



MEETING MINUTES

MAASTO Board of Directors Meeting

Tuesday, November 15, 2016

7:30 to 9:00 a.m.

Westin Boston Waterfront Hotel, Marina Ballroom I

Boston, MA

1. Welcome and Introductions

Secretary Blankenhorn

MAASTO Board members in attendance:

- Randy Blankenhorn, Secretary, Illinois DOT, MAASTO President
- Patrick McKenna, Director, Missouri DOT, MAASTO Vice-President
- Brandye Hendrickson, Director, Indiana DOT
- Paul Trombino III, Director, Iowa DOT
- Charlie Zelle, Commissioner, Minnesota DOT,
- Jerry Wray, Director, Ohio DOT

Others in attendance:

- Jeff Heck, Illinois DOT
- Paul Loete, Illinois DOT
- Omer Osman, Illinois DOT
- Justine Reisinger, Illinois DOT, MAASTO Secretary
- Jim Poturalksi, Indiana DOT
- Stu Anderson, Iowa DOT
- Mitch Dillavou, Iowa DOT
- Sandra Larson, Iowa DOT
- Lee Wilkinson, Iowa DOT
- Joel Skelley, Kansas DOT
- Patty Dunaway, Kentucky DOT
- Selena Friend, Michigan DOT
- Polly Kent, Michigan DOT
- Laura Mester, Michigan DOT
- Sonja Scheurer, Michigan DOT
- Mark VanPortfleet, Michigan DOT
- Randy VanPortfliet, Michigan DOT
- Kelby Wallace, Michigan DOT
- Dave Wresinski, Michigan DOT
- Ed Hassinger, Missouri DOT
- Jay Wunderlich, Missouri DOT
- Tim Henkel, Minnesota DOT, Planning Committee Chair
- Serge Phillips, Minnesota DOT
- David Coyle, Ohio DOT
- Rebecca Burkel, Wisconsin DOT
- Paul Hammer, Wisconsin DOT
- Joseph Olson, Wisconsin DOT
- Daniel Yeh, Wisconsin DOT

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Welcome and opening remarks were made by Secretary Blankenhorn, who discussed the importance of identifying shared issues where MAASTO can collaborate as a region.

2. Minutes of August 2016 BOD meeting in Minneapolis, MN Justine Reisinger, IDOT

A motion was made and passed to approve the minutes of the August 2016 MAASTO Board meeting.

3. Appointment of New Office Holders Secretary Blankenhorn, IDOT

Secretary Blankenhorn appointed the following individuals as committee office holders:

- Tim Armbrecht, Illinois DOT as Vice-Chair of the Motor Carrier Committee
- Bill Barnes, Illinois DOT, as Vice Chair of the Chief Counsels Committee

4. Treasurer's Report Director Wray, ODOT

The Treasurer's Report covered July 1 – October 31, 2016.

- Beginning balance: \$178,174.80
- Ending balance: \$178,223.20
- Outstanding expenses include:
 - Scholarship money not yet distributed (IL, KS, MI, MN, OH): \$50,000
 - 2016 MAASTO Delegate Registration (estimate): \$8,000
- Potential Ending Balance: \$119,581.62

Discussion held over whether or not to continue subsidizing delegate registration for MAASTO employees at annual conference. Practice began 5-6 years ago when MAASTO balances were several hundred thousand dollars. Target account balance set at approximately \$100,000. **A motion was made and passed to continue paying for MAASTO employee registration at the 2017 annual meeting in Cleveland.**

Secretary Blankenhorn reminded directors that scholarship funds from five states (IL, KS, MI, MN, OH) have not been disbursed.

5. Committee's Reports a. STIC Justine Reisinger, IDOT

The Committee recently finalized two reports, now available on-line -- MAASTO Annual Report, Workforce Diversity Best Practices. The MAASTO website now includes the revised Constitution and By-Laws following actions taken by the Board in August. STIC also researched several discretionary grant ideas for the federal alternative fuels program for discussion at today's meeting.

b. Chief Engineer's Committee Paul Loete, Illinois DOT

The group has met to discuss areas of shared concern, including: claims processes, alternative technical concepts and bidding, etc. Active collaboration is occurring around I-35 Monarch Highway pollinator corridor activities, with involvement from six states (Minnesota is the lead). The group will share responsibilities and rotate leadership on these activities; a marketing group will also be brought together.

Commissioner Zelle provided a brief follow up on the I-35 Monarch Highway group activities. The corridor provides opportunities for outside foundational support to support existing efforts and develop best practice guides. The Commissioner expressed optimism at positive future opportunities for agriculture and pollinators. Minnesota staff noted that most states working on this project are doing so in addition to their regular responsibilities. The initiative may not gather the momentum it needs unless additional staff resources are dedicated so this can a more substantial part of an individual's job duties.

c. Planning Committee Tim Henkel, MnDOT

The committee continues to share information around federal transportation reauthorization activities, as well as provide updates on the truck parking study and freight-related developments. The committee supports AASHTO restructuring proposal.

An informational proposal was shared, in follow up to Board request from August, on the establishment of a general engineering contract for use by MAASTO. The contract could support ongoing policy or

technical work for MAASTO. Further discussion will be held with other MAASTO Committees before a final proposal will be voted on by the Board at the 2016 spring meeting. Based on a survey of other states, the Committee recommended an annual budget of \$75,000, which would allow for a more easy, simple, procurement process. The contract would be established on a work-order basis. The committee was not aware if other states have jointly procured consultant services, as proposed.

A general engineering contract could be helpful, for example, in developing joint applications for discretionary federal programs on behalf of MAASTO states. MAASTO's truck parking application was cited as an example for a process that would have benefited from external assistance. With more potential federal discretionary opportunities in the future, it could benefit MAASTO to have policy and technical resources in advance of a call for projects (with a quick turnaround). A consultant contract could augment areas of collaboration around freight and freight harmonization, a later discussion item on the Board's agenda. Director Hendrickson asked the Planning Committee to provide more examples in their subsequent proposal of the types of projects this contract could support.

Administration of the contract was also discussed. The Board or a committee (new or existing) could provide oversight of the consultant process. The bigger difficulty resides in determining which state will administer the procurement process and directly overseeing the consultants. The committee recommends set up of a rolling, rather than annual, contract. The contract could either be administered, over many years, by a volunteer state, or it could be administered annually by the MAASTO president's home state. Due to the annual turnover in MAASTO presidency, it would prove difficult to tie contract administration to the president's home state if the contract was rolling (2-4 years). Iowa and Minnesota were recognized as potential volunteer states to lead a procurement.

The difference between administration of this type of contract and the contract with CFIRE for the Mid-America Freight Coalition is that MAASTO states all contribute State Planning Resource (SPR) funds for a specific scope of services, while this contract would be more vague about the scope of work so that the consultants could work on an as-needed basis as opportunities arose. The SPR funds are pooled into one fund, rather than through the MAASTO Board's account. The contract is over two years, though it was formerly four.

A motion was made and passed calling for the Planning Committee to continue development of this proposal (to be shared in advance of the next Board of Directors meeting). The Board also requested that the Planning Committee work with the Chief Counsels Committee to determine the feasibility of establishing a MAASTO entity that could procure contractual services, rather than needing to rely on an individual MAASTO state.

d. Motor Carrier Committee

Justine Reisinger, Illinois DOT

Members have been identified from each MAASTO state, with exception of Kentucky. The committee selected Scott Marion, Missouri DOT Director of Motor Carrier Services Division, as the chair. Their first conference call was held November 10, where members provided introductions, elected their chair person, discussed ideas/ goals for the committee, received a report from the Subcommittee on Highway Transport (which now reports to the Motor Carrier Committee, and discussed the need for a charter or mission statement.

e. Chief Counsel Committee

Serge Phillips, MnDOT

This committee met for the first time at the August MAASTO Conference, where they discussed areas of shared interest, including drones, FAA regulations, and request for public records. The chair will rotate based on the next state hosting the MAASTO Conference, so the new chair is Patrick Piccininni from Ohio.

6. Freight and Technology – Opportunities for Collaboration Secretary Blankenhorn

Continuing a theme started by former MAASTO President Charlie Zelle, Secretary Blankenhorn led discussion over another topic that unites MAASTO states and could be a potential area for collaboration over the next year – freight and technology. Discussion focused on how we could collaborate, and

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whether another convening to be held in the spring, similar to what Michigan hosted on autonomous vehicles in April 2016, would be worthwhile to further engage on this topic of shared interest. Illinois was willing to host in Chicago, a convenient location for senior leadership from MAASTO states to visit. Lots of freight activity coming from/ going to MAASTO states comes through Chicago area, often with negative impacts due to congestion. For example, one topic could be helping contextualize the benefits of freight investment – public vs. private benefit; contextualizing multistate benefits and project delivery mechanisms that cross state lines.

Director Trombino briefly discussed Iowa's project on Interstate 380 (between Cedar Rapids and Iowa City), through which they contracted with HERE to map the corridor horizontally and vertically. The project engages HERE's cloud to think about how information is shared between vehicles to facilitate autonomous vehicle movement with real-time information. Granular data can be used to project into the future, which will help us with future planning in the corridor. This could be particularly helpful during winter storms and making roads more safe, especially for freight movement.

Multi-state collaboration on the St. Lawrence Seaway is a good example of a tremendous effort around an area very important to Great Lakes states (and those surrounding). This is an instance where, if states don't collaborate and deal with issues as a region, no one is going to take the lead.

Commissioner Zelle agreed with the value of meeting an additional time during the year to put heads together on these shared issues. An additional summit may not be needed every year, but if there's something to discuss, and there seems to be this year on the topic of freight, he felt MAASTO should get together. The Great Lakes System was a good example – learned it was really an onion that once peeled back one realizes what an untapped resource – previously no shared inventory of assets or understanding of constraints. This is more than just collaborating to get a grant, though funding is always involved. If we don't figure this out, we risk losing freight movement through our region.

Director McKenna echoed that the topic of freight movement unites the MAASTO region more than other areas. Understanding the origination and termination of freight movements could be helpful to target our shared investments. It can be beneficial to know where bottlenecks are and to support efforts that go beyond our own states. Having shared plan can help justify extending political support for projects outside of our own state.

Director Wray also felt this topic was worth pursuing. All states are required to have a freight plan – could be a good opportunity to put them together and see where they fit. How can MAASTO look into cross-border cooperation, which could be useful in discussions with the private sector – states can't necessarily tell the private sector what to do. He cited an example cited where Ohio supported a private intermodal project to help redirect freight movement around Chicago, which potentially was not in Ohio or the Midwest's best interest. Ohio did not consult other states on potential impacts at the time.

Director Trombino cited that many private freight companies often view states as the inefficiency in the transportation system that they have to work around. He discussed inviting private sector partners into a discussion on how MAASTO states can be better partners and address their needs. A summit could provide an opportunity to learn how businesses view our freight network, especially shippers and where the bottlenecks are.

Commissioner Zelle highlighted the challenges with ever-changing technology. Freight is evolving, and technology has changed the nature of the business – not just shipping big commodities. Logistics is becoming very specialized and complicated. Minnesota is nearing completion of its freight plan, held a freight roundtable with industry and was joined by WisDOT representatives as well. Members of

Minnesota's Freight Advisory Committee, which assist in plan development, suggested putting plans together with the neighboring state once complete. An example was discussed related to CSX's double-stacking of containers on the east coast. There is a need to make improvements to freight facilities in our region to accommodate that movement. For example, there is an opportunity to develop a logistics park in Cedar Rapids, yet there is a point of constraint in a different state that freight would be coming from. Spending money in other states can open up opportunities in our own along the same corridor..

By collaborating on this topic, instead of states trying to chase capacity on the highway system, the MAASTO can better handle intermodal container movements. If the new administration emphasizes tax credits and public-private partnerships, it could lend itself to regionally significant projects. It may benefit MAASTO states to be working together now to prepare for those opportunities. Right now, the only other region in the country organized this way is on the I-95 corridor, but they're just focused on one corridor. There was interest in exploring an opportunity for Midwest states to take a larger approach and a multimodal focus.

A motion was made and passed to have the STIC and Planning Committees make a plan for a potential spring workshop in Chicago around the topic of freight. A proposal will be shared in early 2017.

7. Potential Resolutions from MAASTO BOD

Secretary Blankenhorn

Secretary Blankenhorn gauged the group's interest in passing a resolution. He asked if there were topics that would be unique to Midwest states that couldn't be done individually or via AASHTO. For example, there was past collaboration on a resolution for Midwest High-Speed Rail that was seen to be effective. One example could be to call on the federal government to fund the new Soo Lock.

A motion was made and passed asking STIC to identify potential resolutions for the MAASTO Board to consider.

8. Updates on MAASTO Priorities and Strategies

a. Alternative Finance Grant Opportunities

Daniel Yeh, WisDOT

At the summit in Michigan, STIC was asked to pull together ideas for the federal alternative funding grant program (to submit in 2017). Four concepts were shared at the MAASTO annual meeting, and one was eliminated. Literature reviews were conducted on the three remaining topics. STIC also monitored the first round of grants awarded. The bulk of federal funding was awarded to pilot projects. There is a bit of uncertainty on the future of the program give the change in administration. The remaining funding for the program may all be awarded in the next call for projects (rather than spread out over a number of years).

Concepts discussed:

- Bridging the transition between fuel tax and user fee funding
- Developing a pilot-ready prepaid manual mileage fee system for passenger vehicles
- Examination of alternate registration fees for heavy trucks

Secretary Blankenhorn asked which option would best fit what U.S. DOT seems to be looking for based on the first round of awards. The most unique proposal is the examination of alternative registration fees for heavy trucks – this would most uniquely add to the country's knowledge base. The others are more redundant with ongoing activities happening across the country. Other directors agreed this would be the best topic to pursue. No one sure when the next solicitation will come out, and once it does the turnaround time will be brief. It may benefit MAASTO to have a consultant contract on board to assist with this application process.

A motion was made and passed to continue refining development of a proposal to examine alternative registration fees for heavy trucks as a potential shared project for the federal alternative funding grant program.

b. Truck Parking TPIMS

Chris Herrick, KDOT

The project has reached the 30 percent design phase and will soon be moving into final design once two agreements are signed. Phase two will outline how the group moves forward in terms of grant reporting, marketing, and branding. Performance measures will also be established. The project is still on schedule for completion in September 2018, then performance via metrics will be evaluated between 2018-21. So far this has been a good project with many valuable lessons learned.

9. Annual Meeting Update

MnDOT/ OhioDOT/ MDOT

Minnesota was proud to host the conference and collaborate with local tribes. The budget is not final, though it is estimated MAASTO will owe \$6,900 to the University of Minnesota, which helped with planning. A list of registrations by state was shared.

Ohio will host the MAASTO Conference this year July 25-27, 2017. Theme is "Rock this Way" with the host state night event to be held at the Rock and Roll Hall of Fame. The Indians will be playing a home game, and all events will be within walking distance of the hotel.

In 2018 the conference will be hosted in Traverse City, Michigan August 27-29. The hotel has agreed to keep rates through the Labor Day weekend for those wishing to extend their stay. The theme is "Connecting Governments and Transforming Lives."

10. Open Discussion

Secretary Blankenhorn mentioned that Illinois may be asking for letters of support from MAASTO states for its upcoming FASTLANE application for a freight project that will have regional and national benefits.

11. Adjourn