

# From Policy to Practice: Implementing MAP-21 Freight Initiatives in the MAASTO States

**STIC – MAFC Technical Conference Call**  
**December 13, 2013**

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## Agenda:

- Why is this a Critical Time for Freight Development
- MAP-21 Freight Provisions and National Freight Network (NFN)
  - The Primary Freight Network (PFN)
  - Policy Issues – Future programs and funding?
  - Discussion

## Resources:

- Policy Implementation - Using the MAFC Regional Freight Study Corridor Profiles
- MAFC resources to support State and MAASTO response
  - Comments
  - Data and RFS
  - Truck volume analysis for PFN and non-PFN
- Critical Rural Corridors (CRCS)
  - Multistate Corridors





Why is it so Important we Comment on and Implement MAP-21 Freight Initiatives?



**The Economy:** Local Economic Development, Global Economic Competitiveness, Efficiency. Create and Support favorable access, production and export venues for our business and industry.

**Align Programs and Policy Development:** PFN, CRCS, Freight Planning and Operations. Ensure Map-21 and future federal and state policy and program development supports our freight development needs.

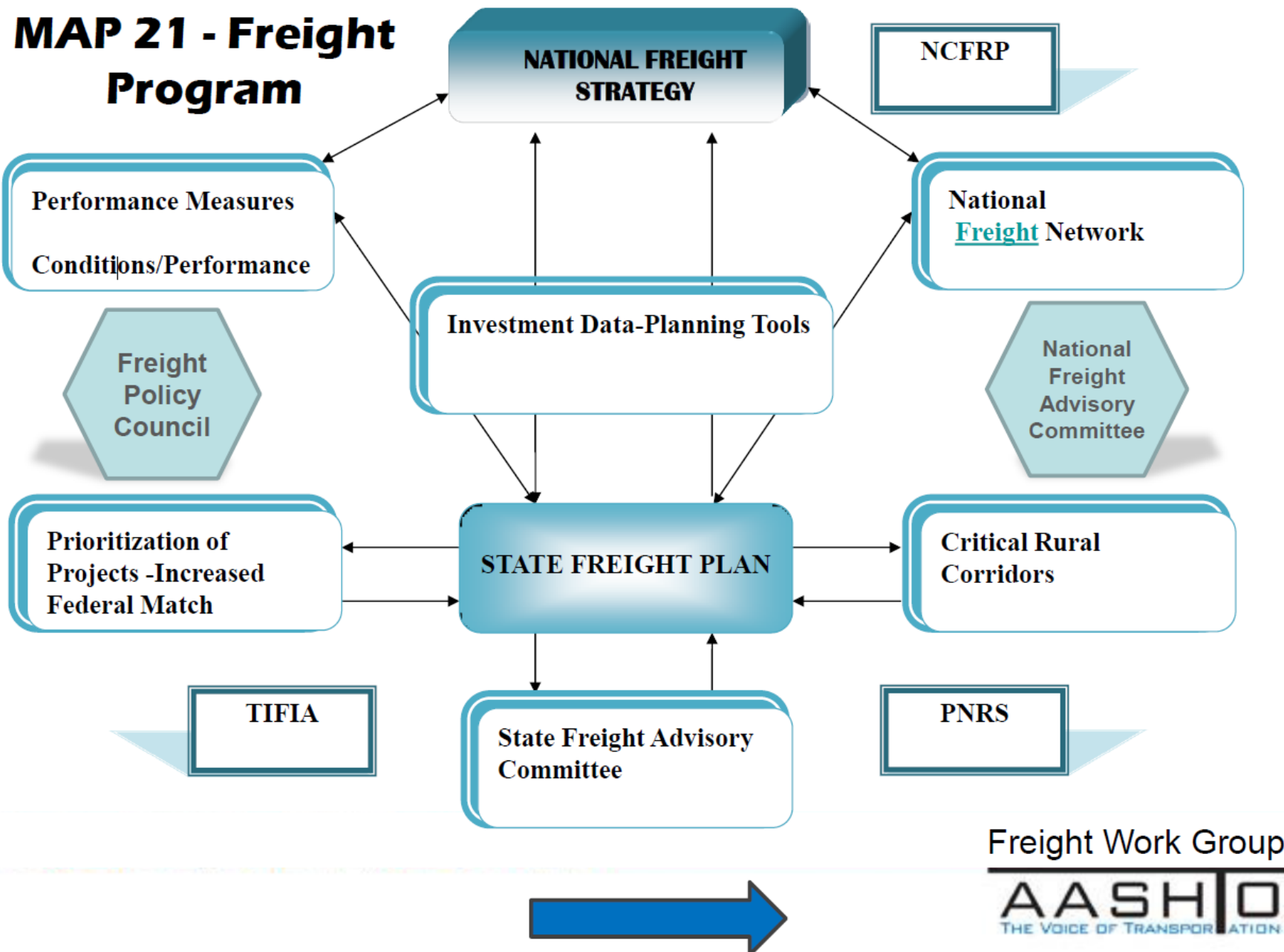
**Institutionalization of Freight:** FAC, PPP, Freight Plans and Programs, Sustainable funding. Ensure Freight as a major component of DOT activity and that Freight is a Top Priority Customer.



Building the policy and program framework, the relationships, and the data-driven rationale to support the development of a multimodal, economic freight network.



# Summary of MAP-21 Freight Provisions – 2013 MAFC Annual Meeting



# Draft Highway Primary Freight Network

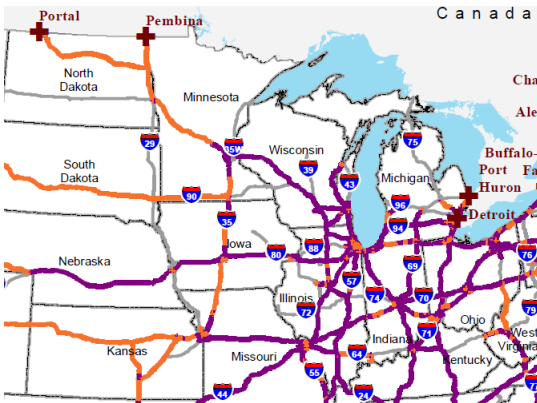


# Why is PFN designation Critical?

1. Future Program Inclusion/Benefits
2. Inclusion in Future Federal Analysis
3. Economic development/Attraction
4. Business Concentration/Clustering will Continue
5. Project Prioritization – 10 and 5%







## MAFC PFN Status



	MAFC PFN (miles)	State Percent of Total MAFC	State Percent of Nation
Illinois	1,512	22.6%	5.6%
Indiana	795	11.9%	2.9%
Iowa	361	5.4%	1.3%
Kansas	61	0.9%	0.2%
Kentucky	593	8.9%	2.2%
Michigan	488	7.3%	1.8%
Minnesota	154	2.3%	0.6%
Missouri	871	13.0%	3.2%
Ohio	1,237	18.5%	4.6%
Wisconsin	627	9.4%	2.3%
<b>Total</b>	<b>6,700</b>	<b>100.0%</b>	<b>24.8%</b>



# How we can help with PFN Analysis and Comments. (And CRFCS and Multi-State Corridor Analysis and Comments)

- PFN Comments due January 17, 2014.
- Submitted request for 90 days for comments
  - Analysis of truck numbers, ton-miles and value on and off of designated PFN
  - Analysis of specific corridors, connections and multistate corridors
  - Coordinate with Technical Representative to identify areas of concern (CRFC and PFN)
  - Champion Multistate corridors and collaboration
  - Provide redundancy in comments



## Comments we have Heard so far....

- Lack of definition of total program purpose – what will PFN be used for? What is at stake here?
- If for program and policy development – how do we avoid creating/perpetuating the have's and have not's?
- Process of 27 k is flawed, simply not enough miles.
- System does not fully recognize the need the connectivity and corridors.
- Data sources are problematic.
- Lack of focus to develop multistate and regional planning and operations.





# MAFC Initiatives to Leverage MAP-21

**Provide Assessment and comments on MAP-21 Freight Provisions**

**Innovation Webinar Series: Institutionalization of Freight Available via MAFC Website**

**MAFC RFS Workshop**  
**Technical representatives**  
**State visits**

**MAFC Annual Meeting – April 22-25, Chicago**

**Planning and Operations      Approach to Corridor Management**

**Freight Planning      Portal**



# Discussion and comments on PFN designations





# Resources for MAP-21 Freight Initiatives

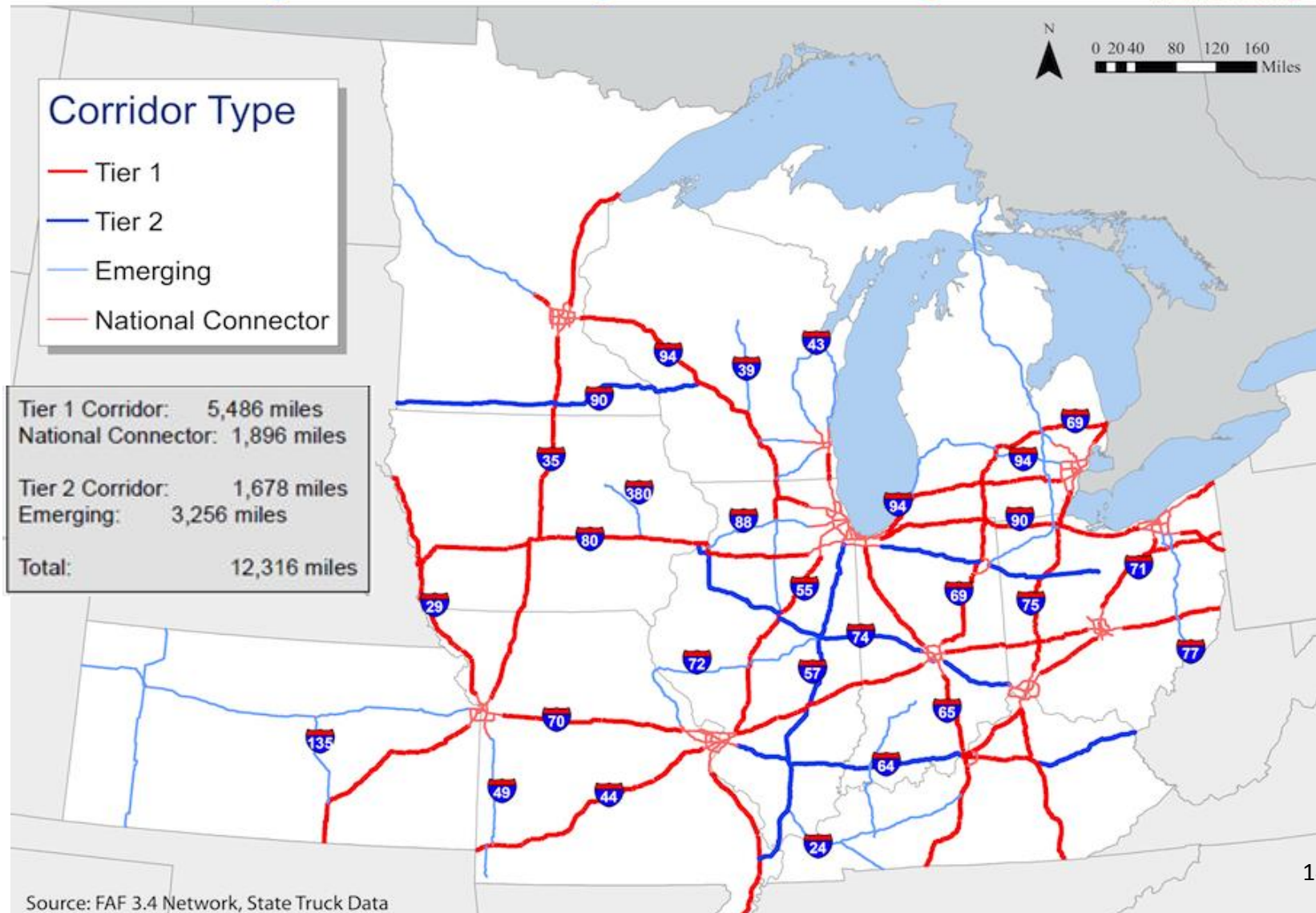


# Development of the Corridor Profile Approach: A Corridor as a Dynamic, Multimodal Business Case

## MAFC | High Volume Freight Network



**CFIRE**  
NATIONAL CENTER FOR  
FREIGHT & INFRASTRUCTURE  
RESEARCH & EDUCATION





## All Corridors

- I-24
- I-29
- I-35
- I-39
- I-44
- I-49
- I-55
- I-57
- I-64
- I-65
- I-69
- I-70
- I-71
- I-72
- I-74
- I-75
- I-77
- I-80
- I-88
- I-90
- I-94
- I-380
- US-30
- US-83

## Tier 1 Corridors

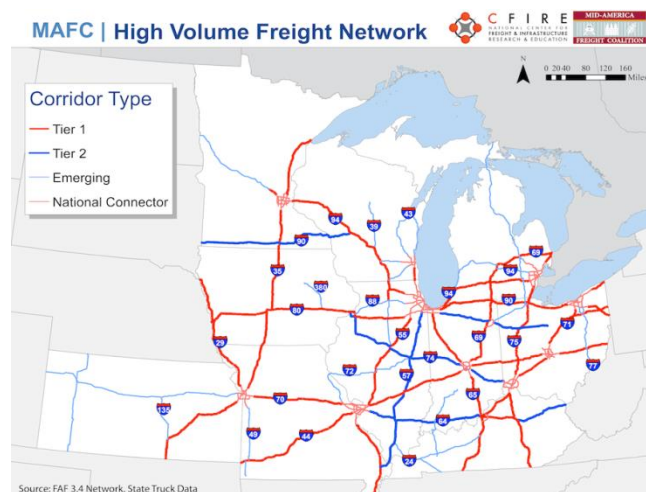
- I-29
- I-35
- I-39
- I-44
- I-55
- I-64
- I-65
- I-69
- I-70
- I-71
- I-75
- I-77
- I-80
- I-90
- I-94

## Tier 2 Corridors

- I-57
- I-64
- I-74
- I-90
- US-30

## Emerging Corridors

- I-24
- I-39
- I-49
- I-69
- I-70
- I-72
- I-75
- I-77
- I-88
- I-94
- I-380
- US-83

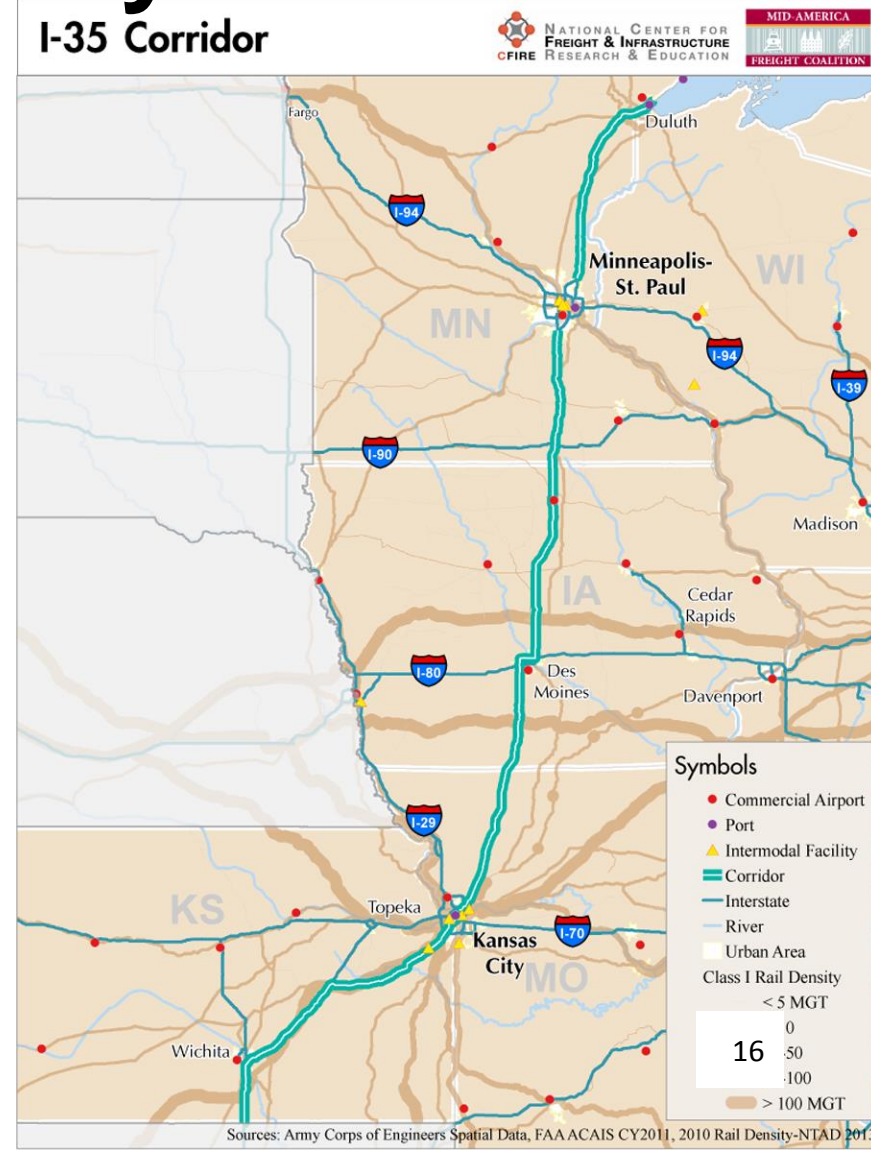


The MAFC Nationally Significant Corridor Network identifies and characterizes the most significant freight corridors across the region. Corridors are classified as Tier 1 and Tier 2 corridors, national connectors, and emerging corridors. Certain corridors have multiple classifications due to the nature of freight movements, and as such will be listed multiple times below.

# MAFC RFS - Corridor Profiles to Support Network Development

# Building the Business Case: Corridor Profile Analysis

- Corridor specific information in a regional context
- Focus on planning and operational characteristics
  - Traffic Flows
  - Congestion
  - Condition
  - Safety
  - Parking
- Connections
  - Metropolitan Statistical Areas
  - Intermodal yards
  - Airports
  - Waterway
  - Railroads





# I-35 Corridor - Traffic and Congestion

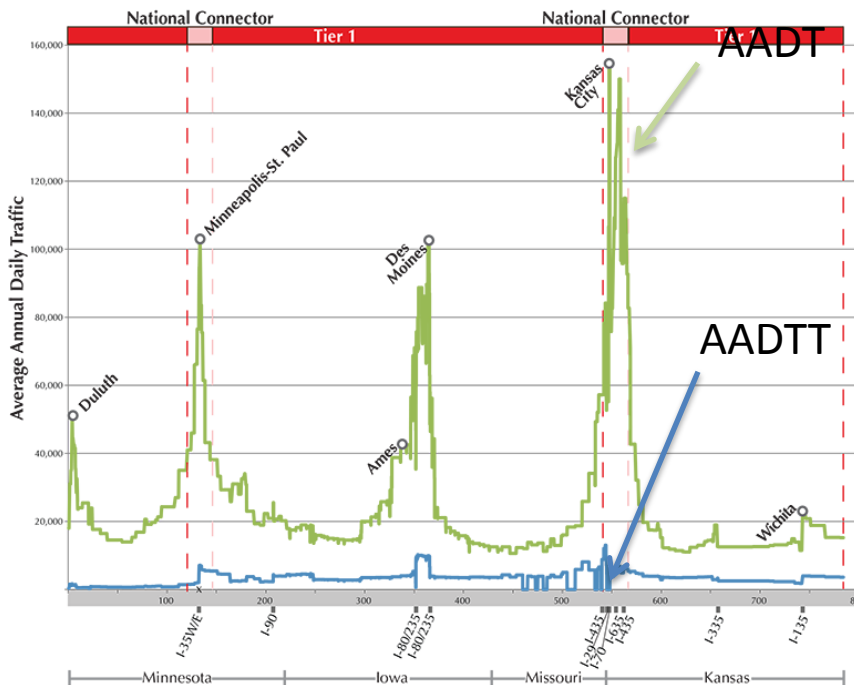
- Displays profile and variation across corridor
- Provides business case
- Opportunities for cooperation
  - Multi-state analysis and projects

## Greenhouse Gas Emissions

Yearly tons of CO2 assuming 4 mpg: 2,800,000

Yearly tons of CO2 assuming 7.5 mpg: 1,500,000

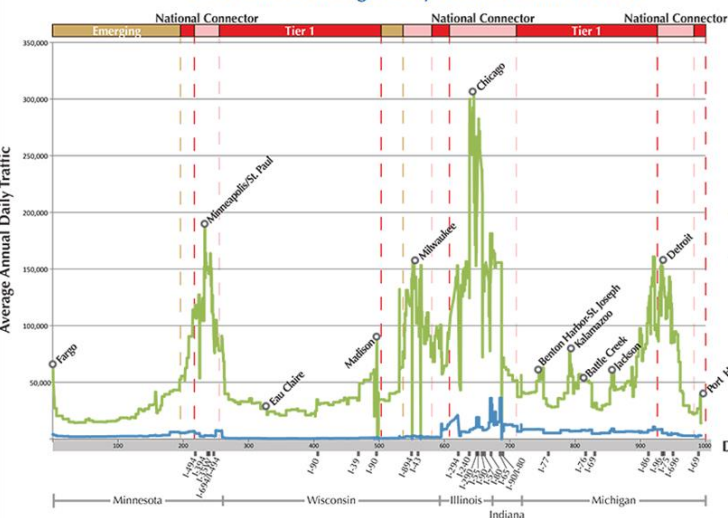
I-35 Annual Average Daily Traffic Profile (AADT)



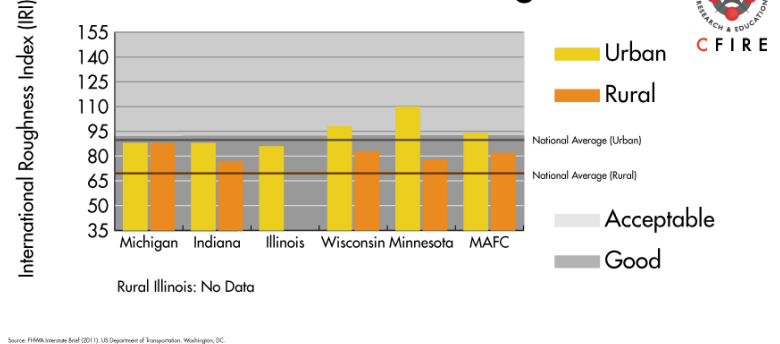
# I-94 Corridor Example

- Regional corridor
  - 5 MAASTO States
  - 15 MSAs
  - 1,000+ miles
- International trade gateway
- Large intermodal facilities
- Multi-modal
  - Air
  - Water
  - Rail
- Congestion challenges

I-94 Annual Average Daily Traffic Profile (AADT)



I-94 Mean Pavement Roughness





# I-94 Corridor Business Case Attributes

**Fuel/Truck Parking:** There are 91 fueling stops that also offer truck parking along I-94. Eighteen truck stops have less than 25 parking spots, 33 have between 25-84 spots, and 40 have 85+ parking spots. Compressed Natural Gas (CNG) and Liquefied Natural Gas (LNG) stations are listed to the right.

## Intermodal Terminals

Union Pacific (UP) Yard Center Dolton, IL: (<300,000 lifts/yr.)  
Intermodal Service from MN  
Chippewa Falls (30k lifts/per year)  
CSX Bedford Park, IL: TOFC-COFC (294)  
BNSF Willow Springs, Hodgkins, IL: TOFC-COFC (<60,000 lifts/yr.)

## Airports

Chicago O'Hare International (ORD)  
Minneapolis – St. Paul International (MSP)  
Detroit Metropolitan Wayne County (DTW)  
General Mitchell International (MKE)  
Willow Run (YIP)  
Hector International (FAR)



## Ports

Port of Detroit  
Port of Indiana – Burns Harbor  
Port of Gary  
Port of Chicago  
Port of Milwaukee  
Port of Minneapolis – St. Paul

# MAFC Regional Freight Study: An Multimodal Economic Network



- All Modes: Highways, Waterways, Rail, Air
- Economic analysis
- Trends
- Freight Planning Toolkit





# Mid-America Freight Coalition

Regional Solutions for a Regional Issue

## MAP-21 Resources

### Overview

- [MAP-21 Full Bill Text](#) (GPO)
- [MAP-21 Overview](#) (FHWA)
- [MAP-21 Overview Presentation](#) (AASHTO)
- [MAP-21 Deadlines](#) (Iowa DOT)
- [Making the Most of MAP-21](#) (Transportation for America)
- [MAP-21 Information](#) (Minnesota DOT)

### Freight Provisions

- [National Freight Network](#) (FHWA)
- [Primary Freight Network Request for Comments](#)
- [PFN Docket for Comments](#)
- [MAP-21 Freight Provisions](#) (Surface Transportation Board)
- [Implementing Freight Provisions](#) (Jack Wells, Chief Economist, USDOT)
- [National Freight Policy Timeline](#) (Virginia DOT)
- [Freight-related Keywords](#) (MAFC)
- [State Freight Plan & Benefit-Cost Analysis](#) (Jack Wells, Chief Economist, USDOT)
- [Primary Freight Network Criteria](#) (MAFC)
- [Comments on USDOT Interim Guidance on Freight Corridors](#) (MAFC)
- [MAP-21 Freight Resources](#) (Washington DOT)

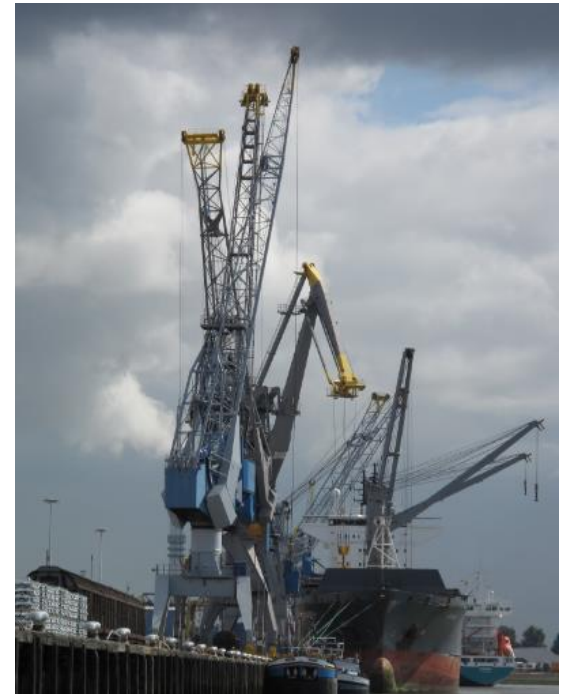
### USDOT Resources

- [FHWA MAP-21 Resources](#) (FHWA)
- [USDOT Data Sources](#) (USDOT)
- [Webinars on MAP-21](#) (FHWA)
- [Q&A on MAP-21](#) (FHWA)
- [MAP-21 Guidance](#) (FHWA)

# MAP-21 and Freight Analysis Resources

See -

<http://midamericafreight.org/rfs/map-21-resources/>



# Thank You for your support!

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[cfire.wistrans.org](http://cfire.wistrans.org)

MAFC RFS weblink:  
<http://midamericafreight.org/rfs/corridors/>

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