



# Minnesota Statewide Freight System Plan

Open House

May 25, 2016

*Office of Freight and Commercial Vehicle Operations*

We all have a stake in **A  B**



# Overview

- ▶ Minnesota's Statewide Freight System Plan
- ▶ Plan Video
- ▶ Action Agenda
- ▶ Moving Forward



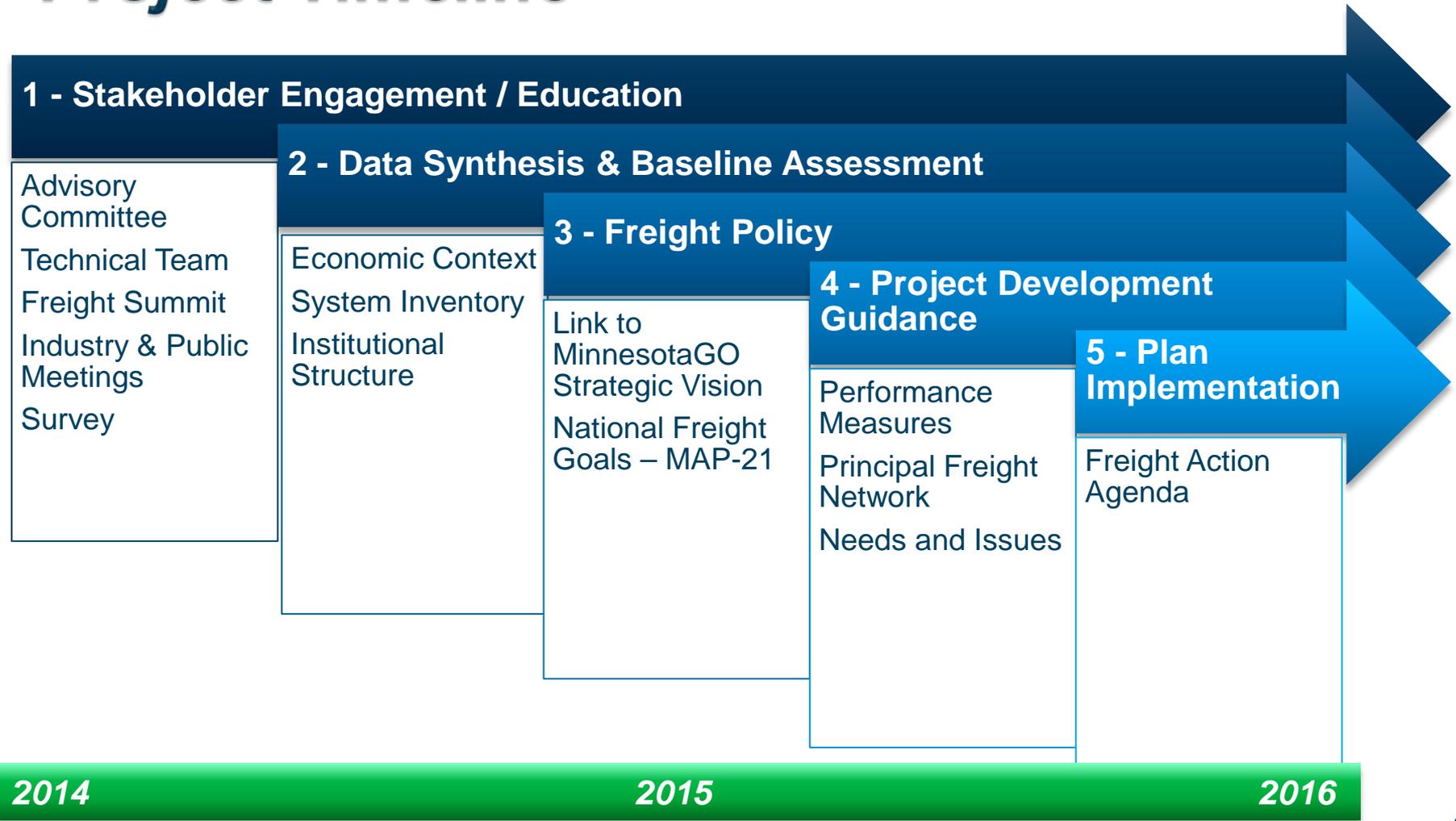
# Why is Minnesota Developing a Freight Plan?

- ▶ Align with national policy (MAP-21, FAST Act) and other Federal and State guidelines
- ▶ To integrate previous, independent MnDOT freight planning efforts
- ▶ Engage freight decision-makers/stakeholders during development, and beyond
- ▶ Develop framework to evaluate and prioritize freight system investments
- ▶ Facilitate better integration of “freight” throughout MnDOT



# Minnesota's Statewide Freight Plan

## Project Timeline





# Statewide Freight System Plan



# Freight Plan Accomplishments

- ▶ Build working relationship between the public and private sector
- ▶ Provide an overview of key freight-generating industries-statewide and regionally – to tell the freight story
- ▶ Identify Minnesota’s primary freight transportation network
- ▶ Establish a freight action agenda



# Building relationships

- ▶ MnDOT Assistant Commissioner and MFAC Chair chaired the Plan's Advisory Committee
- ▶ MFAC has been restructured to be more reactive, responsive, and participatory
- ▶ Interviews with private sector businesses
- ▶ University of Minnesota partnership



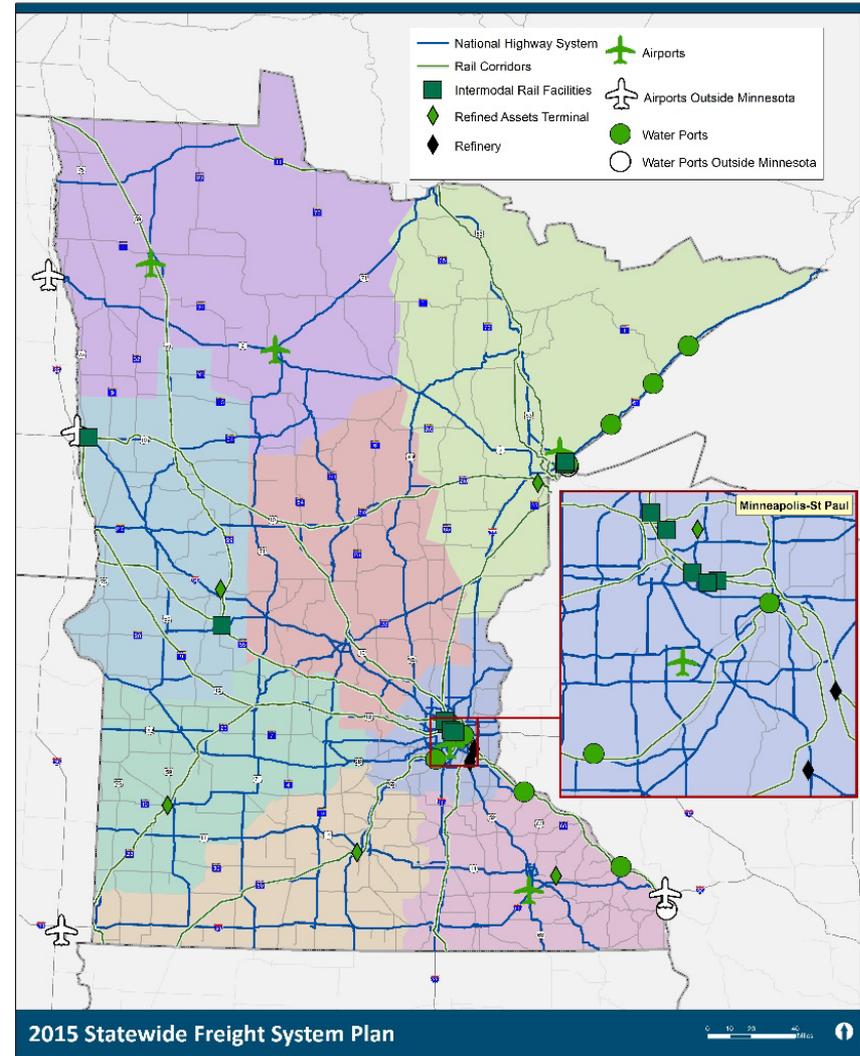
# The Freight Story

- ▶ MnDOT's 2013 District 8 and 2014 District 4 studies provided many actionable findings.
- ▶ More to come with wrap-up underway for 2015 D2 study.
- ▶ Gave MnDOT information for district planning processes (near-term, next 4 years)
- ▶ Established and/or strengthened MnDOT's relationships with businesses and EDOs.



# Minnesota's Principal Freight Network

- ▶ **National Highway System** – over 5,200 miles
- ▶ **Rail Corridors** – 2,080 miles
- ▶ **Rail Facilities** – 7 terminals
- ▶ **Airports** – 5 airports
- ▶ **Waterway Corridors** – 1 Great Lakes corridor and 2 Inland Waterway corridors
- ▶ **Waterway Ports** – 4 Great Lakes ports and 4 Inland Waterway ports
- ▶ **Pipeline Facilities** – 2 refineries and 6 refined asset terminals
- ▶ **National Highway System**



# Minnesota's Principal Freight System

- ▶ Analysis was done on freight networks
  - Proximity to freight-related businesses
  - Proximity to freight-related sales revenue
  - Density of freight-related businesses and sales revenue along each network
- ▶ Environmental Justice (EJ) analysis done on final Minnesota Principal Freight Network



# Minnesota's Freight Action Agenda



- ▶ A tool for all public- and private sector freight stakeholders in Minnesota
  - All Plan recommendations in a single place
  - Ability to regularly update and monitor Plan implementation
  - Accountability for all freight stakeholders
  - Build relationships and foster collaboration



# Minnesota's Freight Action Agenda (5 Key Actions)

	ACTION	DESCRIPTION
	<b>Integrate freight into transportation planning and project development</b>	Consider freight in overall project planning across modes (highway, rail, water and air). Regularly engage the private sector and consider their perspectives during freight system planning.
	<b>Develop a freight system investment plan</b>	Develop a detailed FAST Act compliant prioritized investment plan that aligns multimodal freight system projects and available sources of funding so they can be implemented.
	<b>Use a performance-based approach to make strategic investments on Minnesota's Principal Freight Network</b>	Apply freight system performance measures to monitor and report system condition and identify investment needs for key transportation infrastructure.
	<b>Use advanced technology to provide better information and operate the system cost-effectively</b>	Monitor development of advanced technologies and their applications for freight. Apply and fund as appropriate.
	<b>Advocate for freight projects and dedicated freight funding</b>	Public and private freight stakeholders advocate together for advancing critical freight partnerships, strategies, and investments. The FAST Act established the first dedicated source of funding for freight infrastructure at the national level.



# Minnesota's Freight Action Agenda (30 Actions)

ID	ACTION	LEAD
<b>ACCOUNTABILITY, TRANSPARENCY AND COMMUNICATION</b>		
1	Education	MnDOT
2	Partnerships	MnDOT
3	Ongoing Freight Forum	MnDOT
4	Advocacy	MnDOT
5	Traveler Information	MnDOT
6	Workforce Development	MN DEED, Minnesota Trucking Association
<b>TRANSPORTATION IN CONTEXT</b>		
7	Corridor Preservation	MnDOT
8	Truck Routes	Various state, regional and local planning agencies
9	Complete Streets	Various state, regional and local planning agencies
10	Land Use Planning and Policies	Various state, regional and local planning agencies
11	Freight As A Good Neighbor	MnDOT
12	Advanced Technology	MnDOT



# Minnesota's Freight Action Agenda (30 Actions)

ID	ACTION	LEAD
<b>CRITICAL CONNECTIONS</b>		
13	Integrate Freight into all Planning Projects	MnDOT
14	Investments on the Principal Freight Network	MnDOT
15	First-/Last-mile Connections	MnDOT
16	Targeted Freight System Investments	MnDOT, public and private sector freight system owners and operators
17	Intermodal and Multimodal Facilities	MnDOT
18	Urban Goods Movement Programs	MnDOT, various state, regional and local planning agencies
19	Truck Size and Weight	MnDOT, state and local departments of public safety and enforcement
20	Modal Options/ System Redundancy	MnDOT
21	Evaluate and Restructure Existing Freight Funding Programs	MnDOT



# Minnesota's Freight Action Agenda (30 Actions)

ID	ACTION	LEAD
<b>ASSET MANAGEMENT</b>		
22	Freight Data	MnDOT
23	Freight System Performance Measures	MnDOT
24	Freight System Investment Plan	MnDOT
25	Prioritize Maintenance on the Principal Freight Network	MnDOT
<b>TRAVELER SAFETY AND SYSTEM SECURITY</b>		
26	Design for Freight Safety	MnDOT
27	Truck Parking	MnDOT
28	Incident Management and Emergency Response Plans	Minnesota Office of Public Safety
29	Rail Crossings	MnDOT
30	Rail System Vulnerabilities	MnDOT



# Moving Forward

- ▶ 2016 Minnesota Statewide Freight Plan is MAP-21 Compliant
- ▶ New FAST Act Freight Planning Requirements –
  - Fiscally-constrained, prioritized project investment plan (identified in the Action Agenda)
  - Identification of critical urban and rural freight corridors and multimodal facilities (initiated by the National Primary Freight Network)
  - Bottleneck analysis



# Plan Implementation

- ▶ MnDOT is currently conducting an internal review of the plan
- ▶ Public outreach - May 2016
  - Open house May
  - MnDOT will be soliciting public comments
- ▶ Statewide Freight Plan will be released in early summer
- ▶ MnDOT is working to prioritize the 30 Action Agenda items



# Role of the Minnesota Freight Advisory Committee (MFAC)

- ▶ **Monitor and report on implementation** of the Statewide Freight System Plan and its Freight Action Agenda, including any revisions and updates.
- ▶ Create an Annual Report for the MnDOT Commissioner that includes a “**State of Freight,**” an overview of trends and issues.
- ▶ Review significant MnDOT initiatives and activities and **provide freight impact and benefits comments.**
- ▶ Direct the preparation and dissemination of white papers on freight transportation **issues important to Minnesota’s economy.**
- ▶ **Advocate** for needs of freight transportation to the public, elected officials, and other public agencies and organizations.
- ▶ Suggest **research initiatives and tools** supporting the economic vitality of the state.

