the department. The plan is being developed in two phases. Phase I was completed in April 2013 and documented the rest area needs throughout the state. Mark showed several slides on the location of Iowa's rest areas, use, traffic volumes, truck parking, alternative service locations with truck parking, and which rest areas are programmed for building improvements. Phase II, the implementation phase, is developing an evaluation tool that will include a number of criteria that include usage, facility age, services, spacing from one rest area to another, truck parking, and demand. The purpose of the tool is to help rank each rest area to determine its effectiveness. The Rest Area Management Plan is available on the Iowa DOT's website at <http://www.iowadot.gov/pim/raManagementPlan.html>. Mark's presentation is included as one of the presentations listed under the November 2013 Iowa freight advisory council meeting on the Freight Advisory Council website.

3) Iowa Freight Optimization Network Strategy: Weiwen Xie from Quetica presented an overview of the Freight Transportation Network Optimization Strategy. The vision of the project is to effectively identify and prioritize investment opportunities for an optimized freight transportation network to lower transportation costs for Iowa businesses and promote business growth in Iowa. Weiwen covered the project objectives and the optimization approach. He also discussed the data needs and showed several slides on Iowa freight flows. Weiwen's presentation is included as one of the presentations listed under the November 2013 Iowa freight advisory council meeting on the Freight Advisory Council website.

4) Overview of the Draft Highway Primary Freight Network: Craig Markley from the Iowa DOT provided a brief overview of the draft highway Primary Freight Network as required by MAP-21. MAP-21 requires the U.S. DOT Secretary to establish a national freight network to assist states in strategically directing resources toward improved system performance for efficient movement of freight on highways. Federal Highway published the draft initial designation of the highway Primary Freight Network on November 19th and asked for comments on the network by December 19th. Craig showed the Council a copy of the map for Iowa which included 361 miles of the Interstate. The Iowa network included Interstate 80 from border to border and Interstate 35 from Iowa 5 north to US 30 and from US 18 to the Minnesota border. The Iowa map along with a copy of Craig's slides is included as one of the presentations listed under the November 2013 Iowa freight advisory council meeting on the Freight Advisory Council website.

5) Legislative Updates: Dan Franklin of the Iowa DOT provided federal and state legislative updates. He mentioned that Congress will need to deal with the current funding for transportation as well the debt ceiling by the end of January 2014. At the state level, the department will be looking at some safety and efficiency items for the next legislative session.

6) Transportation Funding Concepts: Stu Anderson of the Iowa DOT provided an overview of the Iowa DOT transportation funding concepts highlighting those concepts relating to freight. Stu discussed a freight transportation fund, an increase oversize/overweight vehicle permit fees, an increase fee for new registrations, and replacing the state per gallon fuel tax with a state excise tax on fuel. The idea is to have a conversation about transportation funding. Stu indicated that the concepts are being discussed with various stakeholders. The role for the Council is to visit with others and become part of the conversation. The next step is to gather and summarize the input and share that with the Governor in December 2013. A copy of Stu's slides is included as one of the presentations listed under the November 2013 Iowa freight advisory council meeting on the Freight Advisory Council website.

7) White Paper Solution Polling Results and Next Steps: Tammy Nicholson from the Iowa DOT provided a recap of the polling and prioritization exercises conducted at the August 22, 2013 Council meeting. Tammy provided a handout of the 12 top prioritized solutions. For each of the top solutions, Tammy presented a slide covering the expected outcome, the current DOT activity, the future DOT activity, and a slide to identify what the FAC activity should be. Tammy indicated that the results of this discussion will help the Iowa DOT develop the freight investment strategy. A copy of Tammy's slides is included as one of the presentations listed under the November 2013 Iowa freight advisory council meeting on the Freight Advisory Council website.

8) Next Meeting Date: It was discussed that the next meeting of the Iowa Freight Advisory Council would take place sometime during the early part of February 2014. Iowa DOT staff will send out a meeting notice to Council Members within the next several weeks with confirmed date and location.

Dan Sabin also asked for comments on the time and agenda format for the meetings. The Council liked the time and agenda. It was suggested that the meetings cover a lot of information and that maybe the meetings should focus on discussing fewer agenda item more in depth. They also liked the idea of the subcommittee approach. There was also some discussion about reviewing why the Council exists and defining a vision, mission and strategy for the Council.

Meeting adjourned at 2:00 pm.