MID-AMERICA FREIGHT COALITION

Defining Collaborative Research Needs and Direction for the Mid-America Freight Coalition

Summary of MAFC Research Ideas 2015

Working Document

Engaging the MAASTO SCOP: Compilation and Prioritization of MAFC Freight Research Needs

The research activities and agenda of the MAFC are defined and driven by the freight development and planning needs of the 10 MAASTO states. To understand the perspectives and needs of both the freight practitioner as well as the strategic direction from DOT senior management, the MAFC agenda has historically been generated through the state technical practitioners (bottom up) and then refined and approved by the MAASTO STIC and Executive Committees (top down).

Now with engagement with the MAASTO Standing Committee on Planning, MAFC respectfully submits the 2015 research prioritization results. The research ideas and prioritizations are based on coordination with the freight technical representatives in all 10 MAASTO states. With this submission, we propose a teleconference with the planning committee in the near future to assess the research ideas, complete the research prioritization and selection process, and address any questions about the Coalition. This would allow work to begin on the next Coalition project.

Prioritization of the Research Needs

As outlined in the attached document, each freight technical contact was interviewed regarding their agencies' state and regional freight research needs and priorities. These discussions were then transformed into 11 research abstracts returned to the states for their review, comment and prioritization.

The results of the prioritization process are presented below. The project descriptions and comments from the states provided during the process can be found following each of the research needs statements in the full documentation of the process.

MAFC Research Ideas and Priorities

State technical representatives were asked to rank each of the research abstracts from 1 to 11 with 1 being the highest priority and 11 the lowest priority. Table 1 below presents the top 5 research ideas and the prioritization provided by the state technical contacts. All of the 11 abstracts are presented with the priority score and comments in the attached document.

The project abstract garnering the most support addresses the state and national freight planning context as well as the interest in increased multistate collaboration. This project, "***Aligning State Freight Plans to Enhance State Collaboration and Establish Regional and National Harmonization of Freight Priorities***," was identified as the top priority by 5 states and had an average priority score of 3.5.

The research idea ranked second by the group is entitled, "***Assessing Cross-Modal Benefits of Multimodal Freight Transportation Investments***." This project was ranked as the number two priority by three states and has an average priority score of 4.

The research idea ranked third by Coalition representatives was entitled, ***"Assessment and Recommendations for the Freight Initiatives in the 2015 Transportation Reauthorization."*** With an average priority ranking of 5.2, this policy work should include WRDA and other relevant legislation to provide the multimodal freight context.

The research idea ranked fourth by the MAFC technical representatives is entitled, ***"Corridor Level Analysis of Truck Bottlenecks: Bottleneck Classification, Cost of Delay, and Freight Industry Considerations."*** This project scored an average priority ranking of 5.8 out of 11.

The fifth ranked research abstract is entitled, ***"Industry, Logistics, and Corridor Resilience: Assessment of Agricultural Exports in the MAFC Region."*** This potential project had an average priority ranking of 5.9.

The scores and ranking for all projects, including those ranked sixth through eleven are presented in Table 2.

The Project Selection Process

The state technical representatives and other agency personnel involved in this process have provided a wide range of projects, all with tremendous merit and all intended to find solutions that will make a difference in transportation, freight and economic development. The planning committee and executive leadership may have other visions for the Coalition's research and we stand ready to adapt as needed to provide the research, information, development and momentum to continue advancement in the institutionalization and innovation of multimodal freight systems.

For any of the projects selected, a scoping and oversight team of state technical representatives will be formed to develop the full scope of the project and define the deliverables. The team would then provide input and guidance throughout the study process and throughout implementation of the findings.

More than one project may be selected to move forward. In the case of the transportation authorization, MAFC can track and analyze those activities while also completing longer term research. Similarly, if there is demand, we have the capacity to ramp up to support additional projects.

We look forward to meeting with the Planning committee or providing additional information as needed.

Table 1. MAFC Top Five Ranked Research Abstracts

MAFC Top 5 Research Priorities by Rank

	1. Align Region's Freight Priorities	2. Assess Cross-Modal Investments	3. Provide Input for 2015 Reauthorization	4. Analyze Corridor Bottlenecks	5. Ag Export Assessment
Average Rank	3.5	4	5.2	5.8	5.9
Median	2	3	4.5	5	6
Mode (N)	1 (5)	2 (3)	2 (2)	5 (3)	6 (3)
States that ranked issue in their top 3 priorities	Illinois	Illinois	Kentucky	Illinois	Iowa
	Indiana	Iowa	Missouri	Michigan	Missouri
	Kansas	Kentucky	Ohio		
	Minnesota	Minnesota	Wisconsin		
	Ohio	Wisconsin			
	Wisconsin				

Table 2. MAFC Priority Rankings of Eleven Research Abstracts.

	Align Region's Freight Priorities	Assess Cross-Modal Investments	Analyze Corridor Bottlenecks	Corridor Improvement Protocol	Harmonize Regional OSOW Operations	Provide Input for 2015 Reauthorization	Address First- and Last-Mile Chokepoints	Truck Parking	Ag Export Assessment	New Energy Economy Impact	Freight Transportation Workforce
Rank	1	2	4	8	8	3	11	7	5	8	6
Total	35	40	58	69	69	52	71	68	59	69	67
Average	3.5	4	5.8	6.9	6.9	5.2	7.1	6.8	5.9	6.9	6.7
Median	2	3	5	7.5	6	4.5	7.5	7.5	6	7	7
Mode	1	2	5	10	6	2	11	8	6	7	10
Illinois	1	2	3	4	9	5	8	10	6	7	11
Indiana	3	4	5	9	2	6	10	7	8	11	1
Iowa	7	1	5	10	6	11	4	8	2	3	9
Kansas	1	10	5	2	3	7	11	8	4	9	6
Kentucky	8	1	6	5	10	2	7	11	9	4	3
Michigan	7	5	1	8	6	4	3	2	6	11	10
Minnesota	1	2	4	3	5	9	11	6	8	7	10
Missouri	5	7	10	11	6	3	9	4	1	2	8
Ohio	1	6	10	7	11	2	3	4	9	8	5
Wisconsin	1	2	9	10	11	3	5	8	6	7	4

The following section more fully describes the research abstracts, the process and the comments from participants.

Summary of Research Development Process

In order to support the innovation and information needs that drive the freight planning, development, and management of freight transportation systems at state transportation agencies, the MAFC coordinates and gathers input from state DOT personnel regarding their planning and development challenges, operations difficulties, and policy issues. The issues and policy areas identified in these discussions are hindering performance and innovation, and are strategically re-defined as research needs, interests, and research questions in order to frame and address these issues within the agency and industry context.

The conversations with the ten state DOTs, held in September and October of 2014, were focused on identifying the freight research and development needs of both the individual states and the region. Teleconferences or site visits were conducted for all ten MAFC states. In the visits, 38 DOT freight professionals were consulted for their ideas, issues, and performance areas.

The research ideas offered by the states and generated in these discussions are detailed below for review, comment, and prioritization. We ask that you review the statements within your work group and agency, provide any comments or revisions, and then rank these eleven ideas in terms of importance to your agency and in terms of how they support a collaborative approach to freight planning and development for the MAFC region.

Collectively we have some fantastic research ideas that can make a difference in the performance of our agencies, and our freight and economic systems. Further, based on our discussions, it is clear that we have similar interests and innovation needs within the MAFC region. Many of these research ideas were suggested in one form or another by multiple states. Given these great ideas with broad support it is likely we can come to agreement on a solid research agenda that supports both states and the region.

Research Needs Discussion

The research ideas described below reflect the discussions with state freight professionals. With your input we will refine these ideas and continue to develop an appropriate research approach.

As the final research project(s) are selected by the states, we will convene a team of state representatives to act as a project oversight team. This team will be charged with further developing the objectives, methodology of each project, as well as identifying case studies and data, and sharing contacts that can assist with the project. The project teams will remain active through the life of each project.

MAFC Freight Research and Development Ideas

Please review the eleven ideas described below. Feel free to offer comments on project direction, project objectives, and deliverables. Then rank the projects from 1 to 11 with 1 representing your highest priority project idea. A ranking form is supplied at the end of the document. Please return your comments and project idea rankings to Ernie Perry.

A) From the Ground Up: Aligning State Freight Plans to Enhance State Collaboration and Establish Regional and National Harmonization of Freight Priorities

Project Objectives

Review MAFC state freight plans and current planning efforts to identify where states share aligned goals, common priority corridors across borders, similar project goals, and freight development efforts that can leverage a regional approach.

As plans and initiatives are reviewed, the project team will also identify and share state best practices in the areas of freight performance management, freight network designation, multimodal program development, freight funding, freight project prioritization, and other topics as defined by the project team.

Project Deliverables

Develop a synthesis of regionally aligned goals, projects, and practices from MAFC state freight planning activities that can harmonize freight transportation across the MAFC region and provide a step toward a national freight plan. This project will provide:

- Identification of common corridors, priorities, and programs that can generate mutual benefits.
- Identification of common planning practices and stakeholder networks.
- Identification and sharing of best practices in freight planning and organizational development of freight.
- Development of regional and national perspective of freight planning and freight systems for the MAFC region.
- Advancement of the MAFC Regional Freight Study to act as a step toward establishing a model for regional collaboration and a platform to develop a national freight plan and network.

Comments

- National Freight Plan has a tentative completion date of October 2015
- MAFC freight plans (may be difficult to line up the time line of this study with the timeline of the state freight plans being developed)
    - Completed: Indiana, Michigan, Missouri, Ohio, and Illinois.
    - Currently Developing: Iowa, Kansas, Kentucky, Minnesota, Wisconsin
    - Plans in last 5-10 years: Kansas, Kentucky, Minnesota.
    - Completed plans may assist those still in process.
- What about some level of combining project E into this as one of the priorities? Harmonization of legal weights and lengths would be a good first step toward accomplishing something with E and the harmonization of permits for OSOW.
- This is a great idea but we think it might be better for 2016 once the states have completed their freight plans
- This would be a way of understanding and aligning freight planning practices amongst states. This study will need to include private sector participation

B) Assessing Cross-Modal Benefits of Multimodal Freight Transportation Investments

Project Objectives

Identify recent multimodal freight system investments in the MAFC states and determine the relationship of the alternate mode investment to the conditions, traffic volumes, and service and investment requirements on the comparable highway corridor. Freight practitioners need information how multimodal investments impact modal demand, traffic and service levels, and investment needs on comparable, alternative modes. The evaluation of existing multimodal freight investments can help state DOTs understand how the investments in marine or rail freight systems provide benefits to the highway sector based on reduced heavy moves, reduced freight traffic in general, and the potential for associated reduced investment needs.

Project Deliverables

This project will provide:

- An assessment of how multimodal investments support highway operations and reduced infrastructure costs and ultimately provide cost savings to state DOTs.
- An assessment of how multimodal investments support business development through reduced transportation costs.
- Detailed MAFC case studies. Potential case studies include investments in short line rail improvements, lock and dam improvements, dredging on the Great Lakes and Mississippi River system, and intermodal and rail transfer facilities.

Comments

- Knowing how investments in rail and/or barge benefit highways would be very valuable in the Freight Plan, programming, and would provide another ranking tool for project prioritization
- It would be best if this was a quantitative analysis, not just qualitative.
- Yes this type of study is best done by the coalition not individual states

C) Corridor-Level Analysis of Truck Bottlenecks: Bottleneck Classification, Cost of Delay, and Freight Industry Considerations

Project Objectives

Develop a state project team to oversee the project and direct the selection of multistate corridors for identification and analysis of freight bottlenecks. Identify the truck bottlenecks to include traditional traffic considerations as well as inclusion of bottlenecks created at intermodal connections and terminals. Develop assessments of the cost of the bottlenecks to industry on a state and multistate corridor level. Identify traffic- and freight-related benefits of mitigating the bottlenecks.

MAFC will work with the Great Lakes Regional Transportation Operations Coalition (GLRTOC) on this project to leverage collaboration across the freight-related support activities in the region.

Project Deliverables

This assessment will provide the identification, classification, and analysis of freight bottlenecks on a multistate corridor level. This analysis will include freight bottlenecks that encompass multimodal connections as well as traditional traffic considerations. This includes leveraging the freight probe travel time data provided through the National Performance Management Research Data Set (NPMRDS).

This project will:

- Develop and provide suitable tools and methods that can be used by states to identify freight bottlenecks on corridors, including at multimodal connections.
- Provide tools and methods to estimate the cost of the freight delays to stakeholders in general and more specifically to the freight industry for each of the bottlenecks.
- Develop and provide analysis and costs on both a state and a multistate corridor scale. With this scalable format, the information can be used both by states independently, and to assess multistate corridor level approaches to highway funding and management.

Comments

- Would be helpful to see if our bottlenecks match up with the ones previously identified by MAFC.
- Cost of Delay is on the list of US DOT's performance measures (average truck delay, truck reliability index)
- Would only be select corridors
- Would the locations be prioritized? Would larger metro areas dominate if it was a regional study?
- This is a good idea and has similar themes to project G. This project should also consider rail chokepoints. It is more important for the region to consider corridors at the regional level and could include some level of identification of First/Last mile in project G.
  ATRI has done a lot of work within these subjects.
- Cost of Delay is a great tool for quantitative analysis, especially under the new HOS rules and truck parking.
- This type of study can position the coalition or state to align with national corridor funding programs.

D) Create a Model Planning and Implementation Protocol for Multistate, Multimodal Freight Corridor Improvements

Project Objectives

Identify a multistate, and if possible, a multimodal freight corridor project and coordinate multijurisdictional planning activities. This project aims to create a planning approach for the evaluation of a freight corridor within a multistate planning framework. The process would include at least three working sessions with state DOT senior personnel in management, finance, design, planning, and traffic and operations to direct the corridor identification and scope of work. The project would include the state and local planning groups, including state-invited private sector representatives, as stakeholders to develop the planning study. Deliverables would include resources to support federal competitive grant opportunities for multistate and multimodal freight projects as well as a generalized framework for multistate freight corridor planning.

Project Deliverables

This project provides a model process and protocol along with implementation-ready documents for a multistate and multimodal freight network project. Deliverables include:

- Description and outcomes of multistate corridor prioritization process that creates new opportunities for states to benefit from greater collaboration.
- Inventory and characterization of a corridor including multimodal connectors.
- Sketch-planning analysis of multimodal project scenarios.
- Feasibility study of preferred freight improvements as defined by the state project team.
- Maps, analysis, and information suitable for multistate, multimodal freight network grant applications.

Comments

- TIGER and M-35 applications already kick-started multistate collaboration
- Would be useful but only the states that contain part of the chosen corridor would see the benefits

E) Regional Leadership for OSOW Harmonization

Project Objectives

Coordinate with permit and OSOW professionals at state agencies and with MAASTO leadership to identify harmonization targets for the MAFC region. Include the existing state DOT outreach efforts to the trucking and OSOW industry to provide input on the changes and harmonization efforts that would provide the industry the greatest benefit.

Coordinate multistate team meetings with a nine-month deadline to identify harmonization and begin implementation. This process includes monthly reporting to MAASTO leadership to champion the effort. Include FHWA and AASHTO as the project proceeds to generate support beyond the MAFC region. Identify and track metrics that assess the specified harmonization efforts.

Project Deliverables

This project will result in:

- Executive-level support and definition of harmonization efforts across the MASSTO region.
- State and regional leadership in developing and implementing practical permit harmonization initiatives.
- A collaborative, state-to-state, and state-to-industry process of project execution.
- Stakeholder involvement to identify the appropriate changes and implement results.
- Support for institutionalization of the harmonization initiative within agencies (new standards, policies, and awareness).
- Performance metrics to track the results of the harmonization changes.

Comments

- Recommendation from Study of Regulatory Issues Affecting Truck Freight Movement completed by Iowa State for Iowa DOT
- MAFC would be helpful to have discussions with other states
- Could consider impacts to short line railroad economic viability. There is great concern in the rail industry that increased truck size and weight regulations will drive short line railroads out of business or result in fewer shipping choices and increased congestion/emissions.
- This seems like more of a federal government or national effort

F) Assessment and Recommendations for the Freight Initiatives in the 2015 Transportation Reauthorization

Project Objectives

MAP-21 freight initiatives brought a range of new analysis, data, and partnership approaches to freight policy and program development. At the request of the states, MAFC staff spent considerable time working to understand and communicate the significance and consequence of such policy and program directives as freight plans, freight advisory committees, a national freight network, and critical rural corridors. MAP-21 was the first pass at freight policy and program development. With the anticipated 2015 reauthorization, Congress will again work to place a framework on freight within the transportation agency. Analysis will be needed to assess the validity and significance of the proposed initiatives in terms of state status and program benefits, as well as in terms of how the authorization supports a regional approach to freight and economic systems.

Project Deliverables

This project will provide a state-directed analysis of the freight initiatives in the next transportation reauthorization to include, but not limited to:

- An assessment the validity and reliability of data sources used to drive the programs and policy.
- An assessment of the proposed initiatives within a regional context.
- A critical analysis of potential policy and program changes.
- MAFC webinars and teleconferences to share perspectives on new agenda.
- Sessions at MAFC annual meeting to address new policy and programs.
- Work with states to ensure the MAFC state perspectives are represented at national and regional meetings
- Presentations, letters to docket, technical briefs, and act at behest of DOTs to advance the regional freight agenda.

Comments

- Unknown when this will be released
- Could be something that is addressed later but we don't see this as priority now
- This subject is a mess nationally. Because of a lack of national/regional consistent (if any) standards, this contributes to:
    - State patrol/police staffing abilities to escort these loads.
    - Misalignments in permit restrictions/conditions at borders causing loads to be parked at borders awaiting neighboring state police to arrive for escorts
    - Safety; these are the most egregious loads allowed on the highways with extraordinary safety/regulatory standards imposed on the load, the equipment, and the driver. Ironically there are no similar standards imposed on the escorts or their equipment yet they are escorting these large loads. I have compared it to a blind person escorting someone loaded with explosives through a mine field at night.
    - This topic is similar to how the country looked before the CDL was implemented and federalized.

G) Assessing and Addressing First- and Last-Mile Freight Chokepoints

Project Objectives

Define the characteristics, challenges, costs, and extent of freight delays related to the last- and first-mile chokepoints for typical movements. Whether it is a multimodal connector or dense urban highway network, what are the conditions, scope, and extent of the last-mile chokepoints in the MAFC region? After defining the problem, the techniques and best practices for mitigating these delays will be synthesized from recent projects and research across the MAFC region and nation.

Project Deliverables

This project will provide a broad overview of first- and last-mile freight chokepoints across the MAFC region, their characteristics, and the best practices for chokepoint mitigation. The deliverables include:

- A research and literature review on first- and last-mile chokepoints in all modes and geographies.
- Regional definitions and a framework to inventory and characterize the chokepoints across modes and urban and rural settings.
- An assessment of the impacts of the chokepoints to industry and society.
- Five case studies of projects to address first- and last-mile chokepoints that include projects from across the MAFC region and projects that connect highways, rail, and waterways.
- Develop and provide methodology to evaluate the chokepoints, including costs and the mitigation approach, along with implementation guidelines for the best practices.

Comments

- Looking at first- and last-mile would be beneficial for MPOs/RPAs, as well as Freight Plan
- Would be helpful for our bottleneck database as this would be multimodal and identifying first- and last-mile locations can be fairly complicated
- Could combine with Corridor-level bottleneck identification
- IEDA interest
- This seems like more of a state level assessment than a MAFC regional effort

H) Truck Parking: A Synthesis of Approaches and Implementation Models

Project Objectives

Review and catalogue recent research and project efforts geared towards monitoring, managing, and communicating about available truck parking on freight corridors. Identify trends and best practices that support a common architecture for parking space identification and management, as well as a common landscape for communication with customers.

MAFC will work with the Great Lakes Regional Transportation Operations Coalition (GLRTOC) on this project to leverage collaboration across the freight-related support activities in the region.

Project Deliverables

- Review and synthesize research on truck parking approaches including parking spot management and communication with customers.
- Review and synthesize the process and results of truck parking projects focusing on multistate efforts.
- Identify industry trends towards standardization and harmonization of parking management and communications.
- Provide an evaluation of truck parking markets and demand responses to parking needs.
- Assess the feasibility and benefits and costs of increasing the private sector role in truck parking.
- Create an industry user group to review current truck parking models and provide input regarding preferred services and communications.
- Develop a continuum of interoperability for truck parking management and communications to provide a baseline framework for states and industry that allows continued standardization of service and communication to truckers.

Comments

- Iowa Rest Area Management Plan looked into truck parking issues and possibly expanding rest areas/weigh stations, but it didn't really look in depth at new methods like signage or applications reporting space availability to drivers (Michigan DOT)
- This seems like more of a state level assessment than a MAFC regional effort

I) Industry, Logistics, and Corridor Resilience: Assessment of Agricultural Exports in the MAFC Region

Project Objectives

MAFC agricultural exports often use a single export corridor or mode. While in the case of agricultural exports and waterways, this singular approach to exports provides the lowest-cost route, the resilience of such a complete dependence between a commodity and mode or corridor could be problematic. An industry's singular reliance on one mode is troubling for two reasons. First, if the primary mode fails, there is often limited redundancy on the other modes for heavy and bulky items such as grain. There is simply not enough capacity on rail and roads. The volumes moved on the waterways would literally clog the highways. Secondly, the price advantage in the global market for US commodities is based on low-cost transportation. When the low-cost mode fails, what are the consequences for US commodities on the world market? This project assesses the shipping patterns of major agriculture products from the MAFC region, evaluates the commodity's dependence on a single corridor or mode, determines the consequences of failure of the primary mode, and identifies alternate scenarios that could mitigate the reduced capacity.

Project Deliverables

This project will:

- Identify and evaluate the primary corridors used to ship select MAFC agriculture exports.
- For select commodities, assess the level of dependence on a single mode and corridor from each of the states and as a region.
- Identify those corridors that provide near-monopoly service to multiple states for a single commodity.
- For the select corridors, identify the increased capacity demand and impacts to other modes if the primary mode of shipment fails.
- Estimate changes to landed cost at overseas markets due to mode failure.
- Estimate increased costs to businesses and consumers from market adjustments.
- Provide sketch-planning scenarios to mitigate capacity issues from corridor or mode failure.
- Provide information and assessments for developing awareness, advocacy, and justification for multimodal investments.

Comments

- This would have a large focus on the Mississippi, Illinois, and Ohio River Locks and Dams
- Would be a compliment TIGER grant application – what would happen if the River(s) shut down and the commodities were moved to highway and rail
- Multimodal approach
- Could include GMO and non-GMO grain shipment by rail and intermodal export by container
- Varies from year-to-year; last several years have been great to Kentucky

J) Impact of the New Energy Economy in the MAFC States: Freight Infrastructure, Equipment, and Operations

Project Objectives

MAFC states are at the center of the new energy economy related to hydraulic fracturing. Whether it is sand mining and the demand to move sand, or the movement of crude to refineries or related markets, the new energy economy is absorbing all available equipment, employees, and corridor space. In addition to the direct impacts from this development there are a range of secondary impacts. Given the possibility of a 20-50 year cycle for this industry, these impacts are more than transitional. This project examines the scope and breadth of these impacts to freight transportation systems and related economies within the MAFC states.

Project Deliverables

This project will:

- Develop a comprehensive matrix of impacts of the new energy economy in the MAFC region.
- Identify the consequences of the anticipated impacts to infrastructure, equipment, employees, and logistics costs.
- Identify three case studies of corridor or modal impacts related to energy economy.
- Assess industry, business, and agency efforts to circumvent delays/impacts related to energy moves in the case studies.
- Identify best practices and innovative solutions used to mitigate energy impacts.

Comments

- Rail Office's hazmat efforts/report
- Would be interesting to see overall impact and could shed some light on the ripple effect on railroads in Iowa
- Hot topic right now in the freight industry
- It would be best if this was a quantitative analysis, not just qualitative.

K) Freight Transportation: Linking Logistics, Jobs, and People

Project Objectives

Determine the spatial relationships between freight corridors, job availability, and employee availability for the MAFC region. Assess the methods, incentives, and programs used in the MAFC region to link freight transportation development to employment increases. Explore innovative ways to link freight development to freight corridors with employment needs, and seek to capture related business development for increased employment.

Project Deliverables

The results of this project will include:

- Integrative mapping of freight corridors, industry and business location and development, employment needs, and employee availability.
- Analysis of the location, demand, and supply of a suitable transportation workforce.
- Assessment of jobs related to freight corridors or nodes, and availability of training and education programs in immediate area.
- Implement a case study approach to understand how others are leveraging the local work force supply in proximity to freight corridors and related development.
- Identify and synthesize programs and research that could provide appropriate approaches to better aligning freight development, employment, and available employees.

Comments

- Interesting concept but I don't know how much DOT could influence where a private company builds
- Telling a story or providing decision making tool?
- Quantitative or qualitative?
    - Quantitative will help with performance based planning
- May be best done on a state level

2015 MAFC Research Idea Rankings

Project Title	Average Rank
A) From the Ground Up: Aligning State Freight Plans to Enhance State Collaboration and Establish Regional and National Harmonization of Freight Priorities	**3.5 (1)**
B) Assessing Cross-Modal Benefits of Multimodal Freight Transportation Investments	**4.0(2)**
C) Corridor-Level Analysis of Truck Bottlenecks**:** Bottleneck Classification, Cost of Delay, and Freight Industry Considerations	**5.8(4)**
D) Create a Model Planning and Implementation Protocol for Multistate, Multimodal Freight Corridor Improvements	**6.9(8*)**
E) Regional Leadership for OSOW Harmonization	**6.9(8*)**
F) Assessment and Recommendations for the Freight Initiatives in the 2015 Transportation Reauthorization	**5.2(3)**
G) Assessing and Addressing First- and Last-Mile Freight Chokepoints	**7.1(11)**
H) Truck Parking: A Synthesis of Approaches and Implementation Models	**6.8(7)**
I) Industry, Logistics, and Corridor Resilience: Assessment of Agricultural Exports in the MAFC Region	**5.9(5)**
J) Impact of the New Energy Economy in the MAFC States: Freight Infrastructure, Equipment, and Operations.	**6.9(8*)**
K) Freight Transportation: Linking Logistics, Jobs, and People.	**6.7(6)**

*Three projects tied with a priority ranking score of 6.9, thus priority rankings of 9 and 10 are accounted for in the group of eight ranked priorities.

General Comments

- Have the Coalition keep an eye on the development of the Water Resources Reform & Development Act (WRRDA) provisions on U.S. Army Corps of Engineers (USACE) P3 opportunities of locks and dams, as well as P3 projects under WRRDA that could happen in the next year; maybe coordinate with other states?
- Is there a way to role any of this some type of measurable demonstration project? It would be a positive next step for the group to be able to find some implementable project that stems from one or more of these research projects.

For more information or to return your prioritization, contact:

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