Special Committee on Freight Steering Committee Call  
Tuesday, June 18, 2019

Attendees:
- Caroline Mays, TxDOT – Vice Chair
- Bill Gardner, MnDOT
- Andrew Andrusko, MnDOT
- Yatman Kwan, Caltrans
- Tom McQueen, GDOT
- Dan Pallme, TDOT
- Blaine Leonard, UDOT – Guest Attendee
- Avital Barnea, AASHTO
- Gummada Murthy, AASHTO – Guest Attendee

Update on Committee Vacancies
- Expect new Committee Chair to be named next week
- Avital working with the Council on Active Transportation to identify a member to serve as the active transportation representative on our steering committee (as requested by former Chair Secretary Roger Millar)
- At the Spring Meeting in Park City, Avital approached representatives from states that do not have a voting member on the committee; since that time New York and Wyoming have designated members; Colorado is in progress; have not heard back from Indiana, North Dakota, or Puerto Rico
  - Bill agreed to follow up with North Dakota
  - Caroline agreed to follow up with Indiana

Input on Infrastructure Owner Operators (IOOs) Guiding Principles for Cooperative Automated Transportation (CAT)
- Guest attendees Blaine Leonard and Gummada Murthy
- Blaine is co-chair of the AASHTO Committee on Transportation System Operations (CTSO) Technology subcommittee
  - CAT Coalition update – CAT is broader than CAV (connected and autonomous vehicles); CAT includes all modes and forms of transportation
  - IOO community looking for consistency in deploying CAT
    - Guiding principles are to facilitate collaboration among agencies – to facilitate interoperability
    - The guiding principles were developed over the last 6-8 months with input from AASHTO, ITE, and ITS America
- A PowerPoint presentation (emailed separately) provides more information on the background and development of the guiding principles
- The CTSO Technology subcommittee is seeking input from all of the relevant AASHTO committees/councils; the next step is for the guiding principles to be presented to the AASHTO Transportation Policy Forum
(TPF) at their meeting in August, then they will be brought to AASHTO Board at the Annual Meeting in October

- There are five high level principles with 4-5 supporting principles for each
  1. Support increased vehicle automation to improve traveler safety, mobility, and efficiency
  2. Achieve a connected vehicle ecosystem that enables reliable, secure V2I data exchanges in order to support cooperative automated transportation
  3. Protect and utilize the 5.9 Gigahertz (GHz) spectrum designated for “operations related to the improvement of traffic flow, traffic safety and other intelligent transportation service applications”
  4. Develop CAT strategies that enhance existing transportation system operational capabilities
  5. Collaborate and communicate with OEMs and mobility service providers in the planning, testing, and demonstrations of CAT applications to support eventual interoperability and to achieve positive impacts on safety, mobility, and efficiency

- Question from Bill – do any of the principles address sustainability of business models for deploying the technology, particularly differentiating between public and private sectors? Should standard setting be at the federal level or preserved at a state by state level?
  - Blaine response: Yes and no, some sub-bullets, i.e. general principle 2 about data, addresses standards and coordinating with various stakeholders to establish a nationwide approach
    - Don’t see anything about the sustainability piece, not sure what that would like look
    - Bill’s clarification – who pays for infrastructure? Is the infrastructure side the public sector’s responsibility, whereas the vehicle side is the private sector?
      - Blaine – the guiding principles do not specify along those lines, they just state what we want to work toward/achieve, but not how to achieve it
      - There are opportunities for the public and private sectors throughout this spectrum, but the guiding principles do not dictate or preclude anything like that
    - Gummada added – the guiding principles are the first step, but they will also be dynamic because the technology will evolve
      - At the TPF meeting in August, we will probably talk more about equity and sustainability
      - There will be a technical memo supporting these principles; this is an evolving document

- Question from Caroline – how can the Special Committee on Freight continue to stay engaged on this – to collaborate on future activities and work efforts? We want to be part of the boarder discussion on the principles you’ve outlined here, since all of them apply to freight
  - Gummada – Avital and I are colleagues at AASHTO, please work through her
We can also do a webinar specifically for the committee or you can join the existing CTSO webinars, Gummada will share the schedule with Avital.

In addition, you can also be part of the CAT coalition:

- Blaine – many AASHTO committees have overlap; it is a common issue on how we can all better work together
  - A best practice is to communicate through staff, then communicate between chairs or vice chairs

Surface Transportation Reauthorization

- At the AASHTO Spring Meeting in May, each committee and councils’ policy priorities where placed into “tiers” to signify importance:
  - Tier 1 – highest priority and included in TPF white paper
  - Tier 2 – second level priorities and included in TPF white paper
  - Tier 3 – not high priority topics for TPF, will remain with committees to be addressed administratively
  - Tier 4 – proposals that we do not recommend moving forward with as they either contrast with Association policy or are low priority

- For the Special Committee on Freight’s six policy recommendations, one was placed in Tier 1, four were placed in Tier 2, and one was placed in Tier 3. None were placed in Tier 4. See placement as follows:
  - Tier 1
    - Expand the Extent of both the Primary Highway Freight System and National Multimodal Freight Network
  - Tier 2
    - Expand Eligible Activities through National Highway Freight Program
    - Changes to Infrastructure for Rebuilding America (INFRA) Discretionary Grant Program
    - Reinstate the National Cooperative Freight Research Program
    - Streamline, Simplify and Make Consistent the Development and Updating of the Multitude of Transportation Plan Documents and Performance Based Planning Documents Currently Required of States *(Rolled into Planning priorities section)*
  - Tier 3
    - Establish Office of Multimodal Freight Transportation within U.S. DOT Office of the Secretary

- Bill – how did this ranking happen?
  - Avital – the placement within tiers was recommended by the TPF, then voted upon by the full Board of Directors
    - During discussion at the Board of Directors meeting, a few of the policies moved up from one tier to the next, but none of those were from the Freight white paper; no policies moved down a tier

Updates on Year One Priority Tasks

- Truck Parking - Bill Gardner (MnDOT) & Tom McQueen (GDOT)
  - Andrew – MnDOT is working internally on a proposal for standard truck parking information management systems; Andrew looking to identify money internal to MN for this, with the understanding that additional information would be rolled out for a
potential pooled fund research; exercise is in process, on a review cycle, and MnDOT is excited about moving forward with this
  o Andrew – MnDOT is also continuing to participate in the National Coalition on Truck Parking working group, which will be meeting on July 18 from 1-3pm Central, to discuss FHWA’s preliminary results from the recent Jason’s Law Survey; this will bring to light any trends or issues since the first survey was completed, as well as follow up on land use and local government coordination needs
    ▪ Andrew will have more updates at our August meeting
  o Tom – nothing to add, thanks to Andrew for all his hard work
• MPO Outreach - Yatman Kwan (Caltrans)
  o Thanks to those who filled out the MPO collaboration survey, have received 16-18 responses so far; there is a week or so until the survey closes
  o Please fill out the survey if you haven’t already
• Economic Impacts of Freight System Improvements - Rickey Fitzgerald (FDOT) & Ron Pate (WSDOT)
  o No update at this time (not present for the meeting)
• Webinars - Dan Pallme (TDOT) & Tom McQueen (GDOT)
  o Dan – nothing new to report, send all webinars to Tom and Avital, Avital forwards to the full committee
  o Tom – no other updates
  o Avital – was contacted by FHWA to do a joint Talking Freight webinar; FHWA suggested the topic of AASHTO’s Freight Rail Study (published August 2018 with support from the Rail Resource Center)
    ▪ Avital was also told by Susan Howard that there was talk with FHWA to do a webinar on state DOT/MPO collaboration
    ▪ Avital will loop Dan and Tom into the conversation with FHWA on this effort

NCHRP Freight Research Needs
• A list of top research topics generated by the TRB Committee on Urban Freight Transportation and FHWA was provided to Avital for input from the states on whether there is interest in these topics:
  o Identifying Warehousing Trends
  o Public/Private Freight Data Sharing
  o Long-range Planning and Freight
  o Non-Motorized Delivery
  o Freight Trip Consolidation
  o Technological Advancements and the Public Sphere
• In advance of this call, California and Tennessee emailed their top three research priorities as it pertains to this list
  o Bill – Caroline and himself participated in NCHRP 20-114, research roadmap, which was an exhaustive effort; working with lots of TRB committees, they identified research themes and listed proposed projects for research
    ▪ This would be worth using as guidance on how we come up with research ideas; would be worthwhile to use as a reference to see if what is being proposed is in the roadmap
    ▪ The regional groups (MAASTO, WASHTO, SASHTO, NASTO) are also generally developing their own research agendas; this is another source of current research needs from the DOTs
Planning for Fall Meeting during AASHTO Annual Meeting in St. Louis

- Avital alerted the AASHTO meeting planning team that the committee wishes to meet during the Annual Meeting in October
- Since this meeting will take place during the larger Annual Meeting, which will have broad topical sessions, Avital is leaning toward just having a business meeting
  - Tom and Dan agreed that this makes sense
  - Potential business meeting topics
    - Caroline suggested in a previous meeting – how do we scale the Year One activities to the entire committee?
    - Bill – update the action plan (due dates coming up)
    - Bill – review the strategic plan; is it relevant and up to date?

Other Business

- Avital asked if anyone had business/issues they would like AASHTO to mention at FHWA’s Commercial Motor Vehicle Safety in Work Zones Workshop, to be held July 17 in Arlington, Texas
  - Avital’s colleague Chris Hall will be attending the workshop on behalf of AASHTO
  - No one on the call mentioned any topics they would like brought up at the meeting
- Reminder that our next call has been rescheduled to July 16 in order not to conflict with the NASTO Annual Conference
- Avital asked the steering committee whether to move or cancel the August call, since it conflicts with MAASTO meeting
  - Andrew said MnDOT will be participating in MAASTO and would appreciate the call being rescheduled
  - Caroline mentioned that August 19 and 20 are the SASHTO meeting, so the call should not be held on those dates
  - Avital will be staffing the TPF meeting in Minneapolis during the first week in August, so cannot hold that call that week
  - Avital will send the steering committee a doodle poll to find the best date for a rescheduled call in August
- Tom – will the new committee chair be in place by the July 16 call?
  - Avital – very much hope so
  - Tom – it would be good to have this call serve as a working session with the new chair and to go over our strategic plan (would serve as a briefing tool)