



Minnesota Statewide Freight System Plan

Minnesota's Multimodal Freight Network (MFN)
Ad Hoc Working Group Meeting #4
March 26, 2015

We all have a stake in **A  B**



Agenda

- ▶ Welcome and Introductions
- ▶ Recap of Meeting #3
- ▶ Continue to Discuss the Multimodal Freight Network
 - Designation criteria
 - Application
- ▶ Recommendations



Recap of Meeting #3



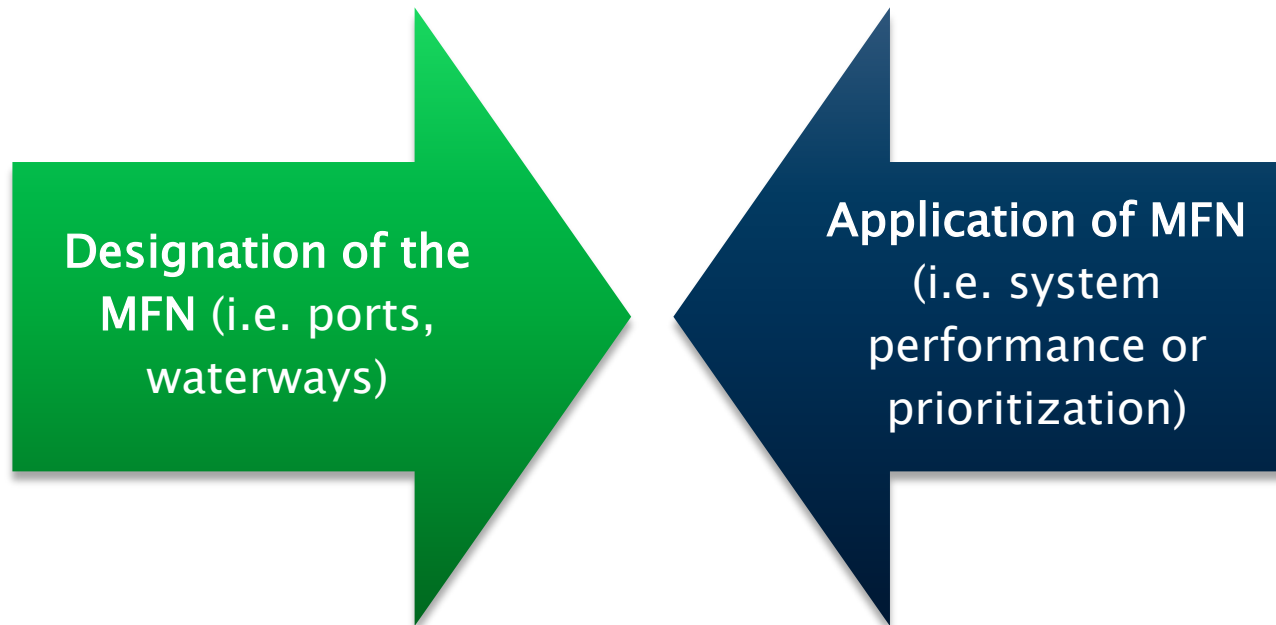
Meeting #3 Summary

- ▶ Reviewed potential applications of the highway portion component of Minnesota's Multimodal Freight Network (MFN)
- ▶ Discussed non-highway facility components (rail, air, and water)
- ▶ Initial concurrent on non-highway facility node designations



Multimodal Freight Network *Designation and Application*

We are working through an iterative process



Application Considerations

- ▶ Several potential applications are viable for the MFN
- ▶ Some will be relatively easy to implement
- ▶ Others will require significant administrative coordination and funding

We will not determine the final application.

We will provide our recommendations to leadership for further consideration.



Minnesota Multimodal Freight Network



Where are we in this process?

► Highway Network

- ✓ General agreement on network – Enhanced NHS, including NHS Intermodal Connectors
- ✓ Discuss potential applications

► Non-Highway Network Components

- ✓ General agreement on non-highway **facilities** and potential applications
 - Initiate discussion on applications of **facility** designation
 - Initiate discussion on **corridors** (rail and water corridors) and potential applications



Non-Highway Network Components



Non-Highway Network Components

- ▶ Confirm facilities designated – additional criteria reviewed

- ▶ **Rail Facilities**

- Dilworth (BNSF)
- Glenwood Yard (CP)
- Midway Yard (BNSF)
- Northtown Yards (BNSF)
- Rice's Point Yard (BNSF/CP)
- Shoreham Yard (CP)
- Twin Ports Yard (CP)

- ▶ **Airports**

- Minneapolis-St. Paul International
- Duluth International
- Rochester International
- Bemidji Regional
- Thief River Falls Regional

- ▶ **Water Ports**

- Duluth/Superior
- Two Harbors
- Silver Bay
- St. Paul
- Savage
- Winona



Airport Criteria

Meets NHS Intermodal Connector Primary Criteria
 Meets NHS Intermodal Connector Secondary Criteria
 Meets MFN Criteria #1 or #2

Airport Facilities	NHS - Primary Criteria		MFN Criteria			Businesses within 5-Mile Radius		Sales Volume within 5-Mile Radius	
	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 (Volumes, commodities, etc.)	Criteria 2: High level of projected growth or anticipated needs				
	Minneapolis-St Paul International/Wold-Chamberlain	16,280,835	732,663,072	Yes	High	414	\$	13,288,989,000	
	Duluth International	155,496	N/A	Yes		76	\$	1,491,786,000	
	Rochester International	109,870	N/A	Yes		26	\$	1,072,010,000	
	Bemidji Regional	22,819	N/A	No		30	\$	672,541,000	
	St. Cloud Regional	15,842	N/A	No		28	\$	580,991,000	
	Falls International-Einarson Field	15,796	N/A	No		11	\$	2,115,918,000	
	Brainerd Lakes Regional	15,654	N/A	No		16	\$	368,871,000	
	Range Regional	11,669	N/A	No		7	\$	150,621,000	
Thief River Falls Regional	2,079	N/A	TBD	High - 1 million packages (Expedited service, i.e. FedEx) shipped annually		22	\$	621,750,000	
	16,630,060					630	\$	20,363,477,000	



Airport Criteria – Additional

Meets NHS Intermodal Connector Primary Criteria
 Meets NHS Intermodal Connector Secondary Criteria
 Meets MFN Criteria #1 or #2

Airport Facilities
Minneapolis-St Paul International/Wold-Chamberlain
Duluth International
Rochester International
Bemidji Regional
St. Cloud Regional
Falls International-Einarson Field
Brainerd Lakes Regional
Range Regional
Thief River Falls Regional

MFN Criteria		
Consider for MFN Designation?	Criteria 1: Regional significance:	Criteria 2: High level of projected growth or anticipated needs
	Freight/Mail (lbs., 2014)	Freight/Mail Growth (2013 - 2014)
Yes	407,000,000	0%
Yes	2,113,000	2%
Yes	21,000,000	20%
Yes	807,000	11%
No	2,350	-98%
No	-	N/A
No	-	-100%
No	-	-100%
Yes	483,000	11%

Source: Bureau of Transportation Statistics



Water Port Criteria

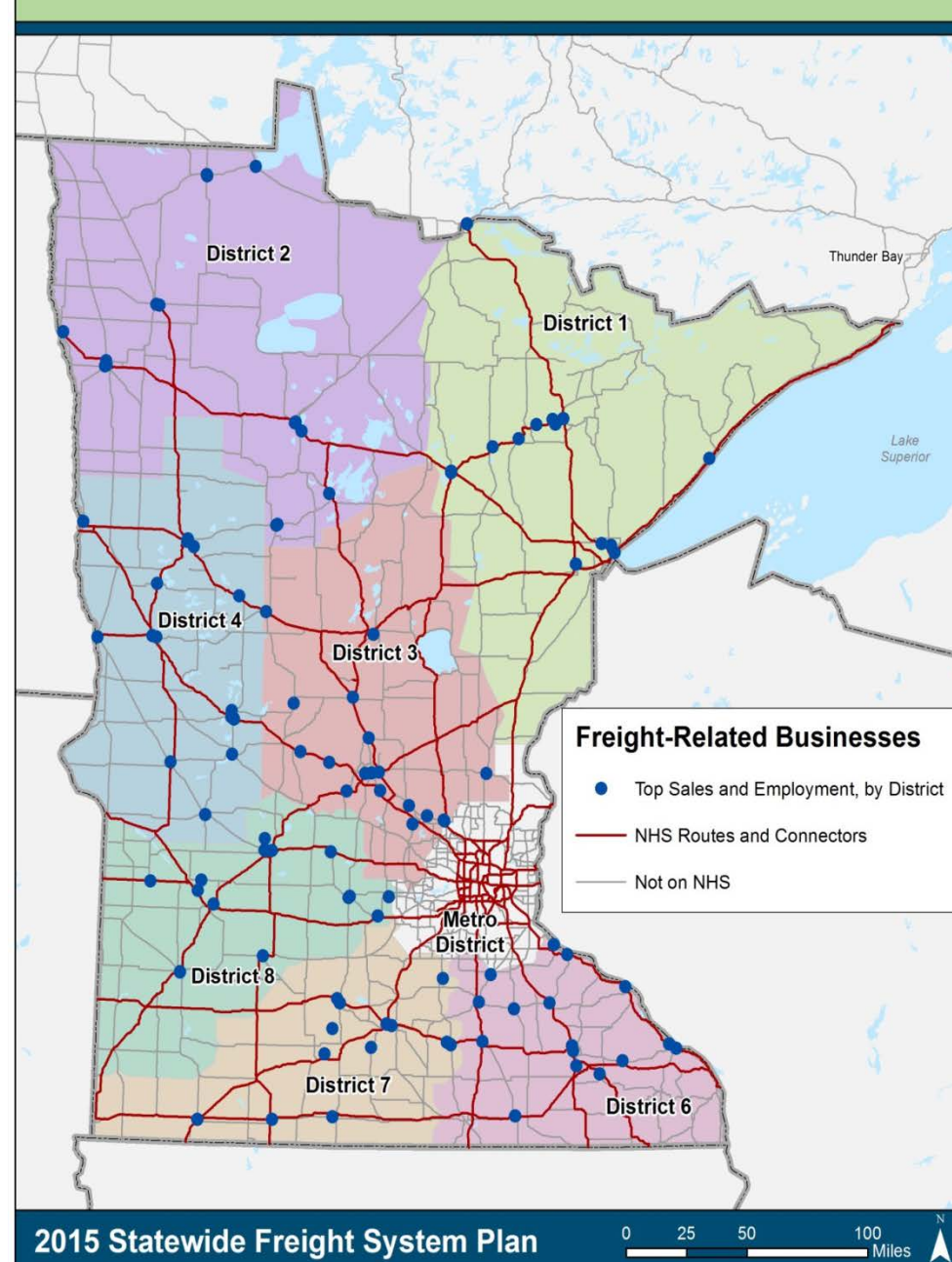
Meets NHS Intermodal Connector Primary Criteria
 Meets NHS Intermodal Connector Secondary Criteria
 Meets MFN Criteria #1 or #2

Water Port Facilities	MFN Criteria		
	Consider for MFN Designation?	Criteria 1: Regional significance (Volumes, commodities, etc.)	Criteria 2: High level of projected growth or anticipated needs
Duluth / Superior	Yes	High - Taconite and other products	Yes
Two Harbors	Yes	High - Taconite	
Silver Bay	Yes	High - Taconite	Two idled production lines reopening; regional iron ore projected to increase 20% to 24 million tons in 2014
Taconite Harbor	No	Low - Taconite	
St. Paul	Yes	Non-grain ag. products. Largest river port	
Savage	★ Yes	Primarily grain and raw materials, i.e. frac sand	Increasing used as an intermodal connector (truck/rail/water)
Winona	★ Yes	Primarily grain and raw materials, i.e. frac sand	Increasing used as an intermodal connector (truck/rail/water)
Red Wing	No	Primarily grain	
Total			



Non-Urban Evaluation

- ▶ Does the network provide access to Minnesota's largest industries?
- ▶ Top sales and employment by District



Rail, Airport, and Water Port Facilities

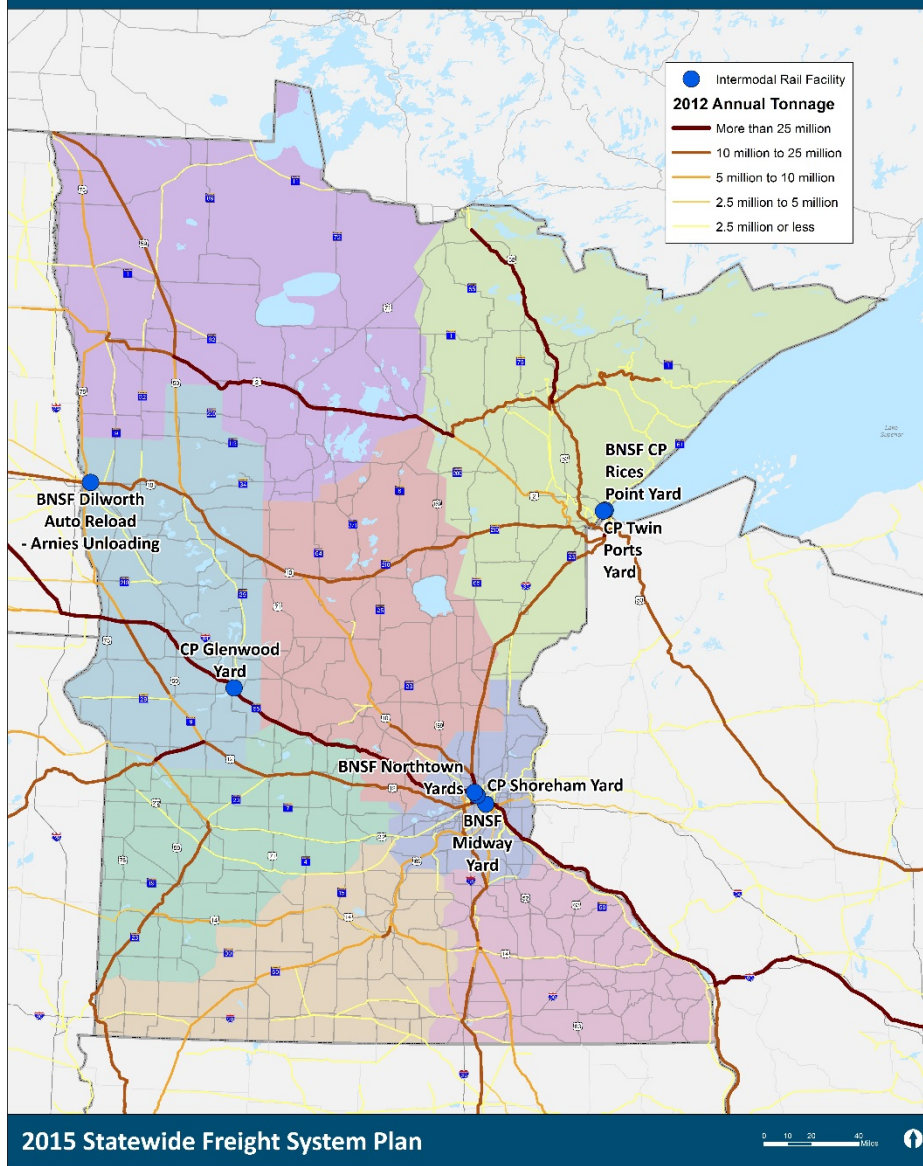
<i>The MFN be used to ...</i>	<i>YES</i>	<i>NO</i>	<i>COMMENTS</i>
Track freight system activity	X		
Monitor freight system performance	X		
Identify and prioritize system needs	X		
Provide different design or accessibility standards	X		<i>Designated MFN facilities that meet NHS intermodal connector criteria, should be connected via an NHS intermodal connector</i>
Provide different (higher) maintenance standards		X	
Receive priority consideration during project selection and funding	X		<i>MFN facilities should be considered “freight projects” and state should evaluate funding commensurate with public benefits</i>
Align with dedicated freight funding source	X		<i>As dedicated funding sources are developed, MFN facilities should be eligible for freight funding</i>
Consider Complete Streets principles		X	
Support existing businesses	X		
Provide access to intermodal facilities		X	<i>These are the intermodal facilities</i>



Non-Highway Corridor Designation

- ▶ Rail Corridors
- ▶ Waterway Corridors
- ▶ Considerations
 - Tonnage
 - Designations by others
 - Other criteria?

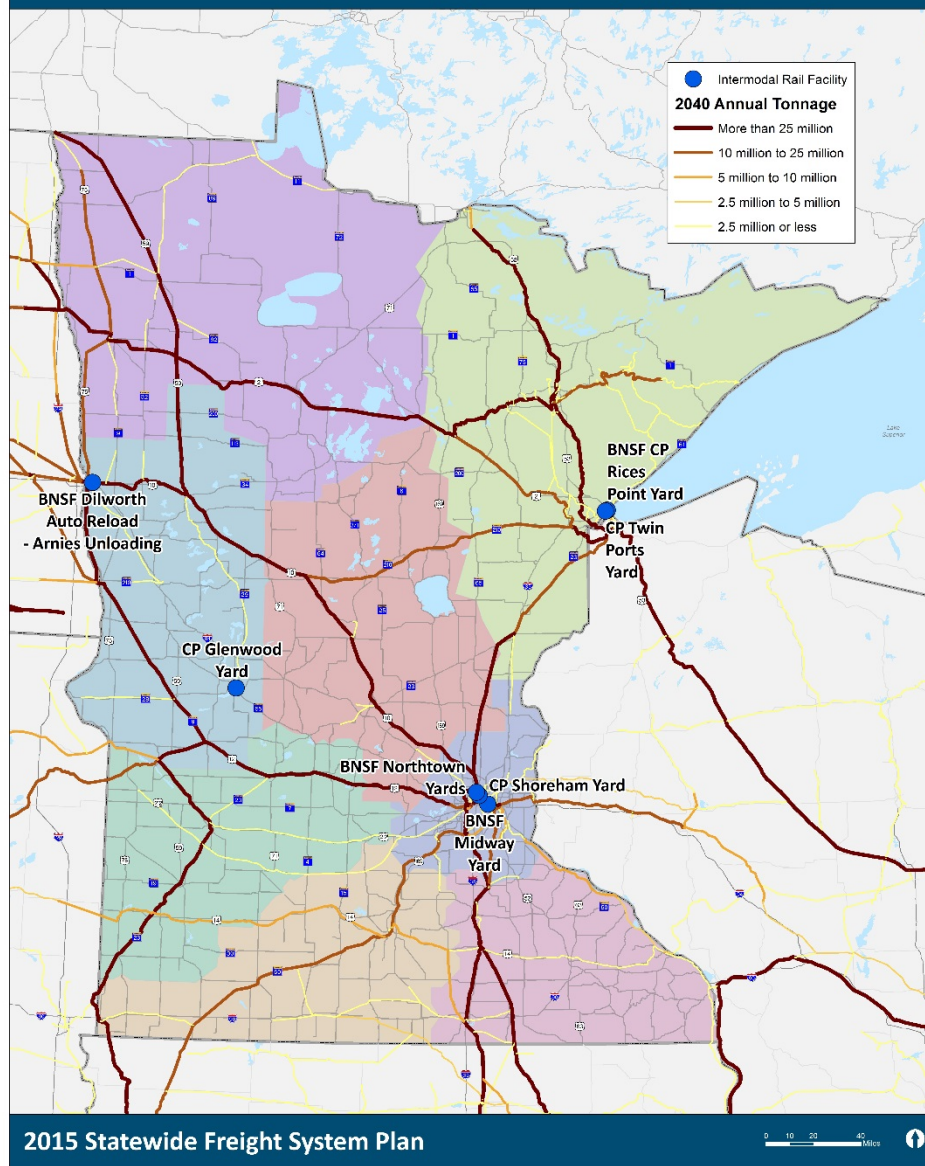




Rail Corridors

- 2012 tonnage by corridor





Rail Corridors

- 2040 tonnage by corridor

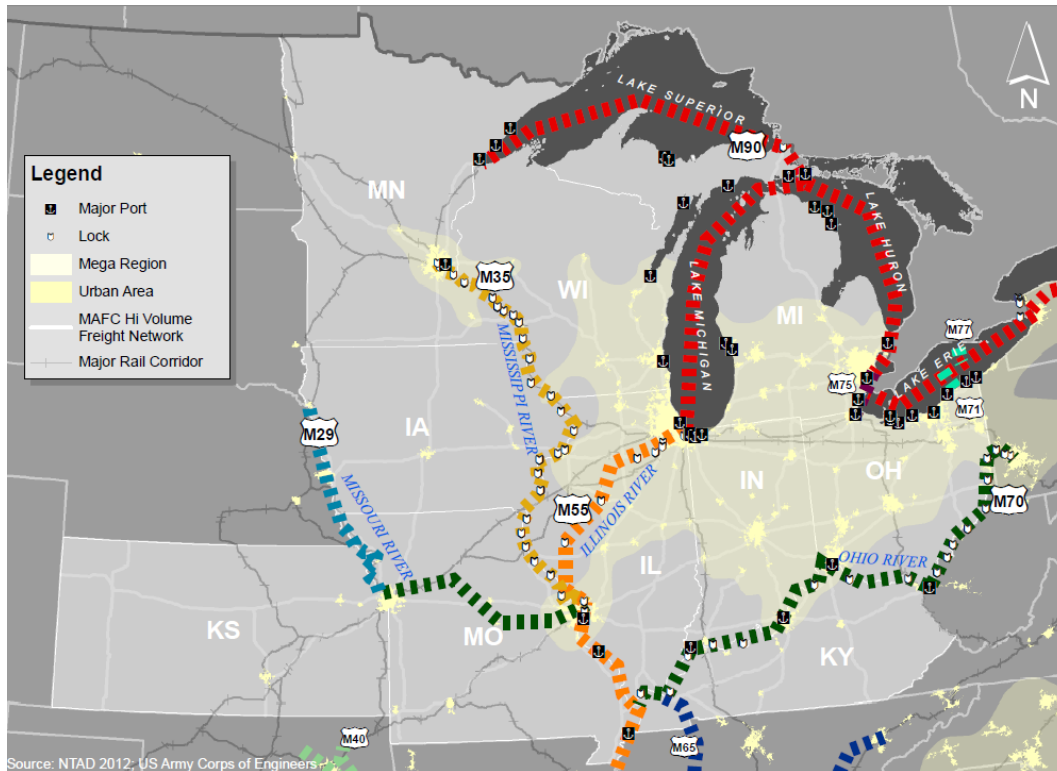


Rail Corridors

<i>The MFN be used to ...</i>	<i>YES</i>	<i>NO</i>	<i>COMMENTS</i>
Track freight system activity	X		
Monitor freight system performance	X		<i>Focused on locating system bottlenecks</i>
Identify and prioritize system needs	X		<i>Could be useful for prioritizing large-scale projects that would involve multiple railroads</i>
Provide different design or accessibility standards		X	<i>Unlikely to impact or alter design standards</i>
Provide different (higher) maintenance standards		X	<i>Unlikely to create a meaningful impact on maintenance, given that the majority of infrastructure is privately owned and maintained</i>
Receive priority consideration during project selection and funding		X	<i>A small portion of rail projects are eligible for public funding assistance, and do not enter the transportation improvement processes</i>
Align with dedicated freight funding source	X		<i>Could assist Class I and short line railroads seeking state and federal funding, such as the state's revolving grant program or USDOT TIGER</i>
Consider Complete Streets principles		X	
Support existing businesses	X		
Provide access to intermodal facilities	X		



Waterways



Source: Mid-America Freight Council, 2014

- ▶ Great Lakes
 - (M-90 Marine Corridor)
- ▶ Mississippi River
 - (M-35 Marine Corridor)



Waterways

<i>The MFN be used to ...</i>	<i>YES</i>	<i>NO</i>	<i>COMMENTS</i>
Track freight system activity	X		
Monitor freight system performance	X		
Identify and prioritize system needs	X		
Provide different design or accessibility standards		X	<i>Unlikely to impact or alter design standards</i>
Provide different (higher) maintenance standards		X	<i>Unlikely to create a meaningful impact on maintenance; infrastructure is maintained by the U.S. Army Corps of Engineers</i>
Receive priority consideration during project selection and funding		X	
Align with dedicated freight funding source	X		
Consider Complete Streets principles		X	
Support existing businesses	X		
Provide access to intermodal facilities	X		



Summary of Possible Uses

<i>The MFN be used to ...</i>	<i>Highway (Tiered)</i>	<i>Rail Lines</i>	<i>Waterways</i>	<i>Freight Facilities</i>
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	X
Consider Complete Streets principles	2			
Support existing businesses	2	X	X	X
Provide access to intermodal facilities	1	X	X	



Next Steps



Next Steps

- ▶ General consensus on multimodal freight network designation and potential applications
- ▶ Forward recommendations to the Technical Team and Advisory Committee for consideration



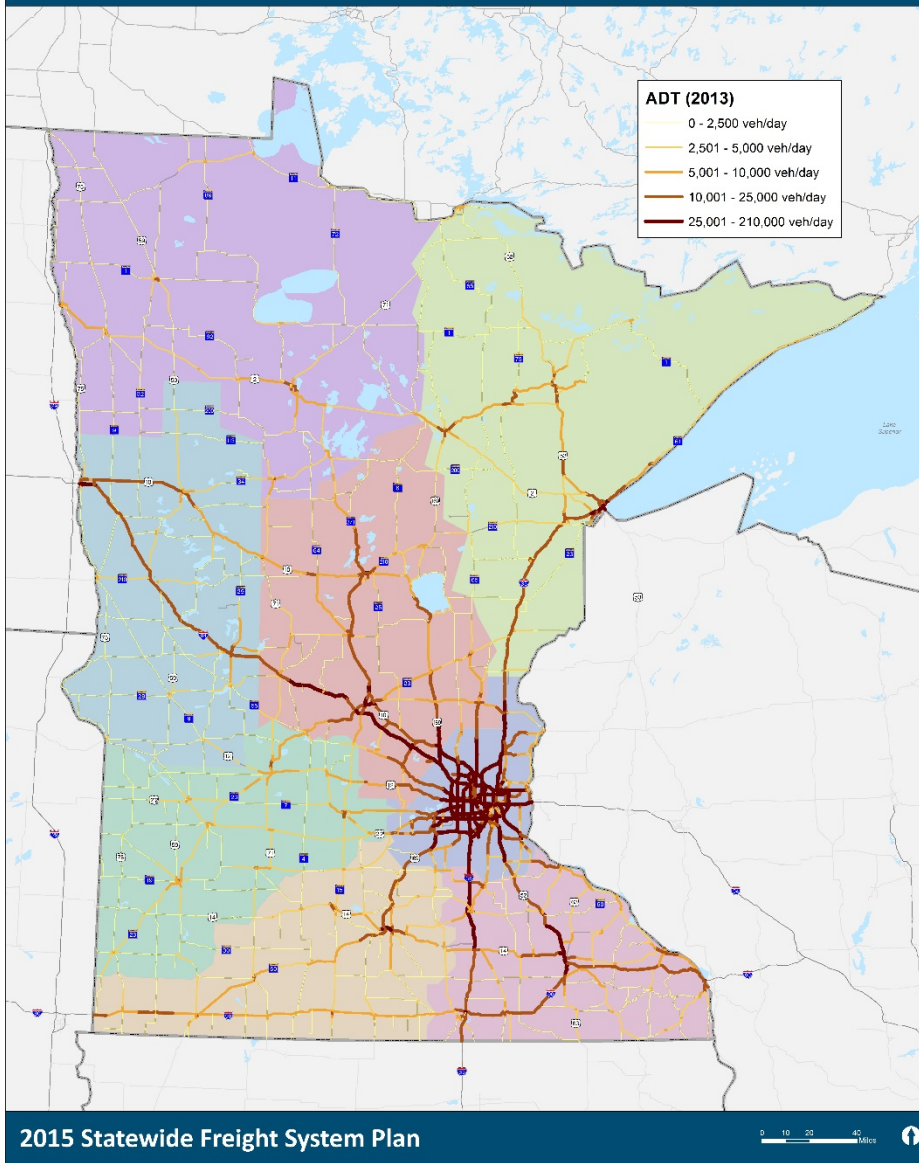
THANK YOU

Questions?



EXTRA SLIDES

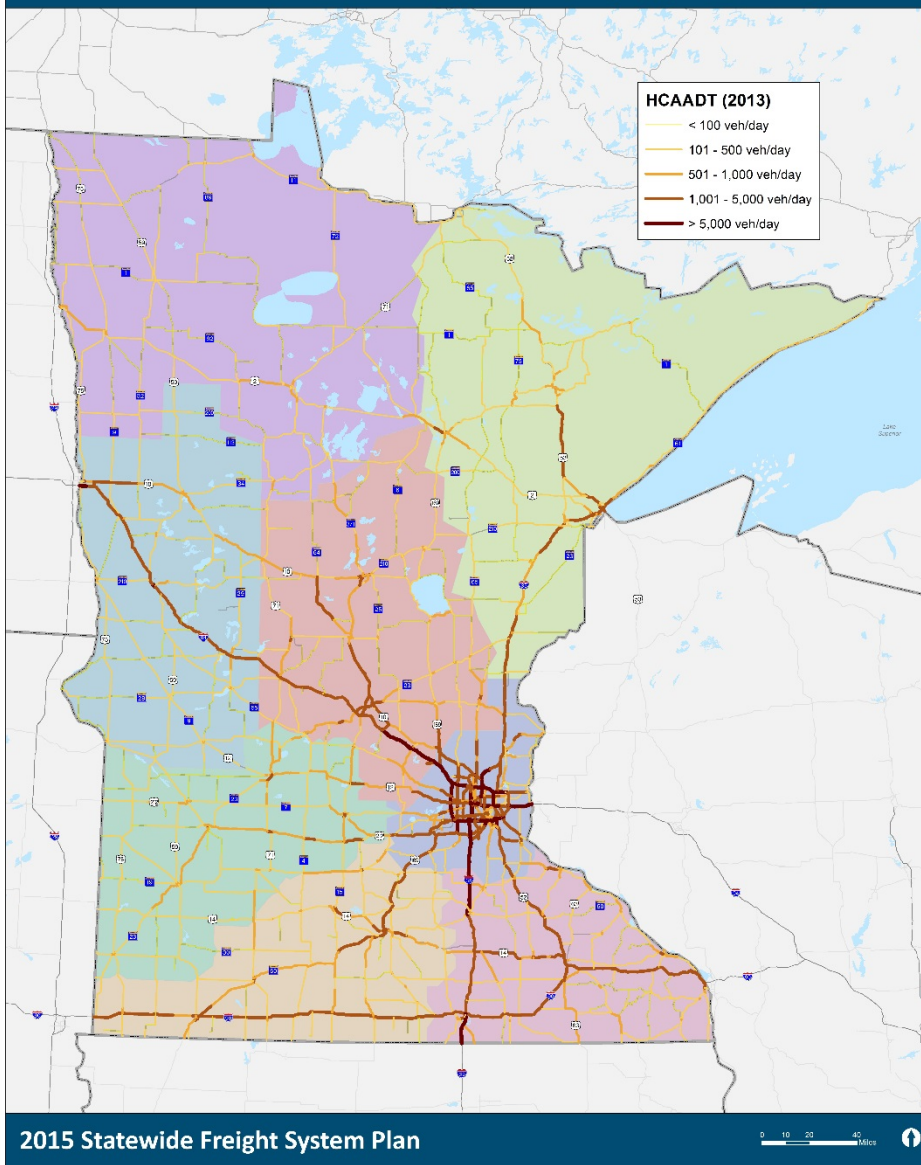




Average Daily Traffic Volumes

► ...

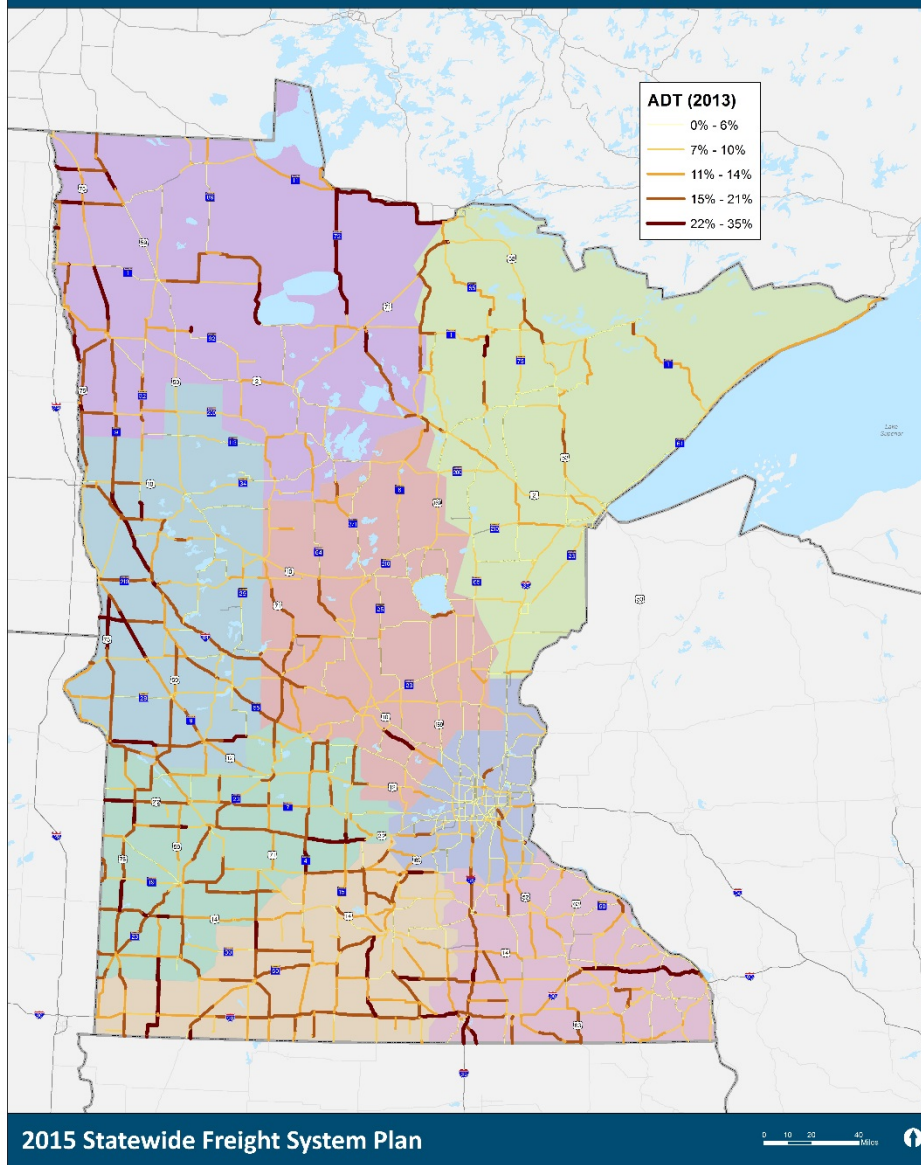




Average Daily Heavy Commercial Traffic Volumes

▶ ...



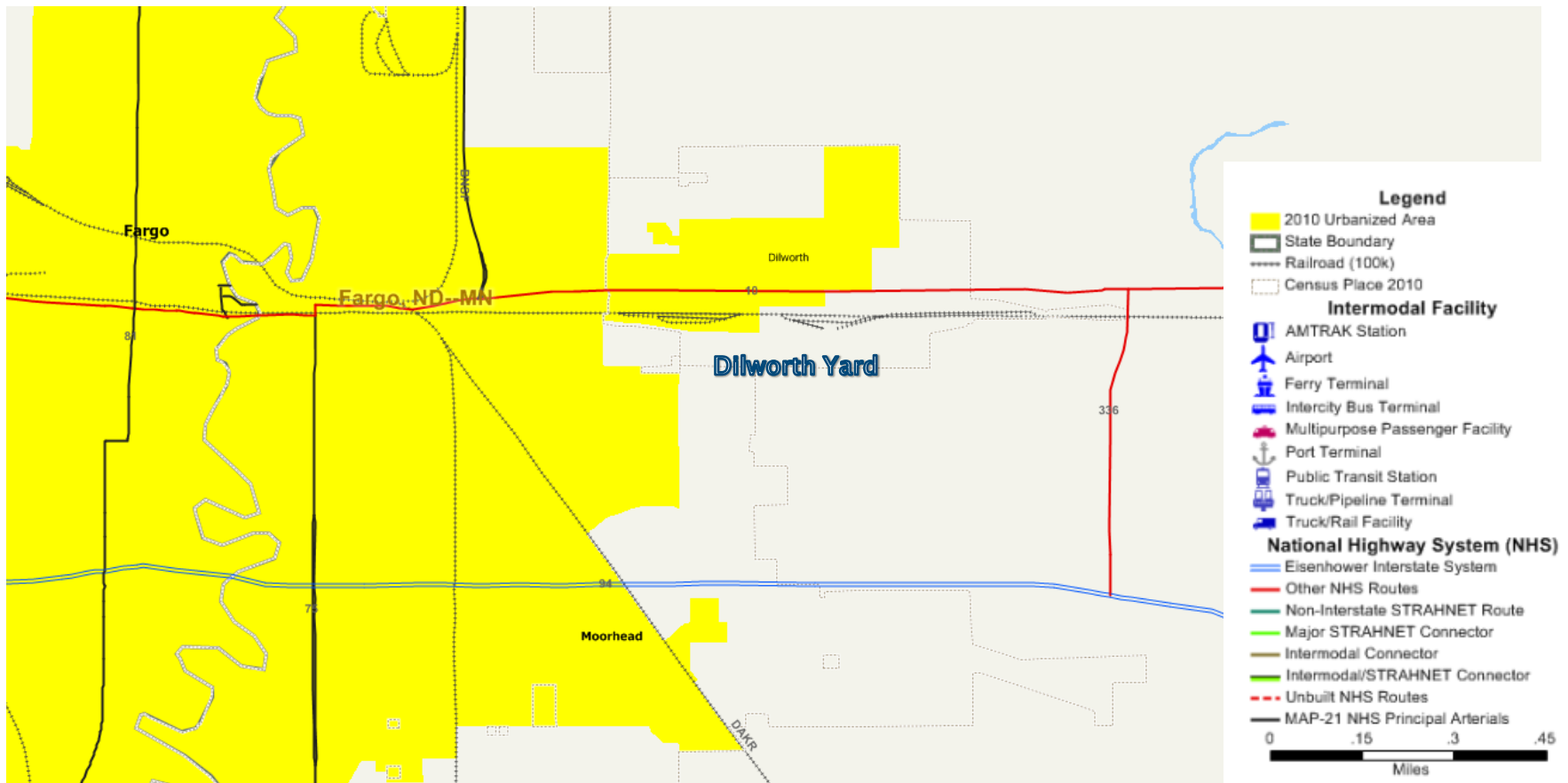


Heavy Commercial Traffic Percent of All Traffic

► ...



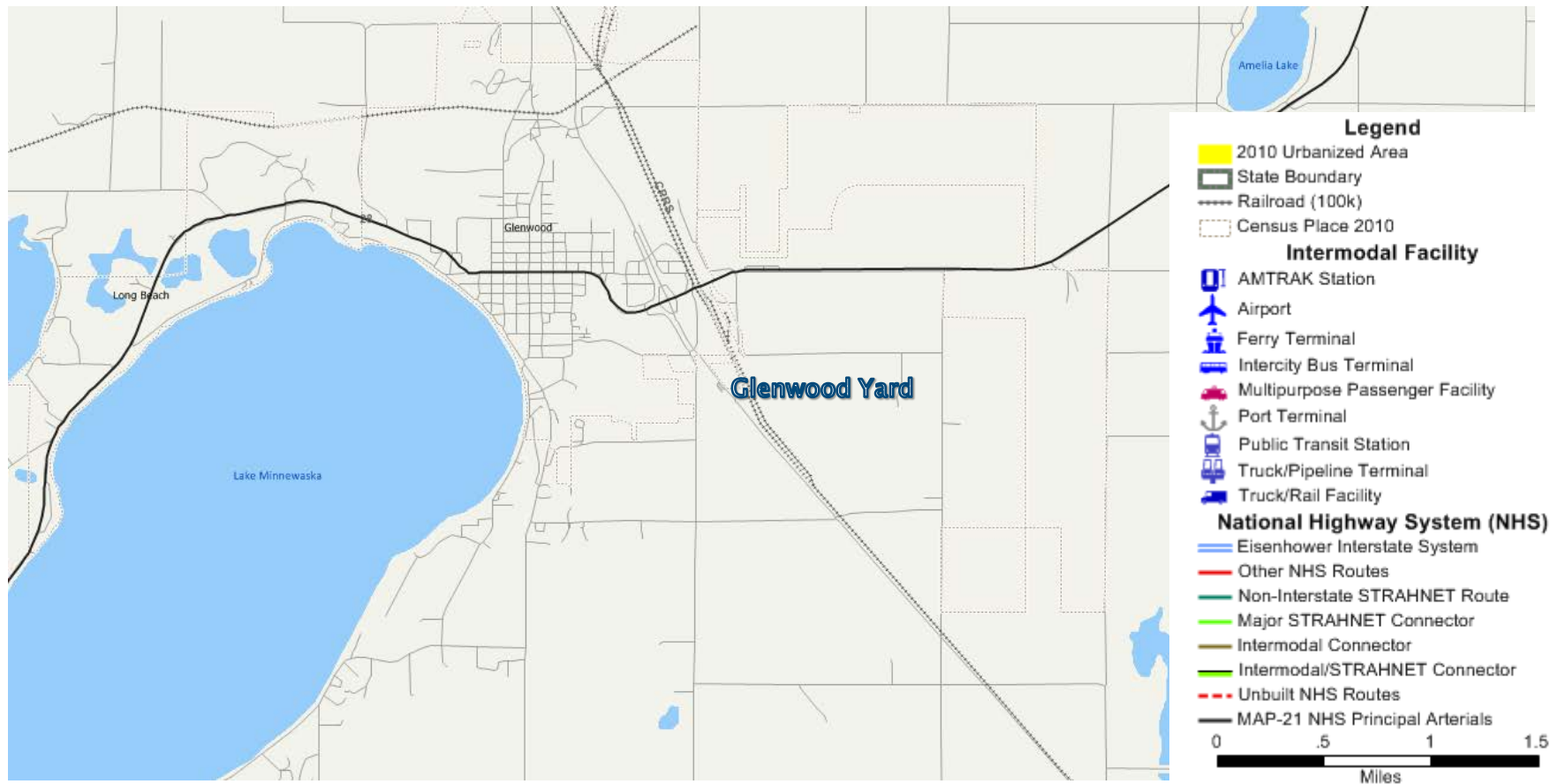
Dilworth (BNSF)



Source: FHWA HEPGIS



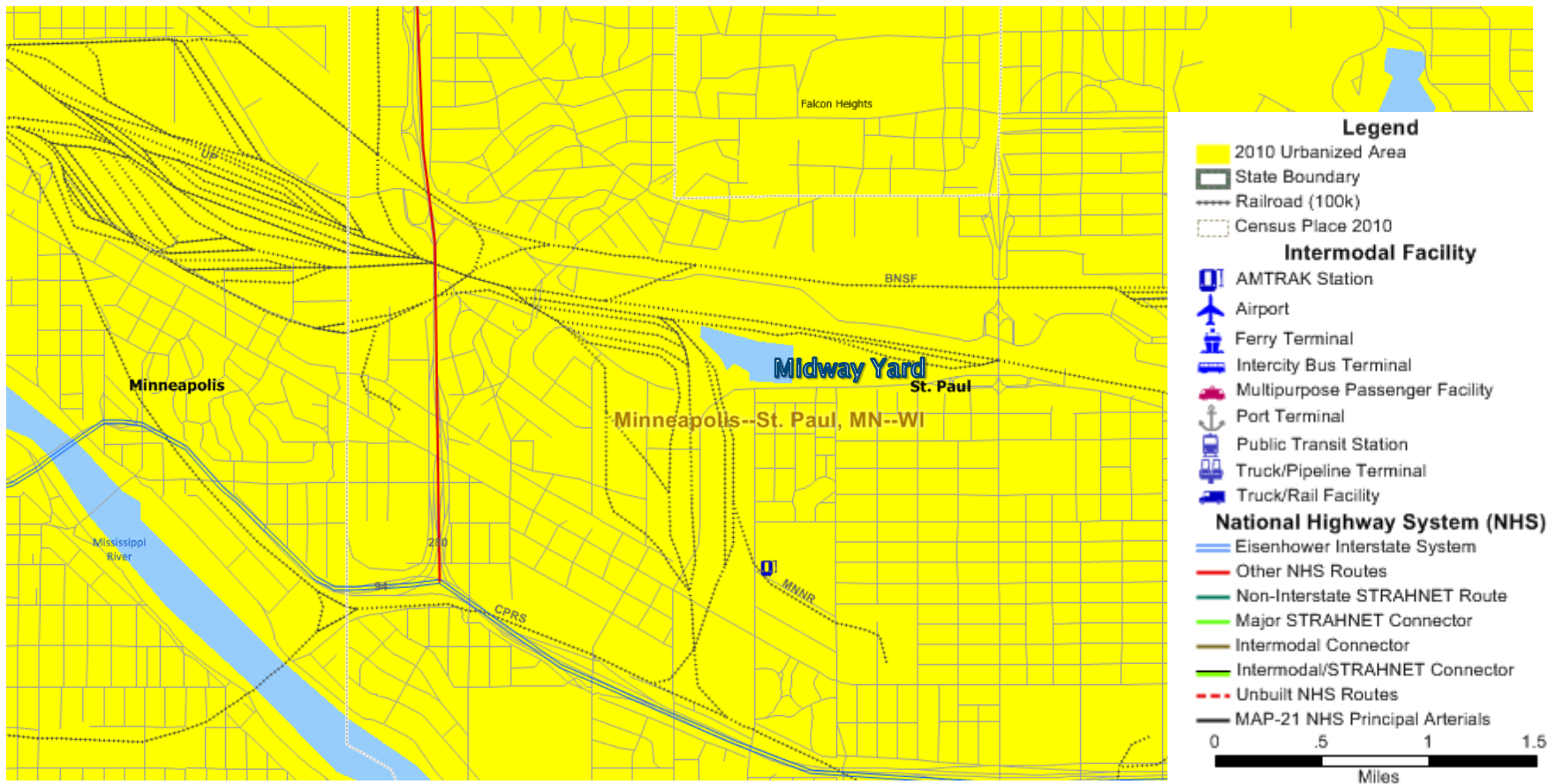
Glenwood Yard (CP)



Source: FHWA HEPGIS



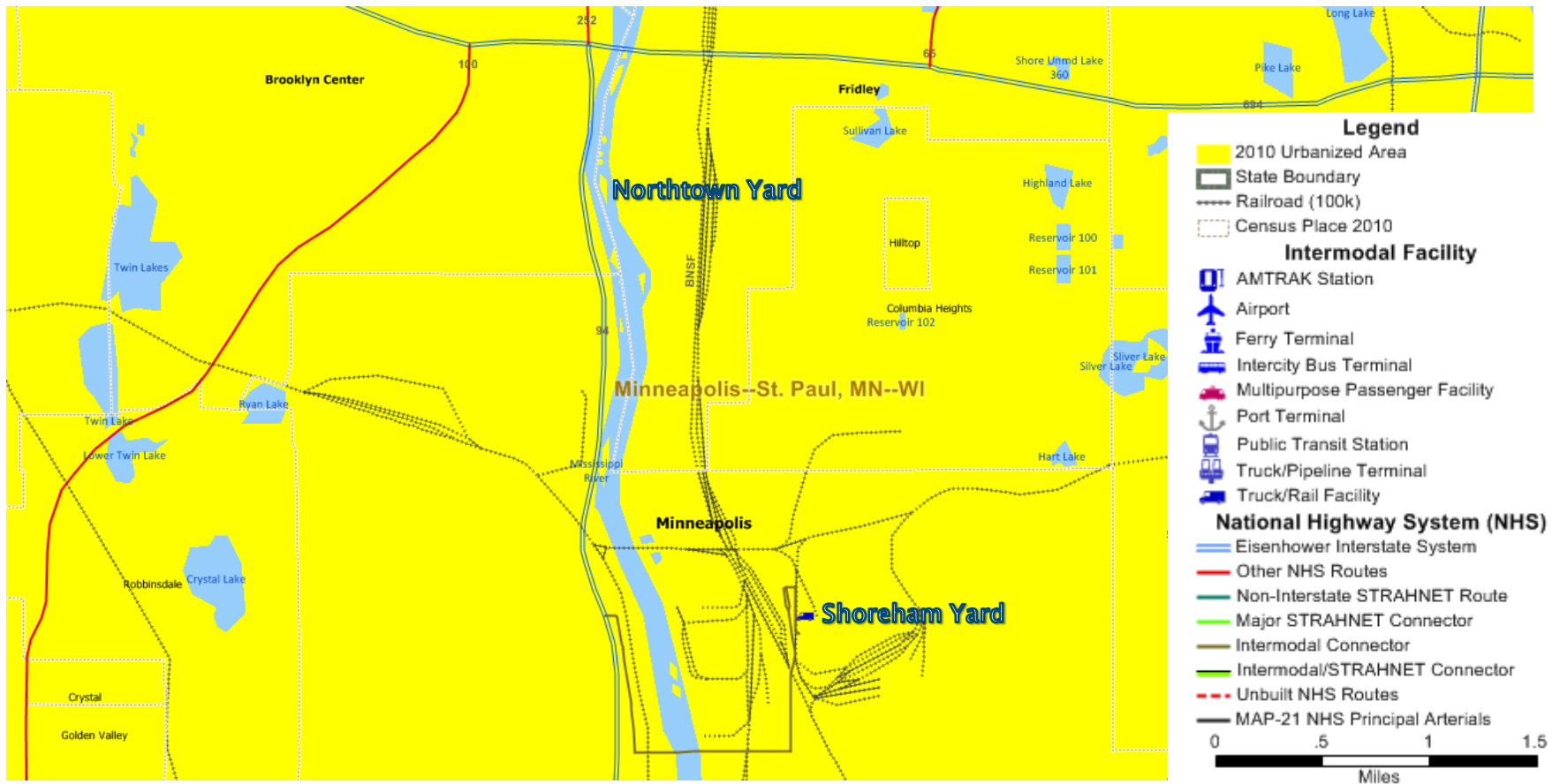
Midway Yard (BNSF)



Source: FHWA HEPGIS



Northtown Yard (BNSF) and Shoreham Yard (CP)



Source: FHWA HEPGIS



Rice's Point Yard (BNSF/CP)



Source: FHWA HEPGIS

