

Wisconsin Freight Advisory Committee (FAC)
Meeting Minutes from Thursday, April 14, 2016
9 a.m. to 3:30 p.m., Madison, Wisconsin

FAC members present: George Bichanich, Michael Bodoh, Tom Bressner, Ron Chicka, Jason Culotta, Mike Davies, Brian Doudna, John Easter, Dean Haen, Mike Halsted, Kathy Heady, Jack Heinemann, Chris Hiebert, Peter Kammer, Mike Koles, Larry Kruger, Jeff Landin, Ken Lucht, Jeff Lyon, Ellen Nowak, Mark Oesterle, Dr. Ernie Perry, Jen Pino-Gallagher, Rob Richard, Steve Rose, Dr. Richard Stewart, Steven Todd, Kirsten Lee Villegas, Yash Wadhwa, Curt Witynski

Wisconsin Department of Transportation (WisDOT) members present: Brad Basten, Rebecca Burkel, Donna Brown-Martin, Mark Gottlieb, Don Gutkowski, Paul Hammer, Dewayne Johnson, Casey Newman, Joe Olson, Dave Pabst, Rose Phetteplace, Tom Rhatican, Aileen Switzer

Speakers and Guests: John Berg, James Damask, Sabina Dhungana, Mary Forlenza, Kirk Fredrichs, Ron Graber, Wayne Kokta, Phil Mroczkowski

- **Secretary's Welcome and Opening Remarks (9:30 a.m.)**
 - WisDOT Secretary Mark Gottlieb

WisDOT Secretary Mark Gottlieb thanked the Wisconsin Freight Advisory Committee (FAC) members for their participation at FAC meetings. Formalizing industry input through the creation of the FAC last April (2015) was an important step in WisDOT's drive to make continuous improvements to support freight mobility. Secretary Gottlieb stated that FAC meetings are an enormous aid to WisDOT because these meetings serve as a mechanism to hear directly from industry (in regards to their perspectives and the challenges they face) and serve as an opportunity to discuss possible solutions. Secretary Gottlieb inform the FAC about WisDOT's recent submission of two Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grants. The FASTLANE grants applications were for the I-39/90 project (located between Dane County and the Wisconsin Stateline) and the Zoo Interchange project (in Milwaukee County). If approved, these grants would provide additional federal funds that would be used to accelerate both projects. There are a number of other significant projects in development – including the first Statewide Freight Plan. FAC members will have an opportunity to provide feedback on the draft plan during public meetings held in late-Summer 2016. Also on the horizon is the fifth Governor's Freight Industry Summit, which will take place in the fall of 2016.

- **Recap of the September 2015 FAC Meeting (9:40 a.m.)**
 - WisDOT Division of Transportation Investment Management (DTIM) Administrator Aileen Switzer

DTIM Administrator Aileen Switzer provided a brief summary of the September 2015 FAC meeting, which took place on September 16, 2015. The meeting included over 50 participants (FAC members and WisDOT representatives). During the first half of the September 16th meeting, attendees listened to interactive panel presentation on federal and state legislative and budget issues. Attendees also listened to an interactive panel presentation which focused on Wisconsin's connection to the world economy, which highlighted how Wisconsin contributes

to and connects to the world economy in the form of jobs, economic output and exports. During the second half of the FAC meeting, attendees participated in an interactive tabletop discussion which addressed rail access, service, competition and options in Wisconsin. A summary of the rail tabletop discussion can be found in the *Summary Report of the September 2015 FAC Meeting* document. The feedback and results from the September 2015 FAC meeting and corresponding feedback will be incorporated into the Wisconsin State Freight Plan.

- **Recap of Rail Tabletop Discussion from the September 2015 FAC Meeting (9:50 a.m.)**
 - WisDOT DTIM Administrator Aileen Switzer

DTIM Administrator Aileen Switzer provided a brief recap of the results of the rail access, service, competition and options tabletop discussion from the September 2015 FAC meeting. Similarly to previous FAC meetings, she reiterated that one of the primary goals of the FAC meetings is to obtain thorough feedback on transportation challenges and opportunities and tabletop discussions aid in achieving those goals. She quickly highlighted some of the factors that drive rail access, service, competition and options in Wisconsin, while also emphasizing some of the business sectors most reliant on rail transportation. An overview of WisDOT's and industry's roles in improving rail access and service was also provided. The FAC confirmed the results of the rail access, service, competition and options tabletop discussion and no objections or corrections were made. Complete results of the rail access, service, competition and options tabletop discussion can be found in the *Summary Report of the September 2015 FAC Meeting* document.

- **FAC Membership (10:00 a.m.)**
 - WisDOT DTIM Administrator Aileen Switzer

DTIM Administrator Aileen Switzer emphasized that the FAC is advisory in nature, terms of membership are two years in length and re renewable and extendable by the WisDOT Secretary, and terms begin and end on July 1st and June 30th respectfully of the calendar year. Many FAC members expressed interest in being reappointed as members of the FAC. The FAC Charter stated "terms shall be two years in length with 50 percent Committee (FAC) membership terms being up for appointment each year to provide staggered membership." A proposal to amend this language in the charter was made. The amendment read "terms shall be two years in length with up to 50 percent Committee (FAC) membership terms being up for appointment each year to provide staggered membership." A motion was made and seconded. A vote on the proposed language passed unanimously.

- **Freight Outreach Toolkit (10:20 a.m.)**
 - WisDOT Bureau of Planning & Economic Development Director Donna Brown-Martin

The concept of the Freight Outreach Toolkit is to develop a response to FAC concerns that stakeholders are aware of Wisconsin's experience in freight and its importance to the overall economy. Printed and electronic materials will help educate and inform businesses, legislators and the general public on freight capabilities. Draft materials will be available in June 2016. The FAC will be able to provide feedback into the development and content of the draft toolkit materials. In September 2016, final materials will be delivered to the fall FAC meeting and the Governor's Freight Industry Summit.

- **Oversize/Overweight (OSOW) & the Local Infrastructure Panel Presentation (10:35 a.m.)**

- Facilitator: WisDOT Bureau of Highway Maintenance Director Rose Phetteplace
- Panel Members
 - Ron Graber, Alliant Energy
 - Steven Todd, Specialized Carriers & Rigging Association
 - Wayne Kokta, Dawes Rigging & Crane Rental
 - Curt Witynski, League of Wisconsin Municipalities
 - Phil Mroczkowski, City of Milwaukee

Rose Phetteplace, the panel facilitator, started the panel presentation and discussion by introducing each of the panel members. Ron Graber with Alliant Energy provided an overview of the various types of utility lines an oversize vehicle may encounter. Those lines may include investor-owned utility, rural electrical cooperative, municipal electric, cable TV and telephone. Moving utility and electric lines either temporary or permanent to accommodate the movement of an oversize vehicle requires many steps, which can pose many challenges for both the utility or electrical company and company hauling oversize freight. His suggested solutions to overcome some challenges include educating haulers on the various clearance requirements and developing corridors.

Steven Todd and Wayne Kota described some of the challenges of shipping OSOW freight from the haulers perspective. Their suggested remedies to enhance OSOW mobility and safety included: harmonization of permit restrictions for OSOW size and weight across state lines, permit auto issuance of “routine superloads,” and maintain and preserve OSOW corridors, which includes port access and utility and railroad coordination. Curt Witynski and Phil Mroczkowski provided some background on how municipal streets provide critical connections between freight generating businesses and transportation modes (i.e. roadways and ports). They stated that ensuring OSOW freight can travel safely and efficiently from and to its destination is a challenges for local municipal public works departments in Wisconsin. Their potential recommended solutions included balancing planning and design approaches, which considers the needs of various stakeholders, and create corridors or a designated OSOW freight network that can preserve certain roadways that can accommodate OSOW freight.

- **OSOW & the Local Infrastructure Tabletop Discussion (11:30 a.m.)**

- Freight Advisory Committee and WisDOT’s Freight Policy Administrators Group

The OSOW & the Local Infrastructure Panel Presentation led into a tabletop discussion. The discussion served as a forum for WisDOT and the FAC to discuss and identify potential opportunities to enhance OSOW freight mobility and safety in Wisconsin. To identify tangible steps WisDOT may take either solely or in partnership with stakeholders to address OSOW challenges and needs, a series of questions were discussed by the FAC.

A brief summary of the themes captured from the tabletop discussion questions is provided below. The complete tabletop results were summarized and included in the *Summary Report of the April 2016 FAC Meeting*.

- Lack of uniformity on corridors between states – even municipalities
- Road designs and features for safety impede OS loads
- Why not Interstate Highways?

- Number of permits needed
 - Financial impacts of time, distance in out-of-way routings
 - Automated permit system doesn't integrate local roads
 - Manufacturers not designing for transportation systems available
 - Need more communication with shippers of "big stuff" to better identify needs; capabilities
 - Support for "Hauler's Hotline" – not sure of all the contacts you need to make for large moves
 - Issues on local roads – can't get to final destination on posted roads
 - Need for priority routes to remain unimpeded – share maps to direct movement to those routes
 - Improve routes into and out of ports
 - Can't overlook safety
- **Fixing America's Surface Transportation (FAST) Act (12:45 p.m.)**
 - Federal Highway Administration (FHWA) Division Administrator Michael Davies
 - WisDOT Federal Relations Officer Daniel Yeh

FHWA Administrator Michael Davies started his presentation by providing background on the Fixing America's Surface Transportation (FAST) Act. He stated that the FAST Act was signed by President Obama on December 4, 2015. The FAST Act is the first long-term transportation authorization act passed by Congress in a decade. The FAST Act provides five years of funding certainty for infrastructure planning and investment. In addition, the FAST Act includes two new freight programs: (1) a freight formula program and (2) a discretionary (grant) program for nationally significant freight and highway projects. FHWA Administrator Davies stated that the FAST Act requires states to have State Freight Plans and encourages states to have Freight Advisory Committees.

WisDOT Federal Relations Officer Daniel Yeh indicated that there were a number of specific trucking provisions, such as: hazmat exception for agricultural haulers of diesel fuel, fluid milk classified as a non-divisible load, and CNG-fueled trucks are allowed a gross vehicle weight of 82,000 pounds (based on axle weight and spacing). He also provided an overview of the Federal Interstate tolling pilot program and reminded the FAC members that 2016 TIGER discretionary grant applications were due on April 29, 2016.

- **Supply Chain & Logistics in Wisconsin Panel Presentation (1:15 p.m.)**
 - WisDOT Economic Development Officer Brad Basten, Panel Facilitator
 - Panel Members
 - Steve Rose, Logistics Council of Milwaukee
 - Jen Pino-Gallagher, Madison International Trade Association
 - Dr. Richard Stewart, University of Wisconsin – Superior

Panel Facilitator and WisDOT Economic Development Officer Brad Basten started the panel presentation and discussion by introducing each of the three panel members. Steve Rose discussed Wisconsin's 37 key statewide industries that generate over \$36 billion in Gross State Product. He then highlighted where those industries are located in the state. Later he discussed intermodal container shipments into the Midwest and alluded that Chicago is a rail bottleneck. Jen Pino-Gallagher explained exporting benefits, such as higher revenue, faster revenue,

stronger workforce, greater productivity and higher valuations. She then stated that Wisconsin ranks 20th in the nation in total value of merchandise exports. 8,737 companies exported from Wisconsin locations in 2013 and an estimated 130,000 jobs are supported by the Wisconsin merchandise exports. Wisconsin's top export destinations includes Canada, Mexico and China. Dr. Richard Stewart gave a primer on the topic of supply chains by stating that supply chain's goal is to meet customer satisfaction with the lowest total landed cost. Supply chains involve goods, information and money. Supply chains can be very complex and partnerships are critical for efficient supply chain operations. He then provided his thoughts on establishing some common supply chain themes, which included:

- Finding adequate transportation funding to keep up with the price increases in maintenance and paying for new projects will be essential in Wisconsin having a reliable transportation network.
- The need to establish multi-modal priorities that create reliable safe transportation systems will be needed to make the best use of limited funds.
- Being able to integrate technology and trends into the planning and operational processes will be a continuing challenge.

Dr. Stewart stated that there are many supply chain challenges, which include physical access that will need to be preserved, public awareness and acceptance that the cost of transportation infrastructure will use a higher portion of all governments' budgets, and the State will need to develop a State transportation policy for all five modes that has a global perspective and meetings local needs.

- **Supply Chain & Logistics in Wisconsin Tabletop Discussion (2:10 p.m.)**
 - Freight Advisory Committee and WisDOT's Freight Policy Administrators Group

The Supply Chain & Logistics Panel Presentation led into a tabletop discussion. The discussion served as a forum for WisDOT and the FAC to discuss WisDOT's role relative to supply chains and logistics. WisDOT sought to identify the best practices that promote a healthy environment for logistics and supply chain operations, and learn more about current and emerging challenges. To better understand these perspectives, a series of focused questions were discussed by the FAC.

A brief summary of the themes captured from the tabletop discussion questions is provided below. The complete tabletop results were summarized and included in the *Summary Report of the April 2016 FAC Meeting*.

- Reliability/confidence in delivery times more important than speed
- Need to find greater efficiencies on Chicago interchange
- WisDOT needs better awareness of supply chain metrics/operations
- WisDOT needs to be more involved with stakeholders, including data collection/analysis
- Companies need to be more open with their data and business plans
- Technology opens doors to accurate and instant data collection; also for automated vehicles
- Security looms as ongoing concern
- Industry expects WisDOT to address chokepoints/growing congestion
- WisDOT needs to not overlook local roads and their first/last mile importance
- Support growing for more public-private partnerships

- **Wisconsin State Freight Plan (2:40 p.m.)**

- WisDOT Bureau of Planning and Economic Development Director Donna Brown-Martin

Bureau of Planning and Economic Development Director Donna Brown-Martin provided a status update on the Wisconsin State Freight Plan (SFP). The SFP will link freight specific transportation policy to planning and investment decisions. The SFP will also provide a framework to guide freight-focused improvements and investment decisions aimed at supporting the condition and performance of the state's multimodal transportation system. The role of the FAC will assist WisDOT in the development of, and subsequent updating of, the SFP.

Since the September 2015 FAC meeting, WisDOT has held a series of broad-based public meetings and consulted with many stakeholders (environmental agencies, Native American Indian tribes, Metropolitan Planning Organizations, Regional Planning Commissions, FAC membership groups and non-FAC membership groups). WisDOT is thankful for the feedback the stakeholders have been providing. By late-summer, a draft SFP will be released for public comment and by early-fall public meetings will be held on the draft SFP. In winter of 2016 the SFP will be adopted and published. The SFP webpage is: <http://wisconsinfreightplan.gov/>

- **Great Lakes Basin Railroad (3:00 p.m.)**

- WisDOT Bureau of Transit, Local Roads, Railroads & Harbors Director John Alley
- WisDOT Office of General Council Attorney Kathleen Chung

There is a proposed 278 mile freight railroad bypass of Chicago from near LaPorte, Indiana to near Milton, Wisconsin. The name of the freight railroad is the Great Lakes Basin Railroad. This proposed railroad would connect to Class I and regional railroads, which would include a Wisconsin & Southern Railroad segment (Waukesha to Milton). There is a 200' wide right of way Greenfield development associated with this proposed railroad. On March 18, 2016 the Surface Transportation Board (STB) issued a Notice of Intent (NOI) to begin the environmental process. WisDOT is monitoring with interest and reaching out to stakeholders about the STB process. There will be a public meeting scheduled on April 18th at Janesville Craig High School in Janesville, Wisconsin. There will also be public meetings in Illinois and online April 27, 2016. The STB contact is: Dave Navecky, Surface Transportation Board, Docket No. FD35952, 395 E. Street SW Washington, DC 20423-0001. The website is: <http://greatlakesbasinraileis.com/index.html>.

- **FAC Focus for Future Meetings (3:15 p.m.)**

- WisDOT Deputy Secretary Paul Hammer

Deputy Secretary Hammer indicated that the next FAC meeting will take place in October 2016. Some potential topics for the fall 2016 FAC meeting include: Draft Wisconsin State Freight Plan, Freight-Related Technological Innovations, Ports and Harbors, Coordination and Partnerships and Freight Operations and Safety. Deputy Secretary Hammer suggested that when FAC members fill out the participation evaluation survey, to indicate what topics they would like to focus on at the fall 2016 FAC meeting, but also for the planned Governor's Freight Industry Summit. The results will help structure the agendas for both events.

- **Closing Remarks (3:25 p.m.)**
 - WisDOT Deputy Secretary Paul Hammer

Deputy Secretary Hammer thanked the FAC for their participation the FAC meeting. He stated that each FAC member brings a unique and valuable perspective to help WisDOT to better understand current and emerging concerns. The FAC members and WisDOT share the same goal of a safe and efficient transportation system that supports freight movement and serves the needs of works and businesses in Wisconsin.

A Summary Report of the April 2016 FAC Meeting will be issued capturing the results of the FAC's input from the April 14th FAC meeting. He reiterated the FAC's advice will assist in supporting safe and efficient freight transportation in Wisconsin.

The next FAC meeting will likely be in October 2016 and would take place in central or northern Wisconsin. The Governor's Freight Industry Summit would likely take place the day following the fall FAC meeting and will be held at the same venue as the October 2016 FAC meeting. The FAC Planning Team will send a follow-up to the FAC informing them of the next meeting date and location along with a copy of the April 14th minutes and *Summary Report of the April 2016 FAC Meeting*.