



Member Satisfaction Survey Results

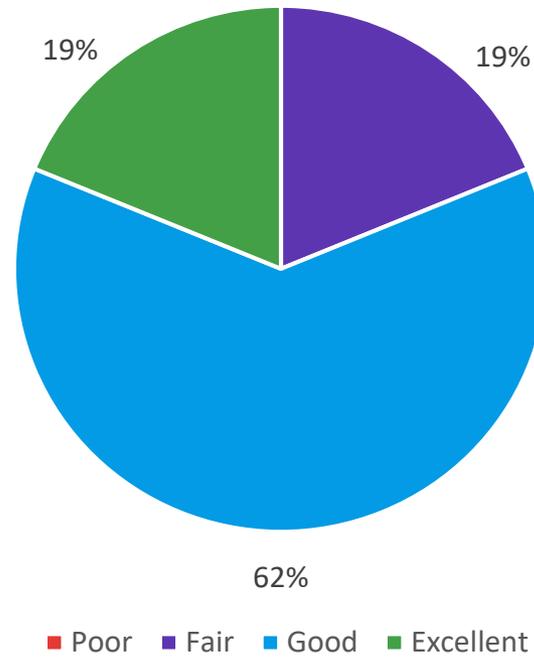
March 22, 2018

MFAC quarterly meeting objectives

1. Share information and resources among members.
2. Discuss issues important to the freight community.
3. Facilitate and provide input to the Minnesota legislature and government agencies.

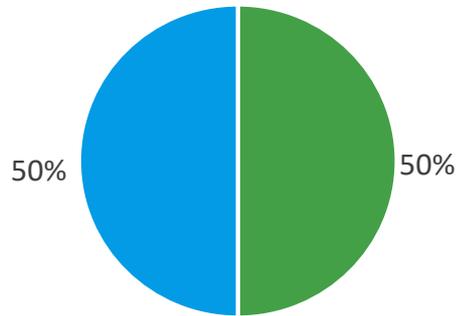


1. Rate how well the overall structure and content of MFAC quarterly meetings has helped to meet its objectives:
 - 1) share information and resources among members,
 - 2) discuss issues important to the freight community, and
 - 3) facilitate and provide input to the Minnesota legislature and government agencies.

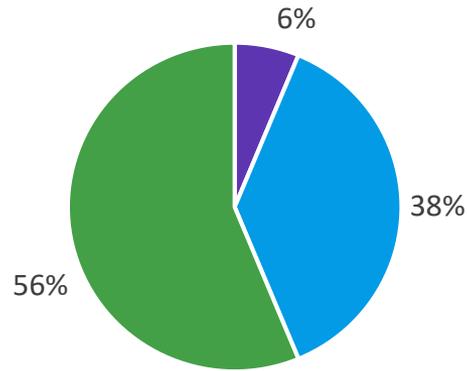


2. Please rate the following quarterly meeting arrangements.

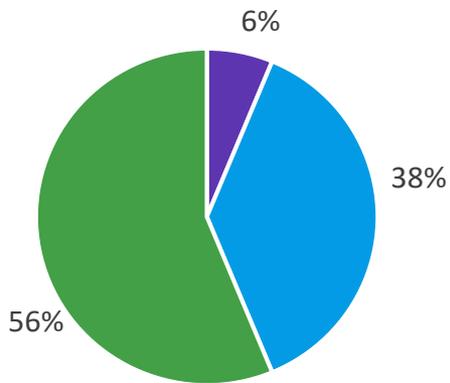
Convenience of the RSVP process



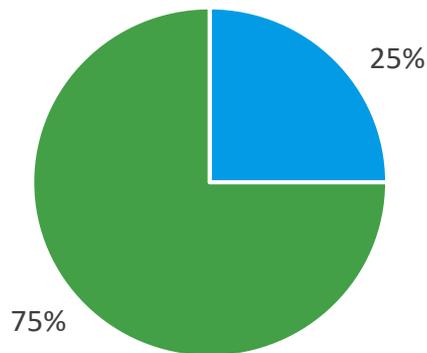
Meeting facilities



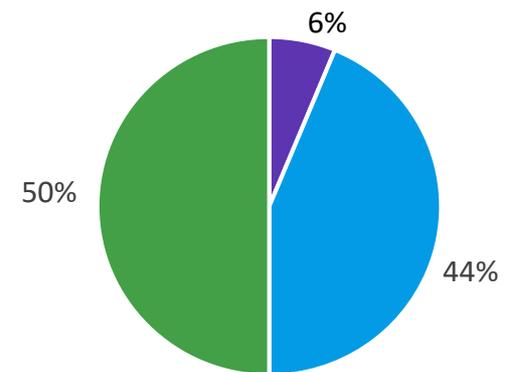
Location of meetings



Food and beverages



Participant folders and materials

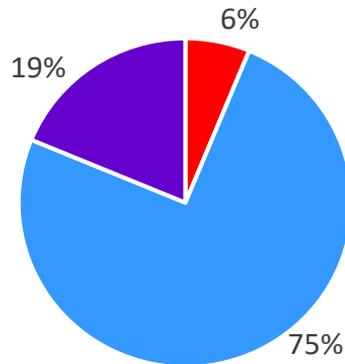


■ Poor ■ Fair ■ Good ■ Excellent

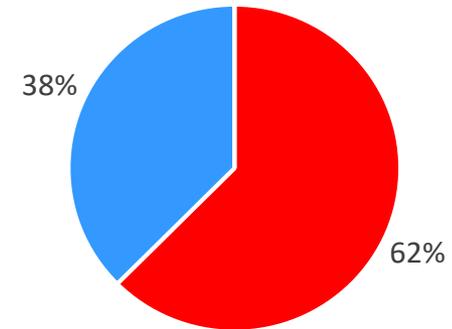


3. How would you rate the balance of presentations and speakers at MFAC quarterly meetings?

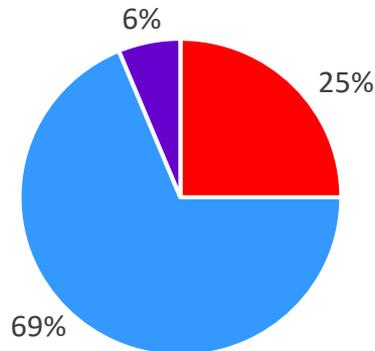
Agency presentations on major projects and initiatives



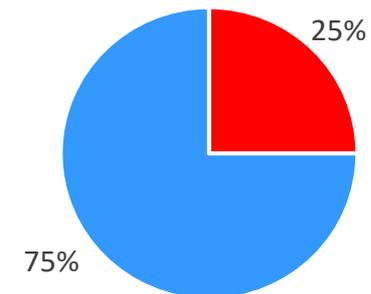
Presentations from MFAC members and others in the private sector



Updates on the Statewide Freight Plan strategies and activities



Discussion on state and federal policy and legislative initiatives



■ Too few ■ Just right ■ Too many

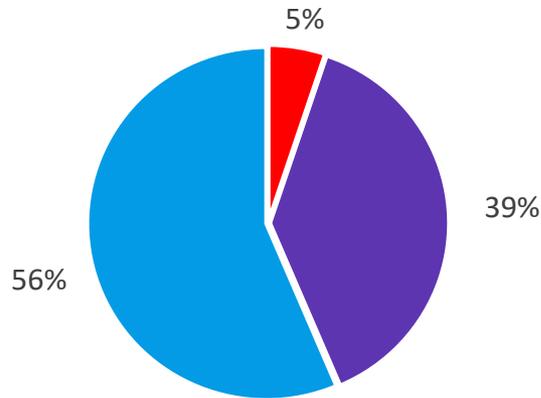
4. What topics would you like to see included in a future meeting agenda?

- Safety enhancements
- Intermodal service potential
- Member presentations
- Air freight
- Infrastructure and priorities
- Economic forecasts
- New freight expansion
- Outstate needs vs. metro needs and solutions
- Secondary education and recruitment
- Autonomous commercial vehicles
- Non-freight perspective such as commercial development community

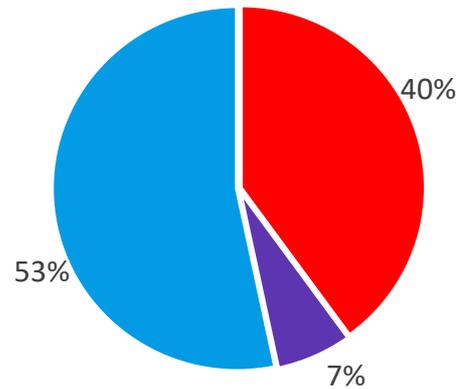


5. How would you rate the frequency of the following activities or formats at quarterly meetings?

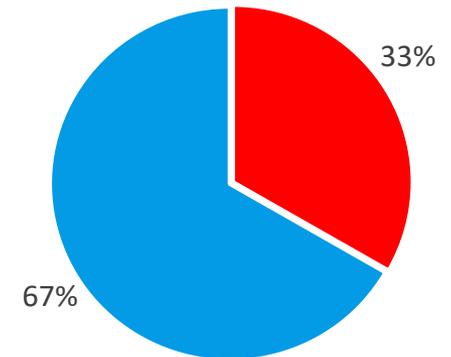
Lectern presentation followed by Q & A



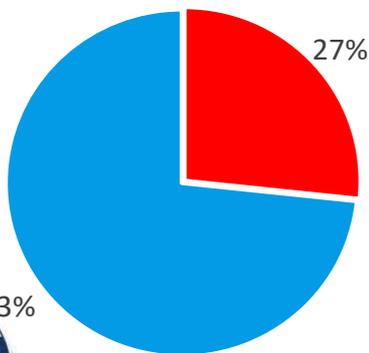
Interactive polling



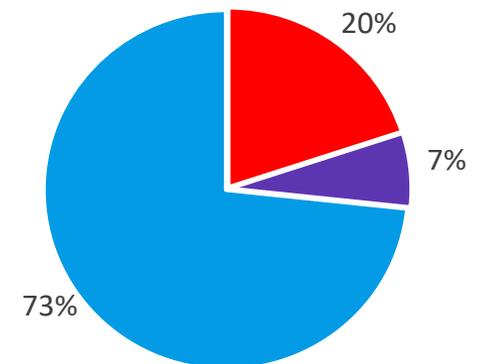
Small group or table discussions



Moderated panel followed by Q & A



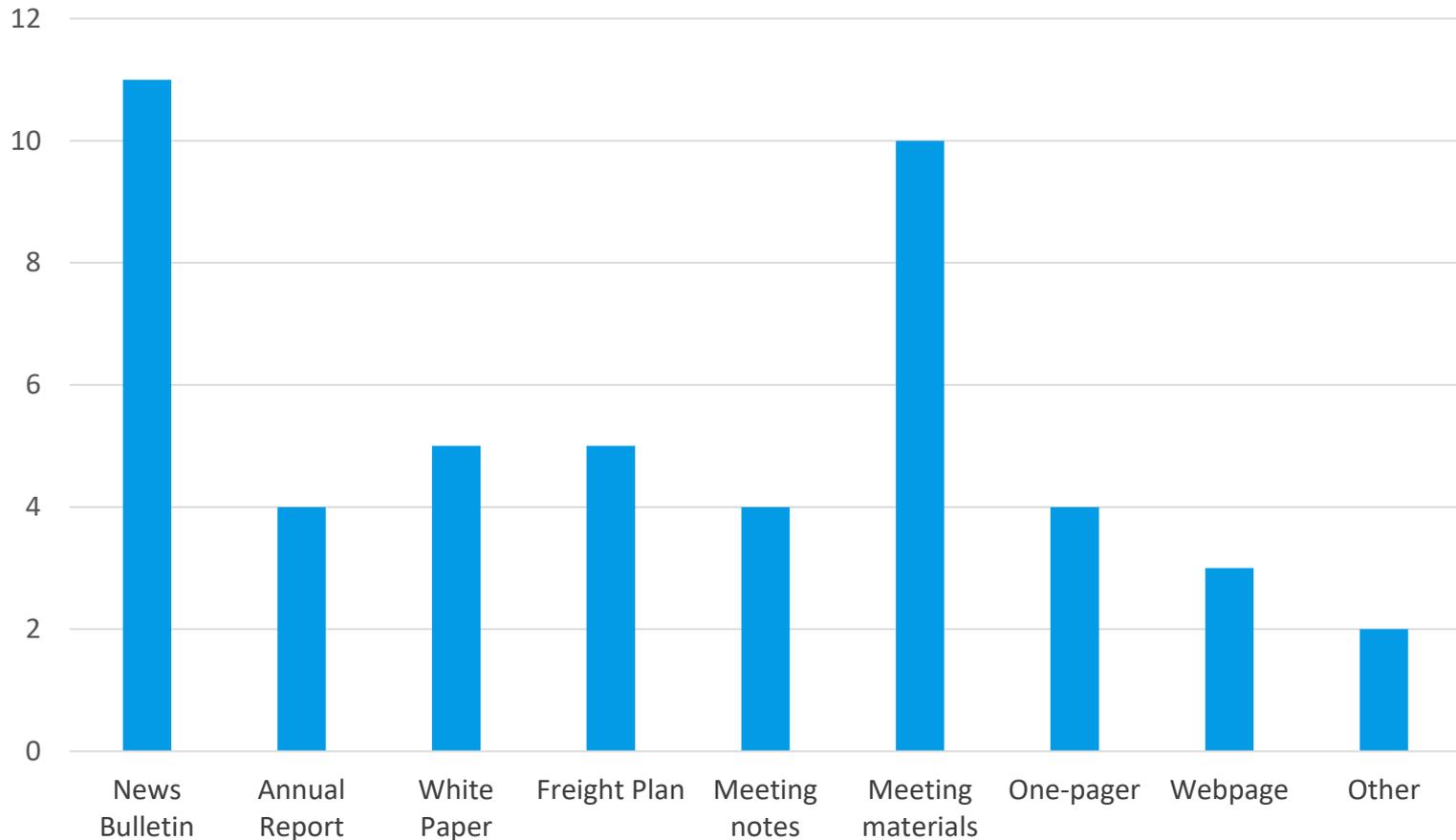
Large group discussion



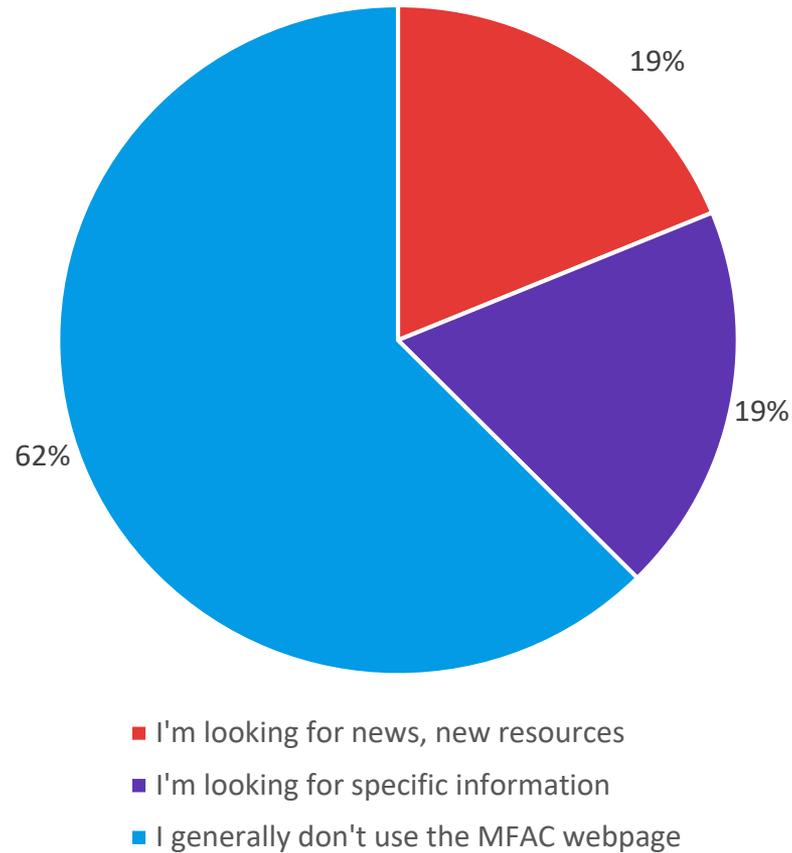
■ Too few ■ Just right ■ Too many



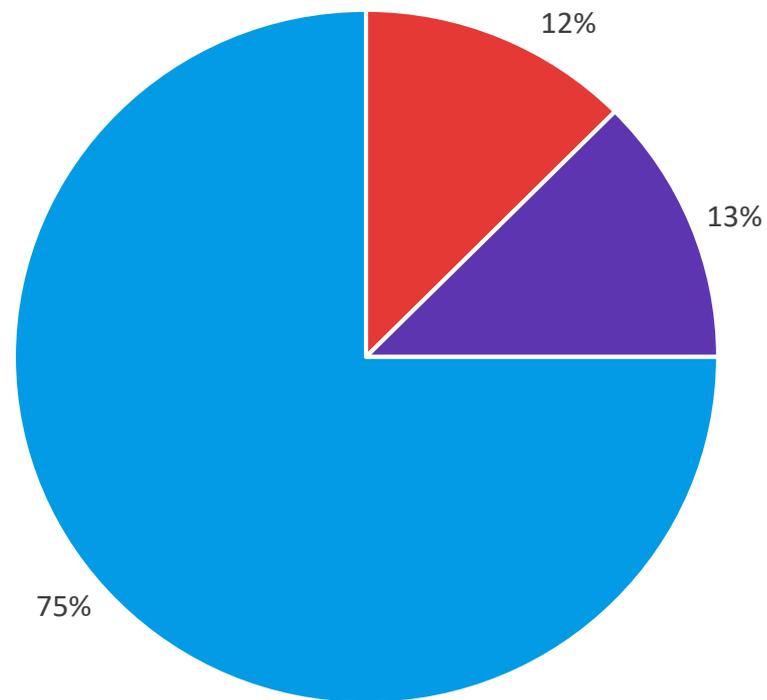
6. Which of the following MFAC and MnDOT Freight Office resources and/or communication products do you or your organization find the most useful or relevant? Select all that apply.



7. Which of the following best describes your use of the MFAC webpage?



8. Overall, how would you describe the amount of information you receive via email from MFAC?

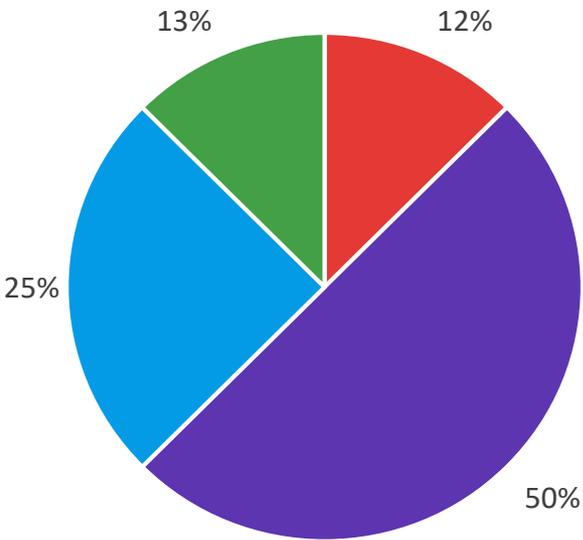


■ Not enough ■ Too much ■ Just right

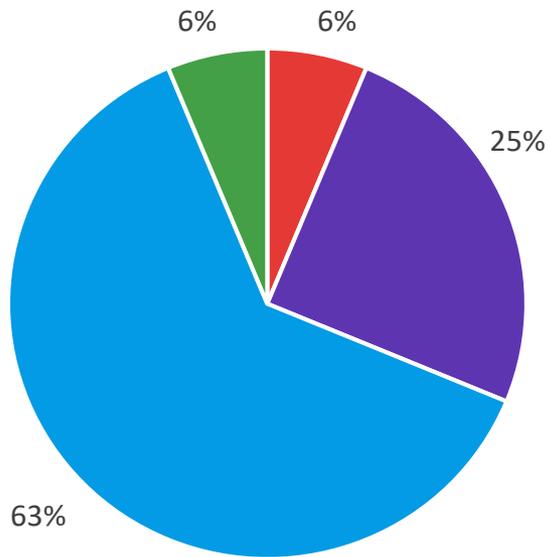


9. How well is MFAC performing in the following areas?

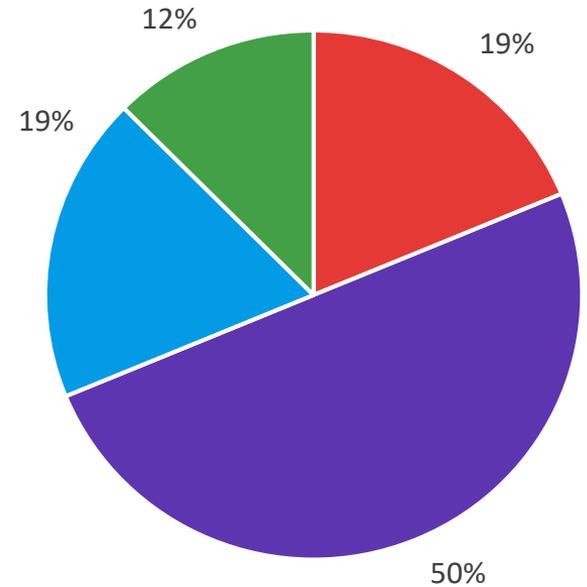
Outreach to a variety of stakeholders in the freight community.



Maintaining an objective approach to transportation issues



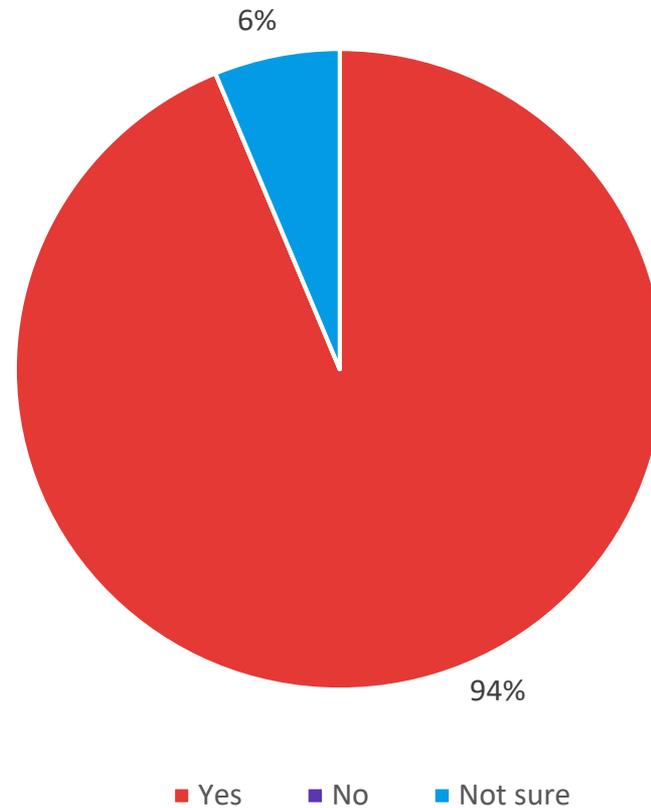
Impact on the freight community



- Needs improvement
- Somewhat well
- Well
- No opinion

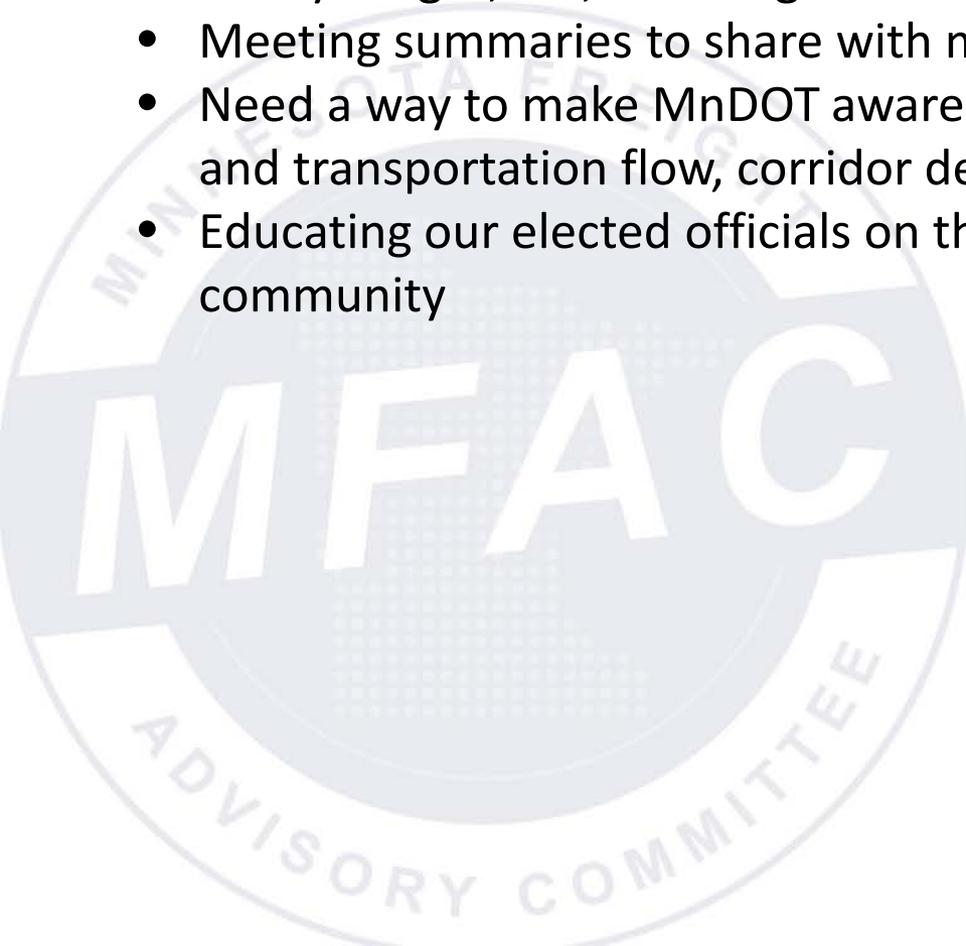


10. Does being a MFAC member and attending meetings support your organization's interests and needs?



11. How can MFAC better meet your needs as you represent your organization?

- Concerns over how to address controversial issues.
- Presentation product such as a PowerPoint presentation of the State of Freight annual report for internal stakeholder presentation purposes.
- Heavy freight, rail, and barge need to have more inclusion.
- Meeting summaries to share with members of our organization.
- Need a way to make MnDOT aware of concerns related to freight traffic and transportation flow, corridor design, etc.
- Educating our elected officials on the nuances of the freight rail community



12. What are the top freight issues of concern to you or your organization?

- Railroad safety and service
- Next day air freight
- Shortage of qualified drivers
- River crossing between MN and WI for heavy loads
- Usable river port for OSOW freight
- Capacity
- Regulation
- Safety
- Container shortage
- Rail-truck intermodal potential across state
- Maritime movements in state
- Funding
- Rural infrastructure needs
- Truck weights – state and federal
- Waterway improvements
- Trucking and drayage costs and congestion locally
- Opportunity for expanded intermodal
- Implementation of positive train control
- Public/private interactions with freight rail
- Supporting job creation
- Transportation costs
- Supply chain visibility
- Transportation compliance



Follow-up questions

Please go to: pollev.com/sengstrom988