



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

RICK SNYDER
GOVERNOR

KIRK T. STEUDLE
DIRECTOR

COMMISSION FOR LOGISTICS AND SUPPLY CHAIN COLLABORATION
May 25, 2017 FINAL MEETING MINUTES

Members present:

Peter Anastor (for Jamie Clover Adams)
Les Brand (by phone)
Bob Boehm
Matthew Chasnis (for Steve Arwood)
David Closs
Roger Huff
Pasi Lautala
Fred Schlemmer
Janice Walsh
Tim Hoeffner (for Kirk Steudle)

The meeting was called to order at 9:00 am.

Tim Hoeffner, Director of Rail welcomed members, guests and staff. Tim mentioned Director Steudle could not make it for this meeting and he sends his regards. A motion to approve draft minutes from March 30, 2017 was approved with two amendments: Matt Chasnis is a delegate for Steve Arwood of MEDC and attended the previous meeting and Bob Boehm was absent. The final meetings will be posted on the Commission for Logistic and Supply Chain Collaboration's website.

Freight Plan Update

Elisha DeFrain, Transportation Planner, Intermodal Policy Division at MDOT, spoke about the Michigan Freight Plan Update. She provided an overview of the updates being made to the Plan to meet FAST Act requirements. Elisha outlined the public involvement process for the Plan, and informed the Commission that they will review the draft Plan during their July 27th meeting. The presentation will be made available on website.

Soo Locks Briefing

Larry Karnes, Freight Policy Specialist, Intermodal Policy Division at MDOT, gave a presentation on the Soo Locks. The locks are located on the St. Mary's River, which connects Lake Huron and Lake Superior. The locks operate most of the year but are closed from January 15 to March 25 due to ice conditions and to allow for maintenance. There are two operating locks – the MacArthur was built in 1943 and the Poe was built in 1965. The two locks (Davis and Sabin) from the World I era are functionally obsolete and permanently closed. Cargoes moving through the locks include iron ore, limestone, coal, grain, cement, salt and sand. Because of the size of the vessels, 85% of the traffic must use the Poe Lock. This reliance on a single lock is not sustainable. The Department of Homeland Security recently completed a study of the economic impacts of a six month closure of the Poe Lock. The findings were startling: there would be a complete shutdown of Great Lakes steel production, most iron ore mining and auto production would cease, 11 million U.S. jobs would be lost, a \$1.1 trillion decrease in the gross domestic product, and a recession would be likely. The U.S. Army Corps of Engineers is currently conducting a re-evaluation study to identify the costs and benefits of constructing a second large lock. The study is scheduled for completion in December 2017 and will correct erroneous assumptions made in previous studies regarding the availability of alternate modes or sources of products. The presentation will be available on website.

Connected Vehicles

Niles Annelin, Transportation Planner, Intermodal Policy Division at MDOT, gave a presentation on Connected and Automated Vehicle technology implementation in Michigan. The presentation will be available on website.

MDOT is investing in this technology and pushing for its development in order to realize the safety benefits it can bring in reducing crashes. Additionally, this technology has the potential to improve mobility for a large portion of the population currently unable to drive.

MDOT is actively involved in testing and deploying Vehicle to Infrastructure (V2I) technology along freeways and arterials in the state. Including deploying 350+ miles of V2I equipped roadways by 2019, and installing technology to provide real-time information about red light violations, signal changes, work zones, road weather hazards, pavement condition, border wait times, and truck parking.

MDOT continues to partner with state, academic, private and federal agencies to test technology, such as truck platooning, and to develop testing centers such as Mcity and the American Center for Mobility.

Michigan recently passed a set of four pieces of legislation that, among other things, allow for on-road testing, commercial vehicle platooning, automated vehicle networks such as Uber and Lyft, and create a Council on Future Mobility to continue to move this technology forward in Michigan.

Other Discussion:

- The Commission expressed interest in having remote meetings throughout the state and touring transportation-related facilities.
- The subject of freight data was discussed, as well as the need to collect more reliable data using innovative methods, and more effectively involving industry and businesses.
- Discussion surrounding the potential for the LSC to advise the legislature on freight policy initiatives.
- The topic of talent and supply chain/freight professional recruitment was discussed by the Commission.

The meeting adjourned at 11:00 am.