

State	Kansas	Oregon	Iowa	Missouri
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Purpose	Advise and assist the Kansas Department of Transportation and the Kansas Turnpike Authority with identifying freight transportation issues and making recommendations for needs and projects	Advise the ODOT Director and Governor-appointed Oregon Transportation Commission on freight-related issues, programs, and policies. Also serves in an advisory role on modal plans and the Oregon Transportation Plan.	To advise, assist, and guide the Iowa DOT in fostering a safe, efficient, and convenient multimodal freight transportation system to enhance the competitiveness of Iowa's business and industry.	The Missouri FAC has not yet been established and is still a work in progress. The plan is to have a regional freight advisory committee in each of the seven regional districts. The statewide FAC will have a representative from each region.
Founded	January 2014	Informal group in 1998; Officially in 2001	August 2012	Likely to be established in fall 2015 or spring 2016
Activities	Four day-long meetings in 2014 to brainstorm freight issues, needs, and trends and identify freight corridors of significance. In 2015, subcommittees were established to oversee two studies, transload facility site analysis for potential future locations of transload facilities and a statewide truck parking analysis.	OFAC reviews projects and policies related to the STIP, ConnectOregon, and other plans on an as-needed basis. This includes writing recommendations for and ranking projects. OFAC is actively engaged in a number of issues, including the preservation of freight routes, multimodal issues, and roundabouts. OFAC submits an annual report to the Commission, which includes a summary of meetings and activities and an overview of freight issues in Oregon.	Assist in the development of the Iowa DOT State Freight Plan, including providing stakeholder input through the development of freight issues "white papers," reviewing draft content, and offering suggestions for improvement. Share information and educate members on topical issues within the freight industry. Suggest potential planning initiatives or research topics.	Will initially have two meetings per year to develop and identify potential transportation solutions for the STIP process at the fall meeting and hear results of the fall brainstorming in the spring meeting.
Structure	KFAC does not have a highly formal structure at this time. Kansas Secretary of Transportation, Mike King and Chris Gutierrez, President of KC SmartPort, co-chaired the group in 2014. A more formal structure and mission will be determined when the transload and truck parking studies are complete	Structured into "General" and "Associated" membership groups, which relate to private and public sectors. Strong link between OFAC and ODOT. Term limits and offices are prescribed in law.	Iowa DOT developed a one-pager that defines the mission statement, goals, values, responsibilities, and organization of the Council. Leadership includes a Chair and Vice-Chair (appointed by DOT at first and now nominated by members). Participants are divided into private "Members" and public "Ex Officio" members.	To be determined, but anticipating a fairly informal group with not many by-laws.
Membership	Around 40 members from KDOT, private trucking firms, statewide industry organizations, railroads, MPOs, chambers of commerce, industry, state agencies, state-level legacies	Aiming for a total of around 28-30 members. Recently lost around 1/4 of their members due to retirements, moves, etc. so are conducting a "membership drive." The law prescribes a maximum of 32 members but does not prescribe composition in detail.	Participants are divided into "Members" from the private sector and "Ex Officio" members from the public sector. No defined membership guidelines or numbers, but attempt to stay around 30 members in total. Director Trombino of the Iowa DOT is very involved.	Each of the seven regions in Missouri will have a freight advisory committee comprised of no more than 20 members; the statewide level committee may be a bit larger. Will try to have diverse composition of membership as well as representatives that reflect the needs and important economic positions in each region.

<b>Meetings</b>	Met 4 times in 2014 in various locations around the state. Currently have no plans to meet further - will determine the agenda for the future when the two studies have been completed. Subcommittees comprised of both KFAC members and external individuals with interest in the topics will meet in 2015 to discuss the studies	OFAC meets quarterly: 2 in Salem (required in by-laws) and 2 rotated around the state. Meetings are open to non-members, and typically have strong public attendance when reviewing projects.	Meets quarterly, typically in central Iowa as stand-alone functions. Have facilitated some tours of freight facilities and intend to do this once per year around the state.	Meet two times per year initially at both the regional and state levels.
<b>Communications</b>	KFAC uses a website and phone/email communications. They have no current plans for a social media presence, although this may change in the future.	OFAC uses email communication and frequently updates their website with meeting information, announcements, etc. No social media plans.	IFAC uses a website and email communications to contact members. Presentations from meetings are posted on the website in addition to agendas, minutes, etc.	To be determined.
<b>Relationships</b>	Feels the FAC is well-represented with a diverse but balanced group of subsectors. No plans to reach out to more groups.	No formal arrangement for membership with business, community, government, academic groups in its structure.	No formal arrangement for membership requirements/groups.	To be determined, but are not anticipating formal membership requirements/groups.
<b>Sub-State</b>	MPOs, chambers of commerce, other state agencies, and various economic development organizations are members of KFAC and both subcommittees.	No formal requirement exists for membership, but many local representatives (Business Oregon, Dept. of Agriculture, e.g.) are members.	IFAC has both MPO and Regional Planning Affiliation (RPA) representatives, in addition to the Iowa League of Cities. Individual cities and councils typically do not have members.	Substate areas have existing freight committees that will likely be used as the regional freight advisory committees for their areas, for example, St. Louis and Kansas City.
<b>Federal Law and Guidance</b>	Compliant with Federal law and guidance. Sees this as an important strategy for positioning for any available freight funds in the future	Meets most of the federal laws and guidance.	Compliant with federal laws and guidance.	Will comply.
<b>Foundation for Establishment</b>	No plans for inclusion in state law. Feel that it is unnecessary for successful FAC.	Established by Oregon Revised Statute 366.212, Title 31. Feel it's very important to be codified in state law to ensure inclusion in the conversation.	No plans for inclusion in state law.	No plans for inclusion in state law.
<b>Resources and Funding</b>	KDOT builds and maintains the KFAC website internally. Funds have been obligated for both of the KFAC study recommendations (transload facility site analysis and Kansas statewide truck parking analysis) at around \$550k and \$325k, respectively.	OFAC is a line item written into the ODOT annual budget.	No dedicated funding, but do not have a problem with resources. Have a number of dedicated Iowa DOT staff members who routinely provide staff support at FAC functions, primarily from the Offices of System Planning and Rail Transportation.	To be determined.
<b>Success Factors</b>	High level of engagement from members, substantive studies have been well-received, meaningful and productive meetings.	Continuous introspection to continue trying to improve and maintain high levels of engagement from members.	Striking a balance between education and sharing among members and the DOT listening for members' input and feedback on items.	Level of private sector engagement and attendance and participation at meetings.