

# Strategic Plan for the AASHTO Special Committee on Freight

As approved by the Strategic Management Committee, September 22, 2018

## Goal 1: Develop and support legislation, regulation, and other policy matters related to the efficient, safe, and sustainable multimodal movement of goods.

### Strategy 1a: Support federal policies that are consistent with state DOT freight transportation-related interests

- Support federal laws to improve efficient freight movement.
- Provide support for predictable and sustainable federal funding for the freight transportation system.
- Support federal laws that improve safety of freight movement.
- Support federal laws that reduce environmental impacts of freight transportation (e.g., emissions).

### Strategy 1b: Assist with communicating the value of safe and efficient freight transportation to different stakeholders (e.g., decision makers, public, etc.).

- Support the development of outreach materials.
- Share best practices related to communicating freight transportation system value.

### Strategy 1c: Advance state-to-state harmonization of freight-related regulations that inhibit efficient freight movement between states (e.g., permitting, weight limits, registration, etc.).

- Support workshops, publications, and presentations that identify freight-related regulations that inhibit efficient freight movement between states.
- Share best practices for state-to-state oversize/overweight truck permitting reciprocity.

### Strategy 1d: Support the preservation of critical freight corridors, facilities, and adjacent land through local and regional land-use policies and decision-making.

- Support local and regional planning efforts and land use policies that preserve critical freight facilities.

## Goal 2: Improve freight transportation planning practices through the enhancement of freight data and analytical methods and the dissemination of best practices.

### Strategy 2a: Support the collection, processing, storage, distribution, and analysis of data that enables more effective public agency freight transportation planning and decision making for freight transportation system investments.

- Advocate for public/private partnerships to develop a more comprehensive set of freight data that could be used for performance measurement and to identify system needs and project prioritization, with increased transparency and accountability.
- Support research to improve understanding of new freight data sources and freight analytical tools, and to develop guidance for utilizing and integrating different freight datasets for freight planning, forecasting, modeling, and reporting (i.e., dashboards).
- Advocate for and support research that identifies gaps and deficiencies with available national freight data and propose strategies to address these gaps and deficiencies.

**Strategy 2b: Share best practices and lessons learned from the development of state freight plans.**

- Share best practices for identifying and addressing freight bottlenecks.
- Share best practices for prioritizing strategies, actions, and projects benefiting the freight system.
- Share best practices for how state freight plans can supplement and contribute to local and regional plans.

**Strategy 2c: Strengthen the capacity of state DOT staff involved in freight planning and decision making.**

- Encourage state DOTs to provide more capacity building opportunities to expand and improve the knowledge base and skills of DOT freight planning staff.
- Encourage public/private sector collaboration that builds understanding of industry practices (e.g., stakeholder work group meetings, freight facility tours, truck ride-alongs).
- Encourage state DOTs to engage with MPOs, RPOs, and other regional planning organizations.
- Encourage sharing of educational resources available through academic partnerships (e.g., University Transportation Centers).

**Strategy 2d: Support improved ability to forecast and measure the economic impacts of freight system improvements.**

- Share best practices for estimating the impacts on industry supply chains and economic competitiveness.
- Share best practices for addressing rural freight system capacity and access constraints.
- Enhance the understanding of the economic impacts of disruptions to freight system connectivity due to natural disasters.

**Strategy 2e: Strengthen the effectiveness and role of freight advisory committees in DOT decision-making.**

- Share best practices for creating and sustaining state freight advisory committees.

**Goal 3: Increase the understanding of emerging technologies and issues related to freight transportation and their implications for state DOTs.**

**Strategy 3a: Monitor and evaluate the impacts of new technologies and business models in freight, including connected and autonomous vehicles, automated freight delivery systems, and others.**

- Disseminate information on emerging freight technologies and issues among member departments, covering all freight modes.
- Advocate for the inclusion of freight needs in broader discussions of emerging technologies.
- Coordinate with TRB freight committees to identify, define, and secure funding for research studies related to emerging freight technologies and issues.
- Share information on relevant existing TRB research products and other resources.

**Strategy 3b: Foster collaboration and partnerships with private sector stakeholders to better prepare for emerging issues and technologies.**

- Include private sector presentations at Committee annual and quarterly meetings.

**Strategy 3c: Advocate for policies and practices to accommodate rapid changes in supply chains and the need for innovative freight transportation facilities and platforms.**

- Create forum like AASHTO/AGC/ARTBA joint committee for freight issues.

**Goal 4: Improve urban, rural, multi-state, and cross-border freight mobility.**

**Strategy 4a: Foster increased collaboration between State DOTs, MPOs, RPOs, and industry stakeholders to address freight issues.**

- Share best practices for encouraging the consideration of freight issues in MPO planning.
- Sponsor webinars, peer exchanges or other forums to share best practices.
- Evaluate and promote opportunities for joint studies and initiatives that may cross state, MPO, or other boundaries.

**Strategy 4b: Support research, information sharing, and advocacy for improving planning and programming for truck parking, in coordination with FHWA’s National Coalition for Truck Parking.**

- Coordinate with TRB freight committees to identify, define, and secure funding for research studies related to truck parking.
- Support the development of standards for truck parking, including standard applications/technology around truck parking that can be used across state borders.
- Share best practices to address statewide truck parking shortages.

**Strategy 4c: Build and strengthen multi-state and regional corridor coalitions and partnerships.**

- Investigate and support regional policy and governance structures to support improvements to critical freight transportation corridors that extend beyond state lines.
- Share best practices of existing coalitions and partnerships.
- Assess role of more advanced traveler information to drivers so they can determine the best multi-state routes to take if certain roads or passes are closed.

**Strategy 4d: Promote improvements in efficiency of international freight movements**

- Work with established transportation border working groups (Canada and Mexico) to improve border crossing infrastructure and security/clearance systems, regulations and policies.

- Work with industry stakeholders and local government partners to improve freight transportation connections to international gateways, including seaports and airports.

## **Goal 5: Promote a freight transportation system that supports community and environmental goals.**

### **Strategy 5a: Promote environmental sustainability in freight transportation, energy efficiency, and effective mitigation of adverse environmental impacts.**

- Share best practices to minimize freight environmental impacts.
- Support research on strategies that improve environmental sustainability while ensuring system efficiency.

### **Strategy 5b: Support efforts to minimize adverse freight transportation impacts on communities, including environmental justice considerations.**

- Share best practices to minimize freight community impacts.
- Support research on strategies that advance community livability efforts while ensuring system efficiency.

## **Goal 6: Inform member departments of federal and state regulatory, policy, and program requirements and funding opportunities related to freight transportation.**

### **Strategy 6a: Monitor freight-related regulations and disseminate information to member departments.**

- Coordinate comments to freight planning and programming regulations published on the federal register.

### **Strategy 6b: Monitor freight-related funding opportunities and disseminate information.**

- Distribute information on funding opportunities to member departments.
- Sponsor webinars on strengthening grant applications.

### **Strategy 6c: Continue to foster strong relationships with freight-related administrations and offices of the U.S. Department of Transportation.**

- Include U.S. DOT participation in annual and quarterly Committee meetings.

### **Strategy 6d: Foster strong relationships with the Councils and the AASHTO Transportation Policy Forum, as well as other AASHTO Committees concerned with freight transportation issues.**

- Coordinate regular joint meetings with AASHTO Councils and Committees.