

**Freight Task Force Agenda****Thursday, January 22, 2026**Virtual Meeting: [ZOOM LINK](#)

1:00 p.m. - 3:00 p.m.

**I. Introduction****II. Meeting Recap, Project Overview, and Engagement**

Ian Thompson, Planner II, Southeast Michigan Council of Governments

- The task force engaged in an open discussion on recommendations and actions, with a particular focus on truck routing, which continues to emerge as a priority. Previously identified challenges and actions were reviewed, followed by discussion guided by two questions: which actions are most achievable or impactful, and what coordination is needed to support or implement them?
  - One comment included that the use of cameras and smart applications could be an impactful tool to decrease trucks operating in restricted areas.
  - Truck restrictions and enforcement in southwest have already helped to curb traffic in unwanted/restricted areas.
  - Several members noted the sensitivities to cameras and observations of certain populations/communities.
  - Legal Process: Cameras need to be approved by city council, and this may be difficult to get approval. It could still be useful (and has helped with illegal dumping), but they would need to be careful with where they go in, who they are pointed at, etc.
  - Barriers at state legal level for camera enforcement, but there are some opportunities to open the conversation.
  - One member pointed out that that it could be useful to make communities more aware of the legal process involved with implementing these types of smart enforcement tools. *Potential Action:* make it clearer on the legal status, what can communities even use or not use currently in the state, and promote/support any

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legislation/policies that may be needed to allow for technology that may currently be restricted in the state.

### III. Cambridge Systematics

Christopher Lindsey, Ph.D., P.E., Project Manager, Cambridge Systematics, Inc.

- Christopher Lindsey provided an update on several tasks including Highway Congestion and Reliability, Commodity Flows Analysis, Freight Activity Center analysis. Following the presentation several questions were addressed:
- *Question:* Does the commodity tonnage expectation for 2050 consider the change in freight operations, including manufacturing plants like Cleveland Cliffs?
  - *Response:* The commodity flow database is based off FAF database; more focused on macro-economic trends (multistate level), not specific micro economic industry changes.
- *Question:* What other regions have you worked with?
  - Atlanta has done a lot with freight activity centers. They have a program for identifying freight clusters and include them as part of the regional freight plan; then they fund more detailed studies to do a deeper dive on those clusters (do counts and other analyses for each cluster). If they improve conditions in those clusters, then conditions will improve at the regional level as well.

### IV. I-94 CAV Corridor Project

Michele R. Mueller, Manager, Connected, Automated Vehicles, and Electrification, Michigan Department of Transportation

- Michele R. Mueller provided an update on the I-94 CAV Corridor Project. Following the presentation several questions were addressed:
- *Question:* Modernization of I-94 easternly has been studied, but not westerly (Schaefer to 96?), How will that be studied in the future and/or incorporated into the CAV Corridor?
  - *Response:* MDOT is looking at future opportunities. Do not want to rip up existing infrastructure. This may need a contractor to help study.

### V. I-94 Modernization Project

Adam Wayne, PE, Senior Project Manager, Michigan Department of Transportation

- Adam Wayne provided an update on the I-94 Modernization Project. Following the presentation several questions were addressed:
- *Question:* Is there funding for nonmotorized connections?
  - *Response:* This project does not include VRU/nonmotorized funding.
  - IIJA changed formula funds and created new competitive grant programs, and there have been major pots of funding available to states and local agencies. This is going to be revisited this year by the current administration as part of the reauthorization process.
  - SEMCOG as an MPO gets funding that can go to non-motorized projects, green stormwater infrastructure, placemaking and quality of life improvements (TAP). Beyond that, reconnecting communities is another competitive national grant, hard to get for Detroit area (MDOT got 1 project funded out of 4 or 5 submitted projects). SS4A has been a good program too. Significant portion of the Joe Louis Greenway (including southwest Detroit) has been funded by the TAP program.
- *Question:* Does the project have programmed funding and future grants?
  - Everything that is currently programmed for I-94 modernization is typical formula funding and block grant funding; PROTECT block grant funding that is going to drainage funding; for future funding, have some road and bridge reconstruction, drainage tunnel; all of that is nondiscretionary funding.
  - Keeping eye out for future funding opportunities but need to coordinate that with other projects in the state of Michigan since there are limited funds available.

## VI. Meeting Wrap Up

### Upcoming Meetings

- Freight Task Force Meeting # 7, April 9, 2026
- Freight Task Force Meeting # 8, July 23, 2026

**Freight Task Force Meeting #5  
Sign-In Sheet  
October 30, 2025**

<b>First Name, Last Name</b>	<b>Organization</b>
Adam Wayne	MDOT
Amy O'Leary	SEMCOG
Augusta Gudeman	City of Detroit
Cheryl Bush	Oakland County International Airport
Christina Nicholaides	SEMCOG
Christine Connell	Consulate General Of Canada
Christopher Girdwood	Aerotropolis
Chris Lindsey	Cambridge Systematics
DONALD DUDAS	PORT HURON TWP.
Edward Bohner	Michigan State Police
Edward Hug, Jr.	SEMCOG
Elisha Wulff	MDOT
Gavin Beckford	Charter Township of Canton
Hali Lenney	Macomb County
Ian Thompson	SEMCOG
Jake Parcell	City of Sterling Heights
James VanSteel	MDOT - Metro Region
Jenya Abramovich	SEMCOG
Jesse Gwilliams	MDOT
Jim Semerad	JMSI Vision LLC
Jon Cool	Michigan Railroads Association
Kenneth M. Kucel, P.E.	City of Detroit
Mitchell Hoover	St. Clair County
Marques Thomey	Wayne County Airport Authority
Nicole Alequín-Avilés	SDEV
Patrick Sutka	Nicholson Terminal & Dock Company
Peter Klomprens	St. Clair County
Roger Streiffert	Toledo Metropolitan Area Council of Governments (TMACOG)
Shafiq Bari	OFME
Saima Masud	SEMCOG

Sean Sammon	TMACOG
Steve Capser	WF Whelan
T.J. Connolly	Road Commission For Oakland County
Taylor Mitchell	Detroit/Wayne County Port Authority
Todd Trudell	CSCMP
Zach Tecson	Michigan Department of Transportation – Office of Aeronautics