

Freight Investment Plan

2050 TPP Technical Working Group

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metro council.org



Introduction and Existing System

Introduction

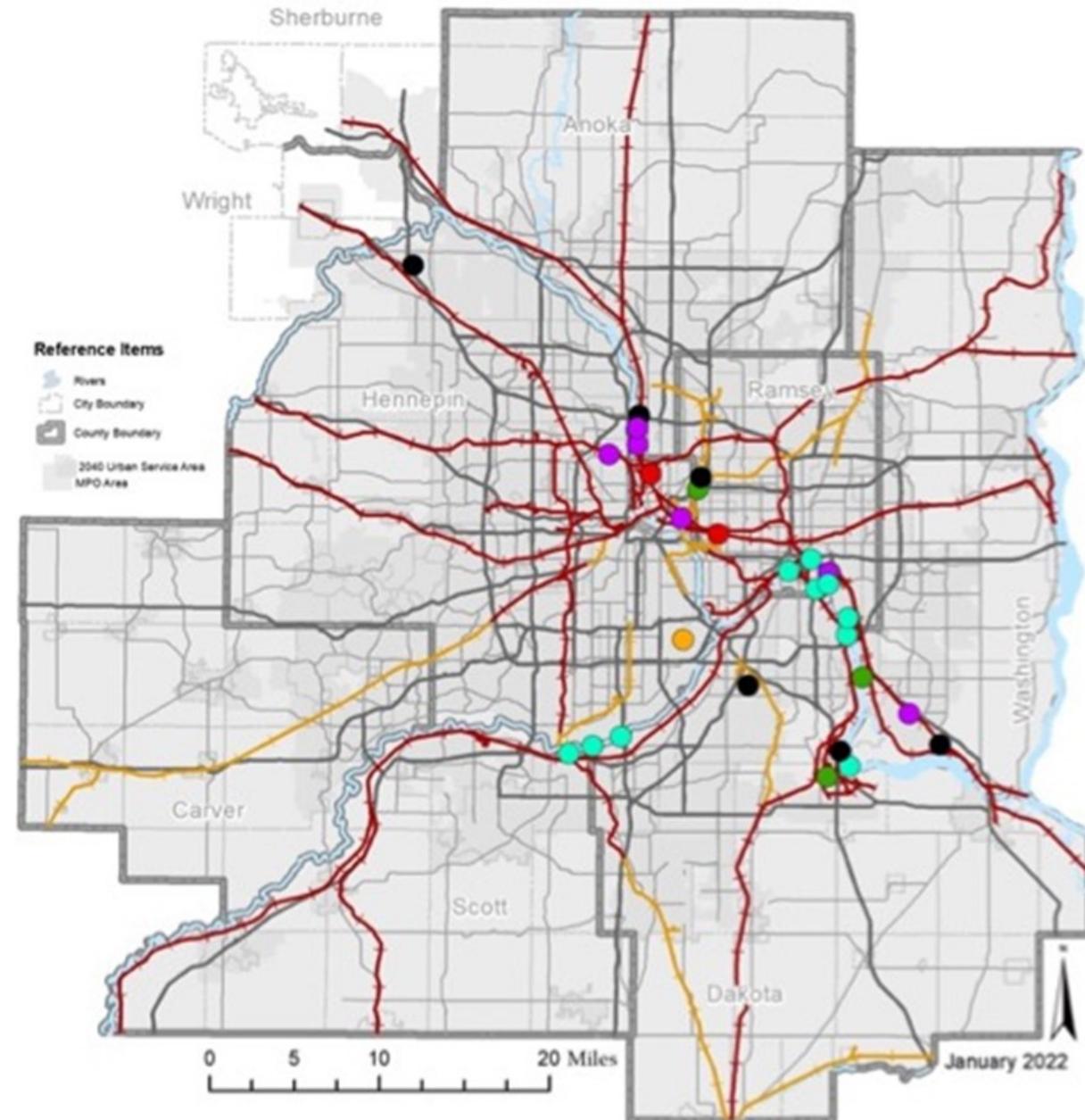
- Brief overview
- Relationship of freight system investment to 2050 regional goals and objectives
- Private sector and public sector roles

Metropolitan Freight System

Freight Transportation Modal Systems

- Trucks on highways
- Railroads
- Barges on rivers
- Air freight
- Pipelines

Metropolitan Freight System



Related Freight Plans and Studies (1)

Key Coordinated Freight Plans

- MnDOT Statewide Freight System and Investment Plan (in development)
- Metro District Freight System Plan (forthcoming, 2025)
- Minnesota State Rail Plan (update forthcoming)
- Minnesota Statewide Ports and Waterways Plan (update forthcoming)

Relevant Freight Studies

- Twin Cities Metropolitan Region Freight Study (2013)
 - Study update added as TPP Work Program item
- Urban Freight Distribution Study (aka, E-Commerce Freight Study)

Related Freight Plans and Studies (2)

E-Commerce Freight Study: Key Findings

1. Since 2010 e-commerce sales have grown at an average rate of 11% per year, nationally.
2. E-commerce represents about 15% of overall retail sales, currently, and may account for nearly 35% of total retail by 2050.
3. E-commerce deliveries create less than 1% of vehicle miles traveled, and only about 1.4% of greenhouse gas emissions associated with personal shopping trips.
4. One package ordered online might add about 0.4 of one mile traveled by delivery vehicles, compared to the regional average of 10 miles traveled for a single shopping trip; in other words, personal shopping trips to physical stores has an impact factor of 25 times greater than packages ordered online and delivered to your home.
5. There is reasonable potential to significantly reduce the region's shopping-related VMT and GHGs due to growing e-commerce sales through increasingly more efficient e-commerce parcel delivery systems.



Freight Plan and Investment Direction (1)

Planning Guidance for E-Commerce, Last-Mile Distribution

1. Met Council and its transportation partners should promote electrification through planning and investments in public charging infrastructure.
2. Government agencies, particularly cities with dense urban or suburban activity centers, should seek opportunities to lead and/or partner with private sector companies and academic institutions on pilot studies/projects that promote and facilitate parcel distribution “microhubs” and emerging technologies for last-mile deliveries.
3. The region’s transportation, health and environmental agencies should develop educational materials to inform the public and to promote actions that residents and businesses can take to minimize VMT and greenhouse gas emissions.
4. Met Council and MnDOT should encourage major e-commerce parcel carriers to provide summary data related to delivery vehicle fleets and VMT and should develop aggregated data metrics to help track progress in meeting regional and statewide goals.

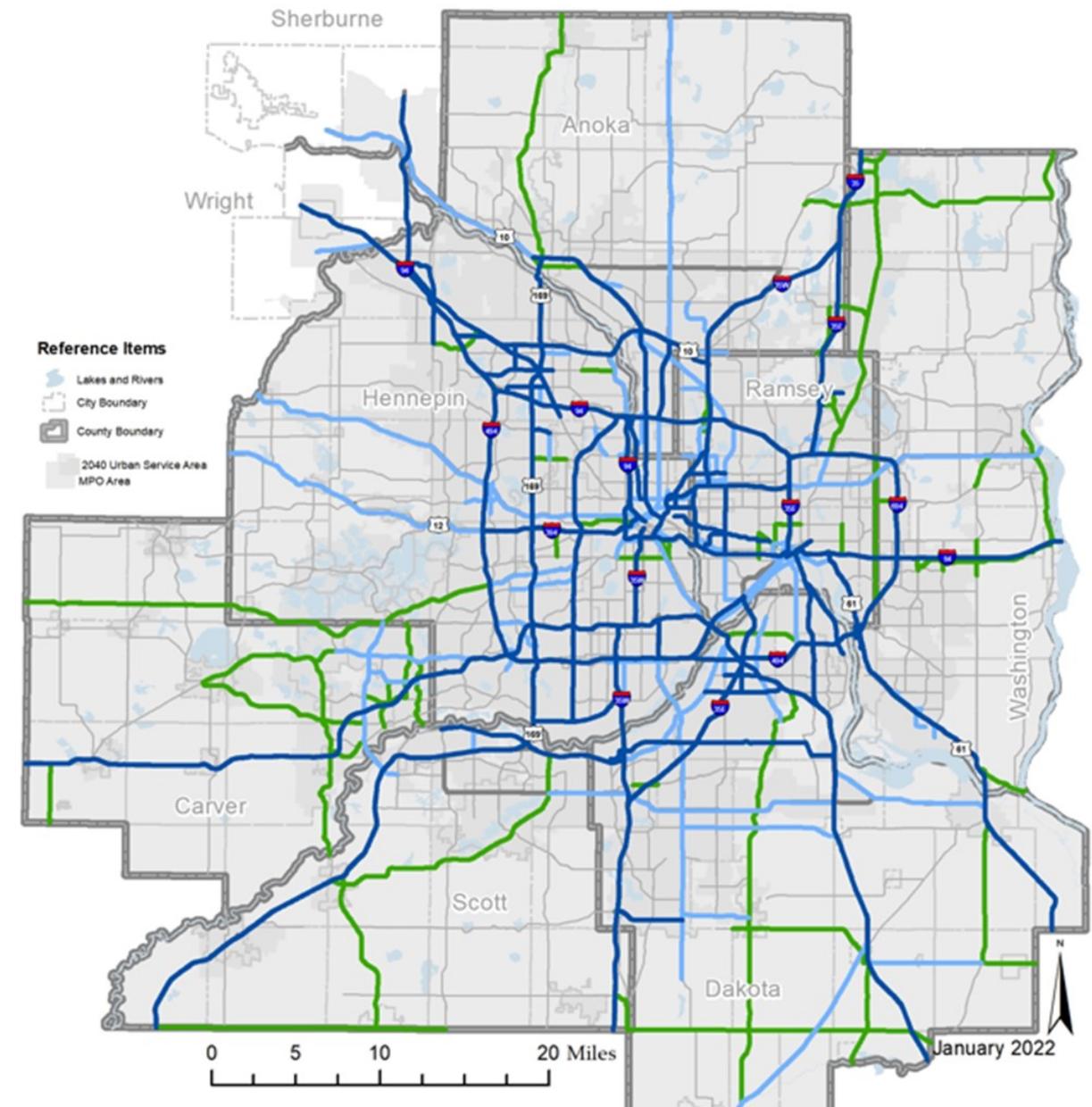


Freight Plan and Investment Direction (2)

Investment Direction

Regional Truck Freight Corridors

- Added general definition: “the set of the region’s primary and minor arterial highways that are most heavily relied upon by the trucking industry for delivering the region’s freight and goods.”
- Added new paragraph describing process for updating the freight corridors
- Noted that 11 highway segments were added as new regional freight corridors through last update process and incorporated newly updated map



Regional Truck Freight Corridors (2022)

Funding Programs (1)

Regional, Federal and State Programs

Regional Solicitation

- Basic background funding information is included

National Highway Freight Program

- Initially established through the 2016 Fixing America's Surface Transportation (FAST) Act and reauthorized under 2021 Infrastructure Investment and Jobs Act (IIJA)
- The IIJA authorized more than \$7 billion nationwide for state investments to improve the National Highway Freight Network
 - Projects must be identified in a state's freight investment plan

Nationally Significant Multimodal Freight and Highway Projects Program

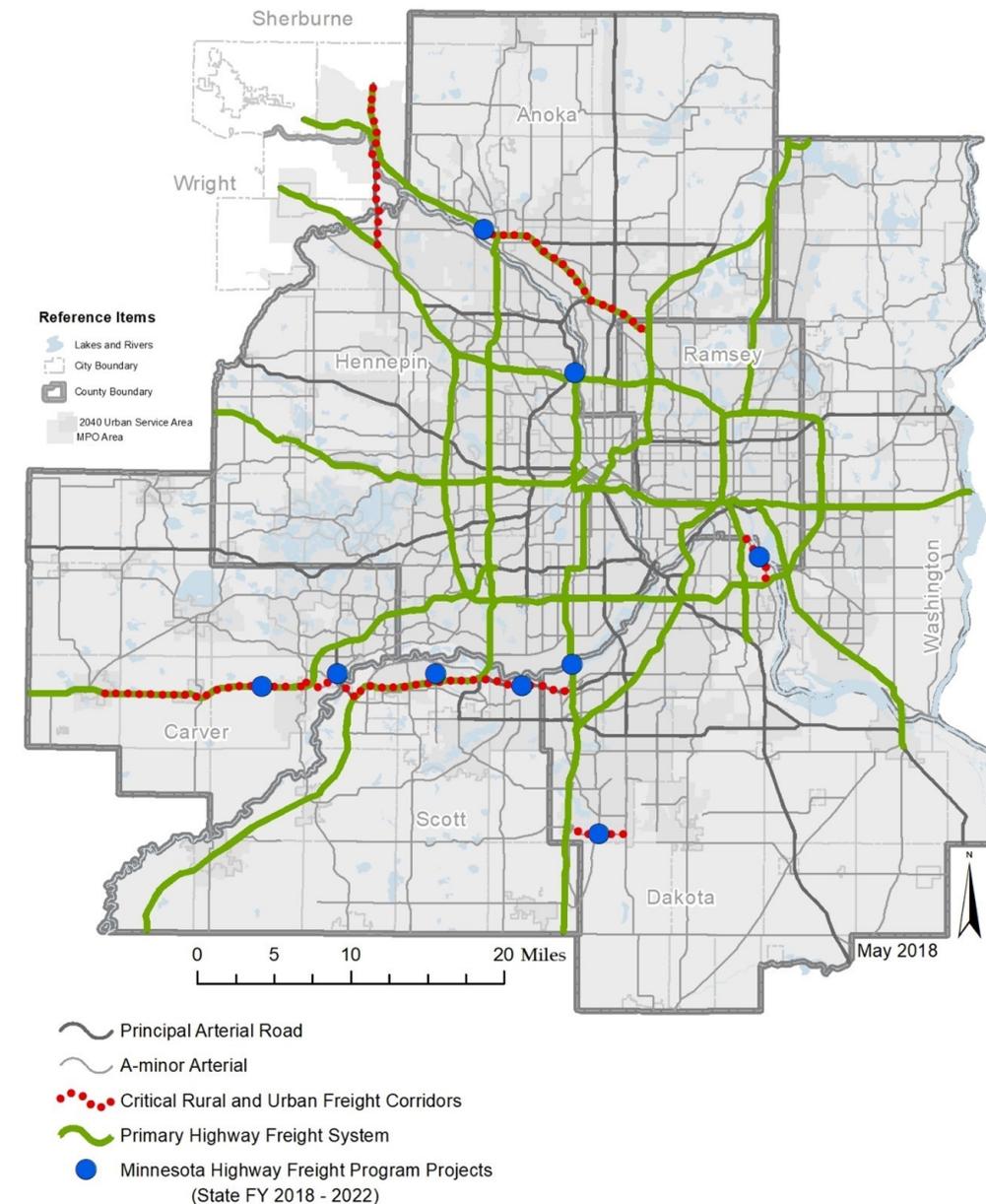
- Competitive program to fund projects with national or regional significance
- \$3 billion appropriated for project investments for FY 2023 – 2024
- Regional projects awarded funding in 2022 include
 - U.S. 212 Freight Mobility and Safety Project (Carver County)
 - I-494, U.S. 169 to MSP Airport Project 1 (MnDOT)

Funding Programs (2)

Regional, Federal and State Programs

Minnesota Highway Freight Program

- Competitive solicitation administered by MnDOT through which National Highway Freight Program funds are distributed for freight-specific roadway construction projects
- About \$108 M (or about \$21.5 M per year) is available for state fiscal years 2021 through 2025
- MnDOT/Met Council jointly identify new highway segments to be designated as Critical Urban and Critical Rural Freight Corridors
- New corridors connect new funded projects to National Highway Freight Network
- Map to be updated in next freight chapter draft



National Highway Freight Network in Twin Cities Region

Funding Programs (3)

Regional, Federal and State Programs

Other State Freight-Specific Funding Programs

- Port Development Assistance Program
 - Provides funding for capital investments at Lake Superior and Mississippi River waterway public ports
 - Although funding varies year to year, about \$18 million was appropriated by the State Legislature in 2023
- Railroad At-Grade Crossing Safety Program
 - \$6 million per year distributed by MnDOT for safety improvements at at-grade rail crossings throughout the state
 - Priorities for funding include at-grade crossing closures, installation of active warning systems (crossing gates with flashing lights), and replacement of outdated warning systems

Thank you!

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