Minnesota Multimodal Freight Network (MFN)

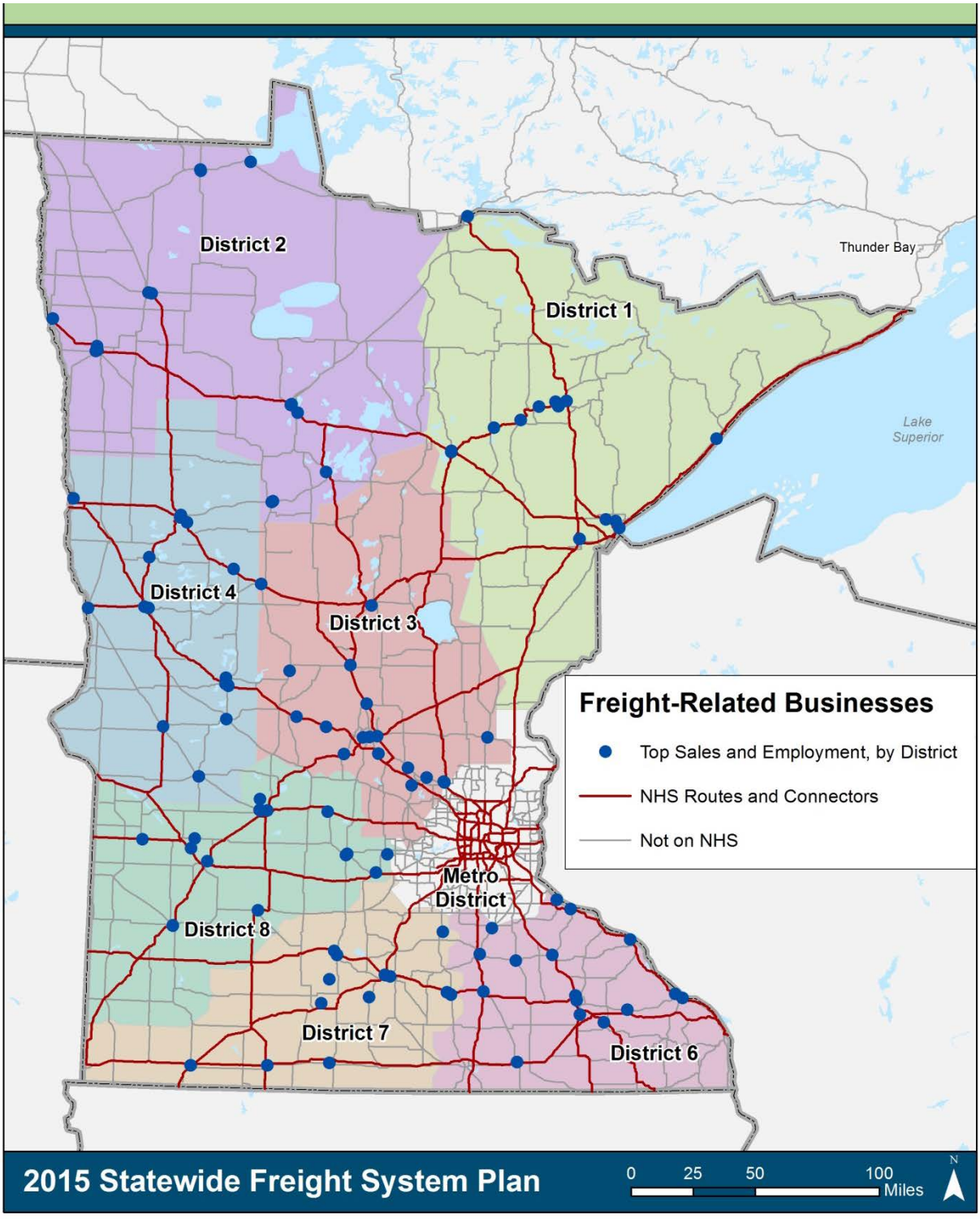
Working Group Meeting #4 - March 26, 2015

MFN Designation Criteria Analysis – Airports

Airport Facilities	NHS - Primary Criteria		MFN Criteria							
	Passengers—more than 250,000 annual enplanements.	Cargo—100 trucks per day (each direction) or 100,000 tons per year arriving or departing by highway mode.	Consider for MFN Designation?	Criteria 1: Regional significance: Freight/Mail (lbs., 2014)	Criteria 2: High level of projected growth or anticipated needs Freight/Mail Growth (2013 - 2014)				Businesses within 5-Mile Radius	Sales Volume within 5-Mile Radius
Minneapolis-St Paul International/Wold-Chamberlain	16,280,835	732,663,072	Yes	407,000,000	0%				414	$ 13,288,989,000
Duluth International	155,496	N/A	Yes	2,113,000	2%				76	$ 1,491,786,000
Rochester International	109,870	N/A	Yes	21,000,000	20%				26	$ 1,072,010,000
Bemidji Regional	22,819	N/A	Yes	807,000	11%				30	$ 672,541,000
St. Cloud Regional	15,842	N/A	No	2,350	-98%				28	$ 580,991,000
Falls International-Einarson Field	15,796	N/A	No	-	N/A				11	$ 2,115,918,000
Brainerd Lakes Regional	15,654	N/A	No	-	-100%				16	$ 368,871,000
Range Regional	11,669	N/A	No	-	-100%				7	$ 150,621,000
Thief River Falls Regional	2,079	N/A	Yes	483,000	11%				22	$ 621,750,000
	16,630,060								630	$ 20,363,477,000

MFN Designation Criteria Analysis

Top Sales and Employment by District



MFN Designation Criteria Analysis

Top Sales and Employment by District

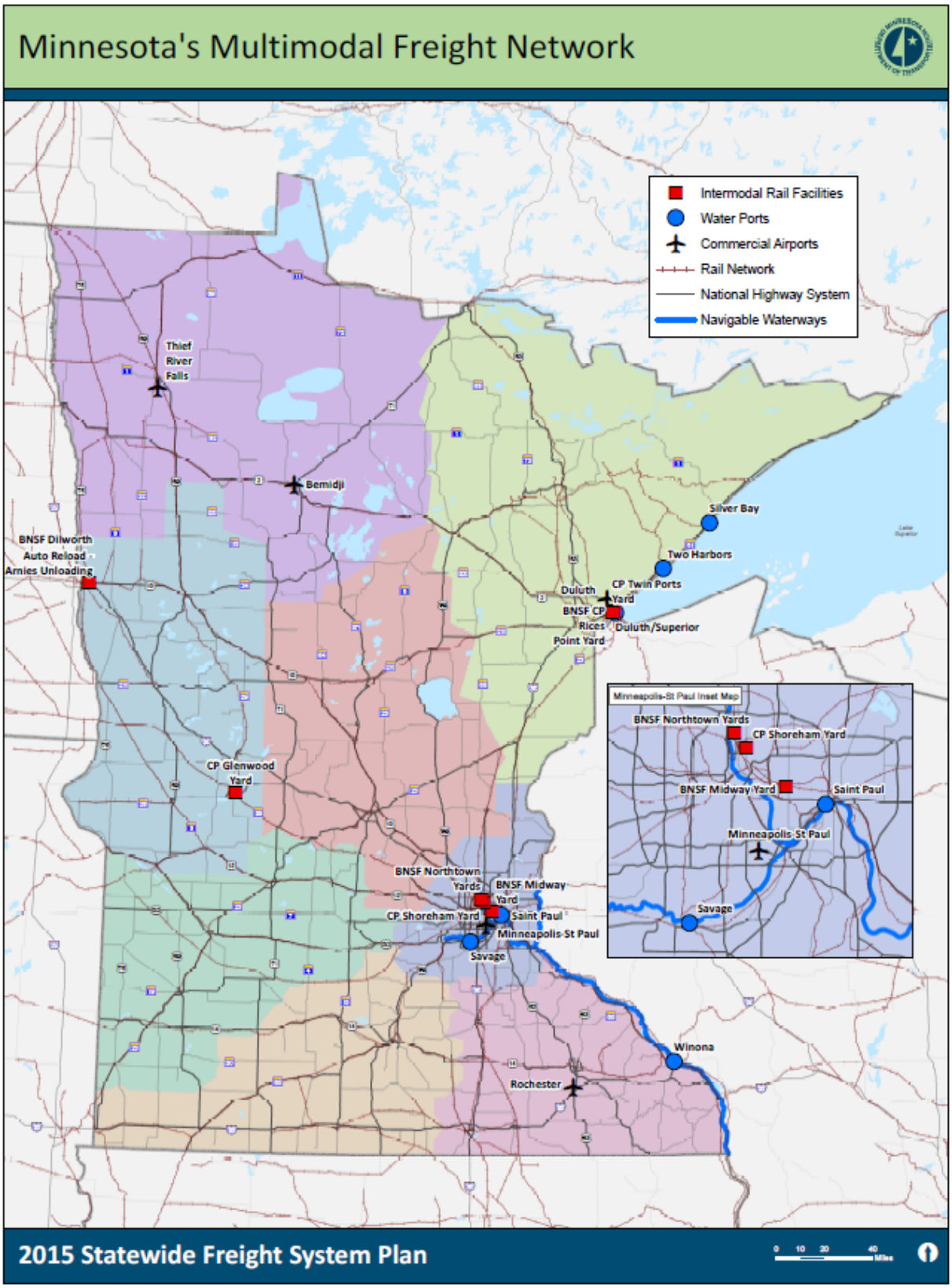
District 1				
Sector	**Employees**	**Percent of District Employees**	**Sales Volume**	**Percent of District Sales**
Agriculture, Forestry, Fishing, and Hunting	408	1.1%	$ 34,366,000	0.3%
Construction	1,206	3.3%	$ 391,818,000	3.0%
Manufacturing	8,676	23.4%	$ 4,285,851,000	32.7%
Mining	7,139	19.3%	$ 772,681,000	5.9%
Retail Trade	15,419	41.6%	$ 3,032,719,000	23.2%
Transportation and Warehousing	1,275	3.4%	$ 206,064,000	1.6%
Utilities	410	1.1%	$ 304,210,000	2.3%
Wholesale Trade	2,499	6.7%	$ 4,059,974,000	31.0%
	37,032	**100%**	**$ 13,087,683,000**	**100%**
District 2				
Sector	**Employees**	**Percent of District Employees**	**Sales Volume**	**Percent of District Sales**
Agriculture, Forestry, Fishing, and Hunting	200	1.1%	$ 21,600,000	0.4%
Construction	862	4.8%	$ 206,102,000	4.1%
Manufacturing	4,478	25.1%	$ 1,469,542,000	29.5%
Mining	20	0.1%	$ 29,814,000	0.6%
Retail Trade	10,965	61.4%	$ 1,253,927,000	25.2%
Transportation and Warehousing	390	2.2%	$ 112,480,000	2.3%
Utilities	20	0.1%	$ 20,380,000	0.4%
Wholesale Trade	921	5.2%	$ 1,865,081,000	37.5%
	17,856	**100%**	**$ 4,978,926,000**	**100%**
District 3				
Sector	**Employees**	**Percent of District Employees**	**Sales Volume**	**Percent of District Sales**
Agriculture, Forestry, Fishing, and Hunting	794	1.5%	$ 98,463,000	0.4%
Construction	3,831	7.0%	$ 1,116,248,000	4.4%
Manufacturing	16,303	29.9%	$ 4,722,166,000	18.7%
Mining	75	0.1%	$ 19,789,000	0.1%
Retail Trade	23,137	42.5%	$ 5,921,719,000	23.4%
Transportation and Warehousing	1,808	3.3%	$ 293,476,000	1.2%
Utilities	959	1.8%	$ 722,471,000	2.9%
Wholesale Trade	7,543	13.9%	$ 12,369,864,000	49.0%
	54,450	**100%**	**$ 25,264,196,000**	**100%**
District 4				
Sector	**Employees**	**Percent of District Employees**	**Sales Volume**	**Percent of District Sales**
Agriculture, Forestry, Fishing, and Hunting	123	0.7%	$ 43,738,000	0.6%
Construction	1,085	5.8%	$ 302,048,000	4.0%
Manufacturing	6,253	33.3%	$ 1,700,187,000	22.8%
Retail Trade	7,398	39.4%	$ 1,868,427,000	25.0%
Transportation and Warehousing	1,297	6.9%	$ 285,086,000	3.8%
Utilities	400	2.1%	$ 407,600,000	5.5%
Wholesale Trade	2,233	11.9%	$ 2,857,695,000	38.3%
	18,789	**100%**	**$ 7,464,781,000**	**100%**

Source: InfoUSA

District 6				
Sector	**Employees**	**Percent of District Employees**	**Sales Volume**	**Percent of District Sales**
Agriculture, Forestry, Fishing, and Hunting	923	1.7%	$ 164,169,000	0.6%
Construction	4,498	8.2%	$ 1,541,177,000	6.0%
Manufacturing	21,349	39.0%	$ 10,276,250,000	40.3%
Mining	99	0.2%	$ 25,699,000	0.1%
Retail Trade	20,457	37.4%	$ 4,577,095,000	17.9%
Transportation and Warehousing	2,531	4.6%	$ 430,909,000	1.7%
Utilities	786	1.4%	$ 800,934,000	3.1%
Wholesale Trade	4,055	7.4%	$ 7,703,338,000	30.2%
	54,698	**100%**	**$ 25,519,571,000**	**100%**
District 7				
Sector	**Employees**	**Percent of District Employees**	**Sales Volume**	**Percent of District Sales**
Agriculture, Forestry, Fishing, and Hunting	4,327	8.5%	$ 2,083,230,000	10.1%
Construction	2,037	4.0%	$ 602,824,000	2.9%
Manufacturing	27,577	54.4%	$ 7,323,222,000	35.6%
Mining	-	0.0%	$ -	0.0%
Retail Trade	10,346	20.4%	$ 2,626,276,000	12.8%
Transportation and Warehousing	2,350	4.6%	$ 391,369,000	1.9%
Utilities	26	0.1%	$ 26,494,000	0.1%
Wholesale Trade	4,054	8.0%	$ 7,527,610,000	36.6%
	50,717	**100%**	**$ 20,581,025,000**	**100%**
District 8				
Sector	**Employees**	**Percent of District Employees**	**Sales Volume**	**Percent of District Sales**
Agriculture, Forestry, Fishing, and Hunting	447	2.0%	$ 83,897,000	0.8%
Construction	1,820	8.0%	$ 680,622,000	6.5%
Manufacturing	9,692	42.5%	$ 3,032,463,000	28.8%
Retail Trade	6,650	29.2%	$ 1,709,015,000	16.2%
Transportation and Warehousing	1,967	8.6%	$ 539,528,000	5.1%
Utilities	130	0.6%	$ 132,470,000	1.3%
Wholesale Trade	2,074	9.1%	$ 4,361,887,000	41.4%
	22,780	**100%**	**$ 10,539,882,000**	**100%**
Metro District				
Sector	**Employees**	**Percent of District Employees**	**Sales Volume**	**Percent of District Sales**
Agriculture, Forestry, Fishing, and Hunting	449	0.1%	$ 19,283,000	0.0%
Mining	15,301	3.6%	$ 505,705,000	0.3%
Utilities	1,075	0.3%	$ 1,029,529,000	0.6%
Construction	26,319	6.3%	$ 8,663,173,000	4.8%
Manufacturing	161,313	38.5%	$ 61,363,963,000	34.1%
Wholesale Trade	48,961	11.7%	$ 69,296,143,000	38.5%
Retail Trade	165,913	39.6%	$ 35,713,664,000	19.8%
Transportation and Warehousing	-	0.0%	$ 3,407,621,000	1.9%
	419,331	**100%**	**$ 179,999,081,000**	**100%**

Source: InfoUSA

Recommended Multimodal Freight Network



Recommended Multimodal Freight Network Applications (DRAFT)

The working group "tiered" the potential *highway* applications. These are noted as:

- 1 - applications using existing resources with minimal administrative coordination (near-term),
- 2 - applications that require moderate administrative coordination (mid-term), and
- 3 - applications that require additional funding and/or significantly more administrative coordination (long-term).

Applications of the MFN on non-highway modes were not tiered, but were checked for applicability within each mode. Highway and non-highway applications are summarized in the table below.

The MFN be used to …	**Highway**	**Rail Lines**	**Waterways**	**Freight Facilities**
Track freight system activity	1	X	X	X
Monitor freight system performance	1	X	X	X
Identify and prioritize system needs	2	X	X	X
Provide different design or accessibility standards	3			X
Provide different (higher) maintenance standards	3*			
Receive priority consideration during project selection and funding	1			X
Align with dedicated freight funding source	2	X		X
Consider Complete Streets principles	2			
Support existing businesses	2	X	X	X
Provide access to intermodal facilities	1	X	X	

** The Highway portion of the network is the Enhanced NHS and it may already receive priority for maintenance.*

SRF No. 014-8535

MINNESOTA STATEWIDE FREIGHT SYSTEM PLAN
MULTIMODAL FREIGHT NETWORK AD HOC WORKING GROUP MEETING #3

MEETING MINUTES
February 26, 2015
1:15 PM

ATTENDEES:

Philip Schaffner, MnDOT
Tim Spencer, MnDOT
Peter Dahlberg, MnDOT
David Tomporowski, MnDOT
Steve Voss, MnDOT
Bobbi Retzlaff, MnDOT
Patrick Phenow, MnDOT
Dave Christianson, MnDOT
Ryan Gaug, MnDOT
Steve Elmer, Metropolitan Council
Erika Witzke, Cambridge Systematics
Elaine McKenzie, Cambridge Systematics
Andy Mielke, SRF
Chris Ryan, SRF

This was the third meeting of the Multimodal Freight Network (MFN) Ad Hoc Working Group. This was originally proposed as the final meeting of this working group. However, a fourth meeting will be conducted in order to allow for enough time for group discussion and analysis of the multimodal freight network components. The purpose of this meeting was to discuss the potential applications of the MFN once it is established as well as to review the designation of intermodal connectors on the MFN for rail facilities, airports, and water ports.

The meeting opened with introductions and a recap of the previous two meetings. The group noted there is general agreement that the enhanced National Highway System (NHS) will be recommended as the preferred network for designation as the MFN. Further discussion is required regarding the selection of intermodal and non-highway portions of the MFN, as well as the potential applications of the network.

The following is a summary of the discussion items recorded at the meeting:

- Regarding slide 8 that stated, “We will provide our thoughts to leadership for further consideration”, it was noted that the contributions of the ad hoc working group should be considered “recommendations” rather than “thoughts”.

- Tier 1 Applications:
  - "Marketing and Economic Development" should be rephrased as an action item similar to the other bullets (e.g., "Track…", "Monitor…").
  - It was also noted that the term "Economic Development" can be subjective and open to interpretation. The phrase "Economic Sustainability" may be a better phrase to highlight that the MFN is meant to support existing businesses, not necessarily to attract new businesses.
  - It was suggested that "Marketing and Economic Development" may be more appropriate as a Tier 2 item.
- Tier 2 Applications:
  - It was noted that "Receive Prioritization during Project Selection and Funding" should be included in Tier 1. Steps are currently underway to revise the MnDOT project scoping process to include freight-related items in the project worksheets. It was also noted that for freight considerations to have the biggest impact, this prioritization may need to come into place prior to project scoping. Before the scoping phase, many projects are selected based on a pavement quality review.
  - "Provide Access to Intermodal Facilities" was also recommended for inclusion in Tier 1 as this application is already being actively pursued by MnDOT.
  - It was suggested that "Bicycle and Pedestrian Considerations (Complete Streets)" be rephrased to "Consider Complete Streets Principles". It was also noted that pedestrian and bicycle safety may be more important for the non-highway component of the MFN, particularly for rail crossings.
- Tier 3 Applications:
  - Regarding "Apply Higher Maintenance Standards", it was noted that the NHS may already receive higher maintenance standards due to its federal network designation.
- Non-Highway Modes (Rail)
  - Many in the group agreed that all of the facilities noted should be included in the MFN. It was also suggested that there may be other facilities not included that would also be good candidates for MFN inclusion. For example, despite being listed as a water port facility, the rail yard in Savage actually has more truck to rail intermodal traffic than truck to barge. The same is true for the Winona facility. This may also be true for other facilities throughout the state.
- Non-Highway Modes (Air)

  - Many in the group recommended the inclusion of the Thief River Falls airport on the MFN. This airport is very significant due to the location of Digikey, which is an important company for the region and the state. The group asked the consultant team to evaluate the remaining airports to assess whether any others achieve similar levels of importance.
  - It was asked if cargo volume data was available for airports other than MSP. However, this data is not collected by MnDOT.
- Non-Highway Modes (Water)
  - It was noted that Two Harbors and Silver Bay are not tied directly to the highway network. These ports mostly handle primarily rail to barge traffic.
  - The inclusion of the Saint Paul port was strongly encouraged due to it being the largest river port and the strong multimodal activity present.
  - It was also recommended that Winona and Savage be included in the MFN due to rail connectivity/activity.
  - It was noted that the application of the NHS intermodal criteria is focused mostly on the highway side and may not capture the significance of ports that handle more rail to barge traffic.

Due to a scheduling conflict for many meeting attendees, the meeting was concluded following this discussion. The remainder of the presentation, including potential MFN applications for non-highway modes and a discussion of next steps will be concluded at the fourth and final meeting of the ad hoc working group.