



Annual Report

Minnesota Freight Advisory Committee

State of Freight

2022



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.

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.

MFAC Strategic Plan

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

- Provide active industry leadership in the development and implementation of the Statewide Freight Plan
- Engage agency leaders and elected and appointed officials to affect decision-making on freight issues
- 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



From the MFAC Chair

Working to ensure a robust freight system in the state



If you live in the world of freight, MFAC offers a great place — and really the only place — to explore all freight modes, to better understand the interaction among modes, and to learn about the trends that impact modes individually and collectively. Because it brings representatives from all modes together, it also gives freight a voice in the transportation planning process and in transportation policy.

In 2022, MFAC exercised its voice in several important ways. MFAC reviewed and commented on the draft Statewide Multimodal Transportation Plan, emphasizing the need to better integrate freight into the plan and to consider some key concerns of freight (*see page 10*). In addition, MFAC members began work on an update of the State Freight Plan, which supports the continued health and growth of the state's freight industry.

We appreciate and welcome the opportunity to participate and offer freight perspectives in the development of these plans. It's so important to weave the diversity of freight stakeholders into the planning process. Freight remains a less visible part of the transportation system, yet it supports and affects people, communities, and the state's economy in significant ways.

This year, MFAC delivered on all its strategic goals, providing leadership on the State Freight Plan update, engaging policymakers, and bringing value to committee members.

On the policy front, we are fortunate for the involvement of Minnesota Commissioner of Transportation Nancy Daubenberger, who attended several of our meetings this year. Her openness to freight concerns and willingness to discuss key issues are much appreciated.

I also want to thank Andrew Andrusko from MnDOT for his hard work on behalf of the freight community, and Gina Baas and Rachel Brodeur from the Center for Transportation Studies for their excellent programming and logistics support of MFAC. My gratitude as well to past chair Jason Craig for his steady leadership and guidance.

On behalf of MFAC members, let me express a big thank you to Bill Gardner, who retired this year as director of the MnDOT Office of Freight and Commercial Vehicle Operations. A dedicated advocate for the freight community, Bill led many innovative efforts that strengthened freight's ability to deliver for Minnesotans. In September, we had the pleasure of welcoming Shelly Meyer, new interim office director, to MFAC, and we look forward to working with her.

Our collaborations are what make us strong: Kudos to all members of the freight community, and thank you for the contributions you make daily, even in the toughest of times.

— **Deb DeLuca**, Chair (2022–2023), *Minnesota Freight Advisory Committee*



"We see the supply chain as a key factor in maintaining a healthy economy in Minnesota. This freight advisory committee is one of the oldest state freight committees in the nation — and one of the best. We can serve as a model to other states and the nation on collaborative public-private partnerships through MFAC."

— Nancy Daubenberger, Minnesota Commissioner of Transportation



Rail and port investments aim to keep freight moving

Canadian National Railway opened a new inland distribution terminal in New Richmond, Wisconsin, in 2021. The terminal provides direct CN intermodal service to the Twin Cities market, linking shippers to the three-coast CN network and serving import and export industries that include automotive and finished consumer goods as well as grain, soybean, and forest products.

In 2017, CN joined forces with Duluth Cargo Connect to offer intermodal service that increased direct reach to East Coast, West Coast, and Gulf Coast ports. Duluth Cargo Connect, a working partnership of the Duluth Seaway Port Authority and Lake Superior Warehousing, operates the rail-served facility at the port's Clure Public Marine Terminal.

BNSF Railway Company also continues to invest in rail improvements in Minnesota. BNSF allocated more than

\$120 million of its \$3.55 billion 2022 capital investment plan for work in Minnesota.

Increasing demand

Railroads and ports are looking at ways to meet the increasing demand in the supply chain. Gareth Hou, director of sales for the international intermodal division of CN, and Steve Balaski, director of business development for the Northwest Seaport Alliance, described expansion and improvement plans at a 2022 MFAC meeting.

"CN has a unique network with a reach that extends from Canada, through the U.S., and all the way down to the South," said Hou. "It connects North America to global markets on all three coasts of the Pacific, the Atlantic, and the Gulf."

The CN international intermodal franchise encompasses Canadian ports in Prince Rupert — the shortest nautical route to and from Asia — Edmonton, Vancouver, Halifax, Montreal, and Saint John, as well as Mobile and New Orleans in the United States, all of which are increasing their capacity. CN also plans for growth. For example, the construction of a large intermodal facility set for completion in 2025 will expand its capacity in Toronto.

To meet demand in the western part of the network, where CN sees the highest density of volume movement, it has added double tracks and sidings in areas where double tracking isn't possible. "All of these enable our network to gain fluidity and improve velocity," Hou said, "resulting in



quick recycle of cars between origins and destinations, reducing delays for our importers and exporters.”

Replacing and maintaining core assets

One significant component of the BNSF capital program involves replacing and maintaining BNSF core network and related assets.

“In Minnesota, BNSF’s maintenance plan included over \$15 million in rail replacement and over \$30 million in tie replacements,” said Lydia Underdahl, BNSF executive director of public affairs for Wisconsin and Minnesota. “Keeping the railroad well-maintained ensures trains can run safely and helps limit the need for unscheduled service

outages that can slow down the rail networks and reduce capacity.”

Another portion of the 2022 BNSF capital plan funds expansion and efficiency projects to support the growth of consumer, agricultural, and industrial product businesses. “Supporting Minnesota’s ability to reach global markets, BNSF completed a multiyear bridge project near Sandpoint, Idaho, to increase train capacity in the Pacific Northwest,” she said.

In July, BNSF partnered with the Northwest Seaport Alliance to develop a new rail hub at the Port of Tacoma, with the aim of meeting increased intermodal demand in the greater Seattle region. The new Tacoma South

Growing capacity at CN network ports

Prince Rupert*

Increasing capacity from 1.35M to 1.8M TEUs** by 2023

Vancouver*

Centerm Port: Expansion to 1.5M TEUs by late 2022
Vanterm Port: Planned expansion to 1.06M TEUs by 2023
Deltaport: Proposed new marine container terminal at Roberts Bank; Berth 4 project to add 2M TEUs capacity, 2028-2029

Halifax (two terminals)

Planned expansion to 1.5M TEUs
Berth extension allowing the terminal to handle two Ultra Class vessels

Saint John

\$205M invested to increase capacity to 325 TEUs

Montreal (four terminals)

New terminal in Contrecoeur adding 1.15K TEUs by 2023

Mobile

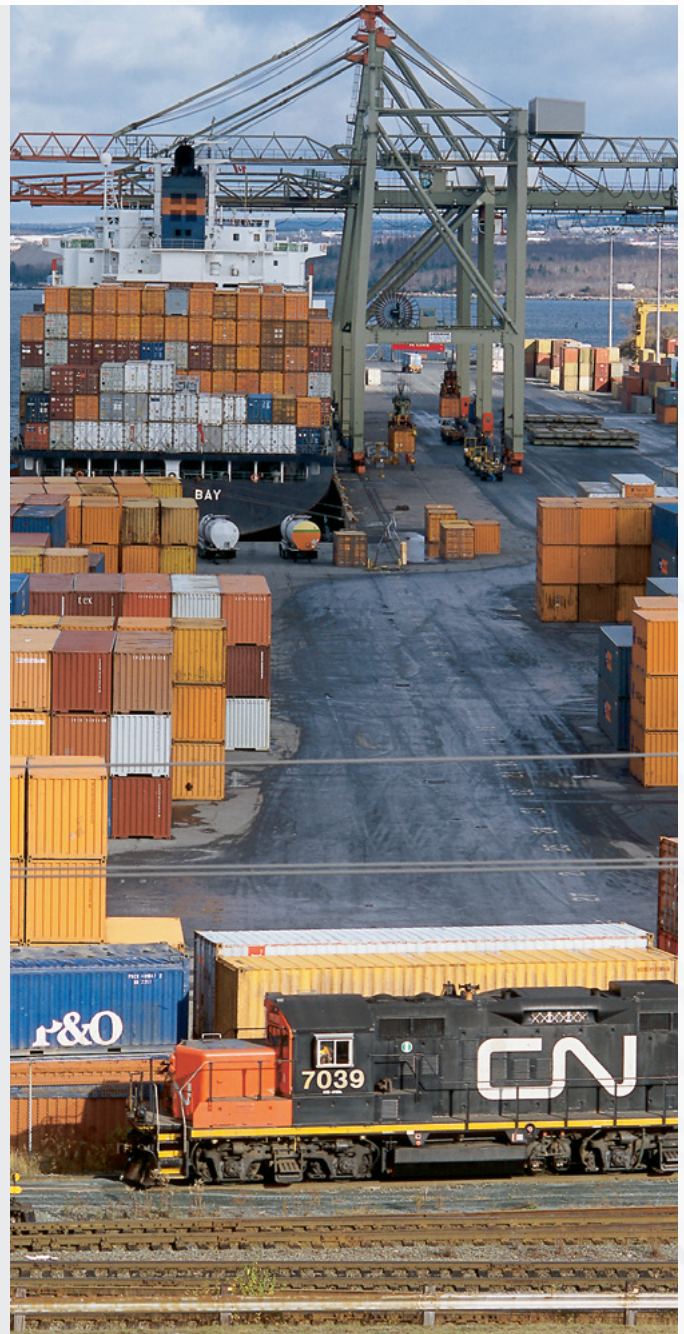
Planned expansion to 1.5M TEUs

New Orleans

Planned expansion to 1M TEUs

**Supporting road and rail infrastructure investment of more than \$350 million with funding from CN, PRPA, and the Canadian Federal Government*

***TEU: One 20-foot intermodal container equals one TEU (twenty-foot equivalent unit), a standard-sized metal box which can be easily transferred between different modes of transportation, such as ships, trains, and trucks.*





facility, which will accommodate more than 50,000 annual container lifts, builds on a joint initiative with J.B. Hunt Transport Services and will complement the current BNSF domestic intermodal facility in Tukwila, which serves the NWSA's Seattle Harbor.

The NWSA is the port authority for Seattle, Tacoma, and Washington State, and forms the fourth largest gateway in North America. Like major ports throughout the United States and the world, NWSA ports have experienced significant bottlenecks. "We need more capacity on the terminal side — that's become very apparent," Balaski said.

In January, the first phase of a significant modernization of an existing terminal opened, adding more berth space and a dock rail. Set to open next year, a second berth is already under construction. "This has already taken pressure off some of our other facilities and has helped eliminate other vessel queue that we had," he said.

Bottlenecks inspire greater efficiencies

An NWSA and USDA partnership also is supporting the use of a near-dock container yard to accept either dry agricultural or refrigerated containers for temporary storage. The yard helps reduce operational hurdles and costs for exporters, allowing a quicker loading on ships at the export terminals.

To generate greater efficiencies, NWSA ports started producing a gateway performance and outlook weekly operational report about the status of terminals. And while all these efforts help, Balaski thinks working together offers the most powerful potential.

"It's really a supply-chain congestion issue, and there really isn't a silver bullet," Balaski said. "In my opinion, there isn't just one thing that will solve the problem. It's really a systematic thing, and it requires all the parties and all the stakeholders to work together."

Spotlight: Impact of railroad labor issues

When a potential rail strike threatened yet another significant disruption to the supply chain, one study helped Americans understand the economic impact of such an event.

Indeed, if rail transport had ended in December, an analysis by the Anderson Economic Group forecasted potential losses to U.S. workers and consumers of \$1 billion in the first week. According to AEG, U.S. consumers and businesses could expect a \$60 million loss on the first day alone, and \$90 million on the second day.

Railroad negotiations brought freight front and center in the headlines and became a top priority for the highest levels of government. On December 1, the U.S. Senate voted on a bipartisan basis to avert a rail strike and implement a tentative agreement between railroads and workers.

Congress clearly understood the seriousness of the situation, acting quickly — eight days before the December 9 deadline, said Jason Craig, director of government affairs for C.H. Robinson and MFAC vice chair. Craig commented in December at the 25th Annual Freight and Logistics Symposium, sponsored by the University of Minnesota Center for Transportation Studies.

The vote — and the speed of it — meant public officials were listening to freight industry concerns, and it was tremendously impactful in raising the profile of freight, Craig noted. "It was a huge event for freight."

The railroad industry also recognized the importance of keeping the rails rolling and the challenges of negotiations.

"The Senate acted with leadership and urgency with today's vote to avert an economically devastating rail work stoppage," said Association of American Railroads president and CEO Ian Jefferies, after the Senate passed the bill. "As we close out this long, challenging process, none of the parties achieved everything they advocated for. The product of these agreements is a compromise by nature, but the result is one of substantial gains for rail employees.

"Let's be clear: railroading is tough, essential work that keeps our nation moving," he said, "and our employees deserve our gratitude for moving America's freight and doing so safely every day."

Flying high

MSP air cargo study forecasts growth and opportunities



Study Purpose

Understand potential to grow cargo at MSP

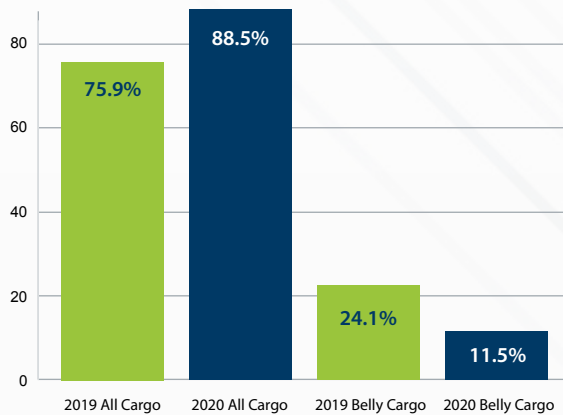


Freight Moves

In the belly of passenger airplanes
or
By all-cargo carriers (FedEx, UPS, Amazon, DHL)



Pandemic Impacts Market Share



Fun Facts

Delta carries nearly 80% of all belly cargo.
FedEx and UPS are the largest all air-cargo carriers.



Air Cargo Recovers

Total tonnage volume
2019: 229,026
2020: 203,697
2021: 234,747



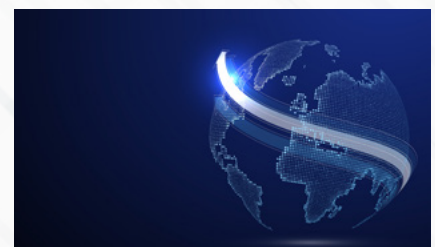
Sunny Forecast

Increase in total air cargo forecasted at compound annual growth rate of 3.6%, or 415,000 metric tons.

20-year CAGR forecast for air cargo carriers:

- 1.1% for FedEx
- 2.3% for UPS
- 3.2% for DHL
- 11.0% for Amazon

Belly cargo expected to recover with passenger service and grow similarly



Future Opportunities

Increase international belly cargo through new widebody passenger service to Germany

Consider facility development to accommodate projected Amazon growth



MFAC members help launch national freight data resource

In March and April, global logistics and supply-chain solution company C.H. Robinson knew that shippers had begun diverting loads to East Coast ports because of the well-reported congestion at West Coast ports.

“We knew we were helping our customers quickly adapt to changing circumstances,” said Jason Craig, director of government affairs for C.H. Robinson and MFAC vice chair, “but it was hard to tell exactly to what extent other companies were doing the same thing.”

That kind of knowledge offers the potential to make quite a difference for shippers and carriers. Led by the U.S. Department of Transportation, the new public-private collaboration Freight Logistics Optimization Works, widely known as FLOW, is collecting data to help its industry partners make better decisions.

“What FLOW will give us in the future is additional visibility,” Craig said. “If we see the East Coast is getting clogged up, maybe we keep 10 to 20% more of our freight on the West Coast and we increase our service levels.”

Public-private collaboration

Born from a desire to pursue common goals, FLOW aims to form a public-private freight partnership that benefits all and makes possible solutions that are not possible without such a partnership, said USDOT supply-chain adviser Andrew Petrisin, who leads the development of FLOW. Petrisin spoke at the 25th Annual Freight and Logistics

Symposium in December.

The idea for FLOW emerged as the industry made headlines for port backups. At the time, the USDOT started regular calls with freight representatives, particularly at ports, to gather information and understand the situational picture in real time. The value of the information had become apparent, along with the need to find a more efficient way to gather it.

FLOW draws on a concept from Alexis de Tocqueville’s *Democracy in America*, which coins the science of association — or the art of pursuing common interests — the mother of science, Petrisin said. He added that the freight industry, government, and the country can benefit from applying the science of association.



Competitive and cooperative freight system

“At its core, we share so many common goals to build a commercially competitive, operationally cooperative freight system that can support you to compete with our peers on a global scale, bolster our economic security, and have a stronger, more efficient, and more responsive freight network,” Petrisin said.

“It is this type of collective thinking that will instill different kinds of economic problem-solving, different kinds of economic decision making,” he added. “And this all starts with trust.”

In March, the USDOT announced the launch of FLOW. MFAC members C.H. Robinson and Land O’Lakes joined Minnesota-based Target and 16 other industry participants for the data-sharing pilot. Land O’Lakes senior vice president and chief supply-chain officer Yone Dewberry, Craig, and Petrisin participated in a symposium panel discussion following Petrisin’s presentation. MFAC member Dan Murray, senior vice president for the American Transportation Research Institute, moderated.

Today’s supply chain involves more physical connections than ever. “An issue in any one part of the supply chain — not just my supply chain,” Dewberry said, “becomes an issue for me eventually.” This, he noted, served as a motivator for Land O’Lakes to join FLOW. “It’s because we understand that the science of association is so important for everyone in the supply chain.”

Aggregate real-time national freight data

FLOW plans to measure aggregate supply and demand in real time, ultimately offering data, for example, on total incoming cargo and total logistics assets to receive cargo. The initiative has begun by collecting data at three of the largest U.S. ports: Port of Los Angeles, Port of Savannah, and



the Port of New York/New Jersey. It plans to publish data for use by its industry partners in early 2023.

The USDOT worked with industry partners to ensure data confidentiality and data security. FLOW partners submit data to the Bureau of Transportation Statistics, which will release only aggregate data to FLOW partners.

“We needed an organization like the Department of Transportation to do this because no one company has the capability, the power, to bring all these parties together,” Dewberry said. “FLOW will give everybody the ability to make decisions that we can’t make today because we don’t have the data.”

Participation in FLOW already has resulted in some unexpected pluses, said Craig, such as discovering other available information sources. “We’re finding out more and more about other great resources by being in this environment, by being in association.”

Going with the FLOW

Aim: Collect data to measure aggregate supply and demand to build a commercially competitive, operational cooperative freight system

Launch: March 2022

Number of founding participants: 18, including three from Minnesota

Key for industry: Confidentiality, data security, aggregate data

Starting point: Data collection at three U.S. ports

Data collector: U.S. Bureau of Transportation Statistics

Next steps: Publish data for partners, expand partnerships, work with partners to add additional data points





LTL trucking delivers critical freight service

The driver unloads a pallet of raw materials to a manufacturer in Burnsville, brings merchandise to a retailer in Eagan, and then leaves to make anywhere from 20 to 40 more deliveries in the south metro area. With those deliveries completed, the driver picks up freight from shippers that will go outbound from Minnesota and returns to the terminal, where that freight gets sorted by destination.

The world of LTL, or less-than-load, trucking moves quickly and efficiently with its own coordinated rhythm — so stealthy, in fact, that the contributions of LTL may go unnoticed.

“When you talk about trucking, everybody thinks that it’s the driver who goes with a full load from California to New York and no stops in between,” said Meg Duncan, director of strategic sourcing at Koch Logistics and MFAC member. “LTL plays a very important role because many manufacturers or retailers are looking for goods to come in a specific quantity to hit either a streamlined manufacturing operation where they don’t need that inventory or a retail operation that wants to target smaller quantities for its store shelves.”

MFAC members learned more about the LTL market thanks to a panel of experts who spoke to the committee in September. Consultant Tom Hamel moderated the discussion, which included Jeremy Cutchens, vice president of operations for Dayton Freight, and Greg Schmitz, district operations manager for Estes Express Lines.

LTL based on local hub-and-spoke system

LTL carriers come in all sizes. The territory of national carriers includes the continental United States and may include Alaska, Hawaii, Puerto Rico, Canada, and Mexico. Regional LTL carriers typically cover a couple of states with fewer terminals, while super regional LTL carriers serve regions of the country, such as the Midwest, with a larger terminal base.

“Most of us started as a small regional carrier and grew,” Schmitz said. “Because of cost and facilities, it’s difficult to enter the LTL market.”

LTL uses a hub-and-spoke system where drivers make pick-ups at terminals, deliver, complete pick-ups of outgoing products for sorting, and start the cycle all over again. LTLs often load product on a trailer for nationwide destinations.

Most Minnesota LTL drivers live in the state and drive locally. The Minnesota LTL market includes more than 85 terminals across the state, according to a survey of 25 main carriers. Rough estimates from two different surveys of LTLs place anywhere between 2,500 and 3,500 LTL drivers on Minnesota roads daily.

Increasingly LTL drivers are delivering the final mile of product into residential areas, a trend promoted by the rise of e-commerce. This reflects a shift from direct-to-manufacturer for consumer fulfillment to a direct-to-consumer approach, and the work-at-home model that gained favor with the advent of the pandemic.

Even as the pandemic’s impact eases somewhat, the LTL market faces challenges from ongoing staffing shortages and greater congestion on the roads, Schmitz and Cutchens said.

“Our drivers have hours of service that they have to follow, so they can only drive so much,” Schmitz said. “When congestion slows them down, they can deliver less, so we need to put more trucks out to deliver the same amount of business in that area.”

Increased demand for LTL services

Minnesota may see more trucks on the road for another reason: Business for LTLs is up.

“We have started to see increased demands for LTL services due to impacts to other transportation modes,” Cutchens said. With stress on rail and air, for example, LTL demand increases.

Duncan anticipates continued growth in the market, particularly with businesses shifting manufacturing from offshore markets back to the United States because of skyrocketing costs to import, and LTL carriers are responding to market changes.

“LTL carriers are adding new services to their portfolios, either expanding residential delivery platforms or finding partners so they can increase their business on that segment,” Duncan said. Other carriers are adding truckload into their mix, allowing them to service LTL and truckload, or they may become third-party logistics companies and offer more customized solutions.

Duncan worked for an LTL carrier for more than 20 years in almost all roles and appreciates both the importance and the adaptability of the industry. “It’s very challenging. It’s fast-moving,” she said. “It’s really a fun part of the supply chain.”



“When you talk about trucking, everybody thinks that it’s the driver who goes with a full load from California to New York and no stops in between.”

— Meg Duncan, Koch Logistics

Less-Than-Load Trucking	Full-Load Trucking
LTL trucks carry shipments typically under 15,000 pounds.	Average weight a full truckload can carry: 42,000 and 44,000 pounds.
The same driver that picks up a shipment will not deliver the shipment.	The full-truckload driver picks up and delivers the shipment.
LTL network handles shipments multiple times, transferring them to different trailers.	Typically, full-load shipping picks up and delivers on the same truck.
LTL operates a hub-and-spoke network to move freight from origin to destination.	Full-load shipments generally move directly from origin to destination with fewer stops.
Freight from multiple shippers commingles on LTL.	Full load generally focuses on moving one shipper’s freight.
LTL uses more equipment, terminals, and drivers to pick up and deliver freight.	Full-load trucking requires less infrastructure.



MFAC brings freight needs to state transportation plan

During the past year, the work of MFAC members helped strengthen the state's freight system in several ways.

In one initiative, MFAC made important contributions to the Minnesota Statewide Multimodal Transportation Plan, which MnDOT prepares every five years. The SMTP is the highest level policy plan in the state for transportation and offers guidance for all types of transportation, including freight, and all transportation partners. It supports a statewide vision for a transportation system that maximizes the health of people, the environment, and the state's economy.

MFAC members reviewed the draft SMTP and chair Deb DeLuca, executive director of the Duluth Seaway Port Authority, participated on an SMTP advisory committee. MFAC summarized its comments on the draft plan in a letter to the Minnesota Commissioner of Transportation.

"One of the key themes that MnDOT heard from MFAC was that MnDOT needs to consider freight in more meaningful ways as we talk about the major themes in the SMTP," MnDOT freight planner Andrew Andrusko said. "We in the Office of Freight and Commercial Vehicle Operations are working with our internal partners to share this feedback and identify ways to integrate this input in the future."

MFAC well-positioned for continuing role

In addition to increased consideration of freight in the plan, MFAC recommended the plan reflect the projected

growth in freight movement and expressed concern about potential environmental goals that could impact the flow of freight. Slated for final adoption in spring 2023, the SMTP includes new focuses on broader social issues, including climate and equity, instead of focusing on transportation and infrastructure issues alone, Andrusko said.

While the SMTP focus areas are being updated to reflect these new trends, discussion about the impact and implementation of the plan will continue. "We know that there will be changes to technology, changes to society, and part of the issue we're wrestling with is how we plan for those changes in the freight sector, in particular without hurting people's jobs, without hurting the environment, without hurting the economy," he said.

MFAC is well-positioned to play a role in those ongoing talks. "At the end of the process, we were better able to hear some of the key voices from MFAC that may not have been fully involved at the beginning," Andrusko said. "Those types of relationships are being renewed as we move forward."

MFAC plan addresses major freight challenges

The MFAC strategic plan guides organizational efforts through the work of its members, and, in 2022, MFAC made progress by tackling several strategic activities, according to Andrusko.

MFAC members participated in conversations with decision-makers about freight-related topics, such as the

development of a freight optimization tool at MnDOT to help improve freight flow. They tackled a variety of topics at meetings, including the impact of border closures and historically low Mississippi River water levels.

MFAC also reached out to neighboring state freight advisory committees, hosting the Wisconsin FAC and participating in the Ohio FAC. Looking to the future, it also spent time recruiting new members with an eye to diversity on many levels, including industry, economic, gender, and race.

State freight plan revision is top priority

A key MFAC goal is to include industry leadership in the development of the Statewide Freight Plan.

In September, MFAC members discussed updates to the plan's action agenda, and, as a follow-up, the MFAC

Executive Committee considered changes to the action agenda to bring it in alignment with the SMTP and support a healthy freight system.

Work on the plan will continue this year, including outreach to other groups, particularly for conversations about freight's impact on the environment and disadvantaged communities.

A consultant team will assist MFAC with the update, which is scheduled for completion in 2023. The team's work will include aggregating data into one common set, making it possible to identify a total dollar amount for state freight needs.

"As we talk about our highway investment plan, as we talk about our other investments and financial efforts," Andrusko said, "that step is very important because we really haven't ever done that before."

"At the end of the process, we were better able to hear some of the key voices from MFAC that may not have been fully involved at the beginning."

— Andrew Andrusko, MnDOT freight planner

The MFAC perspective on the Minnesota Statewide Multimodal Transportation Plan

Excerpts from the MFAC letter to Minnesota Commissioner of Transportation Nancy Daubenberger

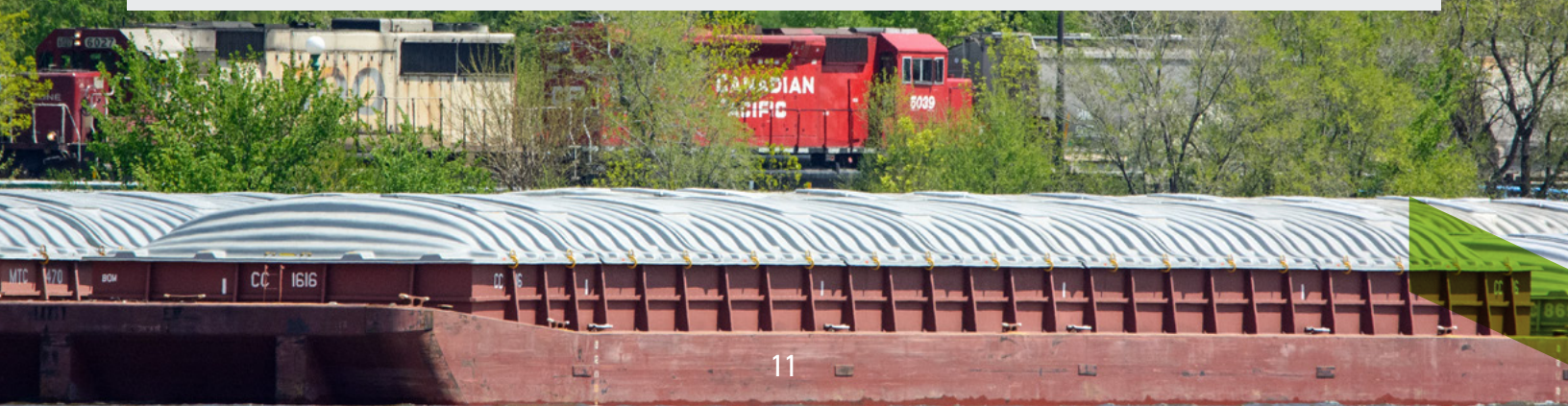
"It is important to reference the projected growth (note: NOT pandemic-related) in freight demand/volume. USDOT, in November 2021, projected that freight tonnage will grow by 50% between 2020 and 2050."

"Supply-chain disruptions, and ensuing accelerated evolution in supply-chain dynamics, are significant trends affecting Minnesota's transportation system."

"The SMTP is not clear on whether the vehicle miles traveled reduction goal includes freight movements or not...

At present, VMT reduction goals for freight would be in direct contradiction to projections for freight growth."

"As always, we seek to be a partner to MnDOT and to help MnDOT be proactive in addressing freight issues and challenges and in acting upon freight opportunities."





Freight Expertise

MFAC Executive Committee (as of December 2022)



Deb DeLuca (Chair)
Executive Director,
Duluth Seaway Port
Authority



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



Meg Duncan
Director of Strategic
Sourcing,
Koch Logistics



Bruce Abbe
Agriculture Trade &
Transportation
Consultant, CEO, Abbe
Communications &
Management Services, LLC



Lydia Underdahl
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Economic Development

MFAC Members (as of December 2022)

Wesley Arentson, President, Council of Supply Chain Management Professionals–Twin Cities Roundtable
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Ron Chicka, Director, Metropolitan Interstate Council, Greater Minnesota Metropolitan Planning Organizations
Al Cornish, Director of Government Affairs, Target Corporation
Travis Dietrich, Director of Truckload Operations, Bay and Bay Transportation
Margaret Donahoe, Executive Director, The Minnesota Transportation Alliance
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
John Hausladen, President, Minnesota Trucking Association
Joanna Jungels, Permit Manager, Anderson Trucking Service
Nicholas Katich, Minnesota Legislative Director, UTU-SMART-TD (Sheet Metal, Air, Rail, and Transit Union)
Wayne Knewton, President, Knewton Soy Products, LLP
Laura Lemke, Executive Director, Minnesota Grain and Feed Association
Lorraine Little, Director of Community Engagement, Enbridge Energy Company, Inc.
Michael Loney, Senior Distribution Manager, Abbott Laboratories
Wendall Meyer, Division Administrator, Federal Highway Administration

Dan Murray, Senior Vice President, American Transportation Research Institute
Lee Nelson, President, Upper River Services, LLC
Jon Olsen, Captain, Minnesota State Patrol
Brian Peters, Director of Air Service Development, Metropolitan Airports Commission
Kathryn Sarnecki, Vice President of Redevelopment and Harbor Management, Saint Paul Port Authority
Troy Schroeder, Northwest RDC Transportation Planning Director, Minnesota Association of Development Organizations
Eric Sieve, Vice President, Dedicated Logistics Services
Tracie Walter, Vice President/Director of Operations, Bemidji Aviation
Mark Wegner, President, Minnesota Regional Railroads Association





(Front, from left) Brian Peters, Bill Goins, Andrew Andrusko, Deb DeLuca, Jason Craig, Shelly Meyer, Ron Dvorak, Steve Elmer, Dan Murray. (Back, from left) Nicholas Katich, Sarah Erickson, Troy Schroeder, Mark Wegner, Adrien Carretero, Margaret Donahoe, Kathryn Sarnecki, Bentley Graves, Michael Loney, Tim Sexton, John Hausladen, Wayne Knewtson, Wendall Meyer.

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