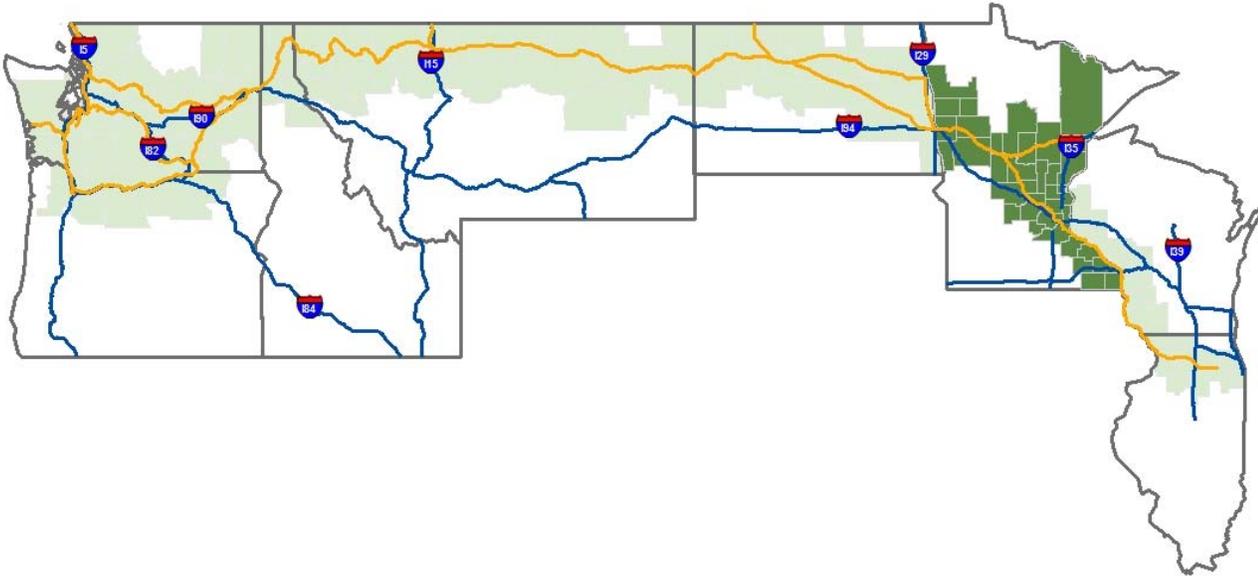


Overview

Of Minnesota's 87 counties, 38 are within 20 miles of the Great Northern Corridor's (GNC) rail backbone. The GNC's multimodal corridor consisting of highways, rail and ports. It represents an east-west artery of commerce that supports the movement of people and goods, bringing economic vitality to more than 38 million Americans across eight North Central and Pacific Northwestern states.



Demographic Makeup

The Great Northern Corridor has a rich and diverse demographic makeup as it spans over half the United States, connecting the Pacific Northwest to the nation's industrial Midwest, spanning rural agriculture and energy fields in between. The following highlights Minnesota's demographic and economic information to provide background on the areas through which the Corridor travels.

	Population (2015 Census)	U.S. Rank	GNC. Rank	Personal Income (Total, in Billions) (2015 USDC)	U.S. Rank	GNC. Rank	State's GDP (Total, in Billions) (2014 GDP USDC)	U.S. Rank	GNC Rank
Minnesota	5,489,594	21 st	3 rd	\$277.5	17 th	3 rd	\$333.3	17 th	3 rd
GNC Totals	38,297,393	n/a	n/a	\$1,863.0	n/a	n/a	\$2,239.0	n/a	n/a
US Totals	321,467,160	n/a	n/a	\$15,324.1	n/a	n/a	\$17,830.3	n/a	n/a

Source: <http://www.bea.gov/>

Minnesota with 14 percent of the GNC population base, ranks 3rd out of the eight GNC states in Population, Personal Income and State GDP. Within the US, the state ranks 21st in Population and 17th in Personal Income and State GDP.

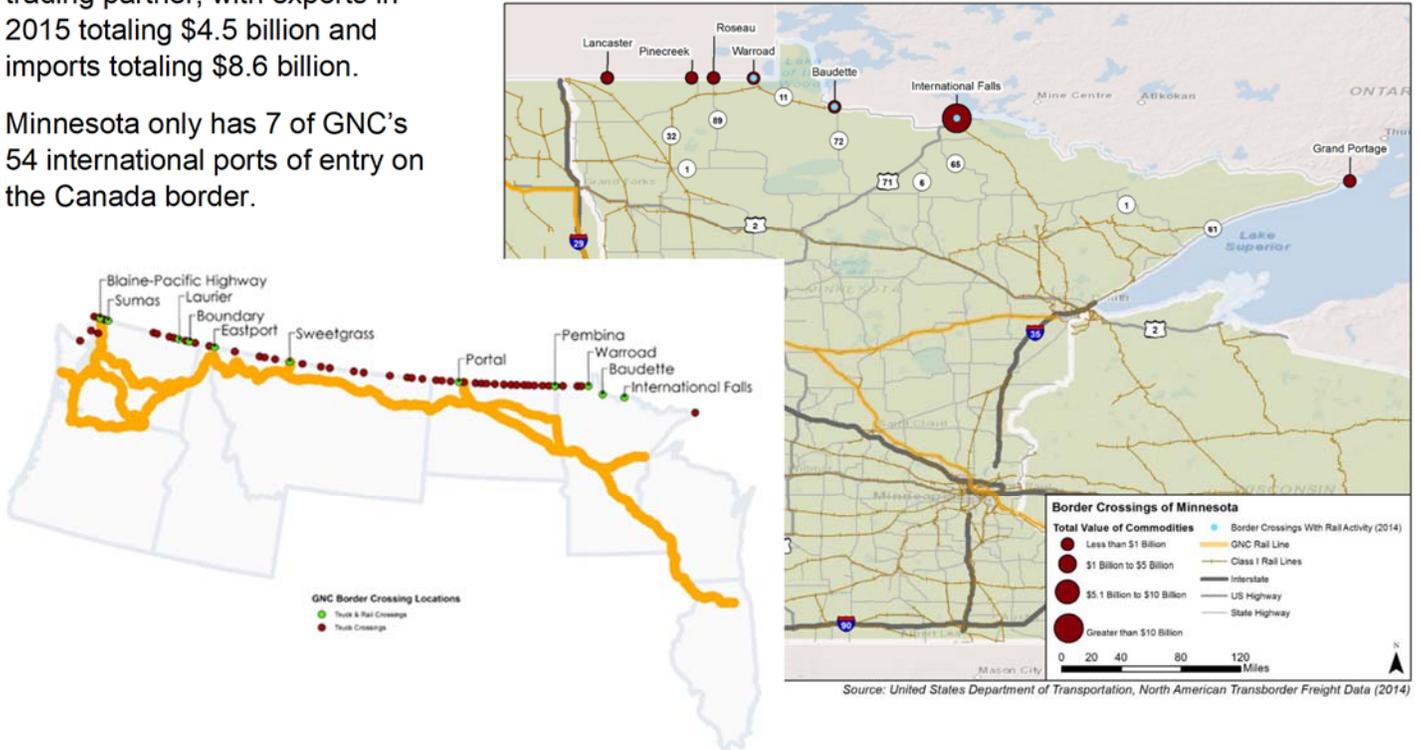
Minnesota Coalition Members

Currently, Minnesota stakeholders are represented by the Minnesota Department of Transportation. It is anticipated that this membership will grow as the Coalition expands its membership to MPO's, RTPO's, and other interested stakeholders along the corridor.

Canadian Relations with Minnesota

Canada is Minnesota's largest trading partner, with exports in 2015 totaling \$4.5 billion and imports totaling \$8.6 billion.

Minnesota only has 7 of GNC's 54 international ports of entry on the Canada border.



In 2014, Minnesota had four freight crossings in the top twenty GNC border crossings representing \$13.4 billion or 12% of the total value of the GNC freight crossings.

Minnesota Freight Border Crossing Locations in Top 20 GNC Crossings (2014)

Rank	Crossing	Route	Total Freight Crossings	Total Value (in Millions)	% of Total GNC Value
1	International Falls, MN	2 nd Ave	630,672	\$13,042	11.4%
13	Grand Portage, MN	MN-61	16,460	\$280	0.2%
17	Warroad, MN	MN-313	8,729	\$42	0.0%
19	Baudette, MN	International Dr.	6,268	\$43	0.0%
Minnesota Total of Top 20 GNC Crossings			662,129	\$13,407	11.6%
GNC Top 20 Cross Border Total			2,630,547	\$114,567	100%

Source: Bureau of Transportation Statistics, Border Crossing/Entry Data (2014).

2014 Value of Roadway and Rail Border Crossings

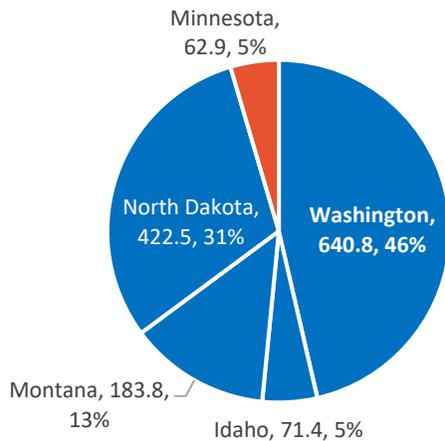
Minnesota	Total Roadway	% of Total GNC Roadway Value	Total Rail	% of Total GNC Rail Value
Total Value in \$ Billions	\$1.1	2%	\$12.7	35%
Import Tonnage in Millions	0.50	4%	16.9	36%

Source: Bureau of Transportation Statistics, Border Crossing/Entry Data (2014).

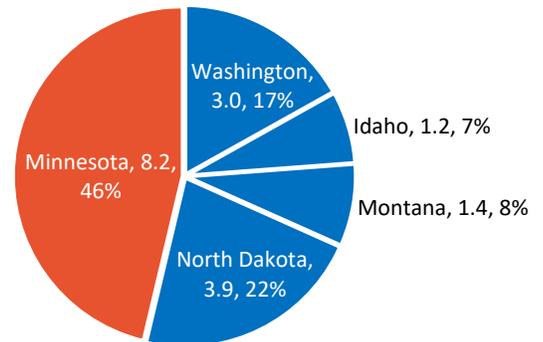
For 2014, Minnesota roadway crossings totaled \$1.1 billion, 2 percent of the total GNC roadway crossings. Rail border crossings in Minnesota were valued at \$ 12.7 billion or 35 percent of the total value of GNC rail border crossings.

2014 Volume of Roadway and Rail Border Crossings

2014 Roadway Border Crossings
in Thousands



2014 Rail Border Crossings
in Thousands



During 2014, there were 62,929 Minnesota truck border crossings equivalent to 5% of the total GNC truck crossings. In that same year, there were 8,169 Minnesota rail border crossings, equaling 46 percent of the total GNC rail crossings.

Domestic Cargo Movement (2014)

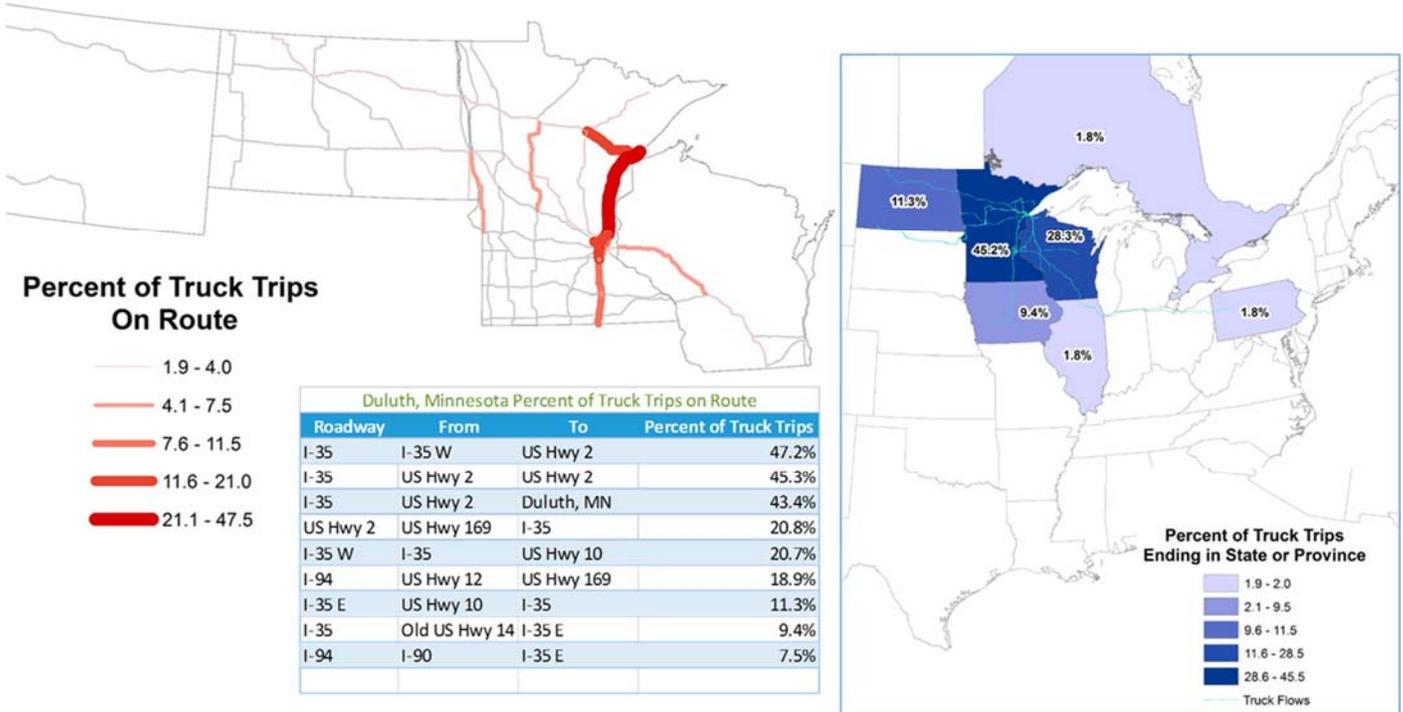
Of the 500 Million Tons of Minnesota Products moving domestically in the United States,

72%

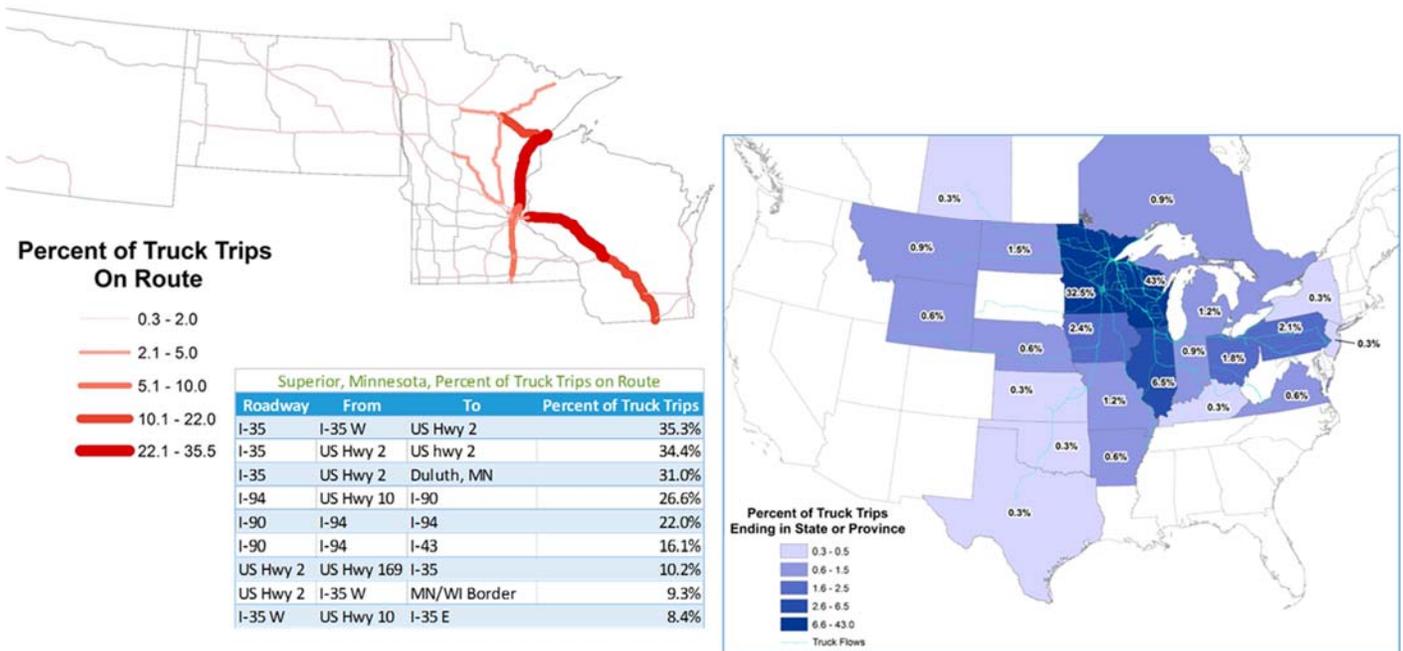
Is destined for GNC states, valuing \$211 Billion

Truck flows

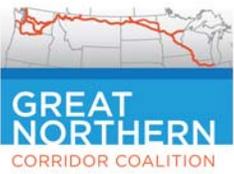
Port of Duluth Truck Routes and Departure Destinations



Port of Superior Truck Routes and Departure Destinations



The Truck routes displayed above, demonstrate the significance contribution Minnesota roadways and border crossings have to the mobility of freight through the Corridor.



Freight Projects Supported by the GNCC in 2016

Below is the Minnesota project that GNCC offered their support during the recent federal funding round.

GNCC Support letters written for FASTLANE and TIGER FY16

Project Name	Sponsor	Location	Total Project Cost	FASTLANE Request	TIGER FY16 Request	Web Link
Moorhead Grade Separation, Safety and Mobility Project	State of Minnesota / City of Moorhead	Moorhead, MN	\$114M	\$41.3M	N/A	http://www.moorheadfastlane.com/

FY2015 STEP Awards

In February 2016, The Federal Railroad Administration (FRA) awarded nearly \$10 million in grants for nine projects in eight states to upgrade and increase the safety of railroad crossings along energy routes. The funding is provided under the Railroad Safety Grants for the Safe Transportation of Energy Products (STEP) by Rail Program. FRA received 34 eligible applications requesting five times the \$10 million available for the program, or \$50.8 million. Five of the eight awards were given to GNC States. Minnesota received \$0.7 million for the Humboldt Avenue Project.

Project Name	Sponsor	STEP award	
Humboldt Avenue in Minneapolis, Minnesota	MnDOT	\$0.7 M	This project was awarded \$716,000 to upgrade the 37-year-old signal system and add medians at the Humboldt Avenue Crossing. The upgraded signal system will reduce false alarms and the risk of inadequate signal timing. Medians will be installed to prevent drivers from driving across tracks around the gate arms, thus eliminating the risk of deadly collisions. Four Class I railroads converge at the Humboldt Yard.

Current GNCC Initiatives

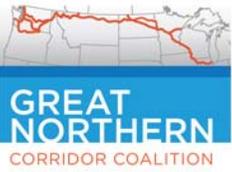
The following are three Phase II initiatives that have relevance to activities within Minnesota:

Unified Corridor Investment Program

This initiative identified state and federal funding programs that should be evaluated for future project funding. The program included the development of a GNC project list and ranking methodology.

Grade Crossing Safety and Mobility Initiative

There is much public interest in Rail grade crossings safety. This initiative identifies an initial grade crossings evaluation criteria and methodology that is more expansive than the traditional FRA evaluation criteria. It is intended that this research be a first step in the evaluation process that a project sponsor uses in their review during an investment decision process. States within the Corridor may want to use the enhanced criteria to compliment traditional FRA prioritization methodology to leverage funding opportunities under the new federal programs relating to safety and mobility.



Sustainability Assessment Tools

Through the use of sustainability tools, resource savings can be quantified and attributed to specific actions within a project and tracked to measure effectiveness. The assessment tools listed provide opportunities to evaluate project resource savings.

Summary

These sample statistics and projects demonstrate the importance of freight mobility to the economic vitality of Minnesota. To date, GNCC has been a good source of information and is anticipated to remain an excellent resource and advocacy partner in the the coming years as more people and freight are moved within the Corridor along our northern tier.

There is much public interest in Rail grade crossings safety. This initiative identifies an initial grade crossings evaluation criteria and methodology that is more expansive than the traditional FRA evaluation criteria. It is intended that this research be the first step in the evaluation process that a project sponsor reviews in their investment decision process.