

Mid-America Freight Coalition

MID-AMERICA



FREIGHT COALITION

Activity Report

2011-2014

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Introduction

This report provides a detailed summary the activities of the Mid-America Freight Coalition (MAFC) from October 2011 to June 2014, a three-year period for the Coalition in its second funding cycle. This report also includes a summary of MAFC activities from 2008-2011 to provide for a more complete picture of the progress and growth of the Coalition's efforts.

After this introduction and a review of the Coalition's mission, this report is presented in three parts, each of which represents one of the Coalition's major service and research activities.

1. Annual meetings and member services.
2. Publications and research activities.
3. Policy and special studies.

Background

The history of MAFC begins with the Upper Midwest Regional Freight Transportation Workshop and Study initiated in 2002. After conducting the initial research on the region's freight systems and extensive outreach to the state DOTs in April 2007, the Mississippi Valley Freight Coalition (MVFC) charter was signed by the Mississippi Valley Board of Directors. A transportation pooled fund project was initiated through the Wisconsin Department of Transportation (WisDOT) to support the work of the Coalition. In 2010, the Coalition's name was changed to the Mid-America Freight Coalition (MAFC) to reflect the change in the sponsors naming to the Mid-America Association of State Transportation Officials (MAASTO).

In the original MAFC charter, the Coalition was charged to "protect and serve the economic well-being of the industries, farms, and people of the region." To carry out this mission the coalition identified the following activities:

- Sharing information between agencies that will improve the understanding of freight issues and the management of freight services and facilities.
- Reaching out to and sharing ideas with private sector shippers and carriers on approaches to making freight flow more smoothly through the region.
- Gathering, analyzing, and sharing information on the movement of freight throughout the region with sister agencies and with private-sector interests.
- Defining a system of regionally significant freight highway, rail, and water corridors and facilities and establishing performance expectations for those facilities that will guide their management and operations.
- Evaluating, implementing, and operating technologies and other roadway appurtenances from a regional perspective and in a manner that supports the reliable, efficient, and safe movement of freight.
- Evaluating, implementing, and enforcing traffic and vehicle regulations that promote the reliable, efficient, and safe movement of freight.
- Identifying corridors or bottlenecks that frustrate the movement of freight, and taking actions, individually or as a group, to improve those corridors or bottlenecks.
- Defining and supporting national transportation policies that will leverage and improve the movement of freight in the region.

It is important to note that the states' efforts since 2002 were then, and are still, innovative in terms of state DOT freight activity and sophistication. Prior to 2012, the ten MAFC states comprised just one of three groups of states coordinating freight planning and freight development across the United States. The MAFC states have also led innovation in

stakeholder collaboration as some of the first states to formally create and use freight advisory committees. The MAFC states were also the first states to conduct freight planning and link freight development and economic development. It was not until the summer of 2012 with MAP-21 that freight found a public policy home in federal transportation reauthorization and moved beyond the few states that were already active in freight development.

For more than ten years the Coalition states have been working to advance freight as a transportation and economic development tool in the MAFC region, and as a critical public policy issue in the national transportation policy arena. With the increase in state-level freight activity, the MAFC has continued to provide innovation, collaboration, and policy impact assessments.

The MAP-21 freight initiatives released in July 2012 have accelerated the rate of innovation and steepened the trajectory of freight policy at the USDOT and state DOTs. MAP-21 also came on the scene at the same time that MAFC began researching and documenting the region's multimodal economic freight network for the MAFC Regional Freight Study (RFS). With MAP-21 policy guidance including such critical freight initiatives as a primary and critical rural freight networks, freight planning and freight project prioritization, freight advisory committees, and performance measures, the MAFC incorporated these considerations into the MAFC Regional Freight Study.

The increased activity in freight development across state DOTs over the last several years likely has several causal factors. In addition to MAP-21 freight initiatives, the original Mississippi Valley Freight Study of 2005, MAFC annual meetings, competitive grant programs such as TIGER, and state efforts to develop and institutionalize freight have increased the interest in freight development at state DOTs. This institutionalization of freight has also created the need for work in the areas of conceptualization and development of the national freight network and multimodal freight policies, while also creating a greater demand for innovation in freight development to serve the economy. The MAFC's understanding of freight data, experience in conducting impact analysis, and past work in the policy process have proven crucial to ensure that MAFC states and their partners are represented in national freight policy, and that this policy serves the needs of the region, the individual states, and the industries and businesses that form the basis of our regional and national economy.

The Coalition's efforts remain focused on increased collaboration and innovation in freight development. This focus now includes a larger role in ensuring that developing freight policy and the broad geographic application of new freight programs address the needs and preferences of the MAFC states. These policies and programs must reflect the same diversity and flexibility seen in the US economy.

Besides the recent additions of freight policy to transportation authorization, we have also seen big changes in transportation funding, extreme weather impacts, and changes to the nature of our economy. All of these factors are draining the US competitive advantage in freight movement and logistics. Both the United States and the Mid-America region, once the biggest hitters in the game that marshaled all of the resources, now find themselves competing globally for resources both as inputs and for export markets. This shift has been costly to US economy.

The societal and economic benefits of an efficient relationship between freight, logistics, and the economy are now a global commodity. Freight is a matter of national importance and is influenced by the collaboration, freight development efforts, and support generated by state DOTs. Each state's role in supporting freight movements, economic development, and national competitiveness is paramount.

The MAFC will continue to work to understand the changing nature of freight systems and the underpinning relationships between freight and the economy. This economic, logistics, and infrastructure triad of freight development is a nation-building tool. Nations, regions, and states that capture and manage trade and global commerce patterns will prosper. The MAFC

continues to strive to identify, understand, and support the implementation of innovations that ensure that MAFC states fully leverage the abilities of our built and natural freight systems to support our economy and quality of life.

MAFC Annual Meetings

2011 MAFC Annual Meeting

The 2011 MAFC Annual Meeting was held in St. Louis, Missouri and was the final time that the MAFC members met independently without additional coalitions, non-partner states, or other partners joining the meeting. This two-and-a-half day meeting was held at the Union Station Hotel and Convention Center on April 26-28, 2011.

The conference materials, presentations, and conference information can be found at the [2011 MAFC Annual Meeting page](#).

2012 MAFC Annual Meeting

The 2012 MAFC Annual Meeting was held on April 18-20, 2012 in Minneapolis, Minnesota and was the first annual meeting that expanded the scope of attendees beyond the MAASTO states. State representatives requested a broadening of the meeting scope to create an environment favorable for innovation and sharing of best practices.

This new focus on partnerships and the role of economics in state freight planning was timely. Because state DOTs were preparing for the release of a transportation authorization bill that included freight provisions calling for increased freight awareness, greater stakeholder involvement, and the inclusion of economic issues related to freight, the annual meeting was combined with the Minnesota Freight Advisory Committee (MnFAC) meeting.

The Minnesota DOT (MnDOT) provided the coordination to conduct the MnFAC meeting in conjunction with the MAFC meeting in order for the states to see how Minnesota's freight advisory group collaborated with the DOT. This partnership approach provided the states with an opportunity to experience firsthand how MnDOT, with its advanced and functioning freight advisory committee, integrated private sector freight and logistics interests into MnDOT programs and policies. The sessions also included ConexusIndiana, the Ohio DOT, and MPOs as additional and varied examples of agency-industry cooperation. This collaboration and sharing at the annual meeting represents a premier example of how state DOTs are able to share information concerning economic development, manufacturing, logistics, and the related industries and infuse this information into their freight planning, programs, and outreach activities.

To encourage sharing and adoption of freight best practices, two publications were created to support state DOT work in freight advisory committees and with OSOW trucking. The *Freight Advisory Committee Q&A* and *Top Oversize/Overweight Issues* documents, along with all conference materials, and presentations can be found at the [2012 MAFC Annual Meeting page](#).

2013 MAFC Annual Meeting

The 2013 MAFC Annual Meeting represents another step forward in support of greater collaboration and best practices sharing within and beyond the MAFC states. The 2013 meeting was hosted by the Kentucky Transportation Cabinet (KYTC) and incorporated the Kentucky Biennial Freight conference and the Institute for Trade and Transportation Studies (ITTS) annual meeting at the annual MAFC event. The meeting was held in Louisville, Kentucky on March 11-14, 2013 and included three days of sessions and field visits. Twenty-two state DOTs, affiliated planning groups, and various agencies attended the meeting, pushing attendance past 150 people.

Presentations, workshop materials, and photos are available at the [2013 MAFC Annual Meeting page](#).

2014 MAFC Annual Meeting

The 2014 MAFC Annual meeting was held in Chicago, Illinois and hosted by the Illinois DOT. The meeting was held in partnership with the Coalition for America's Gateways and Trade Corridors (CAGTC) and entitled NAFTA-NEXT: Energizing Sustainable Trade Corridors Across North America. The meeting began on April 22, 2014 with an afternoon MAFC working session entitled Marine Highways and Marine Freight Development in the MAFC. This afternoon working session included five speakers and focused on the marine highway activity and interest in the MAFC states. Presentations addressed MARAD's new port programs, state collaboration on marine highways, market research examples for the Great Lakes, and integrating marine freight into state freight plans. Conference materials and presentations for the MAFC portion of this meeting can be found at the [2014 MAFC Annual Meeting page](#).

Following Tuesday's MAFC sessions, the Coalition members then attended the sessions held for the NAFTA-NEXT meeting, which focused on the tri-lateral trade relationships with Canada, the United States, and Mexico. The sessions on April 23-25, 2014 provided unique and global perspectives on trade and freight movement between these three countries. Notable speakers at the conference event included four former Secretaries of Transportation and Canada's Ambassador to the United States, all of whom rallied support for freight infrastructure and for easing trade burdens for US, Canadian, and Mexican business and industry. Conference materials and presentations can be found at [NAFTA-NEXT](#).

Additional Member Services

Additional member services include outreach activities such as teleconferences and webinars, as well as a special working session at the FHWA/AASHTO Freight Partnership meeting in August of 2013. These activities are generally geared towards sharing state freight activities and innovations, education, or increased awareness of policy, data, or analytical issues with freight and freight metrics. The various meetings are described below.

With new MAFC staff on board in the Fall of 2011, a MAFC teleconference was held January 12, 2012 and several topics relating to the MAFC Regional Freight Study:

- a. Corridor characterization efforts.
- b. Themes: economics, jobs, congestion, and chokepoints.
- c. OSOW whitepaper topics.
- d. Cost-benefit analysis tools and a data-driven approach to freight.
- e. How to incorporate upcoming freight agenda from authorization.

This technical contact meeting was followed by a teleconference with the MAASTO STIC committee on January 19, 2012 to present MAFC priorities that included:

- 1) The MAFC Regional Freight Study.
 - a. Provide an intermodal inventory of regionally significant freight corridors, nodes, generators, and networks.
 - b. Assess policies to facilitate regional transportation and economic development and develop a freight planning approach to support MAASTO states.
 - c. Provide states with guidelines and processes to compare economic benefits of multimodal freight transportation investments.
- 2) Investigate and work to better align highway design and operations with trucks and OSOW freight.

In July 2012, the MAFC agenda was presented to and approved by the MAASTO Board of Directors. The agenda included work to define and understand the implications of developing freight corridors under transportation authorization and identifying the key multimodal freight corridors and networks in the MAASTO region.

On September 24, 2012, another teleconference was held with the MAFC state technical representatives. Topics at the teleconference included MAP-21 initiatives, state discussions on innovations they are adopting, research prioritization, and MAFC funding.

On January 4, 2013, MAFC state representatives convened a teleconference to review and refine conference topics for the spring MAFC meeting.

On April 26, 2013 (following the annual meeting) a teleconference was held with the MAASTO STIC committee to review the national freight network and data-driven views of the MAFC significant freight network.

On May 10, 2013 a teleconference was held with the MAFC technical representatives to discuss analysis and data available to identify the national freight network as prescribed under MAP-21.

On July 10, 2013 the MAFC technical team convened a teleconference based on continued freight policy discussion and guidance released through the Federal Register. With additional information to guide development of a national freight network, the teleconference addressed draft profiles of the freight corridors, assessed the data used in defining the proposed new networks, and presented an economic development approach to the RFS that included an economic location quotient to identify future growth areas.

On July 30, 2013, a MAFC working session was held in coordination with the FHWA/AASHTO Freight Partnership Meeting. The Coalition's technical representatives voted to send one representative from each state to the freight partnership meeting. This special convening of the MAFC representatives served two purposes. With the biennial freight partnership conference and the continued evolution of the national freight network, USDOT was tasked to present and discuss the various MAP-21 freight initiatives. Additionally these corridor and freight policy discussions were directly relevant to the creation of the RFS. The discussions supported the evolving definitions of freight corridors and freight policy in the MAFC region and provided for a critical examination of the data and approaches to developing a freight corridor network.

During the week of August 16, 2013, the annual MAASTO meeting was held in Milwaukee, Wisconsin. At this meeting, draft corridor profiles were presented to the MAASTO executives to demonstrate how various federal data sources and profile characterizations result in differing prioritization of freight corridors. The presentation emphasized that a multifactorial approach to corridor identification was necessary to capture the differentiated freight concentrations and movements across the urban and rural areas of the region.

On November 22, 2013, teleconferences were held with both the MAFC technical team and the STIC committee. In the STIC call, the RFS and its corridor approach was presented. In the technical call, the primary freight network pursuant to MAP-21 had been released and the discussion centered on how the RFS could be used to support freight corridor identification and program consideration.

In December 2013, a new approach to the MAFC teleconferences was implemented. With requests from states to share more of the best practices across the region as they geared their activities up for MAP-21, we initiated the MAFC Innovation Series and focused on the institutionalization of freight in state agencies. The successful teleconference held on December 13, 2013 featured freight planning activities in Iowa, Indiana, Minnesota, and Missouri. Given the positive feedback, the next innovation webinar is planned for the week of July 21, 2014.

On December 13, 2013 a call with MAASTO STIC committee was also held. This teleconference was designed to discuss the recently released primary freight network as well as identify opportunities to prepare for future freight initiatives related to the growing policy and program status of freight.

Following the 2014 MAFC Annual Meeting in Chicago, Illinois a follow up teleconference was held on May 8, 2014 to review the annual conference proceedings and discuss upcoming Coalition activities.

These are the webinar and teleconferences held in support of Coalition activities to date (June 2014).

Currently, additional outreach activities are being planned to address regional advances in freight planning and an investigation of the implications of toll facilities as part of the national freight network.

Additional MAFC state support activities include state visits and requested presentations to state planning groups. On average, representatives from the Coalition make 12 presentations per year to freight conferences in Ohio, Indiana, Kentucky, and elsewhere; to Freight Advisory Coalitions in Kansas and Minnesota; and to a variety of planning groups such as the National Freight Advisory Committee, and planning groups in Wisconsin, Illinois, Indiana, Ohio, Kentucky, and elsewhere. Additionally the Coalition participates in TRB freight research meetings and activities such as the TRB Annual Meeting and the AASHTO marine and intermodal development activities, as well as the Mid-Continent Research Symposium held jointly by the Iowa and Wisconsin DOTs.

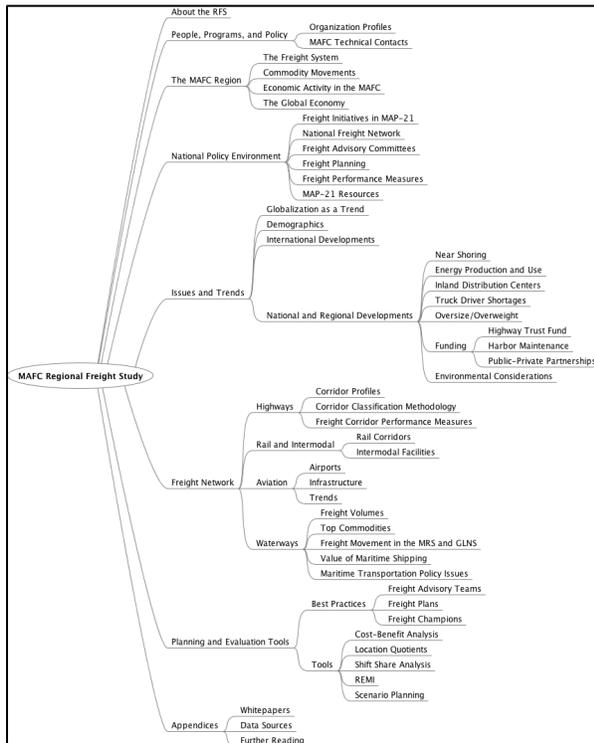
Research Services and Products

A portion of each MAFC Annual Meeting has been devoted to identifying and developing research ideas that the MAFC/CFIRE support team would then complete for the states. This is one of the significant benefits of the state DOT, MAFC, and CFIRE relationship. Service and research needs from the states can currently draw from ten university partners with an array of differing areas of specialization in engineering, transportation, planning and analytics, and freight and economics.

Regional Freight Study

The most recent and largest MAFC research and development effort is the Regional Freight Study (RFS). This web-based collection of documents contains descriptive and analytic materials regarding all freight modes across the MAASTO region, all major commodity moves and commodity trends in each of the modes, information on the drastic changes ushered in with the new energy economy, a review of freight planning strategies, and innovative approaches to identifying freight corridors and economic growth opportunities related to freight and logistics.

The RFS is also designed as a living document. Emerging corridors, new commodities, and new logistics patterns are constantly evolving—the RFS will be updated as our economy and transportation network evolve. Recent additions to the document include an administration section profiling the people, programs, and policies in the ten MAFC states. Examples of anticipated updates include new state freight plans, new national freight policy discussions, and new intermodal centers derived from changing economic activity. The figure below shows the high-level structure of the Regional Freight Study. With the comprehensive coverage provided by the RFS, the project represents a major undertaking and a significant Coalition product.



The RFS is the second in a series of freight studies for the MAFC region; the original Mississippi Valley Freight Study was completed in 2006. The states should be commended for such collaborative efforts to prepare and promote the state and regional freight transportation system as a multimodal economic network.

Another recent project still underway is entitled Critical Sections and Resiliency of MVFC Freight Projects ([MVFC 12](#)). This project examines selected major freight corridors and the related connections and networks for resiliency and redundancy related to disruptions to the normal truck traffic. This project is slated for completion in the Fall of 2014.

Additionally, the Performance Measures for Evaluating Multi-state Projects ([MFVC 11](#)) project is included in the most recent three-year cycle. This project's final report provides a seminal look at developing performance measures for freight in state agencies. This project was based on experiences of the state technical representatives. As the states were working to include freight in agency performance metrics they found valid and reliable data hard to find, and that meaningful performance measures had not yet been identified. This project was designed to eliminate these deficiencies.

Research and Support Project History

The Regional Freight Study, along with the MVFC 11 and MVFC 12, represent the research efforts in the most recent MAFC reporting cycle. The projects designated MVFC 1-10 from previous years are also listed below to demonstrate the progression of topics and interest in the MAFC research portfolio.

- [MVFC 01](#): Regional Freight Transportation Workshop and Meetings
- [MVFC 02](#): Logistics for the Public Sector Training Course
- [MVFC 03](#): Model Freight Planning Approaches
- [MVFC 04](#): Mississippi Valley Freight Coalition Expanded Truck Parking
- [MVFC 05](#): Assessment of Multimodal Freight Bottlenecks and Alleviation Strategies for Upper Midwest Region
- [MVFC 06](#): Mississippi Valley Freight Information Clearinghouse
- [MVFC 07](#): 2008 MVFC Workshop
- [MVFC 08](#): MVFC Outreach Materials
- [MVFC 09](#): Regional Recommendations for Reauthorization
- [MVFC 10](#): Transportation Profiles for MVFC Commodities
- [MVFC 11](#): Performance Measures for Evaluating Multi-state Projects

Three additional CFIRE and MAFC partnership activities also resulted in significant activities and publications in support of MAFC state freight initiatives.

The Beneficial Use of Dredging Materials from Harbors and Channels ([RI-08](#)) project examines the critical status of dredged materials in the Great Lakes and provides potential solutions to the capacity issues with storing dredged materials. This project supports port and marine development in MAFC states. More information about this project is available at the [RI-08 project page](#) and at the [Beneficial Use of Dredged Materials summit page](#).

The Aligning Oversize/Overweight Fees with Agency Costs: Critical Issues ([CFIRE 03-17](#)) project examined the cost of service and cost charged for typical permitted vehicles in the MAFC states. This project resulted in a TRB paper presentation entitled [A Comparison of Oversize and Overweight Permit Carrier Fees and Agency Costs for the MAASTO Region](#).

Additionally, in response to a desire by states to research and compare permitted loads on multimodal corridors, MAFC worked with state technical contacts to develop a research idea statement, the supporting literature, and the application for the National Cooperative Highway Research Program (NCHRP). This research idea, [Finding and Using Data to Identify and Evaluate Corridors for Transporting Multi-state, Multi-modal Oversize/Overweight Freight](#), was selected and is now underway.

Policy Support and Special Studies

Innovation in freight policy, programs, and outreach has increased markedly at state DOTs since the 2008 economic downturn and with the freight initiatives in MAP-21. As technical agency personnel and executives have become more aware of multimodal freight on state networks, the interest has driven inquiry and research to guide policy and program development. In support of this increased interest, state technical members have requested a variety of information, data, and analyses. The most significant request came with the freight initiatives in MAP-21. With a national freight network to define, and freight planning and stakeholder outreach now part of the process, an array of data, processes, and criteria were necessary to define the rules and best practices for these development efforts.

To support analysis and freight corridor identification, MAFC and CFIRE researchers created simulations of the potential freight corridor networks based on the most prominent criteria defined in the literature and in past and current legislation. Factors such as truck volumes, commodity values, origin and destination, and connections to other corridors, modes, and urban areas were included in the analysis to determine the extent of the primary freight network in the MAFC states. These efforts were intended to familiarize the technical members, the STIC, and the MAASTO executives on the importance of freight as a policy and operations issue. It also served to demonstrate the range of consequences related to a federally defined network for the MAASTO states based on varied criteria of a primary freight network.

Examples of these MAP-21 freight policy and operations analyses are provided in the links below:

- [The Importance a National Freight Policy and Network for the Mid-America States: MAP-21](#)
- [Initiatives to Advance MAASTO State MAP-21 Freight Initiatives and Promote Economic Growth](#)
- [MAP-21 Top Corridor Status and Criteria Values in the MAASTO Region](#)
- [From Policy to Practice: Implementing MAP-21 Freight Initiatives in the MAASTO States](#)
- [Comments to the Docket regarding the Primary Freight Network](#)
- [Critical Rural Corridors in the MAFC Region](#)
- [Critical Rural Corridors in the MAFC Region](#) (published paper)

MAP-21 freight initiatives generated a demand for policy analysis that continues to this day. With the anticipated changes in the definition or components of the national network, and potential changes in the criteria used in its development, additional analyses are expected to be necessary. As of June 2014, work also remains on critical rural corridors as states await additional federal guidance.

Three recent publications were completed in response to state information requests. These information/research requests reflect continued interest in truck impacts on highways, interest in freight performance metrics, and the advancing interest in marine freight and marine corridors.

- [Understanding Freight Vehicle Pavement Impacts](#). This document reviews the methods and results from truck and pavement impact studies to identify the relationship between car and truck pavement impacts.
- [Rail Freight Data Collection: A Compilation of MAFC Rail Data Collection Relationships and Activities](#). This publication outlines the rail data and collection practices as well as reporting relationships agencies have with railroads.

- [Marine Highways and Freight Development in the MAFC](#). This document describes the marine highway development efforts across the MAFC region and also provides a directory of marine programs and personnel at state DOTs.

This concludes the activities report for MAFC from October 2011 to June 2014.

The MAFC/CFIRE staff is honored to work with such progressive and innovative freight professionals and agencies across the MAASTO region. We look forward to a continued productive relationship that leverages our region's natural advantages and our built systems to drive the economies of the Coalition states, the region, and the United States.

Previous Work of the Coalition: 2008—2010

The final section of this report addresses work completed during the prior administrative iteration of the Mid-America Freight Coalition (2008-2010).

MVFC/MAFC Annual Meetings

2008 MVFC Annual Meeting

The 2008 MVFC Annual Meeting was held on March 31-April 2, 2008 in Indianapolis, Indiana and hosted by the Indiana DOT.

Presentation and meeting materials can be found at the [2008 MVFC Annual Meeting page](#).

2009 MVFC Annual Meeting

The 2009 MVFC Annual Meeting, held in Kansas City Missouri and sponsored by the Kansas and Missouri DOTs, was the last edition of the Coalition under the Mississippi Valley moniker. In 2010 the Mississippi Valley group of DOTs was renamed the Mid-America Association of Transportation Officials (MAASTO). The MVFC followed suit and renamed to Mid-America Freight Coalition (MAFC).

Presentation and meeting materials can be found at the [2009 MVFC Annual Meeting page](#).

2010 MAFC Annual Meeting

The 2010 MAFC Annual Meeting was held in Cincinnati, Ohio and sponsored by the Ohio DOT, Kentucky Transportation Cabinet, and Indiana DOT. The 2010 event included 18 speakers within the six topic areas.

Presentations and meeting information can be found at the [2010 MAFC Annual Meeting page](#).

Additional Work

Additional research projects completed in support of the DOTs' freight efforts during the early phases of the MVFC include the original [Upper Midwest Freight Corridor Study](#). Other research projects (labeled MVFC 1-11 and detailed above) can be found at the [MAFC Projects page](#).

Conclusion

The relationship between the MAFC and state DOTs continues to provide benefits as freight initiatives have progressed as public policy and program issues over the last ten years. More recently, the Coalition's work to interpret and support implementation of the freight initiatives in MAP-21, and future policy and program changes, has aided states. MAFC's experience in working with available freight data, robust analytical approaches, and in understanding the impacts of freight policy and data availability have provided for a sound analysis of MAP-21 freight initiatives. This past and current work also prepares the Coalition states for the additional attention that freight policy will receive in the future. The MAASTO states will continue in their role of providing leadership and innovation in freight development, and in policy and program development.

MAFC provides support through collaboration and coordination among the agencies and their planning partners. MAFC and CFIRE also provide research services and expertise in planning, freight data, and freight development across all of the modes. MAFC and CFIRE provide leadership in innovation and policy discussions. The state-directed MAFC collaborative approach provides for greater sharing, especially regarding professional education, freight development, and freight innovation across the states.

The Coalition is now working to develop additional research and development efforts in support of advanced freight development initiatives in the Coalition states. Input from the state technical representatives, the STIC group, and MAASTO executives will be sought to identify and direct the Coalition's future efforts and research.