

10-Year Capital Highway Investment Plan **DRAFT 2018 - 2027**



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PURPOSE OF 10-YEAR CAPITAL HIGHWAY INVESTMENT PLAN

MnDOT completed its 20-Year State Highway Investment Plan in January 2017. MnSHIP guides investments on Minnesota's 12,000 miles of state highways. The 10-Year Capital Highway Investment Plan is updated each year to communicate MnDOT's proposed capital investments for the next ten years; it serves as an annual check-in between the MnSHIP plan update cycles. It provides the opportunity to track investments compared to the investment guidance established in MnSHIP, ensuring accountability. The primary objectives of the CHIP are to:

- Detail MnDOT capital investments over the next ten years on the state highway network;
- Compare planned and programmed projects with the investment priorities established in MnSHIP, and explain any change in direction or outcomes;
- Facilitate coordination between MnDOT districts and local units of government on future investments
- Improve the transparency of MnDOT's proposed capital investment and decision-making

The CHIP includes projects in two time periods:

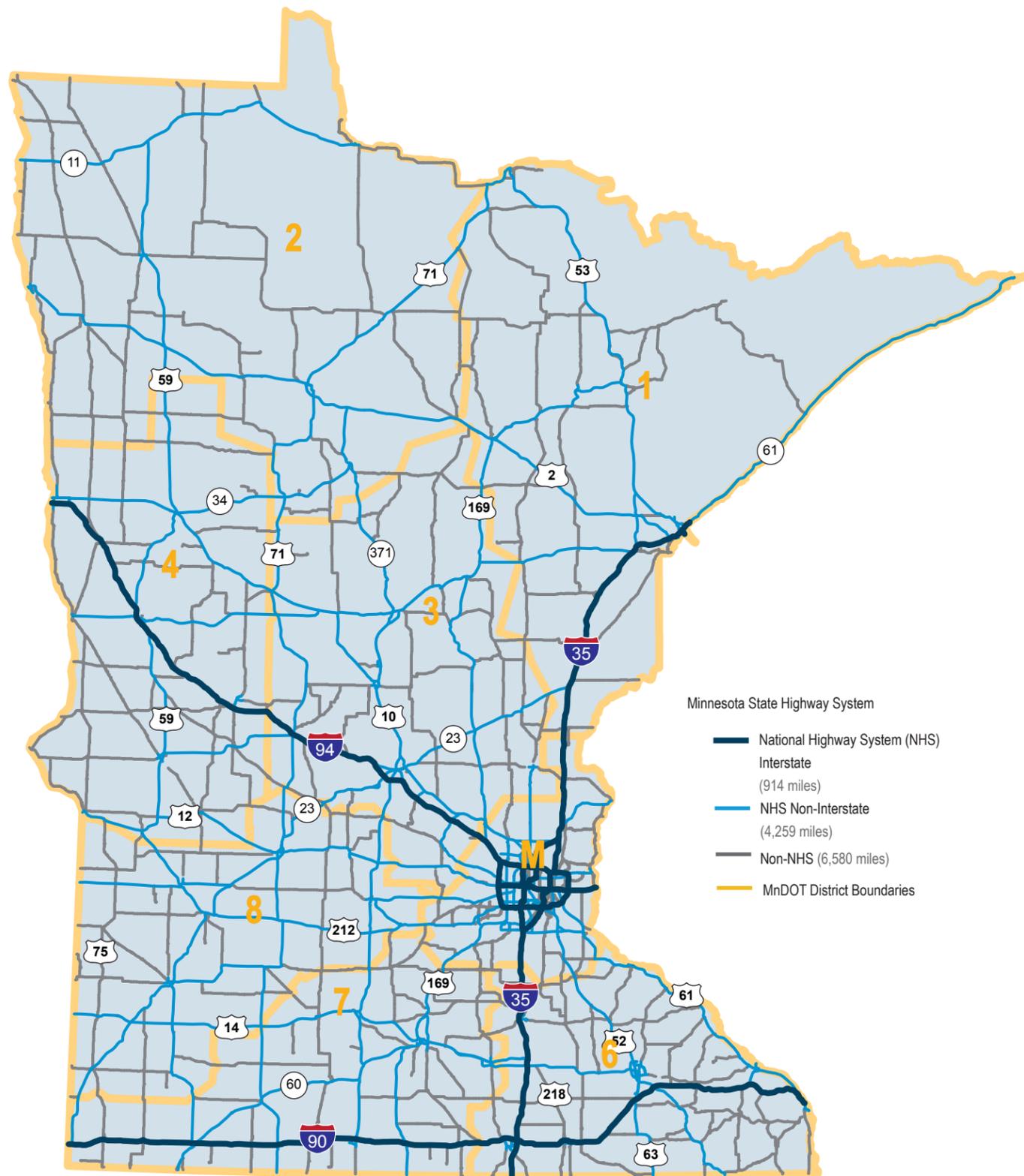
- Years 5-10 which represent MnDOT's planned projects.
- Years 1-4 called the **State Transportation Improvement Program** which represent projects MnDOT selected for funding and committed to delivering.

Selecting projects on the state highway system is an annual process. MnDOT starts identifying potential projects 10 years in advance. MnDOT district staff work each year with MnDOT central office and specialty office staff to complete a 10-year list of projects for each district on the state highway system. MnDOT then combines the districts project lists into the **10-Year Capital Highway Investment Plan**.

MnSHIP is MnDOT's vehicle for deciding and communicating capital investment priorities for the state highway system. It is updated every five years.

Each year MnDOT staff develops investment guidance to ensure that collectively MnDOT is achieving the outcomes established in its highway investment document, MnSHIP.

Figure 1: State Highway System and MnDOT District Boundaries



New Money from 2017 Legislative Session

Since the adoption of the 2017 MnSHIP update, MnDOT received additional Trunk Highway funds and funds from Trunk Highway bond sales in the 2017 Legislative Session. The project information in the CHIP is current as of May 2017 and does not include new revenue provided by the legislature in the 2017 session. MnDOT is currently evaluating projects to fund with the additional revenue. These projects will be included in next year's CHIP document published in 2018.

The timeline for project selection as of August 2017:

July 2017 – Select priority projects for fiscal year 2018 funding that can start construction before July 1, 2018.

August to November 2017 – Involve District stakeholders to identify projects for the remaining years.

December 2017 – Request public recommendations for **Corridors of Commerce** projects.

December 2017 – Select priority projects based on MnSHIP direction and stakeholder involvement for construction starting in late 2018 through 2022.

January 2018 – First round of Corridor of Commerce project recommendations presented.

Notable Changes from the Previous CHIP

MnDOT adopted a new investment direction and added four new investment categories as part of the 2017 MnSHIP update. Those changes are reflected in the 2018 -2027 CHIP. MnDOT also revised the design of the CHIP and how the information is being presented. This includes a revised section on how potential state highway projects are identified, developed, and ultimately selected for funding in the STIP.

2017 MNSHIP UPDATE

Influence of New Investment Direction on Project Selection in Years 1-4

In the first four years (2018-2021) of 2017 MnSHIP investment direction, MnDOT has already committed to projects in the STIP based on the investment direction in the 2013 MnSHIP. MnDOT has scoped and developed these projects using that investment guidance. MnDOT tries to avoid any changes to projects in the STIP, if possible. Therefore, MnDOT is not changing projects in years 2018 to 2021 to reflect the updated investment direction.

Influence of Investment Direction on Project Selection in Years 5-10

MnSHIP investment direction will guide project selection from 2022 through 2027 with the publishing of the 2018-2027 10-Year CHIP. Existing projects listed in 2022-2026 in the previous CHIP may have been adjusted to a different year as a result of implementing the new investment direction. New projects may appear which were not listed in previous CHIPS.

New Investment Categories

MnDOT tracks capital investment in highways by investment categories. The 2017 MnSHIP update includes four additional investment categories:

- **Jurisdictional Transfer** includes the costs associated with transferring ownership of a road to or from MnDOT. There is significant cost to complete jurisdictional transfers because roads are typically improved before they are transferred.
- **Facilities** includes the repair and maintenance of existing state highway rest areas and truck weigh stations. The **Fixing America's Surface Transportation Act** enacted in 2015, established a new **National Highway Freight Program** that allocates federal dollars to improve the efficient movement of freight.
- **Freight** includes projects that are eligible for funding as part of the National Highway Freight Program.
- **Small Programs** includes investments that are not specifically identified or prioritized within MnSHIP, but make up a part of MnDOT's overall capital investment. Small Programs typically respond to short-term, unforeseen issues or are used to fund one-time specialized programs that do not fit into a MnSHIP investment category.

CHIP Redesign

MnDOT redesigned the CHIP process and document layout. The goal of the redesign is to improve the usefulness of the CHIP as a public engagement tool. With this update, MnDOT created draft CHIP project lists for each district in early June and redesigned sections of the statewide CHIP and district CHIP project lists to better convey the project development and selection process.

MnDOT released draft versions of the district CHIP project lists in early June of 2017 for transportation partners and the general public to review and comment on. The drafts were available online and hard copies were used by districts when discussing upcoming projects with their stakeholders and the public.

The Statewide CHIP document was revised to provide more clarity on the

project development and selection process. This includes a detailed discussion of the main state highway funding programs: the Statewide Performance Program, the District Risk Management Program, and Small Programs/ District C. See the following section for more detail.

The district CHIP project lists were revised to clearly divide information on the districts into four sections. The District Overview provides a quick reference to the district including a map and district statistics. The District CHIP Investment Overview provides a summary of district investment and strategies being used. The District CHIP Highlights discusses any changes from the previous CHIP, remaining risks to the district, and historic and projected performance. The final section is the yearly project lists which are divided into two sections: state highway projects in the 4-year STIP and the planned projects in years 5-10. The STIP project lists did not change significantly. The Years 5-10 project lists show a pie chart of the yearly investment by category instead of investment breakdown in each individual project since many projects are not scoped until year 5.

Project Selection Process

The 10-Year CHIP is updated annually to include new projects identified in year 10 and adjust any projects from the previous CHIP based on new information. Planned projects listed in year 5-10 can and will fluctuate as MnDOT begins to look at the needs of those projects and works with regional and local transportation partners to identify any local needs or concerns. By the time projects reach Year 4 of the CHIP, the projects become part of the **State Transportation Improvement Program**. Projects listed in the four years of the STIP represent the projects MnDOT is committed to constructing over the next four years. Until Year 4, projects do not have funding committed to them.

MnDOT districts work closely with a broad range of stakeholders through **Area Transportation Partnerships**. These partnerships provide a collaborative decision-making process for the selection of projects that are recommended to receive federal funds. In addition, ATPs provide a local perspective on potential state-funded projects. ATPs sign off on the district's list of programmed projects in the STIP.

With funding committed, MnDOT begins designing the project to prepare to enter construction by the time the project reaches Year 1 of the STIP. Just like the 10-Year CHIP, the STIP is updated annually. Once a project reaches Year 1, it becomes part of MnDOT is construction program for that fiscal year.



TYPICAL PROJECT DEVELOPMENT TIMELINE

The timeline below represents a development for a typical state highway project. Some types of projects such as those selected through a solicitation process (i.e. Corridors of Commerce, TED) may not follow this timeline.

Year 10: Project Identification

MnDOT identified potential state highway projects 10 years in advance. In coordination with the District, MnDOT central office, and specialty offices, the projects are identified using guidance developed from the MnSHIP investment direction. Districts also provide initial estimates of how projects costs will break out into the MnSHIP investment categories. Year by year these projects move forward towards construction in year 1.

Years 6-9: Refining Project Concepts

As projects progress towards construction in year 1, districts work with **Area Transportation Partnerships, Metropolitan Planning Organizations,** and other key partners and recommend adjustments to needs the project is addressing and the timing of the project. District also may make changes to the project based on additional studies, MnDOT planning and policy recommendations, new condition information, MPO policy direction, or new legislative special funding programs.

Year 5: Initial Project Scoping

During Year 5, projects begin initial project scoping and scheduling. Districts identify specific project needs related to areas such as non-motorized transportation, safety, or the condition of roadside infrastructure. The goal is to have the projects enter the STIP the following year. However, a project may be held in Year 5 for a few years before being listed in the STIP due to funding availability.

Year 2-4: Selected for Funding and Committed to Delivery

In Years 2-4, districts update a project's scope, schedule and cost estimate annually based on designing and engineering the project. Projects listed in Years 2-4 represent a commitment to deliver the project. If necessary, MnDOT works to complete any studies and identifies any impacts a project may have on the surrounding environment.

Year 1: Annual Construction Program

When a project reaches Year 1, it becomes part of MnDOT's annual construction program and begins construction.

FUNDING PROGRAMS

MnDOT invests in state highway projects through the Statewide Performance Program and the District Risk Management Program. The purpose of establishing these two programs is to ensure the agency efficiently and effectively works toward common statewide goals—in particular, meeting identified outcomes of the MnSHIP investment direction—while maintaining some flexibility to address unique risks and circumstances at the district level.

What is the Statewide Performance Program?

MnDOT created the Statewide Performance Program in 2013 to respond to changes in federal requirements. Federal legislation places greater emphasis on **National Highway System** performance and requires MnDOT to make progress toward national performance goal areas, including those related to condition, safety, and travel time reliability on the NHS. Failure to do so results in the loss of some federal funding flexibility. The SPP manages investment and project selection on the NHS to meet performance outcomes listed in the MnSHIP investment direction.

Project Selection Through the Statewide Performance Program

The SPP includes projects that help MnDOT achieve NHS performance outcomes identified in MnSHIP. Staff from MnDOT's central office, district offices, and specialty offices collaborate to develop a list of potential projects and planned investments through the SPP. Each year, SPP projects advance through the CHIP. MnDOT adds new SPP projects annually in year 10 of the CHIP. Each MnDOT district coordinates with **Area Transportation Partnerships,** MPOs, and other key partners and recommends adjustments to project scope and timing. Upon final selection in the STIP, each MnDOT district is responsible for designing and delivering selected projects. The following are types of projects selected through the SPP.

INTERSTATE AND REMAINING NHS PAVEMENT PROJECTS

Projects focus on rehabilitation or replacement of existing pavements to bring the segment of the highway into good condition. MnDOT's Office of Materials and Road Research uses a Pavement Management System to predict future pavement conditions and develop a schedule of suggested fixes on the Interstates and remaining NHS. The Office of Materials and Road Research manages its program to meet NHS performance outcomes listed in MnSHIP. The districts suggest modifications to the project list based on a number of considerations, including local knowledge of conditions, input from stakeholders and timing of other scheduled improvements in the area.



NHS BRIDGE PROJECTS

Projects focus on rehabilitation or replacement of existing bridges to bring the bridges into good condition. As is the case with pavement projects, MnDOT's prioritizes bridge projects on high-volume NHS roads than on other state highways. MnDOT's Bridge Office uses the Bridge Replacement and Improvement Management process to recommend future bridge improvements based on condition and risk factors, including length of detour and traffic volume. The Bridge Office and district offices generate a list of bridge projects on the NHS based on the results of the BRIM process. In modifying the BRIM results, districts consider stakeholder input and local expertise to coordinate timing with other planned projects in the region. Districts primarily choose projects with long-term fixes for NHS bridges

NHS MOBILITY PROJECTS

Projects focus on improvements that address performance related to mobility and travel time reliability in the Twin Cities metropolitan area and Greater Minnesota. In the Twin Cities Metro area, MnDOT's Metro District worked in collaboration with the Metropolitan Council to develop a list of Twin Cities Mobility cost-constrained projects that align with MnSHIP. A process for selecting projects to address mobility and travel time reliability issues in Greater Minnesota is currently being developed by MnDOT.

STATEWIDE SOLICITATIONS

MnDOT selects several types of projects through solicitation. Each program has different requirements and different goals for investment. These projects are not identified 10 years in advance like pavement or bridge projects. They are selected when funding for these programs becomes available.

Transportation Economic Development Program

Established in 2010, the Transportation Economic Development Program provides competitive grants to construction projects on state highways that provide measurable economic benefits. The Minnesota Department of Transportation, in partnership with the Minnesota Department of Employment and Economic Development, administers the program. The TED solicitation occurs every two years. The most recent solicitation in 2015 provided funding to 11 projects through 2020. The 2017 solicitation is scheduled to select projects in the fall of 2017. Those new projects will be reflected in the 2019-2028 CHIP.

Minnesota Highway Freight Program

The Fixing America's Surface Transportation Act created a new funding program that provides money to Minnesota to make improvements to our highway system that benefit freight movement. All public roads, including county and city roads, are eligible for this money. In order to select projects that will be funded with this money, the MnDOT has created the Minnesota Highway Freight Program. The 2017 solicitation is scheduled to select projects in the fall of 2017. Those new projects will be reflected in the 2019-2028 CHIP.

Corridors of Commerce

The 2013 Minnesota Legislature created the Corridors of Commerce program. The program's goals are to provide additional highway capacity on interregional corridors or bottlenecks in the system and improve or preserve the movement of freight and reduce barriers to commerce. Projects are selected when funding is provided by the legislature. The 2017 Minnesota Legislature provided funding for the program. Projects will be listed in the 2019-2028 CHIP.

JURISDICTIONAL TRANSFER PROJECTS

Jurisdictional Transfer investments are capital investments needed to improve highways so they can be transferred from MnDOT to a local government or vice versa. Typically, a planned project is modified to include longer-term improvements and/or additional enhancements with an agreement that the local agency would take ownership of the road. Transferring a road requires the agreement of both MnDOT and the local agency.

FACILITIES PROJECTS

The Facilities investment category includes investments made to MnDOT buildings along state highways. These assets include rest areas, weight enforcement buildings and weigh scales. Facilities investments were previously made through either Roadside Infrastructure Condition or special capital programs. New or renovated buildings are completed as stand-alone projects while pavement work on exit ramps or parking lots are typically completed in conjunction with another project on the adjacent highway.

INCLUSION OF OTHER INVESTMENTS ON SPP PROJECTS

While a project in the SPP is one of the project types listed above, a portion of SPP project costs may include additional improvements to address other roadside infrastructure, improve traveler safety, or improve bicycle or pedestrian connections. However, they do not drive the project selection process in the SPP. For example, while scoping a pavement project, there may also be a need to repair culverts, improve lighting, add a turn lane for

safety, or repair an existing sidewalk within the highway right-of-way. Those improvements are tracked by the 14 investment categories in MnSHIP. The CHIP shows how projects costs are broken down into the 14 investment categories once the project is scoped.

What is the District Risk Management Program?

Whereas the SPP focuses funding on addressing key performance targets on the NHS, the DRMP focuses funding on non-NHS highways as well as other non-performance-based needs (RCIPs) on all state highways. The majority of the program supports pavement and bridge rehabilitation or replacement projects. The DRMP project selection process is structured to give districts the flexibility to address their greatest regional and local risks. Districts are also able to make additional investments on the NHS if the proposed project is in response to a high risk. MnDOT distributes DRMP funding to the districts based on a revenue distribution method that accounts for various system factors.

Resource Distribution Method

MnDOT created a resource distribution formula for the purpose of distributing funds that are in the DRMP program among the eight districts. The funds each district receives in order to program its DRMP projects are determined through this target formula.

The Resource Distribution Method considers five factors: a district's projected condition for non-NHS pavement (20%) and non-NHS bridges (20%), along with a district's portion of total trunk highway lane miles (30%), vehicle miles traveled (VMT) (24%), and heavy commercial VMT (6%).

MnDOT revises the distribution annually with updated data, and applies it to years 5-10 in the CHIP. DRMP funding in the first four years in the current CHIP remain unaffected. This gives districts fixed funding in years 1-4 for programming and finalizing the scope of projects. The yearly update ensures that the distribution is based on the current district conditions and system size data as construction projects are completed and pavement and bridge conditions change.

Project Selection Through the District Risk Management Program

In the DRMP, each MnDOT district is responsible for selecting projects that mitigate their highest risks that are not addressed through the SPP. Each MnDOT districts coordinate with Area Transportation Partnerships, Metropolitan Planning Organizations, and other key partners and recommend adjustments to project scope and timing. The majority of DRMP projects are pavement, bridge, and safety projects on non-NHS routes.



NON-NHS PAVEMENT PROJECTS

The Office of Materials & Road Research generates an initial project list for district consideration. However, it is the districts' responsibility to identify and select pavement projects. The districts select projects based on a number of considerations, including local knowledge of conditions, input from stakeholders, and timing of other scheduled improvements in the area.

NON-NHS BRIDGE PROJECTS

The Bridge Office generates an initial project list for district consideration. However, it is the districts' responsibility to identify and select bridge projects. The districts select projects based on a number of considerations, including local knowledge of conditions, input from stakeholders and timing of other scheduled improvements in the area.

SAFETY PROJECTS

Districts select stand-alone safety projects based on the location of fatal and serious injury crashes and share these with the Office of Traffic, Safety and Technology for approval. Funding for these projects comes from the Highway Safety Improvement Program. HSIP projects are generally identified only three years before construction, unlike pavement and bridge projects.

OTHER PROJECTS

While the majority of projects districts select are pavement, bridge, or safety projects, districts can select other projects in the DRMP. These can include stand-alone roadside infrastructure improvements such as replacing culverts, guardrails, signs or lighting, mobility improvements, bicycle improvements, or pedestrian improvements.

INCLUSION OF OTHER INVESTMENTS ON DRMP PROJECTS

Similar to the SPP, a portion of DRMP project costs may include additional improvements to address other roadside infrastructure conditions, improve traveler safety, or improve bicycle or pedestrian connections. For example, while scoping a pavement project, there may also be need to repair culverts, add a turn lane for safety, or repair an existing sidewalk within the highway right-of-way. Those improvements are tracked by the 14 investment categories in MnSHIP. MnDOT shows how projects costs are broken down into the 14 investment categories in the STIP years once the project is scoped.



Description of Investment Categories

MnDOT invests in the state highway system through various types of capital improvement projects. Some projects enhance the condition of existing infrastructure, whereas others add new infrastructure to the system. Investment categories are components of projects. A single MnDOT project can include investment from multiple investment categories. There are many competing priorities for investment along the state highway system. MnDOT is responsible for selecting investments that best balance these priorities. This is especially challenging given the widening gap between MnDOT's projected transportation revenues and investment needs.

MnDOT tracks capital investment in highways by investment categories. The 2013 version of MnSHIP identified 10 investment categories. This MnSHIP update includes four additional investment categories. The individual categories are separated into five major investment objective areas as illustrated in **Figure 2**.

Figure 2: Investment Category Descriptions

INVESTMENT CATEGORY	CATEGORY DESCRIPTION
Pavement Condition	Pavement Condition investments include overlays, mill and overlays, full-depth reclamations, and reconstructions of existing state highway pavement.
Bridge Condition	Bridge Condition investments include replacement, rehabilitation, and painting of state highway bridges. The Bridge Condition category does not include supporting elements for bridges, such as signs, pavement markings, or lighting.
Roadside Infrastructure Condition	Roadside Infrastructure Condition elements include drainage and culverts, traffic signals, signs, lighting, retaining walls, fencing, noise walls, guardrails, overhead structures, rest areas, Intelligent Transportation Systems (ITS), and pavement markings.
Jurisdictional Transfer	Jurisdictional Transfer investments allow MnDOT to continue to work with our local government partners to agree on and commit to additional roadway transfers that would align the travelers expectations of the facility with the proper level of investment and also lower future maintenance and capital costs to MnDOT.
Facilities	Facilities investments include rehabilitation and replacement of the 52 MnDOT-owned rest areas and 10 weight enforcement operational buildings and weigh scales. The Facilities investment category does not include buildings such as district headquarters or other operational facilities.
Traveler Safety	MnDOT currently uses a combination of three types of safety investments in its effort to improve safety and reduce the number of annual fatalities and serious injuries on Minnesota roads: <ul style="list-style-type: none"> • Proactive lower cost, high-benefit safety features • Sustained crash locations treatments • Improvements at sustained crash locations • Railway-Highways Crossings

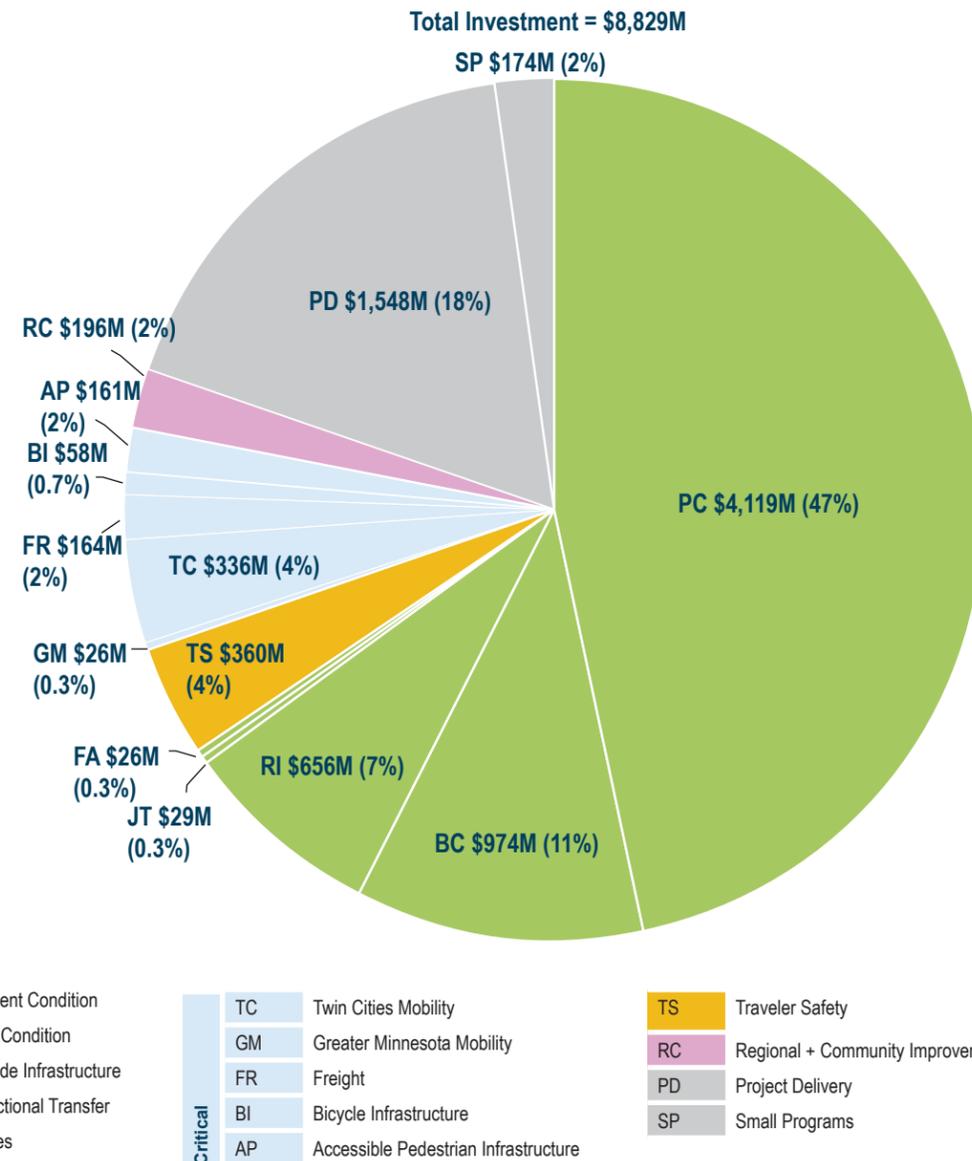
INVESTMENT CATEGORY	CATEGORY DESCRIPTION
Twin Cities Mobility	MnDOT pursues the following strategies to address regional mobility issues in the Twin Cities metro area: <p>Active Traffic Management. Operational improvements to help manage the effects of congestion, which include variable message signs (traveler information systems), freeway ramp metering, dynamic signing, bus-only shoulder lanes, reversible lanes, dynamic speed signs, and lane specific signaling.</p> <p>Spot mobility improvements. Lower cost, high-benefit projects that improve traffic flow and provide bottleneck relief at spot locations. These projects include freeway and intersection geometric design changes, short auxiliary lane additions, and traffic signal modifications to ease merging and exiting traffic.</p> <p>Priced managed lanes. Priced managed lane projects that provide a predictable, congestion-free travel option for transit users, those who ride in carpools, or those who are willing to pay. In the Twin Cities, this system is called MnPASS, which currently operates on I-394, I-35E, and I-35W.</p> <p>Strategic capacity enhancements. Projects in the form of new interchanges, non-priced managed lanes, and limited general-purpose lanes that may be needed to address corridor congestion and/or provide lane continuity for an existing facility or to complete an unfinished segment of the Metropolitan Highway System.</p>
Greater Minnesota Mobility	The Greater Minnesota Mobility investment category replaced the Interregional Corridor Mobility category used in the previous MnSHIP. Through federal legislation, the National Highway System was expanded and performance measures for mobility on the NHS are being developed. For these reasons, the investment category was modified to reflect that the NHS is now the priority network for mobility investment in MnSHIP. Improvements in this category include projects that improve travel time reliability for people and freight on the NHS outside of the Twin Cities area. Typical investments include low-cost improvements such as upgraded signals, turn lanes, intersection improvements, or passing lanes.
Freight	Freight includes the movement of all goods that originate or terminate in Minnesota across all modes. Investment in this category comes from the National Highway Freight Program created in the FAST Act.
Bicycle Infrastructure	MnDOT typically constructs bicycle improvements concurrently with pavement and bridge projects, but also implements some stand-alone projects.
Accessible Pedestrian Infrastructure	Most pedestrian improvements are implemented as part of a pavement or bridge project. Stand-alone projects, especially ADA improvements, are implemented as well.
Regional & Community Improvement Priorities	RCIPs are collaborative investments that respond to regional and local concerns beyond system performance needs. Typical improvements include intersection improvements, projects that support multimodal connectivity, landscape improvements, bypass or turning lanes, access management solutions, improvements that support complete streets, and regional or spot capacity projects.
Project Delivery	Project Delivery includes components of projects that are critical to ensure the timely and efficient delivery of highway projects. These components include right-of-way costs, consultant services, internal project delivery, supplemental agreements, and construction incentives.
Small Programs	The Small Programs category includes investments that are not specifically identified or prioritized within MnSHIP, but make up a part of MnDOT's overall capital investment. Small Programs typically respond to short-term, unforeseen issues or are used to fund one-time specialized programs that do not fit into a MnSHIP investment category. If funding is required beyond the short-term, an effort is made to incorporate the program into a MnSHIP investment category during the next MnSHIP update.

SUMMARY OF INVESTMENT PLANS

Investments by category in MnDOT's 10-Year CHIP (2018-2027) are shown in the pie chart below (Figure 3).

The investment priorities in this investment plan are consistent with those established in MnSHIP (see Figure 9 for comparison). As in MnSHIP, investments are focused on asset management (pavement condition, bridge condition, roadside infrastructure condition) with a lesser mix of other investments. The individual projects in the 10-year Investment Plan have been mapped and are available at MnMAP, MnDOT's online mapping application. Projects are also displayed in the District Investment Plans.

Figure 3: 10-Year Capital Highway Investments, 2018-2027

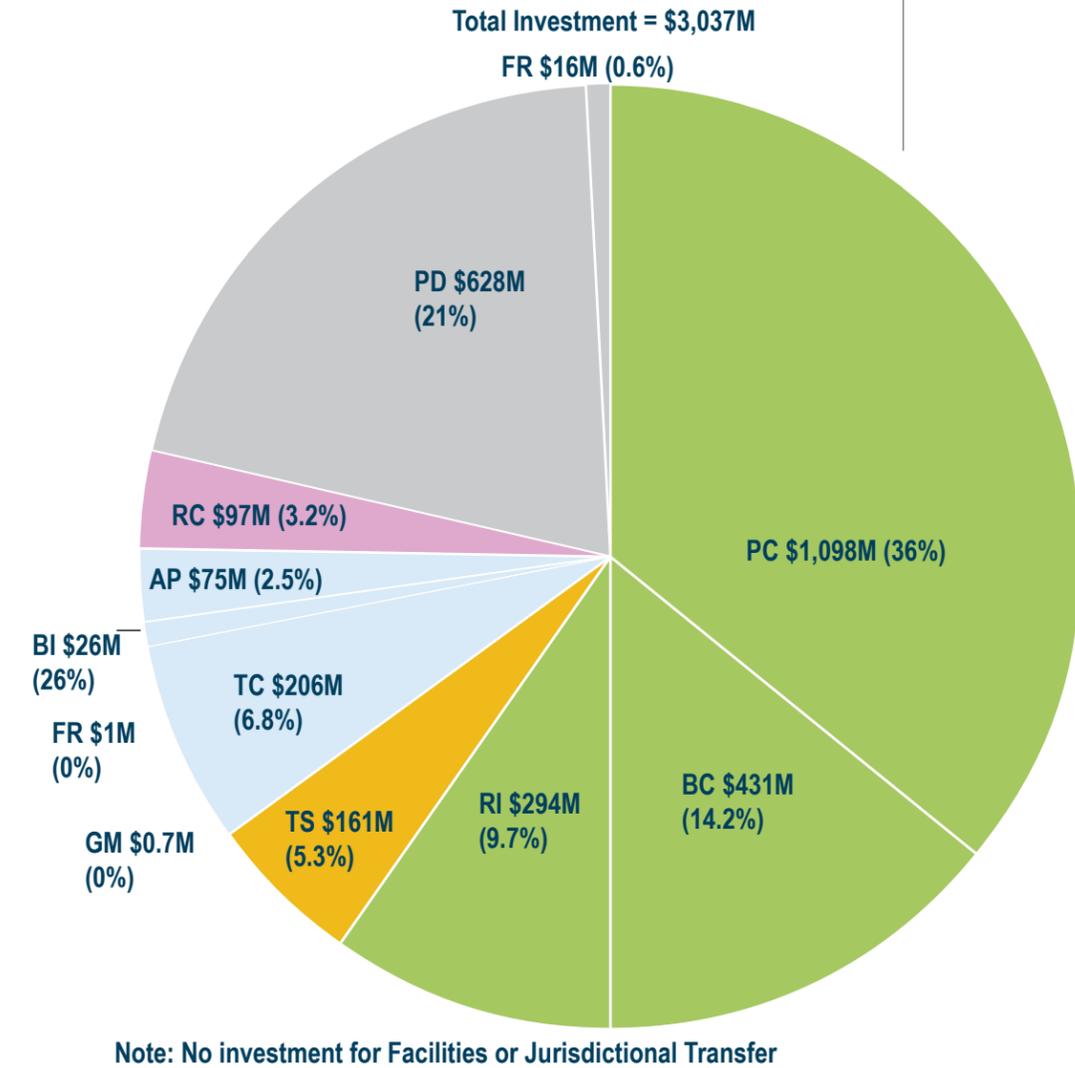


System	Category	Description
PC	Pavement Condition	
BC	Bridge Condition	
RI	Roadside Infrastructure	
JT	Jurisdictional Transfer	
FA	Facilities	
TC	Twin Cities Mobility	
GM	Greater Minnesota Mobility	
FR	Freight	
BI	Bicycle Infrastructure	
AP	Accessible Pedestrian Infrastructure	
TS	Traveler Safety	
RC	Regional + Community Improvement Priorities	
PD	Project Delivery	
SP	Small Programs	

Summary of STIP Investments

The Statewide Transportation Improvement Program (STIP) is MnDOT's four year program of projects. The projects in the STIP are viewed as commitments by the department. The investments in the 2018-2021 STIP (Figure 4) are influenced by guidance from the 2013 MnSHIP. Beginning in 2022, projects will follow 2017 MnSHIP guidance.

Figure 4: STIP Investments, 2018-2021



System	Category	Description
PC	Pavement Condition	
BC	Bridge Condition	
RI	Roadside Infrastructure	
JT	Jurisdictional Transfer	
FA	Facilities	
TC	Twin Cities Mobility	
GM	Greater Minnesota Mobility	
FR	Freight	
BI	Bicycle Infrastructure	
AP	Accessible Pedestrian Infrastructure	
TS	Traveler Safety	
RC	Regional + Community Improvement Priorities	
PD	Project Delivery	
SP	Small Programs	

Performance Outcomes

As part of the 10-Year CHIP process, MnDOT projects performance outcomes based on planned projects. **Figure 6** displays projected performance through 2027.

With the investments in the 10-Year CHIP, MnDOT is expecting to achieve most of the results planned for in MnSHIP. Bridge Condition outcomes and spending levels are in-line with those established in MnSHIP. The performance outcomes in other categories are more difficult to project as they are subject to changes in the economy, driving behavior, and demographics, and are not in the direct control of MnDOT investments. Given that the spending levels for these categories are similar to the levels established in MnSHIP, MnDOT expects the outcomes in these categories for the 10-Year CHIP to be similar.

Pavement condition is the exception. Pavement condition on the Interstate system and Other NHS is projected to be worse than the anticipated outcomes in MnSHIP. However, it is anticipated that the increasing shift towards an asset management based plan starting in year 2024 will improve the pavement outcomes for future iterations of the 10-Year CHIP as a greater percentage of investment will be pavement improvements.

PAVEMENT CONDITION

SYSTEM INVESTMENT STRATEGIES

MnDOT may implement any of the following strategies to address the risks that remain with the level of investment in Pavement Condition:

- Focus on reactive maintenance activities (e.g., pothole patching) to avoid hazardous conditions
- Use of operational budget for maintenance of pavements
- Short-term fixes to address immediate needs
- Load posting, or restricting heavy vehicles, on select roadways

OUTCOMES

Despite significant investment, pavement condition on the NHS and non-NHS is projected to worsen over the next ten years. Interstate pavements (part of NHS) will be in the best condition with only 1.5% of miles in poor condition. The miles of pavements in poor condition will triple from 1.5% to 5.3%. The majority of the increase in poor miles is estimated to occur by year 2021 (**Figure 7**). Other NHS pavements are expected to worsen to almost seven percent poor from two percent today. The pavements on non-NHS roads will also see a significant drop in performance relative to today, in large part to accommodate

the federal emphasis on higher-volume, NHS roads. However, non-NHS roads will still meet its ten percent target. Interstate and other NHS pavements are not projected to meet their targets of 2% and 4% by 2027.

Figure 5: MnDOT Pavement and Bridge Assets

DISTRICT	MILES OF PAVEMENT	NUMBER OF BRIDGES
1	1,542	545
2	1,802	353
3	1,594	419
4	1,576	324
6	1,411	841
7	1,299	468
8	1,441	356
Metro	1,089	1,284
Total	11,753	4,590

BRIDGE CONDITION

SYSTEM INVESTMENT STRATEGIES

MnDOT may implement any of the following strategies to address the risks that remain with the level of investment in Bridge Condition:

- Maintenance activities focused on preventive repairs
- Deferment of long-term fixes

OUTCOMES

Performance for bridges on the NHS is projected to deteriorate slightly from 1.5% poor in 2016 to 2.6% poor in 2027, while performance for non-NHS bridges will slightly worsen to nearly 3.7% poor. By 2027, NHS bridges will be slightly over their target of 2% poor while non-NHS bridges will be meeting their target of 8% poor. (**Figure 7**).

ROADSIDE INFRASTRUCTURE CONDITION

SYSTEM INVESTMENT STRATEGIES

MnDOT may implement any of the following strategies to address the risks that remain with the level of investment in Roadside Infrastructure Condition:

- Repair and replace infrastructure in poor condition or infrastructure beyond its service life
- Replace infrastructure with greatest exposure to the traveling public, mostly through pavement/bridge projects

OUTCOMES

In general, the system's roadside infrastructure elements are expected to deteriorate relative to today's standards. However, NHS routes will receive more frequent upgrades to roadside infrastructure elements compared to non-NHS routes due to the relative frequency of pavement and bridge projects on those roads.

JURISDICTIONAL TRANSFER SYSTEM INVESTMENT STRATEGIES

MnDOT may draw from the following strategies, when necessary, to prioritize projects and address risks that are associated with lower performance or investment in Jurisdictional Transfer:

- Leverage other dedicated funding
- Commit to correcting roads with highest degree of mismatched ownership (i.e., those identified in Track 0 of the [2014 Minnesota Jurisdictional Realignment Project report](#))
- Balance investment between the Twin Cities area and Greater Minnesota
- Identify projects in the CHIP where investments could facilitate the transfer of ownership

OUTCOMES

In combination with the \$50 million annually already allocated to jurisdictional transfers through the Highway Flex Fund, this additional level of investment would allow to facilitate more transfers identified in the [2014 Minnesota Jurisdictional Realignment Project report](#).

FACILITIES SYSTEM INVESTMENT STRATEGIES

MnDOT may draw from the following strategies, when necessary, to prioritize projects and address risks that are associated with lower performance or investment in Facilities:

- Prioritize health- and safety-related repairs to rest areas unless replacement is warranted
- Focus investments on weigh scale mechanics and existing weigh station buildings

OUTCOMES

At the level of investment included in MnSHIP, MnDOT expects the percentage of facilities needing significant renovation or replacement to increase.

Investments in rest areas and weigh stations will be reactive, increasing maintenance costs and limiting MnDOT's ability to keep many facilities in a state of good repair.

TRAVELER SAFETY SYSTEM INVESTMENT STRATEGIES

MnDOT may draw from the following strategies, when necessary, to prioritize projects and address risks that are associated with lower performance or investment in Traveler Safety:

- Invest in high priority, lower cost proactive projects
- Reactively install lighting at sustained crash locations

OUTCOMES

MnDOT districts will continue installing safety features as part of pavement projects; however, the rate of implementing District Safety Plans will be cut by one third. Lower cost, high-benefit safety infrastructure will be constructed at priority locations throughout the state highway system, and select moderate to high-cost projects will be funded to address sustained crash locations. MnDOT will continue to participate in the TZD program.

Fatalities have been reduced substantially over the past 10 years. However, Minnesota experienced an increase in fatalities from 361 in 2015 to 411 in 2016. While MnDOT will continue to make investments in Traveler Safety, the goal of TZD cannot be achieved through infrastructure improvement alone. Even full implementation of all identified safety projects may do little to prevent fatalities and serious injuries that are a result of driver behavior such as distracted or impaired driving.

GREATER MINNESOTA MOBILITY SYSTEM INVESTMENT STRATEGIES

MnDOT may draw from the following strategies, when necessary, to prioritize projects and address risks that are associated with lower performance or investment in Greater Minnesota Mobility:

- Focus investment to improve travel time reliability through operational improvements such as upgraded traffic signals, ITS, turn lanes and passing lanes

OUTCOMES

Before specific projects are selected, MnDOT will need to establish performance targets for federal NHS mobility performance measures. The investment in Greater Minnesota Mobility in the CHIP could complete 6-10 operational and low-cost capital improvements on the NHS.

TWIN CITIES MOBILITY

SYSTEM INVESTMENT STRATEGIES

MnDOT may draw from the following strategies, when necessary, to prioritize projects and address risks that are associated with lower performance or investment in Twin Cities Mobility:

- Focus on investments that provide reliable congestion-free options on Twin Cities metro area corridors
- Focus on low cost spot mobility projects that provide safety benefits and reduce delays

OUTCOMES

Based on the investment direction in MnSHIP, MnDOT will be extremely limited in its ability to invest in Twin Cities Mobility past 2023. MnDOT and the Metropolitan Council will invest in Twin Cities Mobility to implement the following:

- Approximately six spot mobility improvements
- Completion of MnPASS express lanes along two corridors

While these projects will help improve travel reliability, it is still anticipated to worsen through 2027 relative to today due to anticipated regional growth and the related increase in mobility needs across the system.

FREIGHT

SYSTEM INVESTMENT STRATEGIES

System investment strategies for the Freight investment category will be explored in the upcoming Freight Investment Plan.

OUTCOMES

MnDOT will project investment outcomes as part of the upcoming Freight Investment Plan. At this time, MnSHIP does not project outcomes for the Freight investment category.

BICYCLE INFRASTRUCTURE

SYSTEM INVESTMENT STRATEGIES

MnDOT may draw from the following strategies, when necessary, to prioritize projects and address risks that are associated with lower performance or investment in Bicycle Infrastructure:

- Focus 70 percent of bicycle investments in urban areas and 30 percent of

investments in rural areas

- Add to existing bridge and pavement projects to improve safety and connectivity of the state bikeway system

OUTCOMES

MnDOT will invest in Bicycle Infrastructure at 75 percent of the current rate of investment. This will result in limited ability to make new improvements for bicycling and to maintain existing bicycle infrastructure as a part of pavement and bridge projects. Existing bicycle infrastructure will deteriorate and negatively affect the goal of promoting and increasing bicycling in Minnesota.

ACCESSIBLE PEDESTRIAN INFRASTRUCTURE

SYSTEM INVESTMENT STRATEGIES

MnDOT may draw from the following strategies, when necessary, to prioritize projects and address risks that are associated with lower performance or investment in Accessible Pedestrian Infrastructure:

- Focus more investment in sidewalks, curb ramps and accessible pedestrian signals
- Make other pedestrian improvements via complete streets and to complete gaps in the network

OUTCOMES

MnDOT is committed to achieving substantial ADA compliance of the state pedestrian network by 2037. Districts will fund a range of pedestrian and ADA projects based on their needs. Investments will be primarily curb ramps, sidewalks and accessible pedestrian signals at intersections, implemented concurrently with pavement and bridge projects. MnDOT will be able to complete some stand-alone ADA improvements, focusing on complete streets and filling gaps in the sidewalk network.

REGIONAL AND COMMUNITY IMPROVEMENT PRIORITIES

SYSTEM INVESTMENT STRATEGIES

MnDOT may draw from the following strategies, when necessary, to prioritize projects and address risks that are associated with lower performance or investment in RCIPs:

- Maintain the TED program
- Expand partnerships with local agencies/communities that leverage funds to complete larger projects

OUTCOMES

MnSHIP will invest \$310 million in RCIPs through 2037. Most investments will be completed through partnerships and design add-ons to existing projects. Stand-alone RCIP projects will be limited. The vast majority of improvements will be made through the TED program.

PROJECT DELIVERY

MnDOT does not identify projects in this investment area; it estimates the total cost of delivering its planned projects.

OUTCOMES

MnDOT assumes that it will continue to spend approximately 16 percent of its funds in this category. This is consistent with recent averages due to the similarity in improvement types scheduled through 2027.

SMALL PROGRAMS

Small Programs is used to fund short-term, unforeseen issues and one-time priorities/needs as they arise. Some programs do not easily fit into a MnSHIP investment category. If funding is required beyond the short-term, an effort is made to incorporate the program into a MnSHIP investment category during the next MnSHIP update. Components of Small Programs in MnSHIP include centrally managed programs and historic property investments.

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Figure 6: Investment Plan Performance Summary

	Result 2016	2017 MnSHIP Target	Projected Result 2021	Projected Result 2027	10-Year Trend																														
Asset Management																																			
Pavement Condition Interstate:	1.5%	2%	▲ 3.9%	● 5.3	▼ Better ↗ Performance expected to worsen through the full 10 years																														
Pavement Condition Non-Interstate NHS:	2.0%	4%	▲ 5.9%	● 6.8%	▼ Better ↗ Performance expected to worsen																														
Pavement Condition Non-NHS:	5.5%	10%	● 9.3%	● 9.1%																															
<p>Pavement % poor</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Interstate</th> <th>Other NHS</th> <th>Non-NHS</th> <th>System</th> </tr> </thead> <tbody> <tr> <td>2012</td> <td>2.4</td> <td>4.3</td> <td>7.5</td> <td>5.6</td> </tr> <tr> <td>2013</td> <td>2.2</td> <td>2.9</td> <td>6.8</td> <td>4.7</td> </tr> <tr> <td>2014</td> <td>1.9</td> <td>3.0</td> <td>4.4</td> <td>3.5</td> </tr> <tr> <td>2015</td> <td>2.1</td> <td>2.7</td> <td>5.1</td> <td>3.7</td> </tr> <tr> <td>2016</td> <td>1.5</td> <td>2.0</td> <td>5.5</td> <td>3.5</td> </tr> </tbody> </table>					Year	Interstate	Other NHS	Non-NHS	System	2012	2.4	4.3	7.5	5.6	2013	2.2	2.9	6.8	4.7	2014	1.9	3.0	4.4	3.5	2015	2.1	2.7	5.1	3.7	2016	1.5	2.0	5.5	3.5	<p>The percent of pavements in poor condition decreased slightly in 2016, continuing the improvement trend since 2012. Pavement condition is expected to decline on all systems through 2027. NHS pavements are expected to decline at the fastest rate through 2021.</p>
Year	Interstate	Other NHS	Non-NHS	System																															
2012	2.4	4.3	7.5	5.6																															
2013	2.2	2.9	6.8	4.7																															
2014	1.9	3.0	4.4	3.5																															
2015	2.1	2.7	5.1	3.7																															
2016	1.5	2.0	5.5	3.5																															
Bridge Condition: NHS, % Poor	1.5%	2%	● 1.0%	▲ 2.6%	▼ Better ↔ Performance on the NHS expected to decline slightly below target while the non-NHS will remain at a desirable level.																														
Bridge Condition: Non-NHS,	1.7%	8%	● 0.5%	● 3.7%																															
<p>Bridge % poor</p> <table border="1"> <thead> <tr> <th>Year</th> <th>NHS</th> <th>Non-NHS</th> <th>System</th> </tr> </thead> <tbody> <tr> <td>2012</td> <td>4.7</td> <td>2.1</td> <td>4.3</td> </tr> <tr> <td>2013</td> <td>3.3</td> <td>3.1</td> <td>3.3</td> </tr> <tr> <td>2014</td> <td>2.6</td> <td>1.1</td> <td>2.1</td> </tr> <tr> <td>2015</td> <td>1.2</td> <td>0.3</td> <td>0.9</td> </tr> <tr> <td>2016</td> <td>1.5</td> <td>1.7</td> <td>1.5</td> </tr> </tbody> </table>					Year	NHS	Non-NHS	System	2012	4.7	2.1	4.3	2013	3.3	3.1	3.3	2014	2.6	1.1	2.1	2015	1.2	0.3	0.9	2016	1.5	1.7	1.5	<p>The percent of bridge deck area on the National Highway System in poor condition increased slightly in 2016. As future investments prioritize the NHS, the condition of bridges on non-NHS routes is expected to worsen but still remain below target.</p>						
Year	NHS	Non-NHS	System																																
2012	4.7	2.1	4.3																																
2013	3.3	3.1	3.3																																
2014	2.6	1.1	2.1																																
2015	1.2	0.3	0.9																																
2016	1.5	1.7	1.5																																
Traveler Safety																																			
Minnesota Traffic Fatalities: All state and local roads	412	300 by 2020	N/A	N/A	▼ Better ↘ Performance expected to improve, but at a slower rate																														
<p>Fatalities</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Fatalities</th> </tr> </thead> <tbody> <tr> <td>2012</td> <td>395</td> </tr> <tr> <td>2013</td> <td>387</td> </tr> <tr> <td>2014</td> <td>361</td> </tr> <tr> <td>2015</td> <td>411</td> </tr> <tr> <td>2016</td> <td>412</td> </tr> </tbody> </table>					Year	Fatalities	2012	395	2013	387	2014	361	2015	411	2016	412	<p>Fatalities resulting from vehicle crashes increased sharply from 361 in 2014 to 412 in 2016. MnDOT anticipates fatalities to decline again to previous levels but at a slower rate due to a decrease in Traveler Safety funding.</p>																		
Year	Fatalities																																		
2012	395																																		
2013	387																																		
2014	361																																		
2015	411																																		
2016	412																																		

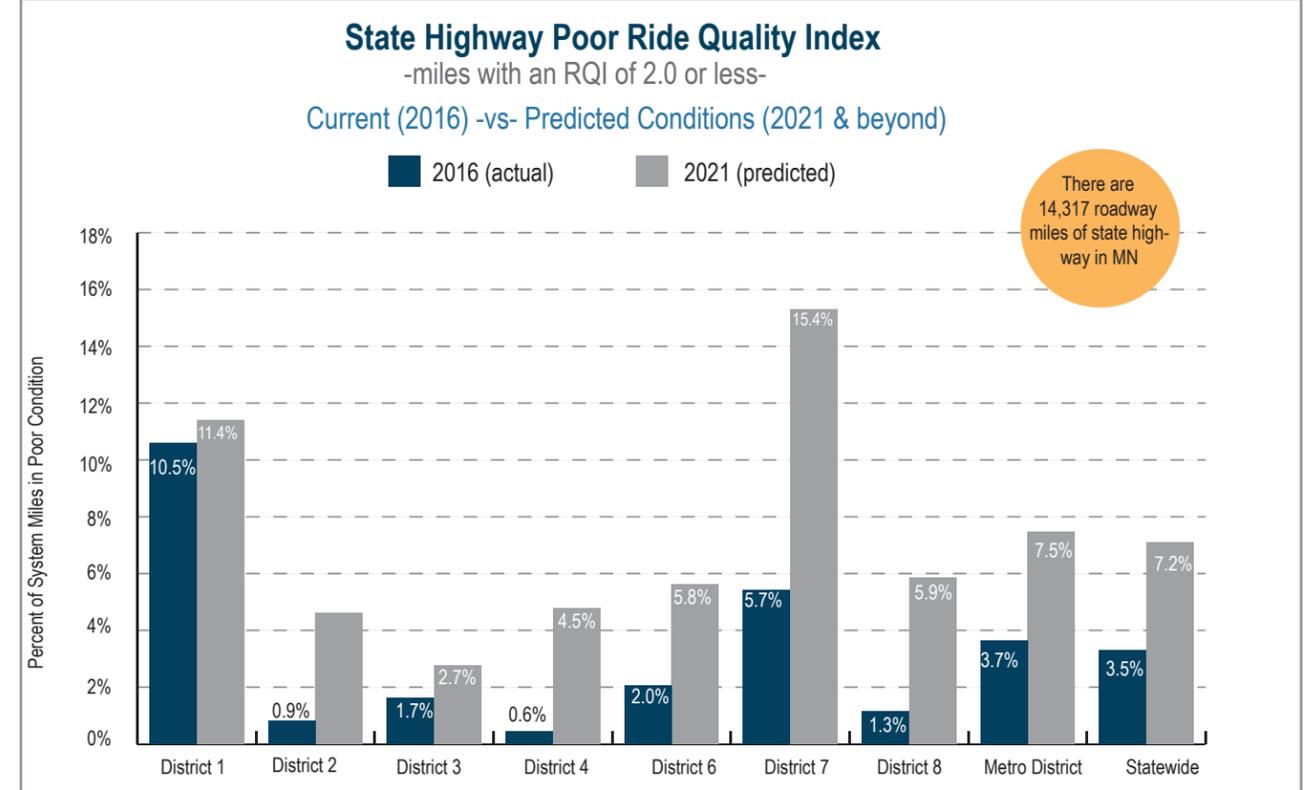
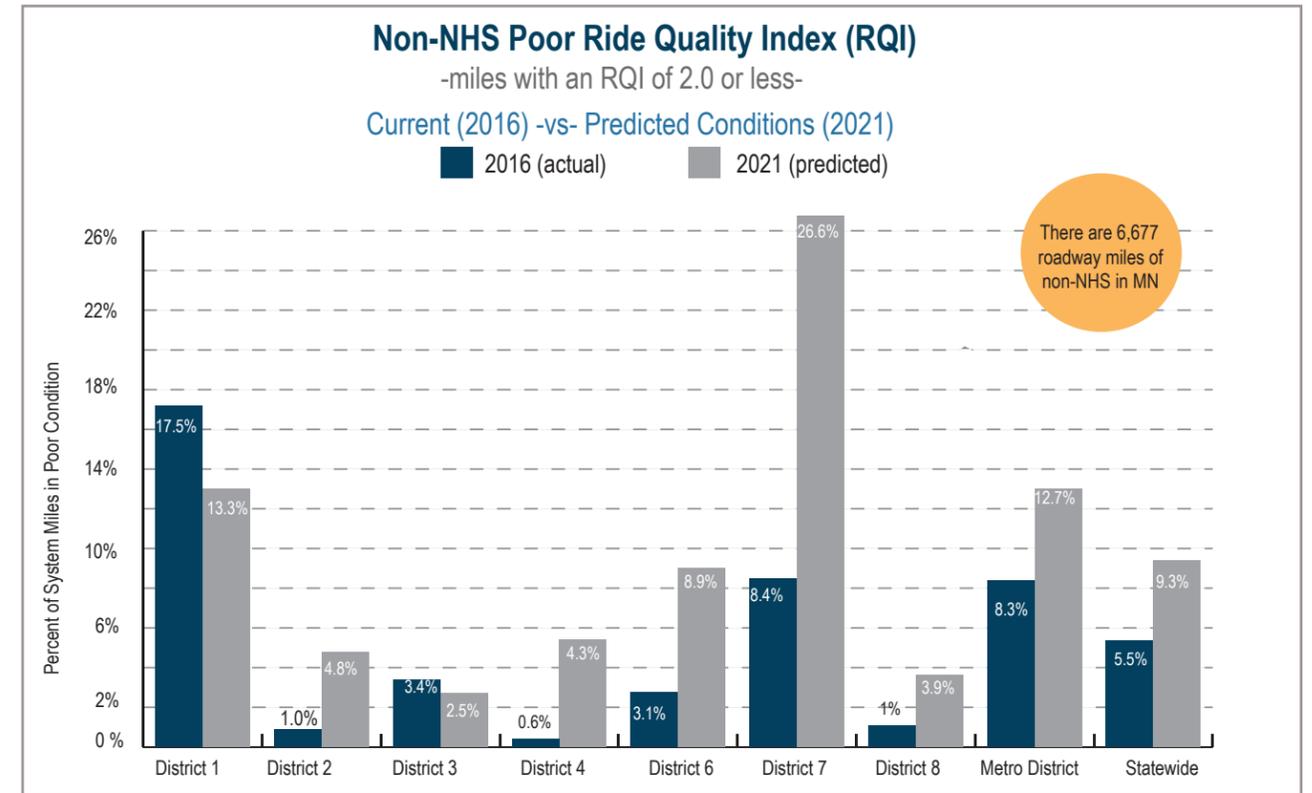
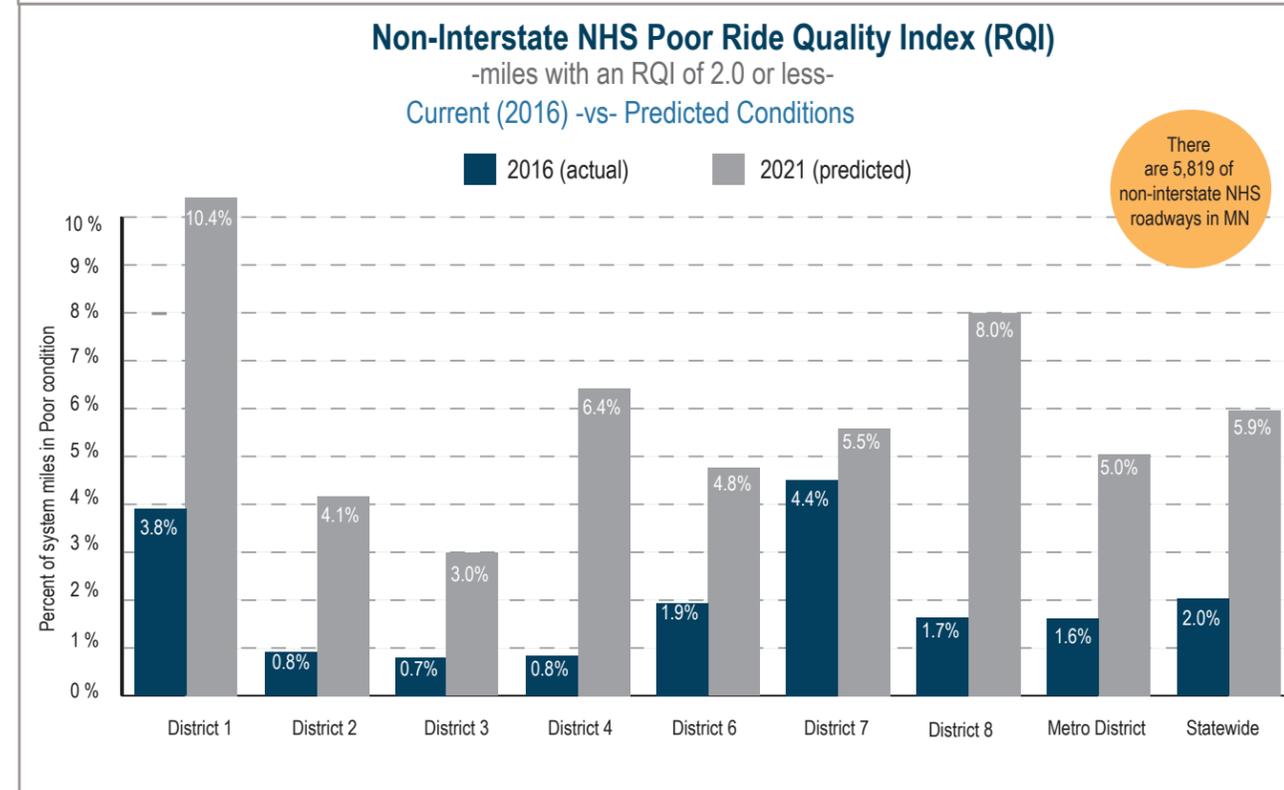
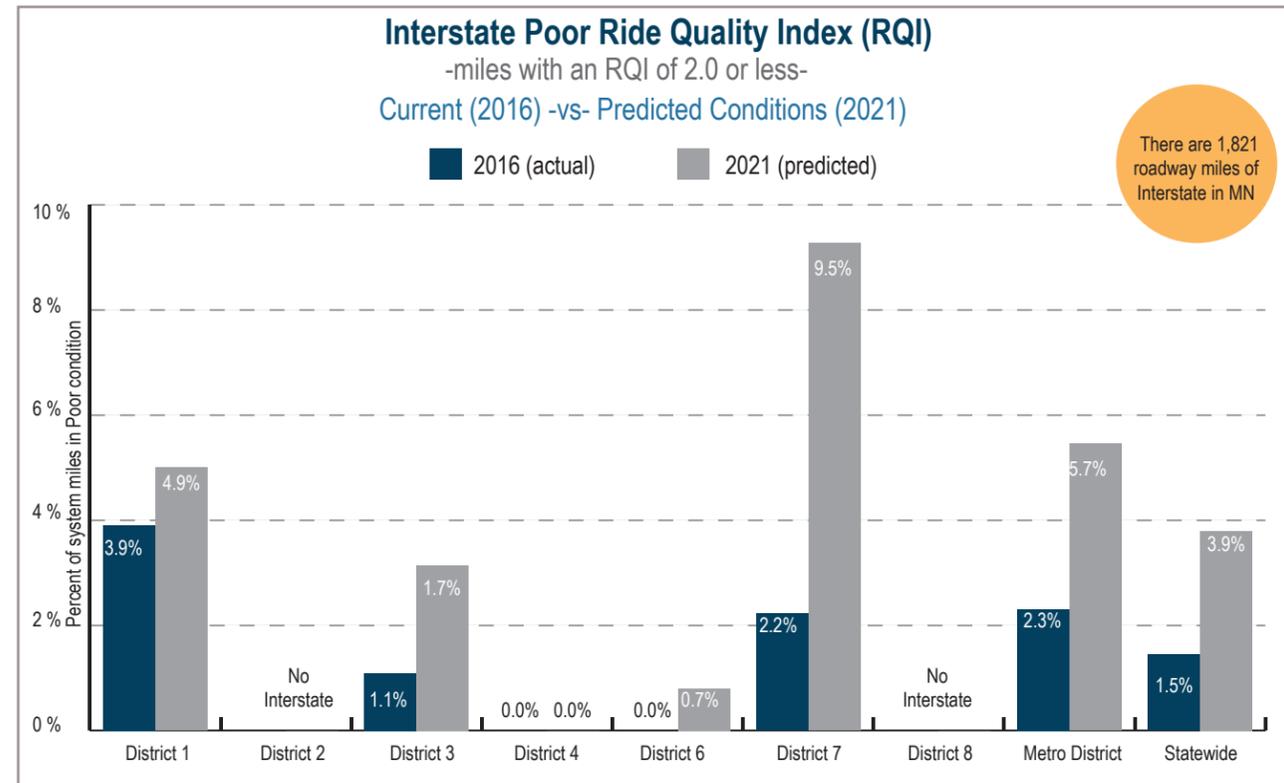
Source: MN Department of Public Safety

	Result 2016	MnSHIP Target	Projected Result 2021	Projected Result 2027	10-year Trend												
Critical Connections																	
Twin Cities Mobility: % of metro freeway miles below 45	23.7%	Tracking Indicator	N/A	N/A	▼ Better ↔ Performance expected to continue at current levels												
<table border="1"> <thead> <tr> <th>Year</th> <th>% below 45</th> </tr> </thead> <tbody> <tr> <td>2012</td> <td>21.4</td> </tr> <tr> <td>2013</td> <td>19.9</td> </tr> <tr> <td>2014</td> <td>21.1</td> </tr> <tr> <td>2015</td> <td>23.4</td> </tr> <tr> <td>2016</td> <td>23.7</td> </tr> </tbody> </table>					Year	% below 45	2012	21.4	2013	19.9	2014	21.1	2015	23.4	2016	23.7	<p>Congestion is affected by economic conditions, population growth, fuel prices and other factors that increase travel demand. Freeway congestion increased in 2015 to its highest level in the past five years.</p>
Year	% below 45																
2012	21.4																
2013	19.9																
2014	21.1																
2015	23.4																
2016	23.7																
% of sidewalks miles in poor condition	46% (2013)	Tracking Indicator	N/A	N/A	▼ Better ↔ Performance expected to continue at current levels												
ADA: % of state highway intersections with accessible pedestrian signals	50%	100%	▲ 70-80%	▲ 70-80%	▲ Better ↗ Target expected to be achieved by 2037												
<table border="1"> <thead> <tr> <th>Year</th> <th>% with signals</th> </tr> </thead> <tbody> <tr> <td>2012</td> <td>28</td> </tr> <tr> <td>2013</td> <td>33</td> </tr> <tr> <td>2014</td> <td>36</td> </tr> <tr> <td>2015</td> <td>40</td> </tr> <tr> <td>2016</td> <td>50</td> </tr> </tbody> </table>					Year	% with signals	2012	28	2013	33	2014	36	2015	40	2016	50	<p>Accessible pedestrian infrastructure is typically addressed as part of highway reconstruction projects. As a result, the percentage of sidewalks in poor condition is likely to improve as mill and overlay projects still address ADA compliance. Accessible pedestrian signals (APS) will continue to be installed at state highway intersections as existing signals reach the end of their useful life. MnDOT anticipates achieving system-wide APS compliance by 2037.</p>
Year	% with signals																
2012	28																
2013	33																
2014	36																
2015	40																
2016	50																

● Meets or exceeds target ▲ Moderately below target ● Significantly below target

DISTRICT PERFORMANCE OUTCOMES

Figure 7: District Performance Outcomes



PROJECT HIGHLIGHTS BY YEAR

MnDOT will complete many important projects during the next ten years. The following projects are highlighted for their complexity and/or their advancement of the Minnesota GO Vision. The years listed refer to state fiscal year, which runs July 1 - June 30th. Multi-year projects are listed in their first year of construction.

2018

- US 14: Bridge/Interchange in New Ulm
- US 169: Pavement resurfacing from Belle Plaine to Jordan

2019

- I-35W: Project will build a managed lane (MnPASS) from Roseville to Blaine in the northern Twin Cities suburbs. This will be a 2 year project.
- US 12: Pavement urban reconstruction project from 4th street to MN 22 in Litchfield.
- I-94/I-494/I-694: System interchange improvements in Woodbury

2020

- I-35W: Project will replace the I-35W bridge over the Minnesota River in Bloomington. The project will last over three years.
- I-94: Unbonded concrete overlay from Clearwater to Monticello. Project will provide long lasting fix to I-94 pavement.
- I-35: Replace two bridges over the Snake River in District 1.

2021

- US 10: Reconstruction in Elk River from Joplin Street to Norfolk Avenue.
- I-94: Managed lane project between downtown Minneapolis and St. Paul. This will be a two year project.

2022

- US 75: Reclaim pavement and replace two bridges in Kittson County from Hallock to Canadian border.

- I-94 MnPASS, from Minneapolis to St. Paul

2023

- US 169: Replace 63rd Ave bridge over US 169 in Hennepin County.
- MN 210: Replace bridge over Mississippi River in Brainerd.
- I-94: Pavement project, from Woodbury to the MN/WI border

2024

- MN 23: Pavement reconstruction from the Pine-Carlton county line to St. Louis River bridge.

2025

- US 169: Pavement resurfacing from Winnebago to Amboy.

2026

- I-94: Overlay project from Monticello to St. Michael.
- MN 11: Pavement resurfacing in International Falls.

2027

- US 10: Pavement resurfacing from Cushing to Little Falls

COMPARISON TO MNSHIP

Each year the 10-Year Capital Highway Investment Plan compares planned and programmed investments to the guidance established in MnSHIP. **Figure 8** shows the comparison between the 10-Year CHIP investment and the investment in years 1-10 of MnSHIP (2018-2027). The investment mix for this ten year period is very similar to the investments identified in MnSHIP with only a few exceptions. These are:

- In the STIP, there are several investment categories including Bridge investment that are below their guidance numbers due to increased investment in Project Delivery. Bridge investment is also lower than guidance as several bridge projects still need to be identified in the outer years of the CHIP.
- Combining of bridge projects with pavement projects by districts has led to more efficient use of funds.
- Several districts choose to use their DRMP funds to fund more safety improvements than guidance recommends to manage district safety risks.
- Freight investment is underprogrammed in the STIP as projects are still being identified in years 2019-2021.
- Accessible Pedestrian Infrastructure is lower than guidance especially in year 5-10. This may be due to these projects not have been through the scoping process.
- Project Delivery costs are over guidance amounts due to several factors including purchase of right-of-way for Corridor of Commerce projects and additional right-of-way needs for ADA projects.
- Small Programs is a new category and this is the first time districts are being asked to report on their small program project costs. MnDOT will work to improve on reporting of these projects by the districts.

Figure 8: Investment Plan Investment Comparison

INVESTMENT CATEGORY	10-YEAR CHIP	2017 MNSHIP GUIDANCE	DIFFERENCE FROM MNSHIP	DIFFERENCE FROM MNSHIP
Pavement Condition	46.7%	44.9%	1.8%	-\$0.5 M
Bridge Condition	11.0%	13.5%	-2.5%	-\$268 M
Roadside Infrastructure Condition	7.4%	7.6%	-0.2%	-\$39 M
Jurisdictional Transfer	0.3%	0.3%	0.0%	\$0 M
Facilities	0.3%	0.3%	0.0%	\$0 M
Traveler Safety	4.1%	3.4%	0.7%	\$45 M
Greater MN Mobility	0.3%	0.3%	0.0%	\$0.75 M
Twin Cities Mobility	3.8%	2.5%	1.3%	\$102 M
Freight	1.9%	2.8%	-1.0%	-\$92 M
Bicycle Infrastructure	0.7%	0.7%	0.0%	-\$7 M
Accessible Pedestrian Infrastructure	1.8%	2.4%	-0.6%	-\$57 M
RCIPs	2.2%	2.1%	0.1%	\$2 M
Project Delivery	17.5%	15.2%	2.3%	\$154 M
Small Programs	2.0%	3.9%	-1.9%	-\$187 M
TOTAL (\$ IN MILLIONS)	8,829	9,178		-\$349 M

DISTRICT INVESTMENT COMPARISON

Figure 9 displays the investment percentages for each district over the ten year period. Each district has different needs and the mix of investment varies from district to district. MnDOT is committed to meeting performance outcomes on a statewide level but each district has the flexibility to prioritize its own projects, particularly on the non-NHS.

Remaining Risks (common across multiple Districts)

High

- Pavement condition on the state highway system continues to deteriorate. As the NHS pavements deteriorate, Districts feel that they have no choice but to spend their District Risk Management Program funds on the NHS. This decreases the amount of investment on the Non-NHS and could increase the rate of deterioration on that system.
- There is not enough funding for preventative maintenance to keep good pavements in good condition. Typically, MnDOT is investing in poor pavements to bring them into good condition.
- ADA improvement costs are increasing as MnDOT is working with more extensive ADA requirements and standards in order to reach compliance by 2037.

Medium

- There are several large bridge projects just over 10 years away from construction expected to consume 2-3 years of the statewide bridge funds. MnDOT may need to find other sources of funding to complete these budget busting bridges.
- Districts are unable to complete regional system expansion and mobility projects both in the Twin Cities and Greater Minnesota.
- The current investment direction does not adequately fund multimodal improvements including bike, pedestrian, freight and complete streets projects that are high priorities for local communities.

Low

- Emphasis on pavement performance leads to focus on rural miles, which are cheaper to repair than urban miles. This makes it more difficult for the Districts to fund urban reconstructions due to the cost of these projects.

Figure 9: District Investment Comparison

INVESTMENT CATEGORY	1	2	3	4	6	7	8	METRO	CO	TOTAL (\$ IN MILLIONS)
Pavement Condition	51%	49%	59%	57%	51%	49%	52%	46%	0%	4,120
Bridge Condition	15%	15%	8%	5%	18%	12%	11%	11%	0%	974
Roadside Infrastructure Condition	12%	10%	10%	10%	8%	9%	10%	5%	0%	657
Jurisdictional Transfer	0%	0%	0%	0%	0%	0%	0%	0%	5%	30
Facilities	0%	0%	0%	0%	0%	0%	0%	0%	4%	26
Traveler Safety	4%	6%	3%	5%	6%	4%	4%	3%	6%	360
Greater Minnesota Mobility	0%	0%	0%	0%	0%	0%	0%	0%	4%	26
Twin Cities Mobility	0%	0%	0%	0%	0%	0%	0%	11%	0%	336
Freight	0%	0%	0%	0%	0%	0%	0%	0%	28%	164
Bicycle Infrastructure	1%	1%	1%	1%	1%	0%	1%	1%	0%	58
Accessible Pedestrian Infrastructure	2%	3%	3%	2%	2%	2%	3%	1%	0%	161
RCIPs	1%	1%	1%	1%	1%	2%	3%	2%	10%	196
Project Support	14%	15%	15%	20%	13%	19%	15%	21%	15%	1548
Small Programs	0%	0%	0%	0%	0%	2%	0%	0%	27%	158
TOTAL (\$ IN MILLIONS)	959	488	978	537	822	877	444	3,139	584	8,829

CONTACT INFORMATION

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 651-366-3773