

**EMPOWERING I-80 COMMUNITIES
TODAY AND TOMORROW**



A12. Freight and Logistics Working Group

EMPOWERING I-80 COMMUNITIES TODAY AND TOMORROW



Group:	I80 CSMP Freight and Logistics Working Group		
Subject:	Organizing the group		
Date and time:	February 14, 2013 1:00 P.M.	Date and time:	February 14, 2013 1:00 P.M.
Meeting place:	Teleconference	Meeting place:	Teleconference
Attendees:	<i>Mike Lawson (Atkins)</i> <i>Bill Thompson (NDOT)</i> <i>Coy Peacock (NDOT)</i> <i>Bill Bainter (NHP)</i> <i>Brian Kramer (NDOT)</i>	Attendees:	<i>Michael Murphy (NDOT)</i> <i>Steve Merrill (Atkins)</i> <i>Jeff Ritcher (NDOT)</i>

Agenda/Minutes

ITEM	DESCRIPTION
1	<p>Roll call and introductions from RSVP and other attendees</p> <p><i>Members were called on and asked to identify who was participating on the call.</i></p>
2	<p>Presentation of I-80 CSMP study background</p> <p><i>Mike provided a brief explanation of how the initial work among the study Task Forces initiated the Working Groups to explore in depth specific corridor significant topics. The organization of the working groups uses the study web site to facilitate the group's dialogue. Once the group has charted a course, we will inform the Task Forces and refine our work. Additionally, we will take on the work of exploring the implications of liveability principles for the corridor communities</i></p>
3	<p>Establish ground rules for how to best engage in conference calls and other group activities</p> <p><i>The group discussed and agreed: 1) that everyone would mute their phones during the call unless speaking; 2) the meetings would start promptly at 1:15; 3) members would announce who they are when they start speaking.</i></p>
4	<p>Review the stakeholder primer that establishes how to use the web site and RSS feeds</p> <p><i>Attendees were directed to www.i80vision.org to review some of the Study web site functionality meant to facilitate group dialogue.</i></p>
5	<p>Next steps including identification of additional working group members</p> <p><i>Members were asked to send Mike the names of potential participants via email. The group agreed to have meetings begin at 1:15 on Thursday for the next two weeks.</i></p>

EMPOWERING I-80 COMMUNITIES TODAY AND TOMORROW



7 Adjourn

Meeting was adjourned at 1:30 P.M. PST

Working Document

EMPOWERING I-80 COMMUNITIES TODAY AND TOMORROW



Group:	I80 CSMP Freight and Logistics Working Group		
Subject:	Organizing the group		
Date and time:	February 21, 2013 1:15 P.M.	Meeting No:	2
Meeting place:	Teleconference	Minutes by:	Mike Lawson
Attendees:	<i>Mike Lawson (Atkins)</i> <i>Bill Thompson (NDOT)</i> <i>Coy Peacock (NDOT)</i> <i>Brian Kramer (NDOT)</i> <i>Mike Murphy (NDOT)</i> <i>Val Halford (WFRC)</i> <i>Jeff Mourno (Caltrans)</i> <i>Bill Bainter (NHP)</i>	Attendees:	<i>Jeff Richter (NDOT)</i> <i>Peter Bang (Washoe RTC)</i> <i>Tony Riviera (NDOT)</i> <i>Ben Craig(NDOT)</i> <i>Bryan McCurdy(NDOT)</i> <i>Mark Wingate(WyDOT)</i> <i>Brian Kramer(NDOT)</i>

Agenda/Minutes

ITEM	DESCRIPTION
1	<p>Roll call and introductions from RSVP and other attendees</p> <p><i>Members were called on and asked to identify who was participating on the call.</i></p>
2	<p>Review the purpose of Working Groups to better inform the larger Task Forces about their topic and subtopics</p> <p><i>The following Mission statement was approved by consensus of the group at the second meeting of the I80 CSMP Freight and Logistics working group meeting:</i></p> <p><i>“The mission of the I-80 CSMP Freight and Logistics working group is to thoroughly investigate all issues relevant, important, and actionable regarding the topic of freight mobility and the I-80 corridor from San Francisco to Cheyenne”.</i></p>
3	<p>Identify an initial list of subtopics for the Working Group to explore</p> <p><i>The following topics were proposed for discussion at the second meeting of the I80 CSMP Freight and Logistics working group meeting and approved for further consideration:</i></p> <ol style="list-style-type: none"> 1- <i>Overdimensional permits – conformity amongst States and ease of credentialing</i> 2- <i>Freight Performance Measures</i> 3- <i>Tax equity and innovations – Impacts to industry of Distance based proposals</i> 4- <i>Freight data – types and relevancy</i> 5- <i>Truck Bypass/designated lanes for Urban areas</i> 6- <i>Truck Parking Working group</i> 7- <i>Intermodal freight connectivity</i> 8- <i>Industry issues</i> 9- <i>Commercial Vehicle enforcement issues</i>

EMPOWERING I-80 COMMUNITIES TODAY AND TOMORROW



10- State Agency issues

11- MPO issues

Process for developing Topics:

The following process for developing the topics was proposed at the second meeting of the I80 CSMP Freight and Logistics working group meeting and approved by consensus:

- 1- Identify a “volunteer” to lead discussion for each topic
- 2- Identify working group members to assist in development of each topic
- 3- Identify a mechanism to facilitate development of each topic matter (teleconferences of topic groups?)
- 4- Establish how existing documents can be identified to inform each discussion and how they will be compiled.
- 5- Establish time frames for “topics reporting” back to the working group.

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- 4 Begin establishing goals and objective for the Working Group including deliverable that makes sense to the group. Additional work on goals, objectives, and deliverables will be done through surveys and reported in meeting 3.

The following Objectives, Goals, and Deliverables were proposed and approved by consensus at the second meeting of the I80 CSMP Freight and Logistics working group meeting:

Objective: Engage in a dialog that identifies relevant issues and best practices with regard to freight movement in the I-80 corridor

Goal: Determine the existing condition(s) of each topic, identify gaps and/or unmet needs, and develop actions to address deficiencies.

Deliverables: Technical memorandums for each topic that define the existing condition, best practices, unmet needs, and proposed actions to address deficiencies.

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- 5 Next steps including identification of additional working group members

Members were asked to send Mike the names of potential participants via email. The group agreed to have meetings begin at 1:15 on Thursday in two weeks.

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- 6 Adjourn

Meeting was adjourned at 2:15P.M. PST

EMPOWERING I-80 COMMUNITIES TODAY AND TOMORROW



Group:	I80 CSMP Freight and Logistics Working Group		
Subject:	Identifying subtopics and deliverables		
Date and time:	May 29, 2013 10:00 A.M.	Meeting No:	3
Meeting place:	Teleconference	Minutes by:	Mike Lawson
Attendees:	<i>Mike Lawson (Atkins)</i> <i>Bill Thompson (NDOT)</i> <i>Coy Peacock (NDOT)</i> <i>Brian Kramer (NDOT)</i> <i>Mike Murphy (NDOT)</i> <i>Val Halford (WFRC)</i> <i>Jeff Mourno (Caltrans)</i> <i>Bill Bainter (NHP)</i>	Attendees:	<i>Jeff Richter (NDOT)</i> <i>Peter Bang (Washoe RTC)</i> <i>Tony Riviera (NDOT)</i> <i>Ben Craig(NDOT)</i> <i>Bryan McCurdy(NDOT)</i> <i>Mark Wingate(WyDOT)</i> <i>Brian Kramer(NDOT)</i>

Agenda/Minutes

ITEM	DESCRIPTION
1	<p>Roll call and introductions from RSVP and other attendees</p> <p><i>Members were called on and asked to identify who was participating on the call.</i></p>
2	<p>Review the results of the goals, objectives, and deliverables survey results and their implication for the group's work.</p> <p><i>The following Mission statement was approved by consensus of the group at the second meeting of the I80 CSMP Freight and Logistics working group meeting:</i></p> <p><i>“The mission of the I-80 CSMP Freight and Logistics working group is to thoroughly investigate all issues relevant, important, and actionable regarding the topic of freight mobility and the I-80 corridor from San Francisco to Cheyenne”.</i></p>
3	<p>Identify additional sources of information (list of initial information needs to be developed)</p> <p><i>The following topics were proposed for discussion at the second meeting of the I80 CSMP Freight and Logistics working group meeting and approved for further consideration:</i></p> <ol style="list-style-type: none"> 1- <i>Overdimensional permits – conformity amongst States and ease of credentialing</i> 2- <i>Freight Performance Measures</i> 3- <i>Tax equity and innovations – Impacts to industry of Distance based proposals</i> 4- <i>Freight data – types and relevancy</i> 5- <i>Truck Bypass/designated lanes for Urban areas</i> 6- <i>Truck Parking Working group</i> 7- <i>Intermodal freight connectivity</i> 8- <i>Industry issues</i> 9- <i>Commercial Vehicle enforcement issues</i>

EMPOWERING I-80 COMMUNITIES TODAY AND TOMORROW



10- State Agency issues

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Process for developing Topics:

The following process for developing the topics was proposed at the second meeting of the I80 CSMP Freight and Logistics working group meeting and approved by consensus:

- 1- Identify a “volunteer” to lead discussion for each topic
- 2- Identify working group members to assist in development of each topic
- 3- Identify a mechanism to facilitate development of each topic matter (teleconferences of topic groups?)
- 4- Establish how existing documents can be identified to inform each discussion and how they will be compiled.
- 5- Establish time frames for “topics reporting” back to the working group.

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- 4 Introduce the livability self assessment concept and proposed process for connecting topics to livability principles

The following Objectives, Goals, and Deliverables were proposed and approved by consensus at the second meeting of the I80 CSMP Freight and Logistics working group meeting:

Objective: Engage in a dialog that identifies relevant issues and best practices with regard to freight movement in the I-80 corridor

Goal: Determine the existing condition(s) of each topic, identify gaps and/or unmet needs, and develop actions to address deficiencies.

Deliverables: Technical memorandums for each topic that define the existing condition, best practices, unmet needs, and proposed actions to address deficiencies.

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- 5 Develop a brief presentation for the Task Forces to explain what the group plan to accomplish

Members were asked to send Mike the names of potential participants via email. The group agreed to have meetings begin at 1:15 on Thursday in two weeks.

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- 6 Adjourn

Meeting was adjourned at 2:15P.M. PST

EMPOWERING I-80 COMMUNITIES TODAY AND TOMORROW



Group:	I80 CSMP Freight and Logistics Working Group		
Subject:	Identifying subtopics and deliverables		
Date and time:	August 7, 2013 2:00 P.M.	Meeting No:	4
Meeting place:	Teleconference	Minutes by:	Mike Lawson
Attendees:	<i>Mike Lawson (Atkins)</i> <i>Bill Thompson (NDOT)</i> <i>Coy Peacock (NDOT)</i> <i>Brian Kramer (NDOT)</i> <i>Mike Murphy (NDOT)</i> <i>Val Halford (WFRC)</i> <i>Jeff Mourno (Caltrans)</i> <i>Bill Bainter (NHP)</i>	Attendees:	<i>Jeff Richter (NDOT)</i> <i>Peter Bang (Washoe RTC)</i> <i>Tony Riviera (NDOT)</i> <i>Ben Craig(NDOT)</i> <i>Bryan McCurdy(NDOT)</i> <i>Mark Wingate(WyDOT)</i> <i>Brian Kramer(NDOT)</i>

Agenda/Minutes

ITEM	DESCRIPTION
1	<p>Roll call and introductions from RSVP and other attendees</p> <p><i>Members were called on and asked to identify who was participating on the call.</i></p>
2	<p>Review the list of subtopics & report status of them since last meeting.</p> <p><i>The following list of topics was agreed to be considered as focus of discussion within the the I80 CSMP Freight and Logistics working group</i></p> <ul style="list-style-type: none"> <i>1- Overdimensional permits – conformity amongst States and ease of credentialing</i> <i>2- Freight Performance Measures</i> <i>3- Tax equity and innovations – Impacts to industry of Distance based proposals</i> <i>4- Freight data – types and relevancy</i> <i>5- Truck Bypass/designated lanes for Urban areas</i> <i>6- Truck Parking Working group</i> <i>7- Intermodal freight connectivity</i> <i>8- Industry issues</i> <i>9- Commercial Vehicle enforcement issues</i> <i>10- State Agency issues</i> <i>11- MPO issues</i> <p><i>Jeff Richter has prepared a white paper on permitting process for over dimensional vehicles.</i></p> <p><i>Additional feedback will be solicited from the working group via a survey Monkey.</i></p>
3	Report on status of NDOT freight plan creation

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Bill Thomson reported progress on NDOT freight plan. NV state plan highlight issues and opportunities, set priorities, strategies, and create basis for state and federal funding. The Plan is anticipated to be completed in December 2013. A copy of the presentation can be found at xxxxxxx.

4 Discuss GIS data needs & availability

A spreadsheet including a compiled list of information that would be beneficial to this group on a GIS format is distributed to working group members. Group members requested the truck information to be provided as a separate layer and the volume as opposed to the percentage may need to be included on the database. Currently the information over the last five years is being compiled and the data is not in real time. Classification data will also be beneficial for this working group.

5 Review and discuss relevancy of I80 Winter coalition Freight and Logistics report

The group members were informed that the I-80 Winter Coalition has recently rebranded themselves as I-80 Coalition. The our working group does not have to replicated the work this coalition is doing but it will take advantage of their contacts and will advance topics that are not covered by this coalition.....

6 Next Steps

Recruiting will continue and additional members will be included in the working group. A survey monkey will follow to confirm topics and prioritize them. Bill Thomson presentation will be posted online on the project's website.

Next meeting will be on August 21st at 2:00PM

7 Adjourn

Meeting was adjourned at 2:30P.M. PST

EMPOWERING I-80 COMMUNITIES TODAY AND TOMORROW



Group:	I80 CSMP Freight and Logistics Working Group		
Subject:	GIS data needs and availability.		
Date and time:	August 7, 2013 2:00 P.M.	Meeting No:	5
Meeting place:	Teleconference	Minutes by:	Mike Lawson
Attendees:	<i>Mike Lawson (Atkins)</i> <i>Bill Thompson (NDOT)</i> <i>Coy Peacock (NDOT)</i> <i>Brian Kramer (NDOT)</i> <i>Mike Murphy (NDOT)</i> <i>Val Halford (WFRC)</i> <i>Jeff Mourno (Caltrans)</i> <i>Bill Bainter (NHP)</i>	Attendees:	<i>Jeff Richter (NDOT)</i> <i>Peter Bang (Washoe RTC)</i> <i>Tony Riviera (NDOT)</i> <i>Ben Craig(NDOT)</i> <i>Bryan McCurdy(NDOT)</i> <i>Mark Wingate(WyDOT)</i> <i>Brian Kramer(NDOT)</i>

Agenda/Minutes

ITEM	DESCRIPTION
1	<p>Roll call and introductions from RSVP and other attendees</p> <p><i>Members were called on and asked to identify who was participating on the call.</i></p>
2	<p>Discuss GIS data needs & availability</p> <p><i>Laycee Kolkman provided a review of the interactive GIS platform and all the layers that are available to date. Laycee explained that the database will provide data useful for each working group. Each group will be asked for feedback to determine what is more important for each working group.</i></p> <p><i>More bookmarks will be provided at the county or MPO level as an additional feature. Laycee gave examples of the work that has been done with the Energy Infrastructure Working Group.</i></p> <p><i>She explained that there is gap in the data and we will be soliciting information. If any of the group members is aware of any information and let us know the link and we would be able to download that data.</i></p> <p><i>Mike explained that the GIS database is very important for us to understand the information that is out there. Next week we will send out a survey monkey which will ask you to prioritize the GIS layers.</i></p> <p><i>Is there a mobile application of this information which can be used by truckers.</i></p> <p><i>The possibility of incorporating the data for volumes and trucks for feeders into I-80. We need to follow up with all states to incorporate these data.</i></p> <p><i>UPS is considering using CNG into their fleet. Are there plans to make this available to public?</i></p>

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Hospital and maybe emergency responders may also be a layer that would be beneficial.

3 Review and discuss I80 coalition involvement

We have invited Denise Inda from the I-80 Coalition to have some feedback how our group can help your group. Denise Inda does not have any input. She wants to make sure that the goals of the coalition are met. She is not sure what are benefits and opportunities.

4 Next Steps

Recruiting will continue and additional members will be included in the working group. A survey monkey will follow to confirm topics and prioritize them. Bill Thomson presentation will be posted online on the project's website.

Next meeting will be on August 21st at 2:00PM

5 Adjourn

Meeting was adjourned at 2:30P.M. PST

Working Document



I-80 CSMP Freight and Logistics Working Group

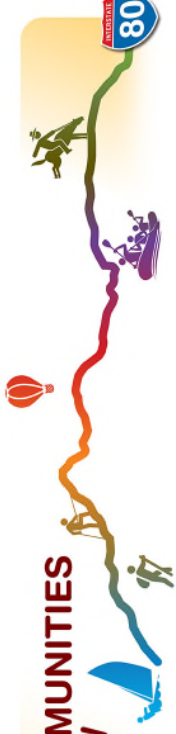
Meeting 3 Attendance Record

The following Working Group members have RSVPed to date for our third meeting. Y= accepted; D= declined; N= no reply; T= Tentative. The meeting agenda is at:

<http://www.i80vision.org/topic-summary/freight-and-logistics/meetings>

RSVP	Name	Organization	Email	Headshot
D	Val Halford	Washoe Front Regional Council	vhalford@wfc.org	
N	Jeff Morneau	Caltrans D3	jeffrey_morneau@dot.ca.gov	
D	Tony Rivera	NDOT	trivera@dot.state.nv.us	
D	Mike Murphy	NDOT District 3	mmurphy@dot.state.nv.us	
Y	Paul Enos	Nevada Trucking Association	PJE@nevadatrucking.com	
D	Bill Thompson (Co Chair)	NDOT	GThompson2@dot.state.nv.us	
N	William Bensmiller	Federal Motor Carrier Safety Association	william.bensmiller@dot.gov	
Y	Steve Merrill	NDOT	smerrill@dot.state.nv.us	
N	Peter Bang	Washoe RTC	pbang@rtcwashoe.com	
T	Jeff Richter	NDOT	jrichter@dot.state.nv.us	
Y	Bill Bainter	Nevada Highway Patrol	bbainter@dps.state.nv.us	
D	Brian Kramer	NDOT	bkramer@dot.state.nv.us	
D	Ben Craig	NDOT	bcraig@dot.state.nv.us	
Y	Kim Yeager	Nevada Trucking	Kim@nevadatrucking.com	

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		Association	
N	Terry Graves	Graves company	tkg@gravescompany.us
N	Chris Melville	City of Wendover	cmelville@westwendovercity.com
Y	Coy Peacock	NDOT	cpeacock@dot.state.nv.us
Y	Wayne Seidel	NDMV	WSeidel@dmv.nv.gov
Y	Bryan McCurdy		bmccurdy@dot.state.nv.us
Y	Mike Lawson (Chair)	Atkins	Michael.Lawson@atkingglobal.com
D	Mark Wingate	NDMV	mark.wingate@wyo.gov
Y	Joseph Aguilar	Caltrans District 4	joseph.aguilar@dot.ca.gov
Y	Dale Lindsey	NDOT	dilindsey@dot.state.nv.us
	Steve Bunnell	City of Reno	bunnells@reno.gov

The following list will allow group members to Email all group members during or after the conference call if the need arises.

Email All (Copy and Paste into the To: section of Outlook)

smerrill@dot.state.nv.us; trivera@dot.state.nv.us; jeffrey_morneau@dot.state.nv.us; mmurphy@dot.state.nv.us; bbainter@dps.state.nv.us; pbang@rtewashoe.com; Jrichter@dot.state.nv.us; williambensmiller@dot.gov; bkramer@dot.state.nv.us; GThompson2@dot.state.nv.us; vhalford@wfrc.org; cmelville@westwendovercity.com; mark.wingate@wyo.gov; bcrraig@dot.state.nv.us; tkg@gravescompany.us; cpeacock@dot.state.nv.us; bmccurdy@dot.state.nv.us; PJE@nevadatrucking.com; joseph.aguilar@dot.ca.gov; WSeidel@dmv.nv.gov; Kim@nevadatrucking.com; dilindsey@dot.state.nv.us; bunnells@reno.gov;

I-80 CSMP Freight and Logistics working group- meeting # 2

Mission Statement:

The following Mission statement is proposed for discussion at the second meeting of the I80 CSMP Freight and Logistics working group meeting:

The mission of the I-80 CSMP Freight and Logistics working group is to thoroughly investigate all issues relevant, important, and actionable regarding the topic of freight mobility and the I-80 corridor from San Francisco to Cheyenne.

Topics for further development:

The following topics are proposed for discussion at the second meeting of the I80 CSMP Freight and Logistics working group meeting:

- 1- Overdimensional permits – conformity amongst States and ease of credentialing
- 2- Freight Performance Measures
- 3- Tax equity and innovations – Impacts to industry of Distance based proposals
- 4- Freight data – types and relevancy
- 5- Truck Bypass/designated lanes for Urban areas
- 6- Truck Parking Working group
- 7- Intermodal freight connectivity
- 8- Industry issues (need input)
- 9- Commercial Vehicle enforcement issues (need input)
- 10-State Agency issues (need input)
- 11- MPO issues (need input)

Objectives, Goals, Deliverables:

The following Objectives, Goals, and Deliverables are proposed for discussion at the second meeting of the I80 CSMP Freight and Logistics working group meeting:

Objective: Engage in a dialog that identifies relevant issues and best practices with regard to freight movement in the I-80 corridor

Goal: Determine the existing condition(s) of each topic, identify gaps and/or unmet needs, and develop actions to address deficiencies.

Deliverables: Technical memorandums for each topic that define the existing condition, best practices, unmet needs, and proposed actions to address deficiencies.

Process for developing Topics:

The following process for developing the topics is proposed for discussion at the second meeting of the I80 CSMP Freight and Logistics working group meeting:

- 1- Identify a “volunteer” to lead discussion for each topic
- 2- Identify working group members to assist in development of each topic
- 3- Identify a mechanism to facilitate development of each topic matter (teleconferences of topic groups?)
- 4- Establish how existing documents can be identified to inform each discussion and how they will be compiled.
- 5- Establish time frames for “topics reporting” back to the working group.

Working Document

Truck and freight data in travel demand modeling

Understanding truck/freight modeling:

Cambridge Systematics has developed and applied innovative methods for freight forecasting, with projects that represent a wide array of simple truck models to more complex commodity flow models. For the FHWA, we authored the *Quick Response Freight Manual*, a reference manual about how to develop state and regional freight models. Also for the FHWA, Cambridge Systematics is delivering the new three-day National Highway Institute (NHI) course called *Freight Forecasting for Transportation Planning*. We also developed and/or applied freight models for states such as Florida and Wisconsin; for urbanized areas, including New York, Los Angeles, Chicago, and Phoenix; and for major freight corridors such as Quebec-Windsor for Transport Canada.

We have long been a national leader in the development and application of passenger models, and in recent years we have led the nation in the advancement of freight modeling techniques, including the integration of commodity flow data into four-step models. Our understanding of truck/freight modeling is demonstrated in the following excerpts from the *Quick Response Freight Manual*:

Integration with Four-Step Passenger Models

There is value in being able to forecast freight flows, even when those forecasts are not integrated with passenger forecasting models. However, those states that have developed “four-step” commodity freight forecasting models have almost always had an existing passenger model. That passenger model has a zone structure and at least a highway network that can be used in developing commodity freight models. There is an additional reason for integrating freight and passenger model. At least for certain modes, always for trucks and passenger automobiles, and less often for freight and passenger rail, the modal networks are shared by passenger and freight vehicles and these vehicles will interact in causing and being impacted congestion. There are several issues that must be addressed in integrating the passenger and freight models. The time period for passenger models is typically daily, while the time period for state freight models is typically annual. Before combining the forecasts, the freight flows are typically converted to daily flow units. The passenger and freight models can be kept separate through the trip generation, trip distribution, and mode split steps. However, the socioeconomic and transportation data used by these respective models should be the same. The tables of travel times covering the same areas should be the same for both models. The employment for the freight model may include more detailed industrial classifications, but the employment data and forecasts should be consistent with the employment and zone totals that are used in the passenger model. The freight and passenger models need to be combined in the modal-assignment step and that is when the vehicles will be combined. Therefore, the issues that will be discussed in later sections include converting the commodity freight flow units to vehicles and, for highway assignments, dealing with the issues of combining trucks and automobiles through the use of PCE, and in what order the trucks and automobiles should be assigned and interact.

Data Requirement for State Freight Models

For statewide freight models, data are needed to develop and specify the equation used in the various steps, and forecast adapt is needed in the same format to create freight flow forecasts. In a passenger

forecast, the equations and relationships are developed from a household survey of travelers. In freight models, a commodity flow survey, typically either the publicly available Census Bureau's CFS or the private commercially available TRANSEARCH data available from Global Insight. These tables tend to have limitations that must be overcome in using them to survey as freight surveys for model development. The CFS is publicly available only for 114 zones nationally, while TRANSEARCH is available for county zones, but the number of zones increases the purchase price. The challenge in the use of both models, either through additional processing of the CFS, or eventually through the FAF2 database derived in part from the CFS or through purchase of TRANSEARCH, is to develop zone structures that are detailed within the model study area, the state, and increasing less detailed at distances from the state model area. The state counties in TRANSEARCH led their zone structure to be used at the aggregate level to develop district relationships between freight flow and an economic variable, usually employment, which can then be applied to smaller units of geography. The commodity table typically has what is referred to as two-digit level of detail. Employment data are needed at an industry detail matching this freight commodity structure. Even the 40-50 commodities available provide data management and computational challenges and commodities carried forward are typically those that are the largest and most important to the study area. The associated employment must be available for those important commodities but may be aggregated to less detail matching the aggregated commodities. For example, printing may be included with all nondurable manufactured goods while food products would be retained as a separate category.

Borrowed versus Survey-Based Truck Models

The borrowing of truck trip rates is a very common practice due to the lack of good survey data. This should, however, be done with caution. Almost one-half the urban truck models across the nation are based on the 1992 Phoenix metropolitan area truck model. The current QRFM recommends using the trip rates and gravity models from this model as a starting point, and then calibrating the parameters until they validate well with observed local count data. There are some limitations to this approach that needs to be understood well before borrowing truck parameters from other area models. The observed count data will serve well to validate the truck trip assignments but there will be no data for calibrating and validating trip generation and distribution models. That is, the precise estimates of total number of truck trips within each trip purpose or sector cannot be collected through a vehicle classification count program. Trip rates can be adjusted only after looking at the assignment results. Also, the average trip lengths and trip length frequency distributions can be calibrated only to approximate values and distributions borrowed from other area models.

The best way to estimate truck-model parameters is by collecting data through truck travel surveys. Different types of surveys such as trip diary approach, establishment surveys, shipper/receiver surveys, and intercept surveys, provide different aspects of truck travel characteristics depending upon the type of business sector or trip purpose of trucks. The many benefits of using survey data are that:

- Truck trip rates by sector or trip purpose can be estimated precisely as it will be calibrated and representative of the local truck travel behavior;
- Observed data on average trip lengths and trip length frequency distributions can be used to calibrate/validate the trip distribution model;
- Precise time-of-day factors can be derived from the observed survey data; and
- Information on local issues also can be gathered from truck operators and drivers that could include commodity carried, qualitative data on what shippers and truckers see as their most

difficult infrastructure problems (i.e., difficult intersections, bottlenecks, bridges, turning radii, road conditions, etc.), what most impacts their operation, etc.

The major limitation of truck travel surveys is the cost associated to conduct them especially since the response rates are well known to be very low. A considerable amount of resources and expertise is required to administer and conduct a successful truck travel survey.

Integration of Trucks in Four-Step Passenger Models

The truck-trip generation process in a four-step travel model system is independent of the passenger modeling components. The socioeconomic and demographic (SED) data is often shared between these two models that serve as the basic input providing a host of independent variables to compute productions and attractions. After the truck Ps and As are computed, they are fed into the truck distribution process which requires skim data that may include either travel time or distance. These skim data are derived from the assignment process which is a common modeling component for the truck model as well as the passenger model. This is the first point of integration between the truck model and the four-step passenger model.

Understanding Available Truck/Freight data:

Understanding the availability, validity, and relevance of existing data cannot be over emphasized when determining the necessity for additional data collection. Cambridge Systematics has a comprehensive understanding of truck data and characteristics at the national level, and we have enhanced our team for this project by including Michael Lawson of Atkins North America. Mr. Lawson was employed by the Nevada Department of Transportation from 1975-2009 and for the final 20 years of his career was the Traffic information Division Chief. In that capacity Mr. Lawson was responsible for developing Nevada's traffic monitoring system (TMS) and personally developed the sample plan for the vehicle size and weight monitoring element of the plan still in use by NDOT today. His comprehensive understanding of the available Clark county truck and freight data in addition to his relationships with the current NDOT Traffic Information staff are yet another asset our team can claim that differentiates us from our competitors.

I-80 CSMP Freight and Logistics Working Group Priorities



1. Please arrange the subtopics in order of importance for your organization with the most important selected last. There are 13 items including “other” which correspond to the items in the list below. Rank each item from 1 (most important) to 10 (least important) based on your individual rankings. When you rank “other” please identify the subtopic.

	1	2	3	4	5	6	7	8	9	10
Overdimensional permits (conformity amongst States and ease of credentialing)	12.5% (1)	12.5% (1)	12.5% (1)	37.5% (3)	12.5% (1)	0.0% (0)	0.0% (0)	0.0% (0)	12.5% (1)	0.0% (0)
Freight performance measures	25.0% (2)	37.5% (3)	12.5% (1)	0.0% (0)	12.5% (1)	0.0% (0)	0.0% (0)	12.5% (1)	0.0% (0)	0.0% (0)
Tax equity and innovations (impacts to industry of distance based proposals)	25.0% (2)	12.5% (1)	0.0% (0)	0.0% (0)	0.0% (0)	12.5% (1)	12.5% (1)	0.0% (0)	12.5% (1)	12.5% (1)
Freight data (types and relevancy)	0.0% (0)	12.5% (1)	37.5% (3)	37.5% (3)	0.0% (0)	0.0% (0)	12.5% (1)	0.0% (0)	0.0% (0)	0.0% (0)
Truck bypass/designated lanes for urban areas	0.0% (0)	0.0% (0)	0.0% (0)	12.5% (1)	37.5% (3)	0.0% (0)	0.0% (0)	12.5% (1)	12.5% (1)	12.5% (1)
Truck parking	25.0% (2)	0.0% (0)	25.0% (2)	0.0% (0)	12.5% (1)	37.5% (3)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)
Intermodal freight connectivity	12.5% (1)	25.0% (2)	0.0% (0)	0.0% (0)	0.0% (0)	12.5% (1)	25.0% (2)	0.0% (0)	0.0% (0)	25.0% (2)
Industry issues	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	25.0% (2)	12.5% (1)	25.0% (2)	12.5% (1)	12.5% (1)
Commercial vehicle enforcement issues	0.0% (0)	0.0% (0)	0.0% (0)	12.5% (1)	12.5% (1)	12.5% (1)	0.0% (0)	25.0% (2)	25.0% (2)	0.0% (0)
State agency issues	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	25.0% (2)	12.5% (1)	12.5% (1)	37.5% (3)
MPO issues	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	12.5% (1)	12.5% (1)	12.5% (1)	0.0% (0)
Alternative energy	0.0% (0)	0.0% (0)	12.5% (1)	0.0% (0)	12.5% (1)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)

Other	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)

2. Identify other subtopics of interest to your organization.

	Response Count
	1
answered question	1
skipped question	7

Working Document

3. Please arrange the GIS data layers in order of importance for your organization with the most important selected last. There are 14 items including “other” which correspond to the items in and down based on your individual rankings. When you rank “other” please identify the subtop

	1	2	3	4	5	6	7	8	9	10
Locations of train depots	0.0% (0)	12.5% (1)	0.0% (0)	0.0% (0)	12.5% (1)	0.0% (0)	0.0% (0)	25.0% (2)	0.0% (0)	0.0% (0)
Truck bypasses, truck lanes and climbing lanes	0.0% (0)	25.0% (2)	12.5% (1)	0.0% (0)	12.5% (1)	12.5% (1)	0.0% (0)	0.0% (0)	25.0% (2)	0.0% (0)
Weigh station and port of entry data	12.5% (1)	12.5% (1)	0.0% (0)	12.5% (1)	12.5% (1)	12.5% (1)	12.5% (1)	12.5% (1)	0.0% (0)	0.0% (0)
Traffic volume and % trucks (w/ classification)	12.5% (1)	25.0% (2)	0.0% (0)	12.5% (1)	0.0% (0)	25.0% (2)	0.0% (0)	0.0% (0)	12.5% (1)	0.0% (0)
Height, width, and weight restrictions	12.5% (1)	25.0% (2)	25.0% (2)	12.5% (1)	12.5% (1)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	12.5% (1)
Truck parking locations	25.0% (2)	0.0% (0)	50.0% (4)	25.0% (2)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)
Areas of congestion	12.5% (1)	0.0% (0)	12.5% (1)	37.5% (3)	0.0% (0)	12.5% (1)	12.5% (1)	0.0% (0)	0.0% (0)	12.5% (1)
Hazardous material routes	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	12.5% (1)	12.5% (1)	50.0% (4)	0.0% (0)	0.0% (0)	12.5% (1)
Port locations	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	12.5% (1)	0.0% (0)	0.0% (0)	12.5% (1)	12.5% (1)
Air freight locations	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	25.0% (2)	0.0% (0)	0.0% (0)	12.5% (1)	12.5% (1)	12.5% (1)
Tolling Locations	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	25.0% (2)	12.5% (1)	12.5% (1)
Truck repair centers	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	25.0% (2)	12.5% (1)	25.0% (2)	25.0% (2)
Pavement conditions	25.0% (2)	0.0% (0)	0.0% (0)	0.0% (0)	12.5% (1)	12.5% (1)	0.0% (0)	12.5% (1)	0.0% (0)	0.0% (0)
Other	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)

4. List other GIS layers of interest to your organization.

	Response Count
	1
answered question	1
skipped question	7

Working Document

Page 1, Q2. Identify other subtopics of interest to your organization.

1	2. Truck Temporary Restrictions (511/Workzones)	Aug 15, 2013 1:55 PM
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Page 2, Q4. List other GIS layers of interest to your organization.

1	2. Temporary Truck Restrictions (511/Workzones)	Aug 15, 2013 1:57 PM
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Working Document

I-80 Corridor System Master Plan

Presentation at the 3rd

RTC Freight and Logistics Roundtable

July 16, 2013

**EMPOWERING I-80 COMMUNITIES
TODAY AND TOMORROW**

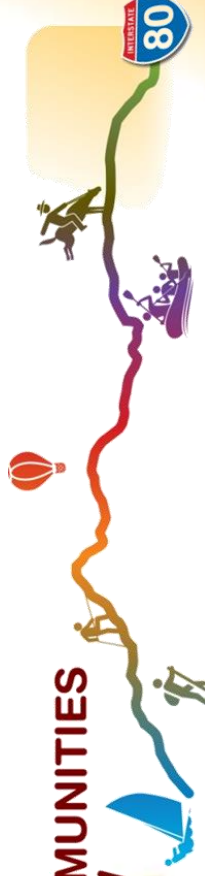
Corridor Stewardship

Engaging in the I-80 CSMP Dialogue

- Livability and NDOT workshops to identify issues and potential stakeholder partners
- Recruit members for Task Forces (TF)
- Partner States TF – guide and resource
- Planning TF – diverse group and broad dialogue
- Technical TF – technicians and technical dialogue
- Implementation TF – practitioners and strategic dialogue
 - Create and populate web dialogue platform

www.i80vision.org

**EMPOWERING I-80 COMMUNITIES
TODAY AND TOMORROW**

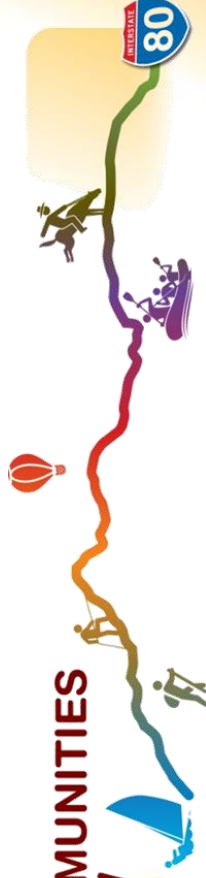


Corridor Stewardship

Engaging in the I-80 CSMP Dialogue

- Initial Task Force discussions for orientation and joint fact finding
- Partner States TF - conference call and caucuses
- Planning TF – conference call and surveys
- Technical TF - e-blast
- Implementation TF – to be organized
- Conducted a corridor-wide Economic Assessment
- Developed a Livability Self Assessment Tool
- Form Working Group dialogues

**EMPOWERING I-80 COMMUNITIES
TODAY AND TOMORROW**



Corridor Stewardship

Engaging in the I-80 CSMP Dialogue

These Working Groups are the foundation for this study

Energy Infrastructure

Freight & Logistics

GIS

MAP 21

Maintenance

Mobility Operations/ITS

Program/Project Delivery

Collaborative Community Planning

Rural Planning

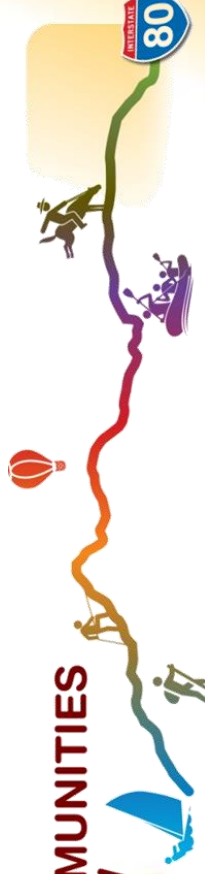
Tourism

Safety

Truck Parking

Wildlife Crossings

**EMPOWERING I-80 COMMUNITIES
TODAY AND TOMORROW**

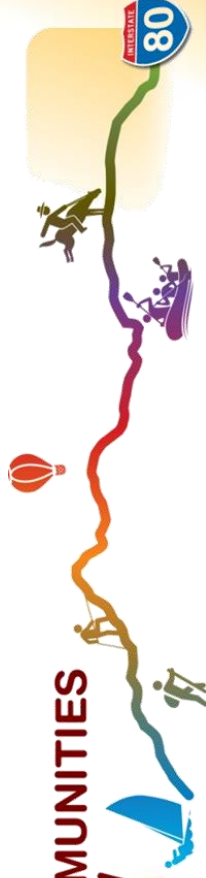


Freight & Logistics Working Group

Mission Statement

The mission of the I-80 CSMP Freight and Logistics working group is to thoroughly investigate all issues relevant and actionable regarding the topic of freight mobility and the I-80 corridor from San Francisco to Cheyenne.

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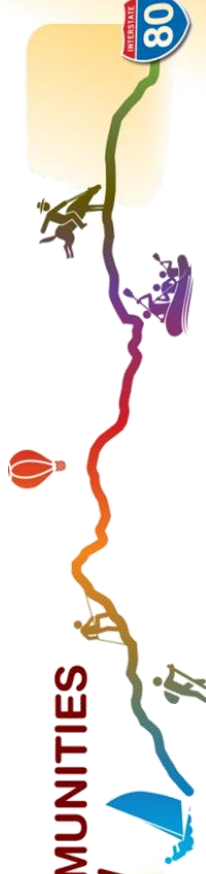


Freight & Logistics Working Group

Objectives, Goals, Deliverables:

- **Objective:** Engage in a dialog that identifies relevant issues and best practices with regard to freight movement in the I-80 corridor
- **Goal:** Determine the existing condition(s) of each topic, identify gaps and/or unmet needs, and develop actions to address deficiencies.
- **Deliverables:** Technical memorandums for each topic that define the existing condition, best practices, unmet needs, and proposed actions to address deficiencies.

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TODAY AND TOMORROW**

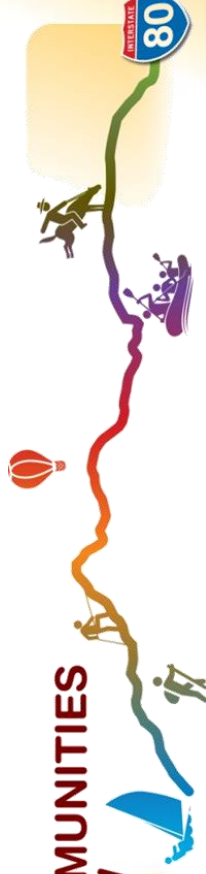


Freight & Logistics Working Group

Subtopics

- Overdimensional permits – conformity amongst States and ease of credentialing
- Freight Performance Measures
- Tax equity and innovations – Impacts to industry of Distance based proposals
- Freight data – types and relevancy
- Truck Bypass/designated lanes for Urban areas
- Truck Parking Working group
- Intermodal freight connectivity
- Industry issues
- Commercial Vehicle enforcement issues
- State Agency issues
- MPO issues

**EMPOWERING I-80 COMMUNITIES
TODAY AND TOMORROW**

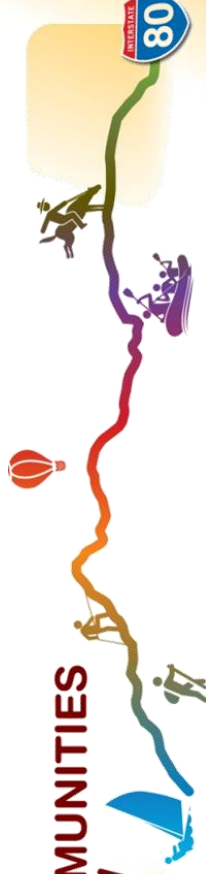


Freight & Logistics Working Group

- Current Stakeholders

- Caltrans
- NDOT
- UDOT
- WYDOT
- Nevada Trucking Association
- Graves Trucking Company
- Federal Motor Carrier Safety Association
- Nevada Highway Patrol
- WASATCH Front Regional Council
- City Of Wendover
- City of Reno

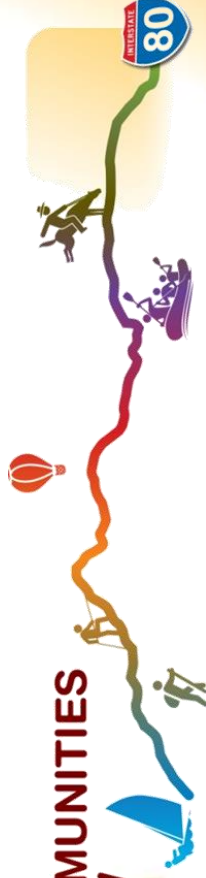
**EMPOWERING I-80 COMMUNITIES
TODAY AND TOMORROW**



Freight & Logistics Working Group

- What can group accomplish
 - Relationship building
 - Consistency in freight performance measures for the corridor
 - Consistency in administration and regulation of Over dimensional Permits
 - Identify existing impedances to freight movements in the corridor
 - Identify opportunities to minimize interruptions to freight movement
 - Tax equity for freight haulers
 - Improved Intermodal freight connectivity
- Potential Audiences
 - Shippers
 - Haulers
 - Policy makers

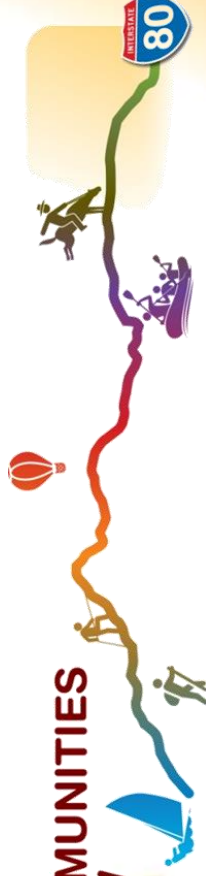
**EMPOWERING I-80 COMMUNITIES
TODAY AND TOMORROW**



Freight & Logistics Working Group

- Additional Stakeholders
 - Union Pacific Railroad
 - California Trucking Association
 - Utah Trucking Association
 - Wyoming Trucking Association
 - California Highway patrol
 - Utah State Police
 - Wyoming State Police
 - Economic development agencies
 - More Freight Haulers (e.g., UPS, FedEx, USPS, Wal-Mart, etc.)
 - More MPO's
 - More Cities
 - More Counties

**EMPOWERING I-80 COMMUNITIES
TODAY AND TOMORROW**



Nevada Department of Transportation

STIP Projects FY12-15

I80 at Patrick / Interchange Improvements \$8 million
I80 west of Tracy-Clark Interchange / Construct new Interchange \$25 million
I80 at Garson Road / Interchange Improvements \$24.95 million
I80/I580/US395 Freeway Incident Management System deployment of ITS field elements / Installation of DMS and CCTV Cameras \$2.975 million
I80/I580/US395 Freeways / Freeway Service Patrol \$3.396 million
I80 at Pequop Summit / Build Animal Safety Overcrossing \$5.75 million
I80 Verdi Area Scenic Overlook improvement and State gateway Signage \$750 thousand
I80 Wendover State Gateway Signage / Landscape and Aesthetics \$750 thousand

Proposed Highway Projects FY12-21

ELKO

Short Range (FY12-15)

I80 EL 87.00 to 91.00 Fill Slope Repair \$112,644
I80 EL 7.50 to 11.10 Rubblize PBS w/open grade wearing course \$7.9 million
I80 at Pequop Summit EL98.50 / Construct and Animal Safety Overcrossing \$7.775 million
I80 at Carlin Tunnels EL7.92 / Repair road surface, rehabilitate approach bridges, renovate drainage system and lighting within tunnel \$10 million
I80 at Carlin Canyon 4 Structures / Seismic retrofit and rehabilitation structures \$4 million
I80 at UPRR near Silverzone EL113.35 and I80 at UPRR near Cliffside EL115.54 / Construct seismic retrofit and rehabilitation of structures G927E/W and widen structure B927W \$3.04 million
I80 from 0.68 miles east of Elko East Interchange for 2.62 miles EL26.45 to 29.07 / Install 6 foot chain link fence \$400 thousand
I80 from 0.60 miles east of the Grays Creek Grade Separation to 0.05 miles west of the Willow Creek Grade Separation EL62.09 to 68.97 / Dowell bar retrofit, profile grind, saw and seal joints, crack seal and isolated patching \$11.8 million
I80 from 0.82 miles east of US93 East Wells Interchange to 1.04 miles east of Moor Interchange EL74.85 to 83.26 / Mill and Fill with Open Grade \$10.8 million
I80 from 0.39 miles west of the Elko West Interchange to east urban limits of Elko EL20.39 to 28.18 / Mill and Fill with Open Grade \$11.2 million
I80 from 0.05 miles west of the Willow Creek Grade Separation to 0.82 miles east of the East Wells Interchange EL68.97 to 74.85 / Mill and Fill with Open Grade \$8.5 million

Long Range (FY16-21)

I80 at the Elko Airport Interchange EL22.00 / Construct a new Interchange \$8 million
I80 at the Nevada Youth Training Center Interchange EL27.00 / Construct a new Interchange \$8 million

EUREKA

Short Range (FY12-15)

I80 from 0.84 miles west of Emigrant Pass Interchange to the EU/EL county line

EU15.73 to 25.70 / Mill, PBS overlay with Open Grade \$13.2 million

I80 from 1.10 miles east of the Dunphy Interchange to 6.54 miles east of the Beowawe Interchange EU3.10 to 15.50 / Repair Guardrail and Install Wooden Blocks \$1.8 million

HUMBOLDT

Short Range (FY12-15)

I80 various locations Structures 1871 E/W, G872 E/W/R and 1873 / Seismic Retrofit and Rehabilitation \$1.5 million

I80 at various locations Structures 1862, H865 E/W, I1255, H1256 E/W, 1868 and H869 E/W / Seismic Retrofit and Rehabilitation of Structures \$7.7 million

I80 from the PE/HU county line to the West Winnemucca Interchange HU0.11 to 12.02 / Rubblize Leveling Course PBS with Open Grade Wearing Course \$29.9 million

I80 from 0.95 miles west of the Golconda Interchange to 0.89 miles east of the Pumpnickel Valley Interchange HU29.49 to 42.42 / Mill and Fill with Open Grade \$15.7 million

I80 from 1.06 miles west of the HU/LA county line to 0.93 miles east of the Battle Mountain Interchange HU60.31 to 61.38 / Mill and Fill with Open Grade \$2.3 million

Long Range (FY16-21)

I80 at West Winnemucca Interchange HU10.00 / Reconstruct Interchange \$10 million

LANDER

Short Range (FY12-15)

I80 from 0.93 miles east of East Battle Mountain Interchange for 6.82 miles LA9.06 to 15.88 / Dowel Bar Retrofit, Profile Grind, Saw and Seal Joints \$9.9 million

I80 from 3.38 miles east of HU/LA County Line to 0.92 miles east of East Battle Mountain Interchange LA 3.38 to 9.05 / Mill and Fill with Open Grade \$12 million

I80 from the HU/LA County Line for 9.05 miles LA0.00 to 9.05 / Mill and Fill with Open Grade \$2.6 million

PERSHING

Short Range (FY12-15)

I80 from 1.78 miles east of the Humboldt Interchange to 0.52 miles west of the Dun Glenn Interchange PE51.38 to 62.49 / Mill and Fill with Open Grade \$18.2 million

WASHOE

Short Range (FY12-15)

I80/580/US395 Freeways / Freeway Service Patrol \$1.68 million

I80/I580/US395 Freeway/Incident Management System deployment of ITS field elements. Installation of DMS and CCTV Cameras \$1.3 million

I80 at SR659 East McCarran Blvd Interchange Structure I-1007 E/W WA17.56 / Repair incipient spalls and delimitations and replace the bridge deck wearing surface \$400 thousand

I80 at Garson Road Interchange WA5.00 / Interchange Improvements \$24.95 million

I80 at 0.75 miles east of SR647 West 4th Street Interchange Structure H-767 WA8.50 / Remove and replace trailing approach slab and trailing expansion joint \$200 thousand

I80 at SR659 West McCarran Interchange Structure I-1301 E/W WA10.68 / Remove and replace asphaltic plug expansion joints and construct new relief joints/repair incipient spalls and delimitations in the bridge deck wearing surfaces \$200 thousand

I80 at Victorian Avenue East 4th Street Interchange Structure I-1002 E/W WA15.38 / Replace compression joint seals, expansion joints and bridge deck wearing surface \$250 thousand

I80 at SR667 Kietzke Lane Structure H-1003 E/W WA15.54 / Repair incipient spalls and delimitations. Repair bridge deck wearing surface \$300 thousand

Utah Department of Transportation

Proposed Highway Projects

Phase One (FY11-20)

SALT LAKE / SUMMIT

I80, East Bound from 3 lanes to 4 lanes from MP129.3 to MP134.5, from mouth of Parleys to Mountain Dell / Passing Lanes \$21 million
I80, East Bound from 3 lanes to 4 lanes from MP134.5 to MP139.5, from Mountain Dell to Summit / Passing Lanes \$20 million
I80, West Bound from 3 lanes to 4 lanes from MP139 to MP142, from Summit to Jeremy Ranch / Passing Lanes \$12 million

SUMMIT

I80, Interchange at MP144.2, Kimball Junction / Upgrade Interchange \$25 million

TOOELE

I80, Interchange at MP94.5, Midvalley Highway / New Interchange \$10 million

Phase Two (FY21-30)

SALT LAKE

I80, 1300 East to I215 (East) / Widening \$441 million
I80, Interchange at I215 / Foothill Drive / Upgrade Interchange \$180 million

TOOELE

I80, Midvalley Highway Interchange at MP94.5 / New Interchange \$30 million
I80, Interchange at MP98, SR36 / Upgrade Interchange \$25 million
I80, MP94.5 to MP101.2, Midvalley Highway to SR201 / Widening / Safety \$161 million

Phase Three (FY31-40)

SALT LAKE

I80, I215 (East) to Summit County Line / Widening \$160 million

SALT LAKE / SUMMIT

I80, MP129 to MP144.2, mouth of Parleys to Kimball Junction / Widening \$60 million

SUMMIT

I80, MP143, View Area to High Ute Interchange / New Construction \$40 million

Highway Unfunded Phase

SALT LAKE

I80, Interchange at 5600 West / Upgrade Interchange \$160 million

Transit Phase Two (FY21-30)

SALT LAKE

I80, Transit Only Freeway Ramps, Near 900 West / 200 South / Transit Only Freeway Ramps \$36 million

Working Document

Wyoming Department of Transportation

Long Range Transportation Plan FY16-26

Using the current funding projections through 2026, WYDOT will have about \$9.88 billion, or about \$581.1 million annually, from all sources to maintain and operate the system. There is no assurance this level of funding will be met over the long term. In these funding assumptions other programs will use \$287.1 million annually, leaving the balance for expenditure on the Highway Improvement Program.

Funding Scenario One – Current Trend - \$294.0 Million

Assumptions

No growth in state general fund revenues and a continuation of current federal funding levels.

Currently approved STIP remains in place and unchanged through 2015.

No increases in taxes of fuel, vehicle registration, or other fees associated with vehicles. The highway improvement program, the bridge program, and other programs remain at current levels through 2026.

System Performance

Major highway improvements to accommodate increased truck traffic, maintain highway surfaces to historic levels, and other improvements associated with economic development such as the mining and energy industry or population growth in urban areas will not be built.

Roadway surfaces will begin to deteriorate from historic levels due to lack of resources for basic and necessary maintenance to fix underlying problems.

Needed bridge repairs, interchanges, and other capital intensive infrastructure will not be built, compromising connectivity, travel time, and safety.

New businesses could be dissuaded from locating in Wyoming because of transportation problems.

Funding Scenario Two – Preserve the Investment - \$428.5 Million

Assumptions

Increased levels of funding will be necessary, most likely from state sources.

All enhanced funding is invested in existing pavement and bridge infrastructure.

Includes \$97.0 million annual increase to the pavement resurfacing program.

Includes \$37.5 million annual increase to the bridge program.

Other programs remain at current funding levels.

System Performance

The state highway system will receive routine maintenance and maintain surface conditions and operating levels as they are now. This will largely prevent the need to delay maintenance.

Needed bridge repair and replacement will go forward on a planned schedule that maintains the high level of performance experienced today.
Major highway improvements to accommodate increased truck traffic, maintain highway surfaces at historic levels, and other improvements associated with economic development such as the mining and energy industry will not be built.
High cost improvements such as the new interchange at I25/I80 in Cheyenne or other major capacity improvements on I80 are not likely to be built.
Other limited major construction projects to preserve existing operating characteristics may be possible.

Funding Scenario Three – Improve the System - \$651.2 Million

Assumptions

Increased levels of funding can be found and most likely will need to come from a variety of sources, including state and local sources. Significant or increased federal funding is not anticipated. However, private contributions, public/private partnerships, or increased state investments will be necessary.

Includes \$194.0 million annual increase to the pavement resurfacing program.

Includes \$63.2 million annual increase to the bridge program.

Includes \$100 million annual investment in major mobility or capacity projects.

Other programs remain at current funding levels.

Wyoming citizens will support improving their state transportation system because of its effects on commercial and business growth, improvements to mobility, and improvements to the personal driving experience.

System Performance

Improvements to accommodate truck traffic associated with the mining and energy industry will be made.

The entire state highway system will receive routine surface and other maintenance to meet or exceed WYDOT goals.

Needed bridge repair and replacement will go forward on a planned schedule that maintains the high level of performance experienced today.

Some key interchanges and other major intersections will be improved or replaced on a limited basis.

Some major projects to support increased traffic demand and improve access to transportation will be constructed.

Local and regional routes will be maintained at a higher level, better serving Wyoming's predominantly rural population better.

I80 Programming

Because of its function as a major national east/west route, I80 consumes a disproportionately large slice of WYDOT's total budget, both in terms of maintenance/resurfacing and major construction or reconstruction to meet current and future needs. Even more funds than are currently programmed on I80 could be easily directed to this major corridor. WYDOT has a responsibility to provide services throughout the state and must evolve a strategy that addresses the tendency of this single

corridor to shape all funding decisions. Wyoming Connects recommends that I80 should receive a special designation that caps state funding directed to the corridor at a level that allows continued service to the rest of the State Significant Corridor system. One benefit of this designation would be to heighten the awareness of this corridor as the state's number one priority – and problem – and its role as a critical link in the national system. This will enable potential future federal programs to consider I80 for special programming typically awarded to corridors and projects of national significance.

Working Document

Wyoming Department of Transportation

STIP Projects FY 12-17, Future Year

Commission District 1

I80 at various locations / Slab Repair, Route Marker 362.04 \$1.1 million
I80 at Chey-Lara/Otto Interchange / Mill and Microsurface, RM348.36 to 357.25 \$4.08 million
I80 at Chey-NE St Line/PNBF Marg/WBL / Bridge Replacements, RM401.46 \$3.706 million
I80 at Chey-PNBF / Grind Concrete, RM382.30 to 393.40 \$4.863 million
I80 at Chey-Lara/Al Co Line / Mill and Microsurface, RM336.61 to 341.20 \$2.322 million
I80 at Chey-Ne St Line/PNBF Marg/EBL / Bridge Replacements, RM400.54 to 402.78 \$4.5 million

Commission District 2

I80 at Dist 1/NHS Locs/Contract / Contract Patch, RM297.66 \$750 thousand
I80 at Rksp-Rawl/Rawl W/WBL / Mill, Level, Overlay, RM199.0 to 211.0 \$8.745 million
I80 at Walc Jet-Cooper Cove/Cb Al Co / Snow Fence, RM256.0 to 290.0 \$1.745 million
I80 at Rksp-Rawl/Rawls W/EBL / Resurfacing, RM199.05 to 210.98 \$8.745 million
I80 at Rksp-Rawl/Tipton / Mill, Level, Overlay, RM153.78 to 161.99 \$16.995 million
I80 at Rksp-Rawl/Tipton/Truck Parking / Truck Parking, RM173.41 \$893 thousand
I80 at Rawl Marginal/Median Cable / Install Median Cable Guardrail, RM211.46 to 216.48 \$713 thousand
I80 at Grrv-Rksp/Its/Rwis / Signs, Camera, Speed Sensor, Rwis, RM88.86 to 110.36 \$385 thousand
I80 at Lara-Chey/Accel Ramps / Lengthen Acceleration Lanes, RM316.23 to 317.41 \$178 thousand
I80 at Rawl-Elk Mtn/Dana Ridge(WBL) / Overlay and Mill, RM240.0 to 247.0 \$3.764 million
I80 at Grrv-Rksp/Flmg Interchange / Bridge Replacement, RM99.14 \$5.193 million
I80 at Walc-Lara/Lara W Sec/EBL / Rotomill and Surfacing, RM299.0 to 310.0 \$8.338 million
I80 at Rawl-Sinc/Stage Overlay / Stage Overlay, RM216.20 to 221.27 \$5.817 million
I80 at Evan-Grrv/Grng Jet East / Mill and Overlay, RM65.39 to 77.10 \$2.11 million
I80 at Rksp-Rawl/Wams E/WBL / Resurfacing, RM174.41 to 186.80 \$14.203 million
I80 at Lara Marg/Grnd Ave Sec / Resurfacing, RM313.80 to 318.95 \$4.64 million
I80 at Rksp-Rawl/Wams E/EBL / Resurfacing, RM174.41 to 186.80 \$14.913 million
I80 at Lara-Rawl/WBL / Resurface, RM233.7 to 240.0 \$7.244 million
I80 at Walc-Lara/Dana Rdg/EBL / Concrete Rehabilitation, RM240.0 to 247.0 \$11.184 million

I80 at Evan-Grrv/Grng Jct West / Microsurfacing, RM57.0 to 65.4 \$1.537 million
 I80 at Rksp-Rawl/Rksp East / Microsurfacing, RM107.6 to 120.3 \$2.284 million
 I80 at Walc-Lara/Lara W Sec/WBL / Resurfacing, RM299.0 to 310.0 \$14.61 million
 I80 at Walc-Lara West Half / Snow Fence Replacement, RM235.28 to 267.19 \$4.007 million
 I80 at Lara-Chey/Vedauwoo East/Ovly / Stage Overlay, RM330.0 to 336.0 \$6.59 million
 I80 at Lara-Chey/Vedauwoo East/Ovly / Overlay, RM324.0 to 330.0 \$5.304 million
 I80 at Rawl Marginal/Cable Guardrail / Cable Guardrail, RM211.0 to 216.48 \$2.652 million

Commission District 3

I80 at Evan-Grrv/Chain Up Areas / Construct 2 Truck Chain Up Areas, RM7.40 to 34.74 \$4.592 million
 I80 at Evan-Grrv/Lyman Jct West/EBL / Mill and Overlay, RM29.03 to 39.21 \$12.379 million
 I80 at Evan-Grrv/Lyman Jct West/WBL / Mill and Overlay, RM29.03 to 39.21 \$12.998 million
 I80 at Lyman-Grng/Lyman East / Mill and Overlay, RM39.21 to 49.06 \$23.533 million
 I80 at Lyman-Grng/County Line West / Mill and Overlay, RM49.06 to 57.10 \$19.028 million

Commission District M

I80 at Dist 3/I-80/Snow Fence / Snow Fence, RM15.0 to 214.0 \$489 thousand
 I80 at Dist 3/Various Locations/ROW Fence / ROW Fence Replacement, RM28.29 to 39.00 \$2.279 million
 I80 at Dist 3/Various Locations/Concrete / Concrete Repair, RM106.80 \$689 thousand

Highway High Priority Projects

I80 at Rock Springs / Reconstruct section of I80 near Rock Springs for improved Safety, Project #5170 \$19.028 million

Long Range Transportation Plan FY16-26

Using the current funding projections through 2026, WYDOT will have about \$9.88 billion, or about \$581.1 million annually, from all sources to maintain and operate the system. There is no assurance this level of funding will be met over the long term. In these funding assumptions other programs will use \$287.1 million annually, leaving the balance for expenditure on the Highway Improvement Program.

Funding Scenario One – Current Trend - \$294.0 Million

Assumptions

No growth in state general fund revenues and a continuation of current federal funding levels.

Currently approved STIP remains in place and unchanged through 2015. No increases in taxes of fuel, vehicle registration, or other fees associated with vehicles. The highway improvement program, the bridge program, and other programs remain at current levels through 2026.

System Performance

Major highway improvements to accommodate increased truck traffic, maintain highway surfaces to historic levels, and other improvements associated with economic development such as the mining and energy industry or population growth in urban areas will not be built.

Roadway surfaces will begin to deteriorate from historic levels due to lack of resources for basic and necessary maintenance to fix underlying problems.

Needed bridge repairs, interchanges, and other capital intensive infrastructure will not be built, compromising connectivity, travel time, and safety.

New businesses could be dissuaded from locating in Wyoming because of transportation problems.

Funding Scenario Two – Preserve the Investment - \$428.5 Million

Assumptions

Increased levels of funding will be necessary, most likely from state sources.

All enhanced funding is invested in existing pavement and bridge infrastructure.

Includes \$97.0 million annual increase to the pavement resurfacing program.

Includes \$37.5 million annual increase to the bridge program.

Other programs remain at current funding levels.

System Performance

The state highway system will receive routine maintenance and maintain surface conditions and operating levels as they are now. This will largely prevent the need to delay maintenance.

Needed bridge repair and replacement will go forward on a planned schedule that maintains the high level of performance experienced today.

Major highway improvements to accommodate increased truck traffic, maintain highway surfaces at historic levels, and other improvements associated with economic development such as the mining and energy industry will not be built.

High cost improvements such as the new interchange at I25/I80 in Cheyenne or other major capacity improvements on I80 are not likely to be built.

Other limited major construction projects to preserve existing operating characteristics may be possible.

Funding Scenario Three – Improve the System - \$651.2 Million

Assumptions

Increased levels of funding can be found and most likely will need to come from a variety of sources, including state and local sources. Significant or increased federal funding is

not anticipated. However, private contributions, public/private partnerships, or increased state investments will be necessary.

Includes \$194.0 million annual increase to the pavement resurfacing program.

Includes \$63.2 million annual increase to the bridge program.

Includes \$100 million annual investment in major mobility or capacity projects.

Other programs remain at current funding levels.

Wyoming citizens will support improving their state transportation system because of its effects on commercial and business growth, improvements to mobility, and improvements to the personal driving experience.

System Performance

Improvements to accommodate truck traffic associated with the mining and energy industry will be made.

The entire state highway system will receive routine surface and other maintenance to meet or exceed WYDOT goals.

Needed bridge repair and replacement will go forward on a planned schedule that maintains the high level of performance experienced today.

Some key interchanges and other major intersections will be improved or replaced on a limited basis.

Some major projects to support increased traffic demand and improve access to transportation will be constructed.

Local and regional routes will be maintained at a higher level, better serving Wyoming's predominantly rural population better.

I80 Programming

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I-80 COALITION FREIGHT & GOODS MOVEMENT ISSUES OVERVIEW

FREIGHT ACTION AND COORDINATION PLAN

1. INTRODUCTION

The western states of California, Nevada, Utah and Wyoming, have initiated a single strategic planning effort to reach consensus on how best to link operational processes and data to maximize winter mobility in the I-80 corridor. The purpose of the coalition of states is for better and more comprehensive information and data available to both transportation agencies and the traveling public in order to make the best possible decisions to maintain mobility on the I-80 corridor. Coalition member states include California, Nevada, Utah, and Wyoming. It is anticipated that this Western States/ I-80 Corridor Coalition, with a focus on winter mobility, will serve as a model for other states to leverage funds, share resources and knowledge, and maximize funding shortfalls in these times of economic hardship.

Operations and Maintenance Managers from four state DOTs convened in Reno, Nevada in January 2010 to discuss traffic operations and maintenance activities on the I-80 corridor during winter weather conditions. The focus of the meeting was on sharing existing programs/systems with other Coalition states and developing key strategies to move states closer in pre-event coordination, processes and communications during events, sharing information, and leveraging current state DOT strengths and capabilities to improve I-80 traffic operations and maintenance activities across all four states. Breakout groups during this January 2010 meeting focused on operations and maintenance; both breakout groups identified freight and goods movement as a key element to address as part of this multi-state coalition. One outcome of this initial I-80 coalition meeting was to have a freight-focused stakeholder meeting to better understand freight needs during winter conditions on I-80, and work toward developing freight and goods movement-focused strategies.

The Utah Department of Transportation (UDOT) has done some extensive research on freight issues and needs on Utah highways, including I-80. One very important consideration with freight and I-80 is that the 'corridor' must be viewed as a 'network'; other highways and routes, even hundreds of miles away, could be impacted or could impact freight flows on the I-80 corridor. Keeping that perspective, a freight strategy developed for this coalition, although the focus is on I-80, must factor in these other feeder and connector routes.

The purpose of this document is to provide an overview of freight/goods movement issues for the I-80 Coalition as well as document what other states and coalitions are doing to involve the freight/goods movement industry as well as understand their needs. Freight partners will be included in one-on-one interviews and Coalition activities moving forward to capture their needs and address their issues regarding traveling the I-80 corridor during winter conditions. This document will provide the framework for a more formal Freight/Goods Movement Action Plan for the I-80 Coalition partners.

2. CURRENT FREIGHT-FOCUSED ACTIVITIES IN THE I-80 CORRIDOR

I-80 is a heavily used goods movement corridor through the western states and supports origins/destinations well beyond just the geographic scope of these four states. Along some sections of I-80 through the four western states, trucks can reach as high as 45% of the total volume of traffic on the roadways. States have implemented key strategies to mitigate the impacts of truck traffic on the roadways while still providing a good route for trucks to travel for their commercial needs, even during winter months when truck holds at the Nevada/California state line can be frequent. The following are current freight-focused activities along the I-80 corridor:

- All four states have 511 traveler information systems accessible from phone and web.
- Caltrans has a good working relationship with the California Trucking Association particularly during incidents and severe winter road conditions.
- Caltrans has a policy to not close the road for the snow; Caltrans only holds traffic and redirects traffic for crashes or spin-outs. Sometimes these “hold” restrictions are implemented only for trucks and can also apply to westbound trucks on Nevada side of I-80 trying to cross the state line causing truck queues in Nevada.
- Restrictions or closures at the Nevada/California state line for west bound traffic (or restrictions to trucks) require truck turnarounds at Mile Post 1 on I-80 in Nevada.
- Caltrans has implemented processes to give freight priority for crossing Donner Pass during the week, but passenger/tourist vehicle traffic on weekends.
- Representatives from Caltrans, NDOT, highway patrols, and even local agencies near the CA/NV state line on I-80 conduct a pre-winter driving season strategic planning session each year in preparation for the winter driving season. This forum is used to provide updates on new systems, processes, tools, and discuss what has worked well or what hasn’t worked well in previous years.
- In Nevada, there is Internet access at select truck stops for access to traveler information.
- In Nevada, the need to inform west-bound freight traffic of winter weather closures/truck holds at the state line has guided the deployment of ITS infrastructure (CCTV, DMS, HAR) on the I-80 corridor. NDOT has also installed flashing beacons warning trucks when I-80 is closed at the state line.
- NDOT has put processes into place to begin notifications of closures from District 2 (Reno/Sparks in western Nevada) to District 3 (Elko in eastern Nevada), Utah DOT and Wyoming DOT depending on the anticipated length of the state line closure or restriction.
- NDOT Public Information Office also contacts truck stops, welcome centers, and other key locations along I-80 corridor to notify of state line closures or restrictions.
- Caltrans shares its camera images on I-80 leading up to the CA/NV border with NDOT District 2 which provides NDOT with real-time traffic management capabilities outside of their state lines.
- There are currently 750 truck spaces in Nevada between Fernley and the state line, 200 spaces at a truck stop in the City of Reno, and shoulder parking of 800 spaces (only if allowed). This does not currently, and will not in the future accommodate enough of the 2,500 westbound trucks daily traveling the I-80 corridor, although this provide temporary relief from truck queuing currently.
- Chain controls are not manned in NDOT District 3 because of personnel limitations. NDOT District 3 though has embraced the use of ITS technologies, such as DMS, HAR, and flashing signs, to support traffic management.
- Nevada is actively trying to get information out to the trucking industry with flyers for alternative route suggestions, signs, HAR broadcasts, and other methods to suggest that any truck travel not to the San Francisco/Oakland area take another route other than I-80.

- UDOT has done some extensive research relative to freight traffic patterns, freight issues and the impact of the types of freight that use the I-80 and connecting corridors throughout the Western and Central United States. Having an understanding about how and where freight moves within this network will provide valuable input to the Coalition partners.
- UDOT disseminates traveler information via alternative services such as commercial radio broadcasts, and through traffic video sharing directly to four television stations.
- Wyoming has initiated a program called WYDOT Authorized Travel (WAT) which allows subscribers to receive travel rights within restricted/closed roads. These are typically used in remote locations for those trucks and travelers that cannot be stopped in the cold of winter. As conditions change, messages are updated to WAT subscribers. This system taps into the 511 Notify system (GovDelivery) to allow local residents to apply for permission to travel when conditions are not dangerous. This service is available to freight travelers.
- Wyoming has implemented variable speed limit signs between Rawlins and Laramie to provide timely and site-specific regulatory speed limits to guide travelers and freight through the corridor.

3. WHAT ARE DOT ISSUES IN THE I-80 CORRIDOR?

The following is a summary of issues/comments from the January, 2010 I-80 Coalition Meeting. Additional issues will likely emerge from discussions with freight community.

- There is a lack of available truck parking during I-80 closures or winter weather truck restrictions near the CA/NV state line; impacts Reno and points east on the I-80 corridor, as well as impacting the California side for points west on the I-80 corridor from the state line for eastbound truck traffic.
- There are heavy truck volumes along the corridor. The Caltrans average daily traffic volumes are in the 30,000 vehicle range, with 6,000 of those being trucks. In the Utah Salt Lake Valley, truck volumes are in the 15% range, but up at Parley's Canyon and Echo Canyon in mountainous terrain, the truck percentages are more in the range of 30-40%. Wyoming experiences truck volumes in the 30-60% range of their total volume of traffic.
- There is limited real-time information available in rural areas which limit the DOT ability to respond to incidents and road conditions on I-80.
- There are roughly 400 centerline miles of I-80 traveling through Wyoming. The highway typically experiences 7,500 to 25,000 vehicles per day and the truck percentage is on average 50% of that volume.
- There is a need to disseminate traveler information to trucks on I-80 across the states, especially with respect to winter weather road closures and truck parking.
- There is a need to disseminate traveler information on other roadways as well that act as feeders of freight traffic to I-80. Such highways are I-15, I-84 and U.S. 30 (I-84 to I-80 bypass route typically used by half of trucks traveling the I-84/I-80 route). Information needs to be shared in neighboring states to satisfy the "in advance of a decision point" requirement for route specific information. Typical standards of providing traveler information (DMS and HAR) only a few miles in front of a decision point works for passenger vehicles most of the time, but it does not allow adequate time for freight to be able to make long haul route decisions. These decisions need to be made near the origin of travel in California or east of Wyoming.
- Involve additional states in I-80 freight discussion going east: Colorado and Nebraska.
- Need to involve the larger trucking companies in traveler information strategy development to ensure appropriate strategy for dissemination to dispatchers and drivers is achieved.
- Trucks are a high percentage of the vehicle volume on the roadways and there is a need to better understand how to serve this large user group. There are safety and economic impacts that need to be addressed.
- There are weight and size restrictions when trucks are diverted to county roads that need to be more coordinated so as to not danger the trucks or the alternate facilities they are diverted to that may cause damage.

4. WHAT DOES THE I-80 COALITION WANT TO FIND OUT FROM FREIGHT?

The following summarizes information that the I-80 Coalition would like to understand. These questions and issues will form the basis for a freight-focused stakeholder meeting and one-on-one conversations with key representatives from the freight industry:

- What types of information are or could be useful for truck operators and the freight and/or shipping community (i.e. road closure information, weather conditions, construction information)?
- What is the best way for DOTs to transmit the pertinent information effectively and efficiently to drivers? How they are currently getting information. Is 511 widely used? Are DMS and HAR helpful or beneficial? UDOT has done some research with truck drivers as well as dispatch/operations staff. Drivers indicated that DMS/VMS was the preferred way to receive en-route information about road conditions, but that placement of these signs near major decision points did not allow for enough time to make route deviation decisions. Internet and HAR did not rank high among truck drivers, although HAR combined with DMS/VMS was seen as valuable. Drivers did not feel 511 provided the right information for truckers (seen as good for commuters/passenger vehicles). 511 could be more valuable with a quick prompt for trucking-specific information. What is the role of freight/fleet dispatch and what information do they need? Dispatch/operations centers could obtain more comprehensive information through a web site, and a site that provides information geared for long-haul route planning would be ideal. Distribution lists to dispatch companies could provide periodic updates of road conditions and issues (Email? Audio blast?).
- What tools are used in-vehicle, on the road, or at truck stops that could be used to supplement with more information for freight travelers?
- What quantity of information is beneficial to freight? Comprehensive information all along route to be able to make their own route decisions or specific to impacts by route? Do drivers make route decisions or do dispatch centers make route decisions?
- Are there regulatory/safety issues and how those could impact delivering information to freight (example...PDA or mobile apps to access information could contribute to distracted driving)?
- How far in advance do freight drivers need information in order to be able to make alternate route decisions – are they getting information in time? Long haul versus short haul information needs will be key. Reference bullet above about placement of DMS/VMS; current placement strategy of a mile to a few miles in advance of key decision points might not allow for enough time to make route decisions. Information reaching Port locations to delay or reroute truck travel toward Sierras if necessary.
- What issues does trucking/freight have with the I-80 Corridor (i.e. congestion, surface conditions, bottlenecks, weight/size restrictions, etc.)? Would truck staging areas be beneficial to key locations along I-80 rather than holding truck traffic on highways during inclement weather?
- Do freight/goods movement stakeholders want to participate in the I-80 Coalition as a member or as an external advisor when requested? Who would be the ideal representatives from this stakeholder community?

5. WHAT ARE ISSUES/NEEDS FOR FREIGHT?

This is information that we will need to obtain from a meeting with freight/goods movement stakeholders.

5.1 Short Haul

5.1.1 Operational

5.1.2 Pre-Trip

5.1.3 En-Route

5.2 Long Haul

5.2.1 Operational

5.2.2 Pre-Trip

5.2.3 En-Route

5.3 Freight Services

Do the issues/needs vary by the type of service that freight traveler is providing?

5.3.1 Less Than Truckload (LTL) Carriers

5.3.2 Private Carriers

5.3.3 For-Hire Carriers

5.3.4 Small Package and Parcel Carriers

5.4 Planning Focus

5.4.1 Long Range System Planning

5.4.2 Freight Management Planning

5.4.3 Corridor System Planning (such as Caltrans CSMP process)

5.4.4 Feeder and Connector Route Planning (I-15, I-80 west of Sacramento, I-84)

6. FREIGHT/GOODS MOVEMENT RESEARCH AND CURRENT COALITIONS

In addition to interviews with freight and goods movement stakeholders within the corridor, there are some potential lessons learned and best practices that can be gleaned from current research and multi-state activities. The following sections give a brief summary of potential research resources, and other freight/goods movement coalitions that exist throughout the United States. These other coalitions may provide some insights from current involvement with various freight/goods movement stakeholders, research on specific issues, etc. Some may be geographically distanced from the I-80 corridor, but could provide some pertinent research or insights.

6.1 National Cooperative Freight Research Program

The NCFRP is sponsored by the USDOT Research and Innovative Technology Administration, and managed by the Transportation Research Board. The focus of the NCFRP is to advance research focused on freight and goods movement, examining topics such as policy and regulatory, safety, economic impacts, warehousing and drayage, integrating freight into state and regional planning processes, as well as a focus on multi- and intermodal freight issues. Recent NCFRP topics and research activities that might provide some beneficial information include:

- NCFRP 04: Identifying and Using Low-Cost and Quickly Implementable Ways to Address Freight-System Mobility Constraints
- NCFRP 05: Framework and Tools for Estimating Benefits of Specific Freight Network Investment Needs
- NCFRP 09: Institutional Arrangements in the Freight Transportation System (completed)
- NCFRP 23: Understanding the Transportation Factors and Economics of Locating Freight Intermodal and Warehouse Distribution Facilities
- NCFRP 24: Preserving and Protecting Freight Infrastructure and Routes
- NCFRP 26: Strategies for Measuring Costs of Freight Transportation
- NCFRP 26A: Freight Transportation Cost Data Elements

6.2 Transportation Research Board – Freight System Group

TRB has several committees focused on freight and goods movement. These committees may provide valuable resources from agency perspectives, private freight/intermodal companies, as well as policy/regulatory insights.

6.3 Central Corridors Freight Committee (CCFC)

<http://www.centralcorridors.com/cc/>

CCFC provides private sector transportation and logistics stakeholders in the Upper Midwest a means of promoting regional cooperation and coordination. Goal of the CCFC is to make sure that freight mobility is understood and taken into consideration in State and local decision making as well as the federal level. The CCFC participated in workshops of the Midwest Freight Corridor Study for provide a private sector perspective on the creation of the Mississippi Valley Freight Coalition.

The Committee activities focus around education about freight issues and the need for a more focused attention on the growth of freight affecting the transportation networks. Some of the activities of this Committee have included:

- Regional Intermodal Freight: Promote local access to a region-wide system for intra-regional intermodal freight operations and connections by identifying and quantifying economic and other conditions necessary for building-out to a mature system over time.
- Ports, Waterways, Dual Uses: Promote looking at lake and river waterways, ports and navigational infrastructure, both for expanded use for traditional bulk commodities but, also, for renewed use for non-bulk commodities and trade and, at port facilities and connectors, for dual use truck-rail transfer and distribution operations, as part of a region-wide system for intermodal freight operations.
- Central Corridor Bottlenecks: “CREATE” an enumeration of specific projects for regional cooperation and coordination to identify, quantify and systematically eliminate bottlenecks which impede mobility on the Central Corridors.
- Performance Based Regulation, Promoting Overall Safety: Explore and promote pilot projects, the scope of which require regional cooperation, leading to potential exemption from prescriptive regulations, based on reliable, audit-friendly data and metrics which demonstrate simultaneous improvement in private sector productivity, effective utilization of infrastructure capacity and overall safety.
- A summary of critical components of the final “highway” reauthorization bill (TEA-LU, SAFE-TEA, or other name) which are critical to CCFC's potential agenda, near and long term.

6.4 Eastern Border Transportation Coalition (EBTC)

<http://www.ebtc.info/>

Since 1994, the purpose of the EBTC has been to increase the efficiency of the Eastern Canada/US Border Crossings. Members of the Coalition consist of state and provincial departments of transportation that work together to support and participate in the development of Eastern Canada/US border crossing planning and development projects. The EBTC provides resources to truckers and motorists to inform them of border crossing requirements.

Some of the accomplishments from this Coalition include:

- 1993 EBTC Needs Study
- 1997 EBTC Trade and Traffic Study
- 1999 National Roadside Survey
- Annual Conferences /Forums on EBTC Regional Issues
- Representative on USDOT/Transport Canada Transportation Border Working Group (TBWG)
- EBTC Study of Rail Freight Crossing the Canada-U.S. Border
- EBTC - Western Hemisphere Travel Initiative (DHS 2005-0023)
- Whitepaper : The Importance of Efficient Canada/U.S. Border Crossings

6.5 Freight Stakeholders Coalition

<http://www.freightstakeholders.org/>

The Freight Stakeholders Coalition is comprised of shippers and public and private transportation providers that work together to support policies and promote freight mobility. Transportation planners undertake comprehensive analysis and evaluation of the potential impact of transportation plans and programs while addressing the aspirations and concerns of the society served by these plans and programs. The Freight Stakeholders Coalition seeks to aggregate resources useful to transportation practitioners and planners. Research studies, speeches and presentations from meetings, position papers, and other documents are provided through the Coalition website as resources.

6.6 I-95 Corridor Coalition

<http://www.freightacademy.org/>

The I-95 Corridor Coalition has created the Freight Academy – An Immersion Program for Public Sector Transportation Professionals program. This program is designed for mid-level freight professionals in the public sector whose existing or future responsibilities include freight-related planning and decision-making. The program is not limited to the Coalition member states. Each Freight Academy class consists of thirty people selected from a pool of applicants. The Academy's practical orientation to the private sector's needs and decision-making processes provides participants with the knowledge to make sound investments and policies based on an understanding of the supply chain.

In order to be accepted to the Freight Academy Program, applicants must complete FHWA's Integrating Freight in the Transportation Planning Process Course.

<http://ops.fhwa.dot.gov/freight/fpd/Docs/fpdintegrate/fpdintegrate.htm>

6.7 Mississippi Valley Freight Coalition

<http://www.mississippivalleyfreight.org/>

In 2008-2009 the Mississippi Valley Freight Coalition (MVFC) obtained \$750,000.00 in federal funding from the National Center for Freight and Infrastructure Research and Education (CFIRE) to promote regional cooperation and coordination in freight and goods movement. The Coalition also hosts an annual conference.

7. ACTION ITEMS/NEXT STEPS

The freight traffic along I-80 accounts for a large percentage of travelers that experience hazardous and challenging road conditions during winter months. Freight traffic also is challenged more than standard vehicles because of the size of their vehicles and the caution and safety that is needed to maneuver a truck through winter road conditions. Freight and goods movement is vital to the economic sustainability in each of the I-80 partner states, and conditions or hazards that limit freight mobility have severe economic impacts. The I-80 Coalition proposes the following action items to involve the freight community as well as develop tangible solutions to address freight's needs along the I-80 corridor. Action items include:

- Proposed Freight Coordination Plan – includes traveler information strategies, marketing parking availability, facility restrictions and other information that would be beneficial to supply to freight travelers.
- Identify key freight stakeholders to include in the initial 'freight needs on I-80 corridor' discussion. Schedule a 2-3 hour meeting in Reno/Carson City or potentially Salt Lake City. Gauge interest/ability for freight stakeholders to attend. Ideally get reps from CA, NV, and UT. Wyoming is important as well but may be difficult due to travel logistics.
- Schedule one-on-one calls with select freight Coalition members to gather additional input to the types of activities and outcomes the I-80 Coalition could have an influence on.
- Document/summarize freight needs and post on website. Develop a tab for Freight links and resources. Include website with I-80, key decision points, and primary feeder routes. Coordinate with Dan Kuhn at UDOT to develop.
- Research best practices/strategies from other freight research and coalitions (this could be a parallel activity), including NCFRP and TRB freight/goods movement focused research.
- Develop an action plan with 'low hanging fruit' and longer term strategies that could be integrated into the I-80 activities, and be a topic at the fall workshop.
- Develop freight-specific outreach sheet (2 pages) to gain attention from more freight partners and national initiatives. Include information on the I-80 coalition web site.
- Identify a few key freight stakeholders to include as Coalition members as well as additional states.

8. POTENTIAL CONTACTS

This section identifies key representatives from freight industry, including agency/regulatory as well as freight/shipping companies. This contact list provides representatives that could potentially be involved in the I-80 strategy discussions. It will be important initially to identify freight representatives from the national and DOT perspectives as well as freight companies and associations that speak on behalf of the freight companies to define the needs and issues accurately. In the longer term, stakeholders such as other coalitions, committees, or multi-stakeholder groups could be offered opportunities to provide input.

Following is a list of organizations and DOT departments that can be contacted to provide input in the I-80 Coalition. These potential contacts could provide input to help the Coalition understand the I-80 Corridor freight and goods movement issues and needs.

8.1 National

8.1.1 *Federal Motor Carrier Safety Administration*

California Division, 916-930-2760
Nevada Division, 775-687-5335
Utah Division, 801-963-0096
Wyoming Division, 307-772-2305

8.1.2 *American Trucking Association (ATA)*

Darrin Roth, Director of Highway Operations, 703-838-1900, droth@trucking.org
Curtis Whalen, 703-838-1867, cwhalen@trucking.org
Ted Scott, 703-838-1908, tscott@trucking.org

8.1.3 *TRB and NCFRP Research Organizations*

Elaine King, National Academy of Sciences, aking@nas.edu

8.1.4 *Coalition for America's Gateways and Trade Corridors (CAGTC)*

Leslie Blakey, Executive Director, 202-828-9100, lblakey@blakey-agnew.com
Adrienne Gregory, Manager, 202-828-9100, agregory@blakey-agnew.com
Jeff Agnew, Communications Director, 202-828-9100, jagnew@blakey-agnew.com

8.1.5 *Western Association of State Highway and Transportation Officials – Committee on Highway Transport*

Website: http://www.washto.org/committees/hwy_transport/annual.asp

California James Anderson
Nevada Jeff Richter jrichter@dot.state.nv.us
Eric Glick eglick@dot.state.nv.us
Utah Rick Clasby rclasby@utah.gov
Wyoming Lorrie Sopko lirrie.sopko@dot.state.wy.gov
John Beasley john.beasley@dot.state.wy.gov

8.2 Nevada

8.2.1 Nevada Motor Transit Association (NMTA)

Website: <http://www.nmta.com>

Reno/Sparks Office

8745 Technology Way, Suite E
Reno, NV 89521
775-673-6111

Las Vegas Office

3830 E Craig Road
Las Vegas, NV 702-262-5665

Paul Enos, CEO, pje@nmta.com
Joe McCallum, Safety Director, joe@nmta.com
Vance Christiaens, Office Manager, vance@nmta.com

8.2.2 Nevada DOT, Intermodal Planning Division

Website: http://www.nevadadot.com/reports_pubs/Goods_Movement/smallurban@dot.state.nv.us

8.2.3 Nevada DOT, Motor Carrier Division

Website: <http://www.dmvstat.com/mchome.html>

8.3 California

8.3.1 California Trucking Association (CTS)

Website: <http://www.caltrux.org/>
Contact: 916-373-3500
cta@caltrux.org
4148 East Commerce Way
Sacramento, CA 95834

8.3.2 Caltrans, Transportation Planning Division, Office of Goods Movement (OGM)

Website: <http://www.dot.ca.gov/hq/tpp/offices/ogm/index.html>
Contact: Brude de Terra
Bruce_de_terra@dot.ca.gov

8.3.3 Caltrans, Office of Truck Services

Website: <http://www.dot.ca.gov/hq/traffops/trucks/>

8.3.4 Caltrans, Motor Carrier Services

Website: <http://www.dmv.ca.gov/mcs/mcs.htm>

8.4 Utah

8.4.1 Utah Trucking Association

Website: <http://www.utahtrucking.com/>
3060 West California Avenue Suite A
Salt Lake City, UT 84104
801-973-9370

David Creer, Executive Director, dave@utahtrucking.com
Karla Alvey, Office Manager, karla@utahtrucking.com

8.4.2 Utah DOT, Motor Carrier Division

Website: <http://www.dot.state.ut.us/main/f?p=100:pg:0:::1:T,V:188>,
Richard Clasby, Director, 801-965-4156, rclasby@utah.gov

8.5 Wyoming

8.5.1 Wyoming Trucking Association

Website: <http://www.wytruck.org/>
555 North Poplar
Casper, WY 82601
877-878-2515
307-234-1579

8.5.2 Wyoming DOT, Trucking/Commercial Vehicles

Website: http://www.dot.state.wy.us/wydot/trucking_commercial_vehicles