

STAKEHOLDER COORDINATION AND OUTREACH PLAN (SCOP)

PROJECT BACKGROUND

The Minnesota Department of Transportation (Mn/DOT), several regional planning authorities, and area economic development agencies initiated a freight transportation planning effort to address freight concerns in Central Minnesota Regional Planning Area. The purpose of this freight planning effort is to build on prior planning activities and gain a better understanding of the demands from freight on regional transportation infrastructure and to identify projects that meet the demand of regional freight stakeholders. Information from this planning effort will help guide future investment decisions of the participating public planning agencies.

The planning effort is constructed to provide a framework that will:

- Examine local freight movements and trends not captured in larger planning studies, including region-specific and industry-specific trends and issues;
- Document existing freight transportation systems and how various elements are used by different industry sectors of the regional economy including agricultural, energy, timber, forest products; mining and manufacturing;
- Identify potential projects that address freight needs, as well as potential funding strategies and private sector partnerships; and
- Strengthen relationships with freight and business community through outreach activities.

STEERING COMMITTEE

The Steering Committee is responsible for the overall directions and monitoring of the project. The make-up of the committee includes; County, City, Regional Development Commissions, Federal Highway Administration, Department of Employment and Economic Development, and Mn/DOT Staff representatives. A private sector representative will be added at a later date.

Name	Organization
Steve Backowski	Morrison County Engineer
Bob Bollenback	East Central Regional Development Commission
Joan Danielson	Department of Employment and Economic Development
Chris Etzler	Region 5 Development Commission
Henry Fischer	St. Cloud Area Economic Development Partnership
Cathryn Hanson	St. Cloud Area Planning Organization
Lee Miller	Region 5 Development Commission
Tom Moore	St. Cloud Area Economic Development Partnership
Jordan Zeller	East Central Regional Development Commission
Brad DeWolf	Region 7W Transportation Advisory Committee
Susan Moe	Federal Highway Administration
Steve Voss	Mn/DOT District 3 Planning Director
Mary Safgren	Mn/DOT District 3 Planner
Matthew Pahs	Mn/DOT Freight Planner
Peter Dahlberg	Mn/DOT Freight Planner
Ryan Gaug	Mn/DOT Multimodal Planner
Gene Hicks	Mn/DOT Transportation Data
John Tompkins	Mn/DOT Project Manager

CENTRAL MINNESOTA PRELIMINARY FREIGHT PROFILE

Trucking is the dominant mode of freight transportation in the district, carrying 97 percent of originating and terminating tonnage in 2007. Significant tonnage also moves through the district on Interstate 94, US Highway 10 and the BNSF Railway corridor. District freight movement consists of large amounts of nonmetallic minerals which are mainly local moves. Other major freight commodities originating in the district include farm products, food products, cut stone, and paper products. Electrical equipment, optical equipment, and transportation equipment are major valuable commodities originating in the district. The district is a major destination for coal shipments, with the power plant in Becker receiving shipments from BNSF Railway daily. St. Cloud is a major trade center for Minnesota's manufacturing and service industries. Major destinations of freight generated in the district include the Twin Cities, New York, Los Angeles, and Chicago.

OBJECTIVES OF SCOPE

Effectively engaging and communicating with key stakeholders and the public is an important step in building a common understanding about the important relationships between freight transportation and economic development. Input from stakeholders is an important component of transportation planning and programming resulting in better decision making for people and goods movement. In freight oriented transportation planning efforts "engaging the private sector" is public involvement aimed at establishing two-way communication with private sector stakeholders most affected by freight related transportation planning and investment decisions.

The SCOP outlined below is designed to encourage stakeholders to share their knowledge and perspectives about their existing business transportation practices, challenges and opportunities affecting transportation and economic development in the region, and explore new opportunities that could enhance the economy in the future.

ENGAGING THE PRIVATE SECTOR - IN PERSON INTERVIEWS

Traditional approaches to public involvement have had only limited success in generating the interest of freight stakeholders. In-person interviews of key freight stakeholders in the region will be a primary method of reaching out directly to businesses that rely on the region's transportation networks to receive production inputs and move finished products to consumer markets. Approximately 17 in-person interviews will be conducted by staff as part of the Plan effort. **Table 1** provides the initial sampling plan developed by the project Steering Committee for in-person interviews.

Table 1: In-person Interview and Electronic Survey Targets

Industry Segment or Category	Face to Face Interviews	Electronic Survey's																		
Agriculture	<ul style="list-style-type: none"> ▪ CHS ▪ Farmer - TBD 																			
General Manufacturing/ Production	<ul style="list-style-type: none"> ▪ C & L Distribution ▪ Cold Springs Brewery ▪ Nahan Printing ▪ Golden Plump ▪ Trident Seafoods ▪ Clow Stamping ▪ Prescription Optical 	<table border="0"> <tr> <td>Dezurik</td> <td>Lexington</td> </tr> <tr> <td>Jennie-O</td> <td>Artic Cat</td> </tr> <tr> <td>New Flyer</td> <td>J & B Wholesale</td> </tr> <tr> <td>Sunny Fresh</td> <td>ABF Freight</td> </tr> <tr> <td>Dan's Prize</td> <td>Park Industries</td> </tr> <tr> <td>Long Prairie Packing Co.</td> <td>MN Minerals</td> </tr> <tr> <td>Team Industries</td> <td>Wausau Paper</td> </tr> <tr> <td>Lindar</td> <td>Apperts</td> </tr> <tr> <td>Pequot Tool</td> <td>Nasch Finch</td> </tr> </table>	Dezurik	Lexington	Jennie-O	Artic Cat	New Flyer	J & B Wholesale	Sunny Fresh	ABF Freight	Dan's Prize	Park Industries	Long Prairie Packing Co.	MN Minerals	Team Industries	Wausau Paper	Lindar	Apperts	Pequot Tool	Nasch Finch
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Lindar	Apperts																			
Pequot Tool	Nasch Finch																			
Mining/Aggregate	<ul style="list-style-type: none"> ▪ Cold Springs Granite ▪ Aggregate Industries 	Granite City Ready Mix																		
Wood and Paper Products	<ul style="list-style-type: none"> ▪ Verso Paper 																			
Transportation and Warehousing	<ul style="list-style-type: none"> ▪ Spee-dee Delivery ▪ Yellow Freight ▪ UPS ▪ Anderson Trucking ▪ Northern Lines Railway ▪ St. Cloud Airport 	<table border="0"> <tr> <td>Daggett Trucking</td> </tr> <tr> <td>ABF Freight</td> </tr> <tr> <td>Vistar Corporation</td> </tr> <tr> <td>Con-Way</td> </tr> </table>	Daggett Trucking	ABF Freight	Vistar Corporation	Con-Way														
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The desire on the part is to expand the interview pool to include electronic surveys. Electronic surveys will be sent to as many private freight intensive entities as possible. The electronic survey summary information will be consistent (general sense of what needs to be provided) with data gathered during the face to face interviews. The face to face interview attendance should be limited to no more than two or three persons: 1) Mn/DOT Central office; 2) District office representative; and 3) Steering Committee member. Surveys and interviews will provide real-world feedback for analyses conducted in other tasks of the study. Stakeholder interviews will also provide contextual information by providing insights about supply chain interactions and the adequacy/deficiency of the current transportation network. The interviews should be completed using the interview guides found in **Appendices A, B, and C**.

1. ENGAGING THE PRIVATE SECTOR - WEB BASED SURVEYS

To provide the broadest opportunity for business sector input to the study it is proposed that interviews be supplemented with on-line or web based survey that would be communicated to regional businesses by regional chambers of commerce and economic development agencies. Potential communication outlets for the Western Minnesota Regional Freight Plan may include:

- Local and Regional Chamber Newsletters
- Municipal Websites
- Local Newspapers
- Media Liaisons
- MPO Newsletters

Central Minnesota Regional Freight Plan Stakeholder Coordination and Outreach Plan

The proposed survey questionnaires, one for shippers, one for regional motor carriers and one for drivers are presented as **Appendices A, B and C**. The public planning partners involved in the planning effort will introduce these survey instruments to regional chambers of commerce and other business groups and ask that they communicate information about the study and the online surveys using the following text or similar overview in their newsletters or other publications:

Central Regional Minnesota Freight Plan

The Minnesota Department of Transportation (Mn/DOT) is undertaking a district freight planning effort to learn more about business transportation needs across the region.

The Freight Plan will examine freight transportation issues in the Central Minnesota Region. The purpose of this freight transportation planning effort is to gain a better understanding about freight demands on the regional infrastructure and identify projects that can accommodate current and future freight mobility needs of regional businesses. Information from this planning effort will help guide future investment decisions of the participating public planning agencies.

The project is highly dependent on input from regional businesses. We will seek information from regional businesses about freight activity levels, supply chain structures, and opinions on transportation services within the study area. Outreach with the business community is taking place under several activities including personal interviews, a web-based survey and a regional freight forum to be held in St. Cloud at the Mn/DOT Conference Center on May 17, 2010.

We have established three survey instruments available via the web, or by mail. One survey is designed for companies that ship and/or receive products (shippers/receivers survey). Another survey has been developed for those businesses offering transportation services in the region (trucking companies, freight forwarders, etc.). And another for motor carrier drives with pick-up and delivery the products.

Businesses within the region are encouraged to complete the survey and provide their input to the study. All responses will remain anonymous. Responses and information gathered from the interviews and surveys will be presented only in summary formats. The surveys take approximately 20 minutes to complete.

Shippers/receivers wishing to complete the survey may go to the following link:
http://www.surveymonkey.com/s.aspx?sm=yP_2b1FkoJw4YCKJa_2fwZu9RA_3d_3d

Transportation service providers wishing to provide input may go to:
http://www.surveymonkey.com/s.aspx?sm=MOkF_2bkqZhgnv9IDfzNdpng_3d_3d

Truck Drivers wishing to complete the survey may go to the following link:
http://www.surveymonkey.com/s.aspx?sm=pwo3owJxlzePzse_2fkDz2lw_3d_3d

To learn more about the freight planning effort or the upcoming freight forum visit:
<http://www.dot.state.mn.us/planning/freightplan/>

2. ENGAGING THE PRIVATE SECTOR - A DISTRICT FREIGHT FORUM

To enhance the scope of freight stakeholder input within the existing budget, existing institutional relationships with organizations like the Minnesota Freight Advisory Committee (MFAC) and regional industry groups should be leveraged to sponsor a freight forum in the Mn/DOT District 3 area. The forum will be held in St. Cloud, MN.

Central Minnesota Regional Freight Plan
 Stakeholder Coordination and Outreach Plan

The St. Cloud Freight Forum will be structured to share information from Tasks 1 and 2 of the study, as well as summary information gathered through interviews and web based surveys. The goal of the forums is to seek the opinions of the regions business leaders about the information gathered and preliminary directions emerging from the data gathered though the mid-point of the planning effort. After several initial presentations on the study process and initial findings, forum attendees would be divided into small groups to probe key issues, and identify and prioritize potential projects. A proposed agenda for the St. Cloud Freight Forum is shown in **Table 2**.

To save on travel it is proposed that the St. Cloud Freight Forum would be held in conjunction with a Steering Committee Meeting that would occur before the forum. The purpose of the meeting would be to discuss issues, seek clarification and gather input on prioritization regarding issues that will be addressed in the forum, or gathered through previous stakeholder activities.

Table 2: Sample Agenda for a Regional Freight Forum in St. Cloud

Meeting Agenda for the Freight Forum	
1:00 – 2:00	Steering Committee Meeting
2:45 – 3:00	Registration
3:00 – 3:15	Introductions and Welcome
3:15 – 3:45	Regional Freight Plan Overview and Purpose Presentation on Regional Freight Profile: Demographics, key commodity flows, markets and modes Presentation on Regional Freight Network Inventory: Nodes, Networks and Bottlenecks
3:45 – 5:00	Small Group Breakout Sessions: <ul style="list-style-type: none"> • Highway Issues - Truck size and weight, key corridors, operations and projects • Railroad Issues - Service, capacity and projects Air Freight Issues - Capacity, future needs and projects
5:00 – 5:30	Small Group report out and Wrap-up

If the meeting arrangements allow, the forums can also provide opportunities to complete additional interviews.

3. OPEN HOUSE

Upon completion of the draft Freight Plan report, an Open House will be held to present the findings and recommendations. The Open House will be an informal setting in which the public and private sector interest will get information about the Plan. A short presentation will be made. Participants will be encouraged to give opinions, comments, and preference to staff either orally or in writing.

4. COMMENT PERIOD – 30 DAYS

Public and Private comments on findings and recommendation will collected within this 30 day period.

5. RESPONSE AND SUMMARY PERIOD – 30 DAYS

After the 30 day comment period, Mn/DOT will have 30 days to post comments and summarize responses in the final report.

Freight Study - Shipper/Receiver Survey

Respondent's Name:

Title:

Company Name:

Telephone:

Address:

E-mail:

Website:

If we have questions, can we contact you? Yes No

Overview of Operation

- How would you describe your operation? **Please check all that apply.**
 Agri-Business Construction Lumber and Wood Products
 Manufacturer Mining Service/Utility
 Warehouser/Distributor Wholesale
 Other (specify):
- How many people are employed by your company employee in the state?
Please check all the most appropriate.
 1-9 10-25 26-50 51-100 101-500 500+
- Where are you located (town, country, state)?
Is this your headquarters? Yes No
If no, where is your headquarters?

Inbound Freight Flows

- What is your primary inbound freight?
A B C D
- Does your inbound freight originate from foreign countries? **If yes, please indicate which countries and which ports or gateways are used.**
 Yes No
- On average, how many days of inbound inventory does your facility keep on-site?

Central Minnesota Regional Freight Plan
 Stakeholder Coordination and Outreach Plan
 Appendix A: Freight Plan – Shipper/Receiver Survey

7. What modes do you use to transport your inbound shipments? **Please check all that apply and note key routes, frequency of shipments and average monthly volumes.**

	<u>Key Routes</u>	<u>Frequency of Shipments</u>	<u>Average Monthly or Weekly Volume</u>
<input type="checkbox"/> Truck			
<input type="checkbox"/> Rail			
<input type="checkbox"/> Water			
<input type="checkbox"/> Air			

Outbound Freight Flows

8. What are the primary products you ship from your location? Please list product type and provide STCC code if known:

A	B
C	D

9. What are the primary market(s)/final destinations for these products? Please list the top states or countries (if the market is within 50 miles, please list cities or counties).

A	B
C	D

10. On average, how many days of outbound inventory does your facility keep-on site?

11. Is any of your outbound freight destined for foreign countries? **If yes, please indicate which countries and which ports or gateways are used.**

Yes No

12. What modes of transportation do you use for your outbound shipments? **Please check all that apply and note key routes, frequency, and average monthly volumes.**

	<u>Key Routes</u>	<u>Frequency of Shipments</u>	<u>Average Monthly or Weekly Volume</u>
<input type="checkbox"/> Truck			
<input type="checkbox"/> Rail			
<input type="checkbox"/> Water			
<input type="checkbox"/> Air			

Truck and Highway Usage

13. What type of ground transportation services do you use?
 Private Fleet Common Carrier Contract Carrier Leased Equipment
 Third-Party Logistics Dedicated Transportation Management
14. What type of equipment is utilized to ship your freight? Please check all that apply and indicate the number.

**Number of Units
in Operation**

**Length of Each
Trailer Unit**

- Single Unit
 Tractor
 Trailers
 Containers

15. What is the closet major highway intersection to your facility?
16. How many miles is it to the nearest interstate highway from your facility? **Please check the most appropriate.**
 1-5 6-10 11-25 26-50 50+

Rail Usage

17. Does your facility have a rail siding? Yes No
If yes, how many railcars can it accommodate at once?
18. Where is the closest railyard to your facility located? **Please provide the name of the city/town and state.**

Do you use this rail yard? Yes No
19. What type of railroad carrier do you currently receive service from?
 Class 1 Short line Both Class 1 and Short line Don't know
20. Who is your primary rail carrier?
21. What type of rail facilities do you use for shipping or receiving products?
 Intermodal Bulk transload Break bulk transload Direct railcar service
22. If you currently use intermodal rail facilities, which terminal do you use?
23. If you do not currently use intermodal rail facilities, why not?
24. What type of railroad equipment is used to move your products?
 Container Box Car Hopper Car Tanker Car Other

Central Minnesota Regional Freight Plan
Stakeholder Coordination and Outreach Plan
Appendix A: Freight Plan – Shipper/Receiver Survey

25. Are there any service or access improvements that would increase your current use of railroad transportation?
If yes, Please explain.
 Yes No

Air Cargo Service

26. Does your company use air cargo?
 Yes No
- If Yes, what is the service provider or type?
 Express Carrier Freight Forwarded Charter
27. Do you ship international air cargo?
 Yes No
If Yes, what % is international? What airport?
28. What are the primary airports used for air cargo shipments?
Domestic Air Cargo International Air Cargo

Infrastructure Issues

29. Does the existing limit on 53-foot trailer access to certain state roads affect your operation?
If yes, Please explain.
 Yes No
30. Would you consider shipping/receiving your goods via a different mode of transportation?
If yes, please explain what factors would influence your decision.
 Yes No
31. What are the strengths of the state's freight infrastructure in the St. Cloud or TC Metro Areas?
32. What physical impediments/bottlenecks currently exist in the state's freight infrastructure in the St. Cloud or TC Metro Areas?
33. Please provide and additional comments, concerns, or recommendations regarding the state's infrastructure.

Central Minnesota Regional Freight Plan
 Stakeholder Coordination and Outreach Plan
 Appendix A: Freight Plan – Shipper/Receiver Survey

34. Would you be willing to participate in a Freight Advisory Committee to advise Mn/DOT on transportation issues and concerns?

Yes No

<u>Factor</u>	<u>Poor</u>	<u>Fair</u>	<u>Excellent</u>
Level of industry regulation (weight, lane use, etc.) Comment:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Level of operational costs (tolls, fuel, etc.) Comment:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other conditions that affect you (explain)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

PLEASE IDENTIFY KEY ISSUES OR BOTTLENECKS IMPACTING YOUR OPERATIONS IN ST. CLOUD OR TC METRO AREAS. WHAT WOULD YOU SUGGEST BE DONE TO FIX OR IMPROVE THESE BARRIERS?

Would you be willing to participate in a Freight Advisory Committee to advise Mn/DOT on transportation issues and concerns?

Yes No

Regional Freight Plan Motor Carrier Interview Guide

Purpose:

Collect information about transportation operations and challenges.

Gather input about strategies for improving transportation systems.

Provide a reality check for data sources about goods movement.

- Specific commodities moving in large quantities to and from the state.
- Major originations of process of production inputs.
- Major market destinations for outbound products.

NOTICE TO SURVEY RESPONDENTS

All information provided by this survey will remain strictly confidential. No statements or other information will be linked directly to individual respondents in any publication without the express permission of the respondent (e.i., the respondent would be contacted after the survey for permission to attribute any data or quotations). Demographic, organizational, and other individual information collected from survey respondents will be released only to members of the project team and staff acting on their behalf in the course of project-related activities only, including for record-keeping and follow-up purposes. Demographic, organizational, or data related to respondents will be reported only in aggregate formats with other survey responses.

Freight Study - Motor Carrier Survey

Respondent's Name:
Company Name:
Address:

Title:
Telephone:
E-mail:

If we have questions, can we contact you? Yes No

Terminal Operations

1. How many terminals does your company operate in the state?
 0 1 2-5 6-9 10-15 16-20 21-25 26+
2. How many doors does your facility(ies) have?
3. What is the average number of trucks inbound to each of your facilities in a month?
4. What is the average number of trucks outbound from each of your facilities in a month?
5. What is the average number of loads you carry in a month?
6. Do you usually have a backhaul? Yes No
7. How many power units do you operate in the state?
8. How many trailers does your company operate in the state? **Please check all that apply.**
 28-foot 48-foot 53-foot Other:
9. What is the average length of haul for your vehicles serving in the state?
 1-25 miles 26-49 miles 50-99 miles
 100-249 miles 250-500 miles 501+ miles
10. What products does your company haul (into/out of/through) the state?
Please check all that apply.

<input type="checkbox"/> Automobiles	<input type="checkbox"/> Processed Foods
<input type="checkbox"/> Concrete	<input type="checkbox"/> Raw Forest Products/Log
<input type="checkbox"/> Electrical Equipment	<input type="checkbox"/> Refuse
<input type="checkbox"/> Fabricated Metal Products	<input type="checkbox"/> Retail Store Delivery
<input type="checkbox"/> Farm Fresh/Dairy Products	<input type="checkbox"/> Rubber/Plastic
<input type="checkbox"/> Furniture	<input type="checkbox"/> Stone
<input type="checkbox"/> Hazardous Materials	<input type="checkbox"/> Transportation Products
<input type="checkbox"/> Household Goods-Movers	<input type="checkbox"/> Equipment
<input type="checkbox"/> Lumber/Processed Wood Products	<input type="checkbox"/> Textile Products
<input type="checkbox"/> Machinery	<input type="checkbox"/> Wood Pulp/Wood Products
<input type="checkbox"/> Metallic Ores	<input type="checkbox"/> Other:
<input type="checkbox"/> Nonmetallic Minerals	<input type="checkbox"/> Other:
<input type="checkbox"/> Paper/Paper Products	<input type="checkbox"/> Other:
<input type="checkbox"/> Parcels	
<input type="checkbox"/> Petroleum Products	

Central Minnesota Regional Freight Plan
Stakeholder Coordination and Outreach Plan
Appendix B: Freight Plan – Motor Carrier Survey

11. Which commodity is your primary freight hauled in the state?
12. What are the primary roads you use in the state? **Please indicate route number.**
13. What road(s) do you use as primary point(s) of entry into the state? **Please indicate route number and location.**
14. What road(s) do you use as primary point(s) of exit from the state? **Please indicate route number and location.**
15. What percentage of your loads destined for the state involve intermodal movements?
 0 1-24% 25-49% 50-74% 75-100%
16. What intermodal terminates (rail, water, and air) do you most often use these movements? **Please indicate city/town and state.**
17. What percentage of your loads originating in the state involves intermodal movements?
 0 1-24% 25-49% 50-74% 75-100%
18. What intermodal terminals (rail, water, and air) do you most often use for these movements? **Please indicate city/town and state.**
19. What percentage of your inbound freight shipments originate in a foreign country?
 0 1-24% 25-49% 50-74% 75-100%
20. In what countries do these international shipments most often originate? **Please also indicate the primary routes used to enter the United States, if known:**
21. What percentage of your outbound freight shipments are destined for a foreign country?
 0 1-24% 25-49% 50-74% 75-100%
22. For what countries are these international shipments most often destined? **Please also indicate the primary routes used to exit the United States, if known:**
23. What is the closest major highway intersection to your facility?
24. How many miles is it to the nearest Interstate Highway? **Please check the most appropriate.**
 1-5 6-10 11-25 26-50 50+
25. Does the existing limit on 53-foot trailer access to certain state roads affect your operation? If yes, please explain. No Yes
26. What are the strengths of the state's freight infrastructure?
27. What physical impediments/bottlenecks currently exists in the state's freight infrastructure in St. Cloud or TC Metro Area?

Central Minnesota Regional Freight Plan
Stakeholder Coordination and Outreach Plan
Appendix B: Freight Plan – Motor Carrier Survey

28. Please provide and additional comments, concerns, or recommendations regarding the state's infrastructure in St. Cloud or TC Metro Area.
29. Would you be willing to participate in a Freight Advisory Committee to advise Mn/DOT on transportation issues and concerns?
 Yes No

Regional Freight Plan Truck Driver Interview Guide

Purpose:

Collect information about transportation operations and challenges.

Gather input about strategies for improving transportation systems.

Provide a reality check for data sources about goods movement.

- Specific commodities moving in large quantities to and from the state.
- Major originations of process of production inputs.
- Major market destinations for outbound products.

NOTICE TO SURVEY RESPONDENTS

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Freight Study -Truck Driver Survey

Interviewer: _____ Date: _____ Location: _____ Time: _____

1. **Are You:**
 Employed by the company you are driving for? An owner-operator?
 An independent driver hauling by the job?

2. **How long have you been driving professionally in the country?**

3. **What kind of vehicle do you have?**
 Tractor-Trailer Combination/Trailer type/#axles
 Straight (single unit)

4. **What kind of company are you driving for?**
- | | | |
|---|--|--|
| <input type="checkbox"/> Steamship line | <input type="checkbox"/> Parcel Delivery | <input type="checkbox"/> Municipal waste |
| <input type="checkbox"/> Trucking | <input type="checkbox"/> Retail | <input type="checkbox"/> Other |
| <input type="checkbox"/> Construction | <input type="checkbox"/> Petroleum distributor | |
| <input type="checkbox"/> Food Products | <input type="checkbox"/> Moving/Storage | |

5. **Describe your typical load:**

Type of Commodity:

Load Size (by weight):

Trip Frequency:

Route Variability

- Set Route
 Variable Routes

Type of Load

- Truck Load
 Less than truck load

6. **For the load you have now, it originated at _____ and will terminate at _____ (please provide major intersection, if possible).**

7. **Where do you typically operate?**
- | | |
|---|--|
| <input type="checkbox"/> Within County Only | <input type="checkbox"/> Within State |
| <input type="checkbox"/> Within Region | <input type="checkbox"/> Outside State |

8. **What roads do you use most frequently?**

Primary East/West:

Primary North/South:

- | | | |
|--|--|---------------------------------|
| <input type="checkbox"/> I-94 | <input type="checkbox"/> TH 10, including TH 24 Connection to I-94 | <input type="checkbox"/> TH 12 |
| <input type="checkbox"/> TH 23 | <input type="checkbox"/> TH 25, Buffalo to Monticello | <input type="checkbox"/> TH 71 |
| <input type="checkbox"/> TH 169 | <input type="checkbox"/> TH 200 in Cass County | <input type="checkbox"/> TH 210 |
| <input type="checkbox"/> TH 371 | <input type="checkbox"/> TH 10 | <input type="checkbox"/> TH 15 |
| <input type="checkbox"/> Sherburne CSAH 11, TH 10 to TH 25 | | |

Others:

Central Minnesota Regional Freight Plan
 Stakeholder Coordination and Outreach Plan
 Appendix C: Freight Plan – Truck Driver Survey

HOW WOULD YOU RATE THE FOLLOWING?

<u>Factor</u>	<u>Poor</u>	<u>Fair</u>	<u>Excellent</u>
Travel conditions in St. Cloud during a.m. and p.m. Peak Periods Comment:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Travel conditions in TC Metro Areas during a.m. and p.m. Peak Periods Comment:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Travel conditions in St. Cloud during Off-Peak Periods Comment:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Travel conditions in TC Metro Areas during Off-Peak Periods Comment:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Travel time reliability in St. Cloud (how well can you predict your trip time) Comment:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Travel time reliability in TC Metro Areas (how well can you predict your trip time) Comment:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Regional traffic signal operations Comment:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Informational signage (directional and restrictions) Comment:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Real time traveler information (511, ITS messages) Comment:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
At-grade railroad crossing operations Comment:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Number/location of interchanges on the Turnpike system Comment:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Number/location of interchanges on the interstate system Comment:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
East-West roadway network Comment:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
North-South roadway network Comment:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Local street conditions (landscaping, lane widths, parking) Comment:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Urban area loading zone availability Comment:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Regional truck service facilities Comment:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>