



Best Practices and Challenges – Freight Alignment Project

http://www.wistrans.org/cfire/documents/MAFC15_AlignmentStudy_FinalReport.pdf

Working with Stakeholders

FAC Best Practices

FAC Outreach Best Practices	
<ul style="list-style-type: none"> • Survey manufacturers to get “low hanging fruit” action items – good way to build trust. • Implementation plan demonstrates that FAC feedback will be valued or useful. • Initiative/recognition from Governor makes attendance prestigious. • Have a single point of contact for freight-related issues • Attend industry events • Develop fast action response plan 	
Best Practices from Literature Review Summary:	
Barriers to Participation:	Ways to encourage participation:
<ul style="list-style-type: none"> • DOT moves too slow relative to industry • DOT is an uncertain “black box” for decision making – and thus a risk • Competitive pressure and distrust from similar firms participating in FAC. • Limited time and resources to contribute to FAC meetings or programming 	<ul style="list-style-type: none"> • Assign a single point of contact for freight issues at DOT – makes it easier for private sector to get in touch and get answers • Limit time requirement of FAC membership to ½ day per quarter. • Four Steps to Making Connections <ul style="list-style-type: none"> ○ Meet FAC members face-to-face ○ Attend industry meetings ○ Be consistent and transparent ○ Provide a useful service for partners • Have fast action items that can be implemented quickly in response to feedback.

Inter-Governmental Stakeholders

Most Common Intergovernmental Stakeholders and Partners	
Agency	Number of States
Commerce / Economic Development	10
Agriculture	9 – IL, IN, IA, KS, KY, MI, MN, MO, OH
Natural Resources / Environmental Protection	6 – IL, IA, MI, KY, OH, WI



Multimodal funding

Multimodal Funding Best Practices
<ol style="list-style-type: none"> 1. Develop funding partnerships to link freight investment to economic development work 2. System funding programs should cover all modes 3. Consider maritime projects in funding programs 4. Market importance of freight to economy to build support for multimodal funding
List of Freight Funding Challenges:
<ul style="list-style-type: none"> • Federal funding is relatively inflexible, and focuses on highway mode • Insufficient new freight funding to support larger projects • State highway funds may be constitutionally constrained to highway expenditures – even when expenditures on other modes would improve highway performance • Difficult to compare projects across modes (comparing trains and barges) • If discretionary money comes from the legislature, then it has to “compete” with other priorities • Addressing all modes with funding programs • Competitive grant programs that are resource intensive with no guaranteed outcomes

Freight Data

Best practices for freight data collection and use
<ol style="list-style-type: none"> 1. Utilize open source datasets, like the Freight Analysis Framework 2. Integrate freight considerations into travel demand models 3. Consider in-house traffic counts, rest area traffic counts, and OSOW permit data as viable data sources. 4. Collect your own data 5. Collect data from other state agencies like Agriculture or Commerce. 6. Consider purchase of region-wide data sets if discounts could apply.

Economic Analysis

Best Practices
<ol style="list-style-type: none"> 1. Use commodity flow information to describe the economic context 2. Conduct a supply chain analysis for industries of high importance 3. Survey industry and manufacturers to determine their concerns and needs 4. Work with other agencies (like Economic Development) to determine economic impacts 5. Include all modes in analysis so information is available for the entire freight system.



Freight Network Designation

Network Designation Best Practices
<ol style="list-style-type: none"> 1. Develop a multimodal network 2. Use a range of data sources (ex: FAF, volume, density) 3. Incorporate the FAC's perspective into the network 4. Vet your proposed network with a large group of stakeholders 5. Identify freight generators (including specific locations)

Performance Measures

Performance Measurement Best Practices
<ol style="list-style-type: none"> 1. Consider harmonizing performance measures across the MAFC 2. Consider group purchase of data to support PMs 3. Keep measures simple: use easily collected data, and make them easy to understand 4. Track economic activity indicators, but make sure that stakeholders understand that the DOT cannot directly influence such indicators

Opportunities for alignment across MAASTO states

State	
Illinois	<ul style="list-style-type: none"> • Having a regional perspective to take to Washington. • Bridge projects • CREATE projects have an impact on all Midwestern states • Collaboration on ITS architecture for traveler information
Indiana	<ul style="list-style-type: none"> • Understanding industry shifts – how and why they occur, and what infrastructure needs to be in place to accommodate shifts • Great Lakes maritime infrastructure
Iowa	<ul style="list-style-type: none"> • Harmonizing regulations, especially related to OSOW permits • Freight Network Identification across region • Project Identification – cross border projects like highways and bridges • Marine Highways
Kansas	<ul style="list-style-type: none"> • Seamless movement of trucks, one stop permitting at multistate level, harmonization • ITS and information sharing for truckers • Freight data purchase or collection • Freight performance measures
Kentucky	<ul style="list-style-type: none"> • Bridge projects



	<ul style="list-style-type: none"> • TMA Freight Plans • Marine Highways (M-70, M-65, M-55) • TIGER Grants • MAFC Participation in NCHRP, AASHTO, TRB
Michigan	<ul style="list-style-type: none"> • Best areas for collaboration are issue- or project-driven topics – like the Soo Locks • Increase outreach to Canada • Council of Great Lakes Governors as vehicle to work on maritime infrastructure • Eastern Border Transportation Coalition • Great Lakes Regional Traffic Operations Center (Sharing of 411 and ITS info) • Trans-Border Working Group (TBWG) • Expansion of Truck Parking Information Management System (TPIMS) • Truck permitting harmonization • MAFC states participate in the Conference of Great Lakes and St. Lawrence Governors and Premiers Maritime Task Force.
Minnesota	<ul style="list-style-type: none"> • Truck permitting harmonization • Corridor management at a multi-state level, especially for border states • Truck parking study – continue work • Crude by rail and rail safety • Developing a model freight investment plan/guide – helps with use of FAST Act formula funds.
Missouri	<ul style="list-style-type: none"> • Marine Highways • Truck parking • Border bridges • Freight data
Ohio	<ul style="list-style-type: none"> • Truck Parking • Multi-state MPOs • Bridges • Council of Great Lakes Governors • Corridor talks with neighboring states • Understanding industry connections • Freight data
Wisconsin	<ul style="list-style-type: none"> • Preparing for regionally-significant projects grant • Defining the criteria for truck permitting harmonization



Most Common Opportunities for Collaboration

Rank	Topic	Mentioned by
1	Regional or corridor communication architecture (including truck parking)	IL, KS, MI, MN, MO, OH
2	Truck permit harmonization	IA, KS, MI, MN, WI
3	Maritime infrastructure and corridors	IN, MI, MO, OH
3	Bridge projects	IL, KY, MI, OH
5	Understanding regional impacts of industry	IN, OH, KS
5	Freight data	KS, MO, OH

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