

FAST and Furious: A look At MAASTO States Freight Plan Development.

Contact: **Ernie Perry, PhD**
MAFC/CFIRE
University of Wisconsin- Madison
ebperry@wisc.edu



MAFC – As a coalition, how can we leverage the information, processes and understanding that is generated by 10 distinct freight plans - all working to support similar local, state and national goals?

- **Role of MAFC**
- **Development, and purpose of the Freight Plan alignment project**
- **Status of MAASTO states freight planning**
- **Processes and Components of freight plans**
- **Working to identify and share best practices**



Mid-America Freight Coalition



- Ten States
- 22% of total population
- 23% of Country's total truck tonnage
- 63% of Nation's total rail tonnage
- 25% of NFN
- Inland waterway system –about all of it!



Review and Alignment of MAASTO State Freight Plans

- ❑ Identify opportunities to collaborate, increase awareness and communication of freight plan activities across MAASTO states.
- ❑ Identify and share best practices across all areas of freight planning and development
- ❑ Inform and lead regional and national freight planning activities. Demonstrate state and regional best practices as well as leadership in freight policy and programs.



In 2015, the status of freight planning across MAFC looked like this:

Freight plans completed in last 5 years:

Indiana - [Indiana 2014 Multimodal Freight and Mobility Plan \(PDF\)](#)

Missouri – [Missouri Freight Plan \(2014\)](#)

Michigan - [Michigan Freight Plan \(2013\)](#)

Ohio - [Ohio Statewide Freight Study \(2013\)](#)

Illinois - [Illinois Freight Mobility Plan \(PDF\)](#) – December 2012

Freight plans completed in last 5-10 years

Kansas - [Statewide Freight Study \(2009\)](#)

Kentucky - [Statewide Intermodal Freight Plan \(2006, edit 2007\) \(PDF\)](#)

Minnesota - [Statewide Freight Plan \(2005\) \(PDF\)](#) – Being updated 2015

In Process:

Iowa

Wisconsin



July 2016 status of freight plans in the MAFC region

FAST ACT	Significant system trends, needs, and issues	Policies, strategies, and performance measures	Description of how plan will help meet national freight policy goals	Innovative technology considered	Description of work to reduce road damage caused by heavy vehicles	Inventory of facilities with freight mobility issues, and solutions	List of multimodal critical facilities and corridors (if applicable)	Consideration of congestion or delay caused by freight movements, and strategies to mitigate	Freight investment plan	Consultation with FAC (if applicable)
MAP-21	X	X	X	X	X	X				
IL 2012	X	X								
IN 2014	X	X	X	X	X	X				X
IA 2016	X	X	X	X	X	X	X	X		X
KS* 2016	X	X	X	X	X	X	X	X	X	X
KY 2016	X	X	x	x	x	x	x	x		
MI 2013	X	X	X	X	X	X				
MN 2016	X	X	X	X	X	X				X
MO 2014	X	X	X	X	X	X				X
OH 2013	X	X	X	X			X		X	
WI* 2016	X	X	X	X	X	X	X	X	X	X

* Planned efforts

Plan Status: In-house or Contracted, costs and integration

State	Date Finished	FHWA Accepted	Sought Increased Cost Share	Consultants Used	Total Cost	Relation to Other Plans
<u>Illinois</u>	2012	No	No	Yes	\$1,600,000	Integrated
<u>Indiana</u>	2014	Yes	Yes	Yes	\$92,000	Standalone
<u>Iowa</u>	2016	N/A	N/A	Yes	<u>\$30,600</u>	Standalone
<u>Kansas</u>	2009	No	No	Yes	\$800,000	Standalone
<u>Kentucky</u>	2016	No	No	No	\$270,000	Standalone
<u>Michigan</u>	2013	Yes	Yes	No	\$200,000	Standalone
<u>Minnesota</u>	2005	No	No	Yes	\$267,000	Standalone
<u>Missouri</u>	2015	Yes	Yes	Yes	\$2,000,000	Integrated
<u>Ohio*</u>	2013	No	No	Yes	\$895,000	Integrated
<u>Wisconsin</u>	N/A	N/A	N/A	N/A	N/A	N/A

*Ohio created a Freight Study in 2013.

Summary of Freight Plan Efforts and Costs across the MAFC



8 out of 10 states used consultants to some degree.

Total estimated costs for Freight plans 2012-2016=\$7,557,000.

States still expended tremendous energy and hours.



Critical Elements of Freight Plans and Best Practices

- Stakeholder outreach and Freight Advisory Committees
- Multimodal funding programs
- Freight data sources
- Economic analysis
- Freight network design
- Performance management
- Project Prioritization



For each element we provide:

- ✓ Policy review
- ✓ Literature Review
- ✓ State Practices
- ✓ Best practices

State Freight Advisory Committees Overview

State	Name	Members	Schedule	Contact
Illinois	Freight Advisory Council	~42	2x-3x per year	Jim Durako (217) 785-2353 james.durako@illinois.gov
Indiana	Conexus Indiana Logistics Council	~50	3x-4x a year	David Holt (317) 638-2108 dholt@conexusindiana.com Katie England (317) 234-7911 Kengland1@indot.in.gov
Iowa	Iowa Freight Advisory Council	~32	Quarterly	Garrett Pedersen (515) 239-1520 Garrett.pedersen@dot.iowa.gov
Kansas	Freight Advisory Committee	24-30	Quarterly	John Maddox (785) 296-3228 johnm@ksdot.org
Kentucky	TBD	TBD	TBD	TBD – creating a FAC by August 2016
Michigan	Commission for Logistics and Supply Chains	7	Quarterly	TBD, in transition.

Continued....State Freight Advisory Committees

Minnesota	<u>Freight Advisory Committee</u>	39	Quarterly, with semi-annual events	John Tompkins (651) 366-3724 John.Tompkins@state.mn.us
Missouri	Freight Steering Committee	21	Monthly	Disbanded after plan completed. Currently setting up regional FACs including St. Louis, Kansas City, and Springfield. All seven DOT district offices will have their own FACs, which will make up a state FAC.
Wisconsin	<u>Freight Advisory Committee</u>	45	Biannual	Ken Brotheridge (608) 266-9476 Kenneth.Brotheridge@dot.wi.gov

7 of the 10 states have active FACs. Report also includes analysis of intergovernmental and agency stakeholder efforts

FAC Outreach Best Practices

- Use a manufacturers survey to get “low hanging fruit” action items – easy to build trust.
- Implementation plan demonstrates that FAC feedback will be valued or useful.
- Initiative/recognition from Governor makes attendance prestigious.
- Have a single point of contact for freight-related issues
- Attend industry events
- Develop fast action response plan
- FAC membership should reflect industries across the state



Multimodal Programs – Still in transition

Category	Total Amount Available
Estimated total amount available for ROAD	\$262 million
Estimated total amount available for RAIL	\$178 million
Estimated total amount available for MARITIME	\$26 million
Estimated total amount available for AIR CARGO	\$23 million



Multimodal Funding Best Practices

- Develop funding partnerships to link freight investment to economic development work
- System funding programs should cover all modes
- Consider maritime projects in funding programs
- Market importance of freight to economy to build support for multimodal funding

Freight Data Usage and Cost – partial table.

Ohio	FAF	Commodity flows	Free
	TRANSEARCH	Commodity flows	Included in consultant cost
	Tompkins Survey	Industry information	
	Statewide Highway Traffic Model	Economic Analysis: estimated impact of specific system investments	Free
Wisconsin	TRANSEARCH	Freight flows (purchase contained 3 years)	\$180,000
	STB Waybill Sample	Rail freight flows	\$200*
	InfoUSA	Business directory and data	\$2,000
	Multimodal Network Tool	Forecasts	Free
Estimated Total Regional Expenditures for Data:			\$2.2 million
* The STB Waybill Sample cost is \$200 for the dataset plus \$50 for each additional user.			

Largest number of data sources used in plan – 16.

FAF, Transearch, STB Waybill, InfoUSA and USACE Waterborne Statistics show highest frequency of use

Best Practices in Freight Data and Economic Analysis

Best practices for freight data collection and use

- Utilize open datasets, like the Freight Analysis Framework
- Integrate freight considerations into travel demand models
- Consider in-house traffic counts, rest area traffic counts, and OSOW permit data as viable data sources.
- Collect your own data
- Collect data from other state agencies like Agriculture or Commerce.
- Consider purchase of region-wide data sets if discounts could apply.

Best Practices for Economic Analysis

1. Use commodity flow information to describe the economic context
2. Conduct a supply chain analysis for industries of high importance
3. Survey industry and manufacturers to determine their concerns and needs
4. Work with other agencies (like Economic Development) to determine economic impacts
5. Include all modes in analysis so information is available for the entire freight system.

Freight Network Development



State	Name	Modes Included
Illinois	TBD – In process of creation	TBD
Indiana	Primary Freight Network	Road
Iowa	Iowa Multimodal Freight Network	All
Kansas	Freight Corridors of Significance	Road, Rail
Kentucky	Kentucky Freight Network	Road
Michigan	Michigan Truck Network	Road
Minnesota	Principal Freight Network	All
Missouri	Missouri Freight Network	All
Ohio	Ohio Strategic Freight System	All
Wisconsin	TBD. In process of creation	TBD

Freight Performance Measures proposed by FHWA

Generalized Area	Specific Freight-Relevant Measures
Traffic Congestion	<ul style="list-style-type: none">• Annual Hours of Excessive Delay per Capita
On-Road Mobile Source Emissions	<ul style="list-style-type: none">• Total Tons of Emissions Reduced from CMAQ Projects for Applicable Criteria Pollutants and Precursors
Freight Movement on the NHS	<ul style="list-style-type: none">• Percent of the Interstate System Mileage Providing for Reliable Truck Time• Percent of the Interstate System Mileage Uncongested
Performance of the Interstate System	<ul style="list-style-type: none">• Percent of the Interstate System Providing for Reliable Travel• Percent of the Interstate System Where Peak Hour Travel Times Meet Expectations
Performance of the Non-Interstate NHS	<ul style="list-style-type: none">• Percent of the Non-Interstate NHS Providing for Reliable Travel• Percent of the Non-Interstate NHS Where Peak Hour Travel Times Meet Expectations

Project Prioritization and Freight Investment Plans Across the MAFC

MAFC Teleconference on developing investment plans and project prioritization:

<http://midamericafreight.org/wp-content/uploads/FIP-call-notes-overview-and-notes-06212016.pdf>

Prioritization Best Practices

1. Asking stakeholders to review prioritization lists for “missing” projects and to provide feedback on ranking.
2. Using a data-driven process to produce an objective list of projects at the beginning of prioritization.
3. Using a tiered system to categorize projects based on funding eligibility.
4. Making multimodal considerations



MAFC Freight Alignment Project: Identify areas for Collaboration, Learn from each other, provide regional and national leadership.

- ✓ Collaborate with GL leadership,
- ✓ Develop regional networks,
- ✓ Support regulation harmonization,
- ✓ Highway and marine corridors,
- ✓ Provide a voice for the region to DC,
- ✓ ITS sharing and truck parking
- ✓ Purchase regional data sets
- ✓ Develop regional and consistent PMs



Freight Plan alignment project– a catalogue of the freight planning practices that enables each state to look across the border and see how the others create freight planning, freight networks, and all of the processes, data, and organization that further institutionalizes freight in DOTs.

Together, the united forces of our communication and transportation systems are dynamic elements in the very name we bear—United States. Without them, we would be a mere alliance of many separate parts.”

President Dwight D.
Eisenhower
February 22, 1955



Thank you!

Ernie Perry, PhD
MAFC/CFIRE
ebperry@wisc.edu
608-890-2310



July 27, 2016