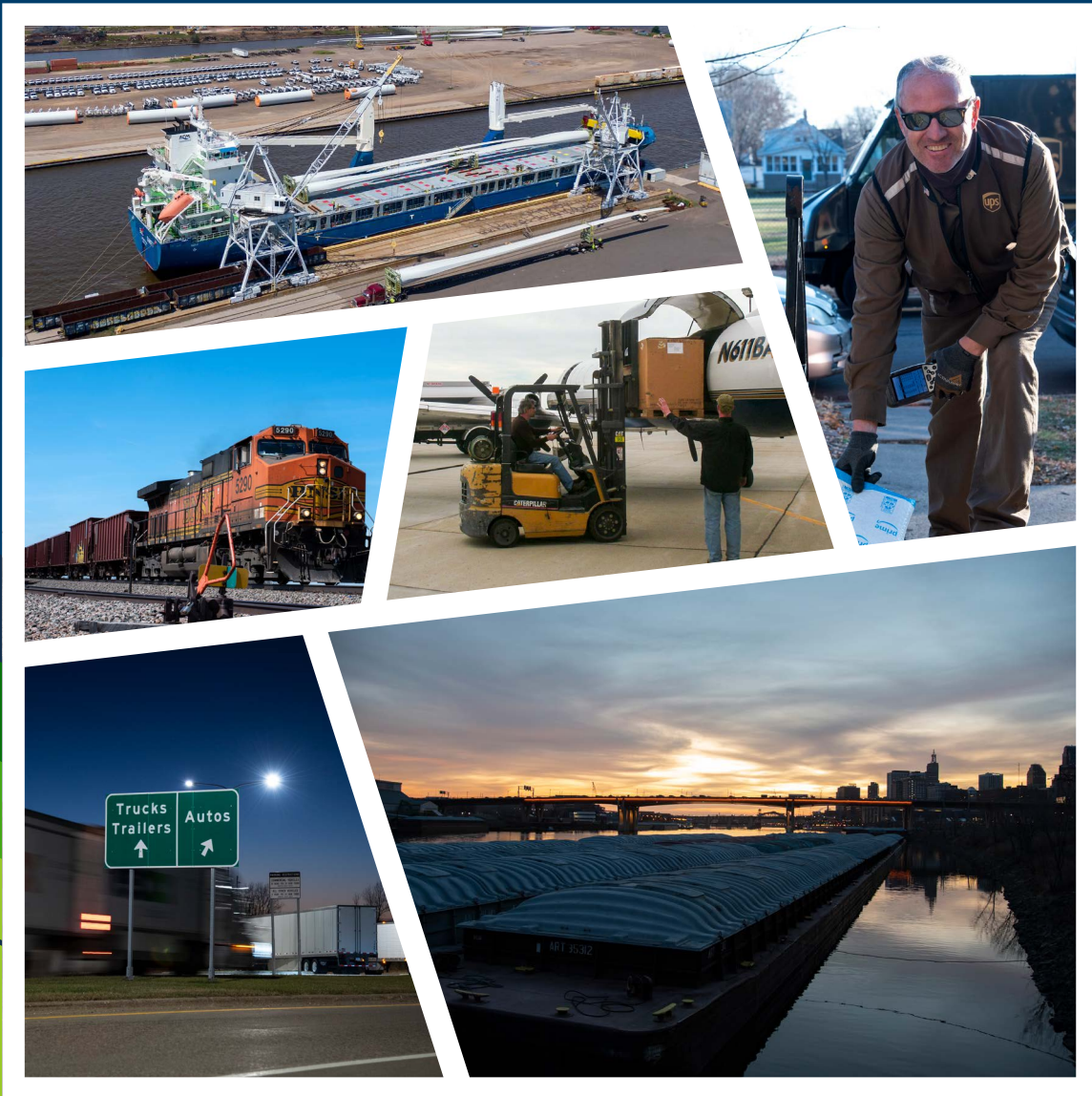


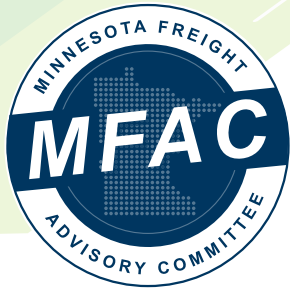


2020 Annual Report

Minnesota Freight Advisory Committee

State of Freight





About MFAC

Established in 1998 as the first state-level freight advisory committee in the country, the Minnesota Freight Advisory Committee (MFAC) continues to serve as a model for other states.

A partnership between government and business, MFAC meets quarterly to exchange ideas, advise the Minnesota Department of Transportation (MnDOT) on the current and future condition of the state's multimodal freight transportation system, and recommend freight-related policy and actions. MFAC provides a focal point for freight transportation expertise in Minnesota.

MFAC also plays a critical role in the continued development and implementation of the Minnesota Statewide Freight System and Investment Plan and its Freight Action Agenda. MnDOT produced the plan in partnership with public- and private-sector freight stakeholders throughout the state (*see page 7*).

MFAC's membership roster (*see page 12*) includes broad representation from the public and private sectors. The committee also serves as a conduit for other freight industry and business contacts.

In 2020, MFAC updated its strategic plan, reinforcing its mission and refining its strategies and tactics (*see plan overview below*).

MFAC Strategic Plan Update

Mission

To advise MnDOT and other public agencies and officials on the current and future condition of Minnesota's multimodal freight transportation system; and, to recommend freight policies, programs, and investments that support the state's economic competitiveness and enhance safety.

Goals and Strategies

Provide active industry leadership in the development and implementation of the Statewide Freight Plan (SFP)

- Review SFP to discuss updates and changes needed
- Monitor the implementation of the SFP

Engage agency leaders and elected and appointed officials to affect decision-making on freight issues

- Communicate industry input and recommendations on future freight investments in Minnesota
- Provide a forum for developing strategies and solutions that address freight industry trends, issues, and needs

- Educate the public, elected officials, and other public agencies and organizations on the needs of freight transportation and the value of investment in transportation infrastructure
- Promote collaboration among states to address freight challenges and opportunities on a regional level

Bring value to members and reflect the diversity of stakeholders that have an interest in the movement of freight into, out of, and within Minnesota

- Create opportunities for members to provide input on MFAC areas of focus and to play an active role in MFAC initiatives
- Follow a transparent and consistent process for membership recruitment and rotation
- Establish a transparent succession planning process for MFAC Executive Committee recruitment and rotation

From the MFAC Chair

Pandemic Reinforces the Importance of Freight and MFAC

Freight delivers big for Minnesota

In December 2019, freight industry members shared perspectives on preparing for natural disasters at the 22nd Annual Freight and Logistics Symposium. Little did we know then that in a mere few months, we all would be responding to a global crisis.

As a partnership of private industry and government, MFAC broke new ground when it formed in 1998. That forward thinking has paid great dividends through the years and especially now: Minnesota already had this structure in place to respond to the COVID-19 crisis.

Early in the pandemic, MFAC members advised MnDOT and the governor's office on steps they could take to keep freight moving. MFAC also offered a place for modes to meet and work together on solutions to the ongoing disruptions. By year's end, we were talking about the ways freight could help with vaccine transportation and distribution.

The pandemic makes it even easier to see how much Minnesotans rely on an efficient flow of goods. The state's economy depends more than ever on the movement of goods, and the ever-rising importance of global trade also spotlights freight's role and value.

MFAC supports the industry as it continues to deliver for Minnesotans. We do that by collaborating with each other, with MnDOT, and with other organizations. And since freight routinely crosses state lines, this year we expanded our outreach to neighboring state freight advisory committees.

To set the course for years to come, MFAC updated its strategic plan in 2020. We remain committed to our role as eyes and ears for MnDOT, and we aim to increase awareness of freight issues. As part of the strategic plan, we also are establishing a transparent leadership succession planning process that helps ensure ongoing stakeholder diversity.

MFAC is not possible without the generous commitment of time and energy from its members. My gratitude to Ron Dvorak, 2018-2019 past chair, and to all members. Your contributions to MFAC and the industry are most appreciated. My thanks as well to Commissioner Margaret Anderson Kelliher for her support of MFAC; MnDOT's freight planning staff for their commitment; and Center for Transportation Studies staff for their guidance.

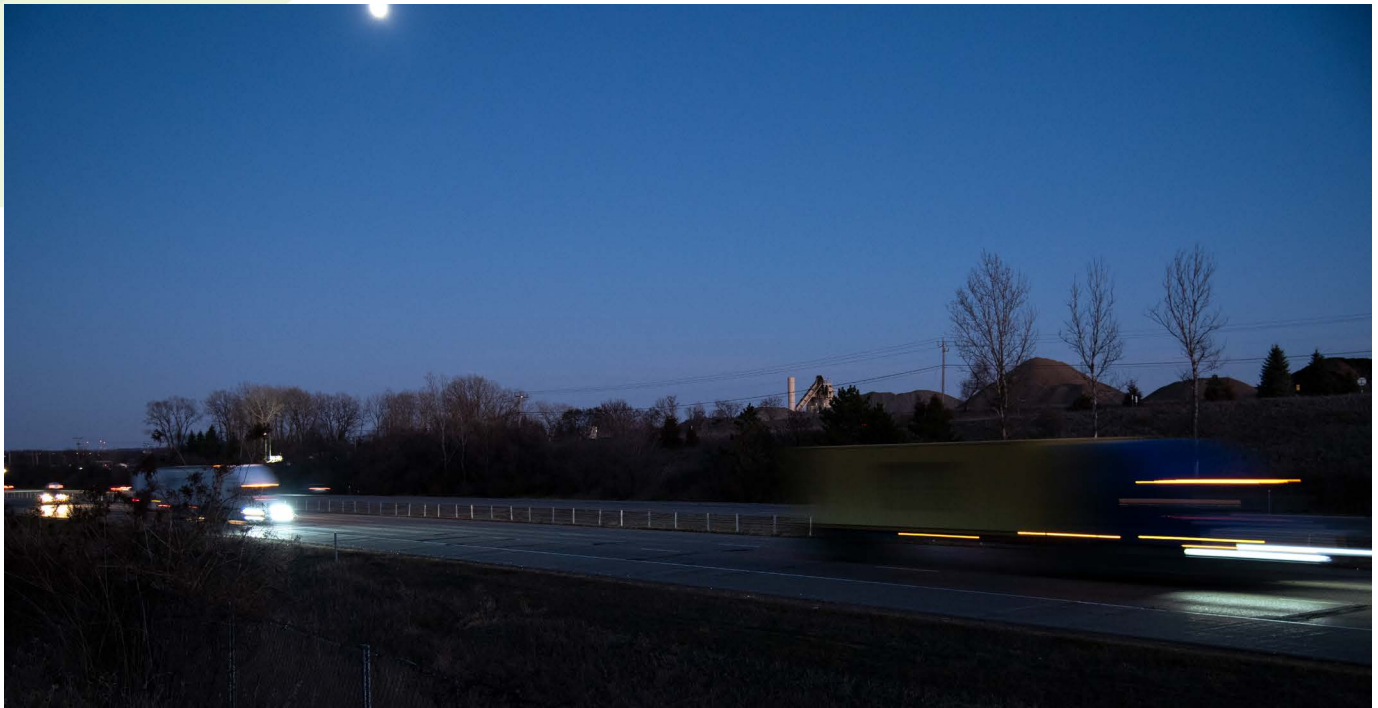
On behalf of MFAC and with the rest of the state, I also want to express my gratitude to all those involved in the freight industry — from truckers to port operators to railroad conductors and so many others. You all have stepped up to meet the state's needs, and you are all heroes.

— **Jason Craig**, Chair (2020–2021),
Minnesota Freight Advisory Committee



“MFAC supports the industry as it continues to deliver for Minnesotans. We do that by collaborating with each other, with MnDOT, and with other organizations.”

— Jason Craig, MFAC chair



The Pandemic Begins: March 2020

Minnesota freight industry quickly adjusts to challenges of COVID-19

When Gov. Tim Walz issued stay-at-home orders in March to reduce the spread of COVID-19, grocery items began flying off the shelves. Toilet paper soon became a prized commodity, with meat, beans, and cleaning products, among others, quickly joining the hard-to-find list.

As a result, the often-invisible, sometimes-taken-for-granted freight system became top of mind for Minnesotans. The freight industry in Minnesota responded, identifying key issues and sorting through possible solutions in all modes.

A proud time for trucking

"I just want to say, I'm really super proud of this industry," said Todd Gilbert, president of Valley Cartage, which provides cartage, transportation logistics, dedicated shipping, and warehousing services for nine Midwestern states. "I couldn't be happier to be an old-school trucker right now."

"What an industry! It really makes you feel good at times like this to understand what we're doing for our families and our country."

– Todd Gilbert, Valley Cartage

At the March MFAC quarterly meeting, Gilbert joined representatives of Minnesota's diverse freight industry for a candid discussion via Zoom about the start of the pandemic and its impact on the industry.

Like almost all sectors, trucking shifted quickly, moving office operations to remote operations from home in the blink of an eye.

"The feedback that we're getting is that people miss their team members, and we're trying to understand how we can do things virtually now to keep them engaged," Gilbert said. On the plus side, acceptance of the new virtual reality grew — and opened the door to future applications of the technology.

Early in the pandemic, Valley Cartage noticed more shippers struggling with the economic fallout of the shutdown. "The LTL [less-than-truckload shipping] is starting to be impacted anywhere between 10 and 30% on a daily basis," Gilbert told the group.

Some shippers closed and others reduced their work weeks, leading Valley to adjust its coverage and balance its operations during periods of continuing uncertainty. But through the chaos came an even stronger commitment to deliver.

"What an industry," Gilbert said. "It really makes you feel good at times like this to understand what we're doing for our families and our country."



Food truck at the I-94 St. Croix Rest Area

A different emphasis for air

At the Minneapolis–St. Paul International Airport (MSP), the pandemic and stay-at-home orders in March literally cleared the normally crowded terminals.

“The number of passengers going through TSA checkpoints has been down 90% compared to the same period a year ago,” reported Brian Peters, director, air service development for the Metropolitan Airports Commission. “There are more employees walking around the terminals than there are passengers.”

From the freight perspective, however, cargo continued to move. “Cargo operations are holding fine,” he told his MFAC colleagues. “Primary cargo operators — FedEx, UPS, DHL, and Amazon — are operating their normal schedules. They’re all seeing an uptick in volume.”

Fewer passenger flights also meant less opportunity for the common practice of moving cargo in the belly of passenger aircraft. As a result, Peters said, some passenger airlines started making adjustments to fly cargo only.

Preparation for river and port operations

By late March, Minnesota rivers and ports were beginning to open — and planning for new ways of operating, said Kathryn Sarnecki, vice president of redevelopment and harbor management for the Saint Paul Port Authority.

“All of our terminals are classified as central operations,” she said. “They have been making modifications to try and make sure all their employees can be socially distanced. Crews on the vessels are trying to come up with new practices of how to transfer product and dock and do all the things they need to do without coming into contact with surfaces that other people have to touch.”

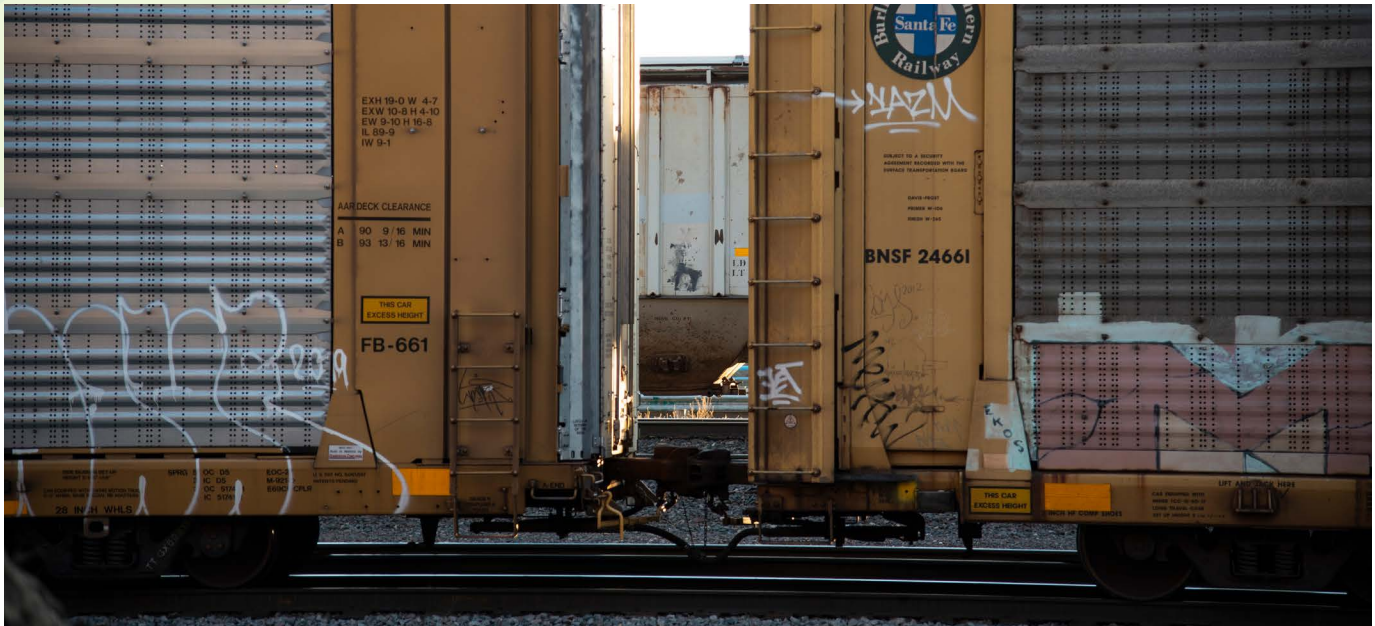
As one first step, the Duluth Seaway Port Authority wanted to ensure the availability of its workforce during the stay-at-home period.

“We put in an early request to have not just the maritime workers designated as essential, but warehousing and rail, and everything that touches on the port,” said Deb DeLuca, executive director of the Duluth Seaway Port



Essential workers at the Port of Duluth

MFAC Pandemic-Related Issues	Responses
Access to clean bathrooms and showers for truckers	<ul style="list-style-type: none"> • MnDOT keeps rest stops open and sanitized
Places to eat for truckers on the road as restaurants closed for dining	<ul style="list-style-type: none"> • With MnDOT support, the governor’s office issued an executive order to allow food trucks at rest stops
Child care for transportation workers	<ul style="list-style-type: none"> • Governor’s executive order classifies child care workers as essential and prioritizes child care openings to essential workers • Legislature offers emergency aid to child care operators
Classification of port, waterway, and other transportation workers	<ul style="list-style-type: none"> • Federal government and Minnesota classify all transportation-related activities as central and essential
Flexibility for the trucking industry	<ul style="list-style-type: none"> • State allows increased truck weights • Hours of service are extended • State and municipalities look for ways to enhance truck parking options



Authority. She thanked MnDOT and the governor’s office for classifying those involved in port operations as essential workers.

Changes on the rails

The national and the state rail industry kept rolling and functioning reasonably well as the pandemic hit, while at the same time making necessary changes, said Mark Wegner, president and CEO of Twin Cities and Western Railroad and Red River Valley and Western Railroad.

“We are running as normal, with the exception of extreme social distancing and extreme sanitation,” Wegner

said. For example, the industry generally now pairs crews instead of rotating crew members to reduce risks.

Shifts on the supply chain also shifted railroad operations, which included helping transport chicken, pork, and beef. “Railroads are making sure that we can fulfill the demand from the processors,” he said.

Indeed, the efforts of the freight industry early in the pandemic did not go unnoticed. “Our carriers have responded very well,” MFAC member Vicki Schwartz of The Schwan Food Company pointed out. “Other carriers who typically service other segments, like schools and restaurants, are calling us willing to support our transportation needs.”

Emergency Action



The early chaos of COVID-19 drastically changed the landscape for Minnesota’s agricultural and medical device industries.

“Minnesota is playing a critical role in these two industries, in terms of responding to the crisis but also in the longer term,” said Lee Munnich, senior researcher with the State and Local Policy Program at the University of Minnesota Humphrey School of Public Affairs.

Munnich and Shaye Mandle, CEO and president of the Medical Alley Association, shared initial reactions of two of the state’s largest economic clusters at the March MFAC quarterly meeting.

The ag sector quickly reacted to the supply-chain disruption that resulted from closed restaurants and heightened grocery store demand, and the medical-device sector amped up its manufacturing. Medtronic began producing ventilators, and 3M increased its production of personal protective equipment.

In addition to coordinating with the Minnesota State Emergency Operations Center, the Medical Alley Association launched Resource Connect, a website to help solicit and match manufacturing needs and capabilities.

“We’re working closely with our members, looking first and foremost at the supply chain and ability to deliver PPE and critical equipment like ventilators to our providers,” Mandle told the group.



The Pandemic Continues

MFAC takes a closer look at the supply chain and economic fallout from COVID-19

With more than 1,000 manufacturing facilities throughout the world, including near Wuhan, China, the global food giant Cargill immediately felt the impact of COVID-19. As the virus quickly spread throughout the world, its repercussions on company operations and its supply chain continued to grow.

The pandemic has made it difficult for plants to run, trucks to move through different areas, and ports to operate, as well as forced a transition to work-at-home, said George Schember, vice president of transportation and logistics for Cargill and member of a panel that looked at COVID-19 effects on supply chains at a June MFAC meeting.

Disruptions to supply chains also resulted. “There’s no way to describe it as just one impact,” he said. “We’ve had hoarding. There’s been demand destruction as well as the restaurant industry shutdown. That impacted our business tremendously. We’ve also seen a shift to retail or to grocery chains.”

Financially, the pandemic has meant that some carriers lost their business. But Minnesota has put in place policies that have made a difference, Schember said. “Supply chains have been thrown curveballs — there have been negative impacts to supply chains, but I would say they are resilient.”

Ripples through the grain and feed industry

A hit to the ethanol industry affected the purchase of corn, said panelist Laura Lemke, executive director of the Minnesota Grain and Feed Association. In addition, processing plants that closed as a result of COVID-19 outbreaks set off a chain reaction in the grain and feed industry.

“If you are a hog farmer, you’re trying to figure out how to slow down the growth in your house,” she said. “We had a lot of producers working with nutritionists trying to source different products to slow down that animal growth and, for some mills, that created issues with availability and then price increases as well.”

Hog and poultry producers also began to look at depopulation measures, which ultimately affects their economic health.

In addition, international trade agreements compound the situation. “It’s hard to separate the trade impact and the COVID impact,” Schember said.

International trade issues probably have hurt the industry more than the pandemic, Lemke added. “The Chinese purchases of our soybeans have been encouraging, but they have not come anywhere near to past levels.”

Challenges on the seas

In fall, farmers focused on the key task of planting, and it went well, said Bruce Abbe, strategic adviser for trade transportation with the Specialty Soya and Grains Alliance.

Other positive signs are that barge shipping is moving and that railroads are positioning their equipment. However, ocean carriers — an important freight partner in moving product in and out of the state — are a different story.

“Due to overcapacity, they have been shutting down sailings and they have been struggling, trying to predict where demand is going to be for them,” Abbe said. Those cancellations create a shortage of vessel space and delays in transport. For example, it takes 10 to 14 days to reach ports from Minnesota, which makes a last-minute cancellation of

an ocean carrier a problem.

In such a fluid situation, communication becomes vital. The alliance developed its own container transportation advisory to keep customers informed about flow and any disruptions.

Innovation is helping to keep the supply chain intact, even in the middle of a global crisis. “Transportation, logistics people, and supply-chain people figure out how to keep things moving and adjust to the current reality,” Schember said. “Globally, things are moving pretty smoothly.”

Economic woes

In April, the state experienced an 11% drop in employment, with more than 230,000 people losing their jobs from March to April, said Amanda Taylor, vice president of research and intelligence at Greater MSP. Taylor participated as part of a panel on economic recovery at the September MFAC meeting.

Though jobs came back, unemployment numbers still remained high in September. Greater MSP — an organization that promotes economic competitiveness and growth in the region — has continued its work to help businesses stay open and to rebuild.

“We know before COVID the regional economy wasn’t perfect,” Taylor said. “When we talk about getting back to normal, we’re really careful about implying that the goal was to get back to where we were before, but to really reimagine and transform the regional economy that works better for everybody.”

Many of the minority businesses that the Metropolitan Economic Development Association (Meda) serves are experiencing critical cash flow issues, said panelist Uri Camarena, director of client solutions at Meda.

“We don’t see a very rosy future for these organizations right away,” he said, estimating that 30% of them may never make it.

The promise of new opportunities

Some business, though, are pivoting, said Camarena. “They are looking at their competencies, seeing what else they can do and how they can shift their operations. And they have, in many cases, been able to be quite successful.”

The Minnesota Chamber of Commerce has kept in close contact with state and federal partners to understand and communicate updates on initiatives to businesses, said panelist Bentley Graves, director of health care and transportation policy for the chamber. While he’s seen much resilience, there is a long way to go.

Strengthening local supply chains offers opportunity to attract new employers and help existing suppliers grow, Taylor said. Greater MSP is working on building a regional supply chain resiliency and diversity strategy.

Despite the current climate, Minnesota may find ways to come back even stronger. “There’s been a lot of challenges, but life on the other side of this may well bring with it more opportunity for growth in Minnesota,” Bentley said.

Minnesota Freight Community Prepares for Vaccine Distribution

As the first phase of COVID-19 vaccinations begins in Minnesota, the freight community stands eager to help make the delivery of the vaccine as smooth and speedy as possible.

“We can be an asset for MnDOT and the state in identifying the needs that come up quickly as vaccine distribution rolls out,” said Jason Craig, director of governmental affairs for C.H. Robinson and MFAC chair. “We all want to help.”

At their December meeting, MFAC members explored the role of the freight industry to ensure vaccine doses reach distribution sites. MnDOT Commissioner Margaret Anderson Kelliher offered some insights into the very early logistics planning.

“The COVID vaccines are sensitive, both in terms of temperature and usage,” she said. “Coordinated models of distribution will be essential to our success in

vaccinating Minnesotans.”

In addition, the state is considering vaccination site locations as distribution expands in 2021. MnDOT has developed a snow and ice removal plan to help ensure access to sites and to keep freight and traffic moving.

Minnesota airports also are preparing for a potential role in transporting vaccines. “It’s getting very much in our sights — how do we help communities get it quickly,” said Tracie Walter, vice president of Bemidji Aviation and MFAC member. The Metropolitan Airports Commission (MAC) is involved in discussions at the state level, said Brian Peters, director of air service development for MAC.

Vaccine logistics will require close coordination between public and private sectors, Craig said. “MFAC is the perfect place to discuss the actual physical distribution of this.”



Pandemic Crisis Highlights MFAC Contributions to Freight and State

Advice of longstanding group serves vital role in statewide freight planning

When MFAC formed in 1998, one of its key aims involved developing a community of representatives from the freight industry who could advise MnDOT on transportation issues that affect freight in the state.

As COVID-19 hit, MnDOT tapped the wisdom of the longstanding group to address challenges with food access and shortages in goods, as well as identify ways MnDOT could help keep products flowing into and out of the state during the crisis, said MnDOT freight planner Andrew Andrusko.

MFAC shared a range of concerns — from sanitizing rest stops for truckers to declaring freight employees as essential workers (see page 3).

“What was happening to the supply chain was a major topic for MFAC,” he said. “Being able to discuss those issues and find collaborative ways to communicate or address them proved very helpful.”

At the same time, MFAC and MnDOT worked on moving the Minnesota Statewide Freight System and Investment Plan forward. MnDOT first developed a statewide plan in 2005, updating it in 2010 and 2016.

“We wanted to identify freight needs and issues in general, as well as integrate freight into the day-to-day engineering operations in MnDOT,” Andrusko said.

In 2016, Congress also passed legislation that made funds available for freight projects in states with freight advisory committees, such as Minnesota. As a result, MnDOT developed a freight investment plan and included it as part of the statewide plan. It awarded its first round of projects in 2017. Then it entered another round of solicitations early in 2020 and selected projects in the last quarter. MFAC representatives contributed to the effort by serving on the steering committee for the solicitation.

To maximize its funding for freight projects and better integrate freight into projects, MnDOT also is developing district freight plans. District plans help identify freight improvements that offer the biggest impacts and make it easier to incorporate freight needs as part of other district projects, Andrusko said. In addition, manufacturing



“What was happening to the supply chain was a major topic for MFAC. Being able to discuss those issues and find collaborative ways to communicate or address them proved very helpful.”

– Andrew Andrusko, MnDOT freight planner

studies in each district, which included interviews with freight-related stakeholders, are helping to identify improvement opportunities.

MnDOT completed its first district plan, for District 1, in 2019, and plans for Districts 2, 3, and 8 are expected to be completed in early 2021. Districts 4, 6, and 7 began their planning process in November.

In other state freight plan milestones, MFAC updated its strategic plan and also conducted outreach to stakeholders in neighboring states to share updates and best practices.

The pandemic crisis has highlighted MFAC contributions to the freight community and to the state, and the role of MFAC remains a vital one to the Minnesota economy, Andrusko said.

“MFAC plays a pivotal role,” he said. “MFAC is really our state’s link to the state’s freight industry.”



MFAC and Neighboring States Share Freight Lessons

When Dean Prestegaard and Shaun Destrampe from the Wisconsin Department of Transportation visited MFAC at the June quarterly meeting to discuss freight-related issues, they also learned some lessons to apply at home about hosting a virtual freight advisory committee meeting.

MFAC invited Prestegaard and Destrampe, as well as Sam Hiscocks from the Iowa Department of Transportation, to share best practices, explore challenges, and look for ways to collaborate that benefit the flow of freight in the Upper Midwest.

The Wisconsin and Iowa representatives work

respectively with their own state’s freight advisory group. Prestegaard and Destrampe talked about Wisconsin concerns with access to intermodal operations, COVID-19 responses, long-range planning, and truck parking. Hiscocks offered perspective on the impacts of flooding events in Iowa, the trade wars, and the pandemic, as well as described efforts to improve truck parking and issues with the rural infrastructure.

“There’s a lot of overlap in the things that we are looking at and things that we’re trying to do both within Wisconsin and in Minnesota,” Prestegaard said.



CAV Update: Minnesota Launches Truck Platooning Program

In July, Minnesota launched its [new truck platooning program](#) with a new website. The website provides information to get platooning plans approved and a map of approved highways where truck platoons can operate in Minnesota. Companies can submit a plan directly from the new website, free of charge.

Companies already using truck platoons in other states say the technology helps their business in several ways, including fuel savings, increased range, and fewer crashes. Truck platoon use is growing across the country, and, though the technology is evolving, many in the public are just beginning to learn about it and wonder how truck platoons may affect their travel.

So far, no platoons have been approved for operations in Minnesota. In October, [Locomotion](#) conducted one of the largest platoons in the Midwest from Pittsburgh to Michigan, gaining national attention.

National Freight Strategic Plan CAV priorities

In September, the USDOT published its updated [Freight Strategic Plan](#). The number one strategy of the new plan is to support the development and adoption of automation, connectivity, and other freight safety technologies and to advance innovation that supports vehicle-to-vehicle technologies.

AV freight advancement

Industry leaders like [Kodiak Robotics](#), [TuSimple](#), and [Waymo](#) are continuing to expand their autonomous freight technologies. TuSimple is one of the largest autonomous freight companies and made headlines this year as it raised more than \$350 million to expand its autonomous operations (which always use a human safety operator) to develop a national driverless truck network by 2024. Kodiak Robotics released the industry's first safety self-assessment, showing how industry is using more technologies that sense infrastructure like pavement markings to help respond to unmapped events like work zones. Waymo and Daimler launched a global partnership to deploy driverless technologies into Freightliner trucks. These vehicles use multiple sensors — including cameras, lidar, and radar — installed throughout the vehicle to reduce blind spots as well as detect objects and road conditions.



Waymo truck sensors

(Source: Waymo)



Urban and Rural Freight Interdependence in Minnesota

Diverse economy depends on sustainable freight infrastructure to connect state



Without a safe, efficient, reliable, and robust freight transportation system in Minnesota, many residents would not have access to the goods and materials they need to live, work, and recreate. Businesses rely on the freight transportation network to distribute their products to customers and receive raw materials needed to manufacture items.

University of Minnesota researcher Chen-Fu Liao studied freight activities in Minnesota and the critical role the freight transportation system plays in supporting the region's economic competitiveness and quality of life. His white paper, sponsored by MFAC, focuses on the interdependence of rural and urban freight movement, and it examines the challenges and opportunities facing all stakeholders in working together.

"People may have their own idea and definition of 'rural' based on their perceptions — one person's small town

could be another person's weekend city shopping hub," Liao says. "In this white paper, we largely consider the seven-county Twin Cities metro area as entirely urban and the rest of the Minnesota region (Greater Minnesota) as rural."

Minnesota has a diverse economy that includes business entities from professional services, agriculture, manufacturing, health care, trade, utilities, mining, and many others. As of 2020, it is the official home to 16 Fortune 500 companies. This diversity makes the Minnesota economy more resilient than other Midwestern states.

"Manufacturers position their factories in rural or urban areas to leverage their strength, value, and resources for cost-effectiveness, business development, and economic growth," Liao says. "They heavily depend on the existing transportation network that connects ports, terminals, distribution centers, and intermodal facilities to thrive and be successful. Traffic congestion, road conditions, and delays caused by construction are concerns to the logistics and supply-chain operations of private industry."

Trucks carry a majority of freight on roadways to river ports, airports, rail yards, distribution centers, and multimodal freight facilities. Railroads in the state link other modes of transportation and carry commodities to national and international markets. Mineral raw materials, salt, fertilizer, and agricultural products are transported by water

Chen-Fu Liao, a senior research associate with the Department of Mechanical Engineering at the University of Minnesota, authored the white paper. Liao's research for the paper included literature reviews and interviews with key freight industry officials in Minnesota. Download *Urban and Rural Freight Interdependence: Challenges and Opportunities in Minnesota* at dot.state.mn.us/ofrw/mfac.



across the Great Lakes or along the river. A relatively small portion of freight value is carried by pipeline and air cargo.

According to Liao, the freight infrastructure network enables efficient transport of goods and products to fulfill various aspects of business and consumer needs in the state and the Upper Midwest region. The Minnesota transportation network, ranked fourth highest in 2019 for transportation infrastructure, connects the Upper Midwest region to both national and global markets.

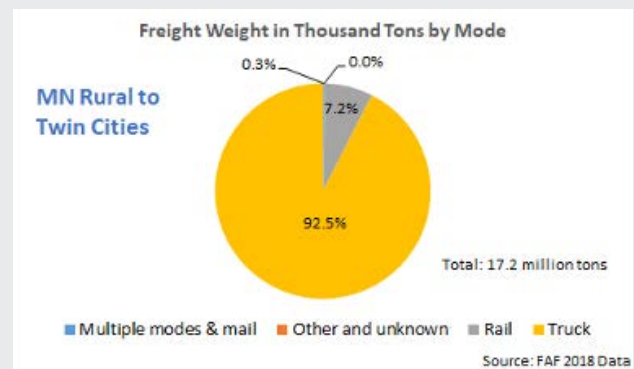
“Freight movement, regardless of mode and where in the state it came from or went, is the backbone of the Minnesota economy,” he says. “The diverse Minnesota economy and its future success depend on a sustainable freight infrastructure that effectively connects urban and rural ecosystems for further economic growth and advancement.”

Freight Flow Between Rural and Urban Regions of Minnesota

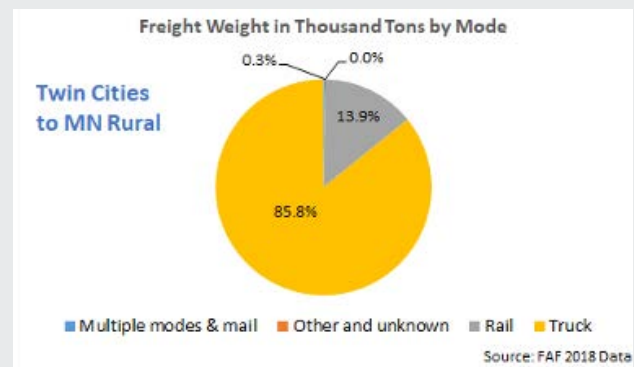
According to 2018 Freight Analysis Framework (FAF) data, the majority of freight between rural and urban areas in Minnesota is carried by truck. About 93% of freight (by weight and value) movement from rural Minnesota to the Twin Cities metro is carried by truck. Rail carries about 7% of freight by weight and 4% by value. Other agriculture products and cereal grains are the major commodities carried by truck. Similarly, rail carries mostly cereal grains and wood products from rural to urban areas.

For freight movement from the Twin Cities metro area to rural areas, about 86% of freight by weight and 82% by value is carried by truck. About 14% of freight by weight and 2% by value is carried by rail. Trucks carry mostly cereal grains and other agriculture products, and rail carries mostly metallic ores and cereal grains to Greater Minnesota. In addition, about 17% of freight by value is carried by multiple modes from urban to rural areas.

Lower levels of freight within Minnesota are carried by water and air compared with trucking and rail. Shipments reported as multiple modes can include anything from containerized cargo to coal moving from mine to railhead by truck and rail to harbor. The “mail” component recognizes that shippers who use parcel delivery services typically do not know what modes were involved after the shipment was picked up.



Distribution of in-state freight movement from rural to Twin Cities metro area by mode



Distribution of in-state freight movement from Twin Cities to rural area by mode



Freight Expertise

MFAC Executive Committee (as of December 2020)



Jason Craig (Chair)
Director of
Governmental Affairs,
C.H. Robinson



Ron Dvorak (Past Chair)
Marketing Director,
Duluth Cargo Connect



Bruce Abbe
Strategic Advisor for
Trade & Transportation,
Specialty Soya & Grains
Alliance



Lydia Borge
Executive Director, State
Government Affairs MN/
ND/SD, BNSF Railway



Meg Duncan
Director of Operations,
Koch Logistics



Steve Elmer
Planning Analyst,
Metropolitan Council,
Twin Cities' Area
Metropolitan Planning
Organization



Bill Gardner
Director, Office of Freight
and Commercial Vehicle
Operations, Minnesota
Department
of Transportation



Bill Goins
Executive Director,
Access to Solutions



Jon Huseby
District Engineer,
District 8,
Minnesota Department
of Transportation



Neal Young
Economic Analysis
Director, Minnesota
Department of
Employment and
Economic Development

MFAC Members (as of December 2020)

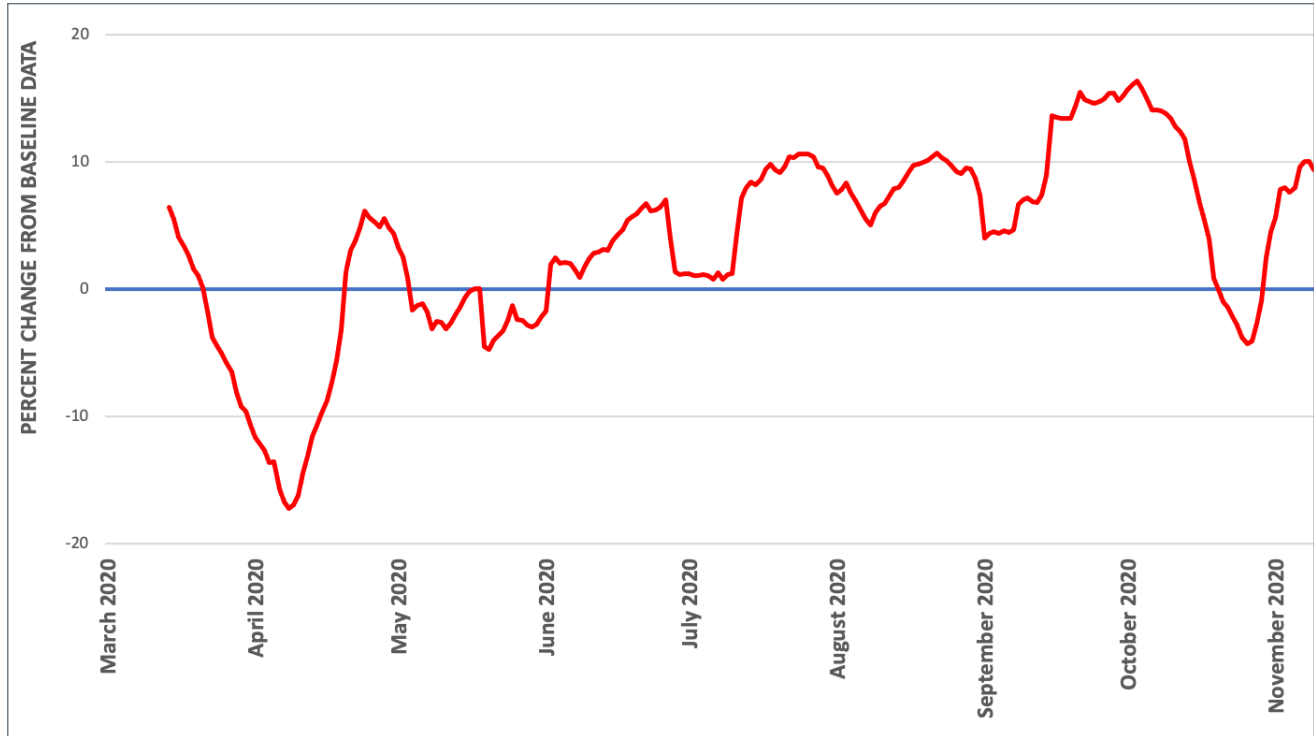
Levi Brown, Director, Office of Tribal Affairs,
Advocacy Council for Tribal Transportation
John Brumbaugh, Transload Services Manager,
Canadian Pacific Railway
Kim Caron, President, Council of Supply
Chain Management Professionals–Twin Cities
Roundtable
James Carver, Director of Logistics Planning, Land
O'Lakes
Ron Chicka, Director, Metropolitan Interstate
Council, Greater Minnesota Metropolitan
Planning Organizations
Al Cornish, Director, Government Affairs, Target
Corporation
Deb DeLuca, Executive Director, Duluth Seaway
Port Authority
Travis Dietrich, Director of Truckload Operations,
Bay and Bay Transportation
Mariah Ethington, Manager of North American
Transportation, Smiths Medical, Inc.
Todd Gilbert, President, Valley Cartage

Kyle Graven, Senior Director of Transportation, The
Schwan Food Company
Bentley Graves, Director of Health Care and
Transportation Policy, Minnesota Chamber of
Commerce
Katie Hatt, Interagency Rail Director, Governor's
Council on Freight Rail
John Hausladen, President, Minnesota Trucking
Association
Nicholas Katich, Minnesota Legislative Director,
UTU-SMART-TD (Sheet Metal, Air, Rail,
and Transit Union)
Wayne Knewtson, President, Knewtson Soy
Products, LLP
Shelley Latham, Business Development Manager,
Perkins STC
Laura Lemke, Executive Director, Minnesota Grain
and Feed Association
Lorraine Little, Director of Community
Engagement, Enbridge Energy Company, Inc.
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Heavy Commercial Truck Traffic in Minnesota During the Pandemic



Baseline established from data collected for heavy commercial truck traffic in Minnesota from 2016 through 2019.

(Source: MnDOT)

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Editor: Michael McCarthy
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Graphic Designer: Angela Kronebusch
Photos: Bemidji Aviation, Duluth Seaway Port Authority
(Gus and David Schauer, Robert Welton), Locomotion,
CTS (Michael McCarthy), MnDOT (Robert Williams),
Rochester International Airport, Shutterstock, Waymo

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