



## Mid-America Freight Coalition 2017 Budget Proposal

MAFC began in 2006 under the leadership of the MAASTO Executive Board. The Coalition has operated for 10 years as a transportation pooled fund with the 10 participating states each providing \$25,000 per year in funding. This level of funding has not changed since the inception of MAFC. The TPF operates on a three year cycle and the Executive Board has authorized continuation of MAFC till 2018. Wisconsin DOT has graciously managed the pooled fund and contracting with MAFC.

**The Planning Committee recommends the Board discuss increasing the state contribution to the MAFC pooled fund to \$37,000 per state per year to maintain the existing level of research and collaboration services. The Committee also recommends discussing authorization for MAFC beyond the current December 2018 expiration to December 31, 2021 so the Coalition can support the TPIMS data warehouse and performance measures.** The increase in state contribution to MAFC, the MAFC research agenda and the potential new research needs from the April freight summit can then be finalized at the July MAASTO meeting. The reasoning for the increased funding, along with the services provided by MAFC are outlined below.

The Center for Freight and Infrastructure Research and Education (CFIRE) has provided annual funding to the MAFC by paying the salary of the Facilitator and Administrator of the Coalition. However CFIRE support is no longer available as of January 2017. In order for the Coalition to continue to provide the same level of services, the State TPF contributions to the MAFC pooled fund need to be increased from the \$25,000 per year, to \$37,000 per year per state. This increase will allow the Coalition to continue to provide the same level of service to the MAASTO states. MAFC will continue to be located in the College of Engineering at UW-Madison using the University facilities and graduate students as in the past. The proposed budget changes are presented in detail in the attached budget (Appendix A) and would be effective with the June 2017 state contribution.

What Does MAFC provide?

As part of the original and continued MOU with the MAASTO Executive Board, MAFC provides the following services:

- 1) Quarterly technical teleconferences on topics requested by the states.
- 2) Participation in monthly planning calls with the MAASTO planning committee.
- 3) Development, management and execution of annual MAFC Partnership Meeting. This includes coverage of expenses for three state representatives from each state to attend the meeting.
- 4) Research services for state-defined freight research agenda. Typically this includes two research projects per year.
- 5) State visits, presentations and support in each state as requested.
- 6) Freight policy analysis.
- 7) Assistance on unfolding freight related questions from the MAASTO states.



8) MAFC Web presence with reports and meetings.

A summary of 2015 - 2016 MAFC activities is presented in Appendix B.

For additional information, contact MAFC Facilitator and Administrator, Ernie Perry, at [ebperry@wisc.edu](mailto:ebperry@wisc.edu), or 608-890-2310.



**APPENDIX A – Proposed 2017-2018 MAFC Budget**

<b>DRAFT Proposed Budget MAFC</b>				
<b>Agency:</b>	<b>WI DOT</b>			
				<b>Year 1</b>
<b>A. Senior Personnel</b>				<b>\$151,926</b>
	<b>100% Facilitator/Res</b>			
	<b>50% Economist</b>			
	<b>30% communications</b>			
	<b>8% secretarial</b>			
				<b>\$151,926</b>
<b>Total Senior Personnel</b>				<b>\$151,926</b>
<b>B. Other Personnel</b>				
<b>1.</b>	<b>Post Doctoral Associates</b>			
<b>2.</b>	<b>Other Professionals</b>			
<b>3.</b>	<b>1 Graduate Student @ 40% for 12 M @ \$38,252</b>			<b>\$15,301</b>
<b>4.</b>	<b>Project intern @100% for 3 M@38,252</b>			<b>\$9,563</b>
<b>5.</b>	<b>Undergraduate Students</b>			
<b>6.</b>	<b>Secretarial-Clerical</b>			
<b>7.</b>	<b>Other - LTE</b>			
<b>Total Salaries</b>				<b>\$176,790</b>
<b>C. Fringe Benefits</b>				<b>\$63,910</b>
<b>Total S&amp;W + FB</b>				<b>\$240,700</b>
<b>D. Equipment</b>				
<b>1.</b>	<b>phone</b>			<b>\$400</b>



2.	phone service	148x12			\$1,776
<b>Total Equipment</b>					<b>\$2,176</b>
<b>E. Travel</b>					
1.	Domestic (staff)				
2.	Domestic (staff)				\$10,000
<b>F. Other Direct Costs</b>					
1.	Materials & Supplies				\$1,644
2.	Publications & Printing & Communication				\$800
3.	Hotel services- annual meeting and travel for states				\$50,000
4.	Consulting Services				
5.	Subcontract				
6.	Tuition Remission 12,000/student				\$12,000
<b>Total Other Direct Costs</b>					<b>\$64,444</b>
<b>G. Total Direct Costs</b>					<b>\$317,320</b>
<b>H. Indirect Costs</b>					<b>\$48,044</b>
<b>I. Total Costs</b>					<b>\$365,364</b>
	Current state funding				\$250,000
	deficit				(\$115,364)
	Total required from states per year				\$365,364
	Continued annual per state tpf funding needed				\$36,536



	<b>Actual increase over 25k</b>				<b>\$11,536</b>
	<b>Percent increase</b>				<b>46%</b>
	<b>Date of last adjustment</b>				<b>2006</b>



## APPENDIX B: Mid-America Freight Coalition 2015 - 2016 Research and Activities Briefing.

Contact: Ernie Perry, PhD  
MAFC  
[ebperry@wisc.edu](mailto:ebperry@wisc.edu)  
608-890-2310

MAFC 2015-2016 Approved Workplan:

Project	Start date	End date	
Truck Parking Synthesis	Mar 10, 2015	June 30, 2015	COMPLETE
Aligning State Freight Plans	May 1, 2015	May 30, 2016	COMPLETE
Cross Modal Benefits	June 1, 2015	December 31, 2016	Final Draft
Freight Policy: Grow America and WRDA	March 30, 2015	Dec 31, 2016	COMPLETE/Ongoing

### Research completed:

1) Truck Parking Management Systems: A Synthesis of Projects, Research and Resources for MAASTO Decision-makers.

[http://midamericafreight.org/wp-content/uploads/MAFC\\_TPMS\\_Synthesis\\_07012015.pdf](http://midamericafreight.org/wp-content/uploads/MAFC_TPMS_Synthesis_07012015.pdf)

2) From the Ground Up – Aligning State Freight Plans to Enhance State Collaboration and Establish Regional and National Harmonization of Freight Priorities.

[http://www.wistrans.org/cfire/documents/MAFC15\\_AlignmentStudy\\_FinalReport.pdf](http://www.wistrans.org/cfire/documents/MAFC15_AlignmentStudy_FinalReport.pdf)

3) FAST Analysis and support

MAFC Teleconference and collaboratively developed comments on FAST freight initiatives.

[MAFC comments to Docket on National Strategic Freight Plans. April 25, 2016.](#)

MAFC Review and FAST freight indexed resource.

[Quick Reference Guide to Freight in the FAST Act](#)

MAFC Teleconference on FAST directed freight project prioritization.

<http://midamericafreight.org/wp-content/uploads/FIP-call-notes-overview-and-notes-06212016.pdf>

MAFC comments to the Docket on the National Strategic Freight Plan.

<http://midamericafreight.org/wp-content/uploads/NSFP-Comments-MAFC-04252016.pdf>

4) Cross Modal Benefits. Final Draft stage. This project examines the relationship between investment in marine corridors and the benefits of maintaining these marine corridors for operation and maintenance of highway freight corridors. The project will examine how capacity costs of highway investments may be reduced over the life span of the facility through multimodal corridor investments and a transportation systems approach to freight movement.



### **MAFC Annual Meeting Summaries:**

2015 MAFC Annual Meeting in Partnership with the Ohio Conference on Freight.

<http://midamericafreight.org/events/2015am/>

2016 MAFC Annual Meeting in Partnership with the 2016 MAASTO Meeting.

<http://midamericafreight.org/events/2016am/>

### **Current Efforts at MAFC:**

In coordination with the state technical and planning representatives, MAFC is developing a research agenda for 2017-2018. Eleven research ideas are now being evaluated. The technical and planning committee members will be asked to provide a prioritized list of projects. MAFC will then establish project oversight teams, refine the scope of work for each project and initiate work on the projects.

MAFC is also finalizing the cross modal benefits study that looks at the impacts of diversion of freight loads on the Upper Mississippi River to the corollary highways.