Attendees:
- Bill Gardner, MnDOT
- Andrew Andrusko, MnDOT
- Ron Pate, WSDOT
- Rickey Fitzgerald, FDOT
- Bradley Smith, Maryland DOT
- Yatman Kwan, Caltrans
- Dan Pallme, TDOT
- Avital Barnea, AASHTO
- Shayne Gill, AASHTO
- Caroline Kieltyka, AASHTO

Update on Committee Vacancies
- No public announcement yet of who new Chair will be, but AASHTO leadership has someone in mind
  - Hopeful the Chair will be in place for the committee’s next in person meeting in October
- The Council on Active Transportation is still in discussion about appointing someone to serve as an active transportation representative to the Special Committee on Freight
- We are making good progress on filling the state vacancies on the committee
  - North Dakota named a voting member a couple weeks ago
  - Now only two states do not have voting representation on the Special Committee on Freight: Indiana and Puerto Rico
    - New AASHTO Deputy Director Brandye Hendrickson was INDOT Commissioner, so she may have a good contact person to reach out to about Indiana’s vacancy
    - Puerto Rico is not active on many AASHTO committees/councils, so filling that vacancy may prove to be more challenging

Year One Priority Tasks
- Truck Parking - *Bill Gardner (MnDOT) & Tom McQueen (GDOT)*
  - Bill – this item is currently on hold as we await more information, but MnDOT has been actively finishing up a truck parking study
  - Bill – for our Year Two priority tasks and the 2020-2021 Action Plan, we may want to focus more on information sharing between the states on what each state is doing with respect to truck parking (planning studies, implementation, initiatives, projects, etc.)
    - Some sources exist, such as the National Coalition on Truck Parking and the Jason’s Law survey, but obtaining a more detailed level of information may require a special effort like a survey, or working with FHWA to understand best practices
      - A challenge is that this information gets dated quite quickly
  - Bill – MnDOT also participates in the AASHTO Freight Planning Task Force, and at the last meeting Caitlin Hughes from FHWA mentioned that only 22 states had held freight advisory committee (FAC) meetings this year
This could be another topic area of focus for next year, i.e., how do we revitalize FACs around the country
- Andrew – another idea for a Year Two truck parking focus area is how or whether states provide truck parking information for private rest areas
  - Minnesota does this, but it’s unclear how many other states do as well and if so, how are they disseminating that information
  - This is not currently addressed in the Jason’s Law survey
- Perhaps the National Coalition on Truck Parking could address this

- MPO Outreach - Yatman Kwan (Caltrans)
  - Thank you to those who contributed to the MPO outreach effort, got a good response rate
  - Yesterday spoke on an FHWA Talking Freight webinar about state DOT and MPO collaboration, presented some findings from that outreach
  - Still moving ahead to put best practices on paper, no exact timeline (this effort is somewhat on hold because the same staff are working on California’s freight plan update, which is a heavy lift)

- Economic Impacts of Freight System Improvements - Rickey Fitzgerald (FDOT) & Ron Pate (WSDOT)
  - Rickey – no major update since the last call, but for an overview, FDOT is developing a decision support system for freight project prioritization, coming up with a framework and methodology, and is now working on tool development
    - The framework includes screening projects, looking at project characteristics, thinking about travel demand forecasting, conducting a BCA, then project prioritization
    - The methodology has two major prioritizations – standard transportation benefits and wider economic benefits
    - Looking at costs (BCA, O&M, capital costs, etc.), the standard transportation benefits include travel time by mode, crash reduction, emissions reductions, etc.
      - The wider economic benefits go further than a standard BCA and include travel time reliability, total annual weekday delay hours, market accessibility, accessibility to employment, intermodal connectivity, vehicle hours saved, and other weighted connected indices
      - FDOT is working on the tool development and making sure it aligns with other FDOT tools, to ensure they are not duplicating efforts
  - Rickey – beyond the project level, to get a wider scope at the state or regional level, FDOT still thinking about network optimization using Quetica
    - Funding has been set aside to get at least half the state on a pilot program; would like to expand the pilot if it is not cost prohibitive
    - This effort will be wider in scope, will be able to plug in project prioritization to optimize freight flows
  - Ron – WSDOT is working on building a statewide travel demand model, but has found that this is challenging area to get data and information
    - WSDOT met with FHWA regarding a statewide freight travel demand model, to help optimize the system
      - The main questions are: what are the needs and how can that fit in a statewide travel demand model?
- At the WASHTO conference, WSDOT met with a company that works on traffic issues, and they have the ability to get data that could be useful in the travel demand model; WSDOT is in initial conversations with them about this
  - Ron – in addition, weigh stations that scan trucks have the ability to get certain levels of data that would be helpful for an optimization model; this could be another option to move forward
  - Ron – WSDOT worked with the University of Washington, private industry, and maintenance and rest area crews on a pilot program to install self-sustaining monitors that give data on where trucks are parked
    - Now working on developing an app to give this real-time truck parking availability information to truckers
  - Ron – WSDOT is looking at how this data (where trucks are going) will fit into the freight optimization and how to capture the data
    - In addition, WSDOT is working with private companies that are procuring land for truck parking facilities and provide subscription service to truckers
  - Ron – the Washington state legislature wants WSDOT to work with the freight mobility board in the State on the FAC
    - One challenge has always been keeping the private industry partners involved
    - Rickey – FDOT has been successful in private industry involvement in their FAC; credits the district freight coordinator program in getting private industry engaged
      - The district freight coordinator program began in 2014 with a mission to engage with multiple cross-sections of the industry (MPOs, local municipalities, anyone who is impacted by freight mobility)
      - Ron – does FDOT have a charter on the district freight coordinator program that he could see? Rickey – yes, can share that
  - Webinars - Dan Pallme (TDOT) & Tom McQueen (GDOT)
    - Continue to forward webinar notices to Avital, who shares them with full committee
    - Thank you to Yatman for his excellent presentation on the Talking Freight webinar yesterday
    - Note that most webinars are recorded, so you can always watch them later if you cannot attend when they are held

**Call for FY 2021 NCHRP Research Problem Statements**

- The AASHTO Special Committee on Research and Innovation is soliciting research problems for the FY 2021 National Cooperative Highway Research Program (NCHRP)
  - The due date is 4:00pm ET on November 1, 2019
- Research needs statements can be submitted by AASHTO, the state DOTs, or FHWA
- Shayne – in general, each AASHTO council/committee puts forward their top three research priorities
  - When the Special Committee on Research and Innovation meets to rank the proposals, they refer to the priority list when scoring the projects
    - Having the committee advocate for a freight-related project is the best way to help it be rated highly
- Shayne – could the discussion we had on truck parking earlier in this call be an NCRHP research statement?
  - Bill – quite possibly, would take some work
There is research program through MAASTO, which could be a good starting point for some of these topics that aren’t region specific.

This process was easier when we had NCFRP; it is now very fragmented with only NCHRP

- Even though an NCHRP research roadmap report was developed two to three years ago, there has been no consistent follow-through

Shayne – maybe the committee can coalesce around one research needs statement

- It would also be helpful to have one person on the steering committee designated as the “research needs” person
- Maybe coming up with research problem statements could be a Year Two priority task for this committee

- Ron – agree that is a good idea, is also coordinating with the strategic planning manager at WSDOT who is involved with NCHRP
- Shayne – also, the committee could review the Talking Freight webinars to see if further research needs to be done on any of those topics
  - The committee can also back research needs statements put forward by FHWA

- Dan – TDOT is constantly on top of this subject
- Rickey – same in Florida, any freight or rail-related research ideas are vetted and voted on by Rickey’s office

2020-2021 Action Plan

- All AASHTO committees/councils must submit updated action plans to the Strategic Management Committee (SMC)
  - A draft is due on September 6
  - On August 12, Avital emailed the steering committee the current action plan and requested comments/edits by August 30
  - The SMC will review all action plans at the Annual Meeting

- We may wish to carry forward many of the goals contained in the action plan, but should look at Goal 1, which focuses on FAST Act reauthorization, and update our response to what is currently going on with reauthorization
  - Shayne – an idea would be to update the language to say the committee will “advocate for policy positions” rather than develop policy papers, and continue legislative follow-up on the EPW bill (what was and wasn’t included, what the committee wants to see, etc.)

- On this call we also discussed perhaps adding something to the action plan about truck parking information sharing between the states
  - Andrew – would be interesting to learn, jointly with the Council on Rail Transportation, what states are doing regarding at-grade crossing action plans, whether FHWA and FRA will require states to do this in the future
    - Shayne – the Council on Rail Transportation has an upcoming meeting in Hartford, CT in a couple weeks and there will be a session on blocked and occupied crossings, as well as a panel with FRA and FHWA on NTSB recommendations for grade crossings, and also a follow-on discussion from the SHRP2 R16 program with the Class 1s and FHWA talking about grade crossings
    - AASHTO staff can give a report back on these sessions for those who can’t be there, and can perhaps also do a future webinar on this topic
• Andrew – would appreciate that
• Avital asked who on the steering committee will be at the Rail meeting
  o Rickey will be there, is moderating a panel
  o TDOT and MnDOT will send staff (although not Dan and Bill or Andrew)

October 6th Meeting in St. Louis

• The next in-person meeting will be three hours long, from 8:00-11:00AM. Currently 8:00-9:00 is set aside for guest presentations and 9:00-11:00 will be for a business meeting
  o Business meeting topics to discuss include:
    ▪ Year One Priority Tasks
      o Which ones we want to carry forward to Year Two, which we want to close out, which we want to expand upon, and which we want to add
    ▪ Review of Annual Work Plan
    ▪ Committee-Sponsored NCHRP/Research Ideas
  o Dan – TDOT recently readjusted the freight role in the state; all freight is now under Dan’s office, including rail, water, and freight planning
    ▪ They are making a plan to focus on best practices for the state given this new arrangement and would like to get detailed information on how other states do freight planning, how it is organized in the state (DOT or other state agency)
      • Maybe the committee can send out a survey?
        o Dan would write the survey, people would just fill it out, and then it would be shared with all members
        o Bill – there have been some reports in the past that have captured this, but they could use updating; the information is valuable
        o In the survey, would be good to capture the pros and cons of each state’s structure
    o Shayne – this is a perfect NCHRP topic (how freight programs are established and funded in the states), although submitting this for NCHRP funding may be a longer timeframe than Dan is looking for
    o Dan – let’s include this topic on the agenda for the business meeting in St. Louis
      • Will prepare a rough draft of a survey to present at the meeting, can also discuss submitting this for NCHRP
  o For the guest presentations during the meeting, Avital is seeking suggestions for topics/presenters for the 8:00-9:00 hour
    ▪ Please email Avital with any ideas/suggestions
• Avital asked who on the steering committee will be at the meeting
  o Andrew and Dan will be there, Bill cannot attend unfortunately

Other Business

• Staff liaison transition – Avital will be leaving AASHTO on September 6
  o Please work with Shayne Gill, Program Director for Multimodal Transportation, until a new candidate is hired for the Freight position
  o Shayne can be reached at sgill@aashto.org and 202-624-3630