



Mid America Freight Coalition (MAFC) Virtual Annual Meeting

Meeting Summary – Session Three: Regional Collaboration for Freight Technology and OSOW/Truck Permitting in the MAASTO Region

Friday, September 25, 2020

9:00 a.m. – 11:00 a.m. CDT

Summary: The third and final MAFC virtual meeting session for 2020 focused on learning about and expanding relationships with other regional freight collaboration efforts in the MAASTO region. It included a presentation on the National Economic Partnership (NEP) project that includes several MAASTO States as well as MPOs. The project explores innovations in freight technology and its implications in the “Heartland”. A second presentation addressed MAASTO State collaboration that drives a very active and successful OSOW and permitting program. Both projects offer an array of best practices and potential approaches to greater collaboration across MAASTO states in freight development and planning.

Examining collaborative efforts, internal and external to MAASTO, provides insight to goals, approaches, success, and failures of other efforts. It also provides opportunity for new collaboration across disciplines/functions and across regions. The NEP project at <https://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/Heartland-Freight-Technology-Plan> is focused on:

- A prioritization framework for new technologies.
- Goals and strategies for harmonizing regulation.
- Recommendations for data management and sharing.
- A blueprint for action and implementation.

The group was created under the FHWA NEP program, <https://www.fhwa.dot.gov/planning/megaregions/partnerships/>, and includes 12 partners. Four of the partners are MAASTO States; Kansas, Missouri, Iowa and Illinois. And four of the region’s MPOs have participated; East-West Gateway, Des Moines MPO, Mid-America Regional Council (MARC) and the Ozark Transportation Organization (OTO). MARC, out of Kansas City acted as the project lead and manager. The other participants were State DOTs and local planning groups external to the MAASTO region in Nebraska.

The MAASTO OSOW and Truck Permitting operations are considered exemplary across the nation. Much of the success can be linked to extensive multistate collaboration and internal leadership focused on harmonizing truck regulations and permitting across the ten-state region. These States work within the MAASTO region and in partnership with other state DOT regions towards simplifying the system and coordinating processes and regulations. Within MAASTO the Standing Committee on Highway Transport (SCOHT) is one of the oldest cooperative groups established to harmonize truck regulations and movements across the nation and works with the larger SCOHT group at AASHTO, <http://www.maastoscoht.com/>. The Motor Carrier Committee (MCC), <http://www.maasto.net/docs/MotorCarriercontacts.PDF>, is a MAASTO



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committee to support harmonization and efficient and safe movement of trucks. These two committees are generally staffed by the same personnel from each State DOT, so the work of the two committees is well coordinated and focused. Both groups/projects are considered innovative and their work critical to addressing technology and truck movements across the MAASTO region. The presentations outlined and available in the links below, provide examples of extensive collaboration.



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Meeting Minutes

Session Three: Regional Collaboration for Freight Technology and OSOW/Truck Permitting in the MAASTO Region

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Attendees:

WI: Shaun Destrampe, Dave Leucinger, Mike Halsted, Dean Prestegaard, Ethan Severson, Josh Reed, Chuck Wade, Daniel Mulder

OH: Mark Locker, Scott Phinney, Jennifer Townley

MO: Cheryl Ball, Michelle Kratzer

MN: Patrick Phenow

MI: Elisha Wulff

KS: John Maddox, Cory Davis, Eddie Dawson, Chris Herrick

KY: Jeremy Edgeworth, Mikael Pelfrey,

IN: Leslie Morgan, Venetta Keefe, Donna Luley, Kristin Brier

IA: Craig Markley, Garrett Pedersen, Sam Hiscocks, Stuart Anderson

IL: Jim Durako, BJ Murray, Bob Innis, Holly Bieneman, Geno Koehler, Clayton Stambaugh, DeAnne Smith

FHWA: James Garland, Tiffany Julien

MARC: Darryl Fields

WSP: Virginia Lingham

SCDOT: Diane Lackey

UW Madison: Ernie Perry, Sue Ahn, Jamie Valentine, Ghazaleh Jafarsalehi

Other attendees: Leao Guilherme, David Gray Jr., Robert Hoschbach, Liz Prestwood, Stacey Fowler.

Session 3 Notes:

1. Welcome and Introductions - Ernie Perry

a. Review of MAFC Virtual Sessions 1 and 2.

i. Recap or previous two virtual sessions.

ii. Freight transportation has continued through the COVID-19 pandemic. Ernie recognized all participants for the additional work and focus in coordinating freight transportation through the emergency declarations and public health crisis situation.

2. Today's Focus – Other Freight Collaboration Efforts

a. Freight Technology

b. Permitting Efforts in the MAASTO Region

3. FHWA NEP Project – Virginia Lingham (WSP) and Darryl Fields (dfields@MARC.ORG)



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- a. National Economic Partnership in MAFC region.
- b. Heartland Freight Technology Plan – Link to presentation:
https://midamericafreight.org/wp-content/uploads/2021/03/Heartland_Freight_Technology_Plan_presentation.pdf
 - i. FHWA Workshop on Multi-Jurisdictional Coordination in Mega-Regions.
 - ii. Task 1: Stakeholder Engagement.
 - iii. Task 2: Economic Connections.
 1. MARC Trade Partners.
 - iv. Task 3: Freight Technology Maturity
 1. Priority:
 - a. Safety – Advanced Driver Assistance Systems.
 - b. Energy – Truck Electrification.
 2. Watch list items include big data and others.
 - v. Task 3: Regulatory Strategies
 1. Key Recommendations:
 - a. Continue consortium.
 - b. Maintain technology watch list.
 - vi. Task 4: Data Sharing and Management.
 1. Key Recommendations.
 - a. Formalize data working group within consortium.
 - b. Develop a formal data governance structure – strive for a more systematic approach.
 - c. Consolidate and share region’s existing freight data resources.
 - d. Consider developing a regional data portal for data sharing.
 - e. Data agreements to reference and build from.
- c. The final Heartland Freight Plan is posted on the website. A link to the website is: www.heartlandfreightplan.org
- d. Lessons Learned/Cross-Cutting Issues.
 - i. Importance of champion and institutional structure to organize and maintain momentum.
 - ii. Rubric for nodes, corridors, and industries.
 - iii. Technology maturity model.
 - iv. Data sharing/management practices and agreements.



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- v. Reduce bureaucratic issues and work outside of silos.
- e. Next Steps.
 - i. Continued Partnerships.
 - ii. On-going analysis/monitoring of data sharing opportunity.
 - iii. Stronger bonds of cross jurisdictional partnerships.

4. OSOW Permitting Collaboration – Geno Koehler (geno.koehler@illinois.gov)

- a. Regional and National background on COVID-19 results of problems and some solutions through AASHTO and the region.
 - i. Emergency declarations.
 - 1. Piecemeal “hodgepodge” emergency declarations.
 - a. Each state had differences.
 - 2. MAASTO, AASHTO, States convened and decided AASHTO will oversee one website for permit requirements, allowances on freight and other needs for freight transportation.
 - a. AASHTO has a consultant working on building one site for all information needed.
 - 3. Harmonization was not happening.
 - a. Weight loads and other technical issues were not agreed on across the board.
 - 4. Contractors for rest areas are high percent disabled or otherwise high risk with regard to COVID-19. Creates closures to protect workforce.
 - 5. Parking is/was an issue due to maintenance.
 - 6. Permits and “waivers”.
 - a. Were allowed for additional freight needs due to emergency declarations to move medical and human relief supplies.
 - ii. Automation in permit systems.
 - a. Illinois did not have an emergency permit but developed a “waiver” (FHWA) does not like the term waiver.
 - b. Federal money offered in COVID could be used toward automating permit system in states that are lacking.
 - iii. Continuing Truck Operations Issues
 - a. Ongoing issues such as bridge strikes.
 - i. Reporting process and best practices are being discussed.
 - b. Weights.



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- i. Illinois is implementing a measuring device when it pulls into a scale. Use of cameras will determine dimensions, axel spacing, license and DOT number and send directly to the State operator. Information can be used to compare truck metrics with the permit and determine whether or not the truck needs to pull into scale.
 2. Audible turn by turn
 - a. Illinois permits are written turn by turn which may be distraction from driving.
 - b. Permit will include a small QR code and iPhones can scan and receive audio turn by turn. Android is being developed.
 3. MAASTO
 - a. MCC and SCOHT convenes monthly teleconferences to discuss current MC issues, actions to accommodate emergency declarations, and working towards regional and national truck regulatory and permitting harmonization.
 - b. Structure of the group membership has changed, senior members out and new “rookie” members starting to work on MAASTO scope.
5. Questions and Discussions
- a. Groups MAASTO has worked with through events like the COVID-19 pandemic: FHWA, American Trucking Association, Special Carriers, Commercial vehicle safety operators, Independent Drivers Association, Department of Homeland Security, Cyber Security, Internet, and security.
 - b. The Heartland Freight Plan presentation is available to members, but not posted on the website. A link to the presentation is: [https://midamericafreight.org/wp-content/uploads/2021/03/Heartland Freight Technology Plan presentation.pdf](https://midamericafreight.org/wp-content/uploads/2021/03/Heartland_Freight_Technology_Plan_presentation.pdf)
 - c. Would it be possible to expand the Freight Technology partnership beyond the mega-region, to include all MAFC states?
 - i. Yes, the size of the region is flexible.
 - d. Is there an effort to get all states to adopt a consistent weight limit in the event of future emergencies, instead of each state setting their own weight limit?
 - i. Yes. There are four different preferences among states on how weight limits will apply including overarching weight allowance without permits.
 1. 88,000 lbs. and 90,000 lbs. are two examples.



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- ii. A resolution is expected to go to congress and may be added into the next highway bill. It gives governors the authority to determine weight limits for their state. COVID-19 emergency added additional weight for additional loads. There is currently not a congressman champion for the bill.
 1. Other emergencies require emergency shipments such as drought, flooding, propane shortages, other natural disasters that may not be national but likely regional.

6. MAFC Business Discussion

- a. Waybill Rail Data Report is complete, see: https://midamericafreight.org/wp-content/uploads/2020/10/Analysis_of_STB_Waybill_Data_for_FreightPlanning_and_Ops.pdf
- b. January 2022 will be the start of a new 3-year cycle for MAFC. UW has requested a 2-year extension to continue with current research goals.
- c. Next Meeting?
 - i. Round Robin?
 1. Request for round robin combined with projects including a short presentation "exec. Summary".
 2. Discussion on plan for next freight plans.
 3. Next congressional Acts and the effects on MAFC region.

Contact: Ernie Perry, PhD.

ebperry@wisc.edu

608-949-4280 (cell)