# Minnesota Freight Advisory Committee – Bottleneck Input Summary[i]

December 2016

**The Minnesota Freight Advisory Committee provided input on statewide "bottlenecks" at the fall 2016 quarterly meeting. Members were asked to identify perceived bottlenecks in all freight modes and suggest performance measures and indicators.**

## Summary Findings

Participants: Most of the Minnesota Freight Advisory Committee appointed members / alternates in attendance (32); two guested also responded.

Total location-specific and other comments: 109

Categories: 30

| Highway | Highway *(continued)* | Rail / Intermodal | Ports & Waterways |
|---|---|---|---|
| • Metro Interchange congestion<br>• Metro Corridor congestion<br>• On and off ramp access<br>• Lack of heavy-haul corridors<br>• First and last mile impediments<br>• Signals<br>• Work zone impacts | • Lack of river crossing for OS/OW permitted load outside the Metro<br>• Truck parking and for OS/OW permitted load<br>• Permit coordination between city, county and state<br>• Low bridge heights in and out of St. Paul Ports | • Rail mainline congestion (BNSF)<br>• Hoffman Junction congestion<br>• Target field Station congestion<br>• Lack of intermodal facilities<br>• Intermodal yard at capacity<br>• Direct service to CA | • Lock and dam constraints<br>• Low water condition<br>• Harbor Maintenance Tax<br>• Delayed maintenance on river system infrastructure |

| Air | Other |
|---|---|
| • Custom clearance time<br>• Access to airport impacts pull-time<br>• Pilot shortage<br>• MSP air control vs. volume of aircraft | • Border crossing in MN and ND<br>• Need for designated truck route<br>• Road congestion during shift changes (rural areas)<br>• Give incentives to commuters to use mass transit<br>• Seek national best practices for urban delivery |

## Performance Measures/Indicators

- Train velocity, Terminal dwell time – all modes
- Train speed; Car recycling (turn) time
- Speed: Travel Speed; Lane and speed limit consistency within freight corridors
- Avg. travel speed; Reliability
- Avg. speed for trucks
- Transit time data from local trucking company; stoplight cameras to track speed between lights
- Round-trip times
- Safety:
    - Speed-distance
    - Number of incidents
- Cost of congestion
- Truck delays due to rail crossing blockage
- Avg. miles per day per truck, ACE uptime
- Freight export volumes vs. GDP
- Ton mile $ and consumption
- Infrastructure maintenance costs and/or infrastructure report cards
- FAA: Air traffic control vs. no# of aircraft
- Average delay per aircraft operation by hour; NEXGEN ATC program
- Barge travel time; Lockage time/delays

## Proposed Next Steps:

- Follow-up with participants to clarify identified issues and/or locations
- Map the identified congested and bottleneck areas
- Compare to MnDOT's planned and programmed projects
- Seek opportunities for integration
    - Manufacturers' Perspectives project
        - Enhance future questionnaires and review for unidentified issues in past studies
    - Twin Cities Mobility
        - Active Traffic Management (ATM)
        - Spot mobility improvements
        - MnPASS
        - Strategic capacity enhancements

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[i] Guidance for State Freight Plans and State Freight Advisory Committees: The U.S. DOT strongly recommends that states use a collaborative process for freight planning that involves all relevant stakeholders acting within or affected by the freight transportation system. This exercise addressed two of the ten elements that all state freight plans must address for each of the transportation modes:

- An inventory of facilities with freight mobility issues, such as bottlenecks, within the State, and for those facilities that are State owned or operated, a description of the strategies the State is employing to address those freight mobility issues.
- Consideration of any significant congestion or delay caused by freight movement and any strategies to mitigate that congestion or delay.