



Annual Report 2024

State of Freight

Minnesota Freight Advisory Committee



dot.state.mn.us/ofrw/mfac



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 State Freight 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 State 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

Reaching an important milestone for freight in the state



Throughout the year, MFAC members have worked together with the Minnesota Department of Transportation to develop and complete a critical document for the state's freight industry and its economy: the Minnesota State Freight Plan.

This key MFAC task of helping shape the plan and its freight action agenda goes directly to the heart of strengthening freight by improving the state's flow of goods. And a healthy, efficient freight system, in turn, brings many economic benefits to the state.

The plan offers a comprehensive view of freight operations in the state, painting a clear picture of the freight industry's diverse modes. As a requirement to qualify for federal freight funds, it also includes the Minnesota Freight Investment Plan, which outlines high-priority freight projects.

MFAC members are excited about the next collaboration, working in public-private partnership to implement the plan's actions. These are not easy items to tackle. For example, improving the truck parking situation will require creative solutions, broad partnerships, and cooperation, as will supporting multimodal freight options and expansions. For a closer look at the plan and its freight action agenda, see the story beginning on page 2.

The year 2024 marked a big win for freight. In January, the U.S. Department of Transportation awarded the largest INFRA (Nationally Significant Multimodal Freight & Highway Projects program) grant in its history, \$1 billion, to rebuild the 63-year-old Blatnik Bridge, a vital freight connection between Minnesota and Wisconsin. MFAC advocated for the project, sending a letter to Secretary of Transportation Pete Buttigieg in summer 2023.

This year, MFAC also reviewed its membership and structure to help ensure the participation of voices from throughout the freight community, including all freight modes and shippers. It requested nominations for new members and conducted outreach to ensure broad representation.

MFAC has always benefited from the dedication and commitment of its members and the incredible support it receives from MnDOT and the Center for Transportation Studies at the University of Minnesota. On behalf of the membership, I want to thank Andrew Andrusko, Jack Johansen, and Shelly Meyer from MnDOT and Gina Baas and Carissa Frandrup from CTS for their many valuable and much-appreciated contributions. We also feel very grateful for the participation and support of MnDOT Commissioner Nancy Daubenberger.

As we look ahead, I want to welcome all new members. Thank you for your willingness to devote time to this endeavor, and we look forward to hearing your voices. I want to thank all committee members for lending their time and talents to MFAC and recognize longtime MFAC members and freight advocates Jon Huseby, Bill Goins, and Bruce Abbe, who formally stepped down this year. Please know that you all make a difference through MFAC and the work you do as part of the freight community.

— **Deb DeLuca**, Chair (2022–2024), Minnesota Freight Advisory Committee



"I find the Minnesota Freight Advisory Committee's discussions insightful and influential to the decisions we make at MnDOT, especially in developing the State Freight Plan. MFAC plays a vital role in advising the state around freight and commerce and, for that reason, I want to ensure MFAC stays strong, grows and prospers."

— **Nancy Daubenberger**, MnDOT Commissioner



The Path Forward

The new State Freight Plan charts a course to improve freight mobility and sustainability

In March, MFAC members worked in small groups to rank draft performance measures for the Minnesota State Freight Plan based on their importance in meeting plan goals and on their ability to be easily understood by many different groups. Members confirmed the value of measures such as freight resiliency to weather, workforce participation, and empty “deadhead” truck miles.

Since the beginning, MFAC members have helped guide the development of the latest State Freight Plan, which was adopted by the Minnesota Department of Transportation and federally approved last November. The plan, a requirement to apply for federal funding of freight-related projects, analyzes data and stakeholder feedback to shed light on the current and future state of freight in Minnesota.

The plan builds on other initiatives such as the District Freight Plan efforts and previous freight-related studies. It includes the Minnesota Freight Investment Plan chapter, which outlines capital projects selected through the Minnesota Highway Freight Program, and the Freight Action Agenda, which lists priorities for addressing freight needs and issues.

“The Action Agenda is really the heart of the plan,” said Andrew Andrusko, freight and rail planning director for MnDOT. “It includes key action items to implement the plan that we will conduct in partnership with the private sector and members of MFAC.”

Minnesota State Freight Plan highlights

1

Freight System Stewardship

- Encourage and support partnerships
- Support freight education and advocacy
- Improve freight-related data collection
- Develop a freight investment plan
- Prioritize maintenance of the national multimodal freight network
- Integrate freight into all planning projects
- Preserve key rail corridors
- Maintain MnDOT superload corridors
- Make targeted freight system investments

2

Improve Freight Safety

- Establish incident management and emergency response plans
- Design for freight safety
- Address truck parking needs
- Improve freight system safety
- Invest in new freight technology

3

Connect Minnesotans and Businesses

- Improve first- and last-mile connections
- Support freight modal balance
- Support multimodal freight options and expansions

4

Safeguard Minnesota's Health and Environment

- Explore urban goods movement programs
- Implement sustainable freight efforts
- Mitigate impacts on environmental justice populations
- Integrate freight into land-use planning and policies
- Mitigate and reduce local air pollution, flooding, stormwater runoff, and wildlife habitat loss caused by the freight system in Minnesota

5

Support Minnesota's Economy

- Improve and expand freight industry workforce development



Minnesota's many modes

814 miles of interstate
 10,891 miles of U.S. and state highways
 4,534 miles of rail lines
 14 cargo-handling airports
 20,000+ miles of pipelines
 7 ports
 40.5% of employing industries in Minnesota are directly related to freight



Data points: Freight growth

Total annual freight tonnage into/out of/within Minnesota:

- Increased by 15% between 2012 and 2019
- Projected to grow another 40% by 2050

Largest modes by tonnage: Truck and pipeline

Largest modes by value: Truck and multiple modes



Stakeholder voices

1,300 interactions with Minnesotans

250 interactions at pop-up tables

60+ stakeholder discussion participants

- Concerns about truck traffic impacts, such as congestion, safety, road wear
- Recommendations to increase freight rail because of its efficiency
- Concerns about rail safety
- Challenges in finding parking from truckers, community member concerns about truck parking in neighborhoods
- Concerns about environmental impacts, such as noise and air quality
- Rising cost of delivery



Important additions

- Stakeholder engagement focused on environmental justice communities
- Compliance with new federal requirements
- Integration of Freight Investment Plan
- Incorporation of sustainable truck strategies and incentives
- Identification of estimated statewide freight needs



Funding: Bottom line

\$1.1 to \$1.9 billion estimated total cost range of freight needs

Minnesota State Freight Plan:

dot.state.mn.us/planning/freightplan/



A closer look at...

Environmental justice analysis: Consistent with federal and state policy goals, the State Freight Plan development included an analysis of freight's impact on underserved and overburdened communities.

The work involved identifying community locations with environmental justice (EJ) concerns based on the criteria defined by the Minnesota Legislature and on the U.S. Department of Transportation's Historically Disadvantaged Community geodatabase as well as by assessing adverse freight impacts and freight benefits.

The analysis noted concerns with air quality, noise, congestion, reliability, and safety in EJ areas. Freight-related benefits to EJ communities focused on economic growth and job creation, with freight-related industries accounting for 35% of the statewide share of jobs in 2021.

The analysis offered potential strategies and considerations:

- Avoid disproportionate impacts on communities with EJ concerns, which involves considering the environmental and public health costs and effects on different types of communities that are experiencing burdens when planning and delivering specific improvements to the freight network
- Prioritize benefits to communities with EJ concerns
- Define indicators related to freight activity, safety, and congestion and reliability
- Enhance efforts to improve at-grade crossing safety in communities with EJ concerns

The State Freight Plan Freight Action Agenda includes opportunities to mitigate and address EJ impacts on underserved and overburdened communities, such as reducing emissions and congestion and improving safety and reliability.

Metro District Freight Plan: In 2025, the MnDOT Metro District will join all other MnDOT districts in completing its district freight plan, which helps identify key freight issues and opportunities.

"MnDOT is creating the Metro District Freight Plan to improve freight mobility, access, reliability, safety, and connections across the Metro District," said Jack Johansen, MnDOT principal freight planner.

The Metro District started work on the plan in early 2023 by reviewing existing documents and plans. It also began developing a communication and engagement plan for outreach to public stakeholders and the freight

community. Public stakeholders include those who live in environmental justice areas. Outreach to the freight community includes roundtable discussions with MFAC.

Early engagement opportunities revealed top public priorities such as air and noise pollution, freight safety, and road congestion. Freight stakeholders mentioned those as well as intermodal facilities, first- and last-mile freight access, rail safety, and truck parking as priorities.

To better understand the freight network and locations of freight-dependent industries, the process also included data collection and analysis for a freight and economic system profile.

The project's next steps are continued public engagement, finalizing the freight needs and gap analysis, identifying project opportunities and sharing that analysis with district staff and MFAC, and completing the report.

Learn more about the MnDOT Metro District Freight Plan at talk.dot.state.mn.us/metro-district-freight-plan.

Freight network optimization tool: Data about freight flow will help planners and project managers as they consider what infrastructure investments will yield the greatest benefits. For private industry, that same data can help improve efficiencies and support supply chain resiliency. For those in the economic development business, it helps point the way to locations that offer the potential for new businesses. Data also allows for modeling different scenarios as a bonus for all.

Recognizing the need for data to help improve freight flow and freight investment planning in the state, the Minnesota Legislature allocated funding for the development of an easy-to-use freight optimization tool that will provide data and content on freight and goods movement in Minnesota.

The project includes MnDOT, Minnesota IT Services, Quetica Consulting and Engineering, the University of Minnesota Center for Transportation Studies, Government Analytica, and SRF Consulting. The project has a stakeholder engagement phase to better understand user needs and preferences, as well as stakeholder input on a prototype.

Work has begun, with prototype development targeted for 2025. MnDOT plans to make the final online application accessible to anyone who wants to explore supply chains and freight networks.



Workforce Issues

Study group takes a closer look at commercial driver shortages

In one of the initial meetings for the state commercial driver shortage study, more than three-quarters of participants said they thought there was a shortage of commercial drivers in the state. They offered a long list of reasons behind the shortage, including regulations, training issues, lifestyle demands, a competitive marketplace, compensation, and more.

Commercial driver shortages impact many aspects of daily life, especially the quick and efficient transport of goods and people. Concerns about shortages and their impact attracted the attention of the Minnesota Legislature, which commissioned a commercial driver workforce study to help address driver shortages in transportation and transit.

The Minnesota Department of Transportation and the Department of Public Safety lead the study in partnership with the state departments of Labor and Industry, Employment and Economic Development, and Commerce; Metro Transit; the Center for Transportation Studies at the University of Minnesota; and representatives from state colleges and universities in Minnesota.

Addressing multiple workforce challenges

According to Laura Roads, MnDOT director of commercial vehicle operations, the study group is focused on identifying key issues and policies that warrant further

examination, addressing and clarifying competing claims, providing analysis on the reasons behind an operator shortage, and identifying ways to increase driver access, participation, and retention.

She added that the group also is tasked with examining the challenges in test access and workforce development, driver compensation and retention, training and certification, and, ultimately, how each of those challenges may be addressed by the Legislature or other state regulatory action.

Study participants include representatives from trucking companies, freight and logistic companies, and labor unions for commercial motor vehicle drivers as well as transit and bus operators, public and private commercial driver's license (CDL) testing providers, and behind-the-wheel instructors.

The group is tasked with examining the challenges in test access and workforce development, driver compensation and retention, training and certification, and, ultimately, how each of those challenges may be addressed by the Legislature or other state regulatory action.

— Laura Roads, MnDOT Office of Commercial Vehicle Operations

Importance of commercial driver's licenses

Through a series of meetings, stakeholders explored opportunities and challenges for each step of the journey to a commercial driver's license:

- Career marketing, driver recruitment, human resource issues
- Education and training programs
- Licensing and testing
- Endorsements and background checks
- Job search and license renewals

From the discussions and research on best practices, ideas emerged, such as apprenticeships, training pipeline programs, development of an inventory of training programs, outreach to underrepresented populations, and mentorships.

The study concludes in early 2025 with a set of recommendations to the Legislature. The study group intends for the list to include reasonable, practical, and feasible actions.



"There likely will be a focus on the programs and processes under the purview of the DPS and Driver and Vehicle Services, such as funding for additional CDL examiners and increased access to CDL testing appointments," Roads explained. "The majority of requirements pertaining to CDL holders come from the federal regulations, but the study group also will spend some time looking at the applicable state laws and administrative rules, and whether there are opportunities for our Legislature to make updates or modifications."

Wanted: Women truck drivers

Every year the American Trucking Research Institute conducts a survey of a broad group of trucking industry stakeholders. For five of the last six years, those stakeholders chose the truck driver shortage as the number one issue for trucking companies in the U.S.

"It's a huge issue for the trucking industry in general," said Dan Murray, ATRI senior vice president and MFAC member. "And one of the big opportunities is to find special populations that might resolve that shortage, and one of those populations is women truck drivers."

Statistics show that 2.7% of women hold the Class A commercial driver's license (CDL) required to operate 18-wheel trucks.

"So, we have a truck driver shortage crisis, women are nearly half the workforce in the U.S., and, for some reason, the trucking industry can only attract women to 18-wheelers to the tune of 2.7%," Murray said. "We're doing something wrong or we're not doing something right because we're just not recruiting women to the industry."

ATRI conducted research to learn more about the barriers and challenges that women face, which include concerns about safety and security, work-life balance, and trucking's overall reputation.

On the plus side, trucking pays well and offers women 100% parity with men in terms of compensation. Most trucks on the road today come with



sophisticated equipment that helps enhance safety and communication, and trucking can offer great schedule flexibility.

Through social media, the industry is working to highlight those advantages to women, with the aim of increasing the number of women who hold Class A CDLs. "I think it's immensely doable," Murray said.

Improving work-life balance for women and men in the industry also remains a priority.

"We're chipping away at those truck driver concerns," Murray added. "We're changing driving schedules so that the trips are not as long and drivers do get home more often, particularly over-the-road truck drivers. We're making strides, but I think there's more we can and need to do."



Perspectives

What are some trends when it comes to the trucking workforce? What developments may impact railroad workers? Dan Murray, senior vice president, American Transportation Research Institute, and Nicholas Katich, Minnesota Safety and Legislative Director, SMART-TD, share their perspectives about trends and developments in their respective industries.



Drivers remain important

Dan Murray: There's a fear that autonomous technology in trucking will eliminate the need for a driver. The trucking industry is not pursuing what they call Level 4 and Level 5 technologies. Level 5 doesn't require a human. Veteran truck drivers and new entrants want to know if their job will exist in 10 years. The answer is absolutely yes.



Adapting hiring to freight ebbs and flows

Nicholas Katich: Coming into COVID, what we saw is the Class 1 railroads really reduce their workforce. As we came out of COVID and we started to bounce back, there was an incredible demand for qualified employees to come back to work on the railroad. However, they found jobs at other places because the job market was so strong. What happened then was they recalled folks who weren't willing to come back and that created freight bottlenecks on the rail system. I'm afraid of workforce cuts that we're not going to be able to bounce back from and we'll see a repeat of this cycle that we just had.



Wages rise and labor priorities shift

Dan Murray: We've seen substantial increases over the last five to seven years in driver wages and benefits. At the same time, labor priorities are shifting. We're seeing pressure to get the drivers home more often. In all our research, work-life balance seems to be a much more important factor in employment than it used to be.



Labor disruptions affect other modes

Nicholas Katich: When U.S. dockworkers went on strike in October, movement of many goods temporarily halted, impacting rail and truck operations. Freight is so interconnected — even when we are competitors.



Technology development needs to consider humans

Dan Murray: We spend time studying technology and engineering, but we don't look at the unintended consequences. The engineers are not taking human factors into consideration when many of these technologies are being developed.



Other pieces must be in place

Nicholas Katich: I'm not the kind of person who's afraid of change or technology, but our infrastructure is not even close to ready for automation changes that would replace people.



Signs of Construction

With new funds, state and local governments begin work on road and bridge improvements

Transportation projects that had remained on the back burner for several years now are moving forward thanks to an infusion of federal and state funds.

“Bottom line, things are looking good,” said Margaret Donahoe, executive director of the Minnesota Transportation Alliance and MFAC member. The nonprofit alliance brings together a coalition of public and private organizations statewide to effectively advocate for a safe, efficient transportation system that works for all Minnesotans.

“What we’re seeing around the country is a lot more investment in the system because of increased funding, not just at the federal level but also states are increasing their investments.”

Federal and state investment

At the federal level, the \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA) resulted in a total of \$4.8 billion to Minnesota over five years. Minnesota authorized additional funding for transportation projects as well.

In 2023, the state legislature allocated a total of \$1 billion in one-time general fund money as well as approved a final bonding bill with \$2.6 billion for transportation and a new trunk highway bond authorization of \$599 million over four years. Freight also benefited from \$153 million in funding for Corridors of Commerce, which focuses on

improving major corridors that are key to commerce and freight movement. In addition, Minnesota was one of three states to increase ongoing revenue for transportation.

In 2023, the impact of funding became clearer with 200 construction projects launched, followed by a strong-looking 2024 construction season, Donahoe said.

Challenges ahead

While offering much-needed relief, the funding picture also faces challenges in the form of inflation and projected revenue that falls short of paying for ongoing needs.

“Unfortunately, we’ve had to deal with a pretty big jump in inflation that has kind of eaten away at what we thought would be some of the impact of this big jump in federal funding,” Donahoe said. Projections also show the state’s transportation needs totaling \$57 billion over the next 20 years compared to the revenue forecast of \$36.7 billion, leaving a gap of more than \$21 billion.

Emphasizing the value of current and future transportation projects may help make the case for continued funding support. “I think it’s important to focus on why more funding makes a huge difference, why it’s so important, and what have we seen so far in terms of projects, construction, and impact of those dollars,” Donahoe said.

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— Margaret Donahoe, Minnesota Transportation Alliance



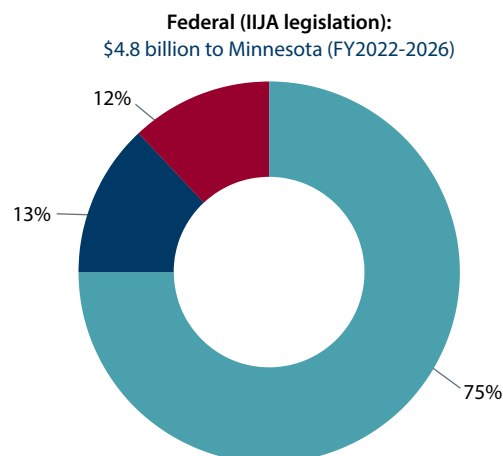
Funding at-a-glance

Federal (IIJA legislation)

- Existing projects (STIP): **\$3.6 billion** (75%)
- Additional existing programs: **\$630 million** (13%)
- New programs: **\$570 million** (12%)

State (IIJA matching funds)

- \$216 million** in general funding to match federal discretionary grants
- \$32 million** in general funding for technical assistance to local governments and tribes



Funds at work

National construction investment*

2019: **\$72.5 billion**
2020: **\$80.3 billion**
2021: **\$80.7 billion**
2022: **\$93.3 billion**
2023: **\$111.2 billion**

Closer to home**

- 21%** increase in first year of IIJA, which supported **1,300+** new projects
- 20%** increase in the value of contract awards, leading indicator of future construction work
- 9%** increase in 2022 U.S. highway and bridge construction activity

*American Road and Transportation Builders Association (ARTBA)

**Statistics from ARTBA Central Region (Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Nebraska, Iowa, Missouri, and Kansas)

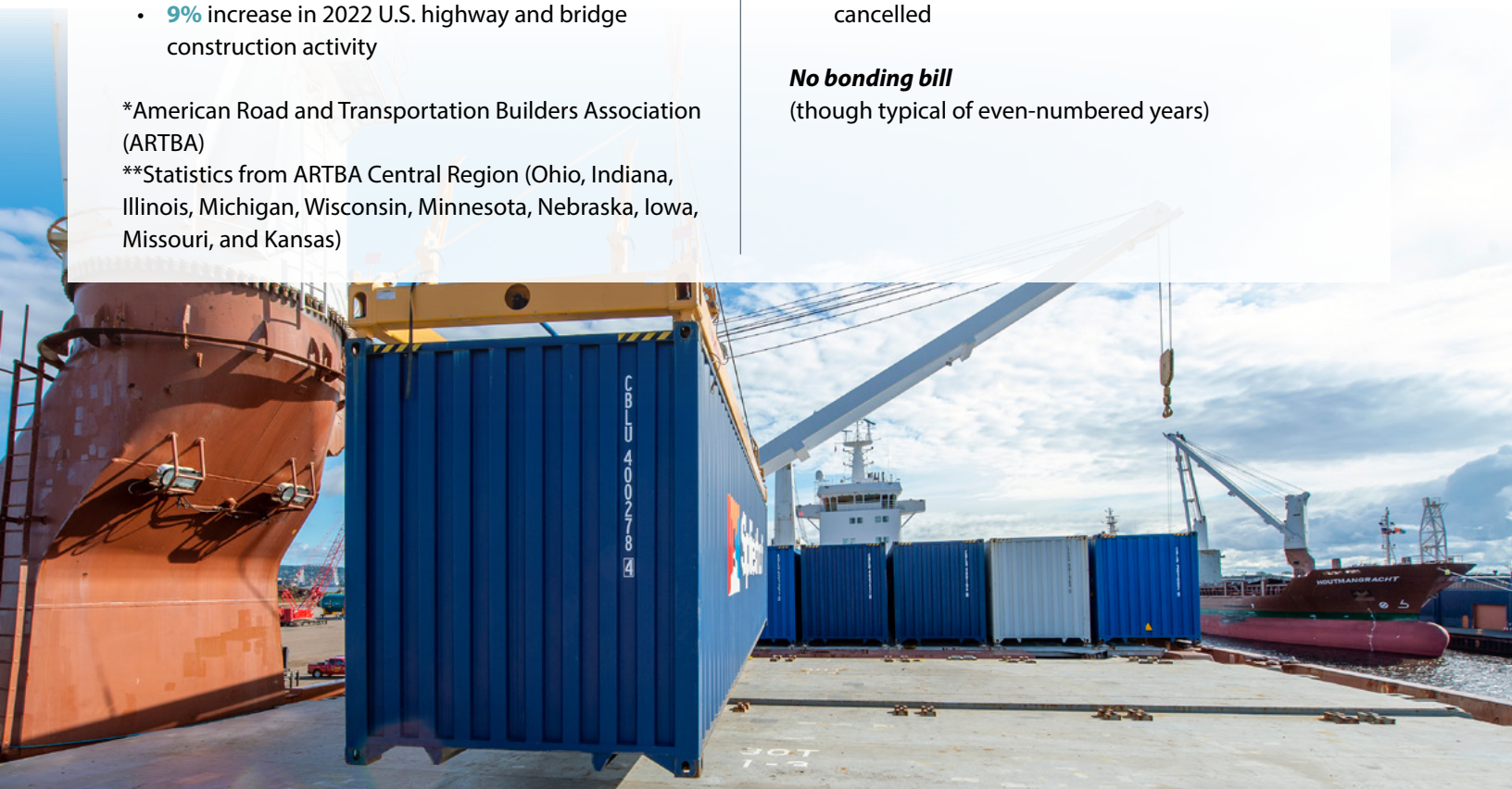
Recap: Minnesota 2024 legislative session

New revenue

- \$8.9 million** major trunk highway bridges
- \$15 million** trunk highway bonds for state road construction
- \$15 million** trunk highway bonds for Corridors of Commerce
- \$12.5 million** for truck parking
- \$20.1 million** for MnDOT buildings
- \$1 million** for ongoing community landscape partnerships
- \$11.35 million** for cities under 5,000
- \$11 million** IIJA matching fund appropriation cancelled

No bonding bill

(though typical of even-numbered years)





All Aboard: The Willmar Wye Story

A partnership journey with wins for all

The Willmar Rail Connector and Industrial Access Project, also known as the Willmar Wye, provides a direct connection between subdivisions of the BNSF rail network on the west edge of Willmar, Minnesota. The \$50 million project also includes new alignment of Trunk Highway 12 on the west side of Willmar as well as rail access to the city's industrial park.



STOP 1

A better way: Opportunities

- Increased efficiency in rail operations
- Improved rail flow through Willmar
- Greater capacity for expansion and economic development
- Enhancements in safety and quality of life for Willmar residents



STOP 2

A dedicated group: The public-private partnership

- BNSF Railway
- City of Willmar
- Kandiyohi County
- Kandiyohi County Economic Development
- City of Willmar
- Minnesota Department of Transportation



STOP 3

Solution: Connector rail line that bypasses downtown Willmar

- Eliminates the sorting and switching of cars in downtown Willmar
- Provides a direct connection between the Marshall and Morris subdivisions of the BNSF rail network
- Offers freight rail access to Willmar's Industrial Park



STOP 4

Jump start: Federal grant and then more

- \$10 million TIGER grant in 2015
- Commitment to support from partners



STOP 5

Key steps: Agreements and funding

- Multiple agreements among partners
- Funding contributions from partners, including in-kind support such as land transfers
- TIGER and Local Road Improvement Program grants



STOP 6

Work to ribbon cutting: 2016-2022

- Roadway realignment
- Storm sewer installation
- Construction of two roundabouts
- Addition of new rail line bed



STOP 7

Many dividends: Benefits for all

- Rail service enhancement: MB Rail purchased 144 acres to develop and operate Willmar Rail Park
- Addition of new businesses and construction of new facilities in the area
- Creation of new jobs
- Potential for strengthening freight rail and other forms of freight transport throughout the state
- Recipient of 2023 America's Transportation Award from American Association of State Highway and Transportation Officials

AI and Freight

A closer look at artificial intelligence and its applications to freight

The 2024 Annual Freight and Logistics Symposium explored current and potential impacts of artificial intelligence (AI) on freight. This quick look offers a high-level summary of symposium sessions on AI frameworks, freight applications, and policy implications.



Four frameworks

Speaker: Michael Watson, Northwestern University

Deep learning to solve hard problems

- New algorithms, specifically deep neural networks
- Applications: Self-driving vehicles, robotics
- Impact on business

Generative AI, large language models (LLMs)

- Models from existing knowledge
- Continued fine-tuning
- Example: ChatGPT
- More application for specific industries, including freight

Practical AI

- More than algorithms
- Machine learning and data science
- Continuous learning
- Likely to have the most application to business

Artificial general intelligence (AGI)

- Machines that think like people
- Singularity: Point where computers are smarter than people
- Still research area
- No current applications to business

Takeaway: AI could mean deep learning, LLMs such as ChatGPT, practical AI, or AGI



Applications to freight

Panelists: Michael Watson, Northwestern University; Asim Ghanchi, BNSF Railway; and Cody Griggs, C.H. Robinson

BNSF Railroad

- Machine vision and thermal sensors that analyze millions of rail equipment images each day, detecting visual defects before they escalate
- Analysis of drone images to locate containers, optimizing existing infrastructure and improving efficiency
- Algorithms to determine optimal plan to load trains, increasing capacity and enhancing sustainability

C.H. Robinson

- Machine learning for pricing and costing
- Machine learning to generate carrier load matches
- Optimization of shipping routes, modes, and carrier matches
- Automated order creation process

Takeaway: Both carefully select applications and see measurable improvements



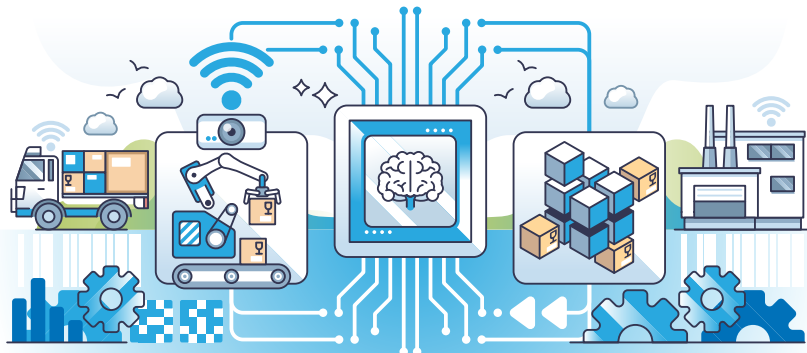
The policy front

Panel: Minnesota State Rep. Steve Elkins and Minnesota State Sen. Jordan Rasmusson

- Difficulty in defining AI
- Consideration of data profiling in recent data privacy bill
- Regulation by use, not technology
- Advantages to developing regulatory framework for piloting innovations
- Cybersecurity concerns

Takeaway: Start proactive conversations with legislators about AI development and concerns

For more information, visit cts.umn.edu/events/freight





Freight Expertise

MFAC Executive Committee (as of December 2024)



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



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



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



**Margaret
Donahoe**
Executive
Director, The
Minnesota
Transportation
Alliance



Ron Dvorak
Marketing
Director, Lake
Superior
Warehousing
Co., Inc.



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



Bill Goins
Executive
Director, Access
to Solutions



Jay Hietpas
Assistant
Commissioner,
Operations,
Minnesota
Department of
Transportation



Shelly Meyer
Director, MnDOT
Office of Freight
and Commercial
Vehicle
Operations



Kathryn Sarnecki
Chief
Development
Officer, Saint Paul
Port Authority



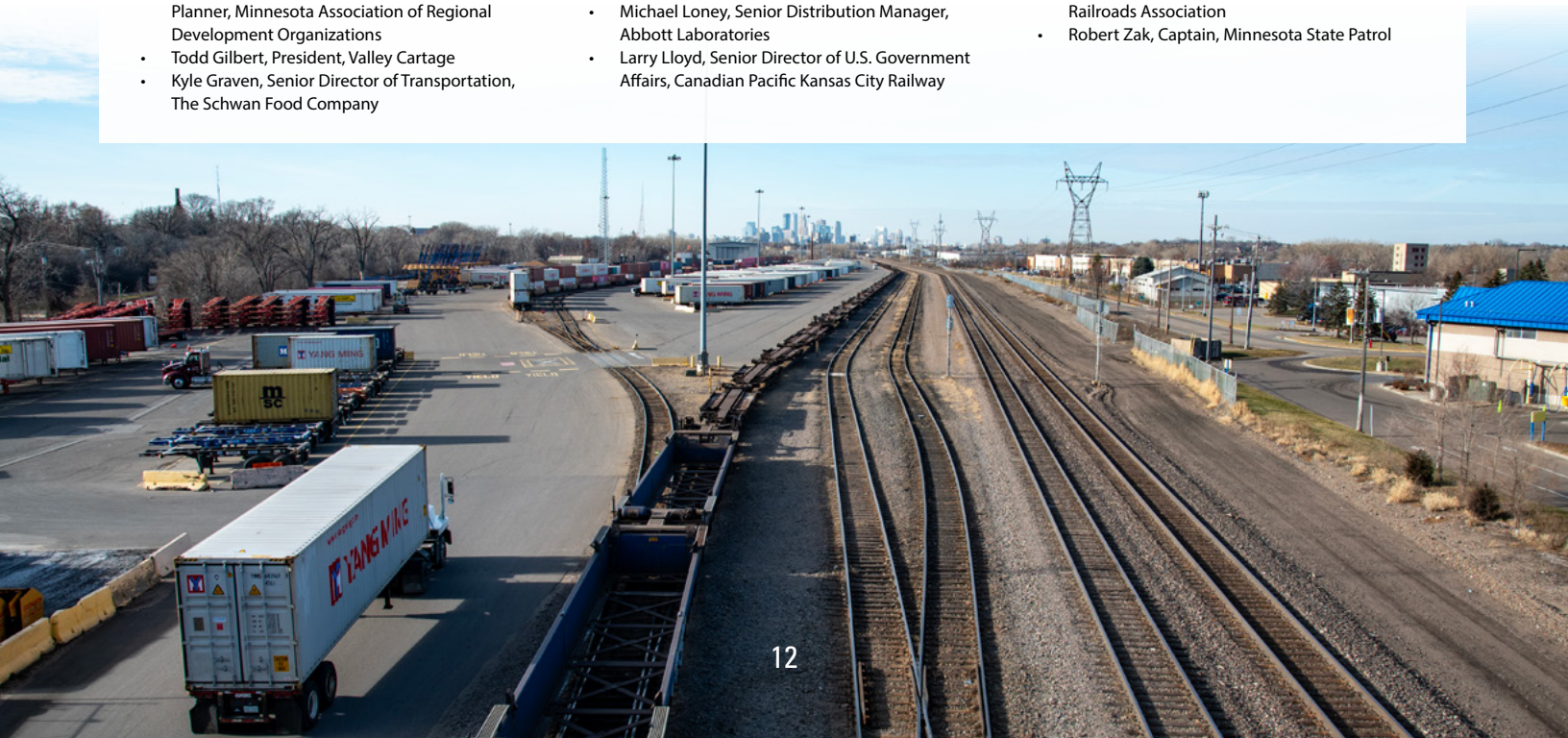
Lydia Underdahl
Executive
Director of
Public Affairs for
Wisconsin and
Minnesota, BNSF
Railway



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

MFAC Members (as of December 2024)

- Wesley Arentson, President, Council of Supply Chain Management Professionals–Twin Cities Roundtable
- Steve Bot, City Administrator/Public Works Director, City Engineers Association of Minnesota
- Levi Brown, Director, Office of Tribal Affairs, Advocacy Council for Tribal Transportation
- Kimberly Caron, Lead Program Manager for Integration and Supply Chain, Target Corporation
- Ron Chicka, Director, Metropolitan Interstate Council, Greater Minnesota Metropolitan Planning Organizations
- Travis Dietrich, Director of Truckload Operations, Bay and Bay Transportation
- Tad Erickson, Senior Regional Development Planner, Minnesota Association of Regional Development Organizations
- 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
- Hal Gray, Senior Manager, FedEx Express
- John Hausladen, President, Minnesota Trucking Association
- Joanna Jungels, Permit Manager, Anderson Trucking Service
- Nicholas Katich, Minnesota Safety and Legislative Director, 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
- Michael Loney, Senior Distribution Manager, Abbott Laboratories
- Larry Lloyd, Senior Director of U.S. Government Affairs, Canadian Pacific Kansas City Railway
- Christopher Lutick, Director, State Governance Affairs, UPS Corporate
- Ann Lynch, Interagency Railroad Director, Governor's Council on Rail
- Wendall Meyer, Division Administrator, Federal Highway Administration
- Dan Murray, Senior Vice President, American Transportation Research Institute
- Lee Nelson, President, Upper River Services, LLC
- Brian Peters, Director of Air Service Development, Metropolitan Airports Commission
- Eric Sieve, Vice President, Dedicated Logistics Services
- Tracie Walter, President, Bemidji Aviation
- Mark Wegner, President, Minnesota Regional Railroads Association
- Robert Zak, Captain, Minnesota State Patrol





MFAC recognized departing longtime members Bruce Abbe (upper left) and Bill Goins (upper right), pictured with MFAC chair Deb DeLuca, and Jon Huseby (lower).

MFAC Contacts

Deb DeLuca (MFAC Chair), Executive Director, Duluth Seaway Port Authority, 218-727-8525, ddeluca@duluthport.com

Andrew Andrusko, MFAC Project Manager, Minnesota Department of Transportation, 651-366-3644, andrew.andrusko@state.mn.us

Carissa Frandrup, MFAC Program Coordinator, Center for Transportation Studies, University of Minnesota, 612-625-5608, frand086@umn.edu

On the web: dot.state.mn.us/ofrw/mfac

Prepared by:

Center for Transportation Studies
University of Minnesota
440 University Office Plaza
2221 University Avenue S.E.
Minneapolis, MN 55414
612-626-1077 | cts@umn.edu | cts.umn.edu

Editor: Michael McCarthy
Writer: Darlene Gorrill
Graphic Designer: Angela Kronebusch
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