

Minnesota Statewide Freight System Plan
Action Agenda Development

| ID | Type of Strategy | General Description | Lead Agency (MnDOT or other, who?) | Partner(s) | Is this important? | | |
|---|---|--|------------------------------------|------------|--------------------|---------|-----|
| | | | | | No | Neutral | Yes |
| Economy <i>What steps should be taken to ensure the freight system is used as a conduit for economic activity?</i> | | | | | | | |
| E1 | 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. | | | | | |
| E2 | First-/Last-mile Connections | Freight connections like highway access and rail spurs to local businesses. | | | | | |
| E3 | Corridor Preservation | Actively manage and preserve inactive rail corridors and evaluate for possible future transportation use. | | | | | |
| E4 | Economic Development | Actions that enhance existing and encourage new freight focused development. | | | | | |
| E5 | Workforce Development | Programs in cooperation with community colleges and private sector to ensure workforce is available for industry needs (e.g., truck drivers). | | | | | |
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| E7 | | | | | | | |
| E8 | | | | | | | |
| E9 | | | | | | | |
| E10 | | | | | | | |

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| Mobility <i>What steps should be taken to ensure the freight system is easy to maneuver, is congestion free, and reliable?</i> | | | | | | | |
| M1 | 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. | | | | | |
| M2 | Traveler Information | Freight-specific traveler information, such as truck parking availability, expected travel time and roadway conditions can help industry better plan when/where they travel on roadways. | | | | | |
| M3 | Spot Improvements | Roadway and railroad projects such as interchange improvements, lane/siding additions, ramp improvements, traffic signal coordination or other improvements that mitigate chokepoints and reduce congestion at spot locations. | | | | | |
| M4 | Corridor Improvement Programs | Roadway corridor focused improvements that combine infrastructure (e.g., mainline, auxiliary lanes, truck bypasses, and geometric improvements), ITS technology, safety programs, and other actions to mitigate congestion. | | | | | |
| M5 | 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. | | | | | |
| M6 | First-/Last-mile Connections | Freight connections like highway access and rail spurs to local businesses. | | | | | |
| M7 | Truck Size and Weight | Consistency of regulations between Minnesota and neighboring states. | | | | | |
| M8 | | | | | | | |
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| Infrastructure <i>What steps should be taken to ensure the freight system is in a state of good repair and provides access for freight users?</i> | | | | | | | |
| I1 | Bridge/Pavement Maintenance | Maintenance so that pavements are free of potholes, and that roadway and railway bridges are able to handle heavy loads. | | | | | |
| I2 | Roadway Expansion | New and expanded roadways, corridors. | | | | | |
| I3 | Railroad Expansion/Relocation | New and expanded railways and rail corridors, and consideration of rail line relocation. | | | | | |
| I4 | Oversize/Overweight Routes | More options available, and improved routing for overdimensional and overweight vehicles. | | | | | |
| I5 | Freight-Friendly Design | Infrastructure designed for ease of truck movements, such as generous turning radii, minimal/improved roundabouts, truck lanes, truck bypasses, and other features. | | | | | |
| I6 | First-/Last-mile Connections | Freight connections like highway access and rail spurs to local businesses. | | | | | |
| I7 | Marine Ports and Waterways | Investments in Great Lakes and inland waterway port infrastructure, shipping channel maintenance, and lock and dam infrastructure. | | | | | |
| I8 | Airports | Investments that lead to new and enhanced air cargo services throughout the state. | | | | | |
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| Safety <i>What steps should be taken to ensure places where freight and the public interface are safe?</i> | | | | | | | |
| S1 | Truck Parking | Parking available for trucks so they can comply with Federal Hours Of Service regulations, and pull off the road to rest or avoid congestion. | | | | | |
| S2 | Incident Management and Emergency Response | If a catastrophic event occurs, plans and actions to ensure the highest level of emergency response possible. This includes proactive hazardous materials routing in advance of an incident. | | | | | |
| S3 | Rail Crossings | Projects and programs related to safety of at-grade crossings, grade crossing protection, and highway/rail grade separations. | | | | | |
| S4 | Positive Train Control | Positive Train Control (PTC) refers to state-of-the-art traffic control and safety systems that are capable of preventing train-to-train collisions, overspeed derailments and casualties or injuries to roadway workers. | | | | | |
| S5 | Traveler Information | Freight-specific traveler information, such as truck parking availability and travel time, can help industry better plan when/where they travel on roadways. | | | | | |
| S6 | Design for Freight Safety | Design features that improve vehicle safety such as the use of rumble strips/stripes, center rumble strips, guardrails, wider shoulders, turn lanes, barrier wall/cable median barrier, and other features. | | | | | |
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| | | | | | No | Neutral | Yes |
| Environment and Community <i>What steps should be taken to mitigate any negative impacts associated with existing or new freight developments?</i> | | | | | | | |
| C1 | Emissions Reduction Strategies | Programs and projects that reduce emissions such as encouraging cleaner trucks, “green” locomotives, alternative fuels use, mode shift to lower emitting use, idle reduction technology, and others. | | | | | |
| C2 | Land Use Planning/Controls | Land near freight facilities and port areas is ideal for freight shipping purposes but is increasingly in competition with residential, commercial, and recreational land uses. Land use controls to ensure freight development areas are designated and preserved. | | | | | |
| C3 | Rail Crossings | Projects and programs related to improving safety and mitigating noise at at-grade crossings. | | | | | |
| C4 | Truck Routes | Coordination of truck routes/planning in industrial and urban areas with restrictions and enforcement in adjacent residential areas. | | | | | |
| C5 | 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. | | | | | |
| C6 | Corridor Preservation | Actively manage and preserve inactive rail corridors and evaluate for possible future transportation use. | | | | | |
| C7 | | | | | | | |
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| Partnerships and Advocacy | | <i>What steps should be taken to ensure an open stream of communication and partnership between freight system stakeholders?</i> | | | | | |
| A1 | Public-Private Partnerships | Minnesota should engage and partner with federal, state, regional and local public agencies, and with producers, shippers/receivers, carriers and other private sector freight stakeholders to address Minnesota’s freight issues together. | | | | | |
| A2 | Partnerships with Neighbor States | Minnesota should engage and partner with neighboring states to address regional freight issues together. | | | | | |
| A3 | Ongoing Freight Forum | Minnesota should convene an on-going dialog between public and private sector freight stakeholders to keep freight topics front and center. | | | | | |
| A4 | Education | Minnesota should conduct outreach sessions and educate the public on the critical role freight plays in the economy and every-day-life of Minnesotans. | | | | | |
| A5 | Advocacy | Minnesota’s public and private freight stakeholders should advocate together for advancing critical freight partnerships, strategies, and investments. | | | | | |
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| Planning <i>What steps should be taken to better plan for an improved multimodal freight system?</i> | | | | | | | |
| P1 | Obtain Improved Freight Data | Due to the large private sector community using the freight system it is often difficult to fully understand system operations and needs. Improved data collection (e.g., truck counts) and data provided by the private sector could help government to do better freight planning. | | | | | |
| P2 | Develop Pilot Programs | Short-term and low-cost pilot programs are a good way to test the viability of concepts at a small scale. MnDOT is currently conducting a pilot to study truck parking technology in a small area, that could expand statewide. | | | | | |
| P3 | Integrate Private Sector Perspectives | MnDOT should regularly engage the private sector and consider their perspectives during freight system planning. | | | | | |
| P4 | Integrate Freight Considerations into all Planning Projects | Freight is an important part of the entire transportation network. While it is vital to plan specifically for freight, MnDOT should also consider freight in overall project planning across modes. | | | | | |
| P5 | | | | | | | |
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| Funding <i>What steps should be taken to fund the freight system in Minnesota?</i> | | | | | | | |
| F1 | Freight Criteria for Project Selection, Funding | MnDOT should include freight criteria in selecting and funding projects. As example, this could include prioritizing investment on the most heavily traveled freight corridors. | | | | | |
| F2 | Dedicated Freight Funding | MnDOT should advocate for a dedicated source of funding for freight infrastructure at the National level. | | | | | |
| F3 | Restructure Existing Freight Funding Programs | MnDOT's programs should be restructured to more adequately address needs. As example, the Minnesota Rail Service Improvement (MRSI) should be restructured to allow for larger projects, and the Rail/Highway Grade Crossing program should expand to consider strategies beyond active warning devices. | | | | | |
| F4 | Prepare for Federal and other Funding Opportunities | MnDOT should work with public and private stakeholders to identify and prioritize major freight system investments and position the state to apply for funds. As example, through the U.S. DOT's TIGER grant program. | | | | | |
| F5 | Provide Funding for Freight Projects when Public Benefit | MnDOT should consider partnership with the private sector and other entities to advance projects together where the public receives benefits from the project, as example with Class I and short line railroads. | | | | | |
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| F10 | | | | | | | |

Minnesota Statewide Freight System Plan

Budget Categories

Highway Safety

Investments in highway system safety mean that there is reduced risk for freight-related incidents. **Currently traveler safety accounts for 4.2% of MnDOT's annual system investment.**

Highway System "State of Good Repair"

Investments in highway system state-of-good-repair means that road and bridges are able to handle heavy loads and that pavements are free of potholes. **Currently highway pavement and bridge condition accounts for nearly 60% of MnDOT's annual system investment.**

Railroad Safety

Investments in railroad system safety mean that there is reduced risk for freight-related incidents.

Railroad System "State of Good Repair"

Investments in railroad system state-of-good-repair means that track and bridges are able to handle heavy loads and that there is a lower risk of derailment.

Advanced Technology

Investments in advanced technology that provide freight-specific traveler information to operators, such as truck parking availability and travel time information.

Environment and Community Enhancements

Investments to mitigate any negative impacts associated with new freight developments preserve the quality of life for Minnesota's residents.

Marine Ports and Waterways

Investments in Great Lakes and inland waterway port infrastructure, shipping channel maintenance, and lock and dam infrastructure.

Airports

Investments that lead to new and enhanced air cargo services throughout the state.

over for more...



Economic Development Opportunities

Investments that generate economic activity may include increasing local and regional freight handling capacity and capabilities, developing and promoting local freight connections, and generally linking freight investments to actions that support economic development.

Intermodal and Multimodal Facilities

Investments in intermodal facilities and multimodal connections allow goods to shift between modes such as truck, rail and water. Using intermodal containers for shipping increases the efficiency of international import and export of goods.

