

## Collaborative Infrastructure Development

**Collaborative Infrastructure Development (CID) is an investment strategy that integrates public-sector planning and investment with private-sector commerce and capital to effectively address supply chain, community, and environmental issues simultaneously**

The principles and perspectives of OnTrackNorthAmerica's (OTNA) Collaborative Infrastructure Development are outlined here. We have studied the "infrastructure of infrastructure planning" in the United States, since 1994, by interviewing over 10,000 knowledgeable individuals while advising on transportation policy and infrastructure projects in 45 U.S. states.

### The Principles and Perspectives of OTNA's Collaborative Infrastructure Development

- At this critical moment, there is nothing more important than aligning public and private investment with global sustainability
- There is a clear logic to how supply chain infrastructure can be directed to support a sustainable world
- Unfortunately, the marketplace itself does not somehow alchemize individual business projects into coherent systemwide progress
- Collaborative Infrastructure Development is positioned to deliver sustainable returns from public and private investment
- For the quality of life of future generations, we recommend regrouping quickly around this multidimensional investment strategy  
There is no shortage of intelligent hardworking individuals or competent organizations, but we are mired in an obsolete paradigm of competition and mistrust
- We now need to imbue commerce and investment with collaboration, coordination, whole systems thinking, and trust  
The productivity of major U.S. industrial arenas such as mining, energy, and agriculture is suffering because transportation planning is too often an afterthought in industrial planning
- A modern, well-working society needs to orient its supply chains around the energy-, space-, and capital-efficiency of moving freight by rail
- Society's decision to publicly fund roads that compete with privately funded railroads has contributed to a modal imbalance that can only be addressed through conscious dialogue

- As we speak, investment of capital and land is surging into North American infrastructure and supply chains that overly depend on trucks moving on already congested roadways
- Our tax dollars are about to be spent on transportation infrastructure and industrial development without addressing these underlying gaps and inefficiencies
- Strategic mineral mines and electric vehicle factories are being sited and built with the related materials and goods moving by truck instead of rail, missing the opportunity to create sustainable supply chains, not just sustainable production
- Moving heavy weight over land in trucks with rubber tires on rough concrete and asphalt only makes sense when integrated with the use of railroads
- Even if all trucks and trains are electric, truck tire friction and load limits contribute to over 25 unsustainable inefficiencies
- For instance, the largest source of microplastics in the oceans is tire wear from trucks, and the goods moved by a one-mile train requires a 25-mile convoy of trucks on the highway
- How goods are moved to and from an industrial site is as important as the activities at the site, yet we aren't planning and investing with this fundamental understanding in mind
- Simply focusing on moving more and more freight while marginalizing how we move, where we move, and what we move, is short-sighted
- Major benefits will accrue from the implementation of new end-to-end industrial systems, including the transportation and processing of solid waste and forest materials into sustainable energy and valuable products
- The transition to Collaborative Infrastructure Development incorporates sustainability into the performance measures, recognition, and compensation for individuals in companies and agencies

**OnTrackNorthAmerica has developed a comprehensive set of tools that enable this level of multidimensional planning and investment, including:**

- The [Land Freight Lifecycle Impact Project](#) to account for the full range of internal and external costs of freight movements
- The [North American Freight Forum](#) for gathering collective intelligence into smart policies, plans, and investments
- [Regional, corridor, and commodity action planning](#) to aggregate individual infrastructure projects into coherent infrastructure systems

**OnTrackNorthAmerica works with partners and clients who want to forward these principles and goals.**

**If that is you, please connect.**