

MAFC Annual Meeting Summary

August 2017

Member Services Meeting

In August, the MAFC technical representatives from the 10 member states met in Columbus, Ohio for the 2017 MAFC Annual Meeting. This was the second year that the meeting was held in partnership with the Ohio Conference on Freight, a move that allowed MAFC members to join over 300 professionals from the private and public sectors from across the United States and Canada involved in freight and the economy.

This year's theme was "Freight 2.0: The Rise of Smart Logistics." Conference attendees learned how smart technologies are being incorporated into transportation infrastructure projects and explored the impacts these technologies will have on the future workforce, infrastructure, and economy as well as what these evolving technologies mean for the planning and operations at state and local agencies.

As part of the conference, there were two tours of regional facilities, the Transportation Research Center, the largest independent vehicle testing facility in the United States, and the Rickenbacker International Cargo Airport & Norfolk Southern Intermodal Facility.

MAFC would like to thank HDR, Inc. and CPCS for their support of MAFC events at the annual meeting.

MAFC Group Orientation Meeting

Wednesday, August 2, 1:00 p.m.

The MAFC group met briefly for introductions and a few words from Ernest Perry about meeting logistics.

Then, most of the group gathered with the conference attendees to get on the buses headed for the pre-conference tour of the Transportation Research Center (TRC).

Securely nestled in 4,500 acres of courses, trails and tracks designed to test all types of vehicles (including freight, military and emergency response), in addition to its multiple partnerships with the private sector, TRC is a partner to the State of Ohio, OSU, and local and regional agencies in testing smart technologies.

Freight Planning and Emerging Technologies: How can MAFC states adapt to rapidly changing transportation technologies and policies?

Thursday, August 3

Moderator: Ernest Perry, MAFC

Presenters

- Davonna Moore, Kansas Department of Transportation
- Jeff Johnson, Peloton
- Thea Walsh, MORPC

Description

In an age of platooning and vehicle automation, advanced communication technologies, 3-D printing and potential changes in trade and transportation policies, freight planners and operations experts are faced with new data and decisions. This session asks leaders in these technological areas, what should planners be considering with these technologies, what new information will be available that we could use in planning, and do we need to make institutional changes to adapt to the next wave of transportation technology?

Summary

Davonna Moore gave a presentation on her group's experiences deploying emerging technologies. She brought her perspective as a planner to talk about planning for the roll out, inter-agency communication, and budgeting. Technology included truck parking and smart weigh stations.

Jeff Johnson spoke about Peloton's truck platooning technology. He opened with a video which explained the technology.

Thea Walsh shared a deeper status update on some of the MORPC projects including the Smart City Project and the Hyperloop proposal for a route between Chicago, Columbus and Pittsburgh.

QUESTION & ANSWER SESSION

Questions from the audience included inquiries into the total costs of the hyperloop project should that move forward. The answer was that a true estimate will not be available unless or until the project makes it to the finals.

There were also questions about how platooning trucks interact with other vehicles on the road and some details of how they function.

Breakout I – Federal, State and Local Perspectives Freight Plans, FAST and the Future

Presenters

- Elisha DeFrain, Michigan Department of Transportation (moderator)
- Lynn Soporowski, Kentucky Transportation Cabinet
- Scott Phinney, Ohio Department of Transportation
- Garrett Pedersen, Iowa Department of Transportation
- Davonna Moore, Kansas Department of Transportation

Description

Round table discussion on how states created FAST compliant freight plans and the innovative approaches they used to address new planning and programming challenges. Four MAFC states discussed their efforts followed by a round table discussion.

Summary

The speakers discussed their various experiences with bringing their freight plans into compliance with new freight provisions in the FAST Act.

Coming from a group where all modes are in one area, Kentucky's strategy has utilized existing groups and sub committees. Challenges included finding measures that are applicable to freight. The group has also worked on getting the word out to other areas and not keeping knowledge siloed in the DOT.

Scott Phinney spoke about the journey starting in 2012 when Ohio initiated a comprehensive freight study across the state and moving through MAP21 and then FAST Act changes. Their plan is now updated and accepted as FAST Act compliant.

Garrett Pedersen discussed Iowa's freight plan which was completed in accordance with MAP-21 a year ago and then recently accepted as FAST Act compliant. In this process they have developed some prioritization tools.

Davonna Moore shared that her group will be done with their freight plan by October.

The presenters then discussed experiences with defining critical urban freight corridors. Generally, these groups found it challenging to equitably divide up miles among MPOs.

Lynn Soporowski shared some of Kentucky's formulas.

Breakout II – Federal, State and Local Perspectives Freight Plans, FAST and the Future

Presenters

- Kristin Brier, Indiana Department of Transportation (moderator)
- Crystal Jones, Federal Highway Administration
- David Tomporowski, Minnesota Department of Transportation
- Robyn Bancroft, Ohio-Kentucky-Indiana Regional Council of Governments

Description

State DOTs and their partners throughout the United States are tackling state freight plans to ensure future freight program funding under FAST. Experts led the discussion about freight planning under FAST, and the future of freight policy as discussed by experts at the local, state and federal level.

Summary

Decisions around deciding what types of projects would be eligible for funds were discussed. There were 27 items listed but MNDOT decided whether to use this as an opportunity to focus on something that usually got ignored such as truck parking. Decided not to limit. Emphasized construction. Allowed design costs to be included as long as they were with construction. Ideally, going forward, money will be for new projects.

The audience was asked how their organizations were handling the 10% intermodal funds. Some are doing this as a grant program for freight projects.

How to define first/last mile was discussed.

National multimodal freight network was discussed. Intended to promote multimodal planning. It was clarified that, to the extent that you have multimodal freight facilities in this context, a facility is not necessarily a highway. It can be a port.

MAFC Annual Meeting & Dinner

Each state gave an update:

Illinois Department of Transportation

Rail plan: In process of completing rail plan.

Create projects are ongoing.

Replacing 8 bridges.

Did not get FAST Lane dollars so still ongoing.

Freight plan: Working on full time. Still working on critical corridors and FIP.

Airports in last month small state program released 50:50 for projects that were low priority or ineligible for state funds. New program released today.

Also doing long range transportation plan that includes aviation and waterways. Would like to do a Maritime study. Going through planning efforts hope to assist ports and waterways to put themselves into a position where they can become active. Increased interest in moving freight off the roads onto waterways.

Indiana Department of Transportation

TPIMS: Design is completed for 19 sites throughout the state on I-65, I-69, and I-70. Letting is August 9 and construction begins in October, 2017.

OSOW Permitting program: Review of different IT systems to give automated routing and reports as needed for regulatory agencies. FY2017-2018 Enforcement Plan submitted to FHWA.

Freight Plan: Update is moving along. Scheduled to finish in December, 2017.

Added Tony Avona as Highway Freight Specialist to the Freight Office. He'll be focused on the OSOW permitting program.

Indiana's General Assembly passed a 20-year funding plan and the Governor's Office and the INDOT commissioner released the Next Level plan for investments over the next five years. Seeing some accelerated projects that will really improve freight mobility, especially in central Indiana.

Exploring two rulemakings involving overweight loads and extra heavy duty highways.

Weigh in motion pilot program: wrapping up first phase of the pilot program with Kapsch TrafficCom, next steps are to work with Purdue to understand the installation techniques so that Indiana can deploy additional virtual weigh in motion sites around the state.

FASTLANE/INRA: Continue to wait for USDOT to select small projects from the FY17 FASTLANE grant application round in December 2016. INDOT has hired a grant writing consultant to prepare grant applications for the first INFRA round due November 2nd.

Iowa Department of Transportation

Recently, their FAST Act compliant freight plan was reviewed and accepted. For FIP, using 10% for grant. Received FASTLANE grant for a logistics park for \$25.6 million. Park will be partially operational by 2019.

Working on rural forecasting. Stewardship of statewide model.

Working on Freight plan and long-range plan. Do all of their analysis thanks to great staff. Have ratcheted up urgency around P3 conversations.

Kentuckiana Regional Planning & Development Agency

Within a year of wrapping up latest MTP, with GIS data and analysis. Working on critical urban freight corridors.

Kentucky Transportation Cabinet

Working with CPCS on the Freight Corridors.

Freight plan almost finished. Working on FIP. Critical routes have been selected and being submitted. 10% going to try to do a grant proposal fund. May save up and do larger projects.

Strong Ports meeting in November (a regional meeting). Waterways plan next calendar year.

Next year going to do a review of national networks. Also going to do an intermodal connector review.

Missouri Department of Transportation

Working on statewide waterways including 15 port authorities and 2 ferries. Received bigger appropriation. This will be the 3rd year in a row that Brian wrote legislation and got sponsors. Similar to what was done with jet fuel to provide steady revenue for ports.

Michigan Department of Transportation

Working on statewide travel demand forecasting.

Freight plan: similar to everyone else, most similar to MN. Critical corridors: not limiting to 150 and 75 miles. Designating by projects. Each year, they will re-designate and do a freight plan. First draft is out to advisory committee. (A supply chain and logistics commission was set up by governor a few years ago and acts as their advisory committee.) Have a public webinar coming up in September.

New rail plan: Now on hold until 2018 or later.

New freight model: being built for passenger and freight to be finished in 2018. Leaning toward passenger having a summer model done. In summer time on Fridays, freeways are packed going north and packed going south on Sundays.

Asset Inventory for Governors: Trying to incorporate some of that under maritime mode.

FASTLANE: Redoing Fastlane grants that didn't get work to improve.

SEMCOG in Detroit doing a commercial vehicle survey. Doing 2000 establishments, should be done in a few months.

Surveys being done by consulting group: Update on bridge to Canada. Lots of legal issues still and some finances on the customs facility on the U.S. side.

Minnesota Department of Transportation

Working on FIP.

Nicole George is taking over all the duties of David Tomporowski who is returning to school.

Freight plan: Mostly done just going through checklist. Working on a separate but related FIP approaching from solicitation format. Manufacturers Perspective Studies; each based on different operational districts. Interviewing manufacturers to get a sense of needs, what needs improvement. Also ask about employees; how they get to work, etc. Has resulted in things like adding a turn lane. Doing these by regions.

Also doing a connect review. It's been a long time since this had been done, so it was needed.

Doing research on truck delay and reliability using GIS and NPMRDS data.

St. Croix bridge finally done.

Duluth cargo connect inter modal project started in March.

State freight advisory committee got retooled. 40 members. Good representation of industries, associations, committees, etc.

Finished freight study in St. Paul. Hennepin county finished freight study as well in past year.

Highway investment plan finished.

Ozarks Transportation Organization

Looking at doling out critical corridor miles.

Ohio Department of Transportation

Working on long range transportation plan. Gave credit to Mid-Ohio MPO.

Working on rail plan.

Freight plan is in the bag.

Maritime statewide plan for Ohio River and Great Lakes is getting there.

Wisconsin Department of Transportation

Currently they are working on their Freight plan. Working directly with Economic Development department and governor's office to get those finalized and approved. Planning is underway for the fall with advisory committee. Chamber of Commerce in Milwaukee working on whether intermodal station demand would be there.

Got \$40M in FAST Lane. Constructing I39/90 from Illinois to WI.

Updating permitting system

St Croix ribbon cutting between MI and WI.

Started protecting some routes for 20 foot vertically for clearance on highway. Came out of Milwaukee port that it was getting kind of land locked. The idea is to establish across the whole state to protect the corridor from Milwaukee port out.

Working on Truck Route Evaluation and Efficiency. That means we design them wider so other planners know. There are 270 intersections in the state where they would make that wider but that's too many. UW Milwaukee took unusable data set and put it into usable GIS database.