

Metropolitan Council Transportation Committee

Twin Cities Regional Truck Corridors Study

September 12, 2016



Study Background

- **Transportation Policy Plan**
 - **Goal:** *“The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state.”*
 - **Objective:** *“Support the region’s economic competitiveness through the efficient movement of freight.”*
 - **Work Plan Item** *to identify truck freight needs on important freight corridors.*
- **FAST Act Freight Investment Program**
 - Provided specific funds for freight projects
 - \$6.3 billion National Highway Freight Program
 - \$4.5 billion FASTLANE grant program
 - Only about \$16M to \$26M allotted to MN per year
 - Requires statewide freight investment plan
 - Will identify projects that most benefit freight

Key Study Questions

- What are the key regional truck corridors?
- What criteria should be used to evaluate corridors?
- Where is freight most affected by congestion along key freight corridors?
- What are the major safety issues or physical constraints along the key corridors?
- How can data & truck corridors be used to encourage regional highway investments to benefit freight?

Agency Involvement

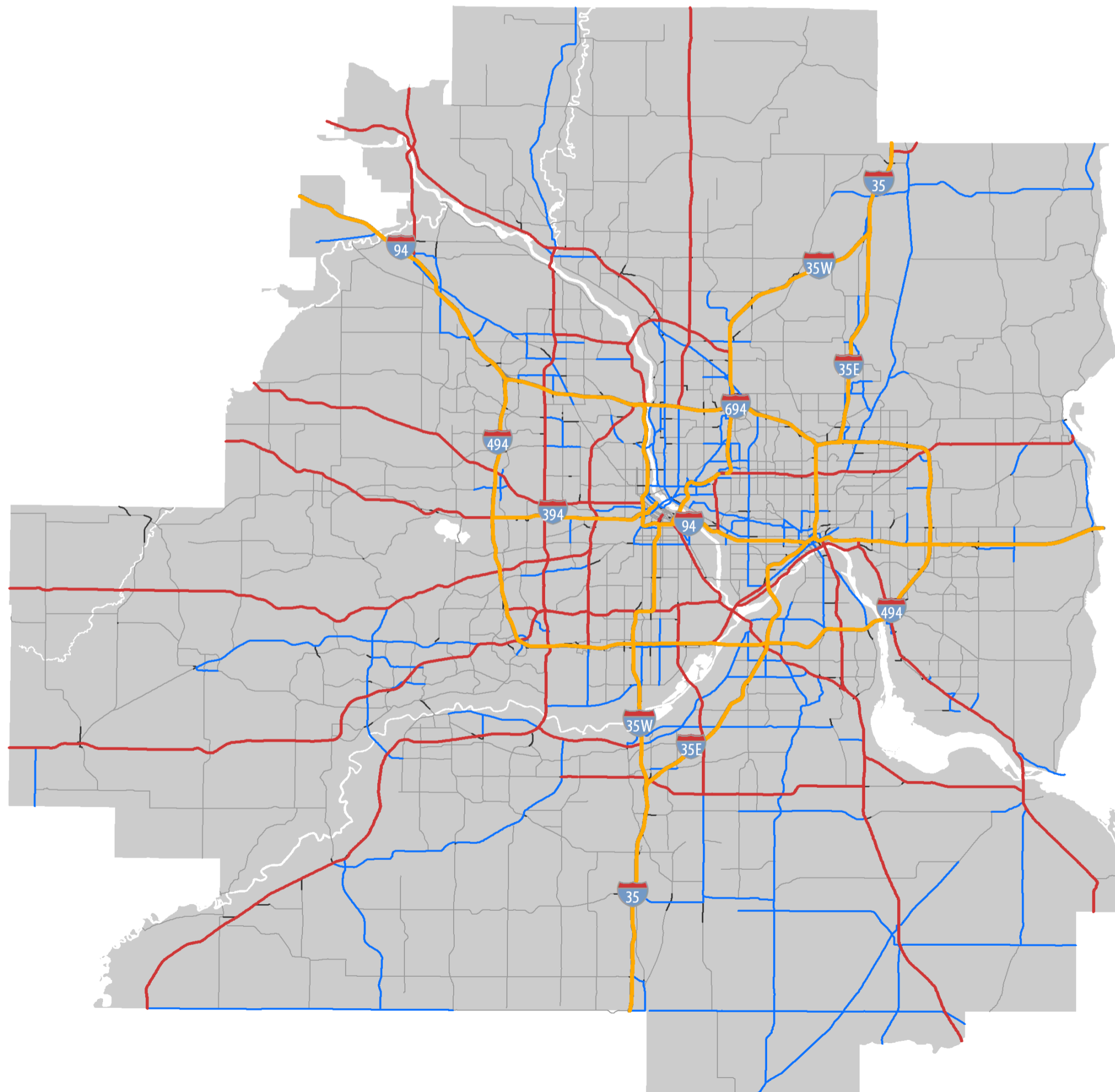
Technical Advisory Group

Met Council	Scott County	Bay and Bay Trucking
Anoka County	Washington County	Dedicated Logistics
Carver County	City of Blaine	St. Paul Port Authority
Dakota County	City of Minneapolis	MnDOT Freight Office
Hennepin County	City of Savage	MnDOT Metro District
Ramsey County	City of Saint Paul	

Corridor Scoring Criteria

Scoring Criteria	Criterion Weights
Average daily truck volumes	60 %
Truck % of total traffic	20 %
Proximity to freight clusters	10 %
Proximity to freight facilities	10 %

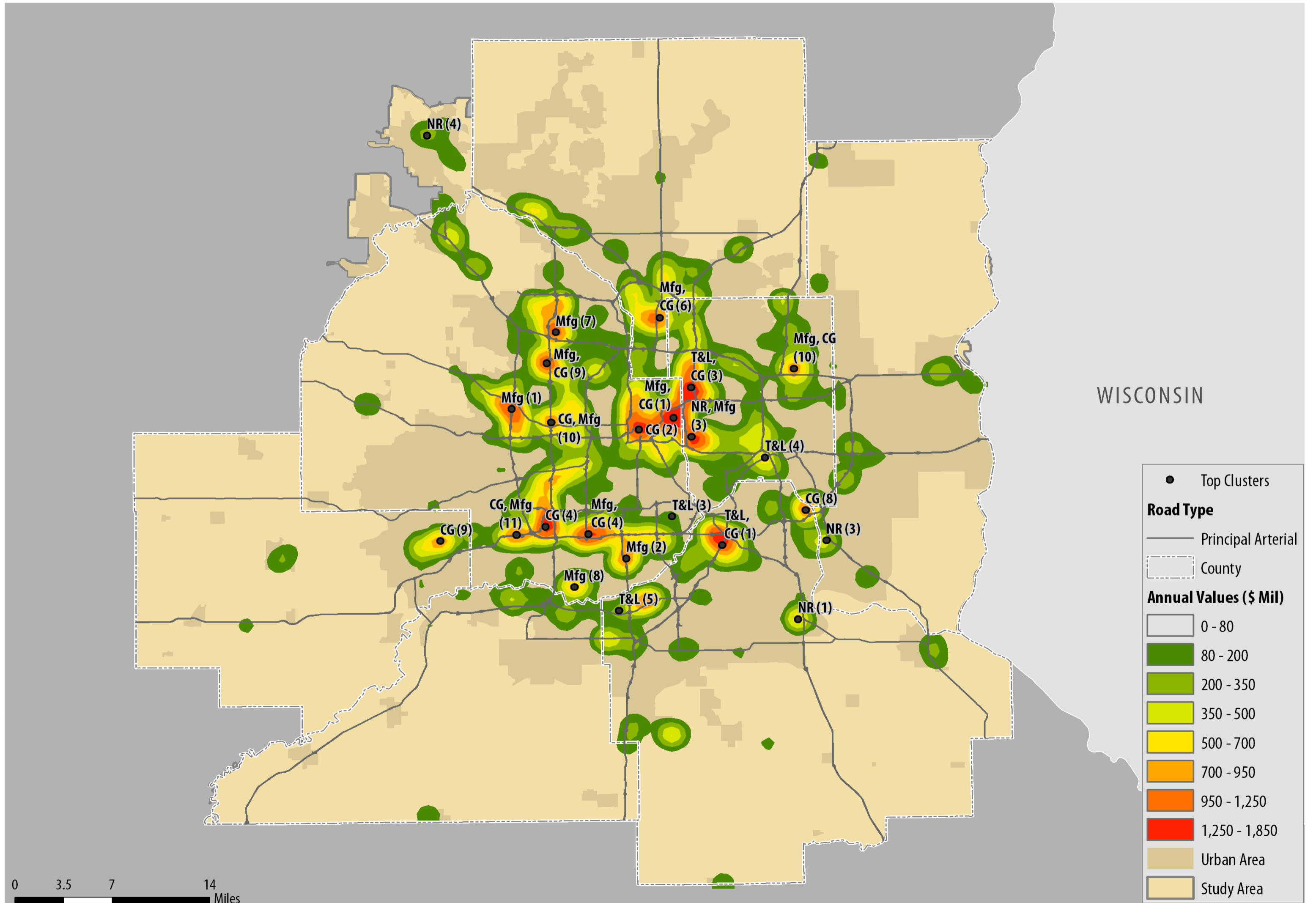
Corridor Analysis: Initial Screening Results



Corridors

- Interstates
- Other NHS
- A-Minor Arterials
- Access Corridors
- Non-corridor Roads

Freight Industry Clusters



Metro Area Freight Terminals

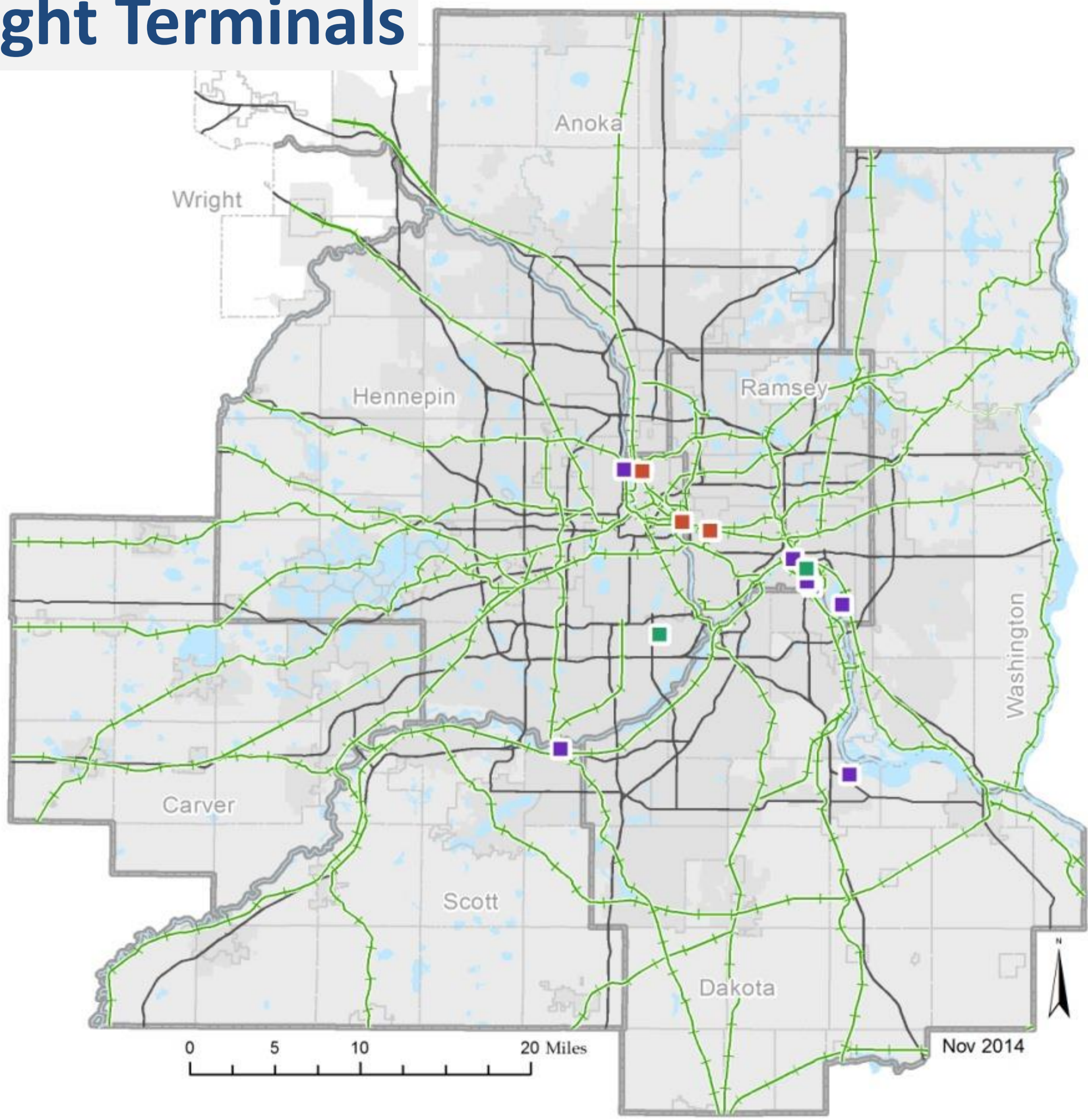
— Railroads (Functional and Abandoned)

Freight Terminals

- Air / Truck
- Barge / Truck
- Rail / Truck

Reference Items

- Lakes and Rivers
- City Boundary
- County Boundary
- 2040 Urban Service Area
MPO Area



County Review Process

Met with each County to:

- Address specific questions on data & how they were applied
- Verify that defined truck corridors were consistent with local knowledge about freight centers/truck operations
- Offer opportunity to provide local truck counts

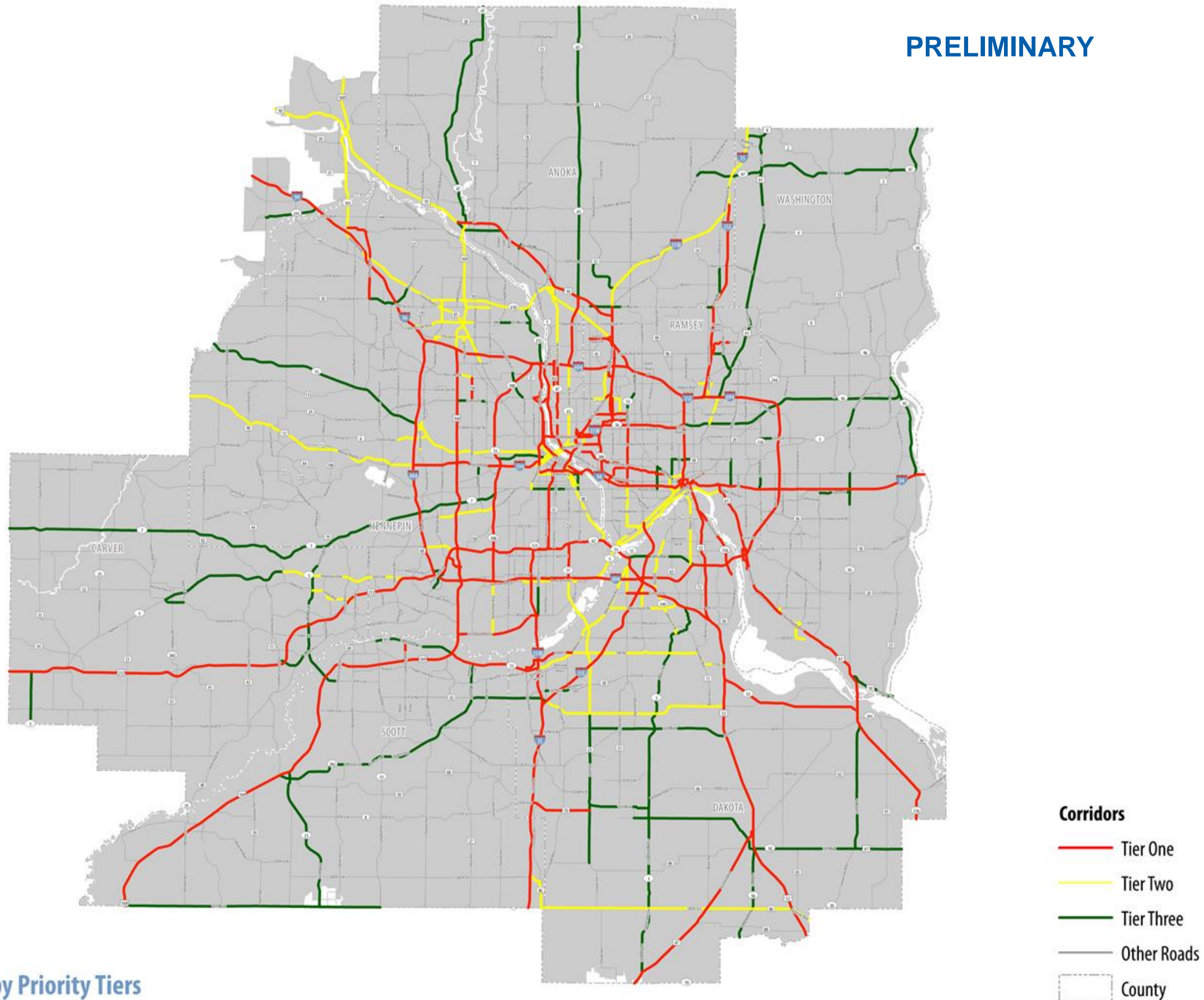
Feedback resulted in corridor revisions in every county

Study Results

Mileage Summary

Grouping	Interstates	Principal Arterials	A-Minor Arterials	TOTAL
Tier 1	211	227	108	546
Tier 2	18	111	166	295
Tier 3	0	95	290	385
TOTAL	229	433	564	1226

Study Results: Regional Truck Corridors



Study Results

How might study results be used?

- Transportation Policy Plan Update
 - Action strategies/investments to improve key truck corridors
 - Freight-related performance measures
- Designate critical urban & rural freight corridors as required in FAST Act
- Prioritizing criteria for federal Regional Solicitation funding

Next Steps

- Identification of Tier One corridors for congestion/safety analysis
- More in depth, in-field analysis for the top 8-12 non-interstate Tier One corridors
- Draft study report (by Oct. 31)
- Final study completion (December)

Thank you

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Metropolitan Council

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