

# MAASTO Treasurer Report

July 20, 2012

(January 13 - June 30, 2012)

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1/13/2012	Opening Balance ( <i>Ohio MAASTO Conference Carry Over</i> )	\$118,137.98
2/29/2012	Deposit ( <i>Account Transfer</i> )	\$229,209.30
2/29/2012	Deposit ( <i>Dividends</i> )	\$1.26
3/31/2012	Deposit ( <i>Dividends</i> )	\$48.67
4/30/2012	Deposit ( <i>Dividends</i> )	\$56.53
5/31/2012	Deposit ( <i>Dividends</i> )	\$58.43
6/30/2012	Deposit ( <i>Dividends</i> )	\$113.12
6/30/2012	<b>BALANCE</b>	<b>\$347,625.29</b>

## Pending Deductions

Accountant Services (*Approved June 2012*)

\$2,500.00

Updated 7/19/2012

# ***Performance Management Highlights In MAP-21 July 2012***

MAP-21 contains performance measures that will transform the federal-aid highway program and provide a means to the most efficient investment of federal funds. This is done by refocusing on national transportation goals, increasing the accountability and transparency of the federal-aid highway program and improving project decision making through performance-based planning and programming.

A Task Force on National Performance Measure Development, Coordination and Reporting has been developed to assist SCOPM and AASHTO in developing a limited number of national performance measures and help prepare AASHTO members to meet any new Federal performance management requirements. The task force will also work to develop a strategy for communicating national performance results to Congress and the public. Below is a summary of performance management requirements.

## **National Goal Areas for Performance Management:**

1. **Safety:** To achieve reduction in fatalities and serious injuries on all public roads.
2. **Infrastructure Condition:** To maintain highway infrastructure assets in state of good repair.
3. **Congestion Reduction:** To achieve reduction in congestion on the National Highway System.
4. **System Reliability:** To improve the efficiency of the surface transportation system.
5. **Freight Movement and Economic Vitality:** To improve freight networks, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **Environmental Sustainability:** To enhance the performance of the transportation system while protecting and enhancing the environment.
7. **Reduced Project Delivery Delays:** To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

## **State Required Plans (excluding the S/TIP and LRP):**

1. **Risk-based Asset Management Plan** – This plan must be developed by each state 18 months after enactment and updated every four years. Failure to develop and implement the plan within 12 months, would lower the federal share payable on projects to 65 percent. The plan shall include:
  - listing of pavement and bridge assets, including a description of their conditions,
  - asset management objectives and measures,
  - performance gap identification,
  - lifecycle cost and risk management analysis,
  - financial plan, and
  - investment strategies.

2. **State Strategic Highway Safety Plan** – This plan must be developed by states and submitted to USDOT in fiscal year 2014 and each fiscal year thereafter. The plan shall include:
- performance measures required by USDOT,
  - funding strategies to complete project and activities that will allow the State to meet the performance targets,
  - data and analysis supporting the effectiveness of proposed countermeasures,
  - description of any Federal, State, Local or private funds that the State plans to use,
  - report on State's success in meeting safety goals and performance targets set forth in the previous highway safety plans, and
  - an application for any additional grants available to the State.
3. **MPO/CMAQ Program Performance Plan** – Each MPO serving a transportation management area with a population over 1 million people representing a nonattainment or maintenance area shall develop a performance plan that
- Includes an area baseline level for traffic congestion and on-road mobile source emissions for which the area is in nonattainment or maintenance;
  - Describes progress made in achieving the performance targets;
  - Includes a description of projects identified for funding under this section and how such projects will contribute to achieving emission and traffic congestions reduction targets.

### **Performance-Based Planning and Programming:**

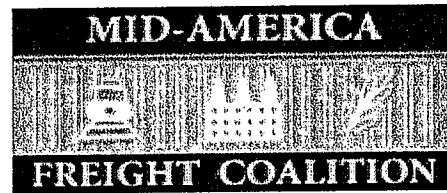
- ▶ Performance measures and targets must be incorporated into long-range planning and short-term programming processes.
  - Long-range plans, TIPs and STIPs must show the progress expected to be achieved by planned decisions and investments.
  - USDOT will evaluate the appropriateness of state targets and the progress the state is making in achieving performance targets.
  - States and MPO long-range plans will include System Performance Reports that described the progress made toward achieving performance targets.

### **Summary of Performance Measure Requirements:**

- ▶ **Bridges:** Condition of bridges on the National Highway System
  - Who: USDOT Secretary in conjunction with state DOT, MPOs and other stakeholders will set measures.
  - Targets: Secretary sets minimum levels for condition; within 18 months States set additional targets.
  - Penalty: Yes. (See bill for details.)
  - Reporting: First report due four years after enactment; every two years thereafter.
- ▶ **Pavement:** Condition of pavements on the Interstate System and condition of pavements on the National Highway System
  - Who: USDOT Secretary in conjunction with state DOT, MPOs and other

stakeholders will set measures.

- Targets: Secretary sets minimum levels for condition, within one year after final rule-making; states set performance targets.
  - Penalty: Yes. (See bill for details.)
  - Reporting: First report due four years after enactment; every two years thereafter.
- ▶ **Safety:** Serious injuries and fatalities per VMT and serious injuries and fatalities count
- Who: USDOT Secretary issues regulations within 18 months after enactment.
  - Targets: State shall set performance targets one year after final rule-making.
  - Penalties: Yes. (See bill for details.)
  - Reporting: First report due four years after enactment; every two years thereafter.
- ▶ **System Reliability:** Performance of the Interstate System and performance of the National Highway System
- Who: USDOT Secretary will establish rules within 18 months after enactment.
  - Targets: Targets set within one year after the final rule-making.
  - Penalty: None.
  - Reporting: None.
- ▶ **Congestion/Environment:** Traffic congestion and on-road mobile source emissions
- Who: USDOT Secretary in conjunction with State DOT, MPOs and other stakeholders will set measures.
  - Targets: MPOs and state DOT shall establish performance targets one year after final-rulemaking
  - Penalty: None.
  - Reporting: First report due four years after enactment; every two years thereafter.
- ▶ **Freight:** Measures to be determined within 18 months of enactment
- Who: USDOT Secretary in conjunction with State DOT, MPOs and other stakeholders will set measures.
  - Targets: Each state shall set performance targets within one year after Secretary establishes the measures.
  - Penalty: None.
  - Reporting: First report due four years after enactment; every two years thereafter.
- ▶ **Transit:** Asset-based performance measures (state of good repair)
- Who: USDOT Secretary establishes within one year.
  - Targets: Individual operating agencies establish targets within three months after Secretary establishes measures.
  - Penalty: None.
  - Reporting: Yearly.



July 12, 2012

Mid-America Freight Coalition Executive Committee:

Ann L. Schneider, Secretary, Illinois Department of Transportation  
Michael Cline, Commissioner, Indiana Department of Transportation  
Paul Trombino III, Director, Iowa Department of Transportation  
Mike King, Secretary, Kansas Department of Transportation  
Mike Hancock, Secretary, Kentucky Transportation Cabinet  
Kirk Steudel, Director, Michigan Department of Transportation  
Tom Sorrel, Commissioner, Minnesota Department of Transportation  
Kevin Keith, Director, Missouri Department of Transportation  
Jerry Wray, Director, Ohio Department of Transportation  
Mark Gottlieb, Secretary, Wisconsin Department of Transportation

Established in 2006, the Mid-America Freight Coalition has worked to support the freight transportation development activities of the ten Mid-America states. This unique regional partnership has contributed to the advancement of freight transportation policies, programs, and performance. Just as important, the coalition has contributed to agency freight capacity by providing the venue for the collaboration between the state technical contacts. This collaboration has resulted in increased freight innovation, and the development of a community of practice within these ten states.

**Examples of MAFC projects and activities that have supported the states include:**

- Multi-state truck parking analysis and recommendations
- Performance measures for multi-state freight projects
- Identification of multimodal freight bottlenecks
- Benefits and costs of longer combination vehicles
- Inventory and analysis of the aviation freight capabilities of the region
- Benefit/cost analysis guidebook for preparing proposals for competitive grant programs
- Identification and valuation of multistate freight corridors
- Annual MAFC Freight Conference to share state activities, best practices, and innovation

This letter is to request your continued support for the MAFC pooled fund effort (MAFC/TPF-4(156)) for FY 2013-2015. Your state's annual \$25,000 State Planning and Research fund contribution will be matched dollar for dollar by the Center for Freight and Infrastructure Research and Education (CFIRE) through the National University Transportation Center grant. The CFIRE team has aligned MAFC activities and efforts with the freight initiatives in MAP-21. The current MAFC regional freight study addresses the region's multi-state position in the development of a national priority freight network. The national priority freight network will likely be the backbone for new and extended, economic growth and job creation.



We will be providing information to you on the MAP-21 freight initiatives as well as their importance to Mid-America states at the MAASTO meeting in Lexington, July 17-20, 2012.

#### **Anticipated MAFC support and research activities**

Our work plan for FY13 through FY15 will be directed towards aligning the MAFC regional freight study with the MAP-21 priority freight corridors, as well as addressing state-identified research needs. Planned activities identified by state technical representatives, and to be prioritized by the 10 states include:

- Identifying multi-state, multimodal, mega-load corridors
- Appropriate economic analysis techniques for multimodal project comparisons
- Methods to identify locations most likely to attract future freight facilities
- Creating an approach and methodology to survey freight business and industry concerning their perceptions and needs from the transportation system
- Multimodal freight program synthesis to provide a complete catalogue of state freight activities and programs

#### **Quick-hit freight information and research services**

Based on the demand from state technical representatives, the MAFC staff provides freight related quick-hit research services to provide immediate answers to urgent state freight issues. Examples of quick-hit services recently provided include:

- An analysis of increased truck traffic on state and local roads due to sand mining for hydraulic fracturing and energy development
- Development of marine highway background information to support competitive project applications
- Evaluation of the economic importance of freight corridors
- Analysis of the freight components of MAP-21

As affirmed by MAP-21's freight initiatives, a regional and national approach to the development and management of freight systems such as supported by the MAFC will help drive our economy. Freight development supports economic development at every level from local jobs, state economic development, to regional and national economic benefits. We look forward to the continued collaboration with your agency.

Sincerely,

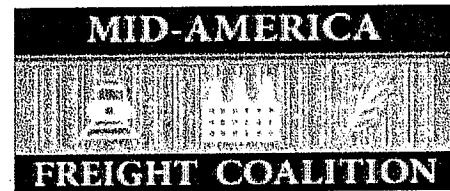
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Attachments: List of state DOT MAFC technical members

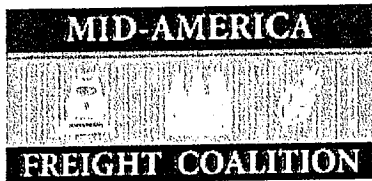


## **Mid-America Freight Coalition State Technical Representatives**

The MAFC Technical Committee consists of appointed state Department of Transportation staff from the ten-state region, specializing in either freight policy/planning or traffic operations. The MAFC provides a forum for the sharing of best practices in the areas of freight policy, planning, and programs. These representatives also act as the technical contacts and implementation conduits for the freight research and development initiatives driven by the MAFC Executive Committee.

### **Technical Representatives**

- Craig O'Riley (Iowa Department of Transportation)
- Britt Edwards (Illinois Department of Transportation)
- Keith Bucklew (Indiana Department of transportation)
- John Maddox (Kansas Department of Transportation)
- Eddie Dawson (Kansas Department of Transportation)
- Joel Skelly (Kansas Department of Transportation)
- Jeremy Edgeworth (Kentucky Transportation Cabinet)
- Lynn Soporowski (Kentucky Transportation Cabinet)
- Keith Damron (Kentucky Transportation Cabinet)
- Jesse Gwilliams (Michigan Department of Transportation)
- Larry Kearnes (Michigan Department of Transportation)
- Cheryl Ball (Missouri Department of Transportation)
- Bill Gardner (Minnesota Department of Transportation)
- John Tompkins (Minnesota Department of Transportation)
- Mark Locker (Ohio Department of Transportation)
- Sandy Beaupre (Wisconsin Department of Transportation)
- Peter Lynch (Wisconsin Department of Transportation)



## Five things you should know about the freight initiatives of MAP-21

- 1) **National Freight Network.** MAP-21 identifies a national freight network consisting of a primary freight network and critical rural corridors. It provides for priority funding for freight projects if they are included in a state freight plan and demonstrate increased freight efficiencies and performance. CFIRE is working with the states to identify these critical freight corridors and connectors to ensure the Mid-America states are prepared for implementation of MAP-21.
- 2) **Primary Freight Network.** The primary freight network will be established at 27,000 miles. An additional 3,000 miles can be added. Based on preliminary approaches to identifying the 27,000 miles of the primary freight network, the Mid-America States manage nearly 6,500 miles or 22 percent of this network. CFIRE is working to identify bottlenecks as well as areas with available capacity within the proposed network to provide supporting documentation for the anticipated system investments.
- 3) **Major Freight Corridors.** The major freight corridors in the national freight network, along with the important connectors, gateways, and terminals are consistent economic engines and provide local jobs, state and regional economic development, and ensure our competitive position in a global market. In our ten-state region, more than 28 percent of all the businesses and more than 34 percent of all of the jobs are located within three miles of the top three freight corridors in each state. CFIRE is working to fully define the importance of these corridors to the states, the region, and the US economy.
- 4) **Economic Recovery and Job Creation.** The national freight network and the associated corridors and facilities will provide the backbone for continued economic recovery and job creation. CFIRE's work supports the states in defining the parameters of the national network to ensure critical network components are included. Much like the economic development associated with interstates and four-lane facilities, it can be expected that the priority freight network will provide competitive advantages to industry and business, and investment opportunities for states, which are not available to locations without these critical freight corridors.
- 5) **Regional Freight Study.** The CFIRE team has aligned the MAFC Regional Freight Study with the MAP-21 freight initiatives and will work to ensure that the coalition's work on corridors, collaboration, and connectors supports the states' position in development of this significant national policy.

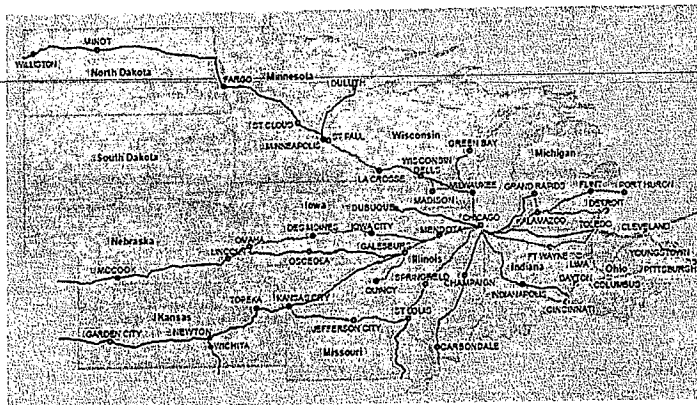
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# MIPRC

Midwest Interstate  
Passenger Rail  
Commission



*Working to implement a 21<sup>st</sup> century passenger rail system by adding the Midwest Regional Rail Initiative network and additional state-supported corridors to the region's existing passenger rail infrastructure.*

# MIPRC

Midwest Interstate  
Passenger Rail  
Commission

## Bringing Together State Leaders from Across the Region to Advocate for Passenger Rail Improvements

► The purposes of MIPRC are to promote, coordinate and support passenger rail service improvements:

- Promote development and implementation of improvements and plans for intercity passenger rail service in the Midwest
- Coordinate and promote Midwestern interests regarding passenger rail development
- Support state DOTs' passenger rail plans



## Compact Eligibility:

- Illinois
- Indiana
- Iowa
- Kansas
- Michigan
- Minnesota
- Missouri
- Nebraska
- North Dakota
- Ohio
- South Dakota
- Wisconsin

States are members through compact legislation.



## ► MIPRC Commissioners from Each State:

- One member from each legislative chamber (and one alternate, optional)
- One gubernatorial designee
- One person to represent the private sector (also appointed by the governor)



### **Midwest Regional Rail Initiative**

The technical rail staff from nine state DOTs have been working together since 1996 to develop and implement the MWRRI plan.

- Illinois
- Indiana
- Iowa
- Michigan
- Minnesota
- Missouri
- Nebraska
- Ohio
- Wisconsin

### **Midwest Regional Rail System (9 states)**

3,000-mile, 9-state passenger rail system with Chicago as the hub  
63 trainsets

4 to 17 daily trains in each direction at speeds up to 110 mph

- Chicago-Detroit/Grand Rapids/Port Huron
- Chicago-Toledo-Cleveland
- Chicago-Indianapolis-Cincinnati
- Chicago-Carbondale
- Chicago-St. Louis-Kansas City
- Chicago-Quincy/Quad Cities-Des Moines-Omaha
- Chicago-Milwaukee-Madison-LaCrosse-St. Paul
- Chicago-Milwaukee-Green Bay

Overall Economic Benefit: \$23 billion

Permanent New Jobs: 57,450

Average Annual Jobs During Construction (10-year build-out): 15,200

## Passenger Rail Ridership Growth in the Midwest

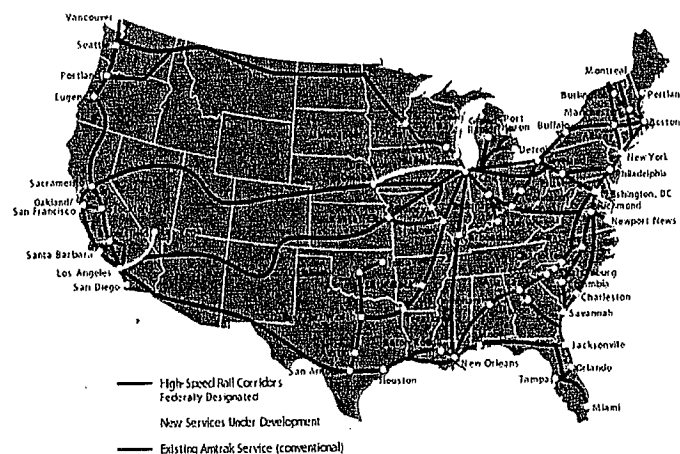
Ridership on Corridor Service in the Midwest

Route	Five-Year Growth (FY 06 to FY 11)	Average Annual Growth (06 to 11)	Percent Change FY 10 to FY 11	FY 11	FY 10	FY 06
Chicago-St. Louis ( <i>Lincoln</i> service) <sup>1</sup>	210%	42%	4%	412,593	394,993	133,036
Kansas City-St. Louis ( <i>Missouri River Runner</i> service)	56%	11%	8%	186,077	172,554	119,257
Chicago-Milwaukee ( <i>Hiawatha</i> service) <sup>1</sup>	45%	9%	6%	815,396	771,200	561,747
Chicago-Detroit/Pontiac, MI ( <i>Wolverine</i> service)	15%	3%	5%	503,290	479,782	438,529
Chicago-Grand Rapids, MI ( <i>Pere Marquette</i> service)	5%	1%	5%	106,662	101,907	101,932
Chicago-Port Huron, MI ( <i>Blue Water</i> service)	51%	10%	19%	187,065	157,709	123,832
Chicago-Carbondale, IL ( <i>Illini/Saluki</i> services) <sup>1</sup>	123%	25%	16%	299,462	259,021	134,531
Chicago-Quincy, IL ( <i>L. Zephyr/Carl Sandburg</i> services) <sup>1</sup>	88%	18%	8%	222,419	205,906	118,502
Chicago-Indianapolis ( <i>Hoosier State</i> service)	85%	17%	11%	37,249	33,600	20,096
<b>Ridership Totals</b>	<b>58%</b>	<b>12%</b>	<b>8%</b>	<b>2,770,213</b>	<b>2,576,672</b>	<b>1,751,462</b>

Source: Amtrak

<sup>1</sup> Note: Ridership numbers for Illinois routes are based on the Illinois state fiscal year, and exclude Amtrak national corridor ridership in Illinois not subsidized with state funds.

## National Map



## Passenger Rail Investment and Improvement Act (PRIIA)

Signed into law by President George Bush on October 16, 2008.

### ▶ Intercity Passenger Rail Service Corridor Capital Assistance (Sec. 301)

- \$1.9 billion over 5 years, at up to 80 percent federal match. For "financing the capital costs of facilities, infrastructure, and equipment necessary to provide or improve intercity passenger rail transportation" (projects must be part of an approved state rail plan)

### ▶ High Speed Rail Corridor Program (Sec. 501)

- \$1.5 billion over 5 years, specifically for projects that would achieve speeds of at least 110 mph

### ▶ Congestion Grants (Sec. 302)

- \$325 million over 4 years. Projects identified by Amtrak to reduce congestion or facilitate passenger rail growth along heavily traveled corridors or identified by the Surface Transportation Board to improve on-time performance

Interstate  
Passenger Rail Commission

## Funding for Passenger Rail Development

### ▶ American Recovery and Reinvestment Act

- Signed into law by President Barack Obama in February 2010.
- Provided \$8 billion for state passenger rail capital investments. Funding available on a competitive basis, up to 100 percent federal.
- High Speed Intercity Passenger Rail (HSIPR) program created under the Federal Railroad Administration.

### ▶ Subsequent Federal Appropriations

- FY 2010 Transportation, Housing and Urban Development (THUD) legislation appropriated \$2.5 billion to the HSIPR program.
- Since FY 2010, no additional funding has been appropriated. (Senate has proposed, but conference committee has eliminated.)
- HSIPR funding originally awarded to some states was subsequently declined. Those funds were then redistributed and/or awarded in subsequent HSIPR rounds. There have been 4 rounds of funding to date: January 2010; October 2010, December 2010 and May 2011.
- Passenger rail projects are eligible for Transportation Investment Generating Economic Recovery (TIGER) grants (but not exclusively).

Interstate  
Passenger Rail Commission

## Midwestern States' HSIPR Awards Totals

**\$2,564,839,563**

*Chicago–St. Louis–Kansas City: \$1,379,208,545*  
*Detroit–Chicago: \$598,084,573*  
*Chicago–Omaha: \$231,000,000*  
*MSP–Milwaukee–Chicago: \$64,798,718*  
*MSP–Duluth: \$5,000,000*  
*Kansas City–Oklahoma City: \$250,000*  
*Joint Equipment Purchase (8 corridors): \$268,201,084*  
*Non–Corridor Specific: \$18,296,643*

## The Way Forward . . .

- ▶ **How to develop a structure to continue to develop, manage and implement a regional rail system for the Midwest**
  - Build on the strengths of MIPRC and MWRI
  - Align the two groups
  - Jointly pursue FRA partnership for governance and implementation
  - Federal funding