

**MID-AMERICA**



**FREIGHT COALITION**

**FREIGHT ADVISORY  
COMMITTEES**



**QUESTIONS  
& ANSWERS**



# 2012 Annual Meeting

## Freight Advisory Committees: Indiana

### Background Information

<b>Name:</b>	Keith J. Bucklew, INDOT
<b>Website:</b>	www.ConexusIndiana.com
<b>Membership:</b>	Logistics senior management
<b>Meetings:</b>	Quarterly
<b>Other:</b>	Sub-committees - quarterly

### Questions and Answers

1. *What is the purpose of your FAC?*

The ConexusIndiana Logistics Council meets quarterly to address short and long term logistics issues and opportunities which affect business and to develop strategies, goals and action plans to enhance logistics in Indiana. The Council members have many common interests and leverage their collective strength to elevate issues and recommend solution.

2. *What are the criteria for membership and the terms of service?*

Members are from the private sector and are representative of Indiana. They are from manufacturing, distribution, agriculture, all carrier modes, various associations, etc. Logistics Council members also participate in one of three sub-committees: Work force development & training, Public awareness and outreach, and Transportation infrastructure and Policy.

3. *How are members selected?*

Most are invited by ConexusIndiana. Diverse representation in various business segments and geography throughout the state.

4. *How is the FAC organized and governed?*

Conexus Indiana is an initiative under CICIP (Central Indiana Corporate Partners). CICIP and its 4-5 initiatives are supported by the private sector members who fund the effort. CICIP and ConexusIndiana have full-time staff members to facilitate bringing the private sector members together and to perform the research, lobbying, coordination of activities, etc.

5. *What is the role of the FAC in agency decision making? Is there voting or some mechanism to prioritize and champion issues or projects?*

INDOT listens to ConexusIndiana to better understand industry needs. These needs as well as information from IEDC (Indiana Economic Development Corporation) are considered by INDOT senior management when prioritizing infrastructure needs.

6. *How does the FAC, the state DOT, the MPOs, and the RPCs coordinate and work together to advance freight?*



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INDOT and the MPOs listen to private sector needs. INDOT and the MPOs synchronize our long range plans.

7. *Who are stakeholders represented by your FAC?*

Primarily private sector (manufacturing, distribution, carriers, shippers, associations, etc.)

8. *How does your FAC communicate with other stakeholders? Do you use a website, email distribution list, and/or social media?*

ConexusIndiana use many forums: website, regular email distribution, periodic news releases, quarterly meetings, etc.

9. *What topics or projects are well-suited for your committee forum and why?*

Transportation infrastructure, work force development & training, funding & financing, public awareness & education, transportation policy, economic development, safety.

10. *What topics or projects are not well-suited for your committee forum and why?*

None

11. *Tell us about one project or issue that was successfully championed by your FAC. How did your team's efforts make it successful?*

ConexusIndiana developed a strategic plan – “A Plan for Indiana’s Logistics Future”, which helps validate & challenge INDOT’s long range plan.

12. *If you had one piece of advice to offer for those establishing a FAC, what would that be?*

Utilize, tap into the existing private sector organizations.



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## Freight Advisory Committees: Minnesota

### Background Information

<b>Name:</b>	John Tompkins, Mn/DOT
<b>Website:</b>	<a href="http://www.dot.state.mn.us/ofrw/mfac.html">http://www.dot.state.mn.us/ofrw/mfac.html</a>
<b>Membership:</b>	Shipper, Carriers, Consultant, Academia, Industry Associations, Economic Development Agencies, Transportation Practitioner and Retirees
<b>Meetings:</b>	Quarterly
<b>Other:</b>	

### Questions and Answers

1. *What is the purpose of your FAC?*

To ensure needs are addressed in the planning, development, maintenance and operations of Minnesota’s transportation system. Represent the needs and requirements of freight transportation to the public, elected officials and other public entities. Identify best practices, key issues and industry trends.

2. *What are the criteria for membership and the terms of service?*

There are no specific membership requirements other than having an interest in the movement and productivity of freight.

3. *How are members selected?*

There is an attempt to have a broad and balanced representation, particularly shippers and carriers.

4. *How is the FAC organized and governed?*

The Freight Advisory Committee is chaired by a private sector person with an executive committee that’s comprised of both public and private representatives. The FAC is administered by MnDOT staff, and MnDOT covers direct costs of meetings.

5. *What is the role of the FAC in agency decision making? Is there voting or some mechanism to prioritize and champion issues or projects?*

MnDOT solicits MFAC comments on draft plans, legislative proposals and other initiatives. MnDOT considers this input along with other stakeholder participation. MFAC does not vote or take formal positions, in order to avoid representation as a lobbying organization. MFAC has no formal statutory or legislative authority or responsibility.

6. *How does the FAC, the state DOT, the MPOs, and the RPCs coordinate and work together to advance freight?*

MnDOT, MPOs and RPCs work together to develop transportation plans, conduct studies and special initiatives and program improvement projects. For freight-related activities, coordination and input is requested from MFAC.



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7. *Who are stakeholders represented by your FAC?*

MFAC is represented by all modes of freight transportation (Truck, Rail, Waterways, and Air Cargo), including shippers, carriers, logistics providers, industry associations, consultants, academics and other transportation practitioners and retirees.

8. *How does your FAC communicate with other stakeholders? Do you use a website, email distribution list, and/or social media?*

Information is normally distributed by MnDOT through email distribution and its website.

9. *What topics or projects are well-suited for your committee forum and why?*

MFAC topics vary from meeting to meeting but the one's with the most interest include: government legislative issues, emerging freight issues, intermodal issues, congestion management issues and presentations on the "State of Transportation" by each freight mode.

10. *What topics or projects are not well-suited for your committee forum and why?*

We have found that MnDOT project discussion should be held to a minimum and to specifically focus on how it relate to the freight community - less about process. MFAC members and friends are less interested in MnDOT process and more interested in how the project benefits their industry. There should be a balance of public and private sector presentations.

11. *Tell us about one project or issue that was successfully championed by your FAC. How did your team's efforts make it successful?*

MFAC was very successful in providing input to NCHRP 20-83-1, Future Freight Flow Scenario Planning workshop. MFAC membership and friends provided high participation and input to the study effort, which provided constructive recommendations.

12. *If you had one piece of advice to offer for those establishing a FAC, what would that be?*

Advice from a state lead FAC: Develop a core group of individuals, representing all mode of freight transportation to govern the FAC activities; have a private sector person chair the committee; stay consistent and focus on issues relevant to the FAC input.



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## Freight Advisory Committees: Ohio

### Background Information

<b>Name:</b>	Mark Locker, Ohio DOT
<b>Website:</b>	
<b>Membership:</b>	Ad Hoc among several entities statewide. 6 Regional Econ. Dev. JobsOhio; Regional Logistics Councils, MPOs, Public/Private freight advisors, Port Council, business & industry, freight forwarders and shippers.
<b>Meetings:</b>	Ohio does not have a standing FAC statewide – trying to establish one statewide, but rely upon regional and local to coordinate on statewide issues.
<b>Other:</b>	

### Questions and Answers

1. *What is the purpose of your FAC?*

To coordinate local and regional perspectives into a statewide plan to connects the state into a large system with neighboring states. To address issues of infrastructure, policy, rules & regulation and to educate members on the need for a larger plan that integrates the smaller pieces into a national system plan. To connect economic development activities, with a transportation system that can support those activities. If a business in your state makes something and can't get it to the international and domestic market place...that's a big problem.

2. *What are the criteria for membership and the terms of service?*

Wide open to anyone who can participate in a meaningful way. Typically industry professionals both public & private.

3. *How are members selected?*

Not answered

4. *How is the FAC organized and governed?*

There is typically a chairman, and subcommittees that work on specific tasks.

5. *What is the role of the FAC in agency decision making? Is there voting or some mechanism to prioritize and champion issues or projects?*

Advisory only to supply data and information, to collaborate and exchange ideas and coordinate specific projects that will move freight better for business and industry.

6. *How does the FAC, the state DOT, the MPOs, and the RPCs coordinate and work together to advance freight?*

It happens on a case by case basis, studies and coordination. It is not consistent between regions within the state. Some MPO's and JobsOhio regions are stronger and better organized than others. That's why it would be good to have a statewide to better educate and organize activities.



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7. *Who are stakeholders represented by your FAC?*

6 Regional Econ. Dev. JobsOhio around the state – each is encouraged to have and logistics advisory group; Regional Logistics Councils, MPOs, Public/Private freight advisors, Port Council, business & industry, freight forwarders and shippers.

8. *How does your FAC communicate with other stakeholders? Do you use a website, email distribution list, and/or social media?*

They have regular meetings and events to bring everyone together and discuss ways their regions can better prepare business and industry for the future. A Chamber of Commerce led group. One of the better organized is The Columbus Logistics Council

<http://www.columbus.org/chamber/councils/columbus-region-logistics-council/>

<http://www.columbus.org/initiatives/logistics/council/>

9. *What topics or projects are well-suited for your committee forum and why?*

Economic Development, US Transportation bill which will influence national policy, shifts in freight movements (Panama Canal, Suez Canal), emerging markets, Logistics & supply chains, environmental regulations, International & Domestic shipping issues (Ambassador Bridge, Canada, Mexico and new routes) finance, marketing, exporting... heck just about anything to do with moving products to market. There is a lot to talk about and work together as a group on.

10. *What topics or projects are not well-suited for your committee forum and why?*

Not sure, just about everything touches shipping and freight? I'm sure there are topics that don't belong.

11. *Tell us about one project or issue that was successfully championed by your FAC. How did your team's efforts make it successful?*

Still in the middle of it with the statewide freight study. First time we reached out beyond the static data and went directly to Original Equipment Operators OEM's, business and industry, instead of just the shippers. Went to the agricultural industry, and are doing more work on the ground. It is difficult, time consuming and labor intensive but is paying off.

12. *If you had one piece of advice to offer for those establishing a FAC, what would that be?*

Don't give up. Developing internal champions is imperative, but always a challenge. There are budgetary constraints, staffing, lack of knowledge etc. that drive their decisions. So; keep working outside the agency with business and industry and let them drive the creation of a group. Continue working with the MPO's, Port Councils, the regional logistics groups and let the momentum build. Connect with your statewide economic development agency on the idea of a chamber led grass roots group. They have the exterior influence that can articulate the need with power to influence change. That way you don't necessarily have to establish the FAC, rather be a key member. When the nation gets a new T-bill, it will certainly have freight language. Once this is established it will cause State DOT's to respond/react, and you'll be prepared to offer a solution.

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