



Minnesota Statewide Freight System Plan

Advisory Committee Meeting #1
August 26, 2014

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



Agenda

- 8:30 am Opening Remarks
- 8:55 am Project Overview/ Committee Role and Charge
- 9:15 am Minnesota's Economy and the Importance of the Freight System
- 10:00 am Project Work Plan and Schedule
Minnesota Freight Plan Building Blocks
- 10:30 am Improving the Minnesota Freight System: Facilitated Discussion
- 11:10 am What We Heard and Next Steps
- 11:30 am Adjourn



Opening Remarks

Eric Davis

Minnesota DOT

*Office of the Commissioner,
Chief of Staff*



Placeholder for Eric Davis

► Talking points:

- Welcome members of the Advisory Committee
- State the importance of engaging the public and private sectors in MnDOT planning and decision-making
- State what MnDOT wants the outcome of the Plan to be, and why this is important to the State of Minnesota



Project Overview/ Committee Role and Charge

Advisory Committee Co-Chairs

Tim Henkel

Minnesota DOT

*Division Director, Modal Planning
and Program Management*

Bill Goins

Minnesota Freight Advisory
Committee

Chair



Placeholder for Tim Henkel

- ▶ Talking points:
 - 5–7 minutes, total
 - Welcome members of the Advisory Committee
 - Re-state the importance of engaging the public and private sectors in MnDOT planning and decision-making and highlight the public and private sector co-chairs
 - Provide more detail on why MnDOT is developing the Plan (*see next slide*), and why the Plan is important to MnDOT



Why is Minnesota Developing a Freight Plan?

- ▶ Align with MAP-21 recommendations and other Federal and State guidelines (*including other statewide plans*)
- ▶ To integrate previous, independent MnDOT freight planning efforts
- ▶ Engage freight decision-makers/stakeholders during development, and beyond
- ▶ Enable MnDOT to evaluate and prioritize freight system investments
- ▶ Facilitate better integration of “freight” throughout MnDOT



Placeholder for Bill Goins

- ▶ Talking points:
 - 5–7 minutes, total
 - As the private sector co–chair, state why the private sector should care about the Plan, as well as any outcomes he'd like to see
 - Provide an overview of the importance of the Advisory Committee and describe their role/level of commitment (*see next slide*)



Advisory Committee (AC) Role

- ▶ Meet three times during project
 - August 26, 2014
 - December 2014
 - May 2015
- ▶ Review advance materials, come prepared
- ▶ Share public– and private–sector perspectives
- ▶ Suggest data sources and information
- ▶ Provide input and guidance for Minnesota DOT consideration and decision–making



Minnesota's Economy and the Importance of the Freight System

Mark Ritchie

State of Minnesota

Secretary of State

Bob Kill

Minnesota Enterprise

President and CEO



Placeholder for Mark Ritchie

► Talking Points

- 15 minutes, total
- Overview of MN's economy
- Indication of strengths, weaknesses, opportunities
 - Are any of these directly related to the freight system?
- Describe actions the State of MN is taking to ensure a stable, growing economy
 - Are any of these directly related to the freight system?



Placeholder for Bob Kill

► Talking Points

- 15 minutes, total
- Overview of the survey of MN manufacturing companies
- Overview of findings
 - Indication of how well MN's freight system works
 - Identification of issues, needs or opportunities to incorporate into the Plan



Project Work Plan and Schedule

Erika Witzke

Cambridge Systematics

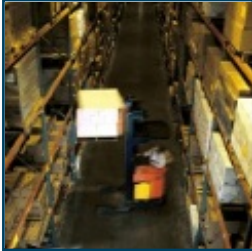


State Freight Plan Project Team



- ▶ Minnesota DOT
 - John Tompkins, Project Manager
- ▶ Cambridge Systematics
 - Erika Witzke, Project Manager
 - Elaine McKenzie, Deputy Project Manager
- ▶ SRF Consulting Group, Inc.
- ▶ Kimley-Horn and Associates, Inc.
- ▶ Leo Penne Consulting





Economic Structure

Type of Businesses, Number of Households...

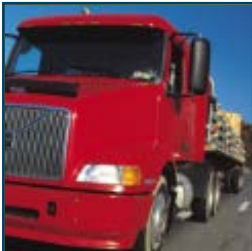
- *What drives Minnesota's economy ?*
- *How competitive is Minnesota with neighboring states?*



Industry Logistics Patterns

Supply Chain, Distribution Networks...

- *What are Minnesota's key industries*
- *What are key industry supply chains?*



Commodity/Vehicle Traffic Flows

Trucks, Planes, Rail Cars...

- *What commodities, in what quantities use the freight system?*
- *What infrastructure is freight moving in Minnesota?*



Freight Infrastructure

Highway, Rail Lanes, Ports, Access Roads...

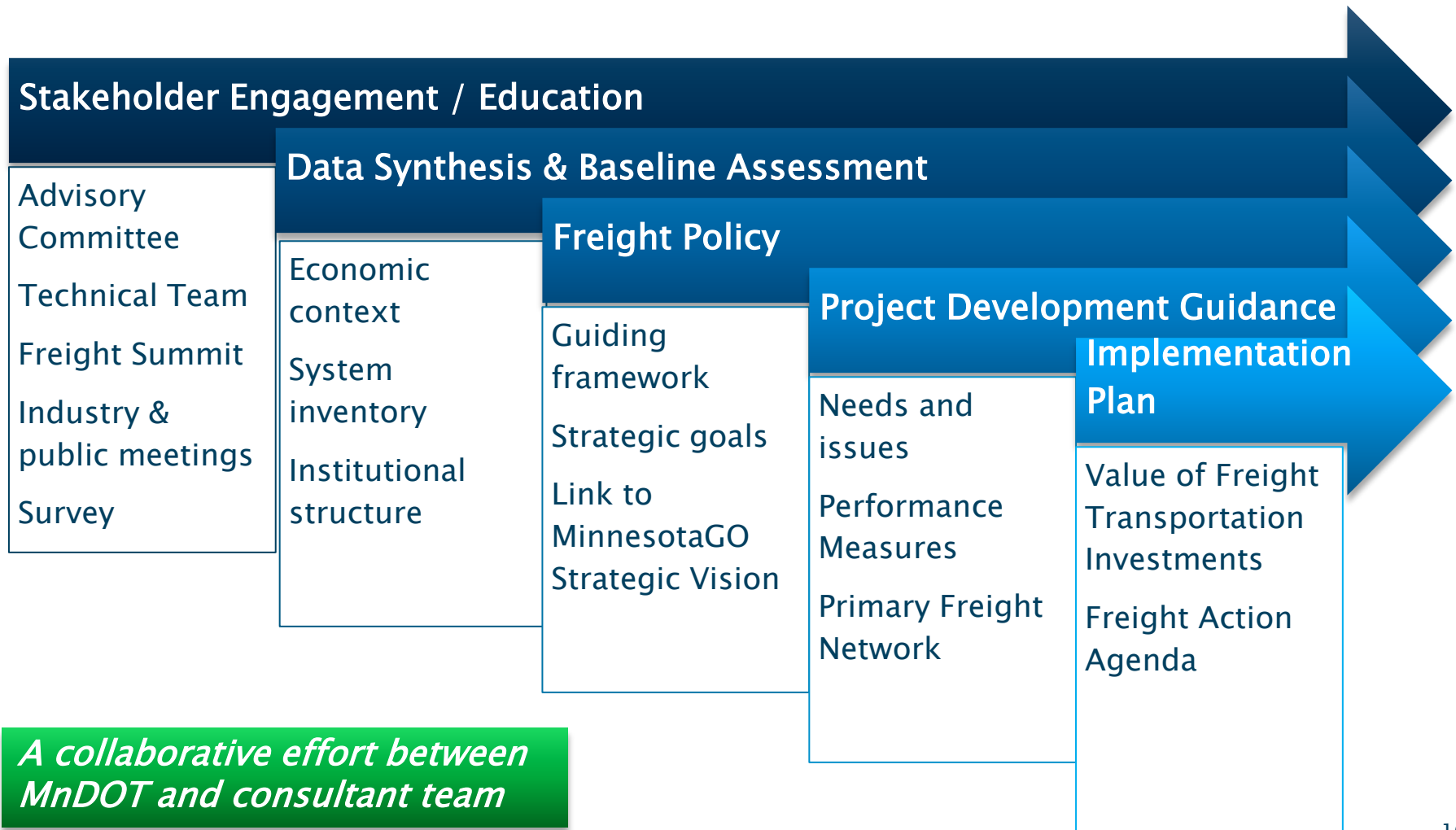
- *How are Minnesota's key multimodal freight corridors performing?*

Organization/Public Policy
Ownership, Regulation, Price...

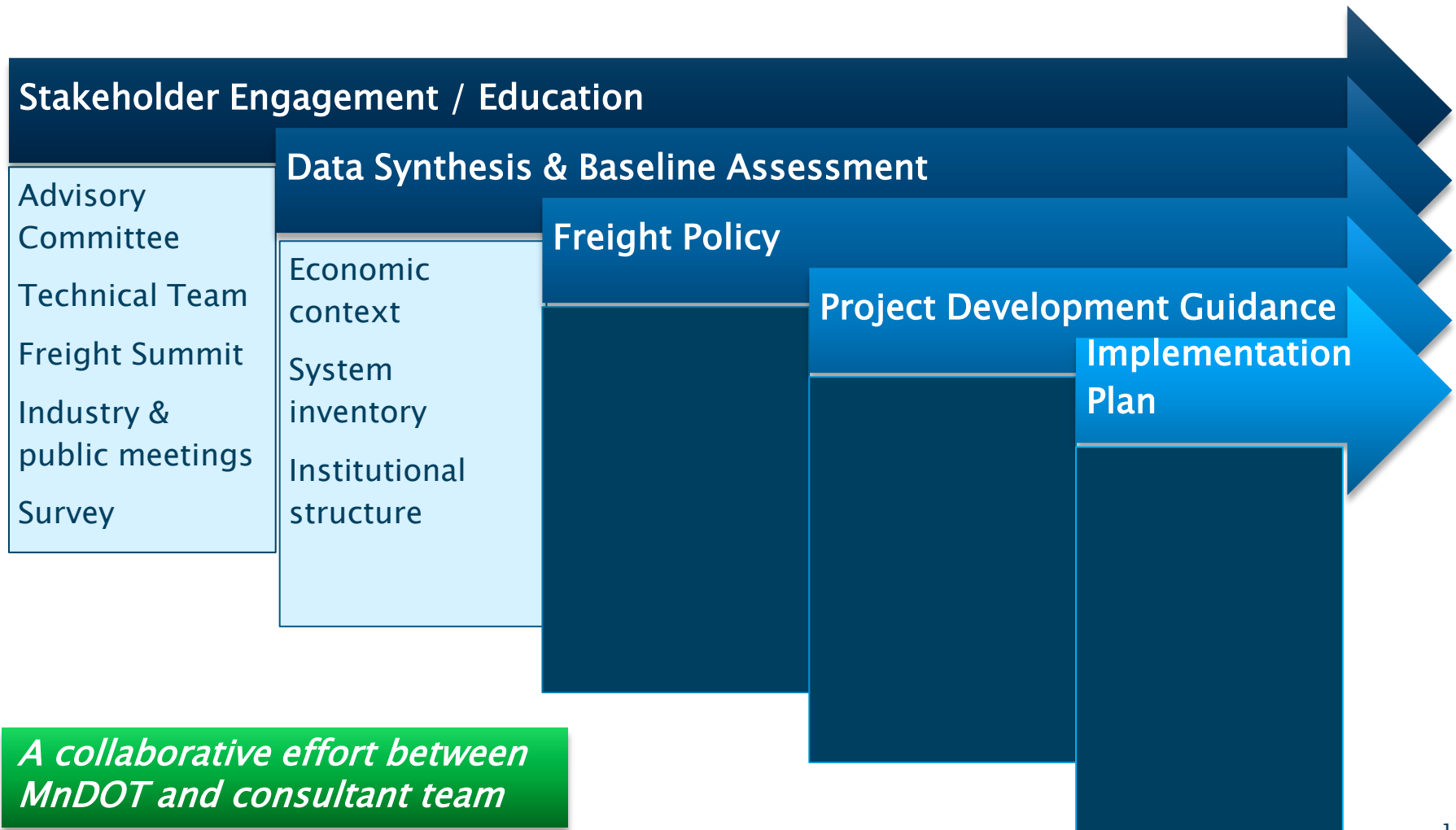
- How is MnDOT organized for freight planning and projects?



Schedule and Major Milestones



Schedule and Major Milestones



Minnesota Freight Plan Building Blocks

Erika Witzke

Cambridge Systematics



Stakeholder Engagement/ Education

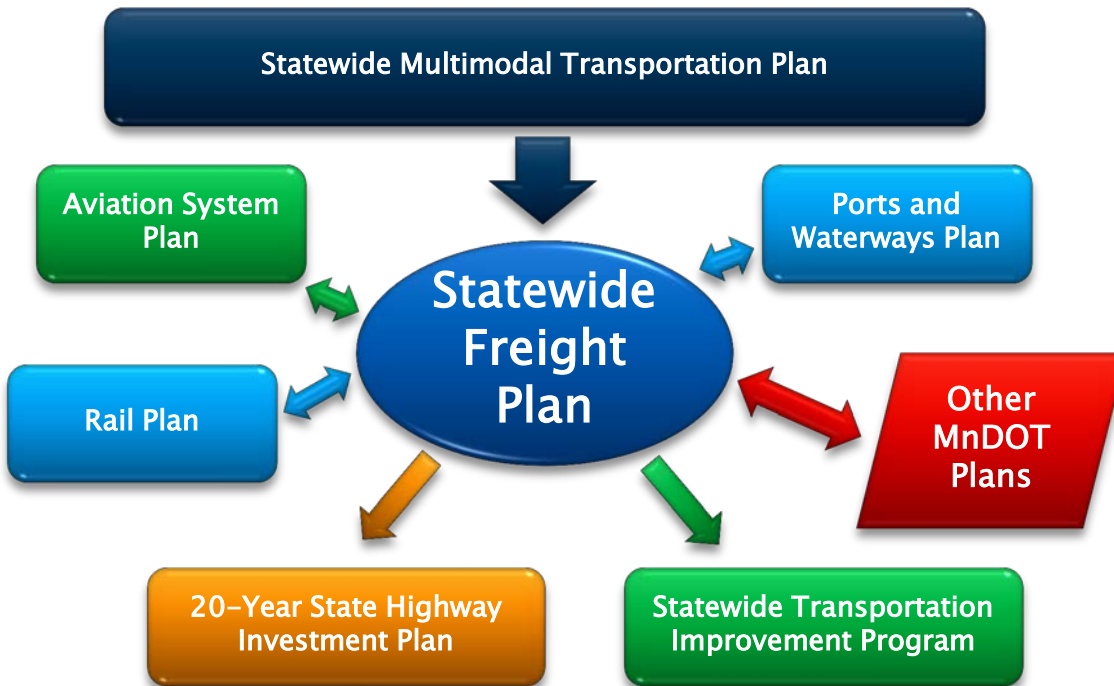
- ▶ Advisory Committee and Technical Team
 - Public– and private sector collaboration
 - Meet regularly through project development
- ▶ Freight Summit
 - Held in conjunction with CTS conference
 - December 2014
- ▶ MetroQuest Survey
 - 2 rounds to survey public– and private sectors
 - Round 1 – what are key issues and needs?
 - Round 2 – provide feedback on plan recommendations
- ▶ Industry & public meetings
 - On–going throughout Plan development



The Minnesota Family of Plans



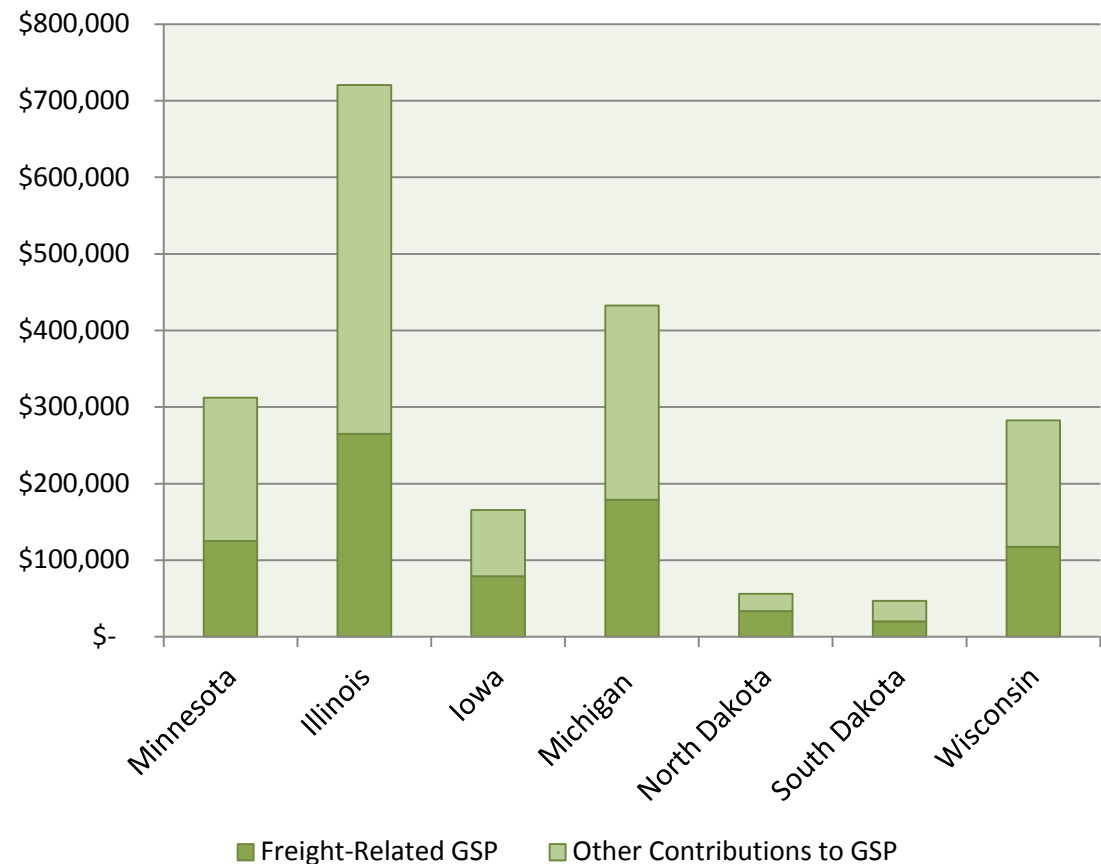
- ▶ The Statewide Freight System Plan
 - Is a key element in MnDOT's family of plans
 - Builds upon key freight-related elements and findings
 - Feeds recommendations into MnDOT short- and long-range funding programs



Minnesota's Competitiveness

- ▶ Freight-related industries
 - Agriculture & Forestry
 - Mining, Utilities, Construction
 - Manufacturing
 - Retail & Wholesale Trade
 - Transportation & Warehousing
- ▶ Comprise about 40% of the Gross State Product (GSP)

Gross State Product (in millions)



Source: Bureau of Economic Analysis, 2013



Minnesota's Competitiveness

Select Industries

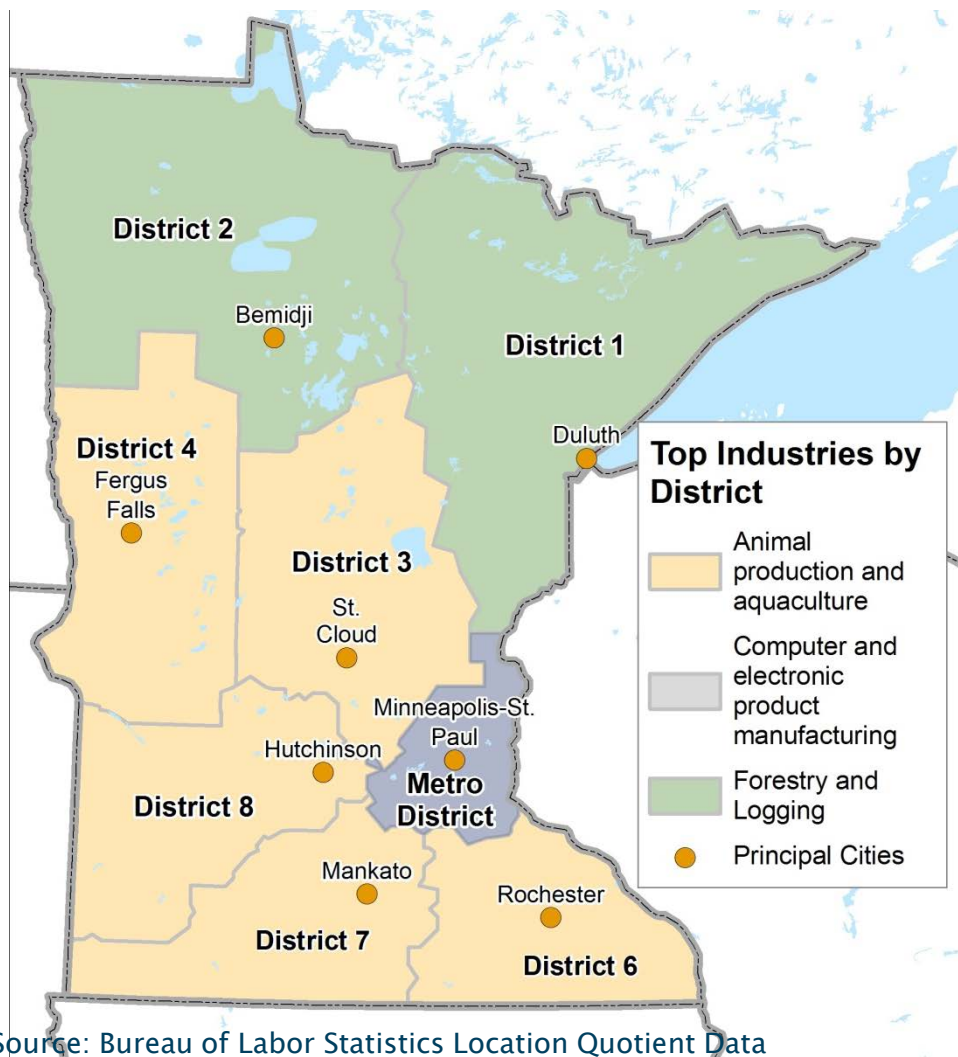
	Minnesota	Illinois	Iowa	Michigan	N. Dakota	S. Dakota	Wisconsin
Animal production and aquaculture	2.12	0.41	3.76	1.01	0.8	4.02	2.88
Computer and electronic product manufacturing	2.05	0.7	1.04	0.55	0.43	0.71	0.85
Transit and ground passenger transportation	1.51	1.35	0.55	0.56	0.93	0.96	1.51
Machinery manufacturing	1.42	1.69	3.37	2.02	1.69	1.95	2.93
Health care and social assistance	1.17	0.94	0.93	1.03	0.99	1.14	1.01

Source: Bureau of Labor Statistics Location Quotient Data, 2013

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Minnesota's Top Freight-related Industries



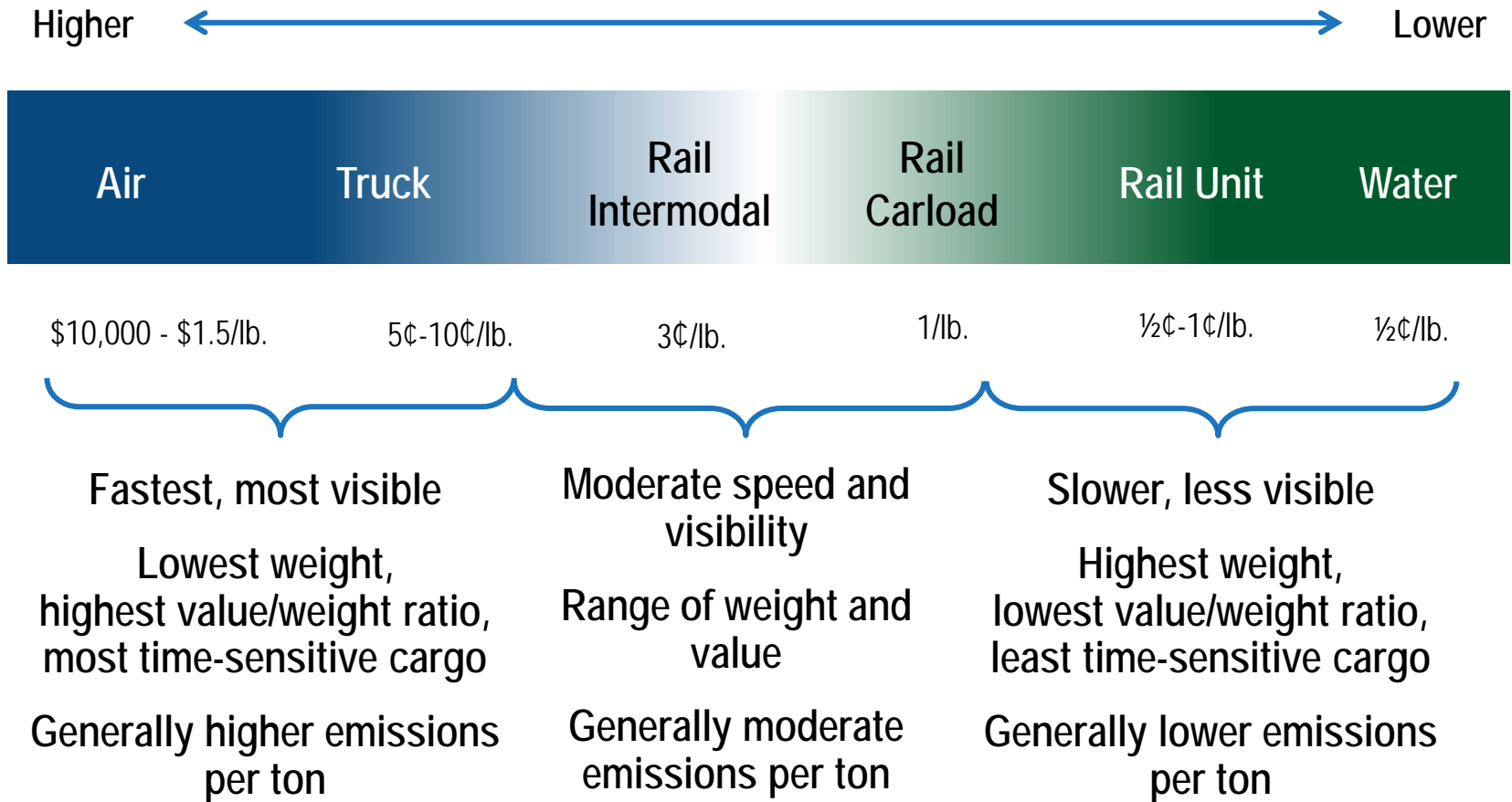
Top State Freight-Related Industries:

1. Printing and related support activities
2. Animal production and aquaculture
3. Computer and electronic product manufacturing
4. Miscellaneous manufacturing
5. Leather and allied product manufacturing

Source: Bureau of Labor Statistics Location Quotient Data



The Freight Service Spectrum



Source: Cambridge Systematics

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Ports and Airports

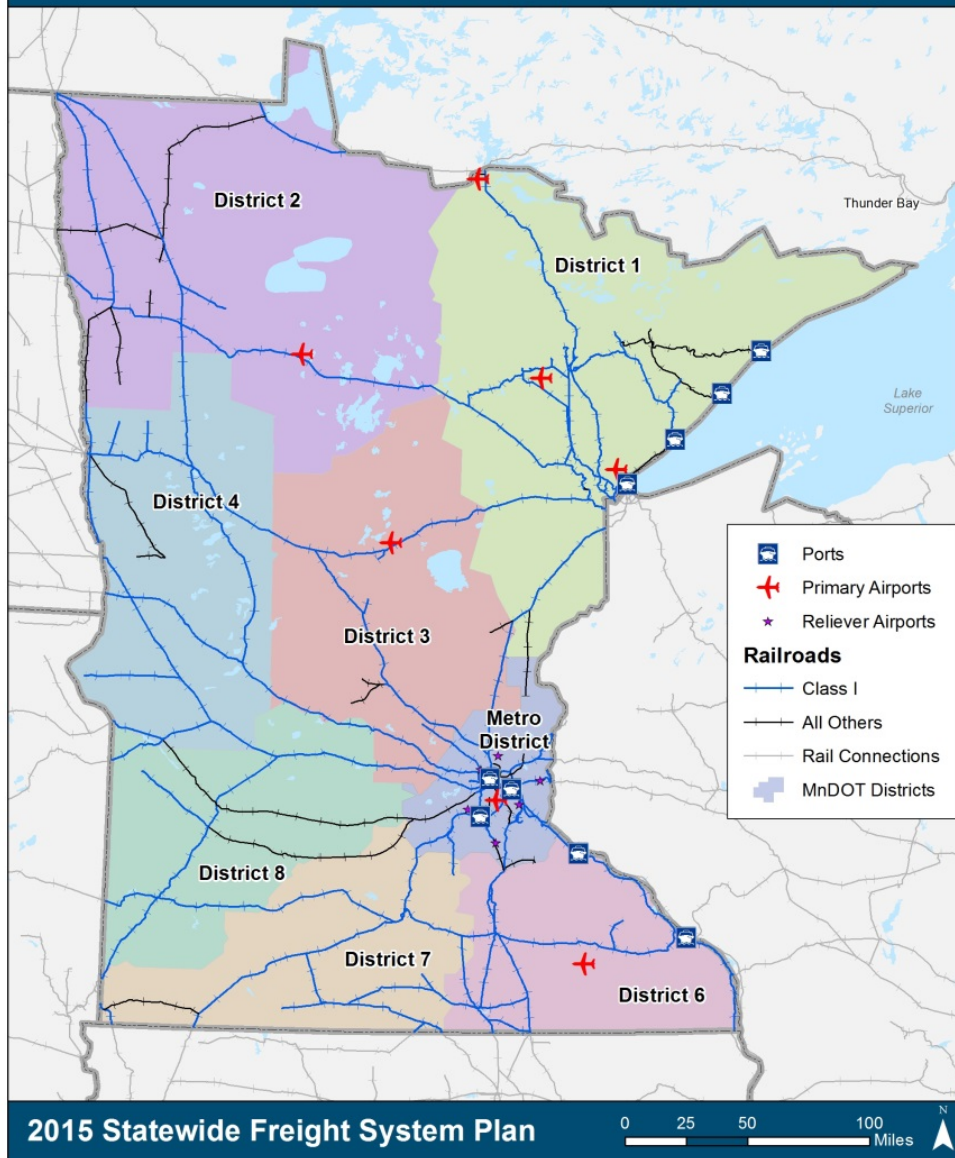


Minnesota's Freight System

- ▶ Water ports:
 - 5 on the Mississippi River System (MRS)
 - 4 on the Great Lakes
- ▶ MRS navigable miles: 324
- ▶ Airports:
 - 7 with commercial service
 - 135 total



Railroads

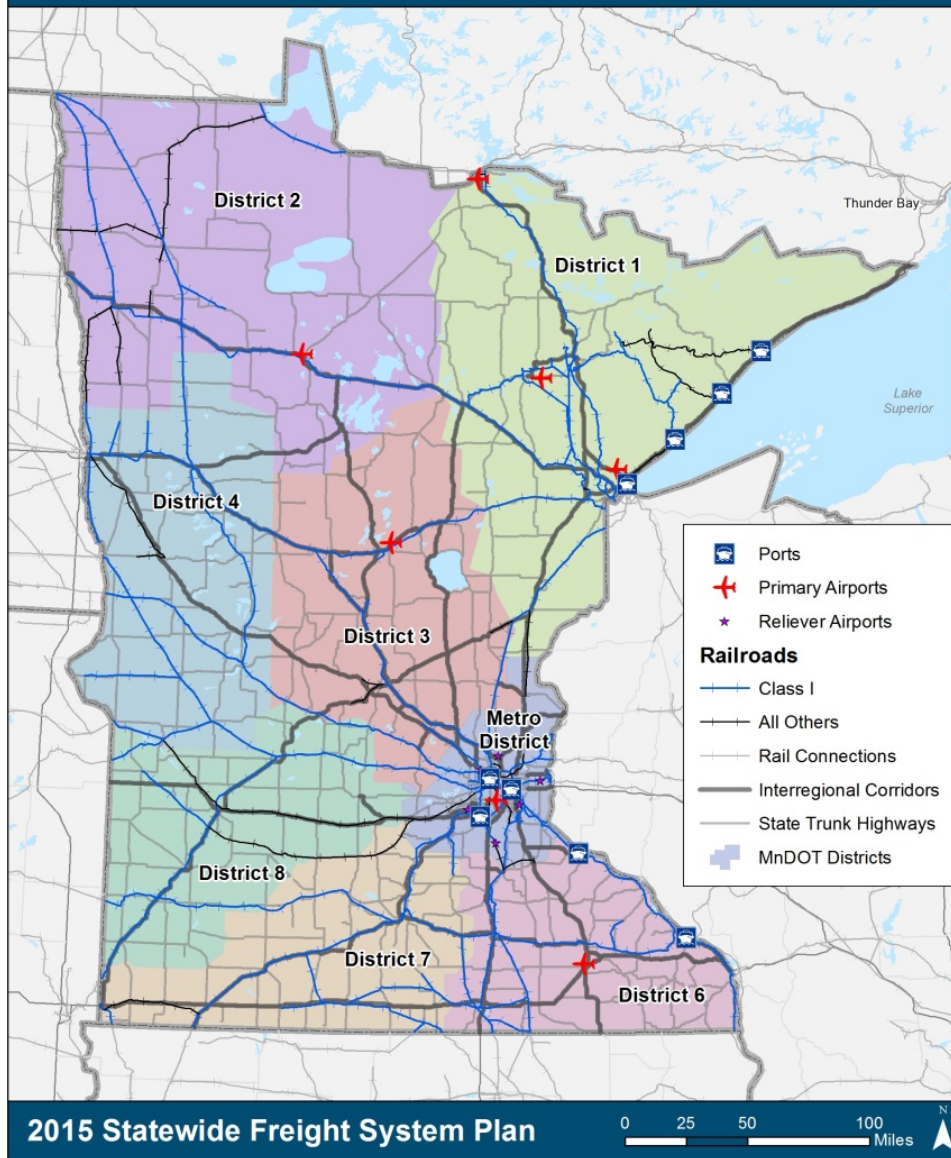


Minnesota's Freight System

- ▶ Railroad miles: 4,623
- ▶ 27 railroad operators



Highways

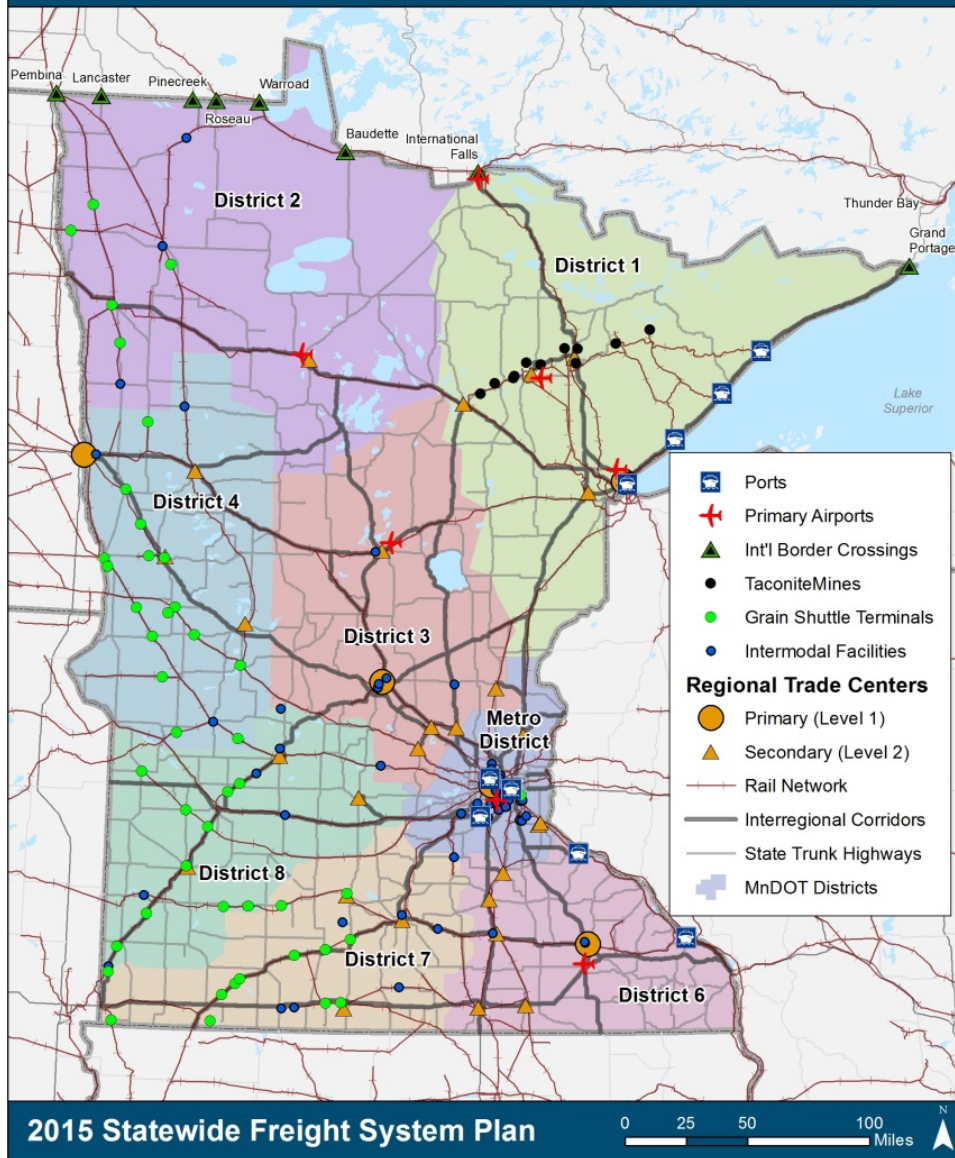


Minnesota's Freight System

- ▶ Highway System Miles: 14,341
- ▶ Minnesota's overlapping networks
 - Twin Trailer Network
 - Interregional Corridors
 - Corridors of Commerce



Freight Hubs & Facilities

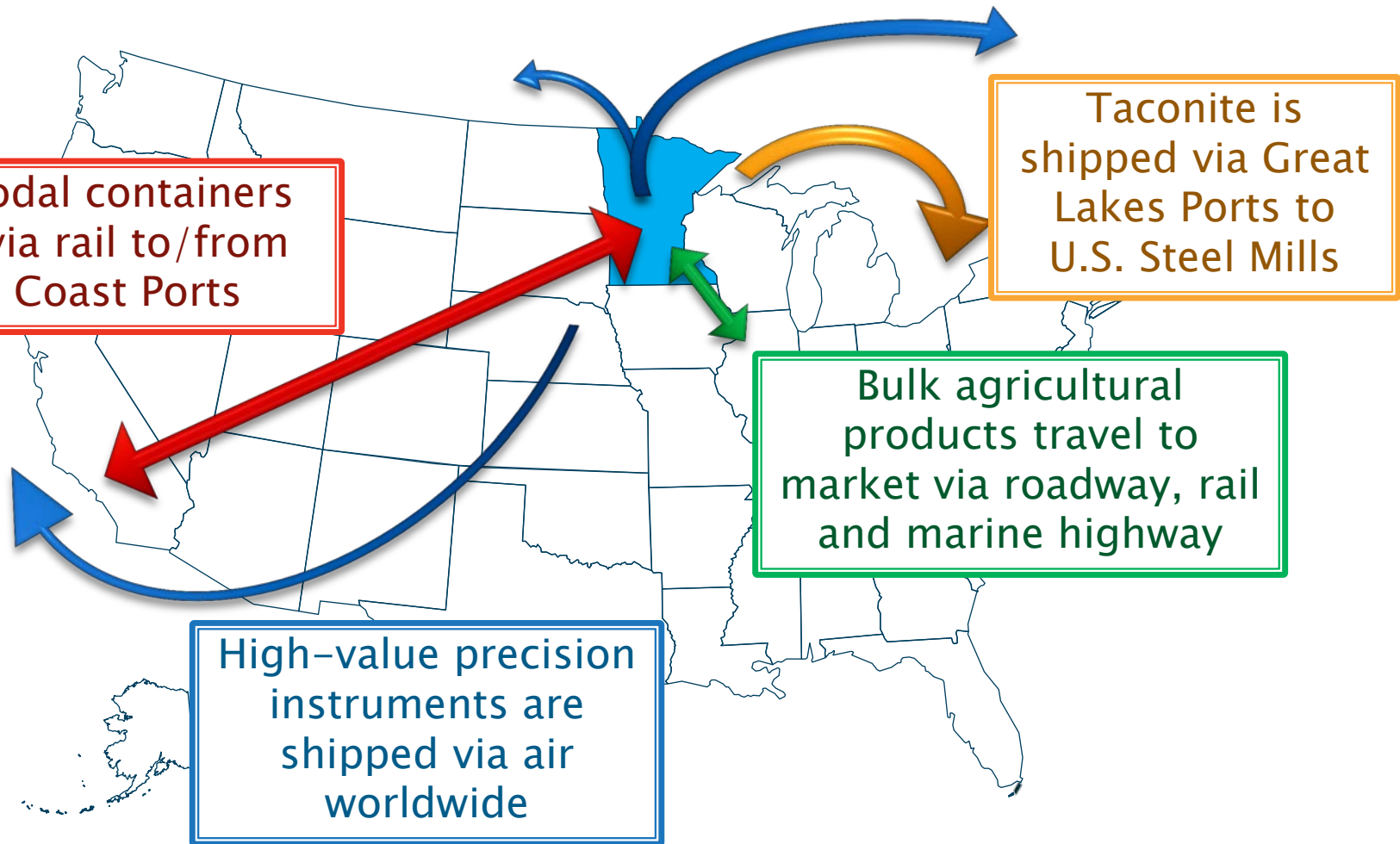


Minnesota's Freight System

- Hubs & Facilities
 - Intermodal facilities
 - Grain Shuttle Terminals
 - Taconite Mines
 - International Border Crossings
- Need for intermodal / multimodal connectivity



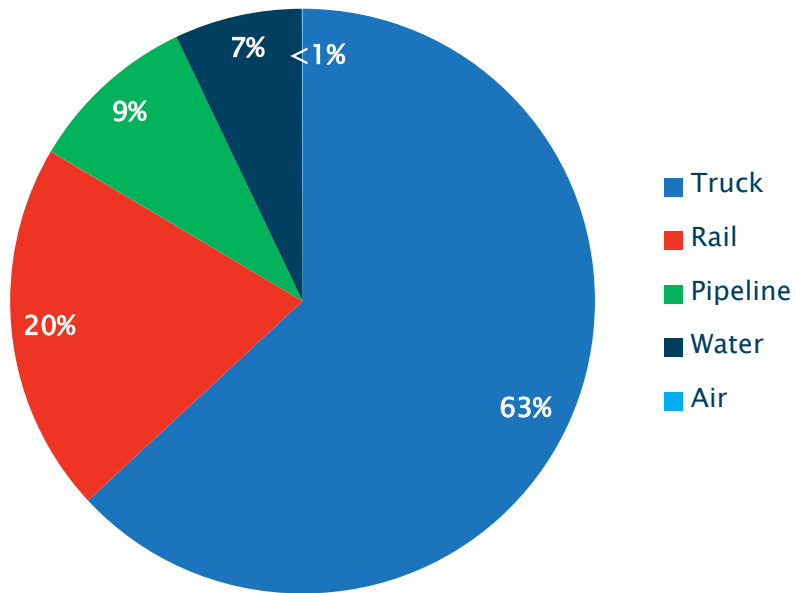
Connections to Domestic and International Markets



Tonnage by Mode

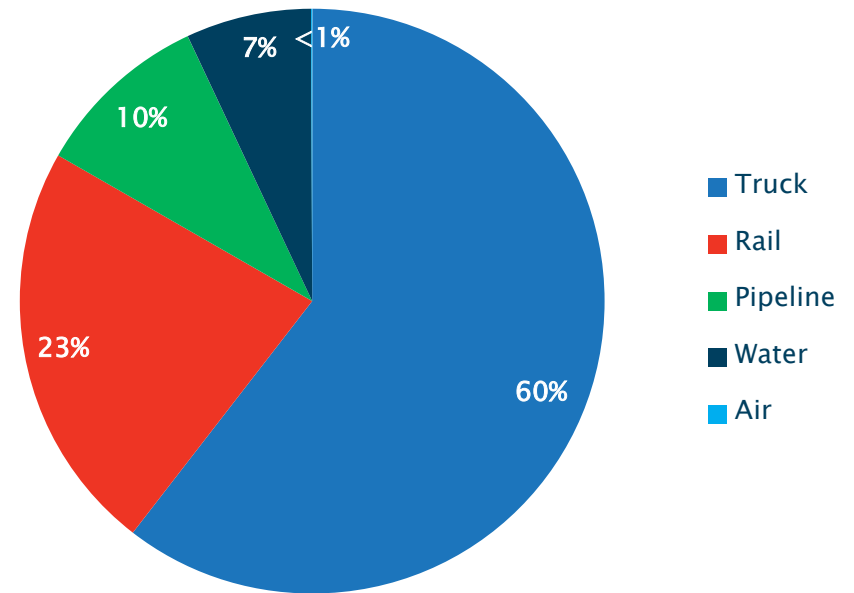
2012

Total Tonnage = 646 Million



2040

Total Tonnage = 1.1 Billion

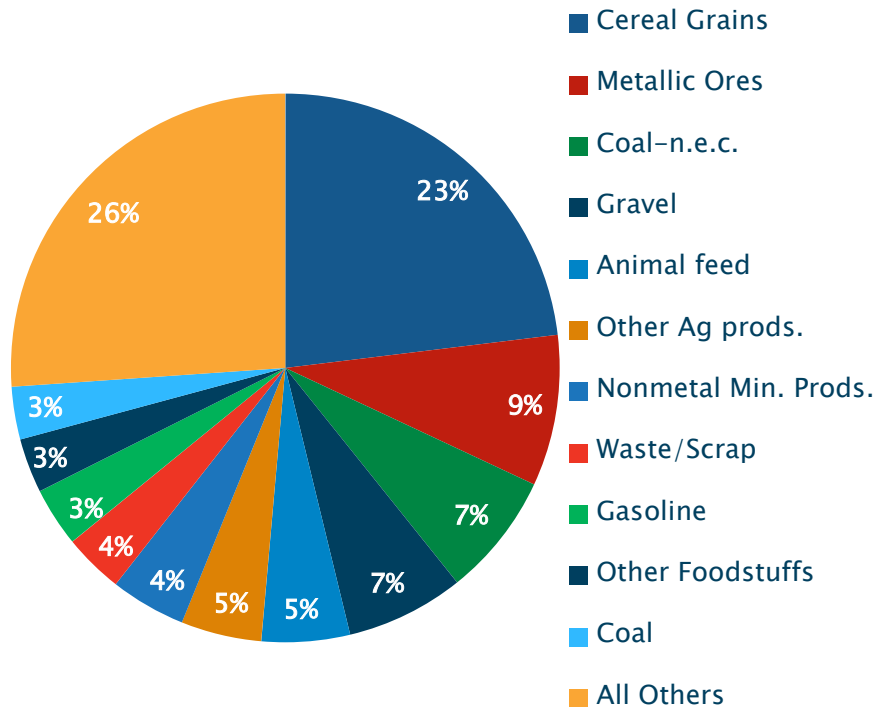


Source: FHWA Freight Analysis Framework, USACE Waterborne Commerce Statistics, Minneapolis – St. Paul International Airport Year End Operations Reports

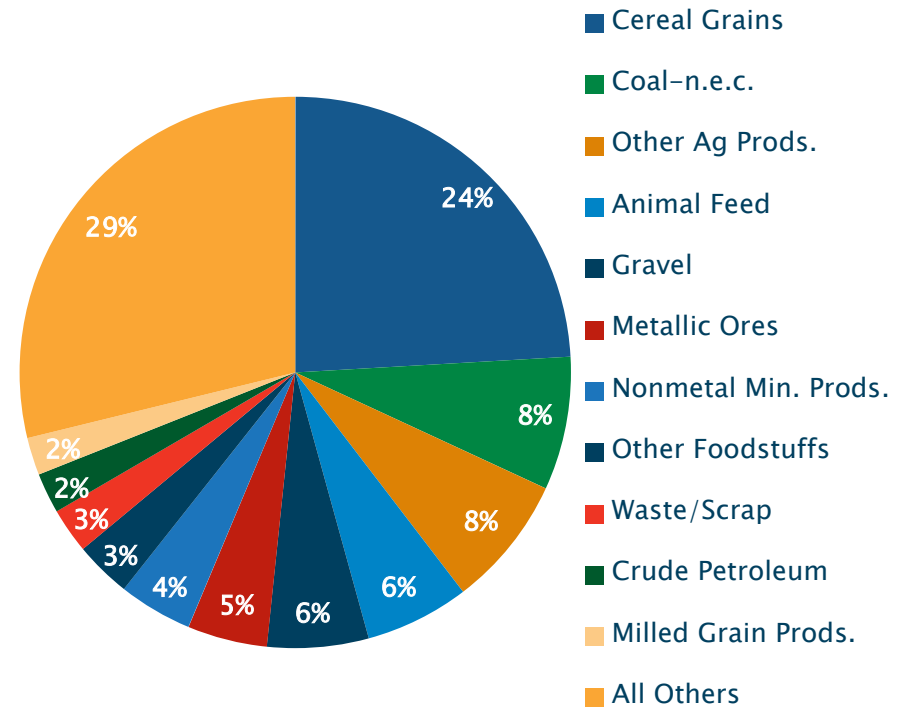


Top Commodities by Tonnage

2012



2040



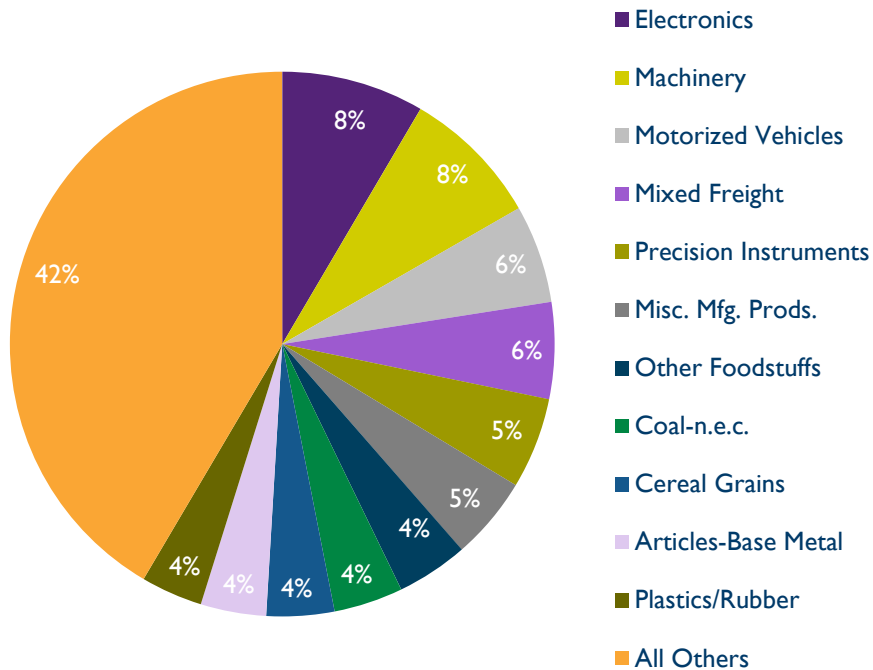
Source: FHWA Freight Analysis Framework, USACE Waterborne Commerce Statistics, Minneapolis – St. Paul International Airport Year End Operations Reports



Top Commodities by Value

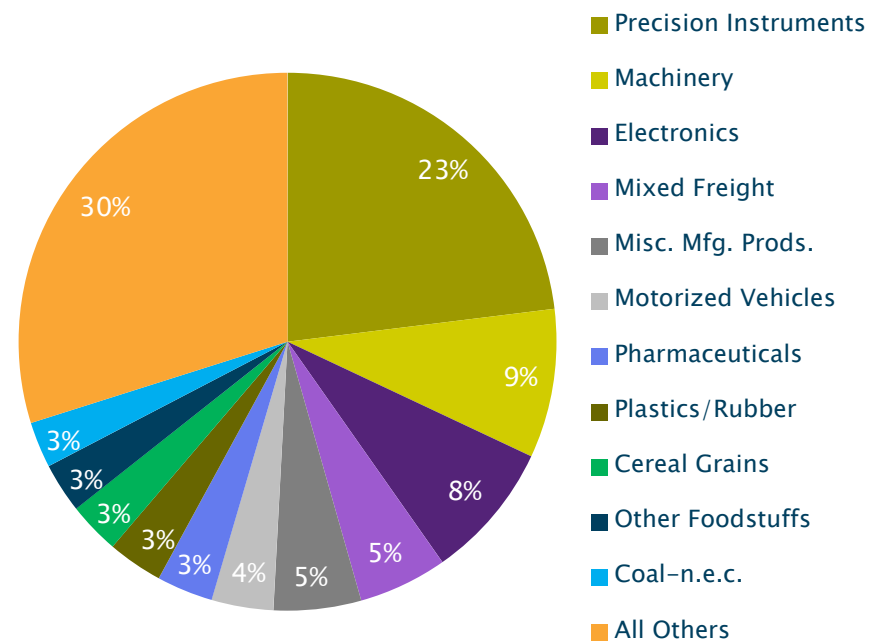
2012

Total Tonnage = 451 Billion



2040

Total Tonnage = 1.1 Trillion



Source: FHWA Freight Analysis Framework, USACE Waterborne Commerce Statistics, Minneapolis – St. Paul International Airport Year End Operations Reports



Key Needs and Issues

Identified in Previous MnDOT Studies

- ▶ Encourage public/private partnerships, communication, and coordination
- ▶ Demand for intermodal and container service and facilities
- ▶ Capacity and congestion issues result from increased freight shipments
- ▶ Infrastructure quality and pavement conditions
- ▶ Impacts of the North Dakota oil boom – increased transportation of crude oil by rail leading to congestion and safety concerns



Improving the Minnesota Freight System

Facilitated Discussion

Leo Penne

Leo Penne Consulting



What We Heard and Next Steps

Advisory Committee Co-Chairs

Tim Henkel

Minnesota DOT

*Division Director, Modal Planning
and Program Management*

Bill Goins

**Minnesota Freight Advisory
Committee**

Chair



Placeholder for Tim Henkel and Bob Goins

► Talking Points

- Up to 15 minutes, combined
- Summarize key themes heard during meeting
 - Importance of preserving and growing Minnesota's economy
 - Importance of dialog between public and private sectors, including direct outreach to key MN industries
 - Complex freight system within the State, need to coordinate within and outside its borders
 - Etc..



Questions?

