INTERMODAL FREIGHT AND PASSENGER MOVEMENT COMMITTEE

Co-Chairs:
Debbie Bowden, Rick McDonough, and Juan Flores

Committee Meeting Webcast
February 3, 2014
Today’s Agenda

➢ Introductions
  ▪ Welcome to Juan Flores, Florida DOT, IFPMC Co-Chair

➢ IFPMC Activities - Project Updates
  ▪ Multistate and Corridor Operations Management (MCOM1 and MCOM2) Projects
  ▪ FHWA Projects
  ▪ Corridor Projects
  ▪ Additional IFPMC Activity including Primary Freight Network Designation Comments

➢ 2014 – 2015 Work plan Development
  ▪ Executive Guidance/Goals, process, schedule
Intermodal Freight and Passenger Movement Committee Activities

MCOM Projects
Freight Academy IV
Freight Academy V
Freight Academy “IV”

- Funding from FHWA “MCOM 1”
- April 27 – May 2, 2014 in New Brunswick, NJ/Rutgers CAIT
  - Broadly publicized including presentation and literature distribution during TRB in January, 2014
  - Applications period concluded January 24, 2014
  - Selection process underway
- Curriculum and tours finalized
- Close coordination with FHWA Freight Office and AASHTO
- More information at: www.freightacademy.org
Intermodal Freight and Passenger Movement Committee

Activities

- continued -

MCOM2 Upcoming Project

Freight Academy V – Spring 2015
Intermodal Freight and Passenger Movement Committee

Activities
- continued -

FHWA Projects

Truck Parking
Multi-State Freight System Performance Measures
Commercial Vehicle Infrastructure Integration
I-95 Corridor Coalition
Truck Parking Project

- Deploy Real-Time Truck Parking Availability System within a major truck corridor
- Demonstrate feasibility of the concept in a corridor-centric, multi-state deployment
**Tier I Deployment - Status**

- **Purpose**
  - Demonstrate technical proof-of-concept
  - Test under a range of conditions, configurations, scenarios
  - Limited cadre of carriers/drivers will test Beta system

- **Public rest areas in VA, MD and DE:**
  - Ladysmith, Va. Rest Area (Northbound) -- *INSTALLED*
  - Maryland I-95 Welcome Center (Northbound)
  - Delaware Travel Plaza

- **Tier 1 Timetable:**
  - Calendar Year 2014

- **Tier 2 Timetable**
  - Additional lots - 2015
Objective: Develop better measures of freight performance across multi-state supply chains, by producing:

- Framework for describing and measuring performance
- Data and measurement techniques
- Short-term solutions for defining the most critical trade lanes, industries, and commodity flows
- Longer-term solutions for improved data and multimodal approaches; and
- Inputs for a guide for transportation professionals implementing MAP-21.
• Identifying what performance measures have the greatest value in assessing supply chain performance:
  – Most useful measures?
  – Data available to support the measures?
  – Cost to provide them?
  – Substitutes available?
Case Study Supply Chains

- **Retail** – Import and distribution of consumer goods chains
  - From POLALB to Chicago and NYC and/or
  - From Mexican border crossings into CA or TX

- **Food** – Processed food production and distribution chains
  - Poultry industry within the Mid-Atlantic states
  - Exported soybeans, between Mississippi Valley and Gulf ports

- **Autos** – Interplant parts movement and finished auto distribution chains
  - Within Southeast states
  - Between the Southeast and Midwest

- **Energy** – Oil extraction, transport and refining chains
  - Between Dakotas and Philadelphia refineries
## Work Steps

<table>
<thead>
<tr>
<th>Task</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Framework</strong></td>
<td>Underway</td>
</tr>
<tr>
<td>✓ Project started August, 2013</td>
<td></td>
</tr>
<tr>
<td>✓ Advisory group established</td>
<td></td>
</tr>
<tr>
<td>✓ Several conference calls conducted</td>
<td></td>
</tr>
<tr>
<td>✓ Input received regarding identification/selection of supply chains</td>
<td></td>
</tr>
<tr>
<td>✓ Began outreach to private sector to get data from industry</td>
<td></td>
</tr>
<tr>
<td><strong>2. Case Studies</strong></td>
<td>Beginning work this quarter</td>
</tr>
<tr>
<td><strong>3. Measures and Performance Targets</strong></td>
<td>To be completed</td>
</tr>
<tr>
<td><strong>4. Summary White Paper</strong></td>
<td>To be completed</td>
</tr>
</tbody>
</table>
Commercial Vehicle Infrastructure Integration

Project Status

• Phases I and II Completed
  – VII Compliant OBE
  – Driver Credential Verification
  – Wireless Vehicle Safety Inspection
  – Maintenance Vehicle to CV

• Phase III
  – Real-time Routing with Driver Warnings and Vehicle Disabling
  – Vehicle Telematics
  – Next Step: RFP - NYSDOT will lead development and provide timetable
Intermodal Freight and Passenger Movement Committee

Activities

- continued -

Corridor Projects
MAP 21 Freight Planning
INT1 - State Funding

 Tasks
• Develop and distribute survey for any information necessary not able to be collected from FHWA/AASHTO and prepare summary
• Convene up to 4 webinars of “border states” in regions to share survey results and to facilitate discussions to identify cross-border freight projects and compare how states are addressing in plans

 Schedule: February – September, 2014

 Next Steps – Identify champions/schedule webinars
Tasks

- Draft proposed language, supporting multistate corridor perspectives, for states to include in their freight plans, and Provide the language to State DOT Executives and to State Freight Lead Staff.

Schedule: July – September, 2013

Project Completed/ Delivered August 5, 2013

“Multistate Perspective” Text for State Freight Plans:

Freight Planning: A Multistate and Multimodal Approach

Supply chains and freight flows vary by commodity, industry, supply and demand, and origins and destinations and are rarely limited to a single jurisdiction. Transportation freight plans are best approached by a multi-faceted perspective of trade lanes, key commodities, or key industries in the U.S. and neighboring trade partners (i.e. Latin America and Canada), rather than simply from a state’s geography.

This Agency, for example, is a critical component of the freight movement system in the I-95 Corridor – a region of 16 States (from Maine to Florida) generating 41% of the Nation’s Gross Domestic Product and representing 40% of the Nation’s population. Within this essential region are:

- 41 Ports, and Coastal Shipping Lanes in the Atlantic, and the Intercoastal and Inland Waterways
- 106+ Airports
- 907,000 miles of Highway
- 30,495 miles of Freight Railroad Track, with 1,111 heavy-rail directional route miles (70% of the national total)

As international markets continue to emerge for imports and exports, and with expansions of the Panama and Suez Canals, the port-airport-rail-highway system in the I-95 Corridor will remain one of the most critical components of the United States’ freight network.

Comprehensive freight planning must address the systems within individual political jurisdictions or state boundaries while recognizing the multi-state economic corridor that comprises the trip of a particular mode. Assistance for addressing the growing needs of the industry will come from the USDOT national freight strategic plan guidance, with its national freight framework built upon multistate corridors.

States understand that economic corridor planning is comprehensive, not simply mode specific. Connectivity to the state’s airports, rail, and seaports is key to a competitive and comprehensive State Freight Plan. Through implementation and utilization of more efficient economic corridors, including the use of managed lanes, states can optimize the network for not only more reliable freight flows but better commute time for its end users.

This combined individual- and multi-jurisdictional perspective allows better identification of vital freight improvement projects, sustaining an economically robust freight system for supply chains moving within this state and beyond. In the development of this freight plan, this Agency recognizes and supports the need for collaboration in freight planning within regional jurisdictions and across economic corridors, enhancing mobility at the local, state, multi-state, and national level.
Tasks

• Conduct assessment of how state DOTs are currently providing information to truckers and/or utilizing their websites – COMPLETED

• Solicit and work with 1-2 candidate states to create a robust CV Information web page on the state’s site that provides a one-stop-shop portal for commercial vehicle operators to link to the agency’s web pages for permitting, routing and regulation information as a best practice example for other states – UNDERWAY

• Create I-95CC Portal Page with Links to Agencies’ CV sites – UNDERWAY
  o Agency Website links being assembled in preparation for Members’ review

• Convene webinar to showcase best practices to assist agencies in advancing more robust and accessible commercial vehicle information on their websites.

Significant Event Response Coordination: 
Freight Elements 
INT4 - State Funding 

First...
Some Background Information
**Background Information**

**Significant Weather-Related Events Response**

- Project emerged from recent significant weather-related events such as Hurricane Sandy

- I-95CC Executive Board in mid-2013 requested a Significant Weather-Related Events Response Project
  - Determine issues to be addressed
  - Identify the Coalition’s prospective coordinative role as an information facilitator during emergency response

- Establish a Significant Events Project Team - Completed

- Conduct initial Bridge-Highway Closure Policies Survey with all 16 Members States – June – September, 2013 - Completed

- Issued Final Survey Report with Recommendations – September 2013
Recommendations
Emerging from Survey Results Pertinent to IFPMC

- Establish a common guideline for highway/bridge closures, including sustained wind speed trigger point range for highway/span bridge/causeway closure to all traffic, *with subset triggers pertaining to heavy vehicles/trailers* and motorcycles.
  - Briefings conducted with FHWA and AASHTO – working with AASHTO to present project at next SCOHT and SSOM meetings

- Establish a protocol guideline for the timing of 511/VMS notice postings for bridge/highway closures. Include an HAR guideline.
Recommendations
Pertinent to the IFPMC

-continued-

• Encourage broader use of social media and website postings, and establish a protocol guideline for the timing of notice postings for bridge/highway closures.

• Identify key outlets and methods for communication of closures. *Encourage states to add state motor truck associations and other identified key outlets to closure notification lists.*

• Other recommendations being pursued by I-95CC Program Tracks such as the Traveler Information and Incident Management Committees.
Full Survey Report

I-95 Corridor Coalition

Significant Weather-Related Events
Bridge-Highway Closure Policies Survey
Summary of Results

September 2013

Available at
www.i95coalition.org
Significant Event Response Coordination: Freight Elements
INT4 - State Funding

Tasks

• Intermodal Committee Reps and staff will work with I-95CC Incident Management and Travel Information Committees to enhance significant event coordination – **ONGOING: Participating in Monthly Project Team Calls**

• Provide input into efforts from freight perspective as appropriate (e.g., Freight Resiliency efforts, coordinating closures/detours, enhancing information between agencies and to industry on truck routing, etc.) to improve communication and coordination during events between agencies and from agencies to industry/public – **ONGOING: Participating in Monthly Project Team Calls**

• Review states/ports in corridor to determine how much involvement/Interaction they have with respect to plans for coordination during major events, and share results/best practices to promote interfaces between ports and landside access during events to insure continued freight movements/recovery for freight sector.

Schedule: July, 2013 – September, 2014 and Ongoing
Advancing Seamless E-Screening
(including wireless truck)
INT5 - State Funding

Tasks

• Continue to support goal of e-screening interoperability in corridor by engaging transportation and enforcement agencies in corridor who are using existing and new emerging wireless truck technologies for screening and identify disparities/issues that limit interoperability across states. Work with CVSA and ATA/State Trucking associations to target I-95 regional issues related to e-screening and coordinate as appropriate – UNDERWAY

• Work with CVSA and applicable states and organizations and report back to Committee on identified issues.

• Schedule: July, 2013 – June, 2014 and ongoing
Significant Event Response Coordination: Enhancing Seamless Transport of OS/OW Loads
INT6 - State Funding

Tasks
• Provide logistics support for meeting/webinar for NASTO SCOHT special hauling permit members.
  • Established and enacted list-serve for NASTO SCHOT use – COMPLETED

Marine Highway System
INT7 - State Funding

➢ Task

• Upon release of East Coast Marine Highway Study by Ports of New Bedford, Baltimore and Canaveral, hold webinar to update states on current state of practice regarding Marine Highways including webinar providing results of East Coast Marine Highway Initiative completed study/other MARAD studies on AMHS – Study Completed – On Coalition and Port of New Bedford and related agency websites


Freight and Environment Considerations for State Work Plans
INT8 - State Funding

Tasks

- In coordination with Delaware DOT and TCI, and working with Northeast Diesel Collaborative and EPA region 3, conduct webinar on agency efforts at federal level to outline “greener freight” initiatives and showcase one or two states that have incorporated these into their state freight and economic development plans - UNDERWAY

MORE IFPMC ACTIVITIES...
FHWA
Primary Freight Network Designation Proposed Rulemaking

• Federal Register Notice Issued – November 19, 2013
  – Comment period initially extended to January 17, 2014 and now again to Saturday, February 15, 2014

• Hold Coalition webcast to discuss the PFN and obtain Member input - Completed - Webcast held December 9, 2013

• Coalition drafted for the initial comment period Response Options 1 (actual comments) and 2 (request for extension to comment period), and distributed to Members for input – Request final comments from agencies by February 7 and Coalition submits response by February 15 due date.
Draft Coalition PFN Comments

• Coalition’s comments are intended to complement -- not supplant -- the responses submitted by our individual member agencies, authorities and associations
  – In the case where comments may not be consistent, FHWA should defer to the individual states’ comments

• Focus on PFN issues from a multi-state/corridor perspective

• FHWA and Congress should consider the PFN (and eventually the NFN) designation be by freight corridor

• Expand the NFN Designation to incorporate multi-modal
Foremost amongst our members’ concerns was the lack of a stated application for the PFN and NFN

- FHWA should consider among the uses of any PFN and the NFN designations:
  - As frameworks to fund and encourage multistate freight planning and freight performance reporting;
  - As considerations in prioritizing multistate projects for funding under the Projects of National and Regional Significance Program (or similar programs); and
  - As justifications for helping states provide access between the multistate freight networks and important local distribution centers, industrial zones, ports and resource areas.
• The 27,000 centerline-mile network does not adequately cover the region's major freight corridors
  – Omits many of the major trade corridors serving New York State and Northern New England and leaves extensive gaps in the corridors serving the Southeast and Florida.
  – Strongly emphasize the need for designation in any primary or national freight network of continuous routes, such as FHWA has attempted to do with the 41,000-centerline-mile alternative.

• Designation of the PFN and reauthorization of MAP-21 should make provision for designation of urban freight routes and connectors

• The Coalition recommends that FHWA encourage and promote dialogue with states on the designation of rural freight corridors, including and particularly where these cross through multiple states

Note – comments defer any conflicts in responses to State’s submission
Workplan 2014-2015 Development
Updated Guidance Statements

• Documents the Member Agencies’ Perspective for the Coalition’s Program

• Elements:
  – Goals
  – Vision
  – Guiding Principles
  – Primary Opportunities to Achieve Success
  – Roles
Goals

• Improve Mobility for people and goods;
• Offer multiple travel options to customers;
• Enhance safety for all travelers; and
• Improve the economic vitality of the Coalition member states.
Vision

The I-95 corridor transportation network, and its connecting regional systems, will be safe, reliable, efficient, seamless, and multimodal, and support economic growth in an environmentally responsive manner. The I-95 Corridor Coalition will engage institutions and utilize systems that facilitate shared operations, information, planning, and investment in a manner that meets local needs while promoting regional and inter-regional transportation solutions.
Guiding Principles,
Primary Opportunities to Achieve Success,
and Roles

• Full text is on the Coalition’s website

• Provides specific guidance on:
  
  ✓ Focus areas (multimodal passenger and freight approaches, user-friendly data and tools for measuring system performance, etc.)

  ✓ Tactics (i.e., leveraging resources, sharing best practices, etc.)

– Schedule
  • Thru Mid-March: Solicit Project Ideas from Committees (new form available)
  • Mid-April: Summarize Project Proposals for Steering Committee Review
  • Late May: Submit Consolidated Work Plan to the Executive Board for Approval

– Project proposals will be evaluated by committees based on alignment with Coalition guidance statements, benefit to member agencies, and within limited funding availability.
To Start Our Discussion...

A Few Prospective Workplan Ideas

- **Electronic Credentialing/Permitting** -- is there some coordination/information sharing the Coalition can do?

- **Truck Rollover and Related Safety Applications** – is this an area to share some best practices on what states are doing?
  - Curve speed warning especially on off-ramps and sharp curves

- **Smart Roadside/Wireless Truck Inspection/CVII** – is there work we should be doing in the Corridor to help get these things more integrated?

- **Continued Coordination** among states for planning for projects that cross jurisdictions in freight corridors

- **Data** -- is it time to look at a “freight elements database” for states to share information (e.g. looking at what we have done in the past with projects like ICAT/VPP)?
IFPMC UPCOMING ACTIVITIES

Overall Committee

- CONTINUED -

 Tasks: 2014-2015 Workplan Development

- Overall Schedule: February – May, 2014

- Detailed Schedule:
  - I-95CC Executive Board issues workplan guidance – early February, 2014
  - Solicit project ideas from IFPMC – Today through March 14, 2014
  - Compile draft workplan for review by IFPMC – March 31, 2014
  - Hold IFPMC Workplan Review Webinar – early April, 2014
  - Finalize Workplan – early April 2014
  - Submit to Steering Committee and Executive Board – April - May, 2014

 Upcoming Committee Meetings

- Workplan Review Webinar – early April, 2014
- Full Committee Meeting/Webinar to convey Executive Board decisions- June, 2014

WATCH YOUR EMAIL FOR WORKPLAN PROJECT IDEAS SOLICITATION AND UPCOMING COMMITTEE MEETINGS
QUESTIONS?
THANK YOU!

IFPMC Co-Chairs
Debbie Bowden, dbowden1@mdot.state.md.us
Rick McDonough, richard.mcdonough@dot.ny.gov
Juan Flores, juan.flores@dot.state.fl.us

Marygrace Parker, I-95 Corridor Coalition
i95mgp@ttlcl.net