



Minnesota's Statewide Freight System Plan *and* Freight Investment Plan

David Tomporowski | Freight Planner

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Minnesota Freight Policy (from 2016 Statewide Freight System Plan)

“Provide an integrated system of freight transportation in Minnesota – highway, rail, water, air cargo, and intermodal terminals – that offers safe, reliable, and competitive access to statewide, national, and international markets.”



2016 Statewide Freight System Plan Goals

- Support Minnesota's Economy
- Improve Minnesota's Mobility
- Preserve Minnesota's Infrastructure
- Safeguard Minnesotans
- Protect Minnesota's Environment and Communities



National Highway Freight Program (NHFP)

- New program in FAST Act
- Provides formula funding to be used for freight projects
- Funds may be used on non-state-owned highways
- Program goals cover:
 - Infrastructure and operational improvements to US highways
 - Improving safety, security, efficiency, resiliency of freight transport
 - Improve state of good repair of the National Highway Freight Network
 - Using innovation and advanced technology
 - Supporting multi-state planning
 - Reducing environmental impacts of freight movement
- These funds are different than FASTLANE



National Highway Freight Program Funds

- These are statewide totals
- Based on November 2015 Forecast
- Numbers are in millions of \$

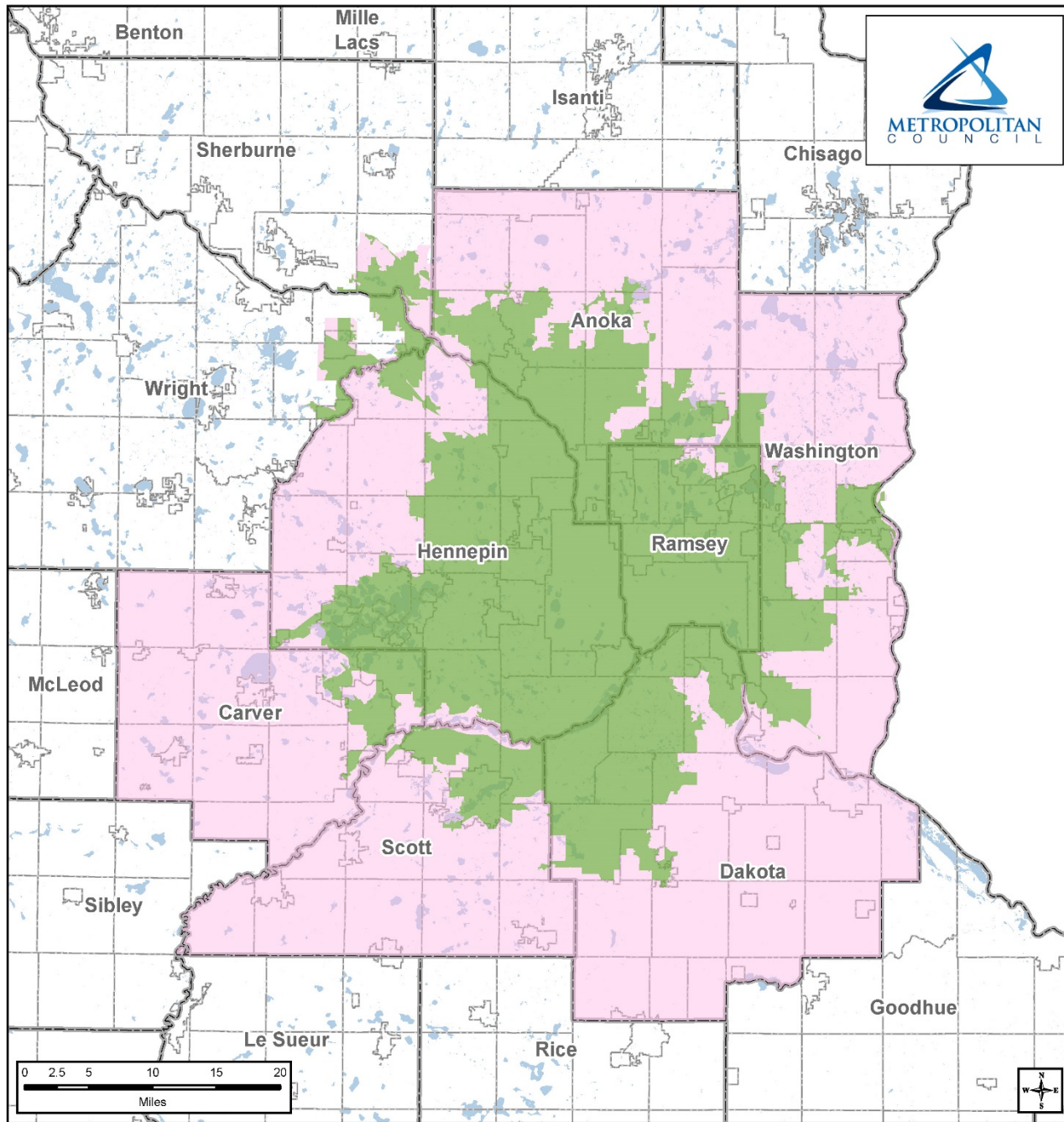
2016	2017	2018	2019	2020
\$17.7	\$16.9	\$18.5	\$20.8	\$23.1

National Highway Freight Network

- Money must be spent on the National Highway Freight Network (NHFN)
 - Currently just the Interstates
- Money can be spent off the Interstates as long as project area is designated as a Critical Urban or Rural Freight Corridor
 - CUFC statewide limit: 75 miles
 - CRFC statewide limit: 150 miles
- “Urban” = urbanized areas of metropolitan planning organizations
- “Rural” = everywhere else

Critical Urban and Rural Freight Corridors

- CUFC statewide limit: 75 miles
- CRFC statewide limit: 150 miles
- CUFCs may only be designated within the urbanized areas of MPOs
- Met Council designates their CUFCs, MnDOT designates on behalf of all other MPOs
- Taking a project-driven approach
- Federal guidance on CUFCs: https://ops.fhwa.dot.gov/fastact/crfc/sec_1116_gdnce.htm



Metropolitan Planning Organization (MPO) Area Twin Cities Region Urbanized Area - 2010 Census

- Urbanized Area - Census**
- Minneapolis--St. Paul, MN--WI
 - MPO area (7 county plus UZA)
 - County Boundaries
 - City and Township Boundaries
 - Lakes and Open Water



FY 2016-2018 Selected Projects

District	FY	Project	Amount
1	16	I-35 unbonded overlay- Substitute for bonds	\$17.7
4	17	I-94 Bridge Anti-icing replacement	\$1.0
7	17	I-90 unbonded overlay (shelf project)	\$3.3
M	17	I-35W 86 th bridge clearance	\$4.1
M	17	I-35W Bridge Anti-icing replacement	\$0.5
M	17	I-94 St. Croix Truck Parking increase	\$1.0
CO	17	Freight Planning	\$0.2
1	18	Twin Ports Pre design	\$3.0
6	18	Weigh station upgrades	\$3.6
M	18	I-94 Goose Cr. Truck Parking increase	\$0.2
M	18	I-694, 94, 494 Interchange truck enhance	\$19.5

Recommendations for Freight Investment Plan so far

- Statewide Program
- Focus on projects with clearly defined freight benefits
- Will consider new projects, add-ons to existing projects, and up-scoping existing projects
- For pavement projects, prioritize long-term fixes
- Do not want to swap funds with already-funded projects

Recommendations for Freight Investment Plan so far

- Can include program delivery cost with construction cost
- Up to 10% intermodal spending target
- No local spending target
- Investment Categories
- Program Operation
 - Minimum and maximum award amount

- Freight Investment Plan – Under development
 - Will be treated as an amendment to the 2016 Statewide Freight System Plan
 - Fiscally Constrained
 - Initial Draft – September 2017
 - Approval by FHWA in December 2017
- Investment plan covers a 10 year horizon
 - 2018-2022 – project list
 - 2023-2027 – investment by category

Process/work plan

Work Plan item	Month (all 2017)
Outreach with investment scenarios	February-April
Identify evaluation criteria for project selection	March Advisory Group meeting
Set investment direction based on preferred scenario	May Advisory Group meeting
Select evaluation criteria and their weights for project selection	May Advisory Group meeting
Begin solicitation for FY 19-22 projects	May-June
Select projects and determine CUFC and CRFC	August
Draft plan prepared	End of September

Proposed Investment Categories

- A: Safety
- B: Freight Congestion/Freight Efficiency Improvement
- C: First/last mile connections
- D: Other (planning, data collection)
- E: Intermodal port and rail



Example Freight Projects

Freight Congestion/Efficiency

- Long term pavement fixes that provide clear freight benefits
- Bridge work (increasing clearance)
- Turn lanes, bypass lanes
- Turning radius, geometric improvements
- Intersection/interchange improvements
- Rail/highway grade separation
- Capacity increases
- Work zone improvements for trucks
- Traffic signal optimization

Safety

- Truck parking at rest areas
- Adding/widening of shoulders
- Rail/highway grade separation

First/last mile

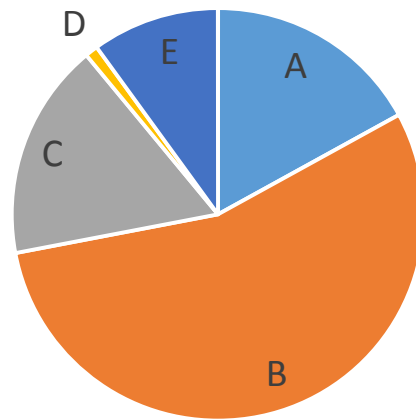
- Upgrading to 10-ton
- Improving access to freight-generating facilities

Intermodal port and rail facilities

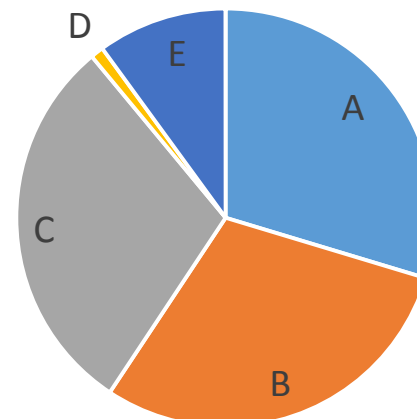
Example Investment Scenarios

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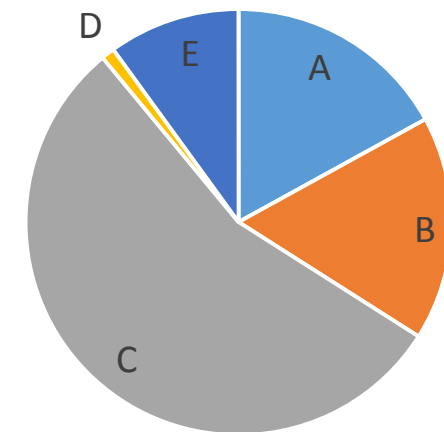
Scenario 1:
Freight Mobility-Focused



Scenario 2:
A, B, and C are equal



Scenario 3:
First/Last Mile-Focused



- (Categories D and E stay the same in each scenario)

Outreach throughout February-April

Groups:

- Minnesota Freight Advisory Committee
- Metropolitan Planning Organizations
- Regional Development Commissions
- MnDOT Operations (Districts)
- Cities and Counties (via MnDOT State Aid)
- MnDOT's Programming Update Workgroup
- Freight Investment Plan Advisory Group

Thank you!

David Tomporowski

david.tomporowski@state.mn.us

651-366-3694