Freight Investment Plan : MFAC Input

MFAC Meeting –
Friday, March 31, 2017

DEPARTMENT OF TRANSPORTATION

National Highway Freight Program (NHFP)

- New program in FAST Act
- Provides formula funding to be used for freight projects
- Funds may be used on non-state-owned highways
- Program goals cover:
  - Infrastructure and operational improvements to US highways
  - Improving safety, security, efficiency, resiliency of freight transport
  - Improve state of good repair of the National Highway Freight Network
  - Using innovation and advanced technology
  - Supporting multi-state planning
  - Reducing environmental impacts of freight movement
- These funds are different than FASTLANE

National Highway Freight Program Funds

- These are statewide totals
- Based on November 2015 Forecast
- Numbers are in **millions of dollars**

2016	2017	2018	2019	2020
$17.7	$16.9	$18.5	$20.8	$23.1

National Highway Freight Network

- Intermodal facility (up to 10% of funds)
  - *provide surface transportation infrastructure necessary to facilitate direct intermodal interchange, transfer, and access into or out of the facility*
- Money must be spent on the National Highway Freight Network (NHFN)
  - Currently just the Interstates
- Money can be spent off the Interstates as long as project area is designated as a Critical Urban or Rural Freight Corridor
  - CUFC statewide limit: 75 miles
  - CRFC statewide limit: 150 miles
- “Urban” = urbanized areas of metropolitan planning organizations
- “Rural” = everywhere else

FY 2016-2018 Selected Projects

District	FY	Project	Amount
1	16	I-35 unbonded overlay- Substitute for bonds	$17.7
4	17	I-94 Bridge Anti-icing replacement	$1.0
7	17	I-90 unbonded overlay (shelf project)	$3.3
M	17	I-35W 86th bridge clearance	$4.1
M	17	I-35W Bridge Anti-icing replacement	$0.5
M	17	I-94 St. Croix Truck Parking increase	$1.0
CO	17	Freight Planning	$0.2
1	18	Twin Ports Interchange Pre design	$3.0
6	18	Weigh station upgrades	$3.6
M	18	I-94 Goose Cr. Truck Parking increase	$0.2
M	18	I-694, 94, 494 Interchange truck enhance	$19.5

Freight Investment Plan Advisory Group

Name	Organization	Representing
MnDOT Central Office		
Mark Gieseke	MnDOT OTSM	Statewide Planning and Programming
Mark Nelson	MnDOT OTSM	Statewide Planning
Ed Idzorek	MnDOT Operations Division	MnDOT Portfolio Manager
Bill Gardner	MnDOT OFCVO	MnDOT Freight Office
Amber Blanchard	MnDOT Bridge Office	Bridge Program Planning
Peter Buchen	MnDOT Traffic Office	Traffic Safety
Glen Engstrom	MnDOT Materials Office	Pavement Program Planning
Ted Schoenecker	MnDOT State Aid	State Aid Counties and Cities
MnDOT Districts		
Jon Huseby	MnDOT District 8 Engineer	Greater MN Districts
Bryan Anderson	MnDOT District 1	Greater MN District Planners
Shiloh Wahl	MnDOT District 4	Asst District Engineers, Program Development
Pat Bursaw	MnDOT Metro District	Metro District Planning
Locals		
Steve Peterson	Met Council	Large MPO
Ron Chicka	Duluth/Superior MIC	Greater MN MPOs
Annette Fiedler	SWRDC	Regional Development Commissions
Lisa Freese	Scott County	Counties
Steve Bot	City of St. Michael	Cities
FHWA		
Kris Riesenberg	FHWA	Federal Programs

Decisions for Freight Investment Plan so far

- Statewide Program
- Focus on projects with clearly defined freight benefits
- Will consider new projects, add-ons to existing projects, and up-scoping existing projects
- For pavement projects, prioritize long-term fixes
- Do not want to swap funds with already-funded projects

Decisions for Freight Investment Plan so far

- Can include program delivery cost with construction cost
- Up to 10% intermodal spending target
- No local spending target
- Minimum and maximum award amount ($500,000- one year of funding)
- Investment Categories and Scenarios for Outreach
- Upcoming solicitation, project-driven approach for corridor designation

Process/work plan

- Freight Investment Plan – Under development
  - Will be treated as an amendment to the 2016 Statewide Freight System Plan
  - Fiscally Constrained
  - Initial Draft – September 2017
  - Approval by FHWA in December 2017
- Investment plan covers a 10 year horizon
  - 2018-2022 – project list
  - 2023-2027 – investment by category

Process/work plan

Work Plan item	Month (all 2017)
Outreach with investment scenarios	February-April
Identify eligibility and evaluation criteria for project scoring/selection	March Advisory Group meeting
Identify evaluation criteria weights for project scoring/selection	April Advisory Group meeting
Set investment direction based on preferred scenario	May Advisory Group meeting
Select evaluation criteria and their weights for project selection	May Advisory Group meeting
Begin solicitation for FY 19-22 projects	May-June
Select projects and determine CUFC and CRFC	August
Draft plan prepared	End of September

Outreach throughout February-April

Groups:

- Minnesota Freight Advisory Committee
- Metropolitan Planning Organizations
- Regional Development Commissions
- MnDOT Operations Division
- MnDOT Districts (via District Planners and ATPs)
- Cities and Counties (via MnDOT State Aid)
- MnDOT's Programming Update Workgroup
- Freight Investment Plan Advisory Group

Proposed Investment Categories to Guide Investment Goals

- A: Safety
- B: Freight Congestion/Freight Efficiency Improvement
- C: First/last mile connections
- D: Other (planning, data collection)
- E: Intermodal port and rail

Example Freight Projects

Freight Congestion/Efficiency

- Long term pavement fixes that provide clear freight benefits
- Bridge work (increasing clearance)
- Turn lanes, bypass lanes
- Turning radius, geometric improvements
- Intersection/interchange improvements
- Rail/highway grade separation
- Capacity increases
- Work zone improvements for trucks
- Traffic signal optimization

Safety

- Truck parking at rest areas
- Adding/widening of shoulders
- Rail/highway grade separation

First/last mile

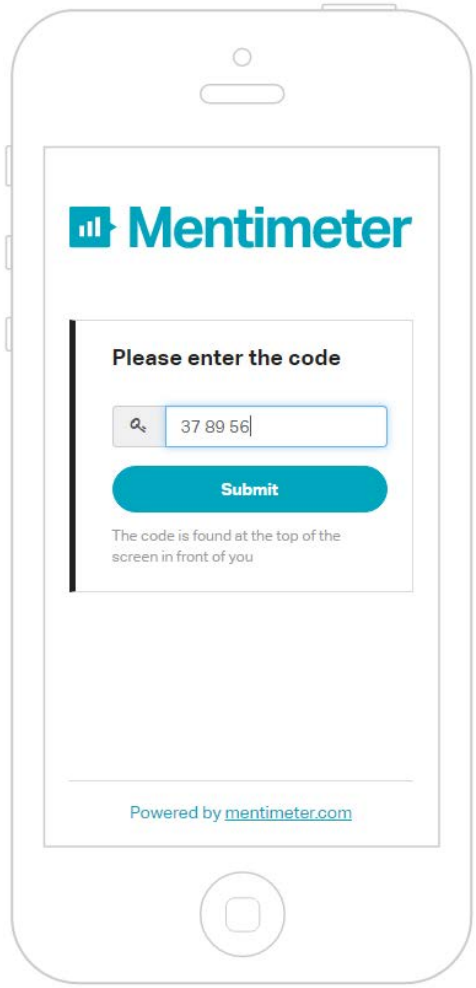
- Upgrading to 10-ton
- Improving access to freight-generating facilities

Intermodal port and rail facilities

Planning, data collection

What do you care about?

- Go to www.menti.com
- Enter code 59 16 71
- Feedback in priorities for freight investment



WHAT DO YOU THINK MNDOT SHOULD FOCUS ON?

YOU CAN HELP MNDOT PLAN WHERE THE MONEY GOES.

Rank the categories below in order of importance, from 1 to 3.

Category A: Safety

This category covers projects that improve the safety of freight movement on highways. Example of project types include:

- Truck parking at rest areas
- Wider shoulders

Rank:_____

Category B: Freight Congestion/Freight Efficiency Improvement

This category covers projects that improve the mobility and efficient movement of freight on highways. Example project types include:

- Bridge clearance increases
- Adding turn lanes or passing lanes
- Geometric improvements for truck movement at intersections
- Rail highway grade separation
- Long-term pavement repairs
- Capacity increases

Rank:_____

Category C: First/last mile connections

This category covers projects that improve access to and from freight-generating facilities. Project types from the other two categories could fall under this category. To be in this category the project cannot be on the NHS.

Rank:_____

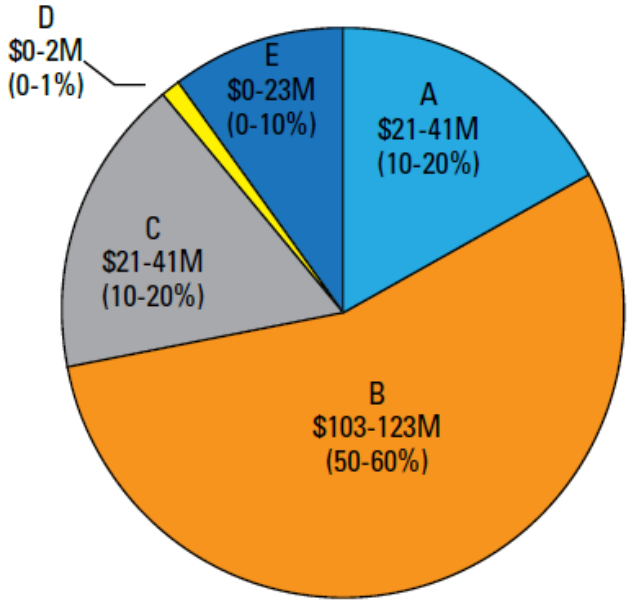
WHICH APPROACH BEST ADDRESSES YOUR PRIORITIES?

We are planning for a 10-year, $230 million budget for freight funding. Take a look at the different scenarios and let us know which approach best aligns with your priorities for improvements to the freight highway system over the next 10 years.

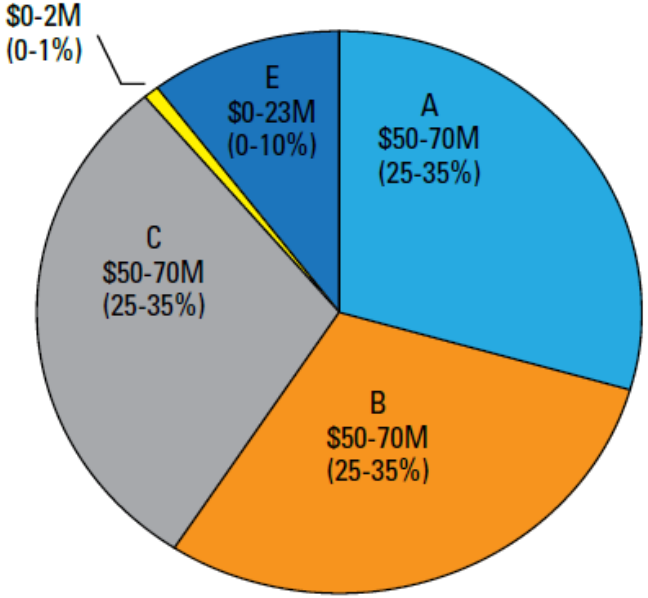
Note: Amounts for categories D and E stay the same in each scenario.

Circle which scenario below best addresses your priorities:

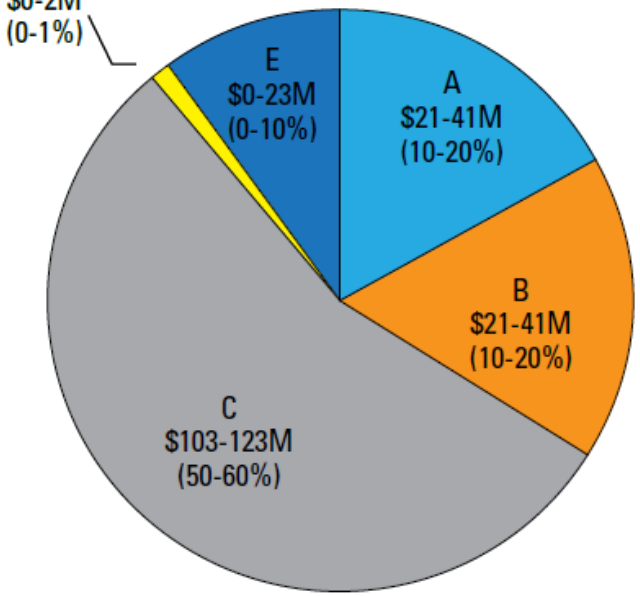
APPROACH 1: IMPROVE FREIGHT MOBILITY



APPROACH 2: BALANCED INVESTMENTS



APPROACH 3: IMPROVE FIRST/ LAST MILE CONNECTIONS



Key:

- A: Safety
- B: Freight Congestion/ Freight Efficiency Improvement
- C: First/Last Mile Connections
- D: Planning, Data Collection
- E: Intermodal Port and Rail Improvements

ESTIMATED COSTS OF EXAMPLE PROJECT TYPES:

Example projects in Category A:	
Rest area truck parking expansion	$1 million per rest area
Widening shoulders	$100,000-400,000 for 1 mile of shoulder
Weigh station bypass	$300,000-800,000
ITS truck rollover system	$350,000 per system
Example projects in Category B:	
Bridge clearance improvements	$3 million per bridge
Rail-highway grade separation	$10-30 million
Interchanges (TH to non-TH)	$20-30 million
Long term pavement fixes	$400,000 per 12 foot lane mile in greater MN, $700,000 per 12 foot lane mile in metro
New Digital Message Sign	$120,00 for overhead sign, $43,000 for post mounted sign
Example projects in Category C:	
Upgrade county road to 10- ton	$1.5 million per mile

Thank you!

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