

I-80 Coalition Fall Workshop Action Items Summary

Attendees

<i>Name</i>	<i>Agency</i>
Steven Kirkpatrick	Caltrans
John Domina	Nevada DOT
Bill Hoffman	Nevada DOT
Denise Inda	Nevada DOT
Thor Dyson	Nevada DOT – District 2
Mike Fuess	Nevada DOT – District 2
Dave Titzel	Nevada DOT – District 2
Michael Murphy	Nevada DOT – District 3
Kevin Lee	Nevada DOT – District 3
Sondra Rosenberg	Nevada DOT
Bill Thompson	Nevada DOT
Brenda Redwing	Nevada DOT FHWA
Ngozi Okoro	Nevada DOT FHWA
Richard Clarke	Utah DOT
Glenn Blackwelder	Utah DOT
Ralph Patterson	Utah DOT
Dan Kuhn	Utah DOT
Ken Shultz	Wyoming DOT
Vince Garcia	Wyoming DOT
Talbot Hauffe	Wyoming DOT
James McGee	Nebraska Department of Roads

<i>Name</i>	<i>Agency/Firm</i>
Lisa Burgess	Kimley-Horn and Associates
Deanna Haase	Kimley-Horn and Associates
Molly O'Brien	Kimley-Horn and Associates
Tony Mouser	Northwest Weathernet
John Mewes	Meridian
Paul Bridge	Vaisala
Jeremy Duensing	Telvent DTN
Mike Baker	Wal-Mart
Rod Schmalhaus	Wal-Mart
James Healey	Wal-Mart
Rick Norton	Wal-Mart
Mike Haas	Open Roads Consulting
Ted Trepanier	INRIX
Sheldon Drobot	NCAR
Rhett Milne	NWS
Gabriel Guevara	FHWA Freight (on phone)

Near-Term Activities (“Low Hanging Fruit”)

Outreach:

- **Develop PowerPoint presentation about issues on I-80** – 30 minute presentation about issues on I-80 to be able to show to I-80 Corridor stakeholders. Can be used for orientation as well as education.
- **Develop 2-Pager of what this Coalition is about and example outcomes thus far** – to be able to distribute as warranted.
- **Add content to Best Practices link on website** – plans, agreements, research activities, studies and other information will be collected from states and put up on the I-80 Coalition website either in the public access area or the member only access area.

Coalition Communications:

- **Finalize contact list** – states to finalize contact list for operations/maintenance.
- **Map the contact info on a strip map** – this will include contact list and I-80 devices and will be color coded for jurisdictional areas. Will also show centers that are spun up during winter months as needed as well as permanent centers. Will show general information as a start and will attach finalized contact list. Envision multiple 11x17's to hang up.

- **Develop freight survey** – develop a survey for freight for each of the states to distribute to their contacts to include questions such as what restrictions/standards are different state-to-state that are difficult to adhere to, what information would be beneficial for them to receive pre-route/en-route, etc. This will help to focus freight activities on solutions to actual needs.
- **Involve other freight stakeholders in the conversation** – need to get a call together with the freight group after the workshop. Could include Great White, CR England, Swift, FedEx, UPS, American Truck Association State Chapter, American Independent Truck Association, Independent Owners/Operators, and the National Association of Truck Stop Owners.
- **Briefs to Association newsletters** – some states write short briefs about DOT and maintenance activities to include in Association newsletters. This would be helpful to implement on a state-to-state basis if not currently done already.

Tools:

- **NWS to help Nevada get on iNWS and NWSChat tool** – the NDOT I.S. department does not allow the usage of the NWSChat tool. NDOT needs the NWS to write them a letter to allow support of the NWSChat tool. The NWSChat tool needs to be utilized for each NWS forecasting office along the I-80 Corridor across the Coalition states. There are approximately 5-6 offices NWS Offices along the Corridor. It would be beneficial for DOTs to utilize this tool if they are not using it now. This promotes regular local coordination with local NWS contacts.
- **Leverage email distributions** – Northern California sends out an email notification of road closure/conditions information to the California Trucking Association. In addition, they send out emails (24/7) to 750 truck dispatch terminals. This Coalition could leverage opportunities to send out information such as DOTs forwarding iNWS alerts onto freight private sector distribution list.

Tours:

- **Winter “tour” for decision-makers and media** – this would be beneficial for decision-makers and media to know firsthand what winter weather operations and maintenance is like for the DOTs and to be able to champion the message to other decision-makers and to the public. Getting the PIOs involved at beginning of winter and during storms would help in this effort. Need to look at best practices for how to get media involved.
- **TMCs to support tours** – if TMCs are not offering tours currently, it would be beneficial to support them to communicate the necessity and usage of them to interested parties desiring tours.
- **Leverage social media to get information out to travelers (Twitter/Facebook)** – social media is becoming a real-time tool for conditions reporting and this Coalition will look to opportunities to leverage these outlets in the future.

Longer Term Activities

Multi-Agency Concepts:

- **Opportunities for multi-agency training** – some states offer formalized training programs for their DOT personnel in operations and maintenance, and some states do not have well-established programs. Training may be offered on the same subjects in different states – it was recommended to establish multi-state training through webinars or other tools to accomplish this activity. Potentially utilize a third-party provider such as TCCC (Transportation Curriculum Coordination Council) to establish training.
- **Develop the “One-Stop-Shop” concept** – this will generally be an internal tool for DOTs, not for public usage. Existing mapping applications can support I-80 corridor mapping for road conditions/weather reporting/weather forecasting – it just needs to be defined how that information will be used to share consistent information with to all states accessible from one

location. Leverage relationship with NCAR to further this concept. The states need to start doing impact-based forecasting. Local information is important, but all of the information across the corridor should be accessible from one location. States also need to treat freight as a step above the normal traveling public. The responsibility should be on the TMC, not necessarily the PIO, to do a push system to truckers/media/DOT personnel.

Communications:

- **Linking TMCs across states** – this would likely involve multiple phases of connectivity, starting with regular phone dialogue between the TMCs and potentially moving to a more integrated and automated method. Establishing the cooperation and coordination across state lines beyond just one state's nearest neighbor is important to begin this formal linking strategy.
- **Connecting DOT TMCs to freight dispatch centers** – connecting TMCs to Freight Dispatch Centers would be beneficial for freight dispatch centers to receive information directly from the source. It is also beneficial for the TMC to collect corridor information from other states to communicate it directly to freight industry.
- **Collocation of media at TMC** – this is a successful practice of many state TMCs to get more accurate information to the media in a more timely way rather than allowing media to speculate on information to disseminate. This does involve some logistics and planning in advance of this move, but it is recommended and a potential strategy for some TMCs to look at implementing if the need warrants.
- **Document the significant differences across the states** – this would be beneficial to document in terms of chain control, freight size/weight/height restrictions, and state standards applied to the roads.

New Initiatives:

- **Leverage IntelliDrive and MDSS initiatives** – there have been great strides in using information in innovative ways to support the objectives of the Coalition and it would be in the Coalition's best interest to continue to try to leverage federal initiatives as much as possible.

Freight:

- **Take closer look at freight standards across states** – some states have standards for the freight industry that make it difficult for them to comply as well as manage their operations and movements. Coalition states should look for opportunities to adjust standards to relieve some potentially unnecessary limitations on the freight industry if they are not justified because of other purposes.
- **Map of freight decision points and protocol changes** – Coalition states could look for opportunities to modify protocols and processes for handling freight movements through their states to be more efficient for the freight industry as well as to satisfy safety and maintenance needs on the road for DOT personnel and the general traveling public.
- **Truck parking** – this will continue to be a concern for this Coalition and the activities of the Coalition will continue to strive to solve some of the issues with truck parking across the corridor.

Weather:

- **Common weather descriptors with common color coding** – the weather descriptor brief white paper developed for attendees at this workshop highlighted the different terminology utilized in different states for winter-related conditions. There is consensus among the group that it would be beneficial to define red, yellow, and green thresholds within each state as to what the 'impact' of that weather descriptor is on the roadway and the driving safety for the traveling public and the truck drivers. The Coalition will start with the work that has been done as part of the NorthWest

Passage group on common weather descriptors, but it was mentioned that there is significant effort involved in modifying systems to be consistent. That is why the recommendation coming from this meeting is to not modify individual systems, but rather to establish a common 'message' to travelers using a weather-impact color coding system that takes the individual terms of each state and categorizes that term into what impact that term has on the roadway. 3" of snow in Nevada is not the same as 3" of snow in Wyoming – this solution will make sure that each state maintains its unique terminology for reporting, but the general driver will know that 3" in Nevada is yellow and 3" in Wyoming is green. This could also be developed to signify the impact of the same description in different parts of the states – evidenced by the significant changes of terrain in California and Utah.

Outreach:

- **Develop performance measures** – measures are needed at the DOT level as well as for activities on this corridor to support internal and external purposes.
- **Media campaigns** – this is to be able to tell the DOT story to the public more effectively. this is beyond just the scope of this Coalition and involves multiple outreach strategies.

Formalized Groups:

- **Weather Strategy Group** – Ralph Patterson (UDOT) will take the weather initiatives forward.
- **Freight Group** – Dan Kuhn (UDOT) will take lead with support from Kimley-Horn on developing a freight survey. Formal freight group will continue to meet via webinar or conference call after this workshop.
- **TMC/Communication Group** – It was planned during the workshop to get the TMCs to have an initial conference call before winter begins to discuss information that should be talked about during the calls before a situation happens to make sure before a major event that the calls are efficiently managed. Calls will then be implemented to link up the 6 TMCs by having a 20-minute conference call prior to a storm. Look to use webinars during this call as needed to link TMCs. It would be beneficial for these calls to happen between day-time personnel as well as between the midnight personnel all of the peer groups are talking to each other. Steve Kirkpatrick (Caltrans) will take the lead to start up that initial conference. When a weather event warrants it, Tony Mouser (Northwest WeatherNet) can initiate the call for the entire corridor.

Coalition Next Steps:

- All champions of initiatives will begin to initiate near term activities
- Hold Spring webinar in the May/June 2011 timeframe
- Hold October larger workshop in 2011