

TRANSPORTATION POOLED FUND PROGRAM QUARTERLY PROGRESS REPORT

Lead Agency (FHWA or State DOT): [Wisconsin Department of Transportation](#)

INSTRUCTIONS:

Project Managers and/or research project investigators should complete a quarterly progress report for each calendar quarter during which the projects are active. Please provide a project schedule status of the research activities tied to each task that is defined in the proposal; a percentage completion of each task; a concise discussion (2 or 3 sentences) of the current status, including accomplishments and problems encountered, if any. List all tasks, even if no work was done during this period.

Transportation Pooled Fund Program Project # <i>(i.e, SPR-2(XXX), SPR-3(XXX) or TPF-5(XXX))</i> TPF-5 (156)	Transportation Pooled Fund Program - Report Period: <input checked="" type="checkbox"/> Quarter 1 (January 1 – March 31) <input type="checkbox"/> Quarter 2 (April 1 – June 30) <input type="checkbox"/> Quarter 3 (July 1 – September 30) <input type="checkbox"/> Quarter 4 (October 1 – December 31)	
Project Title: Mid-America Freight Coalition Pooled Fund – Regional Freight Study		
Name of Project Manager(s): Teresa Adams	Phone Number: 608 263-3175	E-Mail adams@engr.wisc.edu
Lead Agency Project ID: TPF-5 (156)	Other Project ID (i.e., contract #): TRB 3479615	Project Start Date: 7/1/2011
Original Project End Date: 6/30/2012	Current Project End Date: 6/30/2013	Number of Extensions: 2

Project schedule status:

On schedule
 On revised schedule
 Ahead of schedule
 Behind schedule

Overall Project Statistics:

Total Project Budget	Total Cost to Date for Project	Percentage of Work Completed to Date
\$220,000.00	\$171,560.91	72%

Quarterly Project Statistics:

Total Project Expenses and Percentage This Quarter	Total Amount of Funds Expended This Quarter	Total Percentage of Time Used to Date
\$26,787.64 12.2%	\$26,787.64	75%

Project Description:

The ten states of the Mid-America Freight Coalition are undertaking a study of the movement of freight through and within the region. The primary goal of this study is to maximize the benefit that transportation can contribute to regional economic health. The economy of the region is heavily reliant on manufacturing and agriculture, both of which generate significant amounts of freight, both for the inputs and for the products of economic activities. Both of these major economic engines also face major competition from foreign producers. Success in that competition depends in part on producing quality products at competitive prices, but it also depends on the ability to deliver those products to national and international markets at competitive prices. In delivered, or landed, price, transportation can be a significant factor. Any measures that can be taken to make the movement of freight within the region more efficient will benefit regional producers and the general economy of the region.

Objectives

The states have defined the following objectives for this study:

- The use of transportation and the movement of freight to support and encourage a regional approach to economic development.
- Identification of bottlenecks, particularly at intermodal connections, how they affect freight movements throughout the entire region, and how they might be alleviated.
- Uniformity and consistency applied to freight movements across the regions, especially regarding permitting, truck sizes and weights, and oversize/overweight rules.
- Development of major routes and corridors as regional entities that account for multi-modal and intermodal aspects.
- Identification of unused freight capacity in different areas and modes and how this and how this capacity might be better used.
- Support for disaster planning, scenario planning, and incident management when a major node, or corridor, is crippled by forces of man or nature.
- Environmental considerations such as air quality, fuel efficiency, land use, and mitigation of invasive species.

Underlying all of these objectives is the general consensus that a regional freight study should provide the basis for fostering collaboration among the Coalition states, and well as for pursuing multi-state projects at the federal level.

Progress this Quarter (includes meetings, work plan status, contract status, significant progress, etc.):

- Staff attended TRB and MAFC Annual Meetings.
- Completed draft of OSOW, which was expanded in the contract amendment. Draft visualization of OSOW problem.
- Continued research on dredging chokepoints.
- Finished framework for final report and web content. Assigned primary authors. Developed template for modal authors. Begin drafting sections of study.
- Continue work on environmental justice, valuation of corridor components and cost/benefit.
- Completed case study for frac sand whitepaper and Frac Sand interactive map.
- Started background economic data gathering (location quotient).
- Organize waterways background information and format into report.
- Review additional sources of data for intermodal facilities. Determine thresholds and classification criteria for intermodal facilities.

Anticipated work next quarter:

- Staff with DOT's assistance, continue work on regionally significant rail/highway corridors or rural critical corridors once Federal corridors are named.
- Complete issues and trends section of report.
- Complete national policy environment section of report.
- Complete MAFC region section of report.
- Complete best practices section of report.
- Complete draft tools section of report.
- Continue evaluating, commenting and incorporating MAP-21 into the Regional Freight Study.
- Finalize national and regional corridors designation and send to FHWA for bottleneck component.

- Continue to generate maps and other visualizations needed for the Regional Freight Study.
- Complete rail section of report.

Significant Results:

NA

Circumstance affecting project or budget. (Please describe any challenges encountered or anticipated that might affect the completion of the project within the time, scope and fiscal constraints set forth in the agreement, along with recommended solutions to those problems).

[A no-cost extension to 6/30/2013 was submitted in December 2012 and posted 1/15/2013.](#)

Potential Implementation:

Task	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	
Identify national and regionally significant freight corridors and nodes																						
Assess and integrate business climate perspectives on freight development																						
Develop a suite of freight project planning and project evaluation tools																						
Assess regional integration of OSOW considerations																						
Freight performance metrics literature review																						
Identify and assess timely and cutting-edge freight opportunities																						
Data/project management/documentation effort																						

