



MAFC Virtual Meeting Session #2

**Peer to Peer freight updates.
January 6, 2022.**

State technical leads provide a brief overview of freight activities and innovation at their agency.

Illinois report

Audible OSOW Turn By Turn Application

- Illinois is the first in the nation to implement this technology.
- Application already downloaded by 200 companies.

Rail Needs Assessment Study

- Anticipated completion date is January 31, 2022
- 2nd Virtual Public Meeting will be held January 10-21, 2022 via www.illinoisrailneeds.org

State Freight Plan

- Meetings start in January with individual IDOT Districts
- Additional stakeholder meetings ongoing

Pipeline Study

- Anticipated completion date is March 31, 2022
- Final report being drafted

Port Facilities Capital Investment Grant Program

- \$110M Available
- Award announcements pending

Illinois Aviation System Plan and Economic Impact Analysis Study

- Anticipated completion date is February 19, 2022 via www.ilaviation.com
- \$95.5B estimated contribution to economy in 2019

Indiana report

Report pending

Iowa report

Staff

- Caleb Whitehouse is our new Freight Planner
- Filling the position previously held by Justin Meade
- Caleb interned at Kansas DOT and worked for an RPA in SW Iowa prior to Iowa DOT

State Freight Plan

- Primary focus – developing in house, due July 2022



- Completing on the same timeline as the State Long-Range Transportation Plan, which is also being developed in house
- State Rail Plan was updated in January 2021
- Working to make this update IIJA-compliant
- Have completed all stakeholder input at this point (except public input period)
- Focusing on content development
- Public input period will begin in mid to late February
- Considering developing an online story map for the SFP to complement the actual document

Issue/question: How are states addressing new IIJA requirement to include considerations of military freight in state freight plans

Freight Advisory Council

- Continues to meet quarterly (Mar, June, Sept, Dec)
- Returned to four-hour, in person meetings in September 2021
- Recent guest presentations – Des Moines Transload, Port of Blencoe, Amazon
- Relied heavily on this group for SFP development (since Fall 2020)
- Will be exploring other potential topics, activities, tours, etc. when the SFP update is complete (will free up agenda space at future meetings)

Issue/question: Do states have any ideas for opportunities to be more collaborative with other state freight advisory committees?

From Iowa FAC Chair, Mike Steenhoek (Soy Transportation Coalition) –

“Are there opportunities to be more collaborative with other state freight advisory councils. What prompted this in my mind was the recent event hosted by Secretary Lorenz in Kansas (HomeField Advantage Heartland Conference) a few weeks ago. I was able to participate as a panelist. Not sure if any of you participated virtually. I know Secretary Lorenz wants to encourage some multi-state collaborations within the region, and I assume others do as well. I wonder if there’s an opportunity for the state freight advisory councils to add some value to this process. The last thing I want, though, is to schedule a virtual meeting with a number of state freight advisory councils and it being just one long infomercial or a regurgitation of the various challenges we are all familiar with. I would only want to suggest something like this if it could yield some action item(s).”

Truck Parking

- Pilot project with TTI (Jolanda Prozzi) and MAFC
- Pilot use of truck parking capacity management platform (ParkUnload) to better understand and manage truck parking capacity and inform truck parking needs assessment studies
- Identify truck parking locations on I-80 corridor, which is part of the Truck Parking Information Management System (TPIMS)
- Working through the details (site selection, MOU, etc.)
- Expected to begin Spring 2022



Oversize/Overweight Permitting

- iAPS (Iowa Automated Permitting System)
- Currently being updated with scheduled completion in Fall 2022
- One enhancement of interest is that it will hopefully be easier to acquire information and data (e.g., routing, load type, weight, length, etc.) to be used for freight planning efforts

Mooring Cell Pilot with US Army Corps of Engineers

- Have mentioned this before to the group
- Contributed funds agreement with USACE to construct a mooring cell at Lock 14 (Le Claire, IA)
- Iowa DOT will provide the funds (\$2 million) and USACE will design, construct, and maintain
- Mooring cell – facility for barge tows approaching a lock to tie off to while waiting
- Improved lock times, reduced environmental impacts, improved operational safety, replicability
- Status – Agreement language has been reviewed by USACE and Iowa DOT legal staff. The project is now going through USACE approval process which will take several months (requires input from District, Division, HQ, ASA, Congressional reps, and OMB).

Issue/question: Have any states taken note of the expanded flexibility in IIJA for different funding pots to be used for waterways (e.g., NHFP, CMAQ, etc.)? Any thoughts or potential uses?

Kansas report

- State Rail Plan Update (in coordination with LRTP) – will be complete in Q1 2022
- State Freight Plan Update (in coordination with LRTP) – under way; will be completed in Q4 2022
- Short Line Rail Improvement Fund – construction on 9 short line railroad and shipper projects to begin in Q1 and Q2 2022
- Rail Service Improvement Fund – expected that 17 short line railroad and shipper projects will be announced in January 2022
- Construction on Bi-State CRISI rail improvement project (KDOT-ODOT-SKOL) to begin in Q1 2022
- KDOT is working with the Kansas Department of Agriculture on an Agribusiness Commodity Flow Study – expected completion Q2/Q3 2022
- EPA Diesel Emissions Reduction Act (DERA) grant project – KDOT working with Cimarron Valley Railroad to retrofit 7 locomotives with Auxiliary Power Units
- Kansas Freight Advisory Committee will meet in March 2022
- Have had discussions with wind energy industry to discuss next generation blades, tower sections and nacelles and OSOW permitting
- Submitted two CRISI grant applications during most recent call for applications
- Researching federal grant funding opportunities for construction of rail loop track in south central Kansas (in coordination with local port authority)
- Reviewed and edited the National Truck Network as part of the HPMS process



- Working with serving short line railroad to analyze main line track improvement needs and potential state and federal funding sources for unit train rail service to soy bean crushing facility being built in southeast Kansas.

Kentucky report

An unplanned move of the entire Division of Planning--- and its impact on deadlines.

- Riverport Study Update
- Truck Parking Study Update
- Freight Plan Update
- Rail Plan Update

Issue/question: Are any states not pursuing FRA compliance with their Rail Plans?

Michigan report

- Michigan Mobility 2045 Long-Range Transportation Plan complete and currently under review by FHWA, FRA and FTA. Beginning to look at steps towards implementation – ways to execute the goals and performance measures.
- Port Funding bills currently working through the Michigan legislature. There have been several versions introduced in both the House and Senate. The bills currently in the Senate would create a Maritime office within MDOT and create a grant program to fund port infrastructure improvements. The bills do not yet have any funding or staff positions attached to them. MDOT has been working in collaboration with the legislators and industry on the development of bills.
- MDOT has been looking at ways to potentially create a freight grant program for use of our 10% (now 30% under IIJA) NHFP intermodal eligible dollars. Intent is to make a potential program open to rail, marine and air. Discussions of overall amounts and timeline are still occurring.
- MDOT has been reviewing and editing the national truck network as part of the HPMS process. Our HPMS leads have been asked for the network to be reviewed and updated for future HPMS submissions. This could perhaps be something that the MAFC could look at in the future to combine other states' updates into a regional truck network layer.

Minnesota Report

- MnDOT is currently working on the completion of regional, district freight plans in each area of the state. The intent of these plans is to gather freight data, identify potential freight needs with operational and design staff and to provide resources for potential future freight projects that could be submitted to our Minnesota Highway Freight Program solicitation. Currently we are completing 3 plans in southern Minnesota and hope to have them finalized in March.
- Our State Rail Plan effort is kicking off with a new effort for engagement. Currently the pandemic is posing a challenge for public engagement as the rise of the Omicron and other variants poses barriers to in person interactions. We are hoping to align our work with new improvements to current rail corridor projects.



- Our State Freight Plan is currently working towards an interim update. As was mentioned by a number of states at the recent AASHTO Special Committee on Planning: Freight Planning Task Force meeting we are one of the states that are a bit out of alignment with the new requirements identified by the IIJA Act. We are working with our FHWA Division Office to try to work through those issues
- Minnesota's Legislature also recently passed in the summer of 2021 an Omnibus Bill that included funding and direction to "procure" a Freight Network Optimization Tool and we are working through building a solicitation for that potential tool now. We have also hired a new project leader in the MnDOT Freight Office to lead this effort, her name is Tessa Enns.
- Patrick chimed in that the Port of St Paul received a grant to rehab a dock wall!

Regarding the IIJA Act:

Minnesota would be supportive if the MAFC were to pursue additional funding from the USDOT for multi-state freight compacts. We have sent a few questions to WisDOT and Ernie about potential suggestions or opportunities that the MAFC might be able to use the additional funds for.

Missouri report

- Missouri is in the final stages of developing a combined Freight and Rail Plan to guide the next 4 years of policy in Missouri. Will be open for public comment starting in March 2022. We extended the contract and date to add in the new BIL requirements through a change order with Cambridge.
- Governor Parson established a supply chain task force. MoDOT is supporting the effort. MoDOT's director and the director of the Missouri Director Workforce Development are co-chairs. Looking into all things that can help streamline movement of freight.
- We're working with the Port of Kansas City on the Lower Missouri River Navigation Study through the Corps of Engineers. This just kicked off but we are confident some of the dated assumptions underlying management of the Missouri River will be updated and lead to better navigation conditions.
- Working with the ITTS states to update the website and several products including an online tool that will allow us to analyze freight movements from Missouri to the Gulf and East Coast. Similar to what we are doing at MAFC, this will help us look for projects/corridors that could be good candidates for regional collaboration.
- After much work with Celtic Systems, MoDOT will replace its motor carrier credentialing system in February. This will improve Missouri motor carriers' experience with IRP apportioned license plate, IFTA fuel tax and intrastate operating authority transactions. MoDOT gains include programming that streamlines our processes. An expected reduction in data entry allows our agents to more fully embrace their role as technical advisors for the carrier community.

Ohio report

- Ohio's State Freight Plan "Transport Ohio" is coming to a close. It should be submitted to USDOT for review and approval in February. Ohio included a Truck Parking Study and analysis as part of this effort. Transport Ohio examines all modes of freight, and it is the first time Ohio examined our extensive pipeline system as well. Working on Long Range Plan Implementation also.



- Ohio stood up a Freight Advisory Committee (FAC) for Transport Ohio to help advise on the Freight Plan, but will continue the FAC beyond Transport Ohio into 2022 and beyond.
- The Maritime Assistance Program (MAP) received an additional \$23 million for this biennial budget. The MAP selection Committee met and selected 11 projects on both the Ohio River and Great Lakes. To date Ohio has invested \$46 million to leverage and match over \$160 million in maritime projects. Projects include extension of three (3) major dock walls, US customs boarder control facility for containerized cargo, Ohio River mooring cells, equipment including cranes, skid steers, conveyor systems; warehousing and dredging.
- Ohio continues to engage with the Conference of Great Lakes Governors and Premiers. Ohio DOT Director Jack Marchbanks moderated a maritime Leadership Summit in September 2021.
- Ohio continues to engage with the Appalachia Regional Commission (ARC) on transportation initiatives.
- Ohio is designing and expanding Truck Parking spaces; the first two in northeast Ohio. Ohio DOT operations launched additional information on our app OHGO, and in cab info to assist Truck Drivers find parking.
- Ohio is supporting DriveOhio technology initiatives related to freight, Electric Vehicle (EV) charging and infrastructure, and FlyOhio unmanned aerial vehicles. FlyOhio hosted a first of its kind vertical takeoff landing (VTOL) demonstration with multiple companies at the Springfield, Ohio airport.
- The Ohio DOT continues to expand on the US 33 Smart Corridor, calling it the BETA corridor to test everything transportation. The Corridor tests UAS, broadband technology for Connected Automated Vehicles to Everything (CAVX), SpaceX Starlink systems in a rural area, smart signals in Marysville. Honda is testing in vehicle systems along the corridor. At least 600 more connected vehicles, some privately owned, are expected to join the 200 that are testing vehicle-to-vehicle and vehicle-to-infrastructure technology.
- ODOT has two (2) Requests for Proposals out for consultants to assist with on call services to assist staff with all the USDOT grant opportunities (at least 27) included in the Bipartisan Infrastructure Law (BIL).

Wisconsin report

- The primary focus for the agency is the update of the State Freight Plan (SFP). The document will not be a lengthy comprehensive plan, but an update/refresh of data and policies from the current SFP. Wisconsin will be using consultant services to assist with public involvement, including visual dashboards and interactive web-based input tools. The SFP update will be completed by the end of 2022 and will be constructed to make future SFPs/updates less cumbersome.
- The SFP will integrate with two other long-range plans reaching completion soon – Connect 2050 (the state’s multimodal LRTP) and the State Rail Plan 2050.
- Wisconsin will also be holding its next Freight Advisory Committee meeting on February 1. The meeting will be hybrid, with both in-person and virtual attendance options. Topics that will be discussed in greater depth include truck driver availability/retention/efficiency, and the freight provisions of the IJA.

