



Central Minnesota Regional Freight Forum

May 17, 2010

3:00 P.M. – 5:30 P.M.

St. Cloud, MN

Your Destination...Our Priority





Agenda

- **Welcome and Overview**
 - John Tompkins, Mn/DOT Project Manager
- **Local Perspective**
 - Jim Povich, Mn/DOT Assistant District Engineer
 - Steve Voss, Mn/DOT District Planning Director
 - Cathryn Hanson, St. Cloud APO
- **Regional Freight Presentation**
 - Peter Dahlberg, Mn/DOT
- **Breakout Group Discussion**
 - Highway Policy and Partnerships
 - Highway Infrastructure
 - Multimodal/Intermodal (rail and other modes)
- **Breakout Group Summary**
 - Dave Christianson, Mn/DOT
- **Next Steps**
 - John Tompkins





Regional Freight Plan Overview

Background:

- Build upon prior planning activities by Mn/DOT and local transportation planning partners

Purpose:

- Provide a better understanding of the demands from freight placed on the regional transportation infrastructure
- Improve freight connections to local and global markets





Regional Freight Plan Overview

The goal is to provide a framework to:

- Document the existing freight transportation system in Central Minnesota;
- Examine regional and local issues not captured in previous freight transportation studies or plans;
- Identify existing and projected needs/ constraints in the region's freight transportation and implications;





Regional Freight Plan Overview

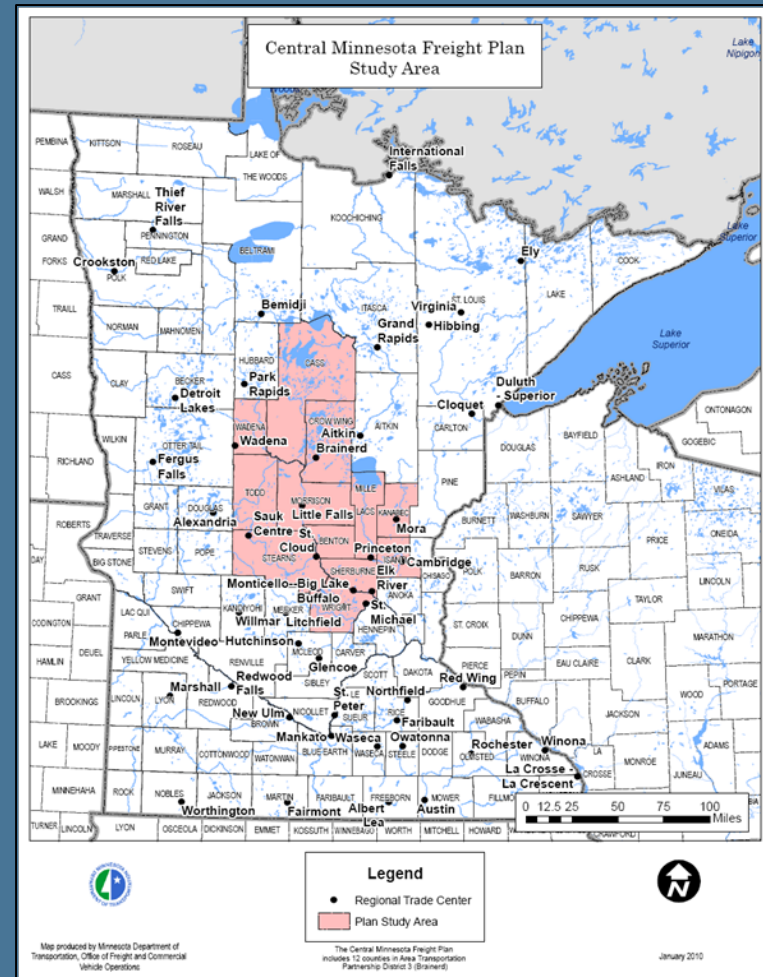
The goal is to provide a framework to:

- Identify industry and region-specific trends as they relate to freight transportation and their solutions;
- Plan for improvements to freight movements specific to the region; and,
- Strengthen freight considerations in public project planning and investment decision-making.



Study Area Map

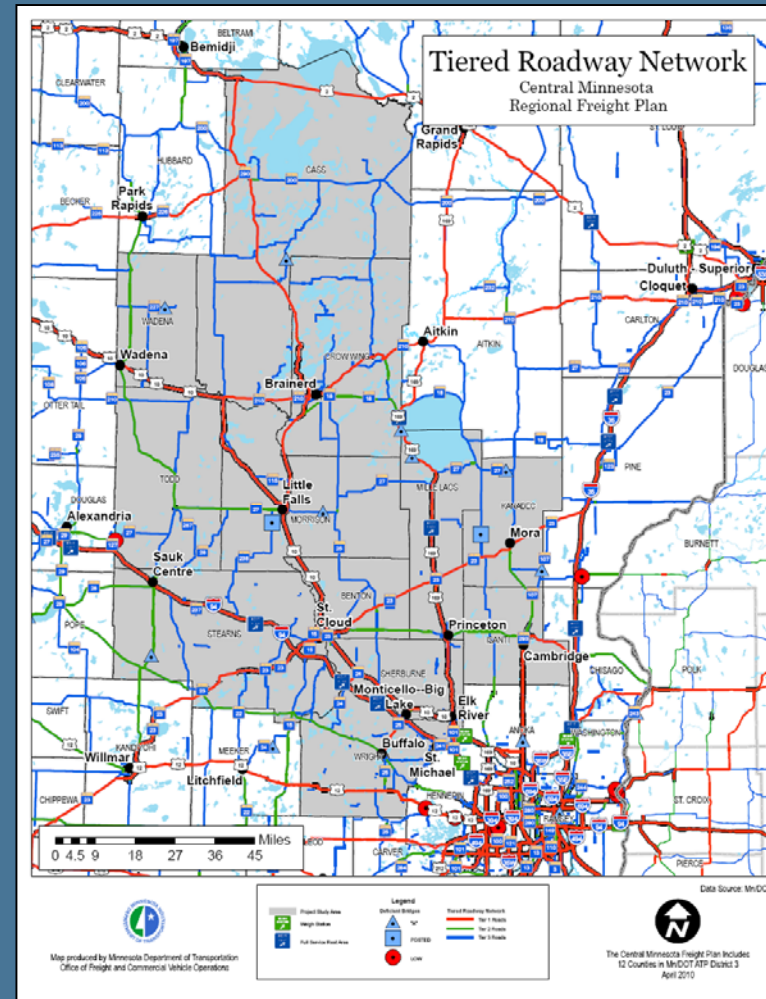
- **Nodes:** Points of production, consumption, interchange or re-handling
- **Networks:** The supply and interconnections of modal infrastructures
- **Flows:** Commodity origin and destination



Freight System Inventory

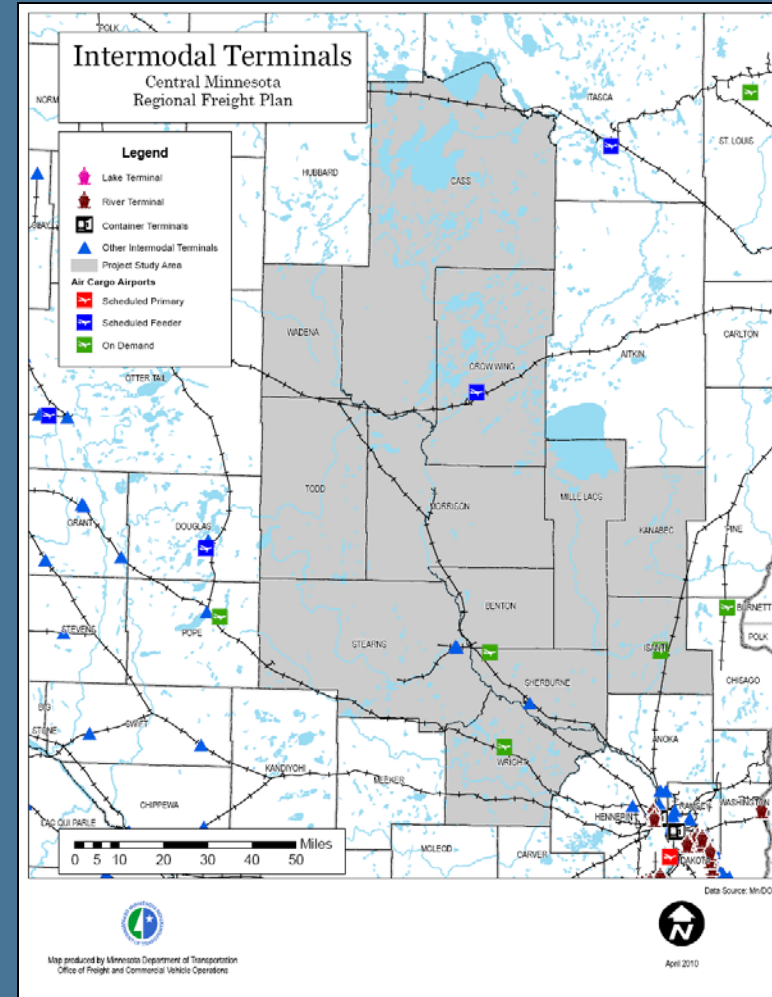
- Roadways

- NHS, STRAHNET, NTN, Mn TTN
- Minnesota Interregional Corridors (IRC)
 - High Priority IRCs: I-94, US 10, US 169 and MN 24
 - Medium Priority IRCs: US 2, US 10, US 169, MN 23, MN 25, MN 210 MN 371
- Tiered Roadway network
 - Designated truck network to supplement the IRC system
- 10-ton local roadway system
 - Identification of a conceptual 10-ton local roadway network

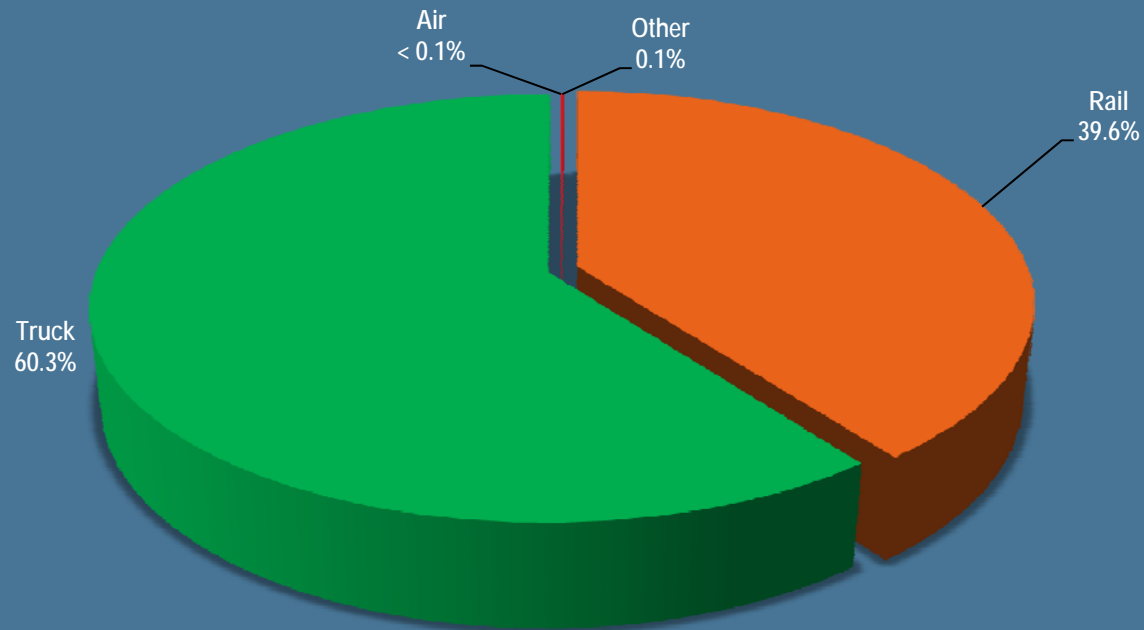


Freight System Inventory

- Railroads
 - Identification of railroad lines, grade crossings and rail bank corridors
- Air Cargo
 - Identification of airports that handle air cargo
- Pipelines
- Intermodal/Multimodal
 - Identification of container terminals and transload facilities



Modal Split Central Minnesota



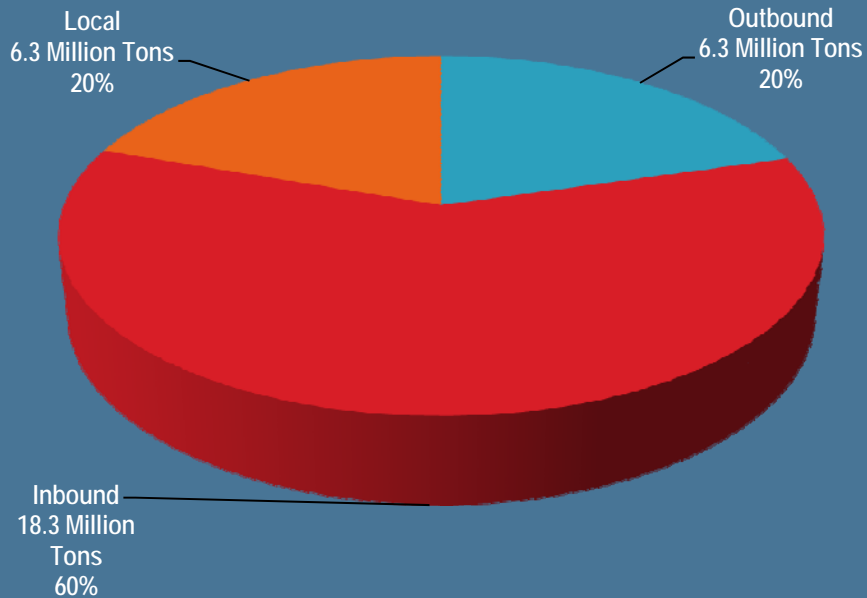
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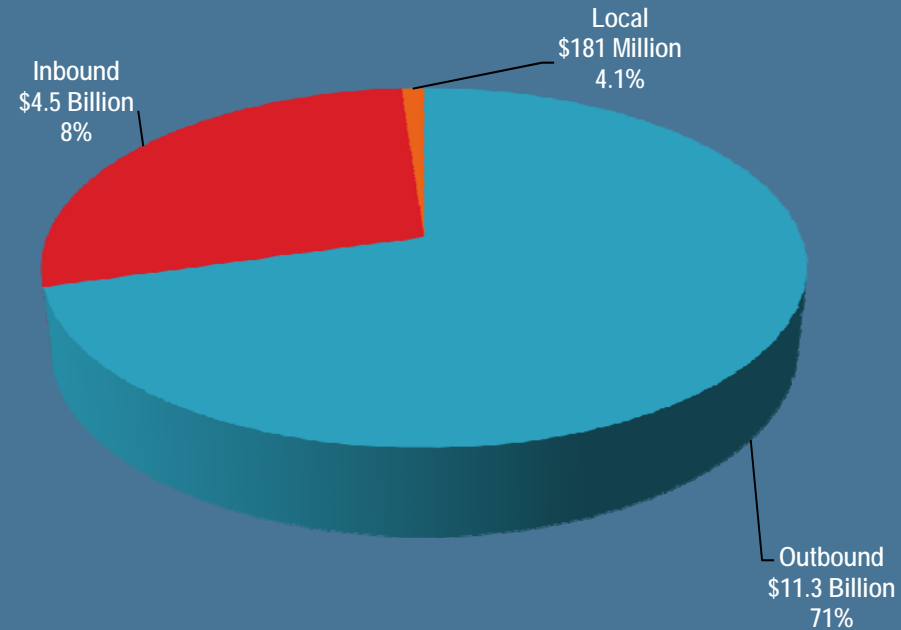
Commodity Flows

Central Minnesota

Tonnage



Value

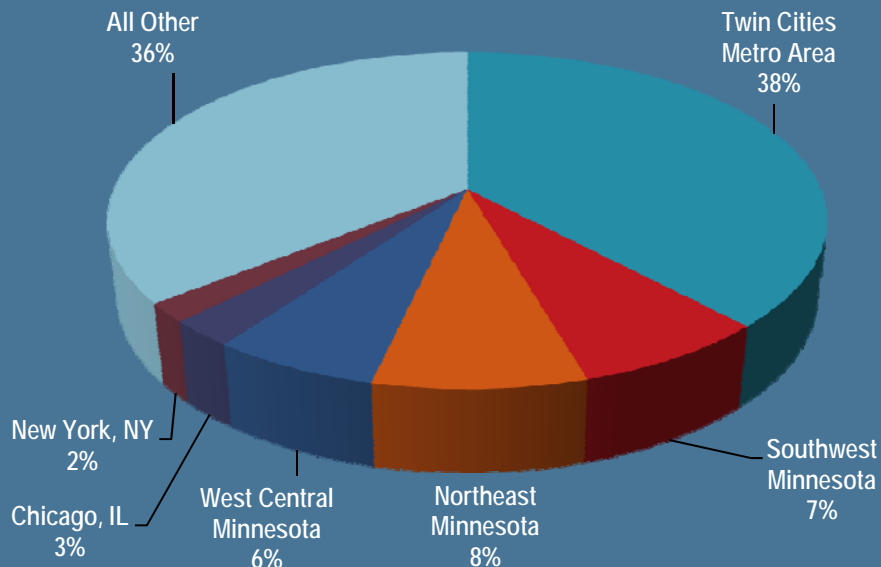


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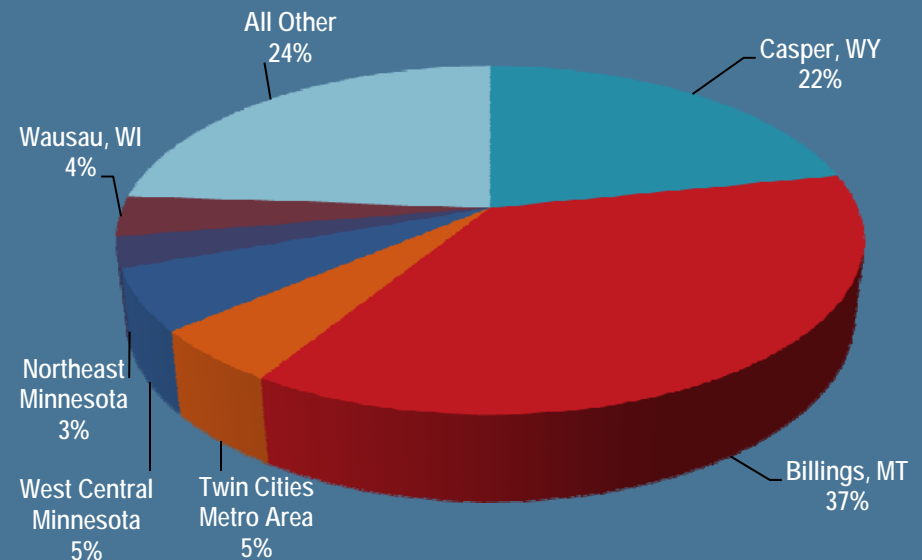


Commodity Origins & Destinations Central Minnesota

Outbound Destinations



Inbound Origins



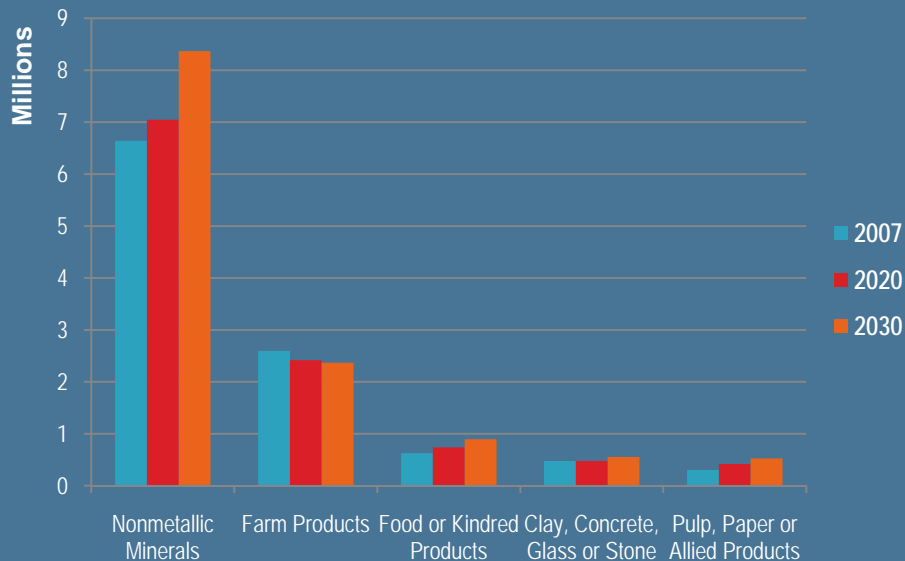
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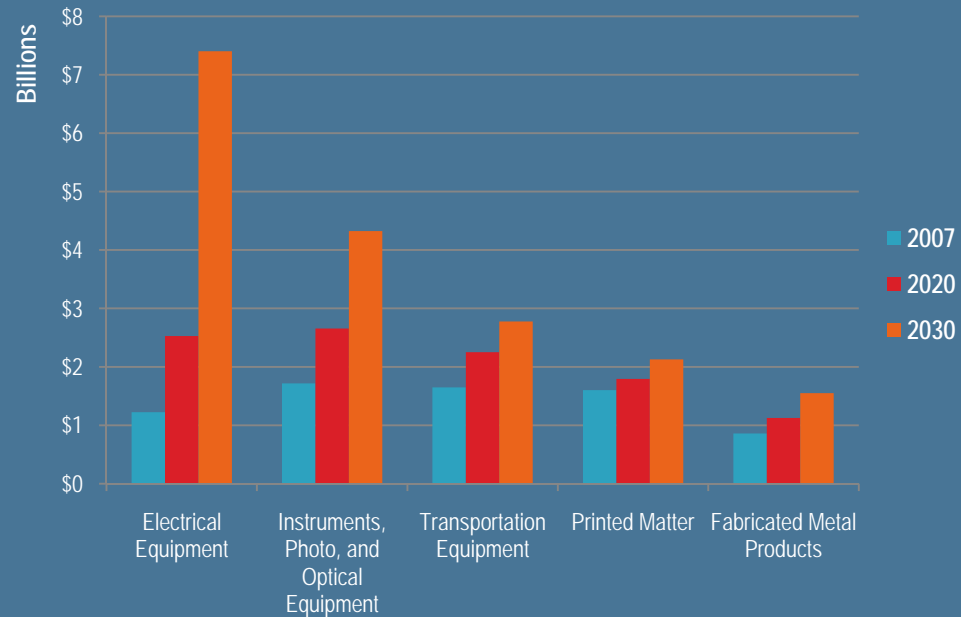
Top Outbound Commodities

Central Minnesota

Tonnage



Value



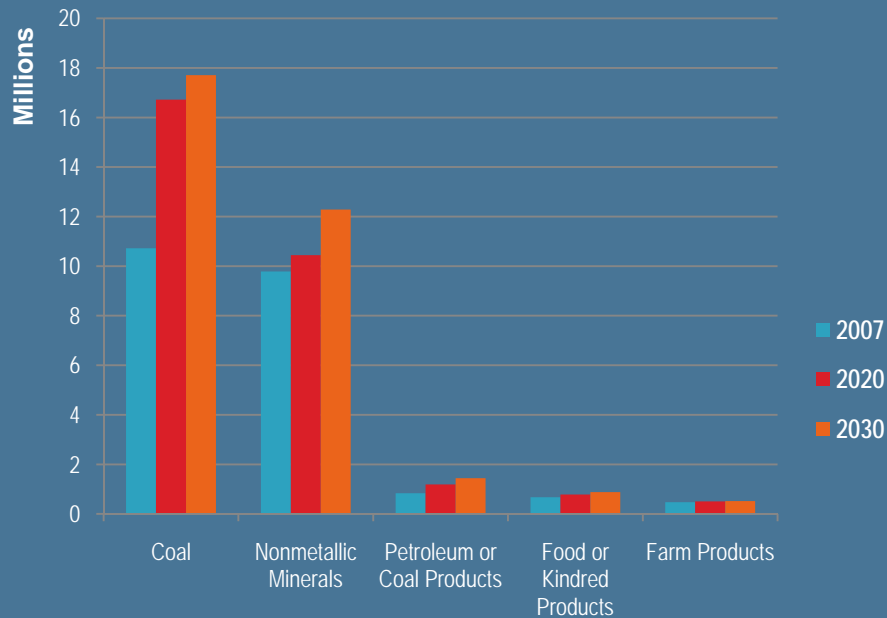
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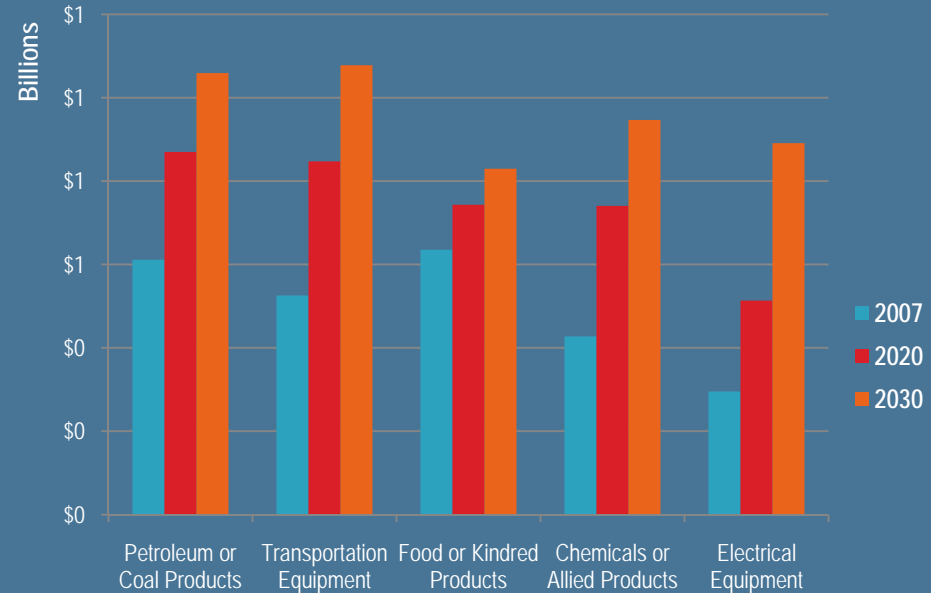
Top Inbound Commodities

Central Minnesota

Tonnage



Value



Source: TRANSEARCH, 2007



Interview Summaries

- Highway Infrastructure (General)
 - Improve connections from TH 10 to I-94
 - River crossings increased
 - Pull-offs or emergency passing lanes, farm & timber transport
 - Add left turn & acceleration lanes on THs
 - Have all bridges marked with height limits
 - Increase advanced traffic signal warnings on rural routes
 - Design for better travel times for trucks (signals)
 - Additional rest areas / spaces



Interview Summaries

- **Roadway Policy and Partnership**
 - More safety rest and larger parking areas, especially in Twin Cities Metropolitan Area (Truck stop partnerships?)
 - Provide traveler information at rest areas to alert truckers about St. Cloud or Twin Cities congestion
 - Accommodate longer/heavier trucks on major freight routes
 - Consider different truck configurations (triple 28's?)





Interview Summaries

- **Roadway Policy and Partnership**
 - Clearance between grade crossings and highways
 - Access to divided highways / intersection and service road design
 - Time/Distance constraints in St. Cloud and Twin Cities Metro
 - Twin Cities Metro congestion
 - Funding for maintenance and capacity improvement



Interview Summaries

- **Multimodal/Intermodal**
 - Port / transload / elevator transportation links
 - Air freight & express service adequacy
 - Need for better access to container terminal facilities
 - Good rail services and facilities
 - Perceived poor rates and services
 - Class I inflexibility/'Captive' shippers
 - More competition, greater access for short lines





Work Session Topics

- **Highway Infrastructure Issues**
 - road strength, bridges, design/geometrics, connectors
- **Highway Policy and Partnership Issues**
 - local or statewide: regulatory, continuity/harmonization, technology, extra legal operations, ancillary facilities)
- **Multimodal/Intermodal**
 - service, capacity, connectivity, intermodal, expansion, other modes

www.dot.state.mn.us/planning/freightplan/central/

