

25th meeting of the
IOWA FREIGHT ADVISORY COUNCIL

March 8, 2019
10:00 AM to 2:00 PM
Ramada Tropics Resort & Conference Center
5000 Merle Hay Road, Des Moines, IA 50322

Meeting input objective

Identify current or future transportation challenges concerning Iowa shippers for the FAC to examine and the DOT to address.

10:00 AM Safety Briefing

Amanda Martin
Iowa DOT

Welcome and Introductions

Ice-breaker: Are there any new and emerging trends, technologies, etc. in your industry potentially impacting your business? Is there anything we should consider for the next agenda?

Mike Steenhoek, Chair

10:20 AM Iowa DOT Updates

Miscellaneous updates from the Department.

- Electric Vehicle Study
- Other

Craig Markley
Matt Chambers
Iowa DOT

10:50 AM FAC Member Attendance Expectations

Overview of member attendance and participation expectations.

Garrett Pedersen
Iowa DOT

11:00 AM FAC Role & Input

An overview of how the input provided by members ultimately informs the Iowa Transportation Commission.

Garrett Pedersen
Iowa DOT

11:30 AM Des Moines Transload Facility

An update on the proposed new transload facility in Des Moines that just received a BUILD grant.

Todd Ashby
Des Moines Area MPO

11:45 PM Lunch

12:30 PM Shippers Panel

Presentations and discussion relating to current or future transportation challenges that Iowa shippers would like the Iowa DOT to address and the FAC to examine.

**Mike Steenhoek
Soy Transportation
Coalition**

- Todd Phillips, Heartland Co-op.
- Kevin Gass, PDI

2:00 PM Adjourn

2019 meetings: June 7, September 6, December 13

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IOWA FREIGHT ADVISORY COUNCIL

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 5000 Merle Hay Road, Des Moines, IA 50322

Members

| | | | |
|---|-----------------|---|-------------------|
| | Joel Brinkmeyer | | Delia Moon-Meier |
| x | Andy Cernin | x | James Niffenegger |
| x | Tom Determann | x | Kelli O'Brien |
| x | Greg Dickinson | x | Joe Parsons |
| x | Don Egli | | Dan Sabin |
| x | Greg Jenkins | x | Mike Steenhoek |
| | Calean Kokjohn | x | Ron White |
| | Ron Lang | | Tim Woods |
| | Don McDowell | | |

Ex-Officio Members

| | | | |
|---|-----------------|---|-----------------------|
| x | Todd Ashby | | Paul Ovrom |
| | Karen Bobo | | Robert Palmer |
| | Mike Hadley | x | Joseph Rude |
| x | Michael Kober | | Col. Steven Sattinger |
| x | Sean Litteral | | Louis Vander Streek |
| x | Shirley McGuire | x | Jennifer Wright |
| | Mike Norris | | |

Iowa DOT

| | | | |
|---|----------------|---|------------------|
| | Stu Anderson | | Scott Marler |
| x | Phou Baccam | x | Amanda Martin |
| x | Matt Chambers | x | Justin Meade |
| x | Mikel Derby | x | Phil Meraz |
| x | Sam Hiscocks | | Phil Mescher |
| | Laura Hutzell | | Tammy Nicholson |
| x | Alex Jansen | x | Garrett Pedersen |
| | Renee Jerman | x | Charlie Purcell |
| x | David Lorenzen | | Angel Robinson |
| | Mark Lowe | | Melissa Spiegel |
| x | Craig Markley | | |

Guests

| | | | |
|---|---------------------------------------|---|---|
| x | Kevin Gass (PDI) | x | Carrie Evans (Iowa Interstate Railroad) |
| x | Todd Phillips (Heartland Cooperative) | | |

Meeting input objective

Identify current or future transportation challenges concerning Iowa shippers for the FAC to examine and the DOT to address.

10:00 AM Safety Briefing

**Amanda Martin
Iowa DOT**

Welcome and Introductions

Mike Steenhoek, Chair

Ice-breaker: Are there any new and emerging trends, technologies, etc. in your industry potentially impacting your business? Is there anything we should consider for the next agenda?

Amanda Martin opened the meeting with a safety briefing. Mike Steenhoek, Chair of the FAC, then led introductions and ice-breaker topics discussed by the group. Each member was asked, "How are new and emerging technologies impacting your business? Is there anything we should consider for the next agenda?" Responses included:

- Mike Steenhoek began with the issue of water this spring. This winter produced heavy snow totals with consecutive days below freezing, preventing any type of thaw and relief. This will most likely provide issues for farming and logistics by impacting gravel roads, rail tracks, etc.
- Mike Steenhoek also added that blockchain technologies and applications may be something for the FAC to examine in the future as it has the potential to have significant impacts on freight movements.
- Kelli O'Brien provided an update on Union Pacific's implementation of Positive Train Control. UP is fully installed but full implementation and interoperability with other railroads isn't ready yet. These need to be fully implemented by 2020.
- Ron White noted that the Mississippi, Ohio, and Tennessee Rivers are already experiencing high water levels which is restricting tow sizes on the Lower Mississippi River. This is projected to be an issue for the next few months.
- Mike Steenhoek stated a current trend impacting agriculture is the trade war with China. The industry is wrestling with future options and next steps if new investments need to be made in supply chains to direct goods to the same place or elsewhere.

Mike Steenhoek then asked members about any impacts to business due to the Government shutdown. Responses included:

- Todd Ashby mentioned that a Build Grant awarded for the Des Moines Transload Facility was delayed.
- Kelli O'Brien noted that there was a minimal impact but future interactions with the FRA and STB could be difficult due to the current backlog of projects.
- Joe Parsons added that some grant processes were delayed but nothing major.
- Todd Phillips stated that the shutdown did cause some confusion among farmers about receiving payments through the Market Facilitation Program. Some payments were delayed but ended up being a minor issue.
- Mike Steenhoek added that the U.S. Army Corps of Engineers weren't impacted as their funding was already approved through a different bill.

10:20 AM Iowa DOT Updates

Miscellaneous updates from the Department.

- Electric Vehicle Study
- Other

**Craig Markley
Matt Chambers
Iowa DOT**

Matt Chambers presented on the *Report on the Impact of Electric Vehicles on the Road Use Tax Fund (RUTF)*, a study completed by Iowa DOT to estimate the impacts to funding due to high efficiency vehicles. Iowa fuel taxes make up approximately 45 percent of the state RUTF and fuel taxes are declining due to increases in fuel efficiency and growth in the electric vehicle market. The study evaluated electric, hybrid, and hydrogen fuel cell vehicles and included estimated impacts, evaluation of mitigation alternatives, and mitigation recommendations. This report was provided to the Iowa Legislature on December 31, 2018.

Goals established for mitigation strategies included low administrative costs, an equitable solution, no net change to the RUTF, and captures all users. Final recommendations from the study included ultimately implementing a national level mileage-based user fee, and in the meantime, implementing a per kWh fee excise tax, a supplemental registration fee for passenger electric vehicles., and a hydrogen fuel excise tax.

10:50 AM FAC Member Attendance Expectations

Overview of member attendance and participation expectations.

**Garrett Pedersen
Iowa DOT**

11:00 AM FAC Role & Input

An overview of how the input provided by members ultimately informs the Iowa Transportation Commission.

**Garrett Pedersen
Iowa DOT**

Garrett Pedersen updated members on new attendance expectations. An updated Role of the FAC document was provided highlighting that: *Term limits will not apply to general membership; however, if a member or designee is absent three consecutive meetings, barring extenuating circumstances, their membership will be terminated.*

Mr. Pedersen then presented on the process of member input ultimately informing the Iowa Transportation Commission. Essentially, the process includes three steps:

1. FAC advises DOT staff on general freight issues, planning priorities, funding programs, etc.
2. DOT staff develops recommendations for various planning and programming items.
3. Iowa Transportation Commission acts on staff recommendations via the State Long-Range Transportation Plan, Grant Programs, and the Five-Year Program.

An overview of input utilized thus far was followed by a discussion of what effective input from the FAC should look like. Responses included:

- Sean Litteral stated greater effort could be put to reporting on the status of efforts, solutions, and other things that the FAC provides input on.
- Mike Steenhoek mentioned that more could be done on educating the public about the importance of raising the fuel tax and specifically how new revenue is being used. One of the reasons the public

resists fuel tax increases is because they feel like they're giving up a tangible cost for an intangible benefit.

- Multiple attendees supported the idea of sending press releases to local news sources to promote the completion and benefits of projects.

11:30 AM Des Moines Transload Facility

An update on the proposed new transload facility in Des Moines that just received a BUILD grant.

Todd Ashby

Des Moines Area MPO

Todd Ashby provided an update on the new transload facility being planned in Des Moines. This facility received a BUILD Grant for this effort and, if it comes to fruition, shipping costs from the area are estimated to decrease by 25 percent. Next steps include acquiring operators to build and manage the facility. Mr. Ashby also gave an update on the future of the containerlocator.com system.

11:45 PM Lunch

12:30 PM Shippers Panel

Presentations and discussion relating to current or future transportation challenges that Iowa shippers would like the Iowa DOT to address and the FAC to examine.

Mike Steenhoek

Soy Transportation Coalition

- Todd Phillips, Heartland Co-op.
- Kevin Gass, PDI

FAC Chair Mike Steenhoek facilitated a panel consisting of two major Iowa shippers – Todd Phillips with Heartland Cooperative and Kevin Gass with PDI. Each was given time to provide an overview of their company and related supply chains.

Mr. Phillips began by providing information on Heartland Cooperative, a company based in West Des Moines. Heartland owns 65 elevators, including 12 rail-loading locations. A new rail-loading facility was built in Fairfield and they operate a barge facility in Weaver to diversify access to different modes and geographies. Statistics were also provided on competitor rankings, sales, shipments by commodity, and shipments by mode.

Mr. Gass provided information on PDI, a subsidiary of Hy-Vee providing full-line delivery for Hy-Vee Food Stores. PDI has 700 employees operating in eight surrounding states with 122 tractors and 235 reefer trailers. PDI's new distribution center in Ankeny includes 120 acres, 450,000 square feet of warehousing space, and handles fresh commodities such as dairy, baked goods, produce, etc.

Mr. Steenhoek then facilitated a question and answer session with the following being addressed:

If you had the ability to remove one transportation issue, what would it be?

- Mr. Phillips stated that it is difficult for cooperatives to keep up with major swings in freight costs from the Class I railroads, which can be due to factors outside the railroad company's control. These swings make it difficult for shippers, receivers, exporters, etc.
- Mr. Gass stated that a challenge PDI and other trucking companies deal with is detention times at terminals as drivers can use up to six hours waiting for loads, time that counts against their hours of service.

Fluidity of operations is heavily dependent on weather conditions. If you are experiencing adverse weather that will impact receiving and delivering, do you have the resources you need to make to make appropriate decisions?

- Mr. Gass complimented the Iowa 511 app, including the road conditions, plow locations, and camera portions. This tool provides everything they need to make decisions.
- Mr. Phillips stated that Heartland utilizes weather forecasts and the Iowa 511 app to determine working hours for drivers and facilities. Sometimes it is necessary to work weekends and take days off during the week depending on weather and road conditions to utilize the most appropriate time to ship.

Is the truck driver shortage an issue for your company?

- Mr. Phillips explained that finding drivers is a big challenge for Heartland, especially in rural areas. The company is required to compete for labor and raise compensation. In addition, most farmers own their own trucks now.
- Mr. Gass noted that PDI employs many college students in their warehouse, so they can recruit drivers from within.

What would lowering the truck driving age to 18 do for the driver shortage?

- Mr. Gass explained that lowering the driving age would help tremendously by allowing companies to recruit drivers straight out of high school rather than three years later when most have a career path established.

Do you have any thoughts on block chain technologies?

- Mr. Gass stated that they may be able to allow for different tracking of commodities to meet developing demands like consumer desire to know where food comes from.

Do you have a forecast for the implementation of automated trucks?

- Mr. Gass noted that automated trucking will happen eventually. However, some human interaction will be necessary to maneuver vehicles to final destinations.
- Mr. Phillips added that automation would help with the labor issue and would be more beneficial for the environment if expanded beyond trucking to more farming practices.

Adjourn

2019 meetings: June 7, September 6, December 13

Report on the Impact of Electric Vehicles on the Road Use Tax Fund

March 8, 2019 Iowa Freight Advisory Council Meeting

Background

- Iowa DOT required to develop report estimating impacts to Road Use Tax Fund due to high efficiency vehicles
- Report included estimated impacts, evaluation of mitigation alternatives, and mitigation recommendations
- Iowa DOT provided report to the Iowa Legislature on December 31, 2018
- Study evaluated electric, hybrid, and hydrogen fuel cell vehicles

Background Cont.

- Iowa fuel taxes make up approximately 45 percent of state RUTF
- Fuel tax is declining due to increases in fuel efficiency and growth in electric vehicle market
- Electric vehicle (EV) marketplace includes:
 - Hybrid electric vehicles (HEV) such as the Toyota Prius
 - Limited ability to travel under electric power
 - No ability to charge from outside sources
 - Battery electric vehicles (BEV) such as Nissan Leaf and Tesla Model 3
 - No internal combustion drivetrain components
 - Charged from external sources

Background Cont.

- Electric vehicle (EV) marketplace also includes:
 - Plug-in hybrid electric vehicles (PHEV) such as Chevrolet Volt
 - Both internal combustion and electrical drivetrain components
 - Can be propelled by electric drivetrain only
 - Charged from external sources
 - Hydrogen fuel cell electric vehicles
 - Utilize on board hydrogen to generate electricity

Electric Vehicle Market Conditions - Iowa

- As of July 1, 2018 Iowa EV registrations totaled:
 - BEV – approximately 700
 - PHEV – approximately 1,750
- As of December 30, 2018 Iowa EV registrations totaled:
 - BEV – approximately 1,050
 - PHEV – approximately 2,000
- Growth of approximately 25 percent in 6 months
- Likely factors impacting growth:
 - Increased model availability (Tesla Model 3)
 - Availability of charging infrastructure

Iowa RUTF Impact

- Revenue impacts were forecasted for passenger and commercial vehicles
- Low, medium, and high forecasts were produced
- Passenger vehicle EV growth assumptions were based on national level forecasts
 - Adjusted to account for Iowa's current EV fleet and EV market conditions
 - Assumed a gradual transition from PHEV to BEV
 - Likely underestimated the transition to BEV
- Forecast of passenger EVs ranged from approximately 10 to 33 percent of the passenger vehicle fleet by 2040

Iowa RUTF Impact – Cont.

- Commercial fleet EV growth assumptions accounted for:
 - Later availability of commercial EVs
 - Quicker fleet turnover than passenger fleet
- Forecast of commercial EVs ranged from approximately 5 to 50 percent of the commercial vehicle fleet mileage by 2040

Iowa RUTF Impact Cont.

| Reduction in Iowa RUTF due to BEV and PHEV | | | |
|---|---------------------|------------------------|----------------------|
| Year | Low Scenario | Medium Scenario | High Scenario |
| 2018 | \$317,000 | \$317,000 | \$317,000 |
| 2020 | \$488,000 | \$520,000 | \$564,000 |
| 2025 | \$1,858,000 | \$2,684,000 | \$11,117,000 |
| 2030 | \$7,083,000 | \$14,207,000 | \$45,221,000 |
| 2035 | \$19,603,000 | \$47,748,000 | \$129,260,000 |
| 2040 | \$39,975,000 | \$115,200,000 | \$241,316,000 |

Evaluation of Mitigation Strategies

- Goals for mitigation:
 - Low administrative costs
 - Equitable
 - No net change in RUTF
 - Captures all users
 - Passenger vehicles
 - Commercial vehicles
 - Out-of-state vehicles

Mitigation Alternatives

- Index fuel tax rates
 - Multiple states have implemented
 - Inflation rate
 - Wholesale price of fuel
 - Fuel efficiency
 - Easily implemented
 - Would impact all users of liquid motor fuel
 - Constitutionally protected for transportation use
 - Would not capture BEV or PHEV driving under electric power

Mitigation Alternatives Cont.

- Add a per Kilowatt Hour (kWh) excise tax
 - One state has implemented
 - Consistent with idea of collecting excise tax on motor fuels
 - Based on vehicle use
 - Captures passenger and commercial vehicles
 - Captures in and out of state vehicles
 - Difficult to implement on residential charging

Mitigation Alternatives Cont.

- Add a mileage based user fee
 - No states have implemented on a statewide basis
 - Not subject to fuel type and vehicle efficiency
 - Based on vehicle use
 - No national system in place
 - Privacy concerns with technologically based GPS solutions
 - Non GPS solutions require additional administrative effort to implement

Mitigation Alternatives Cont.

- Add Supplemental registration fee
 - 19 states have implemented
 - Annual rates vary from \$50 to \$200
 - Applied to BEV and/or PHEV
 - Easily administered through existing registration system
 - Constitutionally protected for transportation
 - Would not address out of state passenger vehicles
 - Not directly based on system usage

Mitigation Alternatives Cont.

- Add a hydrogen fuel excise tax
 - Six states have implemented
 - Consistent with idea of collecting excise tax on motor fuels
 - Based on vehicle use
 - Captures passenger and commercial vehicles
 - Captures in and out of state vehicles

Study Recommendations

- Best long term solution is implementation of national level mileage based user fee
 - Iowa DOT did not recommend implementation of mileage based user fee as a single state solution
- Recommendation 1 – Add a per kWh fee excise tax
 - Recommended rate of \$0.026 per kWh
 - Based on efficiency of BEV class 8 trucks (33,001 pounds and heavier)
 - Results in paying tax roughly equivalent to average diesel class 8 truck
 - Rate would be higher if based on efficiency of passenger BEV
 - Would apply only at non residential charging locations
 - Burdensome to meter and collect revenue from all potential residential charging locations
 - Utilize taxing system similar to existing LNG and LPG (point of sale collections)

Study Recommendations Cont.

- Recommendation 2 – Add a supplemental registration fee for passenger EV
 - Intended to mitigate user fees lost due to home charging
 - Would apply to electric passenger vehicles weighing less than 10,000 pounds
 - This is consistent with the weight/value methodology used for collecting annual registration fees
 - Rate based on liquid fuel tax collected from average passenger vehicle in Iowa
 - Adjusted downward by ~15 percent to account for non residential charging
 - BEV - \$130 per year
 - PHEV - \$65 per year
 - Electric motorcycle - \$9 per year
- Recommendation 3 – Add a hydrogen fuel excise tax
 - Recommended rate is \$0.65 per diesel gallon equivalent (2.49 pounds of hydrogen)
 - Based on efficiency of hydrogen fuel cell class 8 trucks
 - Assumed to achieve ~13 miles per diesel gallon equivalent
 - Utilize taxing system similar to existing LNG and LPG (point of sale collections)

Legislative Action

- Bills implementing the study recommendations have been submitted in the Iowa House (HSB197) and Senate (SSB1208)
- House and Senate subcommittees have recommended passage
- House bill has been amended to phase in supplemental registration fees over three years
- Should current bill be passed this session implementation would begin:
 - Supplemental registration fee – January 1, 2020
 - Hydrogen fuel excise tax – January 1, 2020
 - Per kWh fee excise tax – July 1, 2020



Freight Advisory Council **Role & Input**

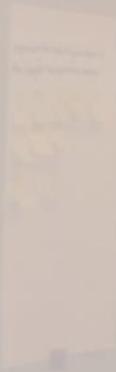


Improving the contribution of the freight
transportation system to economic activity,
productivity, and competitiveness

Question

How does the input
that the FAC provides
ultimately inform the
Iowa Transportation
Commission?

Reducing congestion on the freight
transportation system



FAC Role & Input

Generalized process and roles



step 1 ^{FAC} **advises DOT staff**

General freight issues
Planning priorities
Funding programs

step 2 ^{DOT staff} **develops recommendations**
Various planning and programming items

step 3 ^{Transportation Commission} **acts on staff recommendations**

State Long-Range Transportation Plan
Grant Programs
Five Year Program

What does effective input look like?

- Examples from Iowa DOT perspective
 - Continuous staff learning
 - State Freight Plan/Rail Plan development
 - LIFTS program development
 - Project Prioritization tool refinement

FAC Role & Input

State Freight Plan development

IOWA IN MOTION – STATE FREIGHT PLAN

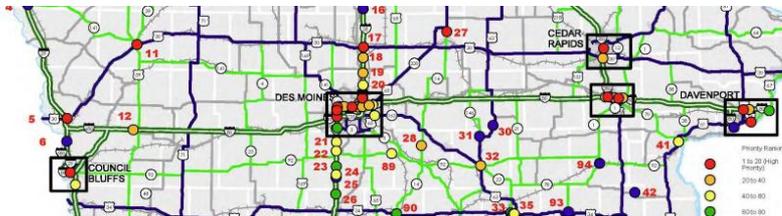
4.2 Freight Issues

Just as the complexities of freight movement result in constantly changing trends, the same holds true for broader freight-related issues.

Freight Advisory Council (FAC) Issues

During the FAC's first meeting, members identified 48 specific issues (see Appendix 2) that were

Freight issues identification



Freight bottleneck evaluation



Plan document review & comment

IOWA STATE FREIGHT PLAN
FAST ACT UPDATE

FAC Role & Input

LIFTS Program development

deadlines. See the schedule below for more information. (Section 7 of the application.)

- **Innovation/Process improvement (10 percent)** The project applicant must document if any creative or original solutions are incorporated in the project and how any innovative/new technology or novel construction/project management processes will be used to demonstrate innovative approaches to a project. Additionally, the project applicant must document how the success of the project will be measured. (Section 8 of the application.)

Evaluation criteria

| Category | Weight |
|--------------------------------|--------|
| Freight Mobility Benefits | 25 % |
| Economic Benefits | 25 % |
| Public Benefits | 20 % |
| Project Readiness | 20 % |
| Innovation/Process Improvement | 10 % |

Criteria weighting

▲ EVALUATION

A multi-disciplinary team of Iowa DOT staff will evaluate the applications. Simultaneously, applications will be provided to selected members of the Iowa Freight Advisory Council for their input. Sections 4 through 8 of the Linking Iowa's Freight Transportation System (LIFTS) Project Application (Iowa DOT [Form 291320](#)) include specific questions related to the evaluation criteria. Applications will be evaluated on the merits of the submitted application

Application review & comment

FAC Role & Input

Project Prioritization tool refinement

FREIGHT



PROJECT PRIORITIZATION – FREIGHT SCORE

Each project is assigned an economic score based on its proximity to known freight facilities, as well as its performance scores for bridges, safety, pavement and traffic.



Evaluation criteria

PROJECT PRIORITIZATION WEIGHTING FORM

Iowa Freight Advisory Council
 December 14, 2018

Criteria Definitions

Bridge: Bridge condition index, which includes age, load capacity, traffic count, and a few other factors.

Pavement: Overall condition of the pavement while also considering its smoothness and rideability.

Criteria weighting

Project Prioritization tool update:

- Freight factor being modified based on FAC input (freight utilization and value)
- Previously based on proximity to freight generating facilities
- Modified focus on truck traffic and bottlenecks (value to freight efficiency)

FAC Role & Input

Simplified process



step 1 ^{FAC} **advises DOT staff**

- General freight issues
- Planning priorities
- Funding programs

step 2 ^{DOT staff} **develops recommendations**
Various planning and programming items

step 3 ^{Transportation Commission} **acts on staff recommendations**

- State Transportation Plan
- Grant Programs
- Five Year Program

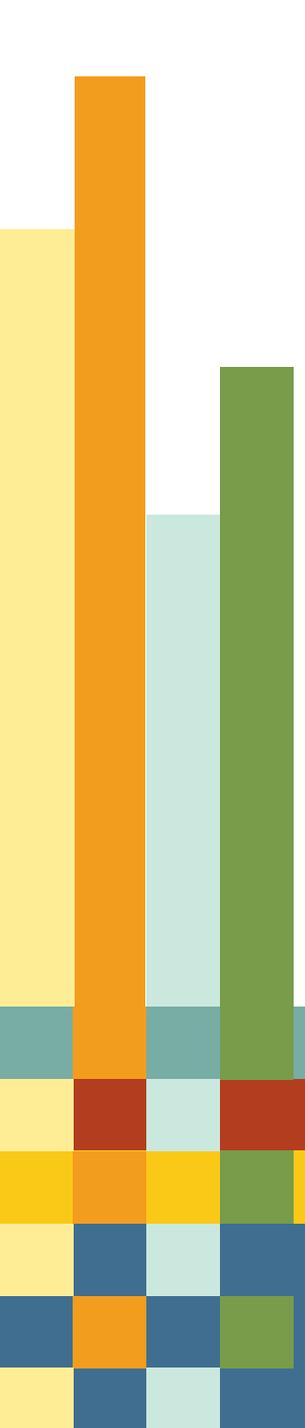
What should effective input look like?

- FAC discussion



THANK YOU FOR YOUR TIME AND ATTENTION





DES MOINES AREA MPO

Iowa Freight Advisory Council

March 8, 2019

DES MOINES TRANSLOAD FACILITY

MPO Freight Roundtable



- Created in 2004
- Consists of public and private sector members
- Meets bi-monthly
- Mission is to assist in the efficient movement of freight in the Greater Des Moines Region

Transload Facility - Project History

- 2011 Intermodal Study Findings
 - Freight volume not sufficient to support a intermodal facility
- Other Options
 - Transload



Intermodal Freight



Intermodal vs. Transload

- Transload Freight
 - Variety of commodities
 - Shipped in variety of rail cars
 - Uses multiple modes of transportation
 - Unique handling requirements

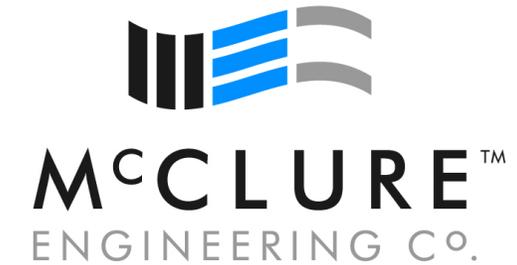


Transload Freight



Project History

- 2014 Des Moines Rail Transload Feasibility Study
 - Feasibility analysis of specific site in Des Moines
 - Hired McClure Engineering, ERS, Via Rail to complete study

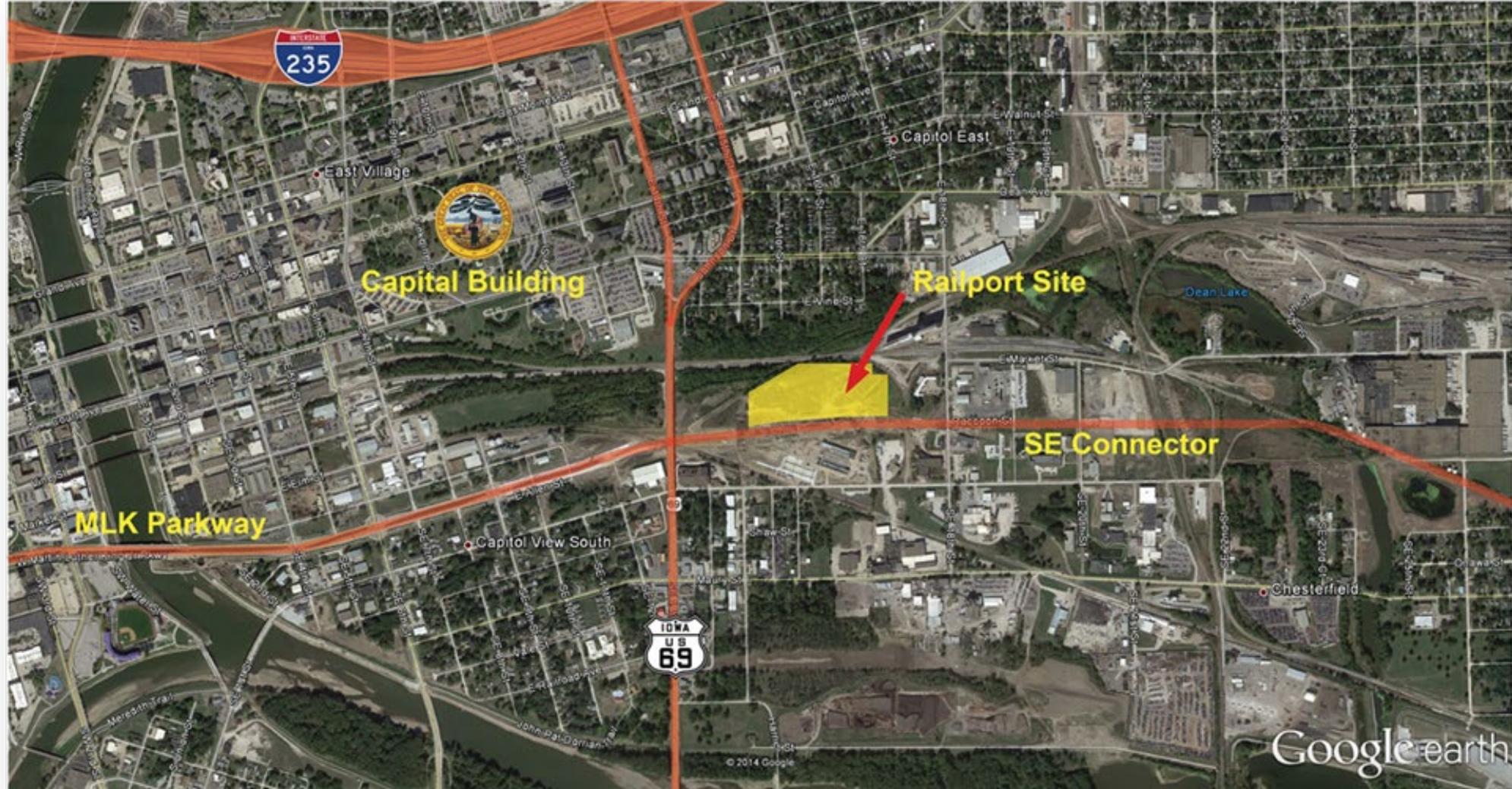


Funding

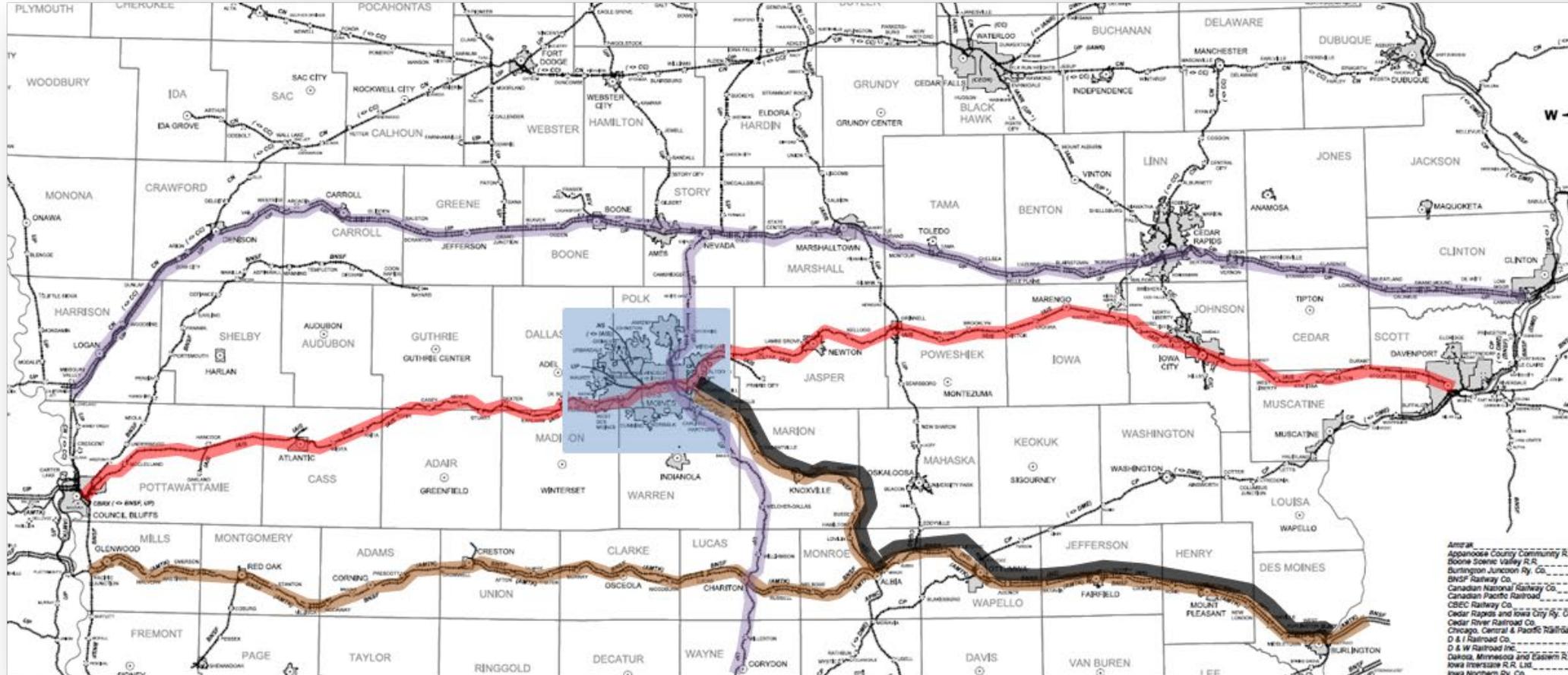
- **\$1.7 million** – Rail Revolving Loan and Grant from the Iowa DOT
- **\$11.2 million** – BUILD Grant from the U.S. Department of Transportation



Site Selection



Railroad Access



Union Pacific

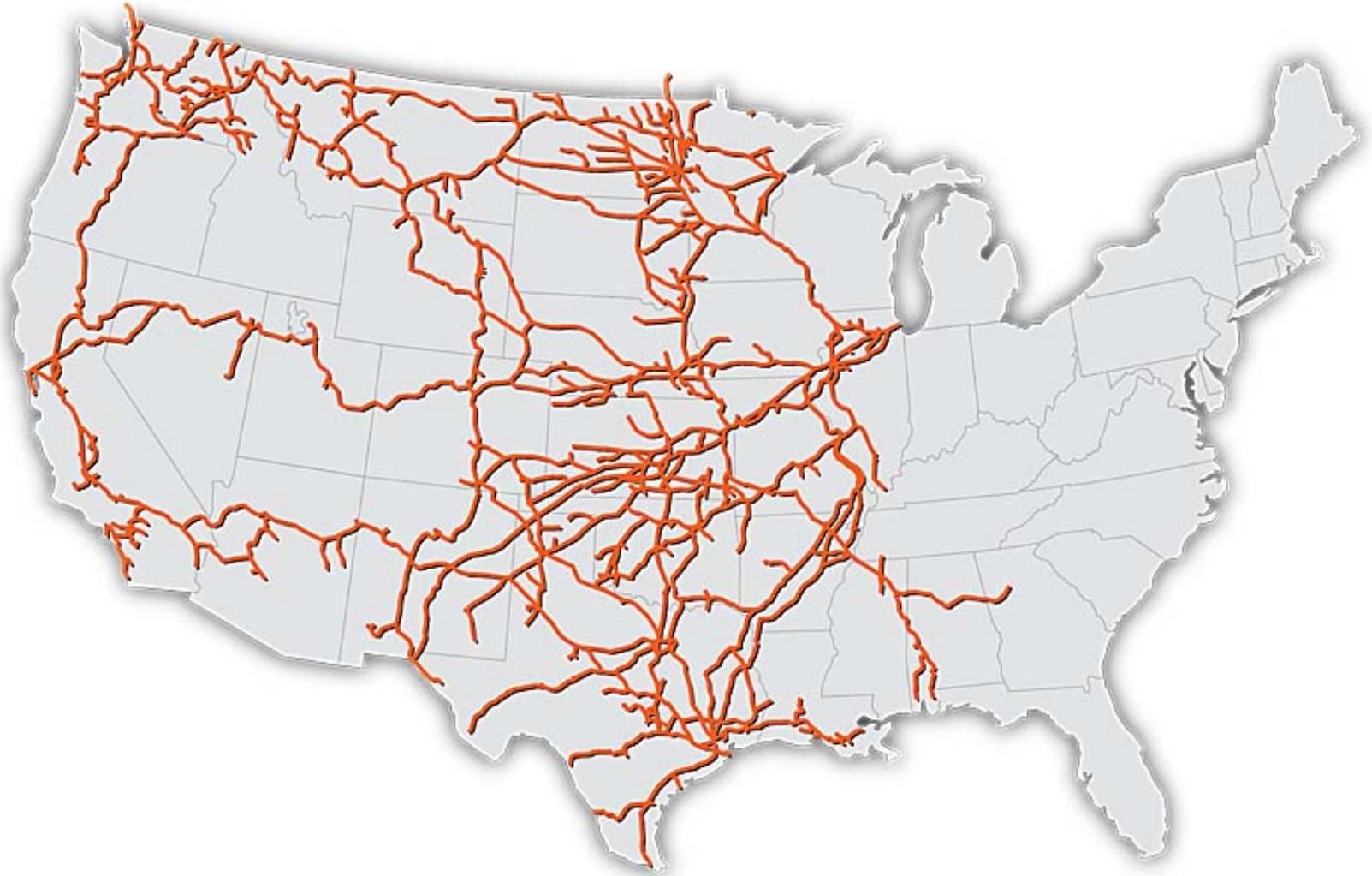
BNSF Railway

NS Railway

Iowa Interstate

Railroad Access

BNSFSM
RAILWAY



Railroad Access



Railroad Access



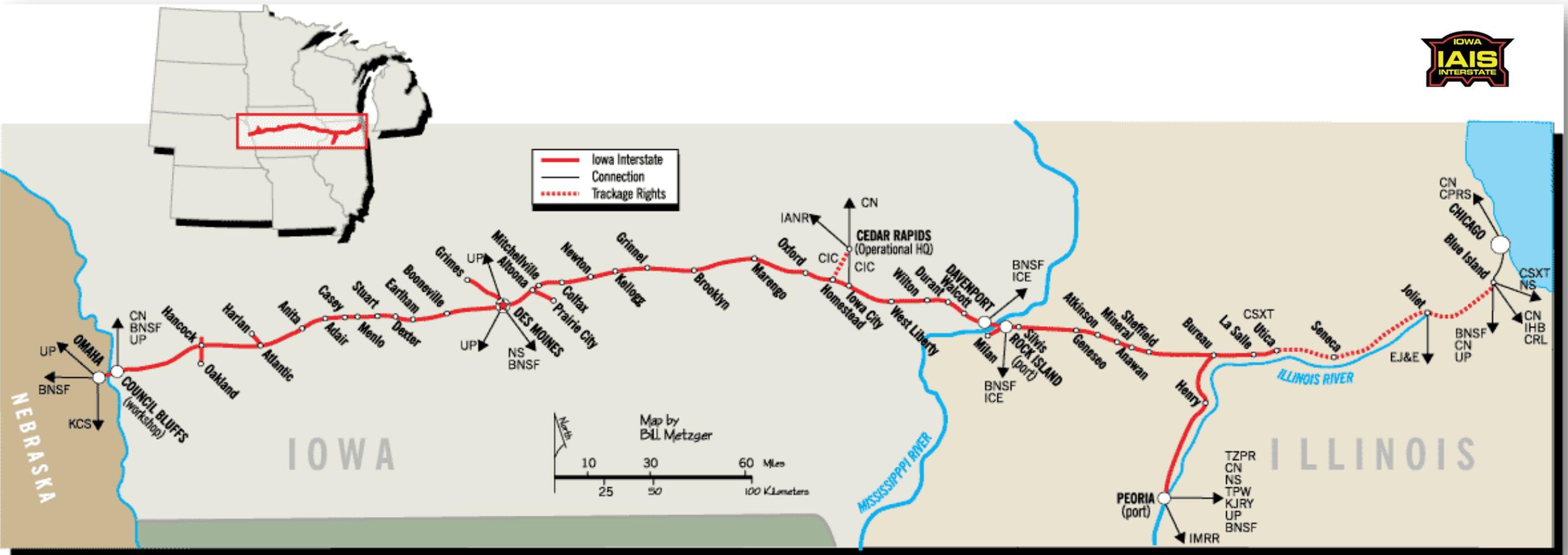
Railroad Access



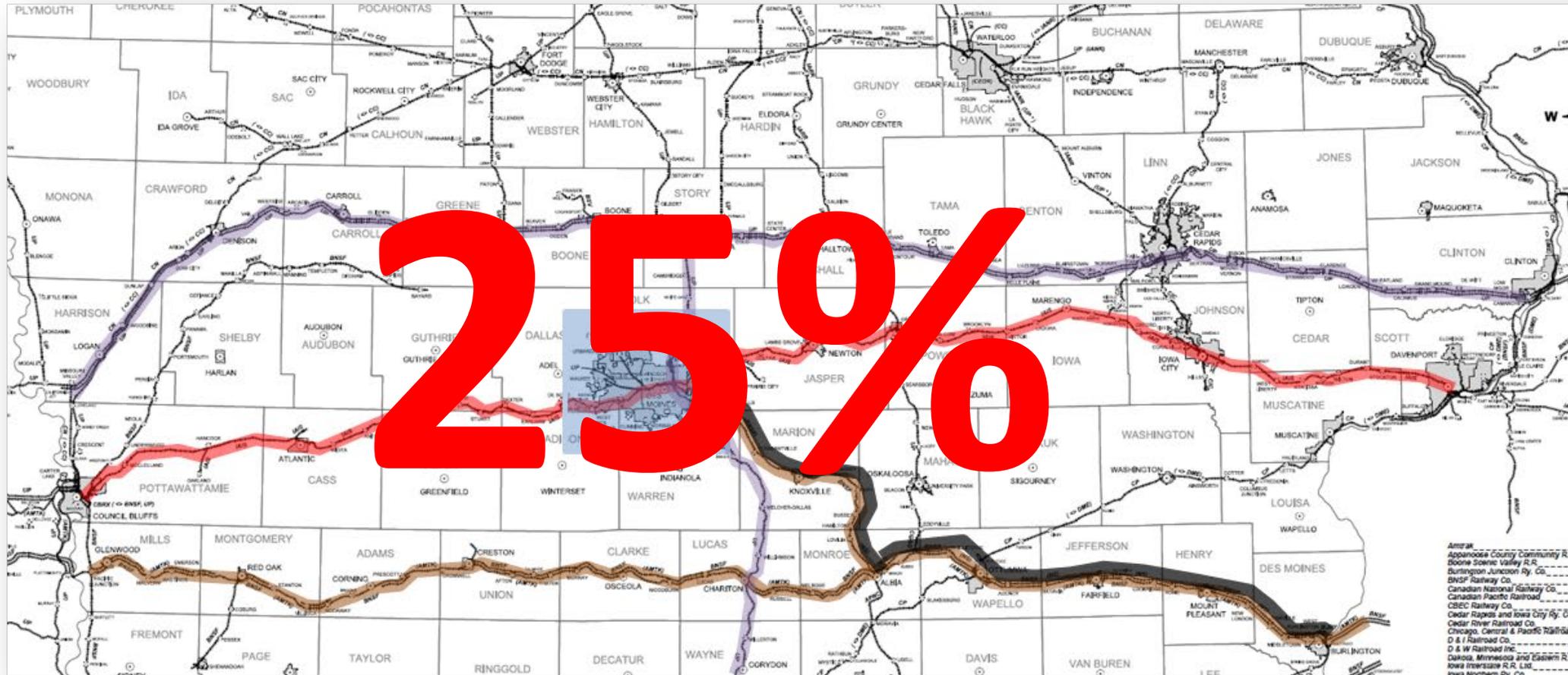
CSX SYSTEM MAP



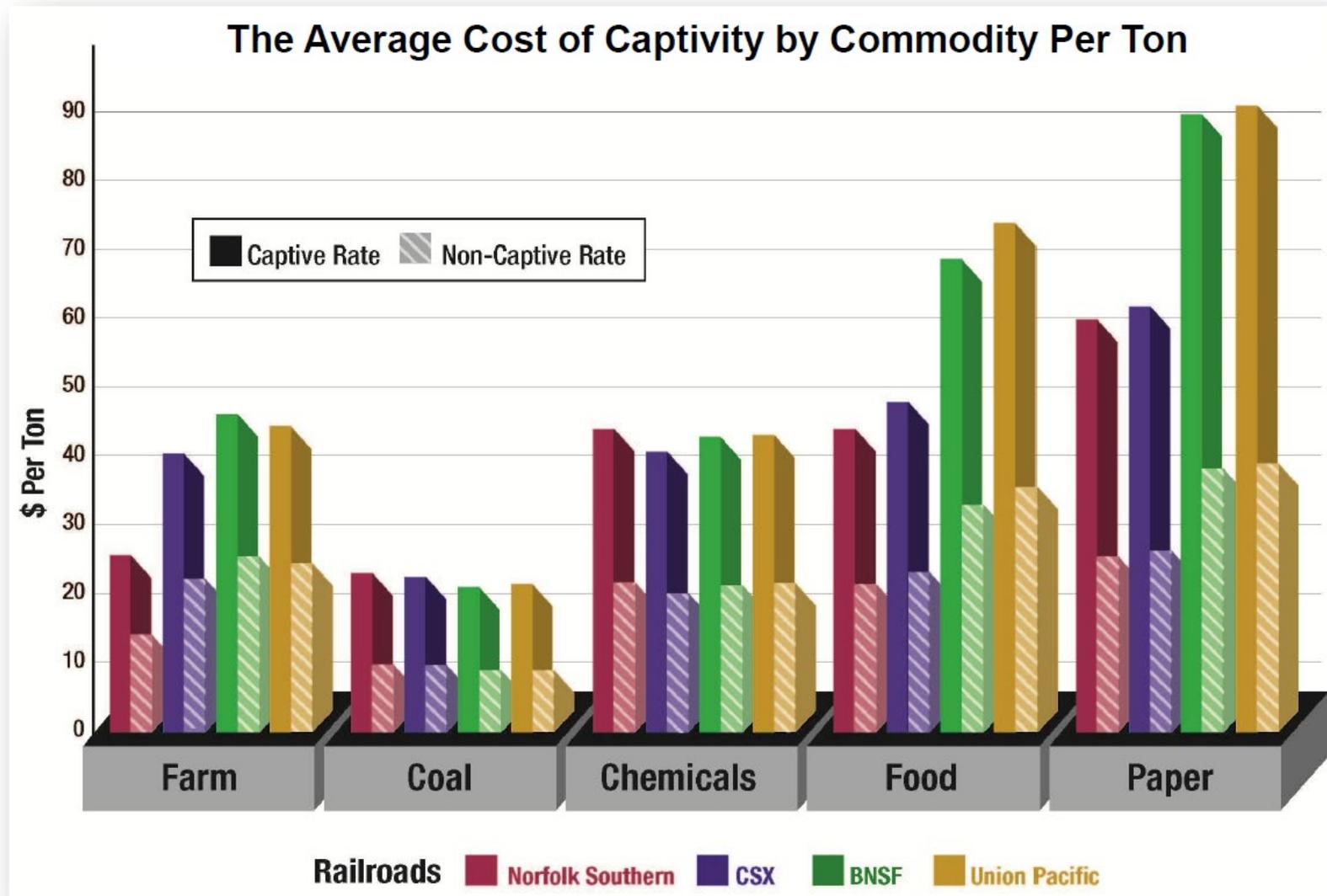
Railroad Access



Competitive Advantage



Competitive Advantage

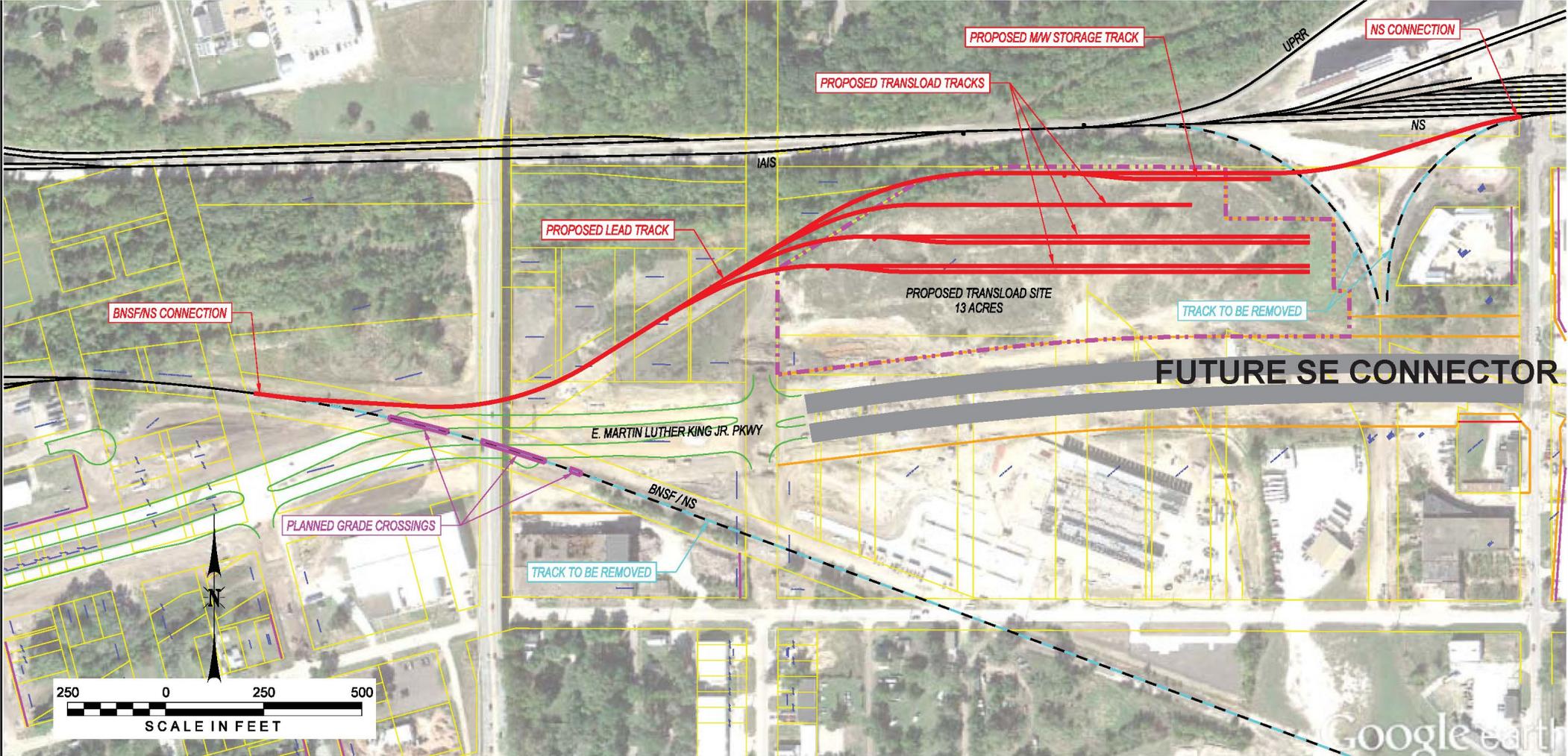


Regional Benefits



- Greater access to national and global markets
- More attractive to existing and new business
- Provides more cost effective shipping option
- Diverts city-to-city truck traffic
 - Lower emissions
 - Reduces maintenance needs on roadways
 - Reduces road congestion

Potential Site Layout & Challenges



CONTAINER LOCATOR

MPO Freight Roundtable

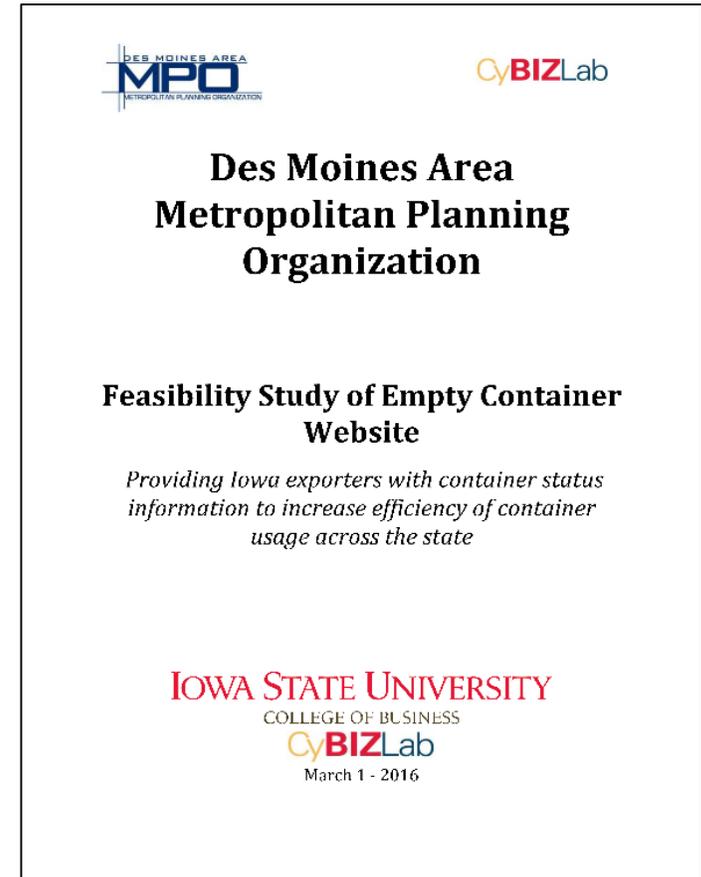
- Identified problem: Freight containers entering the state full and leaving empty
- Set goal: Connect Iowa shippers to empty containers



Project Development

Phase 1 – Feasibility Study

- Determined that project is feasible
- Need to use data mining company
- Negotiated with Datamyne



Project Development

Phase 2 – Website Development

- How will data be uploaded
- Website design
- Website administration
- How will the website be maintained



Partners



Website development

CyBIZ Lab

- Website is fully functional and open to the public
- ContainerLocator.com
- Built on the wordpress.org platform



SEARCH CONTAINERS

[User Search History](#)

Basic Search

Date Container Cleared Port:



Consigned City within Iowa:

- 50855
- Ackley
- Ackworth
- Adair
- Adel
- Afton
- Agency
- Ainsworth
- ...

If city is not listed please enter:

[Advanced Search](#)

CONTAINER SEARCH

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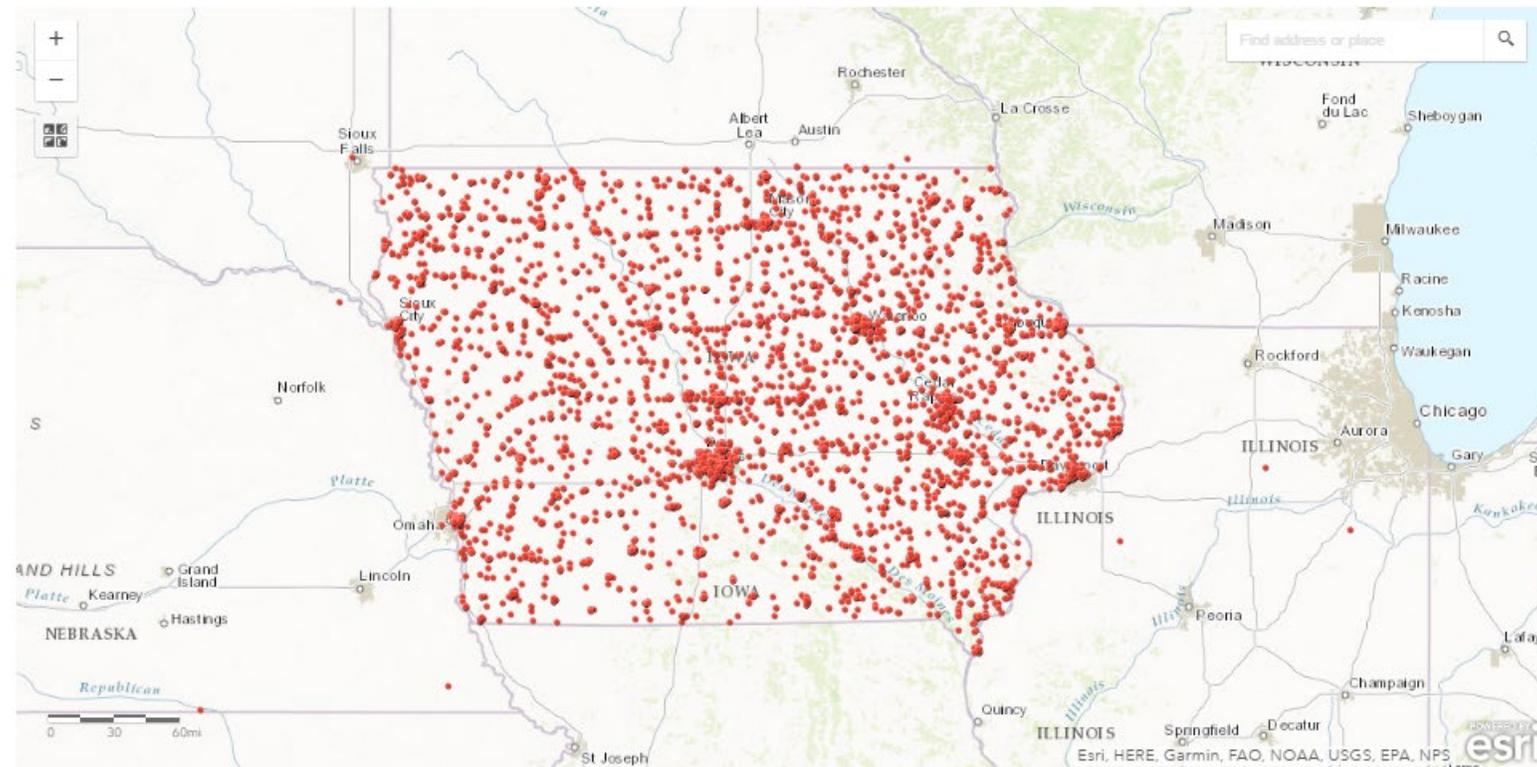
Total Records Found : 79

Search:

| CONSIGNEE CITY | CONSIGNEE STATE | CARRIER NAME | CARRIER CODE | CONTAINER SIZE | DATE CONTAINER CLEARED PORT | PORT OF ARRIVAL | BILL OF LADING NUMBER | MASTER BILL OF LADING NUMBER | CONTAINER TYPE | CONTAINER NUMBER |
|----------------|-----------------|---|--------------|----------------|-----------------------------|--|-----------------------|------------------------------|----------------|---|
| ANKENY | IOWA, IA | COHESION FREIGHT (HK) LIMITED | COHE | 40 | 05-28-17 | SEATTLE,WA | COHEQIN7040324 | COSU6155751590 | Dry | Show Container # Click here |
| ANKENY | IOWA, IA | OCEANBRIDGE SHIPPING LTD | OCBS | 40 | 05-27-17 | LONG BEACH,CA | OCBSS00607748 | HLCUAKL170211960 | Dry | Show Container # Click here |
| ANKENY | IOWA, IA | BLUE ANCHOR AMERICA LINE (BLUE ANCHOR LINE) | BANQ | 40 | 05-24-17 | NORFOLK,VA | BANQLQ0507881 | CMDUGEN0825302 | Dry | Show Container # Click here |
| ANKENY | IOWA, IA | SWIFT GLOBAL LINE | SWGB | 20 | 05-24-17 | NEW YORK/NEWARK AREA, NEWARK, NEW JERSEY | AEHS143117003712 | MSCUUB729848 | Dry | Show Container # Click here |

SCALES

New federal regulations require that freight must be weighed before it is shipped. To provide more information to the public and our members, the Des Moines Area MPO has created an interactive map listing all certified scale and weigh stations in the state of Iowa. Below is that map. Clicking on each site will bring up its address, contact information, and number of scales and corresponding scale weights. Data is provided by the Iowa Department of Agriculture and Land Stewardship. Data was collected in January 2017.



Initial Numbers

- For the month of February, 2016: **3,891** containers were destined for the State of Iowa
- This projects to between **45k – 50k** containers coming into the state yearly
- For the MPO Planning Area: **622** monthly and **7k – 9k** yearly
- For the CIRTPA Planning Area: **269** monthly and **3k – 4k** yearly



Lessons Learned

- Patience is key
 - Over 2 years since initial meeting with CyBIZ Lab
- Data is everything
 - Data source is public
 - Some data is not immediately available



Next Steps

- Additional features will be developed
- Continue to promote the website
- Determine value and funding options



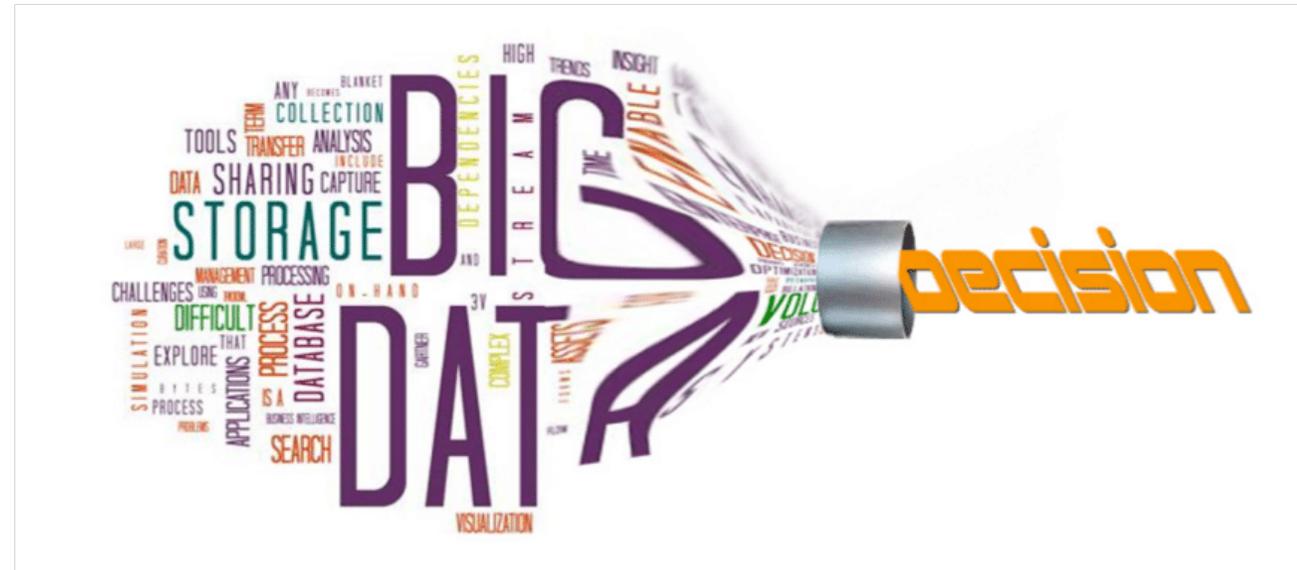
Next Steps

Explore Other Data Sources

- User generated
- Other?

Data Analytics

- Track hits per day
- Track searching and website usability



Next Steps

Funding Considerations

- User fee
- Sponsorship
- Some combination of both





BEST USER OF TECHNOLOGY
DES MOINES METROPOLITAN PLANNING ORGANIZATION



THANK YOU

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