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State of Minnesota

HOUSE OF REPRESENTATIVES

NINETY-FIRST SESSION

H. F. No. 2333

03/11/2019 Authored by Elkins
The bill was read for the first time and referred to the Committee on Ways and Means

1.1 A bill for an act
1.2 relating to transportation; requiring commissioners of transportation and
1.3 employment and economic development to develop a statewide freight network
1.4 optimization tool; appropriating money.

1.5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

1.6 Section 1. FREIGHT NETWORK OPTIMIZATION TOOL CREATION.

1.7 (a) The commissioner of transportation, in consultation with the commissioner of
1.8 employment and economic development, must contract with a vendor to develop a statewide
1.9 freight network optimization tool. The tool, at a minimum, must be able to:

1.10 (1) use data and mathematical models to reduce transportation inefficiencies and lower
1.11 supply chain costs to Minnesota businesses and citizens;

1.12 (2) develop return on investment metrics to promote public-private partnerships that
1.13 result in network investments that address supply chain bottlenecks;

1.14 (3) analyze site locations for economic development that result in the lowest landed cost;
1.15 and

1.16 (4) improve the state's capabilities for network planning and creating an efficient
1.17 multimodal network for moving goods and people.

1.18 (b) The commissioner of transportation must use the freight optimization tool to identify
1.19 and help prioritize investments that relieve freight network constraints that result in the
1.20 greatest cost reduction to freight transportation system users, and the highest public benefits.

1.21 The commissioner of employment and economic development must use the tool to develop

2.1 strategic supply chain information to help identify economic development opportunities for  
2.2 business expansion or relocation in Minnesota.

2.3 (c) The commissioner of transportation, in consultation with the commissioner of  
2.4 employment and economic development and the Minnesota Freight Advisory Committee,  
2.5 must establish a process that allows public or private entities to access and use the tool. The  
2.6 commissioner may charge a fee to access the tool.

2.7 Sec. 2. **APPROPRIATION.**

2.8 \$1,000,000 in fiscal year 2020 is appropriated from the general fund to the commissioner  
2.9 of transportation to develop the tool required in section 1 and for database hosting and tool  
2.10 maintenance through fiscal year 2022.