

Multimodal Freight Network

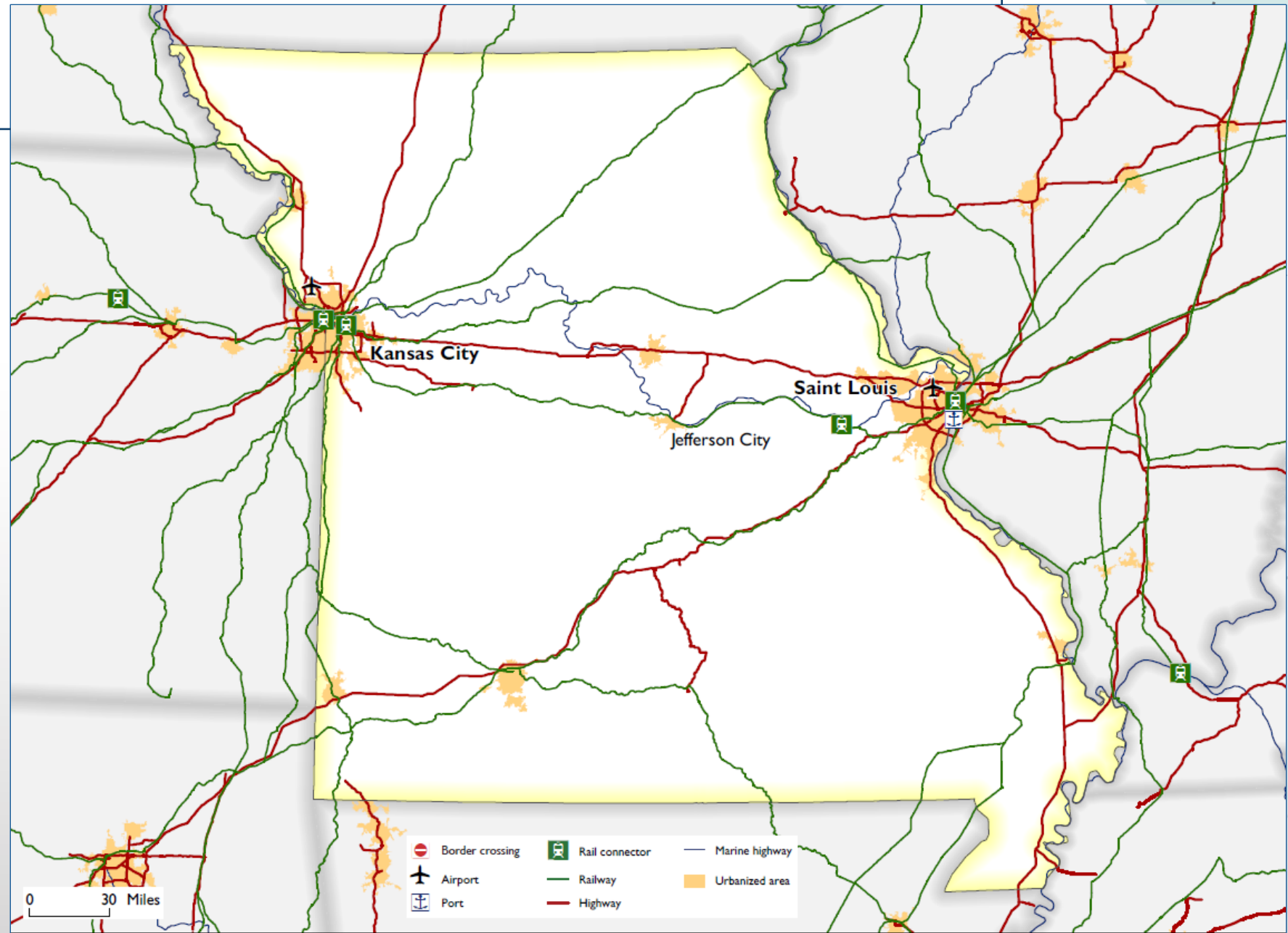


Cheryl R. Ball, Freight and Waterways
Administrator

National Multimodal Freight Network



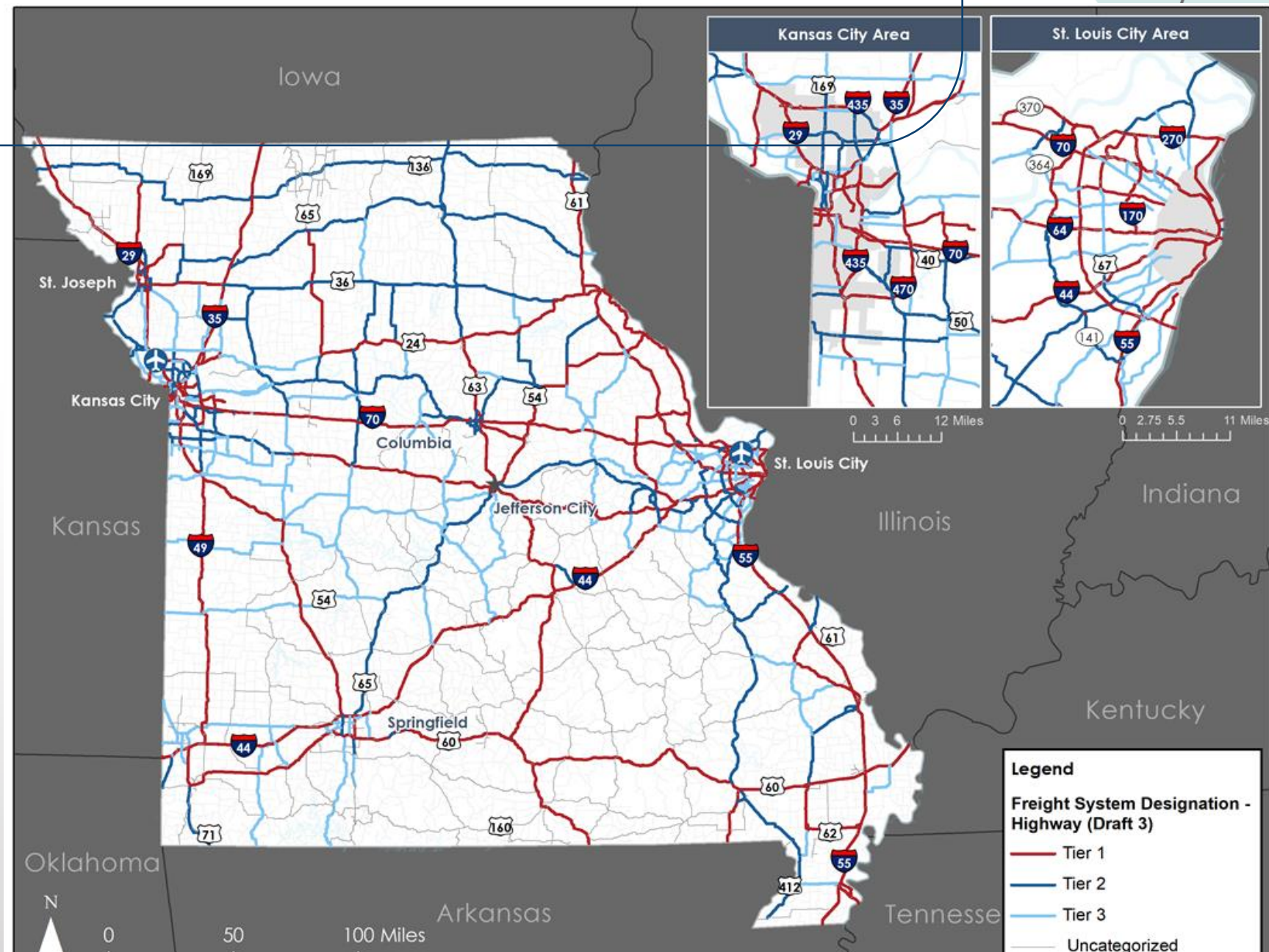
National Multimodal Freight Network



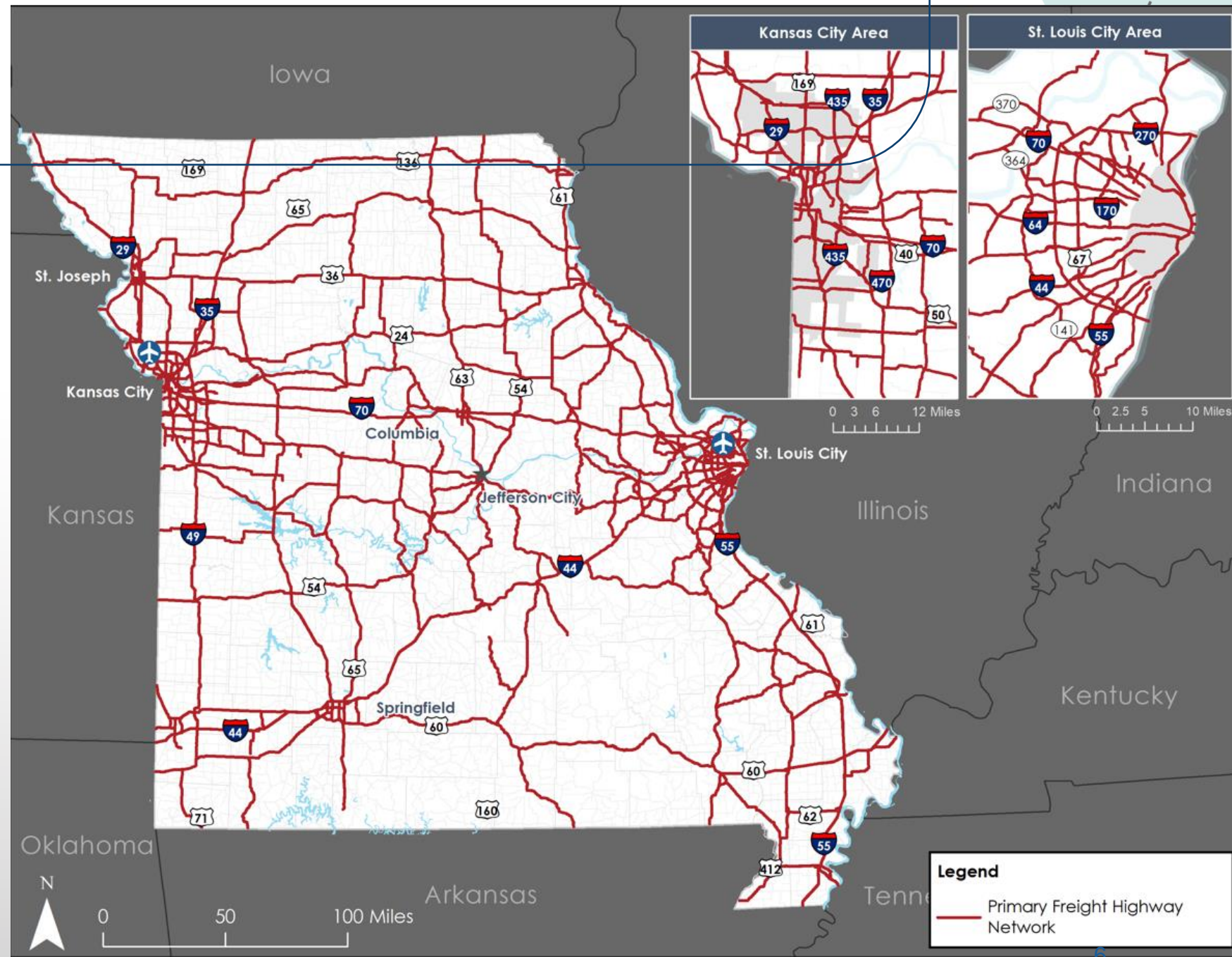
Data Driven

Economic Competitiveness	Goods Movement	Strategic Supply Chain	Market Access and Connectivity
Demographics and Preparedness <ul style="list-style-type: none">• Population Growth• Workforce Size Freight Intensity and Supported Industries <ul style="list-style-type: none">• Freight Employment• Military Bases	<ul style="list-style-type: none">• Truck volume• VMT• Tonnage• Top Commodity Cargo Value• Tonnage Growth• Value Growth	Targeted Industries Volume and Employment <ul style="list-style-type: none">• Ag and Food Processing• Automotive• Chemicals• Aggregate• Advanced Mfg.• Transportation• Wholesale• Aerospace and defense• Mining and Energy Targeted Industry Support in Region <ul style="list-style-type: none">• Tonnage• Employment	Intermodal Segments <ul style="list-style-type: none">• Connecting Modes

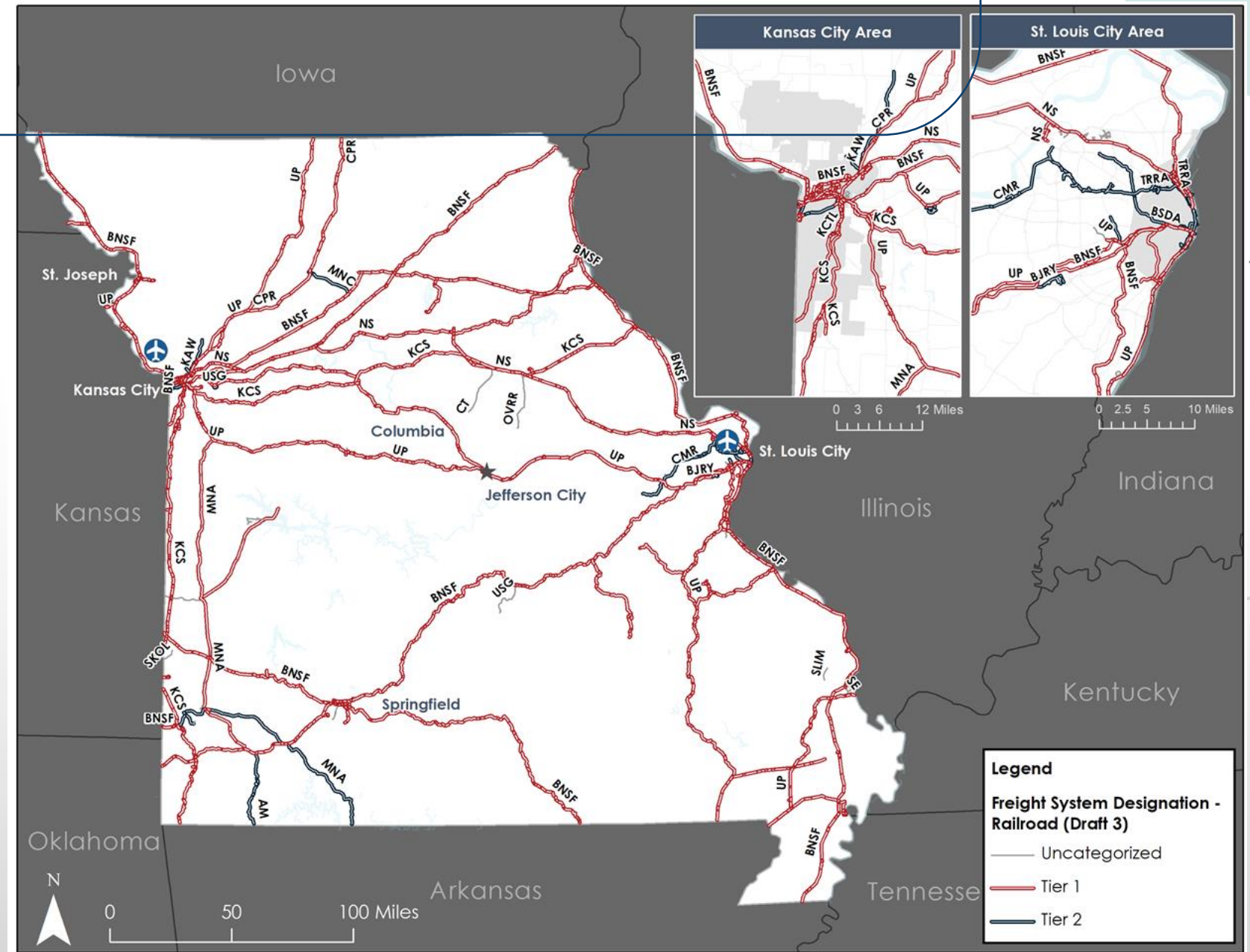
Data Driven



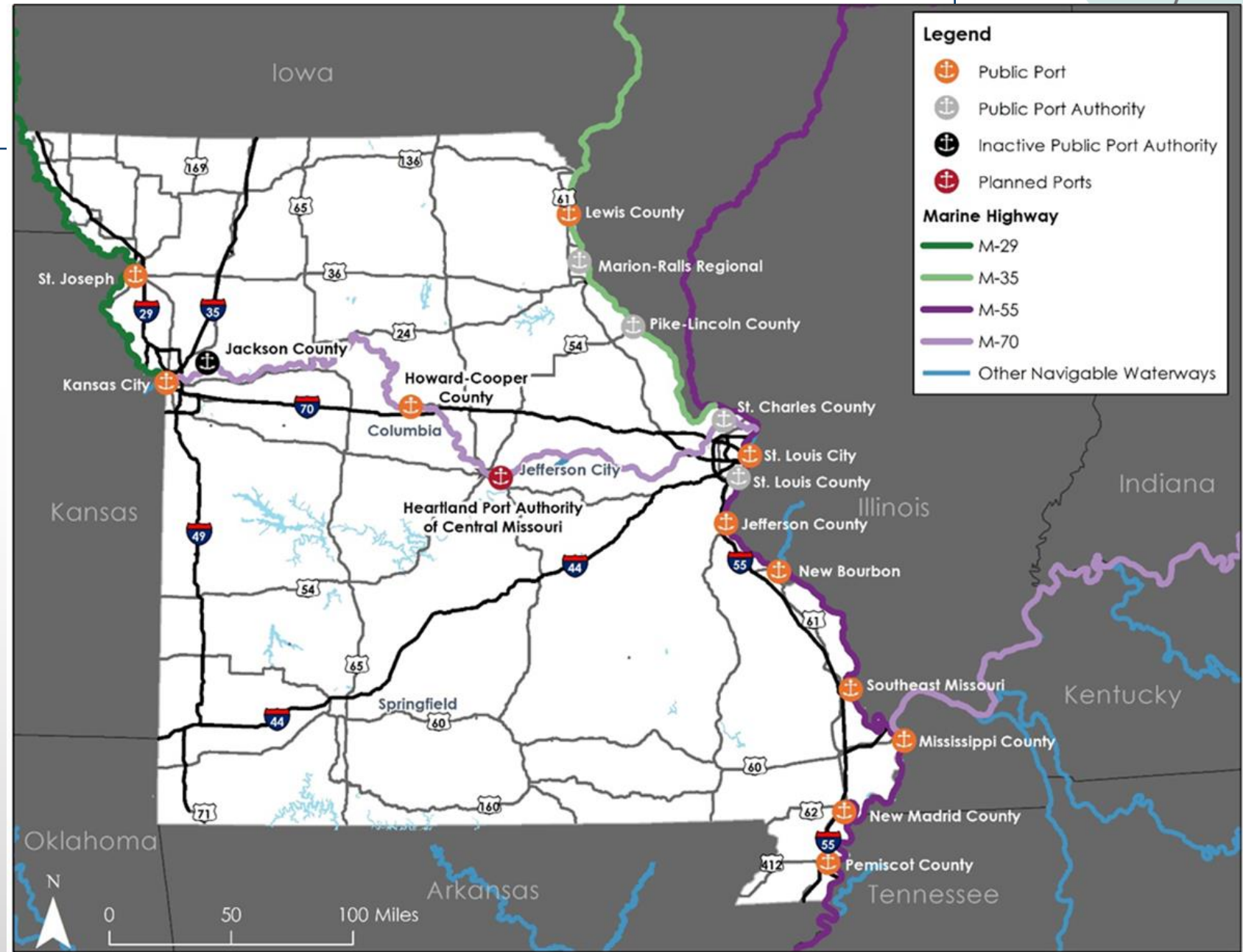
Data Driven, Stakeholder Informed

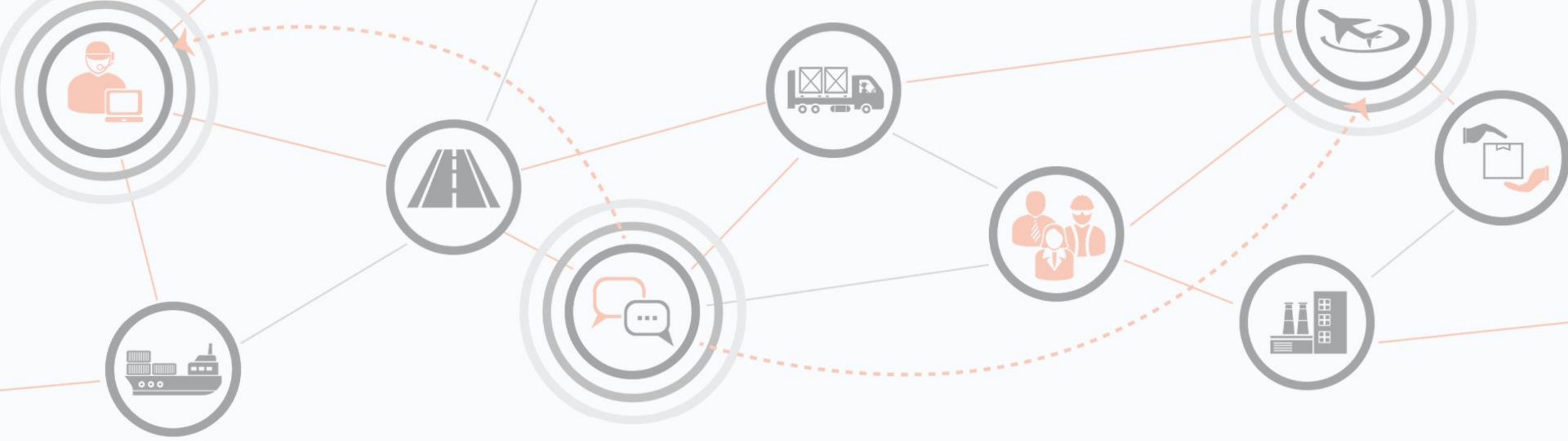


Missouri Rail Network



Missouri Port Network





Missouri Supply Chain Task Force Meeting

Jan. 20, 2022

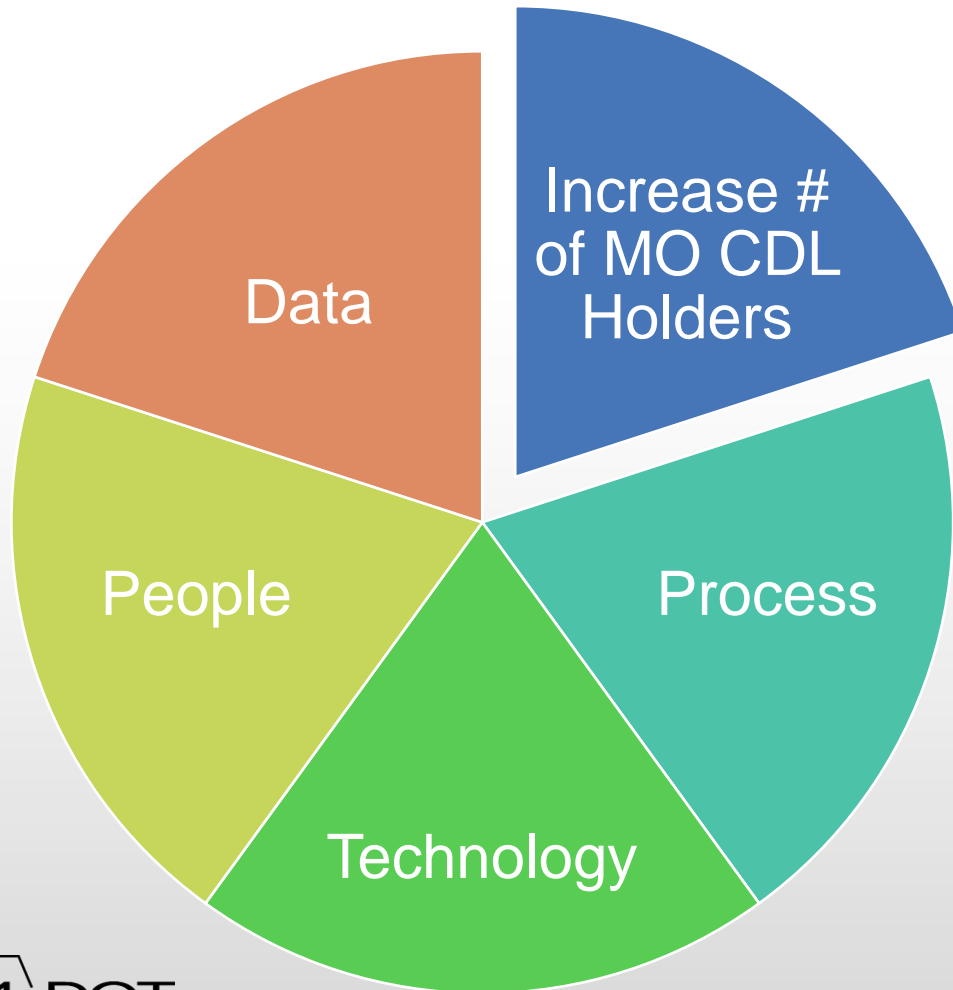
CDL Demand & Access



DEPARTMENT OF
HIGHER EDUCATION &
WORKFORCE DEVELOPMENT

Dr. Mardy Leathers
Director, Office of Workforce Development

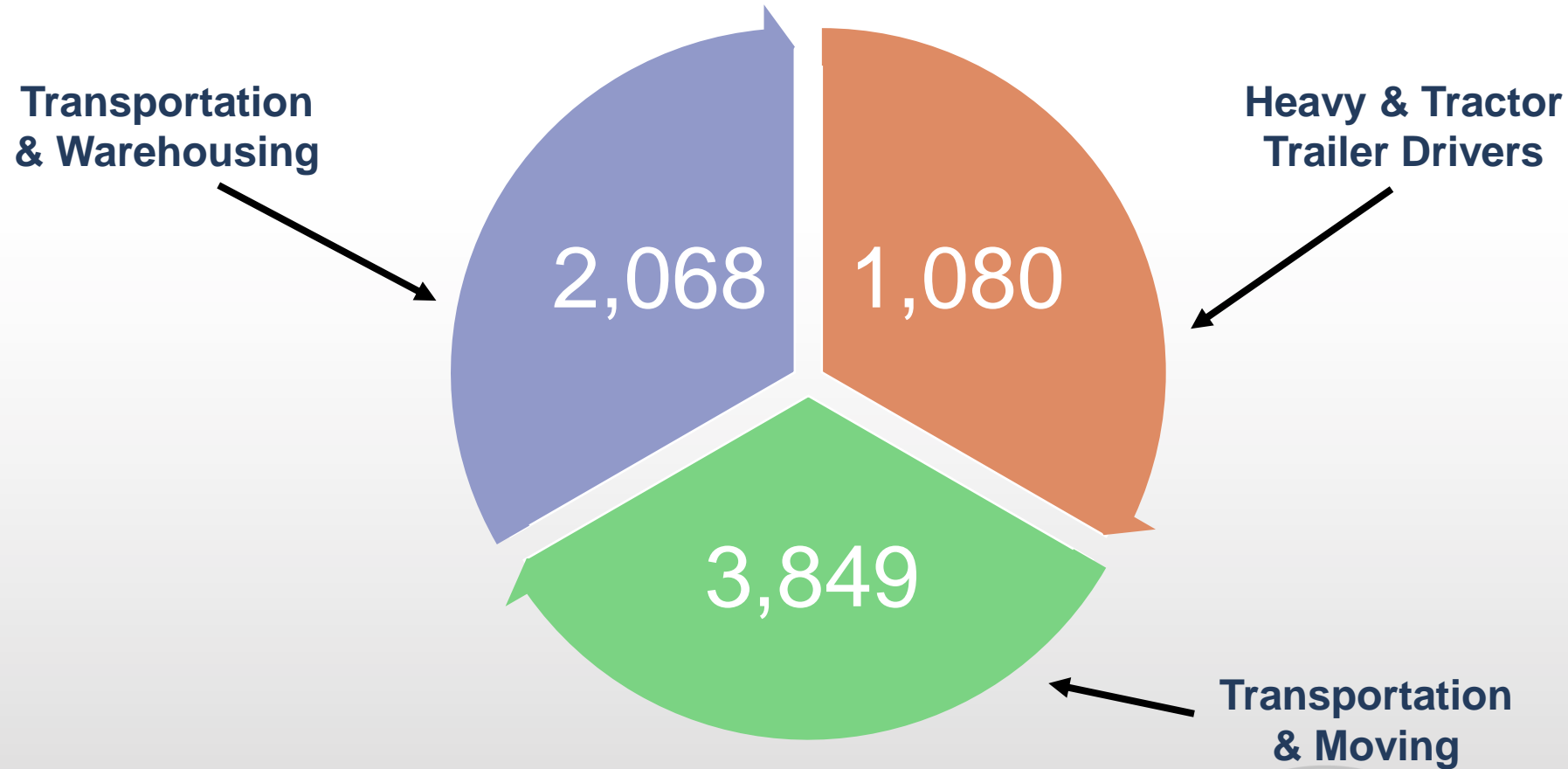
Framework for Impact



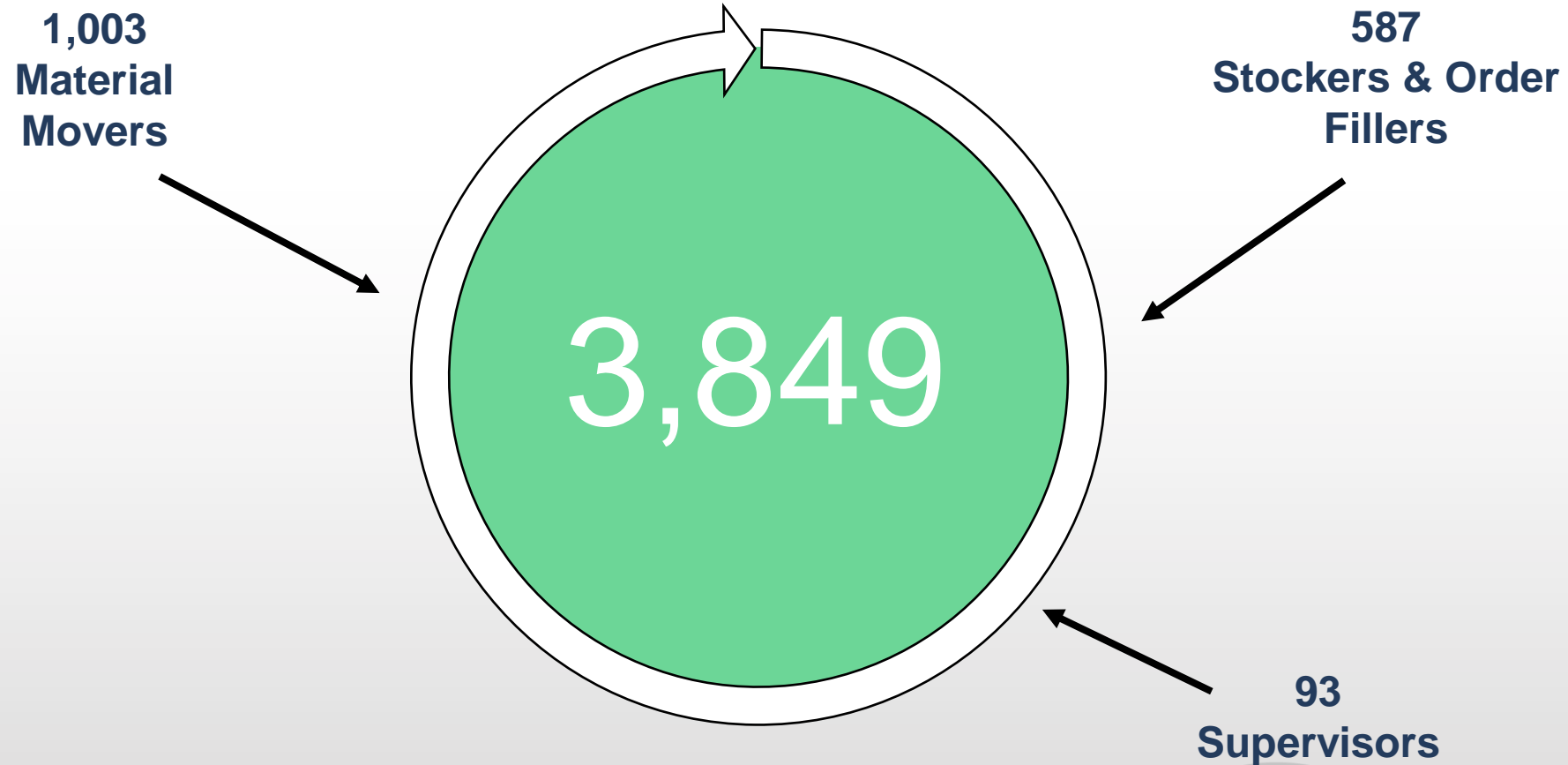
Outcomes matter...

...but only the right mix of inputs can get us there.

Demand for Labor – Current Job Postings



Demand for Labor – Sample Postings



Demand for Licensing in MO

22,000 CDLs Issued
Annually in Missouri

FMCSA Entry-level Driver Training Rule

- Effective February 7, 2022
- New drivers must attend training program listed on Training Program Registry prior to CDL Skills Test
- All CDL Skills Tests and Endorsements for first time
- Includes upgrades from CDL B to CDL A and over 16 passengers
- Knowledge (Theory) and Behind-the-wheel (BTW) components – no hour requirement

FMCSA Entry-level Driver Training Rule

- Existing CDL exemptions still apply
- If CDL issued prior to 2/7/22, even if expired, exemption of re-obtaining CDL of same class
- Must be complete within 1 year of start
- BTW must be delivered by same Training Provider
- Theory & BTW can be delivered by 2 different training providers
- <https://tpr.fmcsa.dot.gov/content/Resources/Provider-Guide/story.html>

Relaxed Hiring Standards

- Relaxed standards for OTR experience (specifically for LTL)
- Relaxed standards for at fault accident timeline and MVR points max
- Relaxed standards for Drug/Alcohol related offenses (2-5 years vs. 10 years)
- Relaxed standards of DOT Physical requirements (6 months vs. 2 years)
- Could pose safety concerns

CDL Training Investments

393 Trainees in 2021

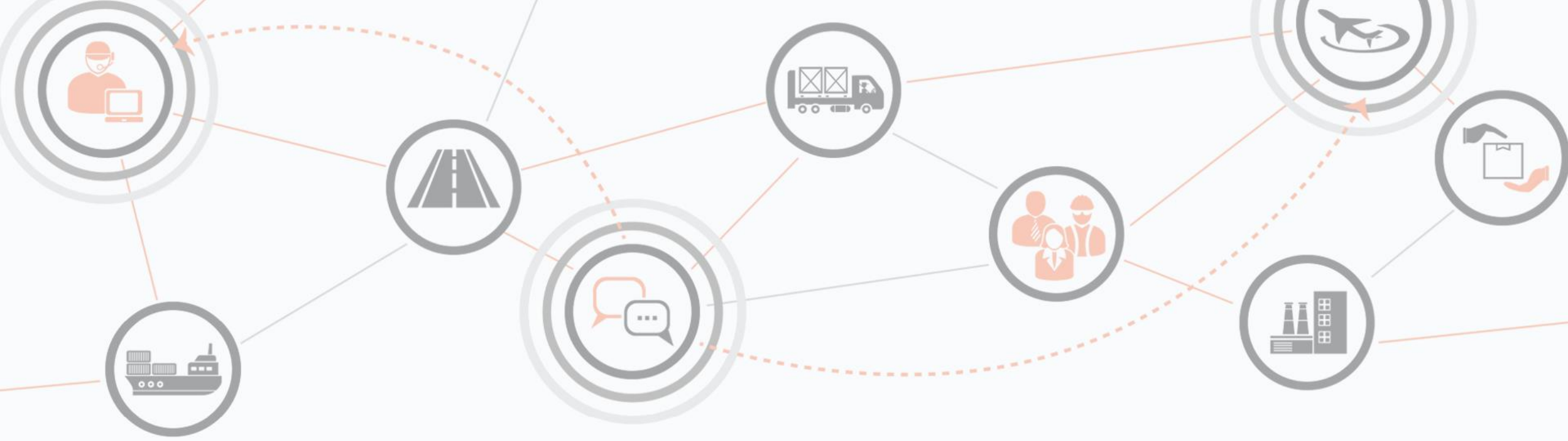
\$1,800,000 Invested

5 Week Avg. Program

59% Employment Rate

Noted Concerns

- Tight labor market continues to pressure trucking industry
- ELDT impact likely significant, especially in near-term
- Demand across all logistics industry occupations (non-driving) to outstrip supply for foreseeable future
- Relaxed standards of hiring could increase workplace hazards and liabilities



Missouri Supply Chain Task Force Meeting

Jan. 20, 2022

Crisis Response



Jerica Holtsclaw, MoDOT Motor Carrier
Services Director

Regulations for Weight on MO Roadways

➤ Current Regulations

- » RsMO Chapter 304
- » 7 CSR 10-25
- » Specifically, weight regulations – 7 CSR 10-25.020

➤ MoDOT Motor Carrier Services

- » Issues permits for all **NON-Divisible** loads in excess of legal limit
 - Legal weight limit = 80,000 lbs.

Load Types and Permits

Non-Divisible Loads

- Cannot be broken down into smaller loads
 - Ex: Bulldozer
- Can be issued a permit in excess of 80K lbs.

Divisible Loads

- Can be broken down into smaller loads
 - Ex: Canned goods
- Cannot be issued permits in excess of 80K lbs. regularly

Exceptions for Divisible Load Weight

» Special Permits

- » RsMO 304.200
- » MoDOT can permit in excess of length, height, width and/or weight for:
 - Single Trip
 - Defined Period
- » State Routes only NOT ON INTERSTATES
- » Past exceptions for weight under Special Permits– 10% overweight (88k lbs.)
 - Propane shortages in winter
 - Hauling rock/sand for levee repair during flooding

Exceptions for Divisible Load Weight

- Presidential declared emergencies
 - » Stafford Act – MAP 21 Section 1511
 - » Allows states to issue permits for **DIVISIBLE** loads in excess of 80K lbs. on **INTERSTATE**.
 - » Allowed for 120 days following the declaration only
 - » States can choose the weight limit
 - Carriers must still abide by load postings
 - » During onset of COVID-19 – Missouri issued 100k lbs. permit
 - For both INTERSTATE and STATE routes
- MAASTO Region – Weight Harmonization during Presidential declared emergencies

Heavy Weights & Infrastructure

➤ Federal Highway Administration

» State Enforcement Plan (SEP)

- 23 CFR Part 657, Certification of Size and Weight Enforcement
- Federal weight standards to preserve our Nation's infrastructure

➤ Infrastructure condition

» Impact of increasing weight limits for longer periods

- Only on State Routes
- More load postings on bridges
- Quicker pavement deterioration

Other Exemptions for Crisis Response



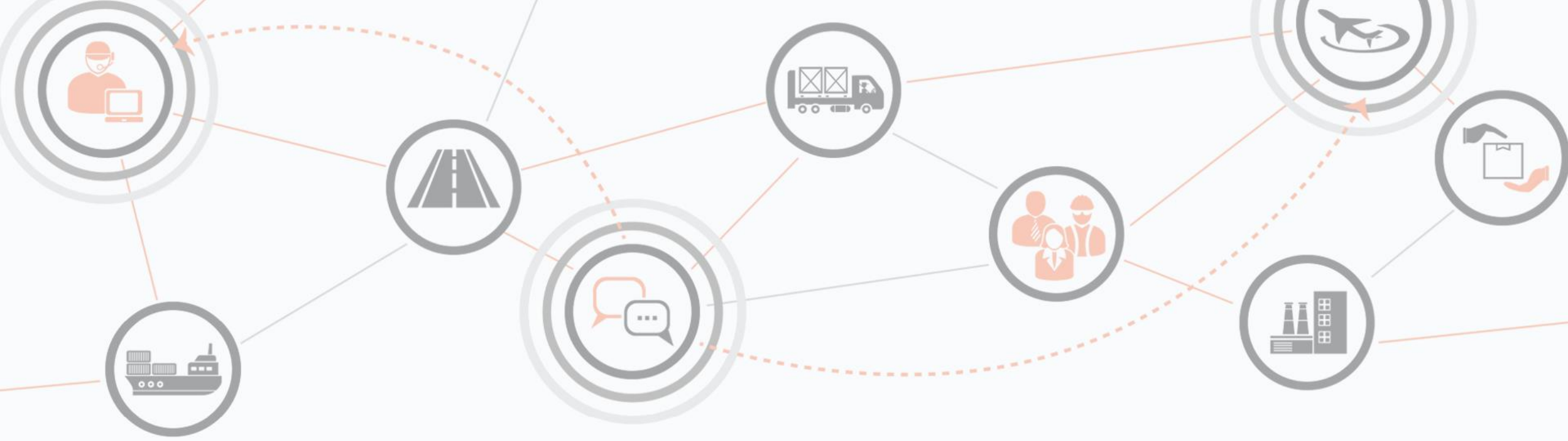
Hours of Service exemptions

FMCSA & State Governor's authority
49 CFR Parts 390-399
RsMO 307.400



Trip/Fuel Permit waiver (72 Hour Permit)

MO Governor has authority to issue
For out-of-state carriers coming through MO



Missouri Supply Chain Task Force Meeting

Jan. 20, 2022

Traffic Incident Management & Missouri's “Open Roads Agreement”



Chris Engelbrecht, MoDOT
Assistant to the Chief Safety & Operations Officer
Safety & Emergency Management Unit

Quality of life in the State of Missouri is heavily dependent upon the free movement of people, vehicles, and commerce

- Congestion is a growing problem in Missouri
- Increases costs, labor hours, fuel, missed schedules, late deliveries, increased air pollution and road rage
- 60% of all congestion is related to incidents
- 20% of all collisions are “secondary”, attributable to earlier incidents
- Responders are at risk on high-speed, high-volume roadways

Traffic Incident Management (TIM)

Planned and coordinated multi-disciplinary process to detect, respond to, and clear traffic incidents and restore traffic flow as safely and quickly as possible.

- Resolve issues associated with congestion and incidents
- Focus on controlled-access roadways
- Emphasize **urgent and safe clearance** of highway incidents

Open Roads Agreement

- Safety of emergency responders and the public
- Restoring roadways to full capacity as soon as possible following an incident
- Using clear communication between responding parties
- Utilizing strategies and tactics that support the National Unified Goal (NUG)

Open Roads - Shared Responsibilities

- Multi-Agency Coordination
- 90 Minute Clearance Goal
- Quick Clearance of Damaged Vehicles, Spilled Cargo, and Debris
- Minimize Traffic Impacts
- Promote Responder Safety
- Special Incident Coordination
- After-Action Reviews
- Traffic Diversion Planning
- TIM Training
- Communication

January 6, 2021 I-55 Southeast MO

Multiple crashes
Numerous locations

12-hour closure

Bypass routes activated
State EOC Coordination

- ESF-1 Transportation
- ESF-6 Mass Care
- ESF-13 Law

Local Emergency Mgmt

- Wellness checks
- Warming center



Public Safety Must be Maintained

State and local agencies have the responsibility to do whatever is reasonable to reduce the risk to responders, secondary crashes, and the delays associated with incidents, crashes, roadway maintenance, construction, and enforcement activities.

Roadways must be cleared of damaged vehicles, spilled cargo, and debris when it is safe to do so

- Damage to vehicles or cargo may occur as a result of clearing the roadway on an urgent basis
- Reasonable attempts to avoid such damage will be taken, the highest priority is restoring traffic to normal conditions
- Incident caused congestion has an enormous cost to society
- This cost is significantly greater than the salvage value of an already damaged vehicle and its cargo

Noted Concerns

- Not all incidents can be cleared in 90 minutes
- Lack of trust between towing and trucking industries
- Substantial or unreasonable tow/clean up costs
- Preferred tow may not be allowed due to circumstances
- Recovery times may be delayed/restricted due to traffic volumes