

**Wisconsin Freight Advisory Committee (FAC)**  
**Meeting Minutes from Tuesday, May 16, 2017**  
9 a.m. to 2:30 p.m., Madison, Wisconsin

**FAC Members Present:** Dan Bahr, George Bichanich, Mark Brehmer, Tom Bressner, Ron Chicka, Jason Culotta, Mike Davies, Jerry Deschane, John Easter, Brian Elliott, Dean Haen, Michael Hahn, Mike Halsted, Kathy Heady, Dan Johnson, Peter Kammer, Jeff Kitsembel, Wayne Kokta, Larry Krueger, Jeff Landin, Tony Langenohl, Ken Lucht, Jeff Lyon, Mark Oesterle, Dr. Ernie Perry, Jen Pino-Gallagher, Henry Schienebeck, Yash Wadhwa, Tammy Wagner, Michael Welsh, Paul Zimmerman.

**Wisconsin Department of Transportation (WisDOT) Members Present:** John Alley, Brian Ausloos, Brad Basten, Donna Brown-Martin, Rebecca Burkel, Kris Canto, Jen Esser, Jeff Gust, Randy Hoyt, Dewayne Johnson, Rich Kedzior, Dave Leucinger, Andrew Levy, Aaron Michelson, Dan Mulder, Dave Ross, Bob Seitz, Dave Simon, Dustin Sweeney, Aileen Switzer, Dan Thyes, Matt Umhoefer

**Speakers and Guests:** Sabina Dhungana, Mary Forlenza, Karl Pinter, Erin Roth

- **Secretary's Welcome and Opening Remarks (9:30 a.m.)**
  - Dave Ross, WisDOT Secretary

Secretary Ross thanked the Wisconsin Freight Advisory Committee (FAC) members for their participation at the FAC meetings. He also thanked the WisDOT staff by recognizing the amount of work it took to plan and run the meetings. Secretary Ross stated that it was exciting that the FAC was now in its third year, and that he was looking forward to seeing the interactions among the members and between the public and private sector representatives throughout the day.

- **Recap of the October 2016 FAC and Governor's Freight Industry Summit Meetings (9:40 a.m.)**
  - Aileen Switzer, WisDOT Division of Transportation Investment Management (DTIM) Administrator

Ms. Switzer provided a brief summary of the October 12, 2016 FAC meeting, which took place in Rothschild, WI. The October 12<sup>th</sup> meeting included over 40 participants (FAC members and WisDOT representatives). During the first half of the October 12<sup>th</sup> meeting, WisDOT staff presented an update on the draft State Freight Plan, which was then followed by a tabletop discussion where FAC members were given an opportunity to comment on specific aspects of the draft Plan. Comments from that discussion, along with a similar discussion at the following day's Governor's Freight Industry Summit and numerous public outreach efforts throughout late 2016, led WisDOT to develop nine new policies for the draft State Freight Plan. During the second half of the October 12<sup>th</sup> FAC meeting, a panel discussion covered topics related to Wisconsin's ports, harbors, and waterways. The panel was again followed by a tabletop discussion where FAC members were given an opportunity to comment on specific questions that WisDOT staff had developed in advance. Closing out the FAC meeting, attendees made a site visit to the Domtar Paper Mill and cogeneration plant.

To ensure FAC members' concurrence with the results, Ms. Switzer addressed each of the questions from the ports, harbors, and waterways discussion, and asked attendees at the May

16<sup>th</sup> meeting if the points accurately covered FAC members’ concerns. No objections or additional comments were made by the members.

Ms. Switzer proceeded to briefly summarize the October 13, 2016 Governor’s Freight Industry Summit (GFIS). As noted earlier, the morning of the GFIS was largely composed of WisDOT presenting an update on the draft State Freight Plan and a tabletop discussion session where attendees could comment on the draft Plan. The afternoon of the GFIS was focused on Transportation Technologies. A three-person panel discussed the historic, current, and potential future state of technologies used in various aspects of transportation. The panel was followed by a tabletop discussion session where attendees were able to reply to specific questions related to transportation technologies that WisDOT staff had developed in advance.

A summary of both meetings can be found in the *SUMMARY REPORT - October 2016 Freight Advisory Committee and October 2016 Governor’s Freight Industry Summit* document. The document can be found online at <http://wisconsindot.gov/Documents/doing-bus/freight/fac/summ-oct2016.pdf>.

- **FAC Membership and FAC Charter (9:55 a.m.)**
  - Aileen Switzer, WisDOT DTIM Administrator

Ms. Switzer opened this portion of the meeting by welcoming new members to the FAC, including four who were in attendance at the meeting (Mark Brehmer, Michael Hahn, Jeff Kitsemel, and Wayne Kokta). The members were given an opportunity to introduce themselves to the Committee and were thanked for representing their respective organizations on the FAC.

The discussion then moved on to the FAC Charter. An overview of the Charter was provided, as well as a brief discussion of how members are appointed to the FAC. Ms. Switzer presented a WisDOT recommendation to change the Charter’s “Terms of Membership” based upon experience from the last two years. She noted that, in particular, because FAC members have been so engaged in the Committee, WisDOT no longer felt the need to maintain the idea of staggered membership/turnover in the Charter. The modified language is reflected below:

<b>April 2016 FAC Charter</b> Terms of Membership	<b>May 2017 FAC Charter</b> Terms of Membership
Terms shall be two years in length with up to 50 percent of Committee membership terms being up for appointment each year to provide staggered membership. The Secretary reserves the right to renew or extend the term of any existing Committee member. Terms begin and end on July 1 and June 30 respectively of the calendar year.	Terms shall be two years in length. The Secretary reserves the right to renew or extend the term of any existing Committee member. Appointments to the Committee are dependent on the individual maintaining their position within their organization at time of appointment.

A motion was made and was seconded. The voting members in attendance, which constituted a quorum, approved the changes to the FAC Charter unanimously. The updated Charter can be found online at <http://wisconsindot.gov/Documents/doing-bus/freight/fac/charter.pdf>.

- **State Freight Plan - Status Update (10:10 a.m.)**

- Donna Brown-Martin, WisDOT DTIM

Following the vote on the FAC Charter, Ms. Brown-Martin provided a brief update on the status of the draft State Freight Plan. She discussed how the draft Plan and System-plan Environmental Evaluation were available for public comment from December 9, 2016 to January 23, 2017, and how WisDOT conducted three Public Hearings in December 2016.

Ms. Brown-Martin concluded by noting that WisDOT staff are in the process of incorporating the feedback WisDOT received.

- **Proposed Policies From Draft State Freight Plan and Future Topics/Issue Areas - Presentation and Survey Results (10:40 a.m.)**

- Matt Umhoefer, WisDOT DTIM

Mr. Umhoefer noted that comprehensive public involvement, such as the large number of comments received on the draft State Freight Plan from the October 2016 FAC and GFIS attendees, helps ensure WisDOT's long-range plans and recommendations reflect the interests, issues, and concerns of the state's transportation system users. In the case of the draft State Freight Plan, the comments prompted WisDOT to develop changes to the plan to address some key issues.

Mr. Umhoefer noted that in compiling comments on the draft Plan, individual ideas or suggestions were separated and sorted by theme to aid in analysis. These themes, as well as specific ideas or suggestions, were reviewed by WisDOT in conjunction with the draft Plan's existing language to develop a complete picture of stakeholder interests and concerns.

Mr. Umhoefer proceeded to list the nine policies which were developed in response to comments on the draft Plan, along with details on why they were created. The policies, in no particular order, are:

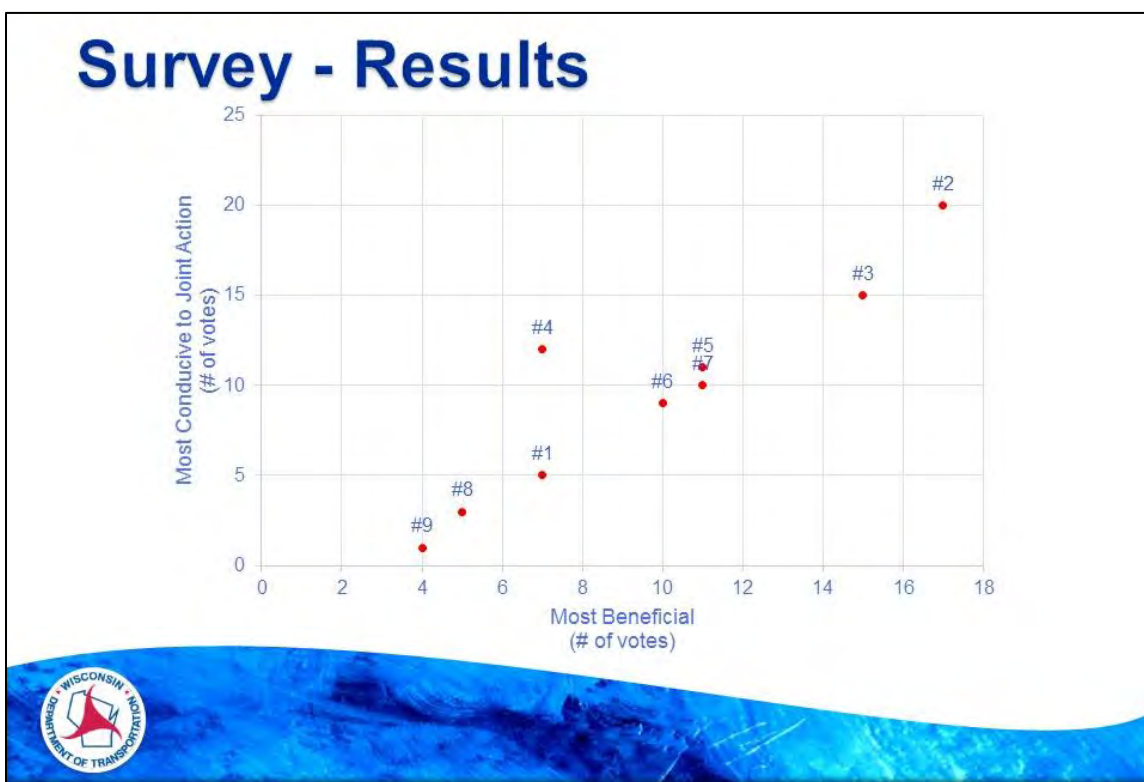
1. WisDOT will continue to coordinate with state, regional and international partners, as well as explore the development of a maritime strategy for Wisconsin, to support maritime transportation as part of a safe, efficient and seamless freight transportation system.
2. WisDOT will work with stakeholders to facilitate a discussion to develop an intermodal strategy for Wisconsin.
3. WisDOT will review the department's project development process and design standards to incorporate the needs of freight system users.
4. WisDOT will provide information to communicate and educate industry and the general public on pertinent freight topics and issues.
5. WisDOT will leverage the data, tools and methods developed through the freight plan to inform project prioritization and investment decisions, as well as provide them for DOT partners.
6. WisDOT will continue to work with other states to identify harmonization opportunities.
7. WisDOT will investigate ways to simplify, streamline and provide more permitting options.

- 8. WisDOT will continue its efforts to promote safe rail crossings throughout the state.
- 9. WisDOT will monitor national best practices and other initiatives related to reducing freights impact on the environment.

As part of the online survey sent in advance of the May 16<sup>th</sup> meeting, FAC members were asked the following questions, with the explanation that participation would help WisDOT identify future areas to focus the FAC and would help drive the morning tabletop discussion session.

- 1) Of the nine policies listed, which three do you view as being most beneficial both to your sector/industry and the citizens of Wisconsin?
- 2) Of the nine policies' goals, which do you view as the three most conducive to being achieved through joint WisDOT-FAC action?

After thanking members for their votes, Mr. Umhoefer displayed the responses to the questions.



The survey's results indicated members believed policies 2, 3, and 5 (as listed above) had the greatest combination of being beneficial and conducive to joint action. In transitioning to the tabletop discussion session that followed this presentation, Mr. Umhoefer asked the attendees to help "brainstorm" ideas by which policies 2, 3, and 5's goals could be made to work for everyone's benefit.

- **Proposed Policies From Draft State Freight Plan and Future Topics/Issue Areas - Tabletop Discussions (11:05 a.m.)**
  - Freight Advisory Committee and WisDOT's Freight Policy Administrators Group

The Proposed Policies From Draft State Freight Plan and Future Topics/Issues Areas presentation led into a tabletop discussion. The discussion served as a forum for WisDOT and FAC members to identify potential ways in which the policies goals', as identified, could be reached. To aid in discussion, the following three specific questions were asked:

- 1) How can WisDOT and FAC members work together to pursue the policies' goals?
- 2) What other organizations are crucial to successfully implement these policies?
- 3) What barriers do you foresee?

In addition to policies 2, 3, and 5 (as listed in the preceding section), members were given an opportunity to offer why one of the other policies should be considered for joint WisDOT-FAC action.

The results of the tabletop discussion session are included in Part I of the appendix to this document.

- **SE Wisconsin Freight Preservation - Presentation (11:45 a.m.)**
  - Aaron Michelson, WisDOT DTSD

As part of a follow-up from the April 2016 FAC meeting where Oversize/Overweight (OS/OW) issues were discussed, Mr. Michelson provided a presentation on freight preservation efforts in southeast Wisconsin.

He discussed the various challenges OS/OW freight faces, including infrastructure improvements where safety must be balanced with freight mobility and accessibility, and roadway design constraints where both height and length/width concerns must be taken into account. He then discussed how the Southeastern Wisconsin OS/OW Working Group had established its mission, that of being an intergovernmental initiative to address multi-jurisdictional OS/OW mobility issues with comprehensive stakeholder engagement, and its goals, including the identification, mapping, and preservation of a "Milwaukee High Clearance Route", stretching from a large company in West Allis to the Port of Milwaukee. This route has been included in the draft State Freight Plan. Mr. Michelson noted additional accomplishments, including the creation of an enhanced freight network map, and the completion of three intersections/ramp modifications which are now more conducive to OS/OW freight traffic.

Mr. Michelson concluded by listing areas in which the Working Group is currently focusing its efforts. These include private sector coordination to determine the costs of relocating utility equipment, WisDOT staff's development of a master list of OS/OW generators in southeast Wisconsin, and the facilitation of discussions between the City and Port of Milwaukee and local governments regarding a possible "Southern Milwaukee County Route".

- **Great Lakes Basin Railroad - Status Update (12:45 p.m.)**

- John Alley, WisDOT DTIM

Mr. Alley provided a brief status update on the Great Lakes Basin Railroad (GLBR). As currently planned, the GLBR would build an approximately 260-mile railroad from northwestern Indiana to southern Wisconsin, bypassing Chicago and significantly reducing the transit time associated with trains transiting the southern end of Lake Michigan. Mr. Alley noted that the company associated with the GLBR, Great Lakes Basin Transportation Incorporated, had filed its formal application with the federal Surface Transportation Board (STB) on May 1, 2017. The STB has no formal deadline to complete its review of the application.

- **Legal Weight Trucking Panel Presentation (12:50 p.m.)**

- Facilitator: Dan Mulder, WisDOT DTSD
- Panel Members
  - Dan Johnson, Wisconsin Motor Carriers Association (WMCA)
  - Mark Oesterle, Federal Motor Carrier Safety Administration (FMCSA)
  - Karl Pinter, Chippewa Valley Technical College (CVTC)

Mr. Mulder, the panel's facilitator, began the session by introducing each of the panelists and thanking them for their participation.

Mr. Johnson provided an overview of WMCA, noting that its membership was not only comprised of companies utilizing an over-the-road, "long haul" business model, but also companies that operated regionally. He emphasized the breadth of industries WMCA members operated in, from traditional freight to motor coaches to milk haulers to towing companies to moving companies. Mr. Johnson stressed the biggest challenge facing WMCA members was the shortage of drivers. Given the combination of an aging workforce and an expected increase in future freight traffic, companies are actively looking for solutions to the challenge. Mr. Johnson also raised concerns over the impact of changing agricultural operations on local roads, using milk haulers as an example. The consolidation of dairy operations in Wisconsin has led to greater milk production from a smaller number of facilities; this, in turn, has led to industry interest in creating exceptions to weight limits for milk transportation. The existing weight limits on most local roads do not allow all of the milk to be collected at these larger facilities in a single visit, and the additional time and halt in flow needed for a second collection runs counter to rules for safe handling of milk. Mr. Johnson offered his appreciation for WisDOT's efforts in working with WMCA to help find a solution on this issue.

Mr. Oesterle provided an overview of FMCSA, covering everything from its overall mission statement, to its responsibility for development and enforcement of Federal Motor Carrier Safety Regulations, to its responsibility for conducting or funding all compliance reviews and safety audits. He displayed charts illustrating how the number of trucking-related fatalities tracked with economic conditions. Mr. Oesterle said that data drives federal and state-level compliance reviews of carriers, highlighting the fact that companies that have the poorest safety record receive the most scrutiny. He provided a definition of a Commercial Motor Vehicle (CMV), noting different level tiers exist starting at 10,000 pounds, and discussed the fact that Commercial Drivers Licenses (CDLs) are not required to operate many vehicles under 26,000 pounds. He noted there are many safety issues in the 10,000-26,000 pound range which merit FMCSA oversight. Mr. Oesterle displayed a map of Wisconsin with examples of ways in which a

company could be considered to be conducting interstate movement. He also discussed truck drivers' medical requirements, and how FMCSA has actively tried to help ensure drivers can find Certified Medical Examiners through a web-based portal. Lastly, he also addressed the Electronic Logging Device rules that require electronic logging of drivers' hours of service and said that, barring legislative action, paper logs will almost entirely be phased out by the end of the year.

Mr. Pinter provided a general overview of CVTC and discussed the CVTC's Truck Driving Program, as well as related programs such as Diesel Technician and Electrical Power Distribution. Across the state's technical colleges, there are roughly 600 slots in Truck Driving programs, with 80 of those slots at CVTC. In addition to CVTC's Truck Driving Program, other CVTC programs are capable of graduating roughly 70 Class A CDL holders each year. He described the College's recruitment strategy, including the use of "Open Houses" and why CVTC feels discussing truck driving, as a career, with children at elementary and middle school level may have future benefits. Mr. Pinter noted that a bad driving record in high school can follow a young adult and prevent them from ever being employable as a truck driver. According to CVTC, 87% of people who sign up for the Truck Driving Program actually show up on the first day of class. Of those who begin the Program, there is a 99% retention rate.

Following the panelists' presentations, Mr. Mulder asked the panelists a series of questions. Topics included:

- Inspections and audits of motor coach operations
- The potential for a pilot program to allow limited interstate operations for drivers between 18 and 21 (they are currently prohibited from crossing state lines to operate, even if their base of operation is in a border state area)
- How trucking faces challenges from other vocational training programs in recruiting students
- Challenges from heavier milk loads at farms with larger storage tanks, and the inefficiencies involved in multiple trips
- How to attract and recruit potential minority drivers, including those for whom English is a second language (and whether the CDL requirement that drivers be proficient in English is a barrier)
- The complexities of permitting, including the disparity of weights between jurisdictions, and how to implement more of a regional approach to weight restrictions (and potentially involve other state agencies, such as DATCP)
- The need for WisDOT and counties to protect their infrastructure, including roads, bridges, and culverts as equipment gets larger
- How soon connected and autonomous vehicles might be allowed to operate, and whether that would adequately address concerns for driver shortages
- What trucking companies themselves are doing to make trucking a more appealing job choice, including programs to improve driver diet and health

- **Legal Weight Trucking - Tabletop Discussions (1:45 p.m.)**
  - Freight Advisory Committee and WisDOT's Freight Policy Administrators Group

The Legal Weight Trucking panel presentation led into a tabletop discussion similar to those conducted at previous FAC meetings. The discussion served as a forum for WisDOT and FAC members to discuss various facets of the trucking industry, including stakeholders' concerns, expectations, and their proposals for solutions to existing and emerging issues. To aid in discussion and better understand FAC members' perspectives on the topic, WisDOT staff developed questions for four focus areas:

- 1) What factors drive operations and facility development for legal-weight trucking?
- 2) What business sectors are most reliant on trucking operations? What are the origins and destinations of the goods being shipped?
- 3) Identify the primary trucking industry providers.
- 4) Identify the expectations of the trucking industry.

Each of these focus areas was broken down further into sub-questions which addressed the topics both in general, and in Wisconsin specifically.

The results of the tabletop discussion session are included in Part II of the appendix to this document.

- **Closing Remarks (2:25 p.m.)**
  - Bob Seitz, WisDOT Deputy Secretary

Deputy Secretary Seitz thanked the attendees for their participation in the meeting. He stated that each FAC member brings a valuable perspective that helps WisDOT better understand current and emerging concerns of the freight and freight-related community. Deputy Secretary Seitz noted that each week, Governor Walker requires all of his appointees to report back to the Governor's Office regarding what they did that week to improve the state's economy and make Wisconsin a better place; as result of the FAC meeting, Deputy Secretary Seitz was looking forward to writing his note that week.

Minutes and Summary Reports associated with Freight Advisory Committee meetings are posted online at <http://wisconsindot.gov/Pages/doing-bus/freight/fac.aspx>.

The next FAC meeting will likely be held in late fall 2017. The planning team will send follow-up information to FAC members as it becomes available.