MINUTES OF COMMITTEE MEETING (DRAFT)

INTERMODAL FREIGHT TRANSPORT COMMITTEE (AT045)
10:15 A.M. to Noon, January 16, 2013
Shoreham Hotel, Calvert Room

1. Attendance (Attached)

2. Agenda (Attached)

3. Welcome and introductions
   Barb Ivanov, Chair, welcomed committee members, friends and guests to the committee meeting. Attendees introduced themselves to the group. Barb Ivanov recognized key members of the committee who have served 9 years or otherwise gone above and beyond the call of duty. Pete Swan announced presentation of a certificate of appreciation to Barbara at the Freight and Marine meeting. Barbara is to be promoted to Freight System Group Chair when Pete steps down in April.

4. Subcommittee Reports
   
   **Research Development Chair (Nathan Hyuhn, University of South Carolina)**
   The team brainstormed and generated about 9 topics for papers last year. One received funding under NCFRP. In spite of the NCFRP program being defunded, there is a need to orient research to highway or rail. Nathan is interested in developing new slants to research agenda. Those with ideas should contact either Nathan or Barbara directly.

   **Research Paper Review (Jolene Hayes, Parsons Brinckerhoff)**
   The committee ended up with 4 papers. Jolene expressed her thanks to all paper review volunteers. She noted that the Ports and Channels committee received 29 papers. Many AT045 members volunteered to help with reviews. All 4 papers needed revisions; three have been resubmitted. Barbara requested that volunteers inform the committee of their areas of expertise for paper review purposes.

   **Annual Meeting Program Chair (Keith Bucklew, CDM Smith)**
   Our speaking panel this morning was at 8 a.m. Libby Ogart got the panel organized and moderated it. The panel dealt with transloading intermodal containers. Jolene filled in as the 4th speaker. The panel meeting was not too well attended, probably due to the early morning time slot. **Suggestion:** It would be good to post which sessions are sponsored by the committee to help people find appropriate sessions. Barb suggested those associated with universities should let their students know about these sessions to gin up interest and boost attendance. Today’s session was private sector-oriented and not so much academic but it was educational. Jolene noted there was a panel on the research papers – it was joined with Michael Bomba from AT020.

   **Communications (Barb Ivanov on behalf of Jordan Srour)**
   The web site is pretty much running itself now. It was noted as the best in the freight group 2 years ago. The LinkedIn group is also set up and is starting to get paper topics posted and some
interesting conversations. The LinkedIn group is only as interesting as members make it, so people are encouraged to post and use the forum to spark debate and share ideas.

**Triennial Strategic Plan Tasks (Jolene Hayes, Parsons Brinckerhoff and Richard Easley, E-Squared Engineering)**

If you haven’t seen the strategic plan, it is posted on site. We had an extremely extensive plan with lofty goals and many have been accomplished. The committee should revisit some of them and consider dropping those on which little or no progress has been made. We did a good job supporting research in national and international intermodal systems. Good job with Goal #1. Goal #2 may need to be revisited – nothing has been done thus far. Barb recommended that if nothing has been done on an action plan item then it should be removed. Dan Murray has taken over for Jolene as the point of liaison.

Developing research statements – Nathan and MD?

Nothing has been done on #4.

Goal #5 had 3 tasks. Demetrios reached out to fill 5 international seats – was anyone selected? The committee already has several international members. We have also received a list of potential new ones, which we need to review – it includes port authorities, the UN, and others. We were able to appoint members from Australia and Singapore. Committee membership is still lacking in other parts of the world. A question came up regarding whether the committee is limited to 5 international members. Answer: TRB provides 5 international member slots in addition to the core committee. Lorant has provided some names too. Two representatives from the UAE were present at the meeting. A few members did participate in the international reception.

One subtask of #5 was to submit at least 1 problem statement focusing on international intermodal freight. Jolene was unsure of the status on this one.

Educate stakeholders on value of research – support existing public sector development initiatives – connections/contacts have been made but not sure if the research is being disseminated. It was decided to cross this one out.

#2 – Use online methods to improve communications. Jordan did a great job on this. The committee has 42 members under the LinkedIn group; Jolene encourages people to check in more frequently.

Organize sessions for TRB. Keith Bucklew did this.

Develop intermodal freight conferences. The committee hosted a workshop in 2012. There was lots of interest.

Last goal was peer-reviewed research and information. We tried to put papers into 1-page briefs but got lost trying to determine the audience. The original intent was to use them to generate interest. There was also no progress on supporting research on international policies. It was decided to remove these two items due to lack of progress. BUT there are some topics that have a broader audience and are not so technical...as research papers are completed,
maybe the committee can work with AASHTO to get results out in front of relevant state-level decision makers. Chris from AASHTO said this would definitely be helpful to be able to condense research results into talking points for staffers to use. AASHTO is currently working on a site called ‘Freight States’.

Joedy Cambridge introduced Scotte Brotemarkle who will take over her role when she retires. Joedy remarked that significant progress has been made in terms of interest/attendance at annual meeting sessions and committee meetings.

Does Keith have people working with him for next year? Typically folks sign up via email.

5. MAP-21 Freight Requirements – Ed Strocko, FHWA

- Presentation posted on website
- Ed noted that people should think about Map-21 as a stepping stone – What will come after it 2 years down the road?
- **Funding.** Map-21 allows states to bump up the Federal share for freight projects. The total stays the same but the larger Federal share allows freight projects to compete better. The focus is on intermodal connectors, freight bottlenecks, and some rail. There are some new pots of money available for truck parking, but they will be competing with other needs. Federal funds from the Surface Transportation Program (STP) can be spent inside the port gates now – this is good. Freight projects are eligible for Transportation Infrastructure Financing and Innovation Act (TIFIA) loans. There was also $500m authorized for Projects of National and Regional Significance (PNRS) but not appropriated. Need to identify these projects so that they can be shown to decision makers. There were lots of good freight projects in TIGER.
- **National freight network** – The network will be defined as primary Interstate freight corridors, rest of Interstate, and critical role freight corridors which states designate. FHWA has to define the primary network by October. There will be a notice in Federal Register; the DOT needs input from this group. We owe it to private sector partners to really focus on critical needs here.
  - **Question:** Are states going to be allowed to suggest non-interstate facilities? **Answer:** Yes; the focus is on data – volumes, value, tonnage, etc.
  - **Question:** Will states be able to provide supplemental data if they feel it’s better? **Answer:** FHWA intent is to use national data – need to be consistent. The freight network is to be re-visited every 10 years by Secretary, per the law.
- **Performance measures** – FHWA is looking at developing a freight strategic plan. The DOT is doing a rulemaking on freight movement on interstates over the next 6 months. They are currently in the process of procuring a vehicle probe data set that states can use for performance measures. Travel time will be available in 5 minute bins down to 1-mile segments. Also encouraging states to develop freight plans and to use freight performance measures. DOT published interim guidance in the fall on state plans – they are currently reviewing comments received and will finalize guidance in spring. DOT encourages states to go ahead in doing their state freight plans and forming FACs. DOT is really trying to encourage states to consider freight more in planning efforts.
- **Trucks.** The Comprehensive Truck Size and Weight study started in the fall. FHWA is looking to contract technical studies out soon. Getting data from existing sources is crucial – FHWA needs
A truck parking study is set to start in the spring. Work on special permits for emergencies is progressing apace.

- **Outreach** – DOT has done a number of forums around the country and a webinar. The Freight Policy Council is an internal group with the modal administrators to help implement MAP-21 freight provisions. There have been a few meetings already and DOT feels it is productive. DOT is making sure that the freight provisions of MAP-21 are implemented in a multi-modal fashion. Mark Jensen mentioned there used to be an Office of Intermodalism and asked whether there is something similar now. Ed said not at this time. DOT is using the Freight Policy Council with senior leadership to support implementation. An Office of Intermodalism or similar may be reconsidered in the next reauthorization.

- The capital program will no longer be separated from maintenance in future. FHWA has an MOU with the Corps to help develop the National Freight Plan and is working closely with them. **Question:** Can we line up buckets of money to allow better decision making between capital vs. state of good repair projects? **Answer:** Not quite there yet because funding buckets are fairly rigid. The performance measures focus is geared towards getting results though. Barbara requested explanation regarding the process to define PNRS. FHWA doesn’t yet have a full multimodal list. There is a need to hear from stakeholders – What do they have/what are they thinking about? What is total dollar amount? This is still very preliminary. Barb asks people to provide ideas on what should be in MAP-22. That debate is already occurring.

6. **“From Intermodality to Co-modality and Synchronomodality: Recent Developments in Europe”** – Lori Tavasszy, Sr. Consultant, Mobility and Logistics, Business Unit of TNO Built, The Netherlands
   - Presentation posted on website.
   - **Question:** What would be the next step?
     **Answer:** There is not really a stream of work where the US and EU cooperate yet. Our efforts could be aligned much more. This could have consequences in terms of US-EU trade. This would be a good topic for the LinkedIn group. It would help make the ideas more concrete.

7. **“Freight in Mega-Regions” workshop report, and plans for 2014 conference** – Barb Ivanov, WSDOT
   - The first Freight in Mega-Regions workshop was held on Sunday morning at TRB. It was very well-attended. We had 3 great speakers. The purpose was to develop research to properly plan for freight movement in mega-regions.
   - There is an opportunity here – Do we want to pursue a conference in 2014 focused on this topic? We could bring in colleagues from other countries. Barb gauged the interest of the committee. Based on a show of hands, there is definitely interest. Mark Jensen suggested having the meeting on the West Coast.
   - One comment was that if you focus too much on mega-regions you end up missing some things, like rural and adjacent state activity. Need to consider the mega-regions along with freight corridors.
   - Barb welcomed Anne Goodchild. Anne is taking over as chair of the committee. Anne remarked that Barb has done an excellent job of organizing the committee’s activities and keeping people
engaged. It is a committee of people who want to work together; everyone on the committee will have some responsibilities.

• There was a workshop in the afternoon on freight planning and MAP-21, which was very similar to the mega-regions workshop. Suzann Rhodes asked why state freight plans can’t be combined instead of doing 3 separate ones. **Answer:** There is not much flexibility to do this due to the language of the law. We are about to go into a PRIIA reauthorization. It would behoove DOT to stop stove piping these modes and regions.

10. Announcements – All

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11. Adjournment at 12 P.M.
INTERMODAL FREIGHT TRANSPORT COMMITTEE (AT045)
10:15 A.M. to Noon, January 16, 2013

ATTENDEES [NEEDS TO BE UPDATED WITH THIS YEAR’S ATTENDEES]

Cheryl Ball
Missouri DOT
Cheryl.ball@modot.mo.gov
573-380-4900

Paula Dowell
Cambridge Systematics
pdowell@camsys.com
404-460-2606

Mary Grace Parker
I-95 Corridor Coalition
I95mgp@tlc.net
518-852-4083

Anne Aylward
USDOT/Volpe
Anne.aylward@dot.gov
617-494-2191

Michael Browne
University of Westminster
m.browne@westminster.ac.uk
+44 207-911-5254

Eiichi Taniguchi
Kyoto University
taniguchi@kiban.kuciv.kyoto-u.ac.jp

Ed Engle
Iowa DOT
Edward.engle@dot.iowa.gov
515-239-1058

Govvernal Elisabeth
IFSTTAR – France – Paris
Elisabeth.govvernal@ifsttar.fr
00.33.19592.56.68

Frank R. Harder
Tioga Group
fharder@tiogagroup.com
215-557-2140
John Reed  
Consultant  
John.reed@mindspring.com  
617-354-0771

Alan Hicks  
USDOT/MARAD  
Alan.hicks@dot.gov  
562-628-0246

Richard Easley  
E-Squared Engineering  
reasley@e-squared.org  
703-858-9545

Chris Smith  
AASHTO  
csmith@aashto.org  
202-624-5839

Felix Ammah-Tagoe  
E-Ternational Consult  
felixat@externational.com

Suzann Rhodes  
CDM Smith  
rhodess@cdmsmith.com  
740-225-2705

Dan Murray  
ATRI  
dmurray@trucking.org

Dan Haake  
MORPC  
dhaake@morpc.org  
614-233-4149

Jolene Hayes  
POLB  
hayes@polb.com  
562-283-7182

Keith Cochrane  
University of Toronto  
Keith.cochrane@utoronto.ca  
647-881-9724
Yi Lin Pei – ADD TO FRIEND LIST
Cambridge Systematics
ypei@camsys.com
404-443-3200

Brad Wright
Cambridge Systematics
Bwright@camsys.com
617-354-0167

Frank Quon
LA County MTA
quonf@metro.net
213-922-4715

Valero Oricchio
T.Y. Lin International
Valerio.oricchio@tylin.com
404-936-5852

Karin Foster
MWCOG
Kfoster@mwcog.org
202-962-3206

Bret Johnson
Northwestern UTC
bretj@northwestern.edu
847-491-2194

Peter Plumeau
RSG, INC
pplumeau@rsginc.com
802-383-0118 ex 301

Jock M Eivzies
ALAN
jock@alanaid.org
410-365-0863

Anthony Germanchev
ARRB Group
anthonyg@arrb.com.au
+614 47 517 572

Frederico Ferreira Fonseca Pedroso
Kyoto University
Drfred.ferreira@gamil.com
+81 075 383 2819
Joel S. E Teo
Kyoto University
joelteo@yahoo.com
+81 80 6161 4589

Panayota Moraiti
National Technical University of Athens
pmoraiti@central.ntua.gr
+30-210-7721265

Mikalis Goliad
University of Memphis
mikalisdgoliad@gmail.com
908-202-5479

Lori Tavassiy
TIVO-DELFT University of Technology
Lori.tavassiy@TNO.NL

Kenneth Troup
North River Consulting
Kefty@comcast.net
978-866-6893

Chris Hoff
Transport Canada
Chris.hoff@tc.gc.ca
604-666-7972
Transportation Research Board
Intermodal Freight Transport Committee

Wednesday, January 16, 2013
10:15 am to noon
Omni Shoreham Hotel - Calvert Room

AGENDA

10:15 am
1. Welcome and introductions - Chair Barbara Ivanov, Washington State Department of Transportation

2. Subcommittee Reports:

10:25 am
2. Research Development Chair Nathan Huynh, University of South Carolina

10:30 am
2. Research Paper Review Chair Jolene Hayes, Parsons Brinkerhoff

10:35 am
2. Annual Meeting Program Chair Keith Bucklew, CDMSmith

10:40 am
2. Communications – Barb Ivanov on behalf of Jordan Srour

10:45 am
2. Triennial Strategic Plan tasks – Subcommittee Co-Chairs Jolene Hayes and Richard Easley, E-Squared Engineering

10:50 am
3. MAP-21 Freight Requirements – Caitlin Hughes Rayman, Director
of the Federal Highway Administration’s (FHWA) Office of Freight Management and Operations (invited)

11:15 am 4. “From Intermodality to Co-modality and Synchronmodality: Recent Developments in Europe“ – Lori Tavasszy, Sr. Consultant, Mobility & Logistics, Business Unit of TNO Built, The Netherlands

11:45 am 5. 2013 “Freight in Mega-Regions” workshop report, and plans for 2014 conference – Barb Ivanov

11:55 am 6. Announcements - All

12:00 pm 7. Adjourn