



Upper Midwest Freight Agenda Workshop

April 25-26, 2006

Attendees

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Minutes

Workshop Objectives:

- To thoroughly discuss and dissect the ideas presented in the Upper Midwest Freight Corridor Coalition’s Regional Freight Agenda Draft.
- To expand, refine, and clarify agenda items for the Upper Midwest region.
- To bring the Regional Freight Agenda to a point where participants from throughout the Upper Midwest are satisfied, comfortable, and prepared to work to advance the Agenda in their organizations.

Welcome and Introductions – Teresa Adams

Key Note Presentation - Howard Wood, Deputy Director of Planning, ODOT – [see presentation posted at ww.uppermidwestfreight.org](http://www.uppermidwestfreight.org)

Regional Freight Agenda - Presentation of initiatives for discussion – [see presentation posted at www.uppermidwestfreight.org](http://www.uppermidwestfreight.org)

Prioritization Exercise

Each participant votes for 5 initiatives that have immediate payoff (5 votes with **green** dots) and 5 initiatives that lead to high payoff in the future (5 votes with **red** dots).

	GREEN	RED	SUM
Support multi-modal bottleneck solutions	8	15	23
Document funding needs and consequences	15	3	18
Collect Data	16	1	17
Define regional freight network	5	8	13
Improve Political and public understanding of freight	11	2	13
Define role and structure for public/private Partnerships	4	8	12
Implement regional freeway management technologies	4	7	11
Address regulatory bottlenecks at boarder crossing	6	5	11
Support river and lake lock improvements	1	9	10
Develop regional approach to tolls	4	5	9
Modify Harbor Maintenance Tax	5	4	9
Develop model planning approaches	0	8	8
Modify Jones Act	1	7	8
Create an ongoing regional organization	5	3	8

Engage private sector in dialog	3	3	6
Define freight focal point in each agency	6	0	6
Encourage and facilitate shipper's associations and 3rd party providers	1	4	5
Support nation rail policy	2	3	5
Construct Model	2	3	5
Support inter-modal operations for shipping efficiencies	2	2	4
Define regional test projects	4	0	4
Security	0	3	3
Support categorical flexibility	0	3	3
Create rail dispute resolution process	1	1	2
Initiate pilot projects for CVO safety regulation	1	1	2
Support maritime, rail and CVO	2	0	2
Increase awareness of crossing impacts	0	1	1
Include truck lane issues in reports to Congress	0	1	1

Table Exercise #1

Focus on initiatives that give immediate payoff.

WINNERS OF PRIORITY VOTING FOR IMMEDIATE PAYOFF

- Collect Data
- Document funding needs and consequences
- Improve political and public understanding of freight
- Support multi-modal bottleneck solutions
- Address regulatory bottlenecks at boarder crossing
- Define freight focal point in each agency

See Appendix A for detailed group results for Table Exercise #1.

Table Exercise #2

Focus on initiatives that give high payoff in the term.

WINNERS OF PRIORITY VOTING FOR HIGH PAYOFF IN LONG TERM

- Support river and lake lock improvements
- Define regional freight network
- Define role and structure for public/private Partnerships
- Develop model planning approaches
- Implement regional freeway management technologies

- Modify Jones Act

See Appendix B for detailed group results for Table Exercise #2.

Results from Day 1 fell into four primary categories, Capacity, Regulatory, Planning, and Public/Private Initiatives.

See Appendix C for a Table Relating Initiatives to Performance Metrics.

Capacity Initiatives

Support multi-modal bottleneck solutions

- Regulations, infrastructure, and modal shifts/interactions create restrictions that cause costly inefficiencies, safety, and environmental issues that affect freight movements

Implement Regional Freeway Management Technologies

- An Upper Midwest Multi-state Traffic Operations Partnership (MSTOP) that manages a virtual center for traffic and commercial vehicle operations

Support River and Lock Improvements

- Improve efficiency, capacity and navigation of waterway systems, while mitigating environmental impacts.

Regulatory Initiatives

Modify Jones Act

- Jones Act is outdated and needs to be revisited
- Why?
 - Regulatory barrier to intermodal alternatives
 - Increase economic competitiveness of shipping facilities
 - Inexpensive way to improve transportation system competitiveness and efficiency

Address regulatory bottlenecks at boarder crossings

- Regulatory and infrastructure create costly inefficiencies that restrict freight movements across the US/Canadian Boarder

Planning Initiatives

Data Collection

- An information resource to identify opportunities for freight transportation improvements in the Upper Midwest region

Define regional freight network

- An interconnected regional freight network needs to be defined for efficient and cost effective intra and inter-regional movement of goods and commodities.
 - To include through loops and inter-regional loops
 - NHS connector routes
 - Interstate

Develop Model Planning Approaches

- Creation of multi-state, multi-modal plan, incorporating best practices that identifies freight system trends, need and issues

Documenting Funding needs and Consequences

- Work with elected officials to make aware of funding needs (state, regional, national) and what might be the outcomes

Public/Private Initiatives

Define Freight Focal Points in Each Agency

- Establish a freight coordinator / champion position with an understanding of policy and technical aspects of freight to work with a multi agency working group on freight issues.

Improve Public/Political Understanding

- Create a cross-state task group to develop a marketing plan (detailing audiences, messages, and actions)

Define role and structure for public/private partnerships

- Define the role and structure for public/private partnerships where public and/or private money could be leveraged in recognizing modal differences.

Great Lakes Maritime Research Institute Overview - Carol Wolosz

Overview of what projects and universities GLMRI is working with currently. Talked about potential for proposals to work with the institute. More information at <http://www.glmri.org/>.

Data Plan – Dr. Peter Lindquist – see presentation posted at www.uppermidwestfreight.org

Overview of National University Transportation Center

The Midwest Regional University Transportation Center will shortly become the National Transportation Center, details below.

- **VISION:**
The National University Transportation Center at the University of Wisconsin-Madison will be an internationally recognized authority and resource that creates knowledge, advances understanding, develops technologies, and prepares leaders to meet the nation’s need for safe, efficient and sustainable infrastructure for the movement of goods.
- **MISSION:**
To advance technology, knowledge, and expertise in the planning, design, construction and operation of sustainable freight transportation infrastructure through education, research, outreach, training and technology transfer at the University of Wisconsin-Madison and its partner institutions.
- **PROPOSED THEME:**
Sustainable Freight Transportation Infrastructure and Systems

Schedule

- March 2006: USDOT will authorize contract documents

- April 2006 – July 2006: Strategic Planning Process (State & Partner Involvement)
- July 2006 – August 2006: USDOT Review of Strategic Plan
- October 1, 2006: (tentative) begin operations; starting with oversight committee

Partnership Opportunities

- Continue to facilitate Upper Midwest Freight Corridor Agenda
 - Coordination and Administration
 - Development and Implementation
- Continue to sponsor development of regional freight data
- Coordination of MSTOPs, other regional partnerships
- Advisory Committee
- Project Oversight

Results of April 24 TOPF meeting

On Monday, Apr. 24, the Upper Midwest Freight Corridor Study along with TOPS Lab hosted the Regional Traffic Operations Partners Workshop, a Workshop intended to gauge/generate interest in the development of a Multistate Traffic Operations Partnership (MSTOP) and to help Study members identify the Technology needs of the Corridor. The following are some of the results of the Workshop (as presented to attendees of the Upper Midwest Freight Agenda Workshop).

Regional Traffic Partners Future Steps

- Meet monthly via conference
- Agree to problem statement and mission
- Draft White Paper leading to MOU
- Review with CEOs
- Agree on “organization”

Goals of Regional Traffic Partners

- Federal attention/funding for MSTOP (I-95 model)
- Identification of regional traffic and commercial vehicle standards/practices
- A functional virtual regional center that coordinates
 - Weather updates/warnings
 - Dynamic message linkage
 - Tolling coordination
 - Compatible technology deployment
 - Communications Signage
 - Security/Event Response
 - Redundancy in case of failure
 - Enforcement/Regulations
 - Permitting
 - Data collection
 - HAZMAT routing/monitoring
 - WIM technologies

Results of State Role Call Exercise

Participating states were asked to identify their priorities among the identified initiatives.

Indiana-

Collect information on tolls, crashes, etc, to see their impact was useful. Liked the inter-connecting of working with and talking with the other states. Would like to know if IN traffic management center went down, if they could have MN run it while there were down or vice versa

Wisconsin-

Document funding needs, return on investment to sell investments to legislative leaders. Need to be able to justify where \$ should go instead of roadways

Iowa-

Documenting funding needs would be useful and can tell their story, Improving the understanding of freight would be really important when documenting in the region and the individual states (importance of freight)

Michigan-

Issue of funding and investment is important, borders are extremely important

Illinois-

Keep message going forward through education in public and private, public support is key to legislatures, looking at different funding sources is important since budgets are tight, having someone being the champion being from the DOT office

Minnesota-

Really educate people in the waterway shipping, addressing bottlenecks is important, planning-regional freight network needs to be really defined and their needs because things really follow us in/out of our borders

Ohio-

Put together data for all modes, we already know a lot about our roadways

Next Steps for Upper Midwest Freight Corridor Study

The freight study will enlist the Mississippi Valley Policy Group and continue building a regional voice. A Memoranda of Understanding has been drafted and will be given to CEOs at the Mississippi Valley Conference

The remaining schedule of the UMFCS is as follows:

- May--draft final report
 - Volume #1, white papers
 - Volume #2
 - Draft agenda
 - Short and long-term initiatives
 - Economic paper
 - Data paper
 - State’s review of short and long term issues
- June report to ODOT
- September, study is completed

Appendix A – Group results from Table Exercise #1

GROUP 1

Data Collection

Vision

- An information resource to identify opportunities for freight transportation improvements in the Upper Midwest region

Performance Metrics

- State DOT and MPO commitment
- State DOT dedicated funding
- Rate of usage
- User satisfaction survey/index
- Continued membership
- Citations in measurable products

Goals

- State DOTs and MPOs would commit to participation
- State DOTs and MPOs would be able to agree on data sets
- Data provided are
 - High Quality
 - Current
 - Accurate/Honest
 - Consistent
 - Avoid Liability and Proprietary Conflicts
 - Up to Established Standards
 - Accessible

Who would provide/use data?

- State DOTs
- MPOs
- Other Agencies
- Universities
- Private Sector

Improve Political and Public Understanding of Freight

Vision

Create a cross-state task group to develop a marketing plan (detailing audiences, messages, and actions)

Audiences for Marketing Plan

- General Public
- Elected Officials
- Local
- State
- Federal
- Transportation Professionals
- State DOTs
- MPOs
- Rail
- Port Authorities
- Associations (Transportation and Commerce)
- Economic Development
- Other Agencies
- Private Sector

- Shippers
- Carriers

Messages

- Multimodal
- Freight is private and public sector
- Need for improvement
- Transportation-Economy link
- Freight is a regional issue
- Freight has significant impacts on safety, security, and environmental issues
- Freight demands on infrastructure

Performance Metrics

- A marketing plan
- Freight contact list
- Surveys measuring increased public awareness (baseline survey, follow-up)

Timeline/Involvement/Funding

- Timeline
- Draft marketing plan
- Generate buy-in, get priority within State PR offices
- Identify sources of advertising/marketing funding
- Develop advertising campaign
- Involvement from
 - State DOTs, MPOs, PTAs
 - Private sector
 - Federal
- Personnel Resources from
 - State DOTs, MPOs, PTAs

GROUP 2

Documenting Funding needs and Consequences

STATEMENT:

Work with elected officials to make aware of funding needs (state, regional, national) and what might be the outcomes

METRIC:

- Measure outcome in dollars
- Dollar spent on freight facilities in region
- Bottlenecks
- Delay (VMT, Hours)
- Economic Development (jobs creation)
- Dollars saved in transportation industry
- Reliability
- Fuel efficiency
- Air quality, environmental issues

ACTION PLAN:

- Start at local level (local/ regional government)
- Make use of public / private relationships
- Make use of current studies that document conditions
- Use regional centers, ASHTO, Builders Association, etc to build support / spread info
- Upper Midwest freight regional council
- Identify portfolio of investment

TIMELINE:

SHORT TERM:

- Target of next transportation bill
- Identify portfolio for data collection / analysis
- Create / Identify committee groups
- Pilot project to build confidence
- Dissemination strategies for MPO's and RFO's
- Regional freight condition report

LONG TERM

- Next transportation bill
- Continue documentation
- Regional freight condition report

Define Freight Focal Points in Each Agency

STATEMENT:

Establish a freight coordinator / champion position with an understanding of policy and technical aspects of freight to work with a multi agency working group on freight issues.

METRIC:

- Does each agency have a visible and effective coordinator? Via survey of freight interest/partners

ACTION PLAN:

- Incorporate position into a regional MOU on freight partnership
- Try to incorporate into next highway Bill
- Assist in development of freight condition report
- FHWA would identify a freight contact to assist their agency contact

TIMELINE:

SHORT TERM:

- Incorporate into highway Bill
- Incorporate into Regional MOU
- Development of FCR
- FHWA to establish freight contact

LONG TERM

- Development of FCR (Freight Condition Report)

GROUP 3

Support multi-modal bottleneck solutions

- Freight movement in the region is often constricted. It can be solved by regulation, infrastructure improvements, examine different modes through multi-modal shifts.
- Efficient movements-travel time, seamless, reliability
- Identify key locations of bottlenecks (all modes)
- Plans/proposed plans to address
- Identify multiple sources
- Determine the remaining needs of them
- Focus on inter-modal activities-specific ones do affect other modes
- Prioritize (by delay?)
- Validate/solicit input
- Introduce private sector

STATEMENT

-Regulations, infrastructure, and modal shifts/interactions create restrictions that cause costly inefficiencies, safety, and environmental issues that affect freight movements.

SOLUTIONS/ACTIVITIES

- Identify (by modes & multi-modal)
- Examine and validate infrastructure collection
- Prioritize
- Document Solutions (regulatory, technology, etc.)

IDENTIFIED PROBLEMS/QUESTIONS

- How does one identify a bottleneck?
- After the above steps, see if the identified bottlenecks to see if there was any improvement?
- Cost becomes a factor. How much will states pay for this project to happen?
- How do we sell solutions that are not in our jurisdiction?
- Identify Benefits/tell the story (advocacy role?)
- What impact does fixing one bottleneck have on the next?
- Need to compile regional data of what is in place and upcoming plans of improvement from each state.

Possible Actions:

- Possibly create a Regional Transportation Implementation Plan (RTIP)?
- Mississippi Valley Committee
- US DOT should be active in this? Some states thought the federal level should stay out of the program.
- Cause time delays

STRATEGIES

-Who: Public/Private Partnership, State MPO, Federal, Providers & Users/3rd Party Logistics

-Actions:

STEPS:

1. Identify the bottlenecks from existing data before bringing in groups. Assemble the information all together on papers, maps, etc. Pull in other studies to review as to how they have relieved their bottlenecks and their processes. Look at other states to see what plans that they will implement and want to implement in the future.
2. Bring in groups of public and private to validate bottleneck issues and look at other problems we might have missed.
3. Create an RTIP program.

-TIMELINE: ??? varies on funding and data collection

-COSTS: ??? varies on funding and data collection steps

Address regulatory bottlenecks at boarder crossings

PROBLEMS/QUESTIONS/IDEAS

- Should US DOT take the lead in this area due to it being a country/country crossing?
- Security becomes an issue
- Technologies play a large role in this issue-which states are trying a lot of different options and adjusting to reduce these congested areas.
- Mainly comes down to regulatory problems.
- Possibly implement a program like the IPASS but with checking goods at the boarders, branch off the e-seal?
- Example of boarder problems is evasive species

STATEMENT

Regulatory and infrastructure create costly inefficiencies that restrict freight movements across the US/Canadian Boarder.

ACTION PLAN

- Support/encourage bilateral agreements
- Standardize ballast regulations
- Use technologies

MEASURES

- Costs
- Time delays/Time to get across
- Traffic Counts
- Security
- Environmental
- Weight restriction issues

COSTS depends on funding and data collection

TIMELINE depends on funding and data collection

Appendix B – Group results from Table Exercise #2

GROUP 1

Modify Jones Act Vision

- Jones Act is outdated and needs to be revisited
- Why?
 - Regulatory barrier to intermodal alternatives
 - Increase economic competitiveness of shipping facilities
 - Inexpensive way to improve transportation system competitiveness and efficiency

Goals

- Detailed analysis of
 - Economic impacts
 - Environmental impacts
 - Market for Short Sea Shipping*
 - Pros/Cons
- Define the aspects of the Jones Act that need to be addressed/updated
- Establish consensus position for region

Performance Metrics

- Market research product
- Consensus of Region on position
- Repealed/Modified Jones Act
- Analysis of impacts of repeal/modification

Timeline/Participants/Funding

- Timeline for repeal
 - Focus on shorter term goal of Short Sea Shipping market analysis
 - Get Jones Act changed??
- Participants
 - State DOTs, PTAs, Private sector shippers, ports, ship builders (?)

Regional Freeway Management Technologies

Vision

- An Upper Midwest Multistate Traffic Operations Partnership (MSTOP) that manages a virtual center for traffic and commercial vehicle operations

Goals

- Federal attention/funding for MSTOP (I-95 model)
- Identification of regional traffic and commercial vehicle standards/practices
- A functional virtual regional center that coordinates
 - Weather updates/warnings
 - Dynamic message linkage
 - Tolling coordination
 - Compatible technology deployment
 - Communications/Signage
 - Security/Event Response
 - Redundancy in case of failure
 - Enforcement/Regulations
 - Permitting
 - Data collection
 - HAZMAT routing/monitoring
 - WIM technologies

Performance Metrics

- Regional connectivity/interoperability
- Successful implementation
- Dedicated federal funding/recognition for MSTOP

Timeline/Participants/Funding

- Short-Term
 - Work with ASSHTO and FHWA
 - Identify strategic plan/champion
- Long-Term
 - Promote research in area
 - Get states/ASSHTO/FHWA together
 - Promote idea among state DOT leadership
 - Create regional consensus, “team” to advance idea
 - Identify potential sources of funding
 - Have active MSTOP in place

GROUP 2

SUPPORT RIVER AND LAKE LOCK IMPROVEMENTS

STATEMENT:

Improve efficiency, capacity and navigation of waterway systems, while mitigating environmental impacts.

PERFORMANCE METRIC:

- Length of barge tows accommodated
- Tonnage (annual)
- Age of facility
- Dollars saved
- System redundancy to accommodate maintenance and security concerns
- Modal divergence to water transport

ACTION PLAN:

- Need financial support
- Need updates to the Jones Act and Harbor Maintenance Act
- Identify stakeholder groups involvement
- Education of public – need for waterways to supplement other modes
 - System operation
- Need for consistency of data collection/recording

TIMELINE:

SHORT TERM

- Update appropriate legislation (for example Army COE Auth Bill)
- Identification of stake holders groups
- Public agency education
- Data Collection

LONG TERM:

- Jones Act, Harbor Maintenance Act
- Education
- Continue Data Collection

DEVELOP MODEL PLANNING APPROACHES

STATEMENT:

Creation of multi-state, multi-modal plan, incorporating best practices that identifies freight system trends, need and issues

PERFORMANCE METRIC:

- Level of service
- Commodity based flows
- Modal Shifts
- Understand / Identify logistics patterns
- Route reliability
- Traffic data for highways (AADT), rail (vol/day), water (tonnage), Air (tonnage)
- Economic development impacts
- Air quality, fuel consumption or choice
- Safety

ACTION PLAN:

- Establish common framework
- Gather multimodal inventory data
- Commodity flow data (collaborative effort)
- Utilize FAF2 (with regional modifications)
- Conditions / Performance analysis
- Identify Needs
- Use to create Freight Condition Report (Portfolio of Investment)
- Identify project(s) with regional significance

TIMELINE:

Comply with agreed upon planning horizons based on budgets, legislative processes

GROUP 3

Define regional freight network.

STATEMENT

An interconnected regional freight network needs to be defined for efficient and cost effective intra and inter-regional movement of goods and commodities.

- To include through loops and inter-regional loops
- NHS connector routes
- Interstate

ACTIONS

- Clearly define the Regional Area (what is included whole states, parts of Canada??)
- Develop criteria for selecting segments
- Identify generators of freight
- Identify needs
- Design standards for highway segments (to meet certain capacity)
- Label System (Branding)
- Identify benefits of a regional network
- How do bottlenecks play into this plan because states are interested that these bottlenecks make it into the plan
- What modes should be included? (air, truck, water, rail) Water network is pretty well defined already as the lacks and couple major river routes.

WHO

- States should define it first then get local & private input
 - Get input from big generators involved
 - Need a public/private coalition (who should be involved from the private side??)

TIMELINE

- Short term timeframe
- After identification of the network then long term improvements

PERFORMANCE METRIC

1. Definition
2. Marketing/ Branding
3. Obtaining funding
4. Use some of Group 2's ideas such as: tonnage, age of facility, tons accumulated, etc

Define role and structure for public/private partnerships.

STATEMENT

Define the role and structure for public/private partnerships where public and/or private money could be leveraged and recognize modal differences.

ACTIONS

- Develop model (needs analysis) process for evaluating Public/Private partnership opportunities
- Needs
- Identify funding sources/programs
- This interrelates to defining/developing the regional network and it will somewhat work out when this objective is completed
- Evaluate public sector roles in private development and facilities
- Review other areas in the country in terms of their public/private partnerships

MEASURES

- Number of Projects
- Model for contracts
- Amount of dollars leveraged
- Change in tonnage, more of group 2's ideas

TIMELINE

- Timeline not set

POSSIBLE ISSUES

-Difficulty with states labeling departments differently and have different ways to go through their departments to get funding approve.

-Public/Private partnerships have already be done with the rail and air lines, but not a lot with the roadway industry

Appendix C - Table of Relation of Initiatives to Performance Measures

	Measure	Initiatives												
		Define regional freight network	Define role and structure for public/private partnerships	Support multi-modal bottleneck solutions	Address regulatory bottlenecks at boarder crossings	Support River and Lake Lock Improvements	Develop model planning approaches	Document Funding needs and Consequences	Define Freight Focal Points in Each Agency	Collect Data	Improve Political and Public Understanding of Freight	Modify Jones Act	Implement Regional Freeway Management Technologies	
Accomplishment	Definition	x												
	Successful implementation													x
	Number of Projects		x											
	Model for contracts		x											
Marketing	Market research product											x		
	Marketing / Branding	x												
	A marketing plan										x			
Money	Amount of dollars leveraged		x											
	Dedicated funding										x			x
	Obtaining funding	x												
	Costs				x									
	Dollars saved					x		x						
	Dollar spent on freight facilities in region							x						
ROI	Economic Development Impacts (jobs creation)							x	x					

	Measure	Define regional freight network	Define role and structure for public/private partnerships	Support multi-modal bottleneck solutions	Address regulatory bottlenecks at boarder crossings	Support River and Lake Lock Improvements	Develop model planning approaches	Document Funding needs and Consequences	Define Freight Focal Points in Each Agency	Collect Data	Improve Political and Public Understanding of Freight	Modify Jones Act	Implement Regional Freeway Management Technologies
Traffic and Operatons	Time delays, crossing time				x			x					
	Safety						x						
	Level of service						x						
	Traffic Counts				x								
Facillies	Age of facility	x				x							
	tonnage, tons accumulated, etc	x											
	rail (vol/day), water (tonnage), Air (tonnage)					x	x						
	Change in tonnage		x										
	Length of barge tows accommodated					x							
System Performance	System redundancy to accommodate maintenance and security concerns				x	x							
	Regional connectivity / interoperability												x
	Bottlenecks							x					
	Route reliability						x	x					
Logistic	Modal Shifts					x	x						
	Commodity based flows						x						
	Understand / Identify logistics patterns						x						

	Measure	Define regional freight network	Define role and structure for public/private partnerships	Support multi-modal bottleneck solutions	Address regulatory bottlenecks at boarder crossings	Support River and Lake Lock Improvements	Develop model planning approaches	Document Funding needs and Consequences	Define Freight Focal Points in Each Agency	Collect Data	Improve Political and Public Understanding of Freight	Modify Jones Act	Implement Regional Freeway Management Technologies
Energy and Environment	Fuel efficiency / consumption					x	x	x					
	Air quality, environmental issues				x	x	x	x					
outreach	Each agency has a visible and effective coordinator (via survey of freight interest/partners)								x				
	Surveys measuring increased public awareness (baseline survey, follow-up)										x		
	Freight contact list										x		
Data	State DOT and MPO commitment / membership									x			
	Rate of data usage									x			
	User satisfaction survey/index									x			
	Citations in measurable products									x			
Regulatory	Weight restriction issues				x					x			x
	Consensus of Region on position											x	
	Repealed/Modified Jones Act											x	
	Analysis of impacts of repeal/modification											x	