

MnDOT District 3 Freight Plan Advisory Committee Meeting #2

**Wednesday, December 11, 2019
1:00 – 3:30 p.m.**

**MnDOT Baxter Headquarters
7694 Industrial Park Road, Baxter, MN, 56425 (Room 135)**

Attendees:

Andrew Andrusko, MnDOT Project Manager
Steve Voss, MnDOT District 3
Jon Mason, MnDOT District 3
Patty Gartland, GSDC
Penny Simonsen, ECRDC
Jodi Teich, Stearns County Engineer
Virgil Hawkins, Wright County Engineer
Andrew Witter, Sherburne County Engineer
Jon Olsen, MN State Patrol
Mike Moilanen, Mille Lacs Band
Cheryal Hills, R5DC
Bob Voss, ECRDC
Brian Gibson, St. Cloud APO

Consultant Team:

Andy Mielke, SRF Consulting Group
Chris Brown, SRF Consulting Group
Brian McLafferty, SRF Consulting Group
Elaine McKenzie, Cambridge Systematics
Andreas Aeppli, Cambridge Systematics

1. Introduction

- Andy opened the meeting and provided brief introductions.
- He reviewed the agenda and explained the meeting's objectives.

2. Advisory Committee Meeting #1 Recap

- Andy provided a brief recap of previous planning efforts and other items discussed in meeting #1.

3. Project Overview

- Andy reiterated the project's objectives and provided background on the D3 Manufacturers' Perspectives Study (MPS) that is concurrent to the D3 Freight Plan.
- MnDOT and EDO staff provided their experiences and feedback regarding the interviews that they completed to-date. Overall, positive comments were shared for the insights the project's provided.

4. Project Schedule

- Andy provided an update on the project's schedule to-date.

5. District 3 Economic and Freight System Analysis

a. D3 Economic Profile

- Elaine explained their business cluster and location quotient analysis for District 3. A comment was made about comparing business clusters between districts and defining strengths/trends. The upcoming Statewide Freight Plan was identified as the area to potentially conduct this analysis.
- EDO staff confirmed that Todd County's food manufacturing (Land O'Lakes) increased its LQ and retail LQ for counties with urbanized areas or nodes.

b. D3 Freight Multimodal Network

- Chris provided an overview of the District's highway network including the overall network, traffic volumes, freight corridors, trucking parking, and bridge locations. Elaine explained the railroad, aviation, waterway, and pipeline modes. A highlight regarding the railroad network is the high-speed and high-volume BNSF line that runs along US 10.
- A comment was made about E/W connectivity in the District and the natural barriers (river, lakes, etc.) that hinder the network.
- Increased funding for CSAH's was last mentioned as very important toward providing a high-quality network where trunk highway and interstate connectivity may have lack due to the large geography.

c. D3 Freight System Condition and Performance

i. Safety

- Andy explained the crash analysis for highways and railroad crossings highlighting corridors with high-risk railroad crossings such as US 10.
- A question was posed regarding if rail crossings included private driveways or access points, which it does.

i. Mobility

- Chris provided an overview of the Streetlight analysis that included average speed and reliability. Most corridor's average speeds are at or near the posted speed limit. Certain corridors experience reliability issues such as TH 101, TH 55, and I-94 near Monticello.
- A question of identifying trends with the reliability data was asked. Streetlight data only stretches back 2-3 years so it's difficult to identify trends at this time. Overall, most roadways are reliable (<1.5) per the FHWA's guidelines.

i. Bridge Condition

- Chris explained bridge conditions including clearance, weight restrictions, and deficiencies. Overall, a limited number of bridge issues exist along freight corridors, mostly related to clearance restrictions.

6. Initial SWOT Analysis / Group Discussion

- Notes from the SWOT analysis are included in a separate overview document.

7. Next Steps

- Andy explained next steps which include finishing a technical memorandum outlining the data analysis presented at today's meeting, developing the implementation plan, and the next advisory committee meeting in Spring 2020.