



Minnesota Freight Planning Overview

Andrew Andrusko, State Planning Director

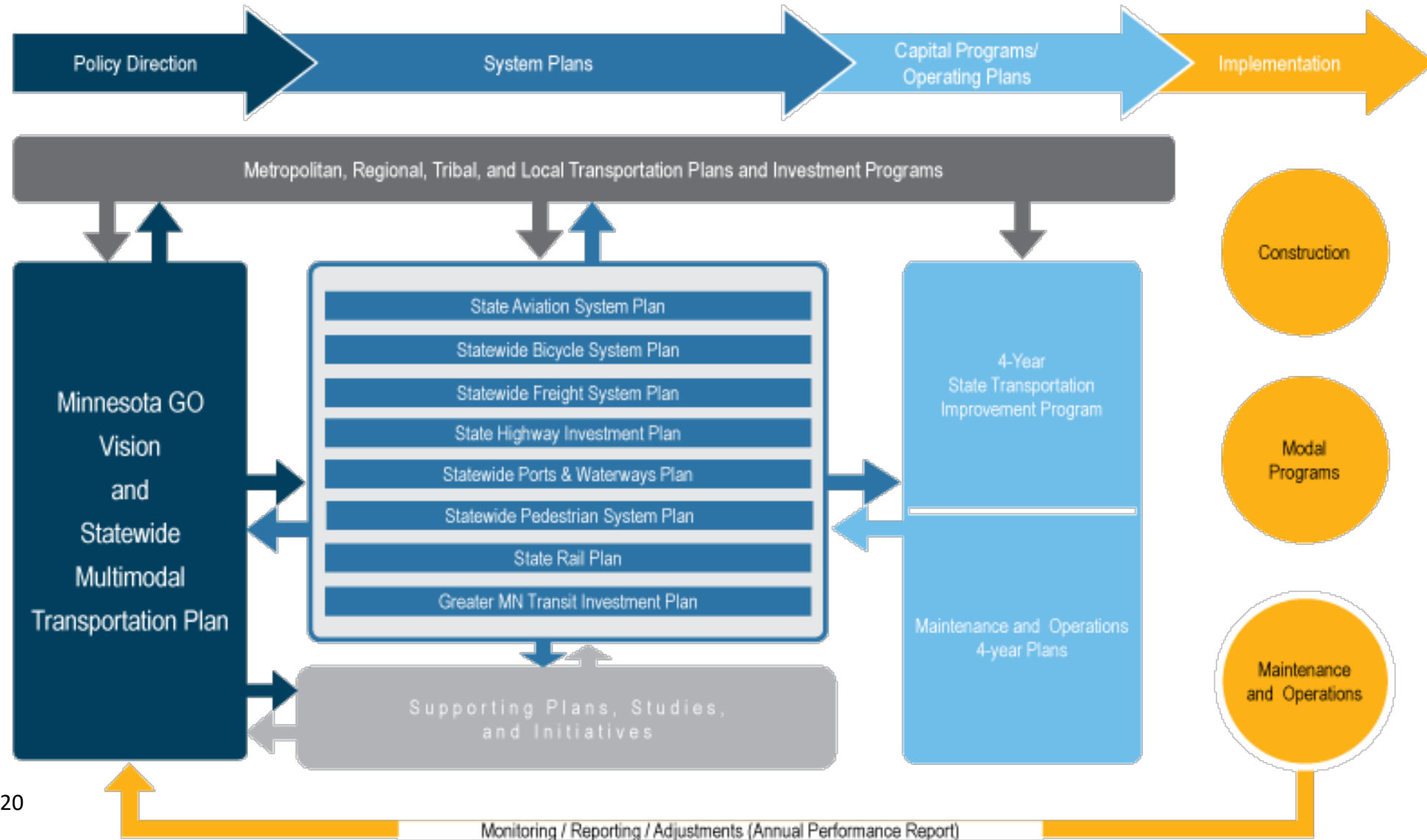
August 2020

MnDOT's Vision – Minnesota GO

- Minnesota's multimodal transportation system maximizes the health of people, the environment and our economy. The system:
 - Connects Minnesota's primary assets—the people, natural resources and businesses within the state—to each other and to markets and resources outside the state and country
 - Provides safe, convenient, efficient and effective movement of people and goods
 - Is flexible and nimble enough to adapt to changes in society, technology, the environment and the economy

MnDOT Approach to Planning

MnDOT Plans and Programs



State Freight Plan

- Currently titled Minnesota Freight System and Investment Plan
- Includes the FAST Act requirements for both the state freight plan as well as the freight investment plan as a chapter within the overall document
- Identifies high level freight policy and an Freight Action Agenda
- Analyzes the freight network and key connections to other states and provinces in the region
- Looked at freight commodity flow data at a very level using Freight Analysis Framework data

8/21/2020

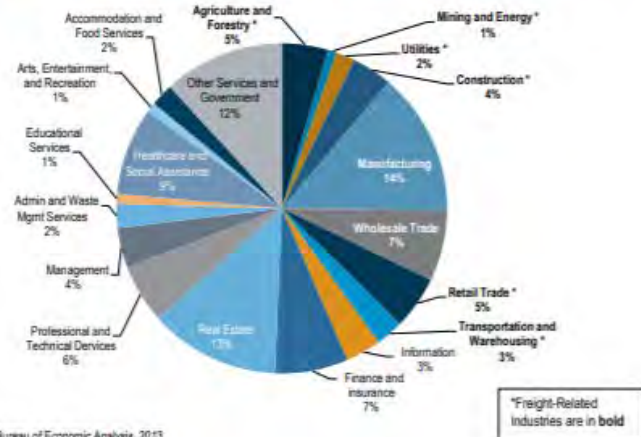
Minnesota's economy is diverse and is driven by business services, finance, and healthcare industries, as well as freight- or trade-related industries such as agriculture, mining, and manufacturing. Trade-related industries are key drivers of the economy. **Figure 1.2** shows the contribution of freight-related and other industries to the Gross State Product of Minnesota and neighboring states. Forty percent of Minnesota's GSP is dependent on freight-related industries, a higher percentage than many of its neighboring states. **Figure 1.3** details the percentage contribution, by industry sector, to Minnesota's GSP.

Figure 1.2 Gross State Product, Minnesota and Neighboring States (Millions of 2013 USD)



Source: U.S. Bureau of Economic Analysis, 2013

Figure 1.3 Industry Sectors as Percent of Minnesota GSP (with Freight-Related Industries in Bold Text)



Source: U.S. Bureau of Economic Analysis, 2013

*Freight-Related Industries are in bold

Minnesota Freight Policy

“Provide an integrated system of freight transportation in Minnesota – highway, rail, water, air cargo, and intermodal terminals – that offers safe, reliable, and competitive access to statewide, national, and international markets.”



Plan Goals

- Support Minnesota's Economy
- Improve Minnesota's Mobility
- Preserve Minnesota's Infrastructure
- Safeguard Minnesotans
- Protect Minnesota's Environment and Communities



Minnesota Freight Advisory Committee

- MFAC plays a key role in advising the Commissioner and the Freight Office on freight issues
- Helps to guide the development of the state freight plan
- Provides input on freight investments
- Serves as a clearinghouse for freight information



Freight Action Agenda

- Freight Plan Objectives
 - Accountability, Transparency and Communication: 6 Action Items
 - Transportation in Context: 6 Action Items
 - Critical Connections: 9 Action Items
 - Asset Management: 4 Action Items
 - Traveler Safety and System Security: 5 Action Items

National Highway Freight Program Solicitation

- Solicitation for FY 2019-2022 funds
- Second solicitation for FY 2023-2025 funds out now
- Solicitation was available online and sent out to:
 - MnDOT Districts
 - Cities, Counties, and Townships
 - Ports, waterways, airports, railroads



The image shows the cover of a funding solicitation packet. At the top is the MnDOT logo, consisting of a stylized 'm' and 'n' in blue and green, followed by the text 'DEPARTMENT OF TRANSPORTATION'. Below the logo, the title 'Minnesota Highway Freight Program' is centered in a bold, dark blue font. Underneath the title, the subtitle 'Funding Solicitation for State and Local Highway Construction Projects in Fiscal Years 2019 through 2022' is centered in a smaller, dark blue font. Below the subtitle, the text 'This packet contains:' is followed by a bulleted list: 'Program Description', 'Application Instructions', and 'Application Form'. At the bottom of the cover, there are three small rectangular images: a red semi-truck driving on a highway, a construction site with orange traffic barrels, and a white semi-truck parked on a road.

m **n** DEPARTMENT OF
TRANSPORTATION

Minnesota Highway Freight Program

**Funding Solicitation for State and Local Highway
Construction Projects in Fiscal Years
2019 through 2022**

This packet contains:

- Program Description
- Application Instructions
- Application Form

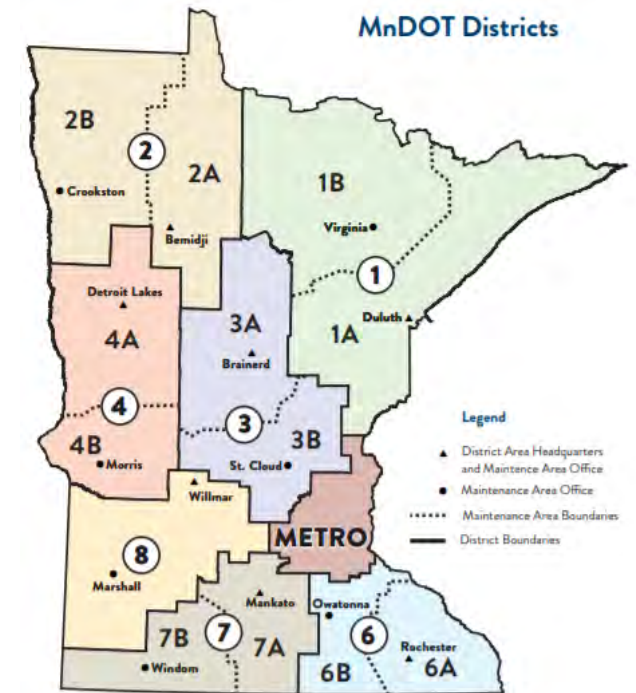


Minnesota Highway Freight Program

- 36 Applications Received
 - 1 Intermodal and 35 Highway
 - 21 Metro and 15 Greater Minnesota
- Designated Critical Urban and Rural Corridors based on successful project locations
- Total Funding Requested: \$250M
 - \$163M Metro and \$84M Greater Minnesota
 - \$21M Safety, \$78M First-Last Mile & \$150M Freight Congestion/Freight Efficiency

District Freight Plans

- Follow up to feedback from the MHFP
- Regional freight plan efforts that tie in manufacturer feedback
- Identify freight needs that can be added to future construction projects
- Rank and prioritize freight needs, align with future solicitations



Statewide Freight Vision,
Goals & Performance
Measures

Identify Freight
System Needs

Evaluate Needs
Against Investment
Criteria

Freight System
Recommendations

Advance Top
Investments

Lessons Learned

- Need to prioritize key freight related efforts and products
- Resources are limited, even with strong interest in freight improvements
- Integrating freight into the everyday operations is difficult and ongoing process
- Public significantly more engaged online during the COVID-19 pandemic
- Transcendental public issues – truck safety, truck parking, rail safety, railroad crossings, rail access, freight + economic development
- Internal consensus building is important in guiding future efforts