Idaho Freight Summit
2018

Building Idaho’s Economy

April 10, 2018
Idaho Freight Summit

Jerry Whitehead
Chairman
Idaho Transportation Board

YOUR Safety ➔ YOUR Mobility ➔ YOUR Economic Opportunity
ITD Freight Program

Jeff Marker
Freight Program Manager
Freight Program

- Idaho Statewide Freight Strategic Plan
- Freight Advisory Committee
- Freight Formula Funded Projects
  - Critical Freight Corridors
- 129K Pound Trucking
- Coalition Participation
Statewide Freight Strategic Plan
Freight Program

- Idaho Statewide Freight Strategic Plan
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- 129K Pound Trucking
- Coalition Participation
Government Affairs Update

Ramón Hobdey-Sanchez
ITD Government Relations

YOUR Safety  ➔  YOUR Mobility  ➔  YOUR Economic Opportunity
Idaho’s Long Range Transportation Plan

Ken Kanownik
ITD Transportation Planner
LONG-RANGE TRANSPORTATION PLAN
2018 Freight Summit

April 10, 2018
Riverside Hotel and Conference Center
Boise, ID
Introduction to Long-Range Transportation Plan

- Vision & Guidance Document
- Informative for Staff, Partners & Public
- High Level Guidance
- Decision Making Tools

- **NOT** a list of projects (ITIP)
- **NOT** a Funding Scenario
Schedule

High Level Schedule:

- **March-April** – Public/Stakeholder Involvement
- **April-September** – Board Presentations – Produce Draft Plan – Start Public Comment
- **October-November** – End Public Comment -Board Review/Adoption

Key Dates:

**Stakeholder Meetings***

- District 1 - April 25, 2018
- District 2 - March 12, 2018
- District 3 - April 23, 2018
- District 4 - April 11, 2018
- District 5 - March 22, 2018
- District 6 - March 7, 2018

**Board Meetings**

- April - D2 – Introduction
- May – D5 – Reporting & PI Summary
- June – D4 – Transportation System & Data
- July – D6 – New and Emerging Technologies
- August – D1 – Modal Planning
- September – D3 – Wrap Up, Draft Plan

*details at the end of presentation
What to Expect

- Long-Term Strategy on Planning Activities
- Understand How and Why on Decision Making
- Support Innovative Culture

Two content examples
Planning Activities
Public Involvement Spectrum

Modal - Guidance
Modal – Project Recommendation
Corridor
District
State Highway
System Management

Public Input
Data Assisted Engineering Decision

Note – All Projects Go Through the ITIP Public Comment Period
New and Emerging Technologies
Work Group Members

- Jeff Marker – Freight – Chair
- Amy Smith – DMV
- Juan Oleaga – ETS
- Matthew Moore – Legislative
- Chapman Munn – Data/Programming
- Ned Parish – Research
- Pat Carr – DMV
- Randy Gill – AASHTO AV Committee
- Bob Koeberlein – ITS
- Chris Peirsol, District 5
- Liisa Itkonen – COMPASS, Transportation Planning Lead
Public Involvement

- Metroquest Survey
- Public Information Meetings
- Targeted Public Involvement
- Open Invitation to Meet
Welcome

Voice your input on Idaho's transportation future!
The Idaho Transportation Department is currently updating its Long-Range Transportation Plan. This is an opportunity for residents, businesses and organizations in Idaho to weigh in on the direction of ITD through the year 2040.

ITD builds and manages U.S., Interstate and State routes. The department also helps cities and counties manage airports, and helps with public transportation efforts. ITD operates with an annual budget of $721 million. Source: 2017 ITD Quick Facts.
Professional Involvement

- Stakeholder Workshops
- Whiteboard Exercise
- Scenario Planning
Interactive Exercise

Mobility Investments
Choose the option that best shows which tradeoff you prefer

Freight and Commerce

Neutral

Commuters and Transit

Mobility Investments
Freight vs. Commuters
Questions/Discussion
Stakeholder/Public Meeting Details

- **March 7** – District 6 – TRPTA Admin Building, 1810 W. Broadway Idaho Falls, Idaho 83402
  > Stakeholder Meeting – 3:00 PM
  > Public Meeting – 6:00 PM

- **March 12** – District 2 – D2 HQ - 2600 Frontage Rd Lewiston, ID 83501
  > Stakeholder Meeting – 4:00 PM

- **March 22** – District 5 – D5 HQ - 5151 S 5th Ave Pocatello, ID 83204
  > Stakeholder Meeting – 4:00 PM

- **April 11** – District 4 – D4 HQ - 216 S Date St Shoshone, ID 83352
  > Stakeholders Meeting – 4:00 PM

- **April 23** – District 3 – New Plymouth Elementary - 704 S Plymouth Ave, New Plymouth ID 83655
  > Stakeholder Meeting – 4:00 PM

- **April 25** – District 1 – D1 HQ - 600 West Prairie Ave, Coeur d’Alene, ID 83815
  > Stakeholder Meeting – 3:00 PM
  > Public Meeting – 7:00 PM

- **May 3** – District 3 – COMPASS - 700 NE 2nd Street, Meridian, ID 83642
  > Stakeholder Meeting – 2:00 PM
  > Public Meeting – 6:00 PM
Research Program

Dr. Eric Jessup                             Dr. Sal Hernandez
Co-Director                              Assistant Professor
Freight Policy Transportation Institute  School of Civil and Construction Engineering

WASHINGTON STATE UNIVERSITY

Oregon State University

YOUR Safety • • • ➤ YOUR Mobility • • • ➤ YOUR Economic Opportunity
Idaho Statewide Freight Data & Commodity Supply Chain Analysis

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541-737-4740

April 10, 2017
PROJECT TASKS & DELIVERABLES

Task 1: Assemble Research Advisory Committee

Task 2: Inventory & Assessment of Existing Freight Data Sources

  Deliverable 1: Interim Report 1: Freight Data Inventory

Task 3: Development of Freight Data Collection Plan

  Deliverable 2: Interim Report 2: Freight Data Collection Plan

Task 4: Implementation of Freight Data Collection Plan
PROJECT TASKS AND DELIVERABLES

Task 5: Compile Freight Data into GIS Database (ArcGIS)

Deliverable 3: Freight Database & Statewide Freight Data Dictionary

Task 6: Idaho Freight Data & Supply-Chain Analysis

Deliverable 4: Interim Report 3: Key Freight Supply-Chains in Idaho

Task 7: Draft Report, Peer & Advisory Committee Review

Deliverable 5: Draft Report

Task 8: Final Report

Deliverable 6: Final Report & ITD Presentation
### Timeline

**Work Tasks**

1. **Task 1** Assemble Research Advisory Committee
2. **Task 2** Inventory & Assessment of Freight Data Sources
3. **Task 3** Freight Data Collection Plan
4. **Task 4** Data Collection Implementation
5. **Task 5** Compilation of Freight Data into Geographic Database
6. **Task 6** Idaho Freight Data & Supply Chain Analysis
7. **Task 7** Draft Report & Review
8. **Task 8** Final Report & Presentation

**Deliverables**

- Deliverable 1:
- Deliverable 2:
- Deliverable 3:
- Deliverable 4:
- Deliverable 5:
HIGHLIGHTS OF DELIVERABLE 1:

Common Existing Freight Data Sources:
- FAF
- USDA
- STB
- USACE
- ITD / WIM
- CVISN – Nor-Pass

Avenues for Supplementing Freight Data
- GPS Transponder Data (EROADs)
- Freight Survey
  - Roadside, establishment, online, phone, email, combination
  - Vehicle Video / Image Capture and Processing

Trade-Offs Associated with Each Approach
HIGHLIGHTS OF DELIVERABLE 2:

Identify Key Industry & Economic Clusters:

- Ag & Food Processing
  - Grain, Dairy, Hay, Potato, Cattle
- Forest Products / Construction
  - Mills
- Computer & Electronic Manufacturing
  - Micron, HP, ON Semiconductor, HK Hynix
- Healthcare Services
  - Hospitals
- Mining Minerals
- Transportation/Equipment Manufacturing
- Warehousing / Distribution Center

Compile Freight Facilities Database

Obtain EROADs Data and Evaluate in Relation to Facility Type
**HIGHLIGHTS OF DELIVERABLE 2:**

**EROADs Data Attributes of Interest:**
- Routes used and intensity
- Vehicle Configuration
- Volume of trips
- Seasonality
- Intersection with other modes
- Commodity type

**Freight Data Collection Surveys:**

Compile Freight Data for Each Supply Chain
Current Activities & Next Steps

- Compiling Freight Facilities Data
- Obtaining EROADs Data / Evaluate Richness/Gaps
- Modify Freight Survey Collection Approach to Address Data Gaps
- Progress Meeting Early Summer
Questions?

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ADVOCATING FOR LOCAL JOBS IN A GLOBAL ECONOMY
Columbia-Snake River System is the #1 WHEAT EXPORT GATEWAY IN THE U.S.
BARGING REDUCES EXHAUST EMISSIONS, KEEPS TRANSPORTATION COSTS LOW AND PREVENTS CONGESTION ON OUR ROADS.

- Pacific Northwest Waterways Association
Economic Activities

- Developing industrial and business parks
- Installing Infrastructure
- Operating a business incubator program
4 INDUSTRIAL PARKS

HARRY WALL
Industrial park

NORTHPORT

BUSINESS & TECHNOLOGY PARK
Located in Nez Perce Plaza

SOUTHPORT
Economic Impact

1,840 DIRECT JOBS
$390 MILLION DIRECT REGIONAL SPENDING

* These jobs are with firms and businesses associated with properties owned or developed by the Port. Direct regional spending is associated with those jobs. Steven Peterson, Research Economist, 2014
EXPANDING ACCESS TO HIGH SPEED INTERNET IN LEWISTON
Today on the river
Break
Angela Stauffer
Commercial Vice President
11 Freight Railroads

206,055 Carloads of Freight
Goals for Our Time Together

Watco
Rail in Idaho
Two Key Projects
Watco’s Unique Service Offerings

**TRANSPORTATION**
- 5,100 MILES OF TRACK
- 37 RAILROADS
- 1.1 mm CARLOADS MOVED
- 33 CONTRACT SWITCHING OPERATIONS

**TERMINALS & PORTS**
- 87 TERMINALS & PORTS
- 35 MARINE TERMINALS
- 2 SPECIALTY TERMINALS
- 50 TRANLOAD TERMINALS
- 31 CONTRACT FACILITIES
  - 31 of 87 dedicated customized bulk, break bulk, intermodal and material processing services

**MECHANICAL SOLUTIONS**
- GBW RAILCAR SERVICES, LLC
  - A 50/50 joint venture with The Greenbrier Companies created GBW Railcar Services
  - 12 TANK CAR SHOPS
  - FULL SERVICE FACILITIES

**SUPPLY CHAIN SERVICES**
- 25,000+ LICENSED MOTOR CARRIERS UNDER CONTRACT
- GLOBAL INTERNATIONAL AGENT NETWORK
- 13 LOCATIONS WITH NATIONWIDE COVERAGE
Watco System Map

Customer First – Safety Always!
Moving Idaho

Originated - 98,637

- Food Products
- Nonmetallic Minerals
- Farm Products
- Lumber, Wood Products
- Chemicals
- Other/Unknown

Terminated - 107,418

- Nonmetallic Minerals
- Farm Products
- Chemicals
- Food Products
- Petroleum
- Other/Unknown

Customer First – Safety Always!
The Perishable Project

Utilizes A Patented Racking Roller System

Offers Premium Rail Service

Customer First – Safety Always!
Improving Access – City of Boise

Customer First – Safety Always!
Great Northern Corridor Coalition

Curtis Shuck
Executive Director
The Great Northern Corridor Coalition

Idaho Freight Summit
April 10, 2018
Boise, Idaho
Mission Statement

Promote a premier multistate / multimodal freight corridor.

By acting collectively to promote public policy, research and infrastructure development that protects and expands commerce on the corridor.
The Great Northern Corridor is an Economic Engine that influences 38 Million Americans in 162 Counties.
The Value of the Great Northern Corridor
The Value of the Great Northern Corridor
The Value of the Great Northern Corridor
The Great Northern Corridor is.....

- An Economic Engine
- 38 Million Americans
- 8 North Central and Pacific Northwestern States
- 162 Counties Within 20 Miles
- 3,331 Railroad Mainline Route Miles
- 38 Regional and Shortline Railways
- 9 Interstate Highways, 11 U.S. Highways, and many key State/County Highways
- 15 Ports (Deep Water Seaports, Lake Ports, River Ports and Inland Ports)
- 54 Border Crossings/International Ports of Entry
- 2,322 Road/Rail At-Grade Crossings
The Value of the Great Northern Corridor

Lewis and Clark Expedition

Arrived Pacific Ocean
Nov 15, 1805
Left Ft. Clatsop Winter Camp
March 23, 1806

Great Falls, MT

St. Louis
Departed May 14, 1804
Returned Sept 23, 1806

Ft. Mandan Winter Camp
1804
The Value of the Great Northern Corridor
The Value of the Great Northern Corridor

Trans-American Freight Network

[Map of the United States showing the Great Northern Corridor and key cities and regions, including Seattle/Tacoma, Los Angeles, New York/New Jersey, Chicago, and other prominent cities along the corridor.]
The Value of the Great Northern Corridor

Policy
Highway Congestion
The Value of the Great Northern Corridor

Infrastructure Needs
Economic Impacts
The Value of the Great Northern Corridor

Social Licensing
The Value of the Great Northern Corridor

Technology
2018 Action Plan

Task 1 – Improve GNCC Member Services & Increase GNCC Memberships

Task 2 – Form Federal GNCC Caucus & Advocate for Projects of Corridor Wide Significance

Task 3 – Complete Updated GNCC Corridor Strategic Needs Assessment & Plan for Multimodal Mobility

Task 4 – Develop Corridor Performance Measures & Metrics

Task 5 – Increase/Improve Member & Non-Member GNCC Communications

Task 6 – Enhance Economic Vitality through Business to Business Networking, Growth & Safe, Efficient Trade
Questions?

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www.greatnortherncorridor.org
North/West Passage Coalition

Bob Koeberlein
ITD Engineering Manager
FREIGHT TASK FORCE OVERVIEW
April 10 2018
Corridor Map

The geographic focus of the North/West Passage encompasses I-90/I-94
Established in 2014 to enhance North/West Passage activities and help realize the North/West Passage Corridor’s vision of...

...developing effective methods for sharing, coordinating, and integrating traveler information and operational activities across state and provincial borders
## Project Prioritization Survey Results (2014)-Year 1

<table>
<thead>
<tr>
<th>Project</th>
<th>Average Score</th>
<th>Rank</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pilot Escort Certification and Reciprocity Universal Standard</td>
<td>3.125</td>
<td>1</td>
<td>$75-100K</td>
</tr>
<tr>
<td>Advanced Notice of Truck Parking Availability – Phase 2</td>
<td>3.125</td>
<td>2</td>
<td>N/A</td>
</tr>
<tr>
<td>Electronic Display of Oversize/Overweight Permits</td>
<td>4</td>
<td>3</td>
<td>$50-70K</td>
</tr>
<tr>
<td>Pursue a “Toward Zero Deaths&quot; Commercial Vehicles Safety Campaign</td>
<td>4.25</td>
<td>4</td>
<td>$75-100K</td>
</tr>
<tr>
<td>NWP Virtual Weigh Station Initiative</td>
<td>5</td>
<td>5</td>
<td>$50K</td>
</tr>
<tr>
<td>Oversize/Overweight Permitting Uniformity (Mid-long term)</td>
<td>5</td>
<td>6</td>
<td>$150K</td>
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<tr>
<td>Calibrate Downstream WIM Scales with Permanent Scale Data</td>
<td>5.75</td>
<td>7</td>
<td>$75-100K</td>
</tr>
<tr>
<td>Model Legislation for Autonomous Commercial Vehicle Operation</td>
<td>6.875</td>
<td>8</td>
<td>$25K</td>
</tr>
<tr>
<td>Multistate Commercial Vehicle Platoon Demonstration (Mid-long term)</td>
<td>7.875</td>
<td>9</td>
<td>$250K</td>
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</tbody>
</table>
Work Plan Year 2

Task 1: Project Management
  Task 2: Freight Task Force Monthly Webinars
    Task 3: Freight Funding Opportunities
      Task 4: Research Advanced Notice of Truck Parking Availability

Progress Reports, Meetings & Coordination
  Monthly Webinars & Follow-Up
    Working Paper 1
      Draft Report
        Final Report

Review & Comment by Client

Legend
  Task
  Subtask
  Deliverable
  Review
<table>
<thead>
<tr>
<th>Month</th>
<th>Topic</th>
<th>Presenters</th>
</tr>
</thead>
<tbody>
<tr>
<td>July</td>
<td>Introduction to Freight Task Force Web Series, Topic Solicitation</td>
<td>Bob Koeberlein and CPCS</td>
</tr>
<tr>
<td>August</td>
<td>FAST Act Freight Provisions Overview</td>
<td>Jeff Purdy and Chip Millard, FHWA</td>
</tr>
<tr>
<td>September</td>
<td>Freight Data</td>
<td>Donald Ludlow, CPCS and Dan Murray, ATRI</td>
</tr>
<tr>
<td>October</td>
<td>Truck Parking</td>
<td>Davonna Moore, KSDOT, John Tompkins, MnDOT and Dan Murray, ATRI</td>
</tr>
<tr>
<td>November</td>
<td>Connected Trucks (I-80 Pilot)</td>
<td>Vince Garcia, WYDOT and Tony English, TriHydro</td>
</tr>
<tr>
<td>January</td>
<td>Toward Zero Deaths</td>
<td>Kristine Hernandez, MnDOT and John Milton, WSDOT</td>
</tr>
<tr>
<td>February</td>
<td>Truck Platooning 101</td>
<td>Steve Boyd and Geoff Johnson, Peloton Technologies</td>
</tr>
<tr>
<td>March</td>
<td>State Freight Plan Best Practices</td>
<td>Ernie Perry, University of Wisconsin CEIRE</td>
</tr>
</tbody>
</table>
Task 3 – Freight Funding Opportunities

Provide insight into available funding and partnerships available to the Task Force for project implementation

- Provide an update on freight projects that were identified as priorities during Year 1 Task Force activities,
- Indicate what projects should be continue to be considered as priorities the Freight Task Force,
- Identify for what projects the Task Force may have a future coordination or facilitation role, and
- Align potential funding mechanisms to advance priority projects in the short term.
## Level of Activity and Interest in Each Project (2017)

<table>
<thead>
<tr>
<th>Project</th>
<th>Active</th>
<th>Planned</th>
<th>Interested</th>
<th>Not Interested</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oversize/Overweight Permitting Uniformity</td>
<td>4</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Electronic Display of Oversize/Overweight Permits</td>
<td>3</td>
<td>0</td>
<td>1</td>
<td>1</td>
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<tr>
<td>Pursue a “Toward Zero Deaths&quot; Campaign</td>
<td>4</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Pilot Escort Certification and Reciprocity Universal Standard</td>
<td>2</td>
<td>0</td>
<td>2</td>
<td>2</td>
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<tr>
<td>Calibrate Downstream WIM Scales with Permanent Scale Data</td>
<td>2</td>
<td>0</td>
<td>2</td>
<td>2</td>
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<tr>
<td>NWP Virtual Weigh Station Initiative</td>
<td>1</td>
<td>0</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>Model Legislation for Autonomous Commercial Vehicle Operation</td>
<td>1</td>
<td>0</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>Advanced Notice of Truck Parking Availability – Phase 2</td>
<td>1</td>
<td>0</td>
<td>5</td>
<td>0</td>
</tr>
<tr>
<td>Multistate Commercial Vehicle Platoon Demonstration</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>2</td>
</tr>
</tbody>
</table>
Findings

The NWP Freight Task Force should continue to be a Project Champion

• Pursue Toward Zero Deaths Commercial Vehicle Campaign
• North/West Passage Virtual Weigh Station Initiative
• Calibrate Downstream WIM Scales

The NWP is currently conducting research on three projects, 1) The Model Legislation for Autonomous Commercial Vehicle Operations; 2) Advanced Notice of Truck Parking Availability – Phase 2; and 3) Multistate Commercial Vehicle Platoon Demonstration. As the results of those efforts are finalized, the future role of the NWP may be expanded to also include these topics.
Task 4 – Advanced Notice of Truck Parking Availability

Provide insight into available funding and partnerships available to the Task Force for project implementation

- What truck parking information systems are available and what are their strengths/weaknesses?
- What are public and private sector stakeholder perspectives?
- What components of truck parking information systems should be implemented in the NWP?
- How can truck parking availability be incorporated in the NWP website for disseminating information?
Public and Private Truck Spaces per 100,000 VMT

Rank Among All 50 States (1 = Most Spaces)

Source: Jason's Law Truck Parking Survey Results and Comparative Analysis, Federal Highway Administration, 2015
Public and Private Spaces in Each State

Source: Jason's Law Truck Parking Survey Results and Comparative Analysis, Federal Highway Administration, 2015
Unauthorized or Undesignated Parking Frequency

Source: Managing Critical Truck Parking Case Study – Real World Insights from Truck Parking Diaries, American Transportation Research Institute, 2016
Continuum of Parking Availability Solutions

Parking Information System Not Required
- Maps
- Static Website/511

Parking Information System Required
- Mobile Apps
- Real-time Website/511
- Variable/Dynamic Message Signs

Less Urban
- Less Frequent Updates
- Lower Cost

More Urban
- More Frequent Updates
- Higher Cost
Stakeholders, Cities, and Noted Parking Issues
Findings

Three key areas of need in NWP

• Additional truck parking (primarily in Seattle and Twin Cities, and select rural areas)
• Information on truck parking facility locations and amenities throughout the NWP region
• Information on truck parking availability (primarily in Seattle and Twin Cities)
Suggested Next Steps

• Establish a project champion
• Inventory truck parking facility location and amenity information and develop a map
• Provide a website that houses truck parking facility location and amenity information by adapting the existing NWP traveler information site
• Confirm the need for truck parking availability information and agree on future partnership
• Conduct follow-up studies
• Continue to track on-going TPIMS deployments to gather best practices
FREIGHT TASK FORCE YEAR 3

• Truck platooning
  – Research NWP state codes and regulations to identify restrictions
  – Develop location criteria (terrain, geometrics, rural, etc.), and apply it to NWP interstate routes; display suggested platooning zones on state maps
  – Prepare an RFI to generate feedback from companies interested in a demonstration project involving two states (I-94 ND & MT possibly)
  – Draft and final report; conduct 2 webinars
• Virtual Weigh Station
  – Identified during Year 1 phase
  – Research current state of the practice
  – High level ConOps
  – Budget estimate
  – Draft and final report
  – Separate webinar to present results
• Questions or Comments??
Statewide Truck Permitting

Kevin Kuther, Local Highway Technical Assistance Council
and
Lance Green, ITD Permits Office

YOUR Safety ➔ YOUR Mobility ➔ YOUR Economic Opportunity
Idaho Truck Parking

Jeff Marker
ITD Freight Program Manager
Truck Parking Exercise

• Table Discussion – Working Lunch
• Identify 3-5 locations where truck parking needs added or expanded
  – Considerations:
    • Hours of Service
    • Distribution Centers
    • Truck-to-Rail Transload Facilities
• Table Outbrief
Truck Parking Exercise
Lunch
Truck Parking Exercise
Freight Formula Fund Program

Jeff Marker
ITD Freight Program Manager
Freight Formula Funds

- National program under FAST Act
- Approximately $10M annually for Idaho

Selection Process:
- Freight Advisory Committee Prioritization
- ITD Prioritization Committee
- ITIP Process for Board Determination

Constraints:
- Must be in Statewide Freight Strategic Plan
- Must be on Critical Freight Corridor
Freight Projects

• FY16:
  – Lewiston POE License Plate Readers
  – I-15, IC # 108 to Bonneville County – Resurface

• FY17:
  – Motor Vehicle Services Permitting Software
  – East Boise POE License Plate Readers
  – I-84, Five Mile Road to Orchard Road & Ramps – Resurface
  – Traffic Monitoring, Weigh-In-Motion Maint.
Freight Projects

• FY18:
  – Interstate 15 and SH 33 - Sage Junction POE
  – US 95 from I-90 to SH 53
  – Idahome Road

• FY19:
  - I-84, Hammett Hill Passing Lane

• FY20:
  – I-84, Declo POE
Freight Project Applications

Ada County Highway District Intersections

West Bridge Street Bridge – Blackfoot
Freight Project Applications

State Highway-41 Grade Separation

Peckham Road Intersections
Freight Project Applications

Franklin Blvd & Industrial Intersection - Nampa
Freight Project Applications

Franklin Blvd & Karcher Intersection - Nampa
Freight Project Applications

SH-19 / Farmway Road Preliminary Engineering Study
Freight Project Applications

Simco Road Rehabilitation
TRANSPORTATION PERFORMANCE MANAGEMENT (TPM)

TRUCK TRAVEL TIME RELIABILITY (TTTR)
WHAT IS TPM?

• Multi-faceted performance management initiative by FHWA

• State transportation departments set PM targets

• Performance Measures (PM)
  • PM I – Safety
  • PM II – Pavement/Bridge Condition
  • PM III – System Performance

• Freight specific metric nested within PM III
• National Performance Management Research Data Set (NPMRDS)

• Traffic Message Channel (TMC) – specific geolocation

• American Transportation Research Institute (ATRI)

• Carriers that work with ATRI – GPS Transponders

• 24 HR / 365 day vehicle probe data collection
What is TTTR?
Math.
TRUCK TRAVEL TIME RELIABILITY (TTTR)

- TTTR is focused on the **interstate** only

- Five reporting chunks:
  - Weekday
    - Morning (06:00 – 10:00)
    - Afternoon (10:00 – 16:00)
    - Evening (16:00 – 20:00)
  - Weekend
    - Day (06:00 – 20:00)
    - Night (20:00 – 06:00)

- 95th percentile of travel times / 50th percentile of travel times by TMC

- Largest of five rations * length of TMC section

- Divide sum of all length weighted segments by total length of the interstate
<table>
<thead>
<tr>
<th>Day</th>
<th>Day 1</th>
<th>Day 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Travel time (minutes)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>12</td>
<td>11</td>
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<tr>
<td>Daily Mean</td>
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</tr>
<tr>
<td>Daily STD</td>
<td>2.83</td>
<td>1.41</td>
</tr>
<tr>
<td>95th Percentile</td>
<td>17.6</td>
<td>13.8</td>
</tr>
<tr>
<td>50th Percentile</td>
<td>14</td>
<td>12</td>
</tr>
<tr>
<td>Ratio (95th / 50th)</td>
<td>1.26</td>
<td>1.15</td>
</tr>
</tbody>
</table>
TRUCK TRAVEL TIME RELIABILITY (TTTR)

• **What is TTTR measuring?**
  • Road segment travel-time reliability
  • Size of ratio infers variability in travel times

• **Anything to do with congestion?**
  • Nope
  • Segment can be reliable slow or fast
  • Segment can be unreliable

• **Can we glean other info from this data?**
  • Absolutely we can
  • Data is time-stamped
    • Seasonality
    • Daily travel time differences
    • Peak hour vs. non-peak hour
CURRENT CONDITION

Freight Reliability
- Good
- Fair
- Poor

Average Freight Reliability
1.17

Your Safety  ●  Your Mobility  ●  Your Economic Opportunity
Questions?
129,000 Pound Trucking

Jeff Marker
ITD Freight Program Manager
129,000 Pound Trucking

• Requests:

  – 42 Requests:
    • District 1 - 7 Approved
    • District 2 – 1 Approved, 4 Pending Further Review
    • District 3 – 5 Under Evaluation
    • District 4 – 2 Under Evaluation
    • District 5 – 11 Approved (3 previously approved)
    • District 6 - 7 Approved, 2 New Applications
129K Pound Trucking Routes

Approved: 115-Foot, 6.5 Foot Off-Track
Approved: 95-Foot, 5.5 Foot Off-Track
Approved: Local Route
Under Evaluation
129K Pound Trucking Routes

- Approved: 115-Foot, 6.5 Foot Off-Track
- Approved: 95-Foot, 5.5 Foot Off-Track
- Approved: Local Route
- Under Evaluation
129K Pound Trucking Routes

- Approved: 115-Foot, 6.5 Foot Off-Track
- Approved: 95-Foot, 5.5 Foot Off-Track
- Approved: Local Route
- Under Evaluation
129,000 Pound Trucking Timeline Goals

- Request Received
- DMV Review
- Request Posted to 129K Website
- ITD Staff Evaluation Complete
- Public Hearing Scheduled and Advertised
- Evaluation Compiled and Written
- Public Hearing Conducted
- Public Comment Period Closed
- 129K Pound Subcommittee Meets to Consider Request
- Transportation Board Considers Request
- Chief Engineer Letter of Determination Mailed to Requester
- If Approved by Transportation Board and no Rebut, 129K Route Operational

* Estimate and Based on Scheduling Timeline
Emerging Technologies

Jeff Marker
ITD Freight Program Manager
Overview

- Terminology
- Federal Activity
- Idaho Activity
- ITD Actions
- Projects
Emerging Technology Terminology

- **Automated Driving Systems (ADS)**
  - Automated Vehicles (AV)
  - Connected Vehicles (CV)
  - Autonomous vs Automated
  - Dynamic Driving Task
  - Driver Assisted Technology

- **Dedicated Short Range Communications (DSRC)**
  - Vehicle-to-Vehicle (V2V)
  - Vehicle-to-Infrastructure (V2I)
Federal Activity

• **Federal Legislative Progress:**
  – Provides federal language for implementing AV use (AV START Act)
  – Bills to preempt states from adopting, maintaining, or enforcing rules or standards to the contrary
  – Provides that a state may not deny issuance of a driver license for the operation or use of a dedicated highly automated vehicle in a manner that discriminates on the basis of disability

• **US DOT:**
  – Voluntary guidance - 12 priority safety design elements
  – Executed through NHTSA as recommendations; Sept. 2017
  – **Limited to vehicles 10,000 pounds or less**
  – NHTSA will be required to publish and finalize rules based on bill final language
State Activity

• **2015 Legislative Session**
  – Bill considered to encourage testing – No consensus on liability levels

• **2017 Legislative Session**
  – Information panel, (DMV, Utah DOT, ISP, Manufacturer Representative, and two legislators)
    ▪ Provided information on current status of AV’s

• **Autonomous and Connected Vehicle Testing and Deployment Committee**
  – Governor’s Executive Order
ITD Actions

• Economic Opportunity and Mobility Strategic Team
  – **Vision:** Emerging transportation technology is seamlessly integrated into Idaho’s transportation system
  – **Mission:** ITD helps inform and implements emerging technology policy guidance in the next two years, begins integrating emerging technology into infrastructure development in the next five years while continually enabling vehicle-driver interaction.
ITD Actions

• New and Emerging Technology Working Group
  – Strategic Team Tasks
  – Long Range Transportation Plan
  – AASHTO Signal Phase and Timing (SPaT) Challenge
  – Monitor federal legislation
  – Review proposed rules

• Intelligent Transportation Systems
  – Integrate into construction projects
Projects

• ITD – INL
  – Signal in Idaho Falls
  – Cameras to feed 511

• ACHD
  – Research with PacTrans
  – Intersection Radars

• North / West Passage
  – Truck Platooning Demo
Idaho Freight Summit 2018

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Idaho Freight Summit
2018

Adjourned