Agenda

9:00 am  Opening Remarks and Introductions
9:20 am  Perspectives on Minnesota’s Waterways
9:40 am  Review of Progress To Date
9:55 am  Developing Minnesota’s Freight Action Agenda
          Small Group Discussion

10 MINUTE BREAK

10:55 am  Project and Funding Priorities
          Large Group Discussion
11:25 am  Closing Remarks and Next Steps
12:00 pm  Adjourn
Opening Remarks

Advisory Committee Co-Chairs
Tim Henkel
Minnesota DOT
Division Director, Modal Planning and Program Management

Bill Goins
Minnesota Freight Advisory Committee
Chair
Perspectives on Minnesota’s Waterways
Review of Progress To Date
MN MAP-21 Compliant Freight Plan Schedule and Major Milestones

1 - Stakeholder Engagement / Education
- Advisory Committee
- Technical Team
- Freight Summit
- Industry & Public Meetings
- Survey

2 - Data Synthesis & Baseline Assessment
- Economic Context
- System Inventory
- Institutional Structure

3 - Freight Policy
- Link to MinnesotaGO Strategic Vision
- Performance Measures
- Strategic Freight Network Needs and Issues

4 - Project Development Guidance

5 - Plan Implementation
- Value of Freight Transportation Investments

A collaborative effort between MnDOT and the consultant team

Freight Action Agenda
Visit the Plan Website

www.dot.state.mn.us/planning/freightplan
Stakeholder Outreach Update
Stakeholder Outreach

- Stakeholder Committee Meetings
- Freight Summit
- Minnesota Freight Advisory Committee
- Neighbor State Interviews
- MetroQuest Online Survey
  - Round 1 – Fall 2014
  - Round 2 – Upcoming, Summer 2015
- Industry Interviews
- District 4 Case Study
Industry Interviews

- Coldspring USA (St. Cloud area)
  - Natural Stone Manufacturer
- Digikey (Thief River Falls)
  - Electronic Component Distributer
- Electrolux (St. Cloud)
  - Freezer Manufacturer
- Lake Superior Warehousing (Duluth)
  - Warehousing and 3PL
- Marvin Windows (Warroad)
  - Window Manufacturer/Shipper
- US Steel (Virginia)
  - Taconite Mining
Industry Interviews

Section 1: Context
- Location/size/type of business, primary shipping routes, major origin-destination pairs, modal split

Section 2: Minnesota Freight System Issues and Needs
- Specific obstacles/improvements by mode

Section 3: Economics
- Emerging trends, Minnesota’s strengths/weaknesses, importance of public sector assistance
Industry Interviews

Common Themes

- Much credit given to current MnDOT services (511 traveler information, plowing operations, outreach efforts)
- Many companies noted congestion/safety issues were not an issue in MN compared to other states
- Driver shortage
- Size and weight disparities with neighboring states/provinces
- Rail service impacted by crude activity
Industry Interviews

Individual Issues

- Captive shipper issues
- Desire for closer intermodal facility
- Desire for expanded air cargo service
- Environmental permitting
- Roadway widening
- Warehousing Tax
District 4 Case Study

- **Purpose**
  - How to integrate freight at District level
- First meeting held May 13; follow-up meeting in July
- Discussed current issues with freight during planning and design phases
- “What is a freight project?”
District 4 Case Study

- Freight not as high a priority as other issues
- Conflicts between design criteria
  - Example: narrower lanes for ADA vs. wider lanes for easier freight movement
- Data
  - Too much or not enough?
  - Estimated truck volumes
- Who pays for improvements?
  - Can be difficult to explain to public
District 4 Case Study

- Scoping worksheets and guide
  - Identification of District-level key freight routes
  - How are other Districts using these worksheets?

- Prioritized list of freight projects
  - Specific project locations
  - Project types

- Permitting
  - Coordination between Districts not well understood
  - Cost and timeliness
Developing Minnesota’s Freight Action Agenda
Why a Freight Action Agenda?
A Freight Plan Product

- A tool for all public- and private sector freight stakeholders in Minnesota
  - All Plan recommendations in a single place
  - Ability to regularly update and monitor Plan implementation
  - Accountability for all freight stakeholders
  - Build relationships and foster collaboration

This is Minnesota’s Freight Plan
Freight Action Agenda Contents

- Freight Plan Recommendations/Actions
  - Physical System (e.g., capacity additions)
  - Operational (e.g., supply chain shifts, technology applications)
  - Policies and programs (e.g., initiate dialog on freight funding)

- Sequence Actions
  - Short-term (0-2 years) – “quick wins”
  - Mid-term (3-5 years)
  - Long-term (greater than 5 years)

- Assign Responsibilities

Actions identified for all freight stakeholders
Freight Action Agenda

Development Process

Needs Assessment
Mitigation/Strategy Concepts
Receive Comments
Refine Actions

We Are Here
About Mitigation/Strategy Concepts

Types
- Economy
- Mobility
- Infrastructure
- Safety
- Environment and Community
- Organization/Policy

Modes
- Highway
- Rail
- Water
- Air
Small Group Discussion

- Four (4) small groups
- Discuss the strategies assigned
  1. What strategy concepts should be considered in Minnesota? What is missing from the list?
  2. Who should lead/partner on the strategy?
  3. Should any concepts be prioritized?
- Work together for ~30 min
- Assign a spokesperson/note taker
- Report back significant findings, turn in notes
Discussion

- What mitigation/strategy concepts should be considered in Minnesota?

- Are there roles for all freight stakeholders?

- Are there any “quick wins”? 
BREAK
5 minutes
Project and Funding Priorities
MnSHIP Investment Priorities 2014-2033

Figure 5-1: Investment Priorities, Years 1-10

- **PC**: Pavement Condition
- **BC**: Bridge Condition
- **RI**: Roadside Infrastructure
- **TS**: Traveler Safety
- **TC**: Twin Cities Mobility
- **IR**: Interregional Corridor Mobility
- **BI**: Bicycle Infrastructure
- **AP**: Accessible Pedestrian Infrastructure
- **RC**: Regional + Community Investment Priorities
- **PS**: Project Support

- **AP**: $120M (1.6%)
- **BI**: $100M (1.4%)
- **TS**: $320M (4.2%)
- **IR**: $670M (8.8%)
- **RC**: $670M (8.8%)
- **TC**: $520M (6.9%)
- **RI**: $570M (7.5%)
- **PC**: $2.89B (38.1%)
- **BC**: $1.53B (20.2%)
Figure 5-2: Investment Priorities, Years 11-20

- **BI** $100M (1.0%)
- **AP** $180M (2.0%)
- **PS** $460M (5.0%)
- **TS** $300M (3.3%)
- **RI** $820M (9.0%)
- **BC** $1.89B (20.7%)
- **TC, IR, RC** $0 (0%)

- **PC** Pavement Condition
- **BC** Bridge Condition
- **RI** Roadside Infrastructure
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Advancing Freight Strategies

Key Components

- Flexible funding – traditional funds often don’t apply
- Partnerships – multimodal, multi-jurisdictional, public and private sector
- Consensus on investment priorities
- Evaluation of project benefits, clear benefits
- Shovel ready projects
Large Group Exercise

- You each have $100 of new freight funds
  - This funding is *in addition* to the programs MnDOT currently funds

- How will you spend your $’s?
  - Review the 10 pre-determined categories
  - Allocate your funds (each square is $10)
  - Are there other categories you’d add? Note these.

- Take 10 minutes for everyone to allocate
Discussion

- Are there funding categories you wished were on the board?
- What was your top priority? Lowest priority?
- Do you think there is a need for dedicated funds for freight in Minnesota?
Closing Remarks and Next Steps