



## HELP MNDOT INVEST IN OUR FREIGHT SYSTEM

The FAST Act created a new funding program, the National Highway Freight Program, which provides formula money to Minnesota to make improvements to our highway system that benefit freight movement. All public roads are eligible, not just MnDOT's system.

### WE NEED TO DECIDE WHAT KIND OF PROJECTS TO INVEST IN.

There are many types of highway projects that help freight. We've divided types of projects into broad categories, and we want you to tell us which category to prioritize. The FAST Act also allows up to 10% of the money to be used for intermodal improvements in port or rail facilities, so we have included that as a category

### PLANNING HELPS GUIDE THESE DECISIONS.

This feedback will help us write Minnesota's first Freight Investment Plan. Required by the FAST Act, this plan will show where the important freight needs are, and list which projects we will spend the money on.



## 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: \_\_\_\_\_





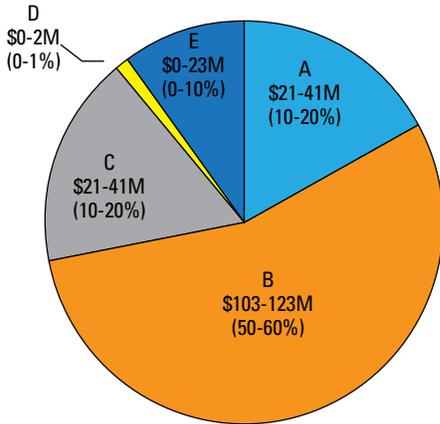
# WHICH APPROACH BEST ADDRESSES YOUR PRIORITIES?

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.

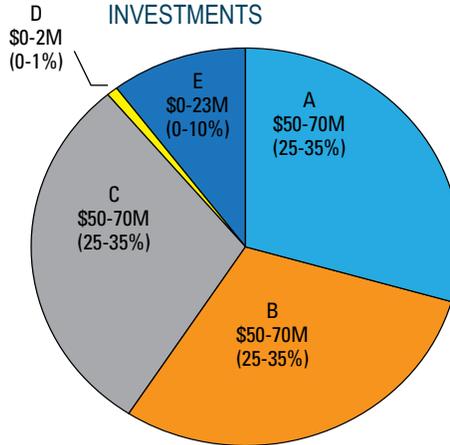
Note: Amounts for categories D and E stay the same in each scenario.

Circle which scenario below best addresses your priorities:

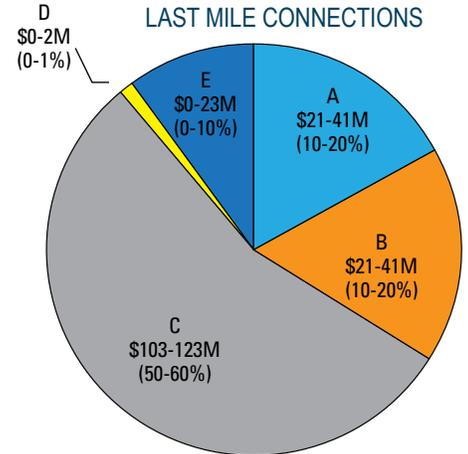
**APPROACH 1: IMPROVE FREIGHT MOBILITY**



**APPROACH 2: BALANCED INVESTMENTS**



**APPROACH 3: IMPROVE FIRST/ LAST MILE CONNECTIONS**



Key:   
■ A: Safety   
■ B: Freight Congestion/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



## TELL US ABOUT YOURSELF

Zipcode: \_\_\_\_\_

Who do you represent? Circle any that apply.

- MnDOT
- MPO
- RDC
- County
- City
- Private Sector
- Other \_\_\_\_\_