



## **Appendix B**

### **Iowa Freight Advisory Council**

#### **Membership**

#### **Roles**

#### **Challenges and Options for Improved Freight Movement**

**Lead applicant**

**Iowa Department of Transportation**

**Partnering agency**

**Minnesota Department of Transportation**

## Iowa Freight Advisory Council Membership List

### **Members:**

*Chair:* Ron Lang – Independent Trucker

*Vice Chair:* Tom Determann – Clinton Regional Development Corporation

Terry Bailey – Council Bluffs Area Chamber of Commerce

Joel Brinkmeyer – Agribusiness Association of Iowa

Kevin Burke – President, Alliant Energy Transportation

Colonel Mark Deschenes – Commander, Rock Island District, U.S. Army Corps of Engineers

Kevin Ekstrand – International Freight Forwarder, Scarbrough

Murry Fitzer – CEO, Florilli Transportation

Natalie Hammer – Consultant

Bill Horan – Chairman, Western Iowa Energy

Greg Jenkins – President & CEO, Greater Muscatine Chamber of Commerce & Industry

Don McDowell – Grassroots Program Manager, Iowa Farm Bureau

Delia Moon-Meier – Senior Vice President, Iowa 80 Group

Dan Sabin – President, Iowa Northern Railway Company

Scott Stabbe – Grain Manager, Key Cooperative

Mike Steenhoek – Executive Director, Soy Transportation Coalition

Brent Vanderleest – Sully Transport

Jonathan West – Logistic Leader, Target Distribution Center

Ron White – Upper Mississippi River Regional Manager, Artco Fleeting Service

Tim Woods – President, International Traders of Iowa

### **Ex Officio Members:**

Paul Trombino III – Director, Iowa Department of Transportation

Todd Ashby – Executive Director, Des Moines Area Metropolitan Planning Organization

Mike Hadley – Vice Chair, Keokuk County Board of Supervisors

Harold Hommes – Iowa Department of Agriculture and Land Stewardship

Mark Johnson – FHWA Iowa Division

Shirley McGuire – Division Administrator, Federal Motor Carrier Safety Administration

Mike Norris – Executive Director, Southeast Iowa Regional Planning Commission

Robert Palmer – Governmental Affairs Coordinator, Iowa League of Cities

Joseph Rude – Iowa Economic Development Authority

Brett Tjepkes – Assistant District Commander, Iowa Department of Public Safety

Cecil Wright – Assistant General Counsel, Iowa Utilities Board

Jennifer Wright – Iowa Department of Natural Resources

## **Role of the Freight Advisory Council**

- Purpose/Mission

To provide a forum for the exchange of ideas and help the Iowa DOT better understand the complexities associated with freight movements to more effectively guide public investment in the transportation infrastructure.

- Goals

1. Gain a better understanding of how freight decisions are made at the private and public levels.
2. Investigate and evaluate ways the Iowa DOT can assist Iowans in shipping and receiving goods by reducing transportation costs while at the same time increasing the profitability of freight carriers; with reliability and safety always being the top priorities.
3. Help shape the Iowa DOT's public policy.

- This Council will assist the Iowa DOT in addressing a wide array of freight movement issues important to Iowans. The Council will serve as a discussion and advisory forum to:

- Provide an arena for statewide working sessions designed to move Iowa forward in improving the efficiency and safety of our freight movements
- Identify where inefficiencies exist
- Identify where intermodal connections/ports are needed
- Identify regulatory issues
- Help with the development of modal plans and the state long-range transportation plan including serving on steering committees
- Help with information sharing, outreach, and education regarding freight movements to, from, and within Iowa
- Help interact with other states to take a regional perspective in addressing freight issues
- Provide input to the development of Iowa DOT's freight plan, review materials and provide suggested changes for consideration
- Provide advice and ideas on possible freight policies and strategies which would be beneficial in expanding Iowa's economic vitality
- Enhance communications with advocacy groups at the local, state, regional, and national levels
- Provide input to the development of the Moving Iowa Forward conference
- Identify freight research topics important to Iowa that can be addressed by the Iowa DOT at the local and national levels
- Help develop criteria to assess and rank freight projects
- Help develop performance measures and targets to track how well the freight transportation system is performing

IOWA DEPARTMENT OF TRANSPORTATION

# CHALLENGES AND OPTIONS FOR IMPROVED FREIGHT MOVEMENT IN IOWA

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A perspective of the Iowa Freight Advisory Council

February 2014

# DRAFT

A report of the creation of the Iowa Freight Advisory Council and their efforts to identify issues hindering the efficient movement of freight in Iowa; including a prioritized list of possible solutions



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# CHALLENGES AND OPTIONS FOR IMPROVED FREIGHT MOVEMENT IN IOWA

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## INTRODUCTION

This paper considers Iowa's various transportation modes and explores ideas for addressing our present and future freight needs, including:

- Infrastructure challenges
- Government revenue streams
- Intermodal connections
- Industry operations
- Labor shortage
- Regulatory practices
- Supporting policy and communications

The goal of this paper is to provide targeted objectives for state government and the freight industry to employ collaboratively to maximize efficiency. Working together with the entire delivery chain will provide the best opportunities to advance Iowa's position in the national and global marketplace.

For many years, Iowa has seen issues concerning infrastructure improvements and maintenance, changing shipping patterns caused by shifting business and agriculture methods, and increased shipping costs. When this is paired with altering government regulations and revenues, it clarifies a need for continuing improvement in supporting policies and communication.

The issues and possible solutions defined in this paper will be used to help in the development of the Iowa Freight Plan. This plan will present a unified guide for the future freight activities undertaken by the State of Iowa.

## PROCESS

To help ensure balanced cooperation between government entities and the freight industry, the Freight Advisory Council (FAC) was formed. This council, consisting of representatives from major distribution and warehousing centers, manufacturers, and freight haulers, work with government transportation, safety, and economic development personnel to identify key issues and seek possible solutions.

The members of the council were chosen by first developing a list of associations characterizing different aspects of the freight industry. These groups were contacted and asked to provide nominations. The nominees were brought together and selections were made (Appendix A) to provide a knowledgeable cross-section

that could add to the visioning and planning processes related to freight movement in Iowa.

In the council's first meeting, they identified 48 specific issues (Appendix B) that were perceived to be roadblocks to efficient and competitive freight movement. Realizing the difficulty of researching, validating, and prioritizing all of the issues, they were sorted into seven categories; some falling into more than one category. Council members and government personnel were divided into subgroups to write CATEGORIZED REPORTS to further define and gain a common understanding of the issues relating to each category.

## **CATEGORIZED REPORTS**

### **ANALYSIS OF INFRASTRUCTURE CHALLENGES**

#### **GOAL:**

The goal of this paper is to explore ideas for addressing the present and future condition needs of Iowa's freight infrastructure and to assist in keeping Iowa's freight transportation network viable for the competitive movement of goods.

#### **INTRODUCTION:**

It is no secret that many of Iowa's roads, bridges, railways, barge terminals and other infrastructure critical to the movement of freight are in need of significant structural improvements. In a study done by Transportation for America in 2011, Iowa's bridges ranked the third-worst nationally in terms of the overall percentage of structurally deficient bridges.<sup>i</sup> This is just one critical need the state of Iowa and many other states are currently facing.

In order to remedy this situation, it will take cooperation from all areas of the freight industry coupled with new policies and large investments. Much of the state's freight industry including counties, businesses, etc. are having to do more with less and are running out of options in order to keep up with the needed maintenance of the transportation system. With transportation needs outpacing revenues, Iowa's multimodal freight system will be subject to more widespread deterioration, which may eventually lead to poorer conditions and loss of access to needed services and goods. An adequate level of revenue is necessary to support the state's current and future freight system and to keep Iowa competitive in an ever changing economy.

In 2011, the Iowa Department of Transportation (Iowa DOT) completed a Road Use Tax Fund (RUTF) Study, which assessed the twenty-year needs of the public roadway system. The RUTF Study found a \$1.6 billion total annual funding shortfall, with a \$215 million annual funding shortfall for the most critical system needs.<sup>ii</sup>

These shortfalls can be attributed to several factors, including increases in fuel efficiency and the loss of buying power over time.

Iowa's Freight Advisory Council (FAC) has identified the following as possible options to explore this issue in further detail:

- A. Secure funding to address the present and future needs of Iowa's freight infrastructure by exploring all revenue generating mechanisms.
- B. The need for coordinated, multimodal prioritization between all entities and modes.
- C. Making Iowa's freight infrastructure more relevant to today and tomorrow's industries.
- D. Evaluate what other states are currently doing to address this issue.
- E. Focus on infrastructure challenges of all freight modes (rail, water, etc.).
- F. Evaluate where Iowa's funds are currently generated from and where they are being spent.

**STAKEHOLDERS:**

Freight stakeholders are groups or individuals that affect or can be affected by organization's actions related to infrastructure. Freight stakeholder groups are categorized as boards, coalitions, committees, councils, partnerships, or task forces. The list of stakeholders developed by the Iowa Freight Advisory Council includes the following:

**Contractors:** Construction workers and contractors are employed with infrastructure investment projects.

**The Traveling Public:** Deteriorating conditions and performance leads to increases in operating costs for trucks and cars and increases damage to vehicles from deteriorated roadway surfaces.

**Farmers:** With an increase in corn, soybean, and general farming production and continued global demand, the state's transportation system is relied upon by farmers. If the system continues to fall into further decay, Iowa farmers' ability to remain competitive is threatened.

**Individual Companies/Corporations:** Investing in freight infrastructure would help businesses remain competitive and would help produce new jobs.

**Consumers:** The deterioration of the state's highways, bridges, airports and ports increases costs to businesses and threatens future economic growth.

**POSSIBLE SOLUTIONS AND DESIRED OUTCOMES:**

- A. Secure funding to address the present and future needs of Iowa's freight infrastructure by exploring all revenue generating mechanisms:

(I)1. **Solution:** Evaluate using more than one mechanism to raise revenue. Generating revenue from multiple sources will spread the impact over highway users and lessen the impact a fuel tax inflicts.

**Outcome:** Consistency in the revenue stream.

(I)2. **Solution:** Increase the state fuel tax.

**Outcome:** Meet the urgent road and bridge repair needs the Iowa DOT has identified.

B. The need for coordinated, multimodal prioritization between all entities and modes:

(I)3. **Solution:** Recognize agriculture's contribution to the state, including its economy, and factor into prioritizing projects. According to ISU analysis of USDA data, agriculture employs (directly or indirectly) one in six Iowa workers and is responsible for 27% of the state's total economy.

**Outcome:** A road system that supports Iowa's economy and prioritizes project accordingly.

(I)4. **Solution:** Prepare a state freight infrastructure plan to optimize our infrastructure investments.

**Outcome:** This will allow the state to identify better relationships between sectors, see more clearly where the opportunities to better our infrastructure lie, and help to decide which projects should be prioritized.

(I)5. **Solution:** Study the movement of freight and how each modal system competes and cooperates with the others.

**Outcome:** Better understanding of the larger multimodal picture.

C. Making Iowa's freight infrastructure more relevant to today's and tomorrow's industries:

(I)6. **Solution:** Take a proactive approach to making independent solutions as a state and not waiting for federal guidance.

**Outcome:** Solutions are streamlined as contributions are made at the state level.

(I)7. **Solution:** Identify a mechanism for the growing/changing size of loads and equipment in the planning and design of the roadway infrastructure.

**Outcome:** Roads and bridges are built and maintained to meet the needs of Iowa's economy.

(I)8. **Solution:** Using GIS, identify the key freight shippers in the state of Iowa.

**Outcome:** Using GIS to illustrate the large industries and their transportation connections and needs.

D. Evaluate what other jurisdictions are currently doing to address infrastructure challenges:

(I)9. **Solution:** Explore best-practice solutions from other jurisdictions so investment strategies are tried and true.

**Outcome:** Using alternatives that are known to work makes the overall system more efficient.

E. Focus on infrastructure challenges of all freight modes (rail, water, etc.):

(I)10. **Solution:** Intermodal and multi-modal facilities must be optimized to allow movement of freight between modes efficiently so it is economical for businesses to use alternative modes.

**Outcome:** Freight movement using intermodal and multi-modal facilities will help improve the overall efficiency of the movement and help lower logistic costs.

(I)11. **Solution:** Include other freight modes in funding conversations.

**Outcome:** A valued learning experience of how the various freight modes work with each other and how enhancements may be accomplished.

F. Evaluate where Iowa's funds are currently generated from and where they are being spent:

(I)12. **Solution:** Maintain the Road Use Tax Fund's current distribution formula. Add revenue to the formula by increasing the state's fuel tax.

**Outcome:** A properly funded road system that meets the needs of our population and our economy.

(I)13. **Solution:** A thorough review of the modal funding information we already have access to, including the trends.

**Outcome:** Outlining where things are going in Iowa, make that information available to the public and legislature, and establishing our future outcomes based on the current trends.

## ANALYSIS OF GOVERNMENT REVENUE STREAMS

### GOAL:

It is the goal of this paper to explore revenue sources and ways to finance freight transportation in Iowa and to determine what impact they would have on Iowa's economy.

### INTRODUCTION:

The State of Iowa is fortunate in that it has a strong multimodal freight transportation system which facilitates the safe and efficient movement of goods. However, with this success comes the challenge to maintain and improve the multimodal system in light of deteriorating conditions, flattening revenue, and growing demands. A well-maintained freight system reduces transportation costs and provides consistent and reliable services, all of which are factors critical in the evaluation companies undertake when deciding where to expand or how to disperse their goods and products. Without maintaining and improving our State's freight infrastructure, Iowa will fall behind competitors and this will lead to a weaker economy.

Iowa's Freight Advisory Council (FAC) has identified the following as possible options to explore to assist in financing a healthy, more efficient freight transportation system:

- A. Consider increasing the State's fuel tax rates by legislature.
- B. Consider fuel tax indexing opportunities for legislature.
- C. Evaluate all freight modes, financial needs, resources and impacts.
- D. Propose a funding mechanism that applies to alternatively fueled vehicles.
- E. Consider fairness and equity across all modes with any new revenue-generating models.
- F. Consider other funding sources besides the RUTF (e.g. rail property taxes, barge fuel tax, pipeline fees).

Actions have already been taken to begin addressing Iowa's current infrastructure financing model (appendix C), through the Iowa Department of Transportation's (DOT) 2011 Road Use Tax Fund (RUTF) Study,<sup>iii</sup> and the State Long Range Transportation Plan,<sup>iv</sup> and the Governor's Transportation 2020 Citizen Advisory Committee. Additionally, the CAC recommended increasing the state fuel tax by ten cents per gallon, with each penny of fuel tax increase is expected to bring in \$23 million.<sup>v</sup> However, it is apparent much more needs to be done.

### STAKEHOLDERS:

Freight stakeholders are groups or individuals that affect or can be affected by an organization's actions related to financing transportation infrastructure. These stakeholders are typically categorized as boards, coalitions, committees, councils, partnerships, or task forces.

The list of stakeholders includes the following:

**Truckers/Shippers:** While increased user fees can directly impact truckers and shippers, they can also benefit from the efficiencies achieved from a well-maintained transportation system.

**Railroads:** Transportation funding levels affect railroad system improvements.

**Governmental stakeholders, including U.S. Department of Transportation, Iowa Department of Transportation, Metropolitan Planning Organizations, and Local Public Agencies:** These agencies are responsible for planning and programming public transportation infrastructure projects, and the level of funding has a direct impact on what they are able to accomplish.

**Consumers:** Higher transportation costs can get passed onto consumers.

**Public:** The traveling public is impacted by transportation funding levels, both in travel costs and in the quality of the transportation system.

#### **POSSIBLE SOLUTIONS AND DESIRED OUTCOMES:**

A. Consider increasing the State's fuel tax rates by legislature.

(F)1. **Solution:** Increase the state's fuel tax.

**Outcome:** This is currently the most equitable way of increasing revenue as it charges based on use of the highway system and it captures out-of-state travelers.

(F)2. **Solution:** Eliminate variable fuel tax exemption.

**Outcome:** Elimination of the variable fuel tax exemption for ethanol would add an additional \$7 million annually to the RUTF.<sup>vi</sup>

(F)3. **Solution:** Eliminate dyed diesel fuel tax exemption for agricultural uses.

**Outcome:** Elimination of this exemption would bring in additional revenue to the RUTF from users of the system that aren't paying for their use.

(F)4. **Solution:** Craft a bipartisan deal that starts the tax increase lower than an initial \$0.10 recently proposed and index the increase each year, such as a \$0.06 increase, indexed to increase \$0.01 every two years.

**Outcome:** A consistent, regular funding source that helps to meet Iowa's infrastructure needs, and leaves room for other funding mechanisms to take place (registrations, licenses, etc)

B. Consider fuel tax indexing opportunities for legislature.

(F)5. **Solution:** Index fuel tax rates to Consumer Price Index (CPIs).

**Outcome:** Additional fuel tax would be generated as fuel tax rates are increased based on CPI.

C. Evaluate all freight modes, financial needs, resources and impacts.

(F)6. **Solution:** Conduct a comprehensive study of the freight modes, needs, resources and impacts.

**Outcome:** Results of study could guide an investment strategy for the limited funding available for freight activities.

D. Propose a funding mechanism that applies to alternatively fueled vehicles.

(F)7. **Solution:** Change from fuel tax to a mileage based user fee.

**Outcome:** A reliable funding source based on the use of the system.<sup>vii</sup>

(F)8. **Solution:** Propose a weight fee for alternatively fueled vehicles (going all the way up to NG or hybrid semi trucks) that would index to slightly less than what that typical weight vehicle would pay in fuel taxes.

**Outcome:** An incentive to drive alternatively-fueled vehicles remains, but it starts a funding source to assess impacts of the vehicle closer to standard fuel tax paying vehicles.

E. Consider fairness and equity across all modes with any new revenue-generating models.

(F)9. **Solution:** Produce a report for each funding source, including a breakdown of the vehicles paying the tax and where the money goes.

**Outcome:** Additional awareness and education of how and where money comes from to maintain/develop the system.

F. Consider other funding sources besides the RUTF (e.g. rail property taxes, barge fuel tax, pipeline fees).

(F)10. **Solution:** Explore other funding options, such as customs fees on containers (federal), state tire tax, investment tax credits for railroads (federal), sales tax on motor fuel, local option taxes and tolls.

**Outcome:** Increasing revenue sources beyond the RUTF would provide funding for other modes beyond just highway.

(F)11. **Solution:** Add other funding source options to previously done studies to show what the fees would go towards and what issues they would address.

**Outcome:** Provide a tangible link to funding proposed and work to be done.

(F)12. **Solution:** Further explore new and innovative funding options, such as those included in the CAC Final Report. <sup>viii</sup>

**Outcome:** Potential for additional revenue. Current funding revenue sources to the RUTF weigh heavily on usage by drivers.

## ANALYSIS OF TRANSLOAD AND INTERMODAL TERMINALS

### GOAL:

It is the goal of this paper to provide possible ways to explore freight transload and intermodal connections between modes to reduce transportation costs and make Iowa exports more competitive in the world's markets. Transload terminals are defined as warehousing and/or rail yards with ramps or bulk material handling devices that allow for non-containerized products to be transferred from one transportation mode to another. In contrast, intermodal terminals generally are yards with cranes or other lifting equipment that transfer containerized loads.

### INTRODUCTION:

For many years freight producers in the State of Iowa have demonstrated a continuing trend of increasing difficulty and costs related to the shipment of export products. Long-haul carriers can move products by rail, truck and barge. When producers have a choice of modes and can combine modes for the most efficient transportation, costs can be lowered and efficiency raised. A significant factor causing concern in Iowa is the rising drayage costs in connecting manufacturers and producers with the railroads for long-haul shipments. If not addressed, the challenge this creates will continue to increase costs of Iowa export goods, inhibit economic development, and impair the state's position in both foreign and domestic markets.

Contributing to the growing problem in Iowa is the increase in marketable exports, the development by railroads of large, intermodal centers in Chicago and other Midwestern metro areas outside of Iowa, and the closure of smaller more geographically diverse intermodal facilities within Iowa. A factor that also impacts Iowa is that Iowa produces more product shipped via container than it receives causing nearly an 8 to 1 imbalance of containers. Although these and many other factors may have led to this condition, the Iowa Freight Advisory Council (FAC) has identified three opportunities for further examination.

- A. Examine strategies that provide more local rail connections and transload or intermodal centers to decrease the distance exports must be trucked to get to a transload or intermodal facility.
- B. Evaluate ways to make it feasible and cost effective to invest in rail transfer facilities within Iowa to reduce transportation costs for Iowa's producers and receivers of goods.
- C. Investigate ways to address the container imbalance, which creates added transportation costs due to the need to haul empty containers into Iowa.

**STAKEHOLDERS:**

Freight stakeholder groups are typically categorized as boards, coalitions, committees, councils, partnerships, or task forces. These groups are usually established at a national, regional, state or local level. These groups affect or can be affected by an organization's actions.

The list of stakeholders developed by the Iowa Freight Advisory Council includes the following:

**Consignees, Manufacturers, Farming/Ag. Industries, Distribution Centers, and Warehouses:** These types of producers and consumers represent the direct contact with the carriers. The location and density of these shippers and receivers provide the distribution of the containerized loads; and ultimately, the local market for transload or intermodal facilities.

**Rail Lines, Trucking Companies, Barge Terminals, and Other Business Who Ship To and From Iowa:** These carriers would determine if adequate density, container supply, and access would make transload or intermodal terminals a viable solution for Iowa.

**Shipping Lines:** As owner of the cargo containers these companies manage and create the density and movement of much of the container supply.

**Logistics Companies:** As an often used intermediate contact with the shipping lines, these service companies have some influence on where containers are used and stored.

**POSSIBLE SOLUTIONS AND DESIRED OUTCOMES:**

- A. Examine strategies that provide more local rail connections and intermodal centers to decrease the distance exports must be trucked to get to a transload or intermodal facility.

(T)1. **Solution:** Study previous attempts at introducing new transload or intermodal facilities in Iowa to discern what may be done differently to achieve a more successful outcome. A logistics analysis and market potential study would provide data to help determine if trainload facilities and intermodal facilities are feasible. In previous years, businesses in Iowa have attempted to start intermodal facilities.

**Outcome:** By researching “lessons learned” new ventures may be more feasible.

(T)2. **Solution:** Investigate the current freight flows for major industry sectors in Iowa to determine the current and future needs and impediments to more local transload and intermodal facilities.

**Outcome:** This research will better isolate the specific challenges of industry sectors and help identify solutions.

B. Evaluate ways to make it feasible and cost effective to invest in rail transfer facilities within Iowa to reduce transportation costs for Iowa’s producers and receivers of goods.

(T)3. **Solution:** Conduct a market analysis which incorporates a study of the key elements including volume thresholds and the entire transportation chain required to develop and sustain both transload and intermodal facilities.

**Outcome:** By analyzing the business required to maintain successful facilities, the infrastructure that currently exists, and the density of producers and receivers in Iowa, we can more appropriately identify locations where new facilities may built.

C. Investigate ways to address the container imbalance, which creates added transportation costs due to the need to haul empty containers into Iowa.

(T)4. **Solution:** Study shipping lines and customs clearance capabilities.

**Outcome:** This research may help determine the driving forces that can shift the imbalance of empty containers available for use in Iowa.

(T)5. **Solution:** Pursue strategies that will make better use of current transloading sites and Iowa’s sole intermodal facility.

**Outcome:** Optimize the utilization of existing facilities and options for multimodal transportation.

(T)6. **Solution:** Initiate a state run system that tracks current importers within the state of Iowa already utilizing containers for import goods.

**Outcome:** This will provide more efficient opportunities for access to empty containers.

## ANALYSIS OF OPERATIONS

### GOAL:

The goal of this paper is to provide a list of design, maintenance, and policy processes that need to be reviewed to determine their impact on freight operations.

### INTRODUCTION:

Throughout Iowa's history, the state has endeavored to create and maintain a substantial transportation network for the movement of agricultural products and other freight. Over recent decades the business methods by which these products have been generated has changed significantly. The development of large scale farming and the increase in mass manufactured products and large indivisible loads (e.g., ethanol, wind energy components, etc.) has increased the size and number of trucks and trains needed to efficiently move Iowa's exports.

The Iowa Freight Advisory Council (FAC) has identified Freight Operation Considerations as a key issue that may constrain efficient freight movements, and ultimately hinder the state's ability to compete on a global level. Iowa's Freight Advisory Council (FAC) has identified the following as possible options to explore this issue in further detail:

- A. Design considerations – Both roadway design and prioritization are issues. The locations with high truck traffic are consolidating into massive shipping terminals; each serving hundreds of trucks every day. More consideration may need to be given at these locations to build turning lanes, increase turning radii, and improve safety for the trucks and traveling public.
- B. Maintenance considerations – At all levels, more consideration may be needed on how and when maintenance is performed on freight routes. This may include working with local manufacturers to determine if freight movements occur at certain times of the day. This may be helpful in scheduling small maintenance functions as well as prioritizing snow and ice removal. On major routes, this may include shortening construction zones where truck percentages are higher.
- C. Policy considerations – There is a need to review fuel education and policies. With the development of fracking sand and other new markets in nearby states, consideration is needed for the possible increases in diesel fuel demand and prices. There may also be considerations for the use of alternative fuels such as compressed natural gas (CNG) that may increase axle loads.
- D. Consideration for changes in farming – The movement to large scale farming and increases in production have changed the amount of agricultural freight on our transportation network. In addition, the move from tractors to semi-trucks and hours of service for these delivery systems has changed how

agriculture needs to be considered in the overall management of Iowa's freight network.

**STAKEHOLDERS:**

Freight stakeholder groups are typically categorized as boards, coalitions, committees, councils, partnerships, or task forces. These groups are usually established at a national, regional, state or local level. These groups affect or can be affected by an organization's actions. Before each possible solution is identified, consideration must be given to the roles these stakeholders can play and the affect it will have on them.

The list of stakeholders developed by the Iowa Freight Advisory Council includes the following:

**Trucking Industry, Railroads, Barges:** As the primary modes identified for operational issues, the present and future needs of these groups are the base input for enhancement solutions.

**Manufacturers, Agriculture Industry:** The volume and size of the freight produced by these entities are the driving force behind the need for operational enhancements.

**Landowners:** As infrastructure needs change, consideration must be given to allow the least amount of impact on adjacent landowners.

**Contractor, Roadway Workers, Traveling Public:** The implementation of all solutions must identify the safest feasible methods.

**POSSIBLE SOLUTIONS AND EXPECTED OUTCOMES:**

Address possible actions and expected outcomes. This should be an "all-inclusive" list, with the understanding that some of these will not be pursued.

A. Design considerations

- (O)1. **Solution:** Establish a truck maximum capacity where truck operations improvements need to be evaluated to increase the roadway's truck capacity.  
**Outcome:** In order to improve high truck volume locations there needs to be guidance/standard/threshold information available as to what is a high truck volume to improve the roadway capacity in high volume truck locations.
- (O)2. **Solution:** When business developments are created or expanded, conduct traffic and safety studies early in development to look at individual locations and possible solutions.  
**Outcome:** Proactively assess anticipated changes in freight flows to deal with anticipated congestion and safety issues.
- (O)3. **Solution:** Develop standards for roadway design (especially for recent innovations such as roundabouts) that take into consideration

the local and regional freight transportation needs, adequate clearances, turning lanes and radii, lane width, etc.

**Outcome:** This will provide improved mobility and safety.

- (O)4. **Solution:** Coordinate with the Iowa Economic Development Authority to identify prime locations for freight intensive development and incorporate alternatives in design plans for future infrastructure needs at those locations

**Outcome:** Encourage development at locations that are most suitable for freight intensive industry.

#### B. Maintenance considerations

- (O)5. **Solution:** Develop a regional Freight Roadway Network for Iowa utilizing origination/destination or travel demand modeling that compares the number of trucks and freight tonnage.

**Outcome:** This will allow recognition of the primary freight corridors and their needs to be included when considering interrupting traffic operations.

- (O)6. **Solution:** Evaluate the potential to conduct more construction and maintenance activities in hours or time increments that minimize the impact to freight traffic.

**Outcome:** Congestion involving heavy freight movements would be improved, increasing safety and mobility for all.

- (O)7. **Solution:** Develop standards for construction zone lengths with multiple intersection closings if the truck percentage is high or the detour route also has construction planned (State, County, & City communication prior to construction)

**Outcome:** This will provide a balance between the needs for maintenance and the movement of freight.

#### C. Policy considerations

- (O)8. **Solution:** Study the effects of restructured County road systems by designating routes as local farm ground/residence access or regional access (rural collectors). Comparisons of the current mile-by-mile grid versus a new prioritized hierarchical system should be developed.

**Outcome:** This will allow counties to manage their roads as they are currently operating and assist with implementing asset management

principles, which will improve the overall performance of the county road system.

#### D. Consideration for changes in farming

(O)9. **Solution:** Conduct a thorough examination of current federal surface transportation bill, Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21).

**Outcome:** This will provide a better understanding of new policy issues and knowledge of new possible funding sources.

(O)10. **Solution:** Conduct congestion studies at grain distribution hubs, such as major grain processors, consolidated farms, coops, and barge terminals.

**Outcome:** Improved freight traffic flow regarding movement of grain.

(O)11. **Solution:** Reevaluate the farm to market system to better allow for actual freight movements for areas with changes or additional destinations (ie; ethanol plants, new transloading facilities, bio fuel changes, etc.).

**Outcome:** This will allow a planned approach for traffic conflict resolution where new urban expansion has made areas virtually inaccessible for the new farm equipment.

## ANALYSIS OF LABOR AND DRIVER SHORTAGE

### GOAL:

It is the goal of this paper to explore options that will help the trucking industry's ability to maintain modal capacity that is threatened by the persistent shortage of qualified driver personnel.

### INTRODUCTION:

The State of Iowa and the United States in general are encountering a shrinking pool of qualified drivers and laborers in the commercial trucking industry. Iowa has about 1,827 open positions for truck-drivers.<sup>ix</sup> Not only is the state in need of truck drivers, it is in need of experienced ones and Iowa employers are paying more to retain them. If not addressed, this issue could lead to delayed freight movement, unacceptable working conditions for freight haulers, a continued shrinking of the qualified driver pool, and ultimately, an unwanted drag on the economy.

Iowa's Freight Advisory Council (FAC) has identified a "lack of new, quality drivers to pursue this career path" as the basic problem. Although there are other variables, the root causes this paper will focus on are:

- A. The age-gap between when prospective drivers are choosing a career and when they are old enough for licensing
- B. Insurance company restraints (age requirements)
- C. Quality of life – balancing a job on the road with life at home
- D. Appeal – raise the esteem of the trucking industry so that potential employees see it as a desirable career choice.

**STAKEHOLDERS:**

Freight stakeholders are groups or individuals that affect or can be affected by organization’s actions related to labor and driver shortage. Freight stakeholder groups are categorized as boards, coalitions, committees, councils, partnerships, or task forces. The list of stakeholders developed by the Iowa Freight Advisory Council includes the following:

The list of stakeholders developed by the Iowa Freight Advisory Council includes the following:

**Shippers and receivers:** The current shortage of drivers is already limiting capacity, increasing freight rates and even delaying some deliveries.

**Trucking Companies:** Companies simply cannot hire enough new workers fast enough to make up for the number of qualified drivers needed due to retirements, recent regulations and competition.

**Consumers/General Public:** The new hours of service regulations,<sup>x</sup> which went into effect July 1, 2013, will make it even harder for trucking companies to overcome the labor and driver shortage issues. In turn, this ends up being a cost to the consumer. The harder a company has to try to look for qualified drivers, the more money it will cost and the more the consumers will have to pay for their goods.

**Individual Truck Drivers:** This group was defined as those currently employed as drivers in the trucking industry or those seeking employment as a driver in the industry. This group is highly affected by the new hours of service regulations, as well as the other rules and regulations set forth by the various regulatory authorities discussed above.

**POSSIBLE SOLUTIONS AND DESIRED OUTCOMES:**

- A. The age-gap between when prospective drivers are choosing a career and when they are old enough for licensing:

(L)1. **Solution:** Hold industry specific job fairs and create various recruitment programs such as “ride-along” opportunities at the high school and early college levels for students interested in a trucking career. Create early preparation programs at the high school and college level.

**Outcome:** Potential new drivers will be introduced to the trucking career before they are 21-25 years old.

- (L)2. **Solution:** Recruitment of veterans who are returning to the civilian work force to be truck drivers.  
**Outcome:** Will help with the shortage of drivers and help take care of veterans looking for employment.
- B. Insurance company restraints (age requirements):
- (L)3. **Solution:** A collaborated effort between the insurance companies and the truck driving schools to come together to better standardize driver training programs. Work together to better understand the reasoning behind the age requirement  
**Outcome:** If commercial truck insurance companies were more involved in creating standardized curriculum, perhaps they would be more comfortable with new drivers.
- C. Quality of life – balancing a job on the road with life at home:
- (L)4. **Solution:** When hiring new drivers, include training on adapting and understanding the lifestyle of a long haul driver.  
**Outcome:** Training programs would focus more on the lifestyle skills it takes to succeed in the industry. Training could also incorporate health and fitness, diet, sleep, hygiene, and personal budgeting so that potential drivers see these programs not only as beneficial to their careers but to their personal health as well.
- D. Appeal – raise the esteem of the trucking industry so that potential employees see it as a desirable career choice.
- (L)5. **Solution:** Develop a strong education/public awareness campaign to do away with the preconceived notion that truck drivers are all middle aged men alone on the road. Instead, these drivers possess highly qualified skills and have to adhere to tight delivery schedules, comply with a variety of rules and regulations and handle a variety of technology.  
**Outcome:** Changing the stereotype of the typical truck driver to help create an appealing industry image.
- (L)6. **Solution:** Focus on the up and coming technology aspect of the truck driving profession. Technology used includes automatic transmissions, automated handling of freight (loading and unloading no longer done by driver, which keeps them well rested), and safety developments that may aid in the evaluation of driver fatigue or other

health issues. Trucks now have the same technology one would see in luxury sedans.

**Outcome:** Will create an image that says truck drivers are highly skilled in some of the industry's latest technology.

(L)7. **Solution:** Find new ways to recruit and draw women into the trucking industry. Better attempts to target women directly by organizing "all-women" events and giving women who are already in the industry the chance to speak with other women.

**Outcome:** Changing the stereotype of a male-dominated industry to help solve the driver shortage issues.

## ANALYSIS OF REGULATION

### GOAL:

It is the goal of this paper to explore possible solutions to regulatory obstacles preventing the freight industry in Iowa from achieving its full potential while maintaining the safe movement of freight and people.

### INTRODUCTION:

To ensure the safe movement of freight throughout Iowa, a wide array of regulations at all levels – federal, state and local – have been put into place. These regulations affect, first hand, those doing business in Iowa and around our borders. A better understanding of these regulations and their impacts will assist the State in recognizing ways to better coordinate with those agencies responsible for the various elements that make up freight regulations.

Many shippers in Iowa are currently encountering regulatory obstacles that hinder the movement of freight among all modes of transportation.<sup>xi</sup> If not addressed, these issues may lead to delayed freight movement, increased congestion, a decrease in safe travel operations, and an unwanted drag on the economy.

Iowa's Freight Advisory Council (FAC) has identified "differences in state regulations" as a major obstacle for the efficient movement of freight. Since freight movements are often multistate and multijurisdictional, there is a need for better and clearer reciprocity between states regarding issues not standardized at a Federal level including, fuel, trip, and registration regulations. The changes that need to be made to our current system of regulations include but are not limited to:

- A. Streamline the permitting process. The current processes are confusing and cumbersome to shippers and truckers.
- B. Provide easier access to information regarding Iowa's trucking regulations.
- C. Better coordination and education of multiple agencies, including border states, regarding these processes and other regulations.

## **STAKEHOLDERS:**

Freight stakeholders are groups or individuals that affect or can be affected by an organization's actions related to regulation. These stakeholders are typically categorized as boards, coalitions, committees, councils, partnerships, or task forces. The list of stakeholders developed by the Iowa Freight Advisory Council includes the following:

**Truckers/Shippers:** Thoughtful and effective freight regulations are important for truckers and shippers to achieve maximum cost savings and efficiencies.

**Other States:** Differences in regulations and permitting from state to state can affect economic movement and opportunities.

**Railroads:** Certain regulations and standards have a direct impact on the efficiencies, safety, and economic advantage of railroads.

**Producers:** Including agricultural industries, construction industries, manufacturing industries, and other producers of goods.

**Industry Groups:** Including the Association of American Railroads (AAR), Iowa Association of Business and Industry, Farm Bureau, Iowa Motor Truck Association, Iowa Associated General Contractors (IAGC), as well as other groups representing the interests of different industries.

**Community Colleges:** Changes in regulations impact training programs.

**Consumers:** Many regulations are in place to provide protection for consumers.

**Public:** Regulations on the freight industry should ensure the safe movement of goods.

## **POSSIBLE SOLUTIONS AND DESIRED OUTCOMES:**

- A. Streamline the permitting process. The current processes are confusing and cumbersome to shippers and truckers.

(R)1. **Solution:** Reach reciprocity agreements with neighboring states to minimize the number of permits (e.g. fuel and trip) needed by Iowa freight haulers, within an agreed distance of the states' borders.

**Outcome:** Free economic movement with fewer procedural fines.

(R)2. **Solution:** Iowa is currently developing the Iowa Automated Permitting System (IAPS), which will be in use before the end of 2013. Continued updates and improvement of this system will be necessary.

**Outcome:** A streamlined permit issuance process with an interface similar to most of Iowa's surrounding states, as well as better communication and reporting capabilities for carriers.

(R)3. **Solution:** Getting Iowa involved in the Got Permits system, which gives wide load carriers and permitting agencies direct online access to state DOT oversize-overweight and licensing systems. It would also offer intelligent online mapping and routing. (other states that are

currently involved include: Alabama, Nebraska, New Jersey, Ohio, South Dakota, West Virginia, Illinois, and more)

**Outcome:** Allowing oversize-overweight carriers to get to their destinations as quickly and efficiently as possible.

(R)4. **Solution:** Develop a Midwestern/regional regulation and permitting website.

**Outcome:** Streamlines the process for shippers and truckers, providing easier access and potentially leading to some cost savings.

(R)5. **Solution:** Continued involvement in the American Association of State Highway and Transportation Officials (AASHTO) and the Standing Committee on Highway Transport (SCOHT) so that the state of Iowa can continue to be involved with and provide input on a number of issues including the harmonization effort for member states to reach a consensus on certain standardized truck size permitting requirements.

**Outcome:** To ensure and promote seamless and efficient transportation systems across the state and region.

B. Provide easier access to information regarding Iowa's Trucking regulations.

(R)6. **Solution:** Online module(s) to help various types of freight haulers to understand which rules and regulations apply to them. The module would ask the freight hauler for information about his/her truck/trailer, trip, and cargo, and provide the relevant rules/regulations for that situation.

**Outcome:** Clearer understanding and better compliance.

(R)7. **Solution:** Improve the Iowa DOT's Office of Motor Carrier website which provides information to the trucking industry.<sup>xii</sup>

**Outcome:** Information is readily accessible to the trucking industry.

C. Better coordination and education of multiple agencies, including border states, regarding these processes and other regulations.

(R)8. **Solution:** Provide integrated information on "next steps" (i.e. direct links to counties/cities/states contact person or permitting site) to users that may need multiple state/jurisdictional operating authorities.

**Outcome:** Streamlines and encourages compliance with all jurisdictions' regulations throughout a trip.

(R)9. **Solution:** Develop regional goals and objectives for freight transportation in conjunction with surrounding states.

**Outcome:** Goals and objectives would build a framework that would help prevent conflict among states in the development of any future regulations.

## ANALYSIS OF POLICY SUPPORT AND COMMUNICATION

### GOAL:

It is the goal of this paper to provide ideas for potential policies and communication channels that will help educate, engage, and provide opportunities to legislators and stakeholders that will help Iowa stay economically competitive in a national and international marketplace.

### INTRODUCTION:

The State of Iowa has a long history of developing and supporting competitive access to a global marketplace through Iowa DOT programs that support infrastructure investments in highways, bridges, railroads and through economic development programs administered by IEDA. However, long-standing practices that prioritize “low-hanging fruit” have not addressed some of the more difficult or sensitive issues. In particular, the perception of the Iowa Freight Advisory Council (FAC) is that the state has not kept pace on developing competitive access for shippers in the areas of shipping terminals, providing a comprehensive location for information, and freight policy decision-making. These gaps have resulted in a loss of market share in the global economy.

The FAC has identified Policy Support and Communications as specific areas that will aid in the development of guiding principles for freight policy. This paper will explore opportunities for:

- A. Assessing Iowa’s strengths and weaknesses within its freight transportation system
- B. A compilation of information on freight terminal locations for ALL modes
- C. A comparative analysis (delivery times, environmental impacts, economic efficiencies, security, etc.) of the different modes
- D. Studying future needs for growth industries
- E. A better conduit for input and discussion for policy development
- F. Creation of a single resource to link and communicate all of the above

### STAKEHOLDERS:

Freight stakeholder groups are typically categorized as boards, coalitions, committees, councils, partnerships, or task forces. These groups are usually

established at a national, regional, state, or local level and are directly affected by the success of two-way communication as it relates to freight policy.

The list of stakeholders developed by the Iowa Freight Advisory Council includes the **Texas Transportation Institute (TTI), American Association of Railroads (AAR), American Short line and Regional Railroad Association, American Truckers Association, Iowa Motor Truckers Association, Farm Bureau, American Wind Energy Association, Iowa Wind Energy Association, Iowa Pipeline Association, and Association of Business and Industry.**

As stakeholders, these business and educational institutions have previously studied specific topics relevant to the groups they represent such as the Modal Emission Comparison (TTI) and Speed emission study (AAR).

#### **POSSIBLE SOLUTIONS AND DESIRED OUTCOMES:**

This is an “all-inclusive” list, with the understanding that some of these may not be pursued.

A. Assessing Iowa’s strengths and weaknesses within its freight transportation system

(P)1. **Solution:** Work with the FAC to develop goals and criteria to achieve an efficient and balanced freight network and identifying policies that the State of Iowa currently has related to the movement of freight. Compare current conditions with goals and criteria to identify shortfalls.

**Outcome:** This analysis will provide direction to create a strategy for implementation.

B. A compilation of information on freight terminal locations for ALL modes

(P)2. **Solution:** Update current directories (see Regulatory Authorities section) and consolidate into a single map based interface that provides a one-stop shop for modal links. Identify/research other areas that may impact freight movement and policy decisions.

**Outcome:** This will provide current information on all modes of transportation as it relates to the freight industry.

C. A comparative analysis (delivery times, environmental impacts, etc.) of the different modes

(P)3. **Solution:** Conduct a literature review of recent research.

**Outcome:** As stated above, some research has already been conducted (TTI, AAR). This will provide a compilation of current thoughts and provide insight into gaps in needed research.

D. Study future needs for growth industries

- (P)4. **Solution:** Proactively be involved in early stages of new or expanded development to assess transportation impacts and needs  
**Outcome:** This will provide a “jump start” for needed improvements that may have a longer planning and funding cycle than private development.

E. A better conduit for input and discussion for policy development

- (P)5. **Solution:** Explore and implement technology based communications such as a freight-related “social network”.

**Outcome:** By providing current policy or regulatory topics under consideration, this input feed can allow for timely input from all stakeholders.

- (P)6. **Solution:** Advertise outputs of the Iowa Freight Advisory Council and conduct a biennial open house to the freight community.

**Outcome:** This will provide an opportunity for the at-large freight community to voice opinions on current policy decisions and the operations of the Iowa Freight Advisory Council.

F. A single resource to link all of the above

- (P)7. **Solution:** Create a web-based site for a “one-stop” research area that provides links to comparative shipping analyses, regulations, research, and policy input opportunities.

**Outcome:** This will provide easy access to information to enhance decision-making for shippers, carriers, and regulatory authorities.

## SOLUTIONS

The solutions presented in the *CATEGORIZED REPORTS* were “all-inclusive” lists developed with the understanding that some of the ideas may not be pursued. The full FAC convened to prioritize the list of ideas into a set of prioritized solutions. At this meeting, the FAC reviewed all 65 possible solutions and added two more that were not in the original categorized lists. These were:

The prioritized solutions were determined using three separate methodologies. The FAC conducted a multi-vote (scale of 1-5) of the perceived impact each of the 67 possible solutions may have on the movement of freight in the state. They then took the scores that were predominantly 4 and 5 and used stickers to rank those

solutions. A statistical process was then used on the multi-vote results to provide a weighted score for each solution.

Datasets of the top 12 solutions from each of the three methodologies above were then compared. Six of the proposed Ranked Solutions were the top choices of the FAC. The other six were those that fell into at least two of the three datasets as shown in table 1.

**Table 1**

<b>Solution Number</b>	<b>multi-vote average</b>	<b>Most dots</b>	<b>weighted 4 &amp; 5</b>
I1	x	x	x
I4	x	x	x
I5	x		x
T1	x		x
T2	x		x
T3		x	x
O3	x		x
O11	x		x
R9	x		x
I2/F1		x	
I10		x	
A1		x	

The text of these solutions can be summarized as:

- Evaluate using more than one mechanism to raise revenue. (I1)
- Prepare a state freight infrastructure plan to optimize our infrastructure investments. (I4)
- Study the movement of freight and how each modal system competes and cooperates with the others. (I5)
- Study previous attempts at introducing new transload or intermodal facilities in Iowa. (T1)
- Investigate the current freight flows for major industry sectors in Iowa to determine the current and future needs and impediments to more local transload and intermodal facilities. (T2)
- Conduct a market analysis transload and intermodal facilities. (T3)

- Develop standards for roadway design (especially for recent innovations such as roundabouts) that take into consideration the local and regional freight transportation needs. (O3)
- Reevaluate the Farm to Market system to better allow for actual freight movements for areas with changes or additional destinations (i.e.; ethanol plants, new transloading facilities, bio fuel changes, etc.). (O11)
- Develop regional goals and objectives for freight transportation in conjunction with surrounding states. (R9)
- Increase the state fuel tax. (I2 and F1)
- Optimize intermodal and multi-modal facilities. (I10)
- Increase in funding/support for freight related activities/projects. (additional solution)

## **NEXT STEPS**

These 12 prioritized solutions will be considered for inclusion in the Iowa Freight Plan. As part of this plan, strategies will be developed to implement these solutions, in part or as a whole, with consideration of the effects it will have on the overall unified goal.

## Appendix A – FREIGHT ADVISORY COUNCIL MEMBERSHIP – August 1, 2012

<b>Iowa Freight Advisory Council Membership</b>		
<b>Name</b>	<b>Title</b>	<b>Company</b>
Jeff Schnell	CEO	Agribusiness Association of Iowa
Scott Stabbe	Grain Manager	Key Cooperative
Tom Determann		Clinton Regional Development Corporation
Zach Bader	Grassroots Program Manager	Iowa Farm Bureau
Murry Fitzer	CEO	Florilli Transportation
Bill Horan	Chairman of the Board	Western Iowa Energy
Kevin Burke	President	Alliant Energy Transportation
Brent Vanderleest		Sully Transport
Kathy Evert	President/CEO	Iowa Lakes Corridor Development Corporation
Natalie Hammer		Holland Moving and Rigging Supplies
Greg Jenkins	Interim President and CEO	Greater Muscatine Chamber of Commerce & Industry
Tim Woods	President	International Traders of Iowa (with Transportation Management International)
Larry Daily	President	Alter Logistics
Dan Sabin	President	Iowa Northern Railway Company
Ron Lang		Independent Trucker
Delia Moon-Meier	Senior Vice President	Iowa 80 Group
Kelly Sanders		Target Distribution Center
Devin Sires	Bean Team Merchandising Lead	Cargill
Mike Steenhoek	Executive Director	Soy Transportation Coalition
Harold Hommes		Iowa Department of Agriculture and Land Stewardship
Jennifer Wright		Iowa Department of Natural Resources
Brett Tjepkes	Assistant District Commander	Iowa Department of Public Safety
Joseph Rude		Iowa Economic Development Authority
Cecil Wright	Assistant General Counsel	Iowa Utilities Board
Becky Hiatt	Planning and Development Team Leader	FHWA Iowa Division
Shirley McGuire	Division Administrator	Federal Motor Carrier Safety Administration, Iowa Division Office
Kate Carlucci	Governmental Affairs Coordinator	Iowa League of Cities
Mike Hadley	Vice Chair	Keokuk County Supervisor
Mike Norris	Executive Director	Southeast Iowa Regional Planning Commission
Todd Ashby	Executive Director	Des Moines Area Metropolitan Planning

## Appendix B – IDENTIFIED ISSUES

### Identified Issues Freight Advisory Council Meeting August 1, 2012 Ankeny, Iowa

#### Infrastructure

1. Limited intermodal connections
2. Deteriorating infrastructure
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

1. Congestion / capacity challenges
2. Roadway geometry issues at intersections related to the length of turbine blades – i.e. roundabouts for bigger loads
3. Labor (driver shortage)

4. Weight considerations for carriers switching to compressed natural gas (CNG)
5. Reasonable access to CDL testing facilities
6. Get quality drivers / ability to pass tests (drug, etc.)
7. Lack of quality drivers to pursue that career path - being home at night
8. Shortage of labor for all skilled industries in Iowa and retaining youth in Iowa
9. Mechanical solutions to carry more weight per truck - more axle configurations
10. Farmers using more semis to haul grain farther
11. Long construction zones
12. County budgets limiting when local roads are cleared from snow / ice
13. Information about when clearing snow / ice and when complete so transport providers can make routing choices
14. Consider freight movements when performing state, county, city maintenance activities

## **Regulations**

1. Hours of service
2. Federal truck size and weight study
3. Rail regulation
4. Integrated county and local permitting
5. Oversize / overweight permitting
6. Interstate (cross state) coordination of regulations
7. 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
8. Too lax – allowing non-CDL drivers to operate air brakes
  - Require farmers to have CDL if trucking on roadways

## **Financial**

1. Transportation funding
2. Energy costs and their relationship to freight
3. Economy
4. How to generate revenues from alternative fuel vehicles for the use of the roadways

## **Research and Education**

1. Factors influencing freight modal shifts

2. Lack of empty containers for use in Iowa
3. Lack of engagement by stakeholders in the transportation planning and programming processes

**Etc**

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



## End Notes

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<sup>i</sup> Transportation for America, 2011. “The Fix We’re In For: The State of Our Nation’s Bridges,” p. 6. <http://t4america.org/docs/bridgereport/bridgereport-national.pdf>.

<sup>ii</sup> Iowa Department of Transportation, 2011. “2011 Road Use Tax Fund (RUTF) Study.” [http://www.iowadot.gov/pdf\\_files/RUTFStudy2011.pdf](http://www.iowadot.gov/pdf_files/RUTFStudy2011.pdf).

<sup>iii</sup> Iowa DOT 2011 Road Use Tax Fund (RUTF) Study: [http://www.iowadot.gov/pdf\\_files/RUTFStudy2011.pdf](http://www.iowadot.gov/pdf_files/RUTFStudy2011.pdf)

<sup>iv</sup> Iowa in Motion – Planning Ahead 2040: [http://www.iowadot.gov/iowainmotion/files/IowaInMotion\\_final.pdf](http://www.iowadot.gov/iowainmotion/files/IowaInMotion_final.pdf)

<sup>v</sup> Governor’s Transportation 2020 Citizen Advisory Commission Final Report: <http://www.iowadot.gov/transportation2020/pdfs/CACREPORTFINAL110211.pdf>.

<sup>vi</sup> Governor’s Transportation 2020 Citizen Advisory Commission Final Report, p. 47. <http://www.iowadot.gov/transportation2020/pdfs/CACREPORTFINAL110211.pdf>.

<sup>vii</sup> From Fuel Taxes to Mileage-Based User Fees: Rationale, Technology, and Transitional Issues. University of Minnesota Center for Transportation Studies, 2011. <http://www.its.umn.edu/Publications/ResearchReports/reportdetail.html?id=2048>

<sup>viii</sup> Governor’s Transportation 2020 Citizen Advisory Commission Final Report: <http://www.iowadot.gov/transportation2020/pdfs/CACREPORTFINAL110211.pdf>.

<sup>ix</sup> Website: <http://www.truckingunlimited.com/jobs/iowa>

<sup>x</sup>The Hours of Service of Drivers Final Rule was published in the Federal Register in December 27, 2011. The effective date of the Final Rule was February 27, 2012 and the compliance date of remaining provisions was July 1, 2013. Federal Register: <http://www.fmcsa.dot.gov/rules-regulations/administration/rulemakings/final/HOS-Final-Rule-12-27-11.pdf>

<sup>xi</sup> Website: [www.ops.fhwa.dot.gov/freight/publications/eval\\_mc\\_industry/](http://www.ops.fhwa.dot.gov/freight/publications/eval_mc_industry/)

<sup>xii</sup> Website: [iowadot.gov/mvd/omcs](http://iowadot.gov/mvd/omcs).