

Summary Report of the Inaugural Freight Advisory Committee Meeting

Wisconsin Department of Transportation – Madison, WI

Thursday, April 23, 2015

Under Governor Scott Walker's direction at the 2014 Governor's Freight Industry Summit, the Wisconsin Department of Transportation (WisDOT) established a Freight Advisory Committee (FAC) to advise the department on issues that impact freight mobility and to provide a voice for the freight sector on the development of freight-related policies, projects, and processes.

The inaugural FAC meeting brought together a cross-section of over 30 public and private sector freight stakeholders, including representatives of transportation facilities, shippers, carriers, warehousing, agriculture, freight-related associations, economic development organizations, and representatives from state and local governments, regional planning commissions (RPCs), and metropolitan planning organizations (MPOs).

Summary of the Inaugural FAC Meeting

The inaugural FAC meeting included 33 stakeholders (FAC members, ex officio members and proxies) and 13 WisDOT representatives (members of WisDOT's Freight Policy Administrators Group). During the first half of the inaugural FAC meeting, attendees received a brief overview of WisDOT's freight activities, WisDOT's *Wisconsin State Freight Plan* efforts, and a recap of the past four Governor's Freight Industry Summits. Attendees during the second half of the meeting participated in an interactive tabletop discussion which focused on the topic of intermodal facilities in Wisconsin. In addition, attendees were invited to prioritize a series of freight transportation topics designed to assist in prioritizing future agenda items.

For a complete overview of the inaugural FAC meeting, please view the April 23rd, 2015 FAC Meeting Minutes (separate document).

Overview of FAC Surveys

To assist in the development of meeting content for the inaugural FAC meeting, the registration process included an online survey designed to rank a series of freight transportation topics by the FAC registrants. The topics were originally identified at the 2014 Governor's Freight Industry Summit. The results of the online survey, which garnered a 100% response rate, were useful in understanding which topics were of most interest to the FAC registrants as compared to the attendees of the Governor's Freight Industry Summit.

In addition, at the FAC meeting, participants were asked to complete a survey designed to prioritize which topics from the online survey the FAC, as a group, would like to focus on first. The topic prioritization survey was titled the "FAC membership Issue Prioritization Tool" and received a 79% response rate from non-WisDOT members.

Another survey FAC participants completed at the FAC meeting, which had a 76% response rate, was titled "FAC Membership Feedback Tool" and was used as a mechanism to:

- Identify FAC member goals and expectations.
- Affirm the prioritized topics of most interest from the online survey and prioritization survey.
- Help in identifying what additional information FAC members may need in order to gain a greater understanding of freight activities at WisDOT.
- Identify potential additional FAC members in an effort to strengthen FAC membership.

The following section combines and summarizes the prioritized results of these three FAC surveys.

Summary of Information Received from the FAC Surveys

A summary of the ranked prioritized topics and corresponding comments received from the FAC surveys are summarized below. **Duplicative numbering indicates a tie between one or more topics.** Topics that were tied based on the priority rankings were listed alphabetically by the first word of the topic.

1. Overall Freight Rail Service and Access

Themes and priorities:

- The impact of capacity constraints on Wisconsin rail lines due to increased dry bulk, crude oil and frac sand shipments.
- The integration and coordination between state and local governments for rail development efforts.
- The balance between environmental considerations and economic development efforts.
- The potential need for enhanced rail service and access for local entities and various other industries/businesses.

Connectivity of the topic to WisDOT:

- The Bureau of Transit, Local Roads, Railroads and Harbors (BTLRRH), specifically the Railroads and Harbors Section at WisDOT:
 - Provides technical expertise and financial assistance for railroad transportation.
 - Administers grants and loans for railroad improvement projects and grade crossing improvement projects.
 - Provides technical assistance to local governments, private interests, and other WisDOT bureaus on issues and construction projects related to the railroads.

Next steps:

- As the top issue identified by the FAC, the topic will be the focal point of a tabletop discussion at the next FAC meeting in the Fall of 2015.
 - Feedback provided by the FAC at the next meeting will assist WisDOT to properly address the topic in the *Wisconsin State Freight Plan*.

2. Intermodal (Multimodal) Options

Themes and priorities:

- Identify and establish intermodal facilities in Wisconsin.
- Analyze the impact of intermodal container drayage movements to Chicago and the Twin Cities from Wisconsin.
- Analyze the conversion of over-the-road truck freight to rail, including various commodities.
- Support a multi-modal approach in freight planning efforts and integrate all freight modes into a multimodal system.

Connectivity of the topic to WisDOT:

- From a multimodal standpoint, WisDOT has bureaus and sections that directly correlate to the various multimodal options – truck/highways, rail, waterways, and aeronautics. WisDOT does not have a bureau or section that administers intermodal facilities.

Next steps:

- The topic of “intermodal facilities” was addressed during the tabletop discussion portion of the FAC meeting on April 23rd.

- A follow-up to the intermodal facilities discussion will take place at the next FAC meeting in the Fall of 2015.

3. Overall Regulations (State and Federal)

Themes and priorities:

- Ensure federal and U.S. Department of Transportation (USDOT) policy is responsive to the needs of both Wisconsin and the Midwest.
- Examine and explore potential options and opportunities to reduce regulatory barriers.
- Understand WisDOT's policy guidelines as it relates to administrative rule or other regulatory policy changes.

Connectivity of the topic to WisDOT:

- WisDOT oversees various state budget, policy, and legislative issues and interactions. The Assistant Deputy Secretary and Legislative Liaison lead the following WisDOT efforts:
 - Outreach and communications with state legislative offices.
 - Advancing department recommendations to analyze state legislation for impact to WisDOT.
- The Office of Policy, Finance and Improvement (OPFI) oversees federal and multi-state budget, policy, and legislative issues and interactions. OPFI is also responsible for these tasks:
 - Outreach and communications with Congressional offices.
 - Estimating and monitoring state and federal revenue.
 - Analyzing federal legislation for impact to WisDOT, creating and advancing department recommendations.
 - Oversight and communication with multi-state organizations and associations.

Next steps for WisDOT and the FAC:

- The upcoming fall 2015 meeting will include a panel discussing WisDOT's role pertaining to state policies and rules.
 - Outputs from the panel discussion will assist in the development of freight policy recommendations in the *Wisconsin State Freight Plan*.

4. First/Last Mile Connections

Themes and priorities:

- Examine road networks from a first/last mile standpoint.
- Involve local governments in first/last mile decision making.
- Balance the undue impacts to the local roadway system as there are limited funds to repair and provide long-term maintenance.

Connectivity of the topic to WisDOT:

- BTLRRH, specifically the Local Transportation Programs and Finance Section in partnership with DTSD regions at WisDOT:
 - Provides resources, encourage sound investments and promote the importance of local transportation systems to Wisconsin's transportation network.
 - Administers fifteen local programs totaling \$600 million annually: <http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/default.aspx>.

Next steps:

- The upcoming FAC meeting in the Fall of 2015 will include a panel that merges the various roles between first/last mile connections and Wisconsin's position in national and international supply chains.

4. Freight Rail Competition and Options

Themes and priorities:

- Ensure businesses across Wisconsin have access to competitively priced and reliable rail transportation.
- Encourage appropriate stakeholders to influence federal rail policies to improve service, enhance competition, and make rail service more affordable and responsive.
- Examine the possibilities of establishing a rail acquisition plan.

Connectivity of the topic to WisDOT:

- BTLRRH, specifically the Railroads and Harbors Section in partnership with DTSD regional offices at WisDOT:
 - Provides technical expertise and financial assistance for railroad transportation.
 - Is responsible for the administration of grants and loans for railroad improvement projects and grade crossing improvement projects.
 - Provides technical assistance to local governments, private interests, and other WisDOT bureaus on issues and construction projects related to the railroads.

Next steps:

- This topic will be merged with the overall freight rail service and access topic in order to be the focal point of a tabletop discussion at the Fall 2015 meeting.

4. Wisconsin's Position in National and International Supply Chains

Themes and priorities:

- Understand what the various roles are in international trade, particularly Wisconsin exports, and how those goods are exported.

Connectivity of the topic to WisDOT:

- WisDOT does not currently have specific expertise in national and international supply chains.
- As follow up, WisDOT will coordinate with WEDC for any expertise they can offer and seek out appropriate experts.

Next steps:

- As one of the top topics identified by the FAC, it will be important to understand and discuss with the FAC what role WisDOT should have, if any, in regards to the topic of national and international supply chains.
 - In order to gain more insight into this topic, the Fall 2015 meeting will have a panel discussion on this topic; while also incorporating the topic of first/last mile connections.

7. Local Government Interactions

Themes and priorities:

- Balance the needs of the state and local roadway systems.
 - Examine how the state and local roadway systems interact.
- Identify local road corridors to determine where infrastructure investments should be made on the local roadway system to support freight mobility.

- Identify how WisDOT interacts with local and county highway departments on freight infrastructure concerns and issues.

Connectivity of the topic to WisDOT:

- The Bureau of State Highway Programs provides timely and accurate information and policy guidance to internal and external decision makers and assists them in developing and implementing highway projects and programs.
- The Bureau of Transit provides technical and financial resources, encourages sound investments and promotes the importance of local transportation systems to Wisconsin's transportation network.
- The Bureau of Highway Maintenance establishes statewide policy for the maintenance of the state highway system and serves as a liaison to various local agencies, such as county highway departments.
- Regional (within the Division of Transportation System Development) staff interacts with local communities regarding project development and systems planning initiatives and activities.

Next steps:

- As one of the top topics identified by the FAC, it will be important for WisDOT and the FAC to work together to incorporate local government input into various activities.

8. Effects on Pavements and Structures

Themes and priorities:

- A well-maintained roadway system is crucial to the safe and efficient movement of goods throughout Wisconsin.

Connectivity of the topic to WisDOT:

- The Bureau of Technical Services is responsible for pavement structural design and pavement type selection, as well as pavement maintenance.
- The Bureau of Structures is responsible for the design, maintenance, oversight, repair, and management of all the bridges in the state.

Next steps:

- The *Wisconsin State Freight Plan* will include information pertaining to the performance and conditions of pavements and structures in Wisconsin.
- WisDOT will continually work with the FAC to identify issues and opportunities pertaining to pavements and structures.

8. Local Economic Development Efforts

Themes and priorities:

- Establish sound linkages between WisDOT, economic development agencies/groups, industry/business, and local economic development efforts.
- Determine FAC ease of truck permitting for economic development efforts.

Connectivity of the topic to WisDOT:

- The WisDOT Economic Development Officer, within the Office of the Secretary, serves as a key economic development liaison to various agencies, groups, industries, and businesses in Wisconsin.
- The Bureau of Planning and Economic Development at WisDOT:
 - Integrates and coordinates economic considerations in the state transportation policy, planning, financing, programming, and implementation processes.

- Administers two financial incentive programs to promote economic development in the state and conducts economic analysis to determine the impact of transportation improvement projects.

Next steps:

- The *Wisconsin State Freight Plan* will include information pertaining to the economic context of freight transportation in Wisconsin.
- WisDOT will continually work with the FAC to identify and assess local economic development efforts.

10. Coordination and Partnerships

Themes and priorities:

- The FAC will serve as a key advisory committee to WisDOT by providing input on freight mobility policies issues and opportunities.
- FAC meetings will be structured to produce innovative ideas and meetings with tangible goals and outcomes.
- WisDOT and the FAC's collaboration will aid in shaping the *Wisconsin State Freight Plan* to appropriately address key freight issues.
- Coordination and partnerships for the FAC to potentially consider in its efforts include: DNR partnerships, environmental impacts, federal outreach, collaborating with businesses, rail safety, rail service, site visits, the state rail plan, and various transportation-related educational efforts.

Connectivity of the topic to WisDOT:

- WisDOT's Freight Policy Administrators (Departmental Senior Management) will continue to collaborate with the FAC on various freight transportation topics and issues.
- WisDOT's Freight Policy Administrators and support staff will continuously collaborate with the FAC and all key stakeholders to develop meaningful FAC agendas and outcomes and provide outreach to the public.
- The Bureau of Planning and Economic Development will work with the FAC to ensure collaboration is achieved in the development of the *Wisconsin State Freight Plan*.
- WisDOT will continue to build strong partnerships on topics that require the inclusion of other state agencies, local governments, metropolitan and regional planning groups, and the private sector.

Next steps:

- As development projects are proposed and long-range transportation plans are updated, WisDOT staff will coordinate with the full range of stakeholders.

10. Oversize/Overweight (OSOW) Permits

Themes and priorities:

- Ensure the appropriate efficiency and ease of issuance for oversize – overweight (OSOW) vehicles¹.

Connectivity of the topic to WisDOT:

- The Bureau of Highway Maintenance administers all single- and multiple-trip truck permits, which also includes permits for OSOW vehicles.

¹ As defined by Wis. Stat. 348 (generally over: 8 feet 6 inches wide, 45 feet long, 13 ½ feet high, or over 11,000 pounds per axle)

- The Subcommittee on Highway Transport (SCOHT) of the American Association of State Highway and Transportation Officials (AASHTO) inaugurated an initiative, which WisDOT has been participating in, to research and assess for common, minimum standards across the nation on OSOW truck travel permits.

Next steps:

- The *Wisconsin State Freight Plan* will include information pertaining to OSOW considerations.
- WisDOT will work with the FAC to address OSOW permits.

10. Recent Changes (Implements of Husbandry, etc.)

Themes and priorities:

- Evaluate the feasibility of a county pilot program to provide an engineering basis for local Implements of Husbandry (IoH) permits.
- Determine the feasibility of an Equivalent Single Axle Load (ESAL) assessment of different types of agricultural equipment (loaded and unloaded) to assist in understanding how objective the IoH permit process is.

Connectivity of the topic to WisDOT:

- The Bureau of Highway Maintenance administers all single- and multiple-trip truck permits, which also includes permits for agricultural vehicles.
- The Bureau of Technical Services (Pavements Unit) is responsible for evaluating agricultural vehicle permits for pavement impacts.
- The Bureau of Structures is responsible for evaluating agricultural vehicle permits for bridge and structural impacts.

Next steps:

- WisDOT will work with the FAC to address issues pertaining to the context of “recent changes” associated with truck weight limits and the recent changes associated with IoH permits.

10. Supply Chains

Themes and priorities:

- Develop and support a Wisconsin-specific approach to freight transportation.
- Create and establish a globally-competitive multimodal freight network (supply chain).
- Involve, whenever possible, the appropriate public and private sector stakeholders to address supply chain vulnerabilities and challenges.

Connectivity of the topic to WisDOT:

- The Bureau of Planning and Economic Development will lead freight planning efforts to include multimodal freight transportation and approaches to increase efficiencies

Next steps:

- The *Wisconsin State Freight Plan* will establish criteria that will demonstrate a multimodal freight network under current system conditions and attributes.
- WisDOT will work with the FAC on topics pertaining to supply chains.

14. Crude-by-Rail/Tank Car Safety

Themes and priorities:

- Identify safe rail alternatives, such the application of pipelines to reduce the amount of crude oil shipped by rail.

Connectivity of the topic to WisDOT:

- The Bureau of Transit, Local Roads, Railroads and Harbors (BTLRRH), specifically the Railroads and Harbors Section:
 - Provides technical expertise and financial assistance for railroad transportation.
 - Is responsible for the administration of grants and loans for railroad improvement projects and grade crossing improvement projects.

Next steps:

- WisDOT will work with the FAC to consider crude-by-rail alternatives.

14. Data Sharing

Themes and priorities:

- Identify data sharing opportunities, coordination, and partnerships between WisDOT and the private sector.
 - Define what data is available, identify data gaps, and then identify how to overcome data gaps.
- Improve access to private sector freight data – for example: obtain data on frac sand shipments by rail and consider future uses after frac sand extraction is potentially finished.
- Investigate possible incentives for firms that provide reliable freight data.
- Contact private vendors for sets of data that may be of benefit to the operations of our system under TSMO (Traffic Systems Management and Operations).

Connectivity of the topic to WisDOT:

- The Bureau of Planning and Economic Development conducts freight data analysis for modal projects and plans.
- The Bureau of Traffic Operations oversees the operational characteristics of the State Highway System. The department may have data that is beneficial for freight movers (traffic conditions, truck parking, etc.). Private services may have information that compliments WisDOT's ability to manage operations of our system.

Next steps:

- WisDOT will work with the FAC to overcome data gaps and determine how to best share data.

14. Differences between Domestic and International Supply Chains

Themes and priorities:

- Identify differences between domestic and international supply chains.

Connectivity of the topic to WisDOT:

- The Bureau of Planning and Economic Development integrates and coordinates economic considerations in the state transportation policy, planning, financing, programming, and implementation processes, but does not necessarily examine domestic (national) and international supply chain data.

Next steps:

- The *Wisconsin State Freight Plan* will highlight the economic context of the freight transportation system.
- WisDOT will work with the FAC to identify differences between domestic and international supply chains.

14. Funding for Freight (Including Investments and Maintenance)

Themes and priorities:

- Utilize the FAC to assist with prioritization of limited freight transportation resources.
- Discuss opportunities for freight funding for all modes associated with the entire freight transportation network.
- WisDOT could provide more background to the FAC regarding the various grants and funding opportunities WisDOT administers.
 - Transportation Economic Assistance (TEA), Freight Railroad Infrastructure Improvement Program (FRIPP), Freight Railroad Preservation Program (FRPP), Harbor Assistance Program (HAP), etc.

Connectivity of the topic to WisDOT:

- The Bureau of State Highway Programs provides traffic and roadway data necessary to support highway investment decisions on both the State and federal level.
- The Bureau of State Highway Programs provides timely and accurate information and policy guidance to internal and external decision makers. The Bureau of State Highway Programs assists them in developing and implementing highway projects and programs which improve the condition of the state highway system and the level of service it provides to the traveling public.
- The Bureau of Aeronautics, the Bureau of Planning and Economic Development, and the Bureau of Transit, Local Roads, Rails and Harbors administers various financial assistance programs – TEA, FRIPP, FRPP, HAP, etc.

Next steps:

- Identify in what ways the FAC could assist with guiding the prioritization of limited freight transportation resources.
- WisDOT will work with the FAC in order to provide more information about the various grants and programs WisDOT administers.

14. Supply Chain Vulnerabilities

Themes and priorities:

- Identify vulnerabilities in the freight supply chain.

Connectivity of the topic to WisDOT:

- The Bureau of Planning and Economic Development has developed a primary highway freight network.

Next steps:

- The *Wisconsin State Freight Plan* will establish a multimodal freight network and will identify various bottlenecks on the current transportation system.
- WisDOT will work with the FAC to identify issues and opportunities pertaining to the identification of supply chain vulnerabilities.

14. Truck Weight Limits

Themes and priorities:

- Analyze truck weight limits.

Connectivity of the topic to WisDOT:

- The Bureau of Highway Maintenance administers all single- and multiple-trip truck permits, which also includes permits for OSOW vehicles.
- The Bureau of Technical Services is responsible for evaluating OSOW vehicle permits for pavement impacts.

- The Bureau of Structures is responsible for evaluating OSOW vehicle permits for bridge and structural impacts.
- The Division of State Patrol enforces the weight limits identified in the Wisconsin State Statutes.

Next steps:

- WisDOT will work with the FAC to identify issues and opportunities pertaining to truck weight limits and their effect on freight travel.

20. Accommodation of OSOW Trucks

Themes and priorities:

- Identify the inefficiencies of moving OSOW loads through Wisconsin and neighboring states.
- Preserve OSOW corridors in Wisconsin, including to and from ports and other shippers.
- Identify and preserve statewide routes for OSOW trucks.

Connectivity of the topic to WisDOT:

- The Bureau of Highway Maintenance administers all single- and multiple-trip truck permits, which also includes permits for OSOW vehicles.
 - WisDOT participates in an Association of State Highway and Transportation Officials (AASHTO) initiative to research and assess conditions for common, minimum standards across the nation on OSOW truck travel permits.
- The Bureau of Highway Maintenance and the Division of State Patrol currently work with industry to facilitate the safe and efficient movement of OSOW loads. Efforts focus on defining the state's OSOW statewide network, mitigating OSOW system constraints, improving efficiency relative to permit issuance process, and addressing law enforcement escort needs.
- Regional WisDOT staff interacts with local communities specifically in regard to project development and systems planning.

Next steps:

- The *Wisconsin State Freight Plan* will include information pertaining to the Wisconsin multimodal freight network and the identification of truck bottlenecks.
- WisDOT will work with the FAC to identify issues and opportunities pertaining to the accommodation of OSOW trucks.

20. Overall System Availability

Themes and priorities:

- Identify the overall system availability in the Wisconsin freight supply chain.

Connectivity of the topic to WisDOT:

- The Bureau of Planning and Economic Development has developed a primary highway freight network.

Next steps:

- The *Wisconsin State Freight Plan* will establish a multimodal freight network and identify various bottlenecks on the current transportation system.
- WisDOT will work with the FAC to identify issues and opportunities pertaining to overall system availability.

20. Roadway Congestion and Reliability

Themes and priorities:

- Examine the current Wisconsin transportation system in terms of volume and identify where chokepoints or bottlenecks are located.
- Utilize increased technology or innovative practices to reduce transportation congestion and improve system service delivery.

Connectivity of the topic to WisDOT:

- The Bureau of Traffic Operations provides reliable, predictable and safe movement of people and freight across the statewide and Great Lakes regional highway network. Traffic Operations provides traffic engineering and traffic management services for highway improvement program delivery as well as transportation operations, public safety, and emergency preparedness and response on the existing highway system.
- The Bureau of Highway Maintenance, in coordination with the Division of State Patrol and private industry, is actively working on defining the state's OSOW statewide network. It is working on mitigating OSOW system constraints, improving efficiency relative to permit issuance process, and addressing law enforcement escort needs.
- Regional WisDOT staff interacts with local communities specifically in regard to project development and systems planning.

Next steps:

- The *Wisconsin State Freight Plan* will establish a multimodal freight network and will identify various bottlenecks on the current transportation system.
- WisDOT will work with the FAC to identify issues and opportunities pertaining to roadway congestion and reliability.

20. Role of States and Federal Government in Supply Chains

Themes and priorities:

- Identify the role of states and federal government in supply chains.

Connectivity of the topic to WisDOT:

- WisDOT as a whole will continue to build strong partnerships on topics that require the inclusion of other state agencies, the federal government, local governments, metropolitan and regional planning groups, and the private sector.

Next steps:

- A chapter within the *Wisconsin State Freight Plan* will highlight the various roles and responsibilities associated with freight transportation in Wisconsin.
- WisDOT will work with the FAC to identify issues and opportunities pertaining to the identification of roles and responsibilities of the states and the federal government in supply chains.

20. Trucker Workforce Shortage

Themes and priorities:

- Determine what the FAC could do pertaining to trucker workforce shortage.

Connectivity of the topic to WisDOT:

- WisDOT as a whole will continue to build strong partnerships on topics that require the inclusion of other state agencies, the federal government, local governments, metropolitan and regional planning groups, and the private sector.

Next steps:

- WisDOT will work with the FAC to identify issues and opportunities pertaining to the trucker workforce shortage.

25. Coordination with Adjacent States

Themes and priorities:

- Identify opportunities to coordinate with neighboring states with respect to modal needs and priorities.
- Identify opportunities to harmonize regulations.

Connectivity of the topic to WisDOT:

- The Bureau of Planning and Economic Development will work with the FAC to ensure collaboration is achieved in the development of the *Wisconsin State Freight Plan*.
- WisDOT will continue to build strong partnerships on topics that require the inclusion of neighboring states.
- WisDOT is a member of the Great Lakes Regional Traffic Operations Coalition which strives to coordinate freight and operations among the 10 Mid American Association of State Transportation Officials (MAASTO) States, Tollways, and Canadian Provinces.
- WisDOT also participates in a number of regional partnerships with other states on a range of topics, including ports and waterway issues, including UMBRA.

Next steps:

- As development projects are proposed and long-range transportation plans are updated, WisDOT staff will coordinate with the FAC and any appropriate neighboring states.

25. Elements of a Successful Supply Chain

Themes and priorities:

- Work with the FAC and industry to identify the elements of a successful supply chain.

Connectivity of the topic to WisDOT:

- The Bureau of Planning and Economic Development has been monitoring the development of the proposed USDOT Primary Freight Network and responding to questions from USDOT, where appropriate.

Next steps:

- The *Wisconsin State Freight Plan* will establish a multimodal freight network and will identify various bottlenecks on the current transportation system.
- WisDOT will work with the FAC to identify issues and opportunities pertaining to the identification of a successful supply chain.

25. Grade Crossing Safety

Themes and priorities:

- Determine what the FAC could do pertaining to grade crossing safety.

Connectivity of the topic to WisDOT:

- The Bureau of Transit, Local Roads, Railroads and Harbors (BTLRRH), specifically the Railroads and Harbors Section at WisDOT:
 - Provides technical expertise and financial assistance for railroad transportation.
 - Responsible for the administration of grants and loans for railroad improvement projects and grade crossing improvement projects.
 - Provides technical assistance to local governments, private interests, and other WisDOT bureaus on issues and construction projects related to the railroads.

Next steps:

- WisDOT will work with the FAC to identify issues and opportunities pertaining to the grade crossing safety.

25. Infrastructure

Themes and priorities:

- Well-maintained infrastructure across all modes is crucial to the safe and efficient movement of goods throughout the state.
- Create maps to identify current infrastructure and planned infrastructure investments.

Connectivity of the topic to WisDOT:

- The Bureau of Technical Services (Pavements Unit) is responsible for pavement structural design and pavement type selection and is also responsible for pavement maintenance.
- The Bureau of Project Development contributes to the State Highway and Bridge Improvement Program and Local Improvement Program delivery, standards, policies, project management, design, construction and close out.
- The Bureau of Structures is responsible for the design, maintenance and oversight, repair, and management of all the bridges in the state of Wisconsin.
- The Bureau of Transit, Local Roads, Railroads & Harbors manages grant, highway improvement and assistance programs used by local governments to support transit services and reconstruct/maintain local highways, roads, streets and bridges. This bureau also provides technical expertise and financial assistance for the railroad and water modes.
- The Bureau of Aeronautics Provides aviation and safety education and training for pilots, mechanics and schools; regulates tall towers; acquires surplus property for public airport use; administers all state and federal aid for airport improvements; and provides technical assistance to airport operations.
- Regional WisDOT staff interacts with local communities specifically in regards to project development and systems planning.

Next steps:

- The *Wisconsin State Freight Plan* will include information pertaining to the state's transportation infrastructure.
- WisDOT will continually work with the FAC to determine what the FAC may want to address pertaining to infrastructure.

25. Ports/Harbors

Themes and priorities:

- Support port preservation and the relationship between ports and environmental policy.
- Advance marine highway designation that includes the upper Mississippi and Great Lakes.
- Support the Harbor Assistance Program (HAP).
- Incorporate ports, harbors, and waterways into the *Wisconsin State Freight Plan* and other WisDOT activities and efforts.

Connectivity of the topic to WisDOT:

- The Bureau of Transit, Local Roads, Railroads and Harbors (BTLRRH), specifically the Railroads and Harbors Section at WisDOT:
 - Provides technical expertise and financial assistance for waterway transportation.
 - Administers the Harbor Assistance Program (HAP).

- Provides technical assistance to local governments, private interests, and other WisDOT bureaus on issues and construction projects related to the waterways.

Next steps:

- The *Wisconsin State Freight Plan* will include information pertaining to waterways in Wisconsin.
- WisDOT will work with the FAC to identify issues and opportunities pertaining to ports and harbors in Wisconsin.

25. Shared Customs Services

Themes and priorities:

- Evaluate shared customs services.

Connectivity of the topic to WisDOT:

- The Bureau of Aeronautics works with Wisconsin airports to construct, maintain or upgrade customs facilities. Recent projects have been located in Green Bay, Appleton and Racine.

Next steps:

- WisDOT will work with the FAC to identify issues and opportunities pertaining to shared customs services.

25. Tips for Improving Supply Chains

Themes and priorities:

- Identify tips or best practices for improving supply chains.

Connectivity of the topic to WisDOT:

- WisDOT does not currently have a specific role to provide tips for improving supply chains.

Next steps:

- WisDOT will work with the FAC to identify issues and opportunities pertaining to the identification of tips for improving supply chains.

25. Law Enforcement Vehicle Escorts for OSOW Permitted Vehicles

Themes and priorities:

- Ensure the speed and ease of permitting for OSOW vehicles.

Connectivity of the topic to WisDOT:

- The Bureau of Highway Maintenance administers all single-and multiple-trip truck permits, which also include permits for OSOW vehicles.
- The Bureau of Highway Maintenance and the Division of State Patrol currently work with industry to facilitate the safe and efficient movement of OSOW loads. Efforts focus on defining the state's OSOW statewide network, mitigating OSOW system constraints, improving efficiency relative to permit issuance process, and addressing law enforcement escort needs.

Next steps:

- The *Wisconsin State Freight Plan* will include information pertaining to OSOW permits.
- WisDOT will continually work with the FAC to discuss law enforcement vehicle escorts for OSOW permitted vehicles.

For complete results of the FAC Membership Feedback Tool, please visit Appendix A: FAC Issue Prioritization Tool and Appendix B: FAC Membership Feedback Tool.

Intermodal Facility Tabletop Discussion

One of the primary goals of FAC meetings is to obtain thorough feedback, on transportation challenges and opportunities from the attendees. The tabletop exercise at the April 23rd FAC meeting focused on the topic of intermodal facilities. Future FAC meetings may include similar tabletop exercises focused on rail, port, or other topics identified from the FAC topic prioritization surveys.

The methodology for the intermodal facility tabletop exercise was applied using a multi-step approach. First, attendees were asked to comment on a series of pre-developed questions pertaining to the topic of intermodal facilities and the comments were captured. As a follow-up, participants then offered their top concerns for discussion. Following the general table discussion, each table was given an opportunity to report out to the FAC on questions pertaining to WisDOT's role with respect to intermodal facilities and expectations for the private sector's role with intermodal facilities.

Worksheets collected from each attendee after the intermodal facility discussion contained additional comments on key issues and concerns. WisDOT will track these comments from the worksheets and easel notepads to further refine emerging themes, taking care to avoid duplication. From these metrics, priority activities will be identified for consideration by WisDOT's Freight Policy Administrators Group and will be further reviewed by the FAC at the next FAC meeting. Short-term actions may include additional discussions with stakeholders and additional qualitative and/or quantitative analysis, where appropriate.

The five over-arching thematic lines of questioning were as follows:

- What factors drive development and retention of intermodal facilities?
- What business sectors are most reliant on intermodal operations, and what are the origins and destinations of the goods being shipped?
- Who are the key private sector intermodal service providers, and how well are they serving their customers?
- What role, if any, is there for government, with respect to intermodal facilities?
- What expectations should there be for the private sector's role in making improvements to intermodal facilities and operations?

Of note, the information shared by the attendees remained relatively consistent across the tables, including several specific observations. This indicates that the attendees were aware of the offerings by and limitations of intermodal transportation providers across Wisconsin. This will help WisDOT in being able to cite these comments in support of any policy or policies that will be developed from the first FAC meeting.

Also noteworthy is how many tables expanded the definition of intermodal from beyond containerized cargo to the processes of transloading bulk material (both small- and large-scale) and cross-docking (rail-truck exchange at warehouses). This indicates that we should be aware of the opportunities and challenges at all points where freight changes modes, not just those related to containerized cargoes.

The responses to FAC members to the Tabletop Questions are summarized in the following paragraphs.

Question 1: What are the factors that drive development and retention of intermodal facilities?

In general, attendees identified economic and demographic elements as drivers of intermodal facility development and retention, along with local site characteristics. These items include:

- The presence of diverse “driver” industries to draw sufficient volumes for shipping
- Long-term markets for the products going through the facility
- Population size and concentration
- Cost of service relative to single-mode trucking
- Local infrastructure
- Zoning and environmental considerations
- Balance of inbound/outbound modes
- Changes in technology (to improve capacity/efficiency)
- Changes in demand for commodities/manufactured products

For Wisconsin, the key factors identified by the FAC included:

- Close proximity of Chicago, and railroads seeking to avoid duplication of services/operations
- Presence/demand from “driver” industries (Ashley, Menard’s)
- Lack of imports to balance out container demand for exports
- Diagonal Class 1 corridors across Wisconsin don’t match primary west-east transcontinental routes
- Class 1 railroad business decisions
- Sealed containers that are too heavy for highway weight limits

Question 2a: What business sectors are most reliant on intermodal operations?

In general, attendees identified service providers, retail/wholesale operations, agribusiness, and manufacturing as the most dependent on intermodal operations. These include:

- Manufactured components (inbound)
- Retail consumer goods (inbound)
- Chemicals (inbound)
- Grains and Agricultural products (outbound)
- Timber (outbound)
- Refrigerated goods (outbound)
- Scrap metal and paper (outbound)
- Medical/Pharmaceutical (both directions)

In Wisconsin, the items most reliant on intermodal transportation included the above entries, with these specific observations and additions:

- Paper products (outbound)
- Cowhides (outbound)
- Dairy products (outbound)
- Canned vegetables (outbound)
- Beer (outbound)

FAC members noted different commodities had different “break” points for moving to intermodal over trucking. For grain, that point is 250 miles; for timber, it was stated to be 100 miles. First- and last-mile issues for intermodal transportation were also raised, as was inbound bulk import of road salt.

Question 2b: What are the origins and destinations of goods shipped by intermodal means?

In general, containerized intermodal shipments are exported to the Far East, including China, Japan, Korea, and emerging markets (India, Vietnam, Indonesia, etc.). Growth has been seen with container shipping to Latin America, and in intra-continental shipping between locations in North America.

For Wisconsin, Asian markets are the primary source of goods. Outbound shipments go to the top three trade partners for the state (Canada, Mexico, and China), along with markets in Latin America and Southeast Asia. Bulk goods movement was identified as going through the Port of Milwaukee to Canada and beyond, as well as through Prairie du Chien and other Mississippi River ports to Louisiana and the Gulf of Mexico. Refrigerated loads of cheese were noted as destined for California. Drayage to Chicago was also mentioned. The DeLong Company of Clinton was mentioned as loading its export grain containers in Illinois.

Question 3a: Who are the private sector intermodal service providers?

The providers identified in general included the following service providers/firms:

- Ocean shipping companies, which also own the containers (Maersk, Cosco, etc.)
- Large trucking/intermodal transportation companies (Schneider, J.B. Hunt, etc.)
- Class 1 railroads
- Drayage companies (approved by the IANA)
- Chassis pool owners

In Wisconsin, these firms were also mentioned, along with third-party logistics providers (3PLs) and freight forwarders. Other firms mentioned included Halvor Lines and Jeff Foster Trucking in Superior, and C.H. Robinson. The presence of small-scale transload locations scattered throughout the state was noted. Canadian National's role was noted as the only rail service provider for the state's two container intermodal facilities.

Question 3b: What do the private sector providers do well, and where do they need to improve?

The general positives for freight transportation providers include:

- Trucking, rail, and container owners all move freight well, particularly bulk commodities
- Class 1 railroads have invested in their own infrastructure
- Intermodal facilities are being built/expanded/modernized in response to freight transportation needs

Several general needs were identified, however. These include:

- Trucking, rail, and container owners all need to invest in infrastructure, including improved/additional intermodal facilities and complementary rail service
- More drayage resources, including additional availability for chasses
- Improved service on higher-value custom goods and "high-touch" custom movements
- Increased competition – only one rail provider for intermodal in the state
- Improved coordination of all service providers, especially in customer service
- Ability to split/diverge blocks of train cars/loads along primary rail corridors

The Wisconsin intermodal experience also has positives and needs. The positives include:

- Both Arcadia and Chippewa Falls sustain their business by maintaining a good balance between imports and exports
- Major companies have created relationships from beginning to end of supply chain, becoming leaders in the sector (Schneider is top three in intermodal; Marten is top three in refrigerated intermodal)
- Ethanol and frac sand have reinvigorated freight rail

The needs identified by the FAC members include:

- Load balance outside of Arcadia and Chippewa Falls is lacking; sustainability needs to be extended to other parts of the state. There is more demand for export containers than there are available containers from inbound deliveries.
- Business “clustering” opportunities need to be explored to see if multiple firms can pool their demand past the threshold needed to establish intermodal container service.
- A lack of team (shared) railroad tracks hinders interchange between railroads as cars can sit for extended periods of time until the one rail company is given permission to operate over another company’s set of tracks to pick up the load.
- More rail infrastructure/general service options/system capacity
- More intermodal rail access points, including rail-owned intermodal (as opposed to facilities owned by/dedicated to particular customers)

FAC members also asked if the current distribution centers in the state were well-sited, and again noted the dominating influence from Chicago and lack of local intermodal service providers. Concerns were also expressed over truck weight limits and corporate tax policies constraining intermodal facility development.

Question 4: What should the role of government be for improving freight transportation?

This is the most critical question for WisDOT to consider, and FAC members offered many suggestions.

General roles for government identified by the FAC members include:

- Provide public education on freight issues
- Foster ideas and cooperation
- Be a coordinator between private and public interests
- Increase weight limits on interstate Highway System
- Assist businesses in locating distribution centers
- Make existing regulations more efficient, or reduce/eliminate them
- Use policy/funding to motivate desired behavior

The suggestions for Wisconsin were more extensive and specific. These included:

- Take a leadership role with facilitating freight coordination. This could include:
 - Sponsoring facilitated stakeholder sessions
 - Educate/inform – show the “big picture” on infrastructure, operations
 - Coordinate between freight sector and local governments on issues of zoning, economic development, site redevelopment (including brownfields sites)

- Work with federal agencies, other state agencies (including DNR, DATCP, and WEDC), and MPOs to facilitate development/streamline permitting
- Intermodal data collection and analysis
 - Partner with private sector; federal government
 - Assess logistics clusters
 - Use Quetica and Armstrong
 - Conduct market studies, shipping cost studies, domestic intermodal study
- Convene meetings with major freight shippers/freight transportation providers to encourage collaboration/efficiencies
- Protect/continue to project role in safety
- Provide incentives for investment, including low-cost access to capital (TEA, SIB, FRIIP/FRPP, HAP)
- Harmonization:
 - Unify permitting from state to state
 - Streamline permitting within state
 - Coordinate rules across state lines (including sealed containers)
- Set goals (performance measures) for:
 - Economic development
 - Safety
 - Agency partnerships
- Ensure policies support goals; freight model findings
- Potentially establish an Intermodal Division

Question 5a: What improvements to intermodal freight transportation should be expected from the private sector?

In general, the FAC members expected to see the private sector continue to take the lead in development and operation of intermodal facilities. Other expectations included:

- Communicate the issues and be part of the solution
- Be active in guiding federal policy
- Improve efficiency
- Invest and expand – be receptive to growth opportunities

In Wisconsin, expectations of the private sector paralleled those offered generally, including:

- Class 1 railroads – make investments
- Short line railroads – apply public/private investments
- Collaborate with local economic development agencies
- Provide data for freight planning
- Develop/improve expedited transportation for high-value products
- More efficient/lower-cost load and unload
- Try to follow the Chippewa Falls example through a long-term freight commitment

Of note, at least one FAC member was more muted in expectations, offering “not much in Wisconsin” as his expectations from the private sector. This may be a barrier worth noting – that at least some in the private sector have minimal expectations for their own level of investment in the state.

Question 5b: What are the barriers to improvements to intermodal freight transportation?

The general observations included many that emerged from the past Freight Industry Summit, including:

- Not enough rail cars
- Environmental regulations (wetlands)
- Not enough return-on-investment
- Not enough business growth
- Geography
- Hesitation to commit to a long-term contract
- Local opposition:
 - Zoning
 - Land Use
 - Noise
 - Safety
- Truck weight limits/parking on-site

For Wisconsin, these comments were echoed. Other Wisconsin-specific observations include:

- Difficulty in identifying demand and managing demand fluctuations
- Difficulty in securing long-term contracts with Class 1 rail and ocean carriers
- Class 1 railroads want fewer stops
- Private sector hesitance in 3Ps
- Mississippi River System – Locks
- Lack of rail competition
- Milwaukee/SE WI too close to Chicago
- Potential for new partnerships if willing (Amazon, Kohl’s, Shopko) – start with retail sector
- Large fixed up-front costs for infrastructure
- Incomplete knowledge/awareness of local supply chains
- Industrial cycles
- Overall economy
- Local impediments:
 - Weight-limited routes that create mazes for truck travel (including local bridges)
 - Local resistance to rail expansion
 - Environmental regulations, and the time that it takes to navigate the changes
 - Conflicting regulations across municipal borders
- Uncertainty/hesitance of local partners
- Not enough volume
- Not enough funding

Question 5c: What are the potential WisDOT solutions to intermodal freight transportation barriers?

Finally, we asked what could be done to overcome the barriers, both in general and those specific to Wisconsin. General thoughts include:

- Mitigate local barriers:
 - Zoning
 - Land use
 - Noise
- Mitigate operational barriers:
 - Coordination
 - Collaboration
 - Education

More specifically, Wisconsin solutions offered include:

- Collaborate with local economic development agencies, local governments
 - Potential assembly of parcels for intermodal facility
 - Balance expansion opportunities with citizen input
 - Note that one community's impact is another community's economic opportunity
- Explore opportunities through short-line rail
- Close communication gaps between government, railroads, and private enterprise
 - Ask Ashley Furniture and Menard's to share their case studies with other businesses
 - WisDOT should gather a group of large businesses ("anchors") and ask them to begin a discussion on the aggregate benefits that can be achieved if they collectively bring a business case to Class 1 railroad companies and ocean carriers (create sufficient collective demand for an intermodal facility)
 - Discuss opportunities and barriers with those potential "anchors"
- Conduct more "value of" studies
- Maintain safe roads for trucking; provide quality systems across all modes
- Provide consistency
- Work with railroads to improve connections between one railroad and another
- Support more federal oversight to get rail competition – S808 (passed in the US Senate's Commerce Committee).
- Address rail in Surface Transportation Board Reauthorization Act of 2015
- Study and identify traffic and ocean connections, then inform private terminal operators to encourage appropriate placement/development
- Educate on the benefits of intermodal freight
- Work as a facilitator with other agencies
- Better utilize free trade zones
- Leverage opportunities created by frac sand
- Think macro/globally and how local products and business fits into the big economic picture

Comments noted that Stevens Point could be a potential midway point for intermodal cargo to avoid Chicago, both for drop-off and pick-up. Another noted WSOR was restricted on intermodal opportunities due to low vertical clearances for double-stack cars.

Next Steps

Over the next several months, WisDOT will use the feedback captured from the FAC members at the inaugural FAC meeting to guide future meetings and various other efforts, such as the development of the *Wisconsin State Freight Plan*.

The next FAC meeting will take place in early Fall 2015. Preparatory materials, including an agenda, will be provided to the FAC members in advance of the next meeting. These materials will be sent via e-mail and will also be found on the WisDOT FAC website: <http://wisconsindot.gov/Pages/doing-bus/freight/fac.aspx>.

The next meeting will build off of the success of the inaugural FAC meeting. The upcoming meeting will include an update on WisDOT's development of the *Wisconsin State Freight Plan* and will include agenda items pertaining to the topics the FAC identified and prioritized via the FAC topic prioritization surveys.

Appendix A: FAC Membership Issue Prioritization Tool

At the first meeting of the Freight Advisory Committee on April 23, 2015, WisDOT staff asked committee members to provide several forms of feedback to capture goals and issues the FAC should focus on in future meetings. This form, the Membership Issue Prioritization Tool, summarized the results of the pre-event survey (Questions 1-5). Questions 6-8, including general comments, were summarized after the April 23rd meeting. The responses were collected and categorized based on general prioritization. This form also assisted by capturing individual responses for future reference.

Question 1: Please rank the importance/interest your organization has in the following broad categories on a scale of 1-4 (1 = most important; 2 = second-most important, etc.)

1. Coordination/Partnerships
2. Supply Chain
3. Freight Rail
4. Truck Weight Limits

Question 2: Please rank the importance/interest your organization has regarding supply chain topics on a scale of 1-6 (1 = most important; 2 = second-most important, etc.)

1. Wisconsin's position in national and international supply chains
2. Roles of states/federal government in supply chains
3. Supply chain vulnerabilities
4. Elements of a successful supply chain
5. Tips for improving supply chains
6. Differences between domestic and international supply chains

Question 3: Please rank the importance/interest your organization has regarding freight rail topics on a scale of 1-5 (1 = most important; 2 = second-most important, etc.)

1. Overall freight rail service/access
2. Freight rail competition/options
3. Intermodal options
4. Crude-by-Rail/Tank car safety
5. Grade crossing safety

Question 4: Please rank the importance/interest your organization has regarding coordination/partnerships topics on a scale of 1-6 (1 = most important; 2 = second-most important, etc.)

1. Local economic development efforts
2. First/last mile connections
3. Local government interactions
4. Coordination with adjacent states
5. Shared customs services

Question 5: Please rank the importance/interest your organization has regarding truck weight limits topics on a scale of 1-5 (1 = most important; 2 = second-most important, etc.)

1. Overall regulations (state and federal)
2. Oversize/Overweight Permits
3. Effects on pavements/structures
4. Recent changes (Implements of Husbandry, etc.)
5. Vehicle escorts for oversize/overweight permits

Question 6: Please list the TOP 5 issues identified in questions 2 through 5 that you and your organization would like to focus-on at upcoming Freight Advisory Committee meetings:

1. Overall freight rail service/access (14)
2. Intermodal options (10)
3. Overall regulations (state and fed) (9)
4. WI position in supply chains; freight rail competition/options; first/last mile (8)
5. Local Government Interactions (7)

Question 7: Based-on the comments received from the pre-meeting survey, please rank (TOP 5 only) the importance/interest you and your organization has on a scale of 1-5 (1 = most important; 2 = second-most important, etc.)

1. Statewide rail capacity issues and any new transportation-related regulations under consideration that is associated with the movement of dry bulk material throughout the state. (14)
2. Integration of the freight modes as a system, not standalone modes. (13)
3. Better linkages between DOT, economic development, local community development efforts and industry/business. (13)
4. Needs from a first/last mile standpoint, obtaining local government interaction in the decision-making process, and undue impacts to the local roadway system with limited funds to repair/provide long-term maintenance. (12)
5. Bridges. Local roads. Rail infrastructure. Transportation awareness/education. (12)
6. Looking at the current system in terms of volume and where chokepoints exist and where vulnerabilities are. (11)
7. Freight funding for all modes and establishment of port/rail/truck intermodal facilities. (10)
8. Numerous inefficiencies of moving OS/OW loads through state and local jurisdictions in Wisconsin and all states. (9)
9. Shaping national freight policy to best serve Wisconsin and our region. (8)
10. Local Roads. (8)
11. Increased use of technology to reduce transportation congestion and improve service delivery. (6)
12. Support team from a Marine Transportation System perspective. (2)

Question 8: Are there any other issues you believe the Freight Advisory Committee should focus on, if so, please prioritize those topics below (1 = highest priority, 2 = second highest priority, etc.)?

1.	<ul style="list-style-type: none"> • Encourage state and local governments to support rail capacity projects • Discuss pipeline (avoid crude-by-rail) • Speed and ease of permitting • Driver CSA regulation • Maintain public support • Local road funding for freight • Act as a forum to engage shippers with FAC • Preservation of limited port industrial property under public trust doctrine for future freight • Support S.808- Surface Transportation Reauthorization Act of 2015
2.	<ul style="list-style-type: none"> • Better utilization of ports • Bridges. Bridges. Bridges. • Incorporate ports into State DOT plans and actions
3.	<ul style="list-style-type: none"> • Continue funding TEA grants • Communication issues • ID and preserve OS/OW corridors to and from ports
4.	<ul style="list-style-type: none"> • Regulation barriers – flexibility • Advance national marine highway designation that include Mississippi and Great Lakes

Comments:

- Great meeting- thanks for including us
- Shippers call for greater rail capacity, but railroads face major hurdles from state regulators (DNR) and local communities
- Salute the Department for assembling such a healthy mix of people on the FAC. Having the breadth of input from the group will be helpful.
- In economic development, certainty and ease of permitting is paramount. Typically, I think of speed as 30-days.
- Should invite people from property and casualty insurance industry- they focus on safety for company fleets

Appendix B: FAC Membership Feedback Tool

Please use the space below to describe your ultimate goal(s) or expectations of FAC participation.

- Collaboration – 13 responses: Advice from WisDOT and WisDOT accepting ideas and information from other FAC members, as well as providing communication of policies and their impact in implementation. Creating connection tools to use for different industries for consolidating freight transportation for multimodal, intermodal, and rail use.
- Rail and Ports – 8 responses: support programs in integrating rail development, improving cost, service and access, access to rail for agriculture, and the ability for FAC members to give feedback on proposed rules and policies. Work on regulations regarding ports and the WI Public Trust Doctrine, and address the underutilized mode of water transportation.
- Freight Network/Plan – 8 responses: Assist in creating a globally competitive network and receiving grant funding to achieve this. Focusing on Wisconsin specific plans with improved understanding of all modes of freight traffic through the state.
- Expectations for FAC Meetings – 4 responses: Expect meetings with tangible goals; having long range futuristic plans for the future of freight; continue to receive input and feedback from multiple stakeholders and utilizes the committee not only during meetings but as issues arise.
- Funding – 3 responses: Guide WisDOT to prioritize funding as well as advocate the importance of transportation funding, and provide proper funding to back-up the plans that are made.
- Local Roads – 3 responses: Balance the needs of the state system vs. local roads; having a component of the FAC dedicated to infrastructure improvements for the “last mile” infrastructure; and local corridors that connect agriculture and silviculture.
- Multi-modal – 2 responses: Explore options and opportunities that allow for multi-modal, multi-state approach, which should reflect the vision of the FAC.

Please use the space below to capture ideas, or issues, that the FAC should explore further.

- Collaboration – 5 responses: Communication of the Federal programs available to support WI programs as well as interaction and coordination with neighboring states’ programs and policies, and a harmonization of regulations.
- Intermodal/multimodal – 5 responses: Creation and advancement of desirable locations for intermodal facilities that facilitate freight mobility.
- Funding – 4 responses: State funding options and ways to focus funding for projects that help freight movement as commuter traffic.
- Harbor – 4 responses: Grow the HAP program and advancing the national marine highway designation and the connections between rails, ports, and environmental policies.
- Infrastructure – 3 responses: Freight mobility - route connectivity to manufactures and congestion relief.
- Rail – 3 responses: Environmental impact of rail expansion and balancing environmental concerns with timeliness of projects. Local review of freight service.

Please use the space below to describe additional WisDOT information and/or resources needed that would strengthen your understanding of the organization.

- Grants – 3 responses: An overview of grant options, how much money is available, and eligibility requirements, as well as examples of previous grant recipient projects.
- Infrastructure – 2 responses: Maps of current and planned infrastructure and a map of “choke points” identified in WI.
- Local Roads – 2 responses: An overview needed of the correlation of the state and local system and how WisDOT works with other departments on freight infrastructure.
- Contacts – 2 responses: Keep one person (i.e. Aileen Switzer) as a single point of contact, and include a document in FAC packets that ID’s key WisDOT freight people in each division.

Please use the space below to identify individuals/organizations that are not currently represented on the FAC but would bring strength to the committee.

- Short line (Class II and III) Railroads/Short line Regional Railroad Association
- Neighboring State DOTs (possibly ex officio)
- WI DNR (ex officio)
- Air Freight/Cargo (Aviation)
- Pipelines/Public Utilities
- Coal
- Container Companies (ex. COSCO)
- Freight Forwarders/3PLs
- WI Petroleum Council/API
- Scrap Metal Industry
- WI Transportation Builders Association
- Cooperative Network (Agriculture)