

**Joint Meeting of the
Cross-Town Improvement Project (C-TIP) Stakeholders and the
Mid-America Regional Council (MARC) Goods Movement Committee
February 8, 2007
Agenda and Meeting Minutes**

The purpose of this session is to (1) introduce the C-TIP project to the MARC Goods Movement Committee and (2) to discuss stakeholder expectations and the business case for C-TIP and (3) to review the draft Concept of Operations. Your participation as stakeholders in this process is critically important to the success of the project and we thank you again for taking the time to meet with us.

AGENDA

9:00am	Welcome and Introductions	Randy Butler (FHWA) and Ron Achelpohl (MARC). Ron Achelpohl
9:10am	MARC/Regional Priorities: The Mid-America Regional Council (MARC) will open the meeting with a discussion of current and planned initiatives (e.g., SmartPort, Congestion Mitigation Grants, etc.).	Ron Achelpohl
9:30am	C-TIP Security Project and Initial Application Overview: Review the work being conducted on the security portion of the C-TIP project.	Mark Jensen (SAIC) and Ron Schaefer (Transentric)
10:00am	C-TIP Review of Progress Made: This part of the session will be used to briefly discuss how the C-TIP project has progressed and what we have learned from previous sessions.	Paul Belella (Delcan)
10:15am	Draft Concept of Operations: This part of the session will consist of a discussion of the draft Concept of Operations. Comments from stakeholders will be solicited. Additionally, volunteers to perform a detailed review of the Concept will be recruited.	Paul Belella
10:45am	Break	
11:00am	Stakeholder Expectations/C-TIP Functionality and Business Case: The part of the session will consist of a discussion of the stakeholder expectations for the project. A set of user stated needs and expectations is necessary to determine if the C-TIP implementation is successful. In addition, a discussion of the investment goals and the business case for the project will also be conducted.	Paul Belella
12:00pm	Adjourn	

MEETING MINUTES

Welcome and Introductions: Mr. Achepohl welcomed the attendees and made several introductions before asking all the attendees to introduce themselves. Mr. Butler then welcomed the attendees again and explained that the US DOT through the Federal Highway Administration (FHWA) is sponsoring the C-TIP project. He thanked everyone for attending the meeting and giving their time to the project.

MARC/Regional Priorities: Mr. Achepohl outlined the current MARC transportation initiatives - (1) working with SmartPort implementing data fusion center (SmartPort has SAFETEA-LU earmark), (2) updating the regional intermodal freight planning strategy, and (3) working to update long-range transportation plan.

C-TIP Security Project and Initial Application Overview: Mr. Jensen and Mr. Schaefer introduced the security portion of the C-TIP project and discussed the initial web application. The comments from this session are outlined below:

- Suggestion that hazmat information be available on the industry page as well as the TSA page – perhaps just a column with a y/n indicator
- Question about likelihood of getting BN, KCS, NS data (UP already gathered) – Mark Jensen answered that the indication at the beginning of the project was that all the railroads were interested in participating, Ron Schaefer added that the project team felt it would be best to get started with one set of data so that there would be a visual of what the application would look like. That process was just finished and the next step is to talk to the other railroads
- Question: how/when/should the ocean carriers be involved (especially in Chicago where often the RR doesn't conduct the cross-town) and how it would work since often information about the cross-town isn't included in waybill information. Answer: that is something that the project team and the stakeholders will have to look into further. At this point the ocean carriers haven't been brought in.

C-TIP Review of Progress Made: Mr. Belella made a short presentation about the progress made in the C-TIP project thus far. The questions and comments from this session are below:

- Question: How to get the more “difficult” information from the user requirements. If EDI doesn't provide the data how are we going to get it? Paul Belella: the stakeholders will need to decide if the information is a necessary part of the project and if so then a method for finding the data will have to be obtained. At this point that discussion hasn't taken place.
- Suggestion that air quality should be called out more specifically in the goals and objectives – especially since it could be looked upon favorably in terms of funding. Kansas City is in attainment but other cities where this might be applied are not.

Draft Concept of Operations: Mr. Belella reviewed the key areas of the Concept of Operations. Participants were asked to review the document and send comments or questions to the project team. Comments brought up during the session were:

- Suggestion that part of goal #2 should be the economic development that can be associated with efficiency. This is a good place for SmartPort to have a role.
- Suggestion that local jurisdictions be added to the technical connectivity diagram along with the federal and state government entities. City/County governments, depending on area.
- Suggestion that in addition to the technical connectivity diagram we use the national ITS architecture “sausage” diagram to demonstrate consistency. One of the guiding principles of the project is that C-TIP follows the national architecture; therefore it would be helpful to use the same diagrams etc.

Stakeholder Expectations/C-TIP Functionality and Business Case: Mr. Belella asked questions of the stakeholders regarding the functionality and business case for C-TIP. The questions and answers are below:

- Asked of the group: Is there a need for C-TIP?
 - Railroads: as new terminals get built there will be an increasing need. Importance will become more apparent since some terminals in the KC area will be approx. 50 miles apart. That would become a big problem – empty moves will become more costly. The trend in many cities is to build newer terminals further outside the city.

- In general truck traffic (not just cross-town) is increasing in the city - if that continues then C-TIP will become more important.
- Comment that C-TIP could also be useful to local distributors - since cross-towns only a small percentage of overall in town moves expanding it to include local distribution moves could expand its impact.
- Also the effect of regional population growth and land use, the price of fuel, and driver availability in the future are all an issue. C-TIP becomes more necessary as these become bigger issues for the region.
- Asked of the group: Is there anything in the concept that is a concern to you?
 - Concern about signal timing - don't necessarily see the benefit/need for that right now - capability to synch travel times and signal timings doesn't exist in KC right now - need to be aware of operation green light and other area initiatives
 - Issue of competitive data being shared - definitely need to mask certain data - need to make sure each company can only see what they need to see
 - Cost of system - especially if equipment needs to be in every truck
 - Who will administer the system? Will it be done on a regional basis? Would there be a connection between cities that implement it? Federal or State DOTs would not be administering - Would probably need to be run by a third party. Possibility of use as an economic development tool - maybe SmartPort or similar organization could administer - need to have a standard architecture though. Perhaps an industry association (IANA or other) could take over administration duties and run it on a more national basis. This hasn't been discussed other than to brainstorm ideas for how it could be handled - more discussion is definitely needed.

Adjournment: Mr. Butler and Mr. Achepohl adjourned the meeting and thanked everyone for attending.

Representatives from the following organizations attended this meeting:

Delcan
 Kansas DOT
 Kansas City Southern
 KC Scout
 KC SmartPort
 Mid-America Regional Council (MARC)
 Mid-Cities Motor Freight
 Missouri DOT
 Norfolk Southern
 Optimization Alternatives
 RTA
 SAIC
 Transentric
 TranSystems
 Union Pacific
 US DOT - FHWA