



Statewide Freight System Plan

Minnesota GO Vision

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, to markets and to 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.

Quality of Life

- Recognizes and respects the importance, significance and context of place – not just as destinations, but also where people live, work, learn, play and access services.
- Is accessible regardless of socio-economic status or individual ability.

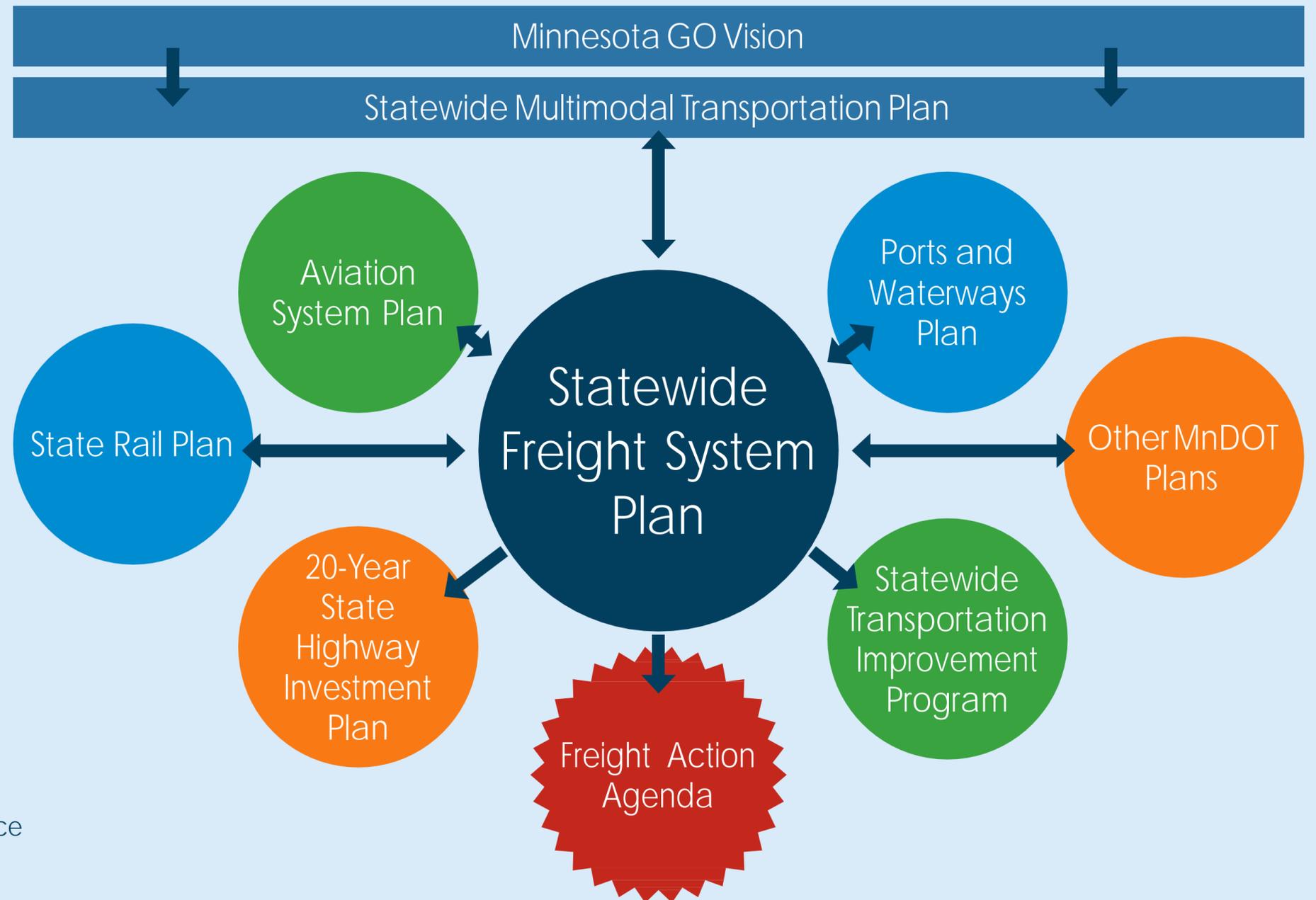
Environmental Health

- Is designed in such a way that it enhances the community around it and is compatible with natural systems.
- Minimizes resource use and pollution.

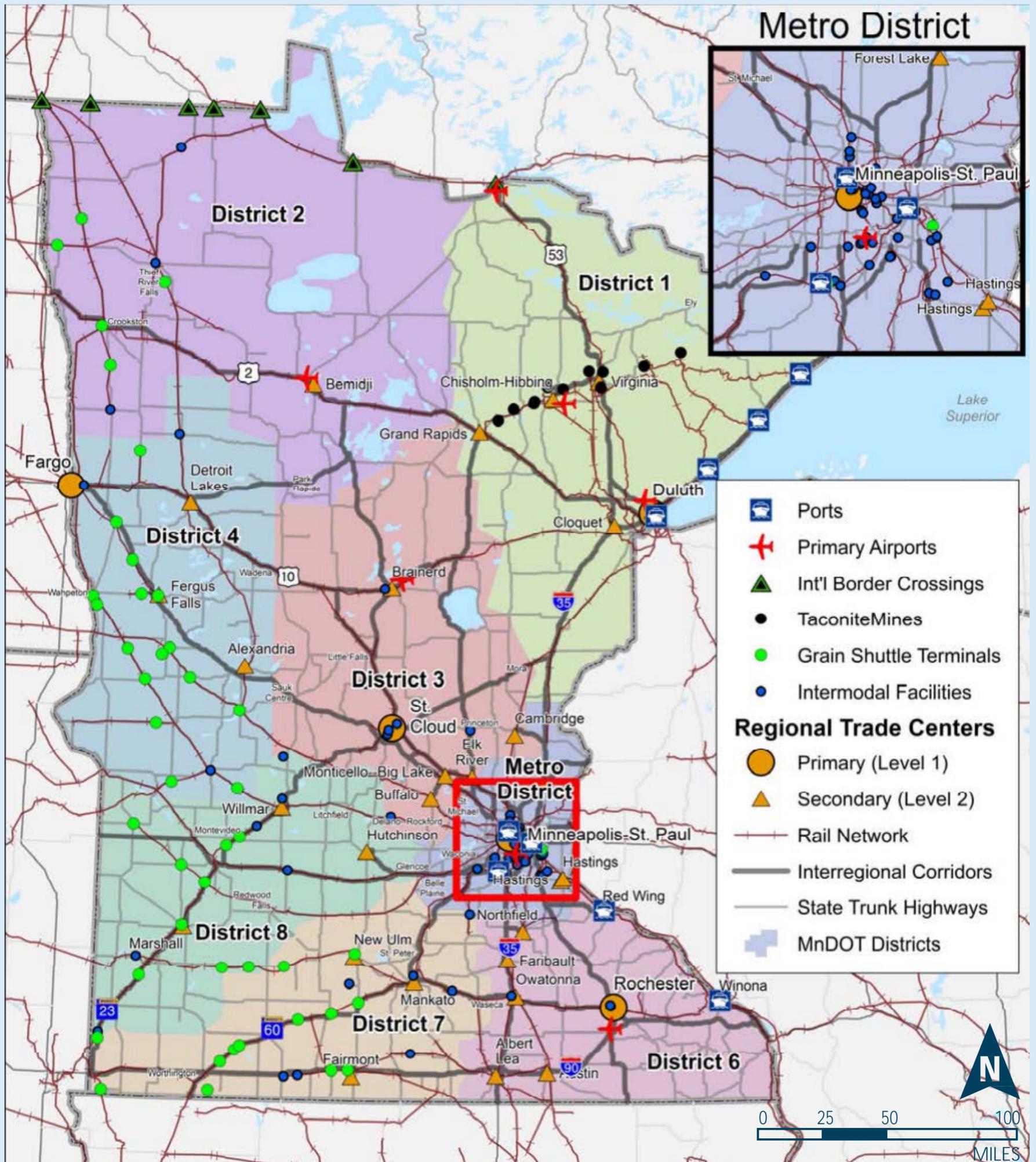
Economic Competitiveness

- Enhances and supports Minnesota's role in a globally competitive economy as well as the international significance and connections of Minnesota's trade centers.
- Attracts human and financial capital to the state.

Achieving the Vision: MnDOT Family of Plans



Minnesota's Freight System



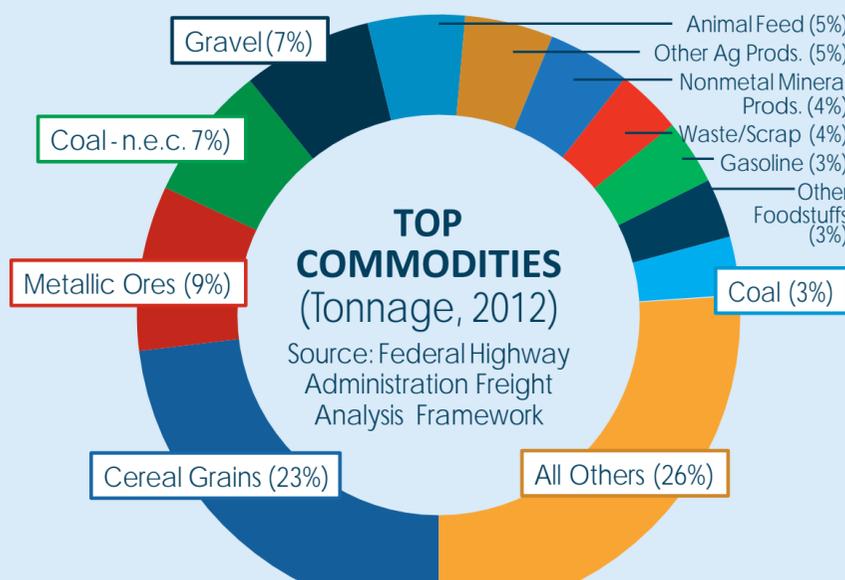
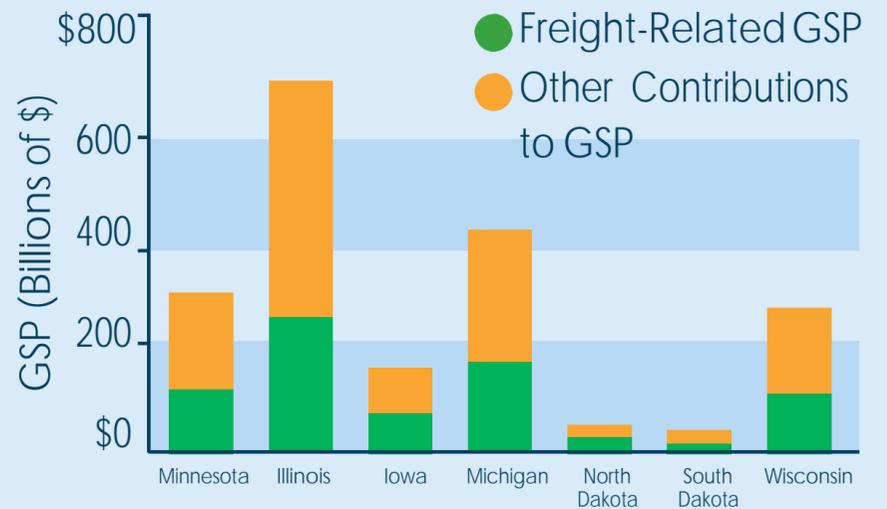
Highway Centerline Miles:	14,341
Railroad Miles:	4,449

Water Ports:	4 Mississippi River System Ports 4 Great Lakes Ports
Airports:	7 with Commercial Service 135 Total

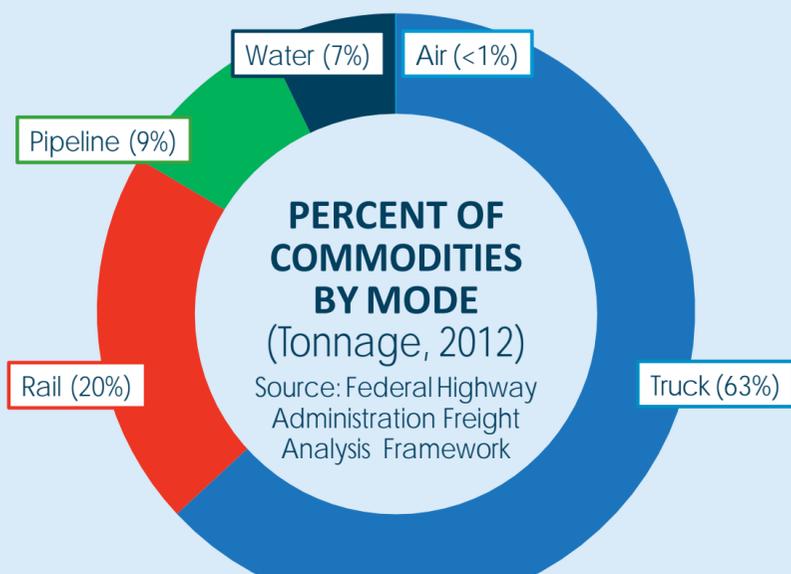
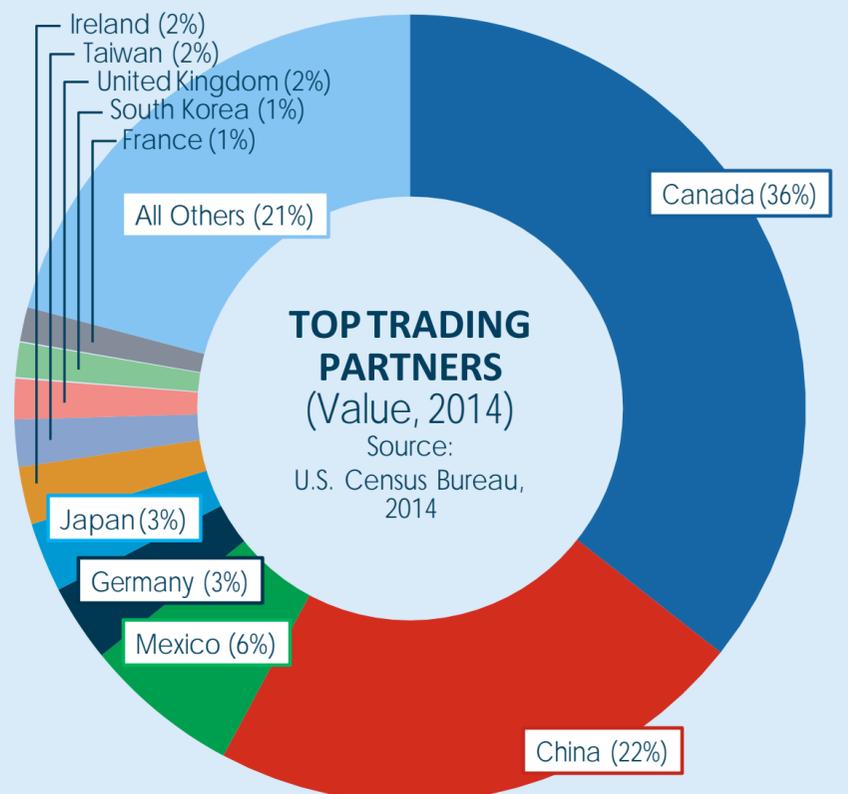
Freight and Minnesota's Economy

2013 GROSS STATE PRODUCT (ALL SECTORS, IN BILLIONS)

Freight-related industries contribute to about 40 percent of Minnesota's Gross State Product (GSP). These industries include agriculture and forestry, mining, utilities, construction, wholesale and retail trade, and transportation and warehousing.



Top Commodities (by tonnage) reflect Minnesota's extensive farming and mining industries. These high-volume commodities are highly dependent on Minnesota's freight network. These movements are to, from and within the state.



Percent of Commodities by Mode illustrates the relative use of each transportation mode, by weight carried in 2012. Freight is dependent on Minnesota's freight network to move to, from, and within the state.

Does not include through traffic.

Connections to Domestic and International Markets

