

MINNESOTA FREIGHT ACTION AGENDA

This Plan proposes 30 specific actions, including a freight system investment plan and dedicated funding for freight projects.

The Freight Action Agenda outlines next steps for MnDOT and the state's public- and private-sector freight partners, all of whom had a role in developing this Plan. From the beginning, the public-private Plan Advisory Committee that guided its development made it clear that the objective was a realistic action plan.

The Freight Action Agenda delivers a set of actions needed to advance freight performance in Minnesota. Each action item listed identifies the lead agency/ organization responsible and the timing of each action. This guide for implementation will be updated regularly and serves as a tool for monitoring progress and fostering continued collaboration. Thirty recommended actions are listed on the next two pages in [Table 3](#). Below are five key actions that provide the foundation for this Plan and support the remainder of the Action Agenda items:



Table 2 Five Key Actions

	ACTION	DESCRIPTION	LEAD	PARTNERS
Integrate Freight	Integrate freight into transportation planning and project development	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.	MnDOT	State, regional, and local planning agencies and the Minnesota Freight Advisory Committee (MFAC)
Freight System Investment Plan	Develop freight system investment plan	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.	MnDOT	Public and private freight system stakeholders, system owners and operators
Performance-Based Investment Approach	Use a performance-based approach to make strategic investments on Minnesota's Principal Freight Network	Apply freight system performance measures to monitor and report system condition and identify investment needs for key transportation infrastructure.	MnDOT	Public and private freight system stakeholders, owners and operators
Advanced Technology	Use advanced technology to provide better information and operate the system cost-effectively	Monitor development of advanced technologies and their applications for freight. Apply and fund as appropriate.	MnDOT	State and Federal agencies
Advocate for Freight Projects and Funding	Advocate for freight projects and dedicated freight funding	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.	MnDOT and MFAC	Public- and private-sector freight stakeholders

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Table 3 Minnesota Freight Action Agenda

ID	STRATEGY CONCEPT	DESCRIPTION
1	Education	Educate the public on the critical role freight plays in the economy and everyday life of Minnesotans.
2	Partnerships	Engage and partner with Minnesota's public agencies and with producers, shippers/receivers, carriers and other private-sector freight stakeholders to address Minnesota's freight issues together. Engage and partner with neighboring states to address regional freight issues together.
3	Ongoing Freight Forum	Convene an ongoing dialog between public- and private-sector freight stakeholders to keep freight topics front and center.
4	Advocacy	Public and private freight stakeholders advocate together for advancing critical freight partnerships, strategies, investments, and continued funding for freight investments. The FAST Act established the first dedicated source of funding for freight infrastructure at the national level.
5	Traveler Information	Provide freight-specific traveler information, such as truck parking availability, expected travel time and roadway conditions
6	Workforce Development	Programs in cooperation with community colleges and private sector to ensure workforce is available for industry needs (e.g., truck drivers).
7	Corridor Preservation	Actively manage preserved rail corridors held in the State Rail Bank and evaluate for possible future transportation uses
8	Truck Routes	Coordination of truck routes/planning in industrial and urban areas with restrictions and enforcement in adjacent residential areas.
9	Complete Streets	Treatments that consider truck movements as part of total vehicle traffic, which can include time-of-day delivery windows to reduce conflicts with other street users, design guidelines for curb pullouts that can be used at different times for bus pullouts, truck parking, and others.
10	Land Use Planning and Policies	Land use planning and policies to ensure freight development areas are designated and preserved, and that development occurs adjacent to existing infrastructure.
11	Freight as a Good Neighbor	Programs and projects that maintain Minnesota's high quality of life by balancing the local negative impacts of freight transportation with the National benefits provided.
12	Advanced Technology	Monitor development of advanced technologies and their applications for freight. Apply and fund as appropriate.
13	Integrate Freight into All Planning Projects	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.
14	Investments on the Principal Freight Network	Apply multimodal solutions that ensure a high return on investment, given constrained resources, and that complement the unique social, natural and economic features of Minnesota.
15	First-/Last-Mile Connections	Freight connections like highway access and rail spurs to local businesses.

(Action Agenda continued on next page)

ID	STRATEGY CONCEPT	DESCRIPTION
16	Targeted Freight System Investments	Make targeted infrastructure investments (corridor and spot improvements) to support and enhance the multimodal freight system.
17	Intermodal and Multimodal Facilities	Intermodal and multimodal facility development to allow goods to shift between modes such as truck, rail and water. Includes making equipment available.
18	Urban Goods Movement Programs	Projects and programs in urban centers focused on mitigating congestion caused by rush-hour traffic, incidents, work zones or other factors where high volumes of freight and passenger traffic must coexist.
19	Truck Size and Weight	Improved routing for overdimensional and overweight vehicles. Consistency of regulations between Minnesota and neighboring states.
20	Modal Options/ System Redundancy	Modal alternatives (e.g., truck, rail and water) in spot locations and modal redundancy within key corridors so companies have access to a variety of cost-effective and competitive freight modes to ship their goods. Address captive shipper issue.
21	Evaluate and Restructure Existing Freight Funding Programs	Restructure MnDOT's programs to more adequately address freight needs.
22	Freight Data	Improved data collection (e.g., truck counts) and use of innovative sources to help the public sector do better freight planning
23	Freight System Performance Measures	Utilize freight system performance measures to monitor and report system condition and identify investment needs for key transportation infrastructure
24	Freight System Investment Plan	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.
25	Prioritize Maintenance on the Principal Freight Network	Prioritize bridge/pavement maintenance on these shared routes to ensure ability to handle freight rail and truck, as well as passenger, traffic
26	Design for Freight Safety	Design and implement geometric features that improve vehicle safety such as the use of rumble strips/stripes, wider shoulders, and other features where appropriate
27	Truck Parking	Conduct assessment of truck parking and plan for expansion, as warranted
28	Incident Management and Emergency Response Plans	Develop emergency plans to ensure critical supply chain connectivity and proactively route hazardous materials
29	Rail Crossings	Assess grade-crossing safety and implement policies, programs and investments related to safety of at-grade crossings and seek funding for implementation
30	Rail System Vulnerabilities	Develop and implement a comprehensive plan that addresses key safety vulnerabilities across Minnesota's rail network