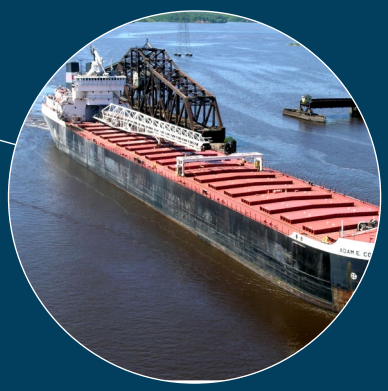
MinnesotaGO

A Collaborative Vision for Transportation

Statewide Freight System Plan



APPENDICES | MAY 2016

MINNESOTA DEPARTMENT OF TRANSPORTATION

TABLE OF CONTENTS

A. APPENDIX A: ADDITIONAL RESOURCES 1
Supporting Documents 1
Freight Project Lists 2
B. APPENDIX B: OUTREACH 44
Communications Plan 47
Evaluation of Efforts 57
Minnesota Statewide Freight Plan Open House Outreach Summary 62
MetroQuest Round 1 Overview 69
MetroQuest Round 2 Overview 91
C. APPENDIX C: ENVIRONMENTAL JUSTICE 106
Introduction 106
Demographic Overview of Minnesota's Population 107
Public Outreach Activities 120
How the Freight Plan Relates to Environmental Justice Populations 120
Conclusions 137
D. APPENDIX D: KEY DEFINITIONS 138
Acronyms 138

LIST OF TABLES

Table A.1 How MAP-21 National Freight Plan Requirements and U.S. DOT Recommendations are Addressed in this Freight Plan 1
Table A.2 Highway System Investment Project List 3
Table A.3 Rail System Investment Projects – Twin Cities Core 37
Table A.4 Rail System Investment Projects – Twin Cities to Albert Lea/Des Moines (I-35 Corridor) 39
Table A.5 Rail System Investment Projects – Twin Cities to Chicago (River Route) 39
Table A.6 Rail System Investment Projects – Twin Cities to Duluth 39
Table A.7 Rail System Investment Projects – Twin Cities to Fargo/Moorhead 40
Table A.8 Rail System Investment Projects – Twin Cities to Saint Cloud 41
Table A.9 Rail System Investment Projects – Twin Cities to Sioux Falls, South Dakota 42
Table A.10 Rail System Investment Projects – Additional Freight and Crossing Safety Improvements 42
Table B.1 Summary of Engagement Techniques 52
Table B.2 Statewide Freight System Plan Advisory Committee 59
Table B.3 Statewide Freight System Plan Technical Team 60
Table B.4 Statewide Freight System Plan Management Team 61
Table B.5 Comments from Open House and 30 Day Comment Period 63
Table B.6 Accountability, Transparency, and Communication Action Item Prioritization 64
Table B.7 Transportation in Context Action Item Prioritization 64
Table B.8 Critical Connections Action Item Prioritization 65
Table B.9 Asset Management Action Item Prioritization 66
Table B.10 Traveler Safety and System Security Action Item Prioritization 66
Table B.11 Freight Mode Rankings 71
Table B.12 Freight System Comments 71
Table B.13 Freight Priority Rankings 72
Table B.14 Number of Freight Needs by Category 72
Table B.15 Freight Priority Comments 77
Table B.16 Freight Needs Comments 78
Table B.17 Additional Comments 89
Table B.18 Transportation Topic Rankings 95
Table B.19 Rankings of Infrastructure Strategies and Actions 97
Table B.20 Rankings of Safety Strategies and Actions 98
Table B.21 Rankings of Economy Strategies and Actions 99
Table B.22 Rankings of Environment and Community Strategies and Actions 100
Table B.23 Rankings of Mobility Strategies and Actions 101
Table B.24 Average, Maximum, and Minimum Budget Allocations 104
Table C.1 Race and Ethnicity by MnDOT District 108

Table C.2 2014 HHS Poverty Guidelines (48 Contiguous States) 111
Table C.3 Low-Income Population by MnDOT District 111
Table C.4 Limited English Proficiency (LEP) Population by MnDOT District 113
Table C.5 Languages Spoken at Home and Ability to Speak English Statewide 114
Table C.6 Senior and Youth Population by MnDOT District 116
Table C.7 Zero-Vehicle Households by MnDOT District 116
Table C.8 Population within ¼-Mile of Minnesota Principal Freight Network 120
Table C.9 Population within ¼-Mile of NHS, Rail Corridors, and Rail Facilities on Minnesota Principal Freight Network 121
Table C.10 Population within ¼-Mile of Water Ports, Airports, and Pipeline Facilities on Minnesota Principal Freight Network 122

LIST OF FIGURES

Figure B.1 Communications Outreach Schedule 58
Figure B.2 Freight Needs from MetroQuest Survey* 74
Figure B.3 Zip Codes Provided by MetroQuest Survey Respondents 75
Figure B.4 Zip Codes Provided by Private Sector MetroQuest Survey Respondents 76
Figure B.5 Participants of Second Minnesota Statewide Freight Plan Metro Quest Survey by Zip Code 94
Figure B.6 Transportation Topic Input Screen 95
Figure B.7 Strategies and Actions Instruction Screen 96
Figure B.8 Create Budget Input Screen 102
Figure B.9 Average Budget Allocation by Category 103
Figure C.1 Non-White Population in Minnesota 109
Figure C.2 Hispanic or Latino Population in Minnesota 110
Figure C.3 Low-Income Populations in Minnesota 112
Figure C.4 Limited English Proficiency Populations in Minnesota 115
Figure C.5 Senior Population (Age 65 and Over) in Minnesota 117
Figure C.6 Youth Population (Age 17 and Younger) in Minnesota 118
Figure C.7 Zero-Vehicle Households in Minnesota 119
Figure C.8 Minnesota PFN Overlaid on Non-White Populations 123
Figure C.9 Minnesota PFN Overlaid on Hispanic or Latino Populations 124
Figure C.10 Minnesota PFN Overlaid on Low-Income Populations 125
Figure C.11 Minnesota PFN Overlaid on Limited English Proficiency Populations 126
Figure C.12 Minnesota PFN Overlaid on Senior Populations (Age 65 and Over) 127
Figure C.13 Minnesota PFN Overlaid on Youth Populations (Age 17 and Younger) 128
Figure C.14 Minnesota PFN Overlaid on Zero-Vehicle Households 129

A. APPENDIX A: ADDITIONAL RESOURCES

Supporting Documents

A number of additional resources were developed as part of this plan. Most of these resources are available in the form of technical memos that are available for download on the Minnesota 2016 Freight Plan website.[1] These items are as follows:

- Economic Context Technical Memo
- Freight System Assets and Use Technical Memo
- Institutional Structure Technical Memo
- Plan Synthesis Technical Memo
- Principal Freight Network Technical Memo
- Freight System Needs, Issues, and Opportunities Technical Memo
- Freight Performance Measures Technical Memo
- Strategies and Implementation Plan Technical Memo

This plan was developed under the provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21). Table A.1 highlights the MAP-21 required and U.S. Department of Transportation (U.S. DOT) recommended content and where it can be found in this Plan or the supporting documents described above.

Table A.1 How MAP-21 National Freight Plan Requirements and U.S. DOT Recommendations are Addressed in this Freight Plan

PLAN ELEMENT	MAP-21 REQ.	U.S. DOT REC.	FREIGHT PLAN CONTENT
Describe economic context (industries, supply chains)	-	✓	• Economic Context Technical Memo
Describe freight trends, needs, issues	✓	✓	• Freight System Needs, Issues, and Opportunities Technical Memo
Develop freight forecast	-	✓	• Freight System Assets and Use Technical Memo
Identify freight transportation assets	-	✓	• Freight System Assets and Use Technical Memo
Report on conditions and performance	-	✓	• Freight System Performance Measure Technical Memo • Freight System Needs, Issues, and Opportunities Technical Memo

[1] http://www.dot.state.mn.us/planning/freightplan/index.html

PLAN ELEMENT	MAP-21 REQ.	U.S. DOT REC.	FREIGHT PLAN CONTENT
Identify strengths and weaknesses	-	✓	• Freight System Needs, Issues, and Opportunities Technical Memo
Inventory bottlenecks and develop freight improvement strategies. These strategies will: • Consider innovative technologies and operational strategies, including ITS • Describe improvements that reduce or impede the deterioration of roads due to heavy vehicles	✓	✓	• Freight System Needs, Issues, and Opportunities Technical Memo • Implementation Plan Technical Memo
Describe freight policies, strategies, performance measures	✓	✓	• Freight System Performance Measure Technical Memo • Implementation Plan Technical Memo
Develop freight investment decision-making process	-	✓	• Implementation Plan Technical Memo
Develop implementation plan, including funding and revenue sources	-	✓	• Implementation Plan Technical Memo
Describe how Minnesota supports national freight goals	✓	✓	• The 2016 Minnesota Statewide Freight System Plan has developed goals similar to the national freight goals in order to show support

Freight Project Lists

Freight-related highway and rail projects were identified as part of this Plan. The lists of identified projects are provided below. Highway projects were sourced from the 2014 Minnesota Statewide Transportation Improvement Program (STIP). Rail projects were sourced from the 2016 State Rail Plan. For more details about freight projects, refer to the Strategies and Implementation Technical Memo.

HIGHWAY PROJECTS

Table A.2 Highway System Investment Project List

Project Number	Description	District	Project Category	Year	STIP Total
0980-143	I 35, IN CLOQUET FROM 0.449 MI NORTH OF TH 33 TO 1.25 MI SOUTH OF BOUNDARY AVE IN PROCTOR, CABLE MEDIAN BARRIER INSTALLATION	1	Safety	2015	$1,246,622
0980-148AC	**AC** I 35, 1 MI N JCT TH 27 TO ST LOUIS RIVER, SCANLON, PAINT BR #S 09807, 09808, 09837, 09838, DECK OVERLAY BR #S 09819, 09832 (AC PAYBACK 1 OF 1)	1	Bridge	2015	$1,500,000
6982-290AC4	**AC**I 35, BOUNDARY AVE TO 26TH AVE E, PAVEMENT REPL & REPAIRS, BR REPL BR #S 69831, 69832, 69880 & REPAIRS BR #S 69851, 69852, 69879 + SPOT REPAIRS AT 21ST AVE W INTERCHANGE, REMOVE BR #S 69835 & 69828 NEAR 27TH AVE W, SAFETY IMPROVEMENTS (AC PAYBACK 4 of 4)	1	Bridge	2015	$2,454,611
6982-313	I 35, IN DULUTH, DRAINAGE IMPROVEMENTS/REPAIRS, BRIDGE COLUMN REPAIR & BRIDGE PAINTING	1	Bridge	2015	$680,000
6982-314	I-35, IN DULUTH, URGENT BOX CULVERT REPAIR AT KINGSBURY CREEK BR# 3633	1	Bridge	2015	$500,000
6982-315	I-35, IN DULUTH, URGENT BOX CULVERT REPAIR AT CHESTER CREEK BR#96911	1	Bridge	2015	$150,000
6982-69887F	I-35, IN DULUTH, 0.3MI N. OF GARFIELD AVE & AT JCT 1-535 & I-35, EMERGENCY WORK ON BRIDGE/REPAIR PILE FOR BR. # 69887 & 69881	1	Bridge	2015	$320,000
1602-48	**FMP** MN 61, 5.9 MI SO. GUNFLINT TR CSAH-12 AT CUT FACE CREEK, REPLACE CULVERT WITH SINGLE SPAN BRIDGE# 16005 ($2.0M CHAP 152)	1	Bridge	2015	$2,500,000
6925-135	**PV40M** MN 61, IN DULUTH, FROM 0.04 MILE N OF THE E END BR# 5772 (LESTER RIVER) TO 0.22 MILES N OF SUPERIOR S, MILL AND OVERLAY	1	Pavement	2015	$680,000
3608-48	**PV40M**ADA5M** ADA**US 53, IN I-FALLS , FROM JCT CRESCENT DR TO JCT 4TH ST & MN 11 FR. 3RD AVE W.TO E. SHORE DOVE ISLAND ,MILL & INLAY, ADA, SIGNAL	1	Pavement	2015	$6,720,000
3608-49	**MN239**PV40M** TH 53 FR. 0.40 MI. SO KINMOUNT CREEK TO JCT CRESCENT DR. IN INTERNATIONAL FALLS. MILL & OVERLAY, TURN LANE CONSTRUCTION, REPLACE BOX CULVERT # 8207 WITH BR # 69X16, BRIDGE DECK OVERLAY #36003, SLOPE REPAIR	1	RCIP	2015	$13,400,000
6918-83	**Chap152**US 53, UNITED TACONITE OPERATIONS RELOCATION, DRILLED TEST SHAFTS	1	Pavement	2015	$4,500,000

Project Number	Description	District	Project Category	Year	STIP Total
6922-55	**RI20M** US 53, AT THE ORR WAYSIDE REST, HISTORIC WALL REPAIRS	1	Roadside Infrastructure	2015	$33,555
3115-71	**PV40M** US 16, 9 IN GRAND RAPIDS FROM WOODLAND PARK RD TO 13TH ST. & IN COLERIANE FROM, JCT CURLEY AVE TO ELIZABETH AVE MILL & OVERLAY & REPAIR BR #31003	1	Pavement	2015	$2,800,000
5880-186	I 35, OVER THE BNSF RR, 2 MI SO JCT TH 48, NB REPLACE BR # 9784, SB REPLACE BR #9783	1	Bridge	2016	$6,400,000
6980-59	**PV40M** I 535, IN DULUTH, FROM JCT BLATNIK BRIDGE TO JCT I 35, CPR WORK (TIED TO 6933-92, 6926-52)	1	Pavement	2016	$400,000
1603-48	MN 61, OVER DEVIL TRACK RIVER, 4.0 MI NE OF GUNFLINT TRAIL, REPLACE BR# 8910	1	Bridge	2016	$1,304,000
6926-52	MN 61, NB FROM HOMESTEAD RD TO SOUTH END BR# 9341 AT KNIFE RIVER, CPR WORK . (TIED TO 6933-92 & 6980-59)	1	Pavement	2016	$200,000
3116-142	**COC**AB**MN169, FROM 0.66 MI. SW OF CSAH 15 TO 0.30 MI. EAST OF SCENIC 7, RECONSTRUCTION FROM 2 LANES TO 4 LANES (CHAP 117)	1	IRC	2016	$8,300,000
6933-92	MN 194, IN DULUTH, FROM MESABA AVE CROSSING TO JCT I-35, CPR AND REPAIR BR # 69839 AND BR #69840 (TIED 6980-59, 6926-52)	1	Bridge	2016	$3,000,000
6915-133	**ADA** US 53, IN DULUTH, FROM 0.422 MI N JCT ANDERSON RD TO E JCT TH 194 EB, MILL AND OVERLAY	1	Pavement	2016	$1,260,000
6918-80	**AB**Chap 152**AC** US 53 BETWEEN EVELETH AND VIRGINIA, RELOCATE US 53 AWAY FROM UNITED TACONITE OPERATIONS (AC PROJECT, PAYBACK 2017)	1	Pavement	2016	$28,000,000
6918-81	US 53, IN EVELETH AND VIRGINIA, FROM N JCT TH 37 TO 0.04 MI N JCT VERMILLION DR, PAVEMENT RESURFACING	1	Roadside Infrastructure	2016	$1,600,000
6918-84	**CGMC**Chap 152** US 53 BETWEEN EVELETH AND VIRGINIA, CMGC FOR RELOCATING US 53 AWAY FROM UNITED TACONITE OPERATIONS	1	Bridge	2016	$1,000,000
6922-54	**ELLA**MN239** TH 53 IMPROVEMENTS VARIOUS LOCATIONS. FR. 0.27 MI. S. JCT CR 540 TO JCT CR 517. TURN LANE & BYPASS CONSTRUCTION, CULVERT REPAIR	1	RCIP	2016	$2,000,000
0980-150	I-35, OVER CSAH 61, 3.5 MI S OF JCT TH 210, REPAIR AND RE-DECK BRIDGE # 09824	1	Bridge	2017	$2,000,000
5880-180	**AC** I 35, FROM 0.9 MILES NORTH OF PINE CO CSAH 33 TO 1.8 MILES SOUTH OF CARLTON CO LINE, WHITE TOPPING (AC PROJECT, PAYBACK IN 2018)	1	Roadside Infrastructure	2017	$5,000,000
3806-70	**ELLA** **HB** MN 61, OVER THE BEAVER RIVER, REHABILITATE BR#9395	1	Bridge	2017	$3,000,000

Project Number	Description	District	Project Category	Year	STIP Total
0119-26M	MN 210, OVER SISSABAGAMAH RIVER, REPLACE BR# 6296 (DESIGNED BY DISTRICT 3 SP 0109-26 AND FUNDED BY ATP 1 UNDER 0119-26M)	2	Bridge	2017	$1,000,000
6916-104	US 53, IN DULUTH, S OF HAINES RD TO S OF MIDWAY RD, MILL & OVERLAY	1	Pavement	2017	$3,800,000
6917-141	US 53, SB ONLY, 0.1 MI. S. OF WHITEFACE RIVER TO AUGUSTA LAKE RD (UT RD. 3231) MILL & OVERLAY	1	Pavement	2017	$4,100,000
6917-142	US 53, NB, SOUTH OF JCT TH 37, LYON SPRING AREA, PAVEMENT RESURFACING	1	Pavement	2017	$6,500,000
6918-80AC1	**AB**Chap 152**AC** US 53 BETWEEN EVELETH AND VIRGINIA, RELOCATE US 53 AWAY FROM UNITED TACONITE OPERATIONS (AC PAYBACK 1 OF 1)	1	Pavement	2017	$20,000,000
6934-117L	US 169, IN HIBBING AT TH 37, ROUNDABOUT (TIED TO 6934-116, 6947-50)	1	Safety	2017	$333,333
6934-116	US 169, IN HIBBING, FROM S JCT TH 73 TO N JCT TH 73 AND FROM N JCT 73 TO 0.26 MI E CSAH 5 (TIED TO SP 6934-117, 6947-50)	1	Pavement	2017	$5,000,000
6934-117	US 169, IN HIBBING AT TH 37, ROUNDABOUT (TIED TO 6934-116, 6947-50)	1	Safety	2017	$1,000,000
6935-89	US 169, IN VIRGINIA, FROM .07 MI W CR-109 TO JCT 53 (HOOVER RD), OVERLAY, REPAIR BRIDGE #69034 & #69035	1	Bridge	2017	$3,600,000
5880-180AC1	**AC** I 35, FROM 0.9 MILES NORTH OF PINE CO CSAH 33 TO 1.8 MILES SOUTH OF CARLTON CO LINE. WHITE TOPPING (AC PAYBACK 1 OF 1)	1	Roadside Infrastructure	2018	$8,000,000
3605-41	MN 11, FROM W. JCT TH 71 TO 0.3 MI W. JCT CSAH 332, MILL& OVERLAY	1	Pavement	2018	$2,100,000
3805-79L	MN 61, FROM 5TH ST IN TWO HARBORS TO .7MI N SILVER CRK TUNNEL, MILL & OVERLAY, REBUILD SIGNAL SYSTEMS (ASSOC. 3805-79)	1	Safety	2018	$400,000
3805-79	MN 61, FROM 5TH ST IN TWO HARBORS TO .7MI N SILVER CRK TUNNEL, MILL & OVERLAY, REBUILD SIGNAL SYSTEMS	1	Pavement	2018	$3,000,000
3808-36	MN 61, FROM 0.15 MI S LAFAYETTE BLUFF TUNNEL TO 3.2 MI N TH 1, (VARIOUS LOCATIONS) MILL AND OVERLAY	1	Pavement	2018	$3,300,000
6928-28	MN 73, VARIOUS LOCATION, MILL & OVERLAY	1	Pavement	2018	$8,470,000
6937-(69101A)	US 2, WB OFF RAMP OVER I-35 RAMP AT JCT OF US 2 & I-35 & EB RAMP OVER I-35, AT EAST JCT I-35 & US 2, SUPER STRUCTURE/BEAMS & PIER CAP WORK ON BRIDGE 69101 & 69102	1	Bridge	2018	$479,650
6917-144	US 53, AT TH 37, REPLACE BRIDGE #9530	1	Bridge	2018	$3,000,000

Project Number	Description	District	Project Category	Year	STIP Total
6917-145	US 53, AT THE CN RR BRIDGE, CLEARANCE FOR BR# 9481 & AT TRAIL, CLEARANCE FOR BR# 9482	1	Bridge	2018	$959,299
6803-40	MN 11 AND LAKE ST INTERSECTION AREA IN WARROAD, SIGNAL REPLACEMENT	2	Safety	2015	$270,000
4503-14	**RI20M**AB** MN 32, FROM N LIMITS OF THIEF RIVER FALLS TO MIDDLE RIVER, BITUMINOUS RECLAIM & OVERLAY AND REPLACE 4 BRIDGES & APPROACHES	2	Pavement	2015	$10,400,000
2902-42	**COC** MN 34, FROM DETROIT LAKES TO NEVIS, CONSTRUCT PASSING LANES (CHAP 117) (DESIGNED BY DIST 4, FUNDED BY DIST 2 & DIST 4, DIST 4 $7,662,600 UNDER SP 0303-64, DIST 2 $1,247,400, ASSOCIATED WITH 0303-64)	2	IRC	2015	$1,247,400
1120-55	MN 371, FROM WALKER TO JUST SOUTH OF RAILROAD CROSSING S OF CASS LAKE, MILL & OVERLAY, (DESIGNED BY DIST 2, FUNDED BY ATP 3 UNDER SP 1120-55M, $5,300,000) (TIED TO 1120-55M)	2	Pavement	2015	$0
1102-62	**COC** US 2, BETWEEN CASS LAKE AND DEER RIVER, (FROM PIKE BAY LOOP TO E CASS CO LINE), CONSTRUCT PASSING LANES AND TURN LANES (CHAP 117)	2	IRC	2015	$10,500,000
6004-23	**ELLA** WB LANES – FROM 0.5MI W OF THE WEST ERSKINE CITY LIMITS TO 0.1 MI W OF JCT MN 32, CONCRETE PAVEMENT REHAB, TURN LANES, & REPLACE CULVERTS	2	Pavement	2015	$7,644,216
6005-61	**PV40M** US 2, EBL - FROM 0.4 MI E OF FOSSTON TO 3.4 MI E OF FOSSTON, BITUMINOUS RECLAIM AND OVERLAY	2	Pavement	2015	$2,300,000
6018-02PE	US 2, IN EAST GRAND FORKS, REDECK BR 9090, KENNEDY BR, OVER THE RED RIVER OF THE NORTH, PRE-LETTING CONSULTANT ENGINEERING, (MN LEAD) (CHAP 152)	2	Bridge	2015	$1,980,000
8822-164	US 2, FROM CASS LAKE TO DEER RIVER & ON MN 34 FROM AKELEY TO WALKER, AND FROM PARK RAPIDS TO OSAGE, INSTALL CENTERLINE RUMBLE STRIPS & WET REFLECTIVE STRIPING (FY 2015 HSIP)	2	Safety	2015	$375,000
6303-38	US 59, 5.0 MI S OF PLUMMER, REPLACE OLD BR 5819 WITH BOX CULVERT 63X01 OVER LOST RIVER & APPROACHES	2	Bridge	2015	$1,100,000
3901-41	MN 11, FROM 7.6 MI W OF MN 172, (W OF BAUDETTE), TO E MN 72 IN BAUDETTE, BITUMINOUS MILL AND OVERLAY	2	Pavement	2016	$5,800,000
6802-27	**ELLA** MN 11, FROM ROSEAU CSAH 15 TO E MN 89 IN ROSEAU, BITUMINOUS RECLAIM AND OVERLAY & EXTEND ONE END OF BR 68X06	2	Pavement	2016	$2,600,000
3905-09PE	MN 72, MN/CANADA BORDER IN BAUDETTE, REPLACE OLD BR 9412, BAUDETTE BR, OVER THE RAINY RIVER, PRE-LETTING CONSULTANT ENGINEERING (CHAP 152)	2	Bridge	2016	$3,000,000

Project Number	Description	District	Project Category	Year	STIP Total
0406-59	**ELLA** US 2 & MN 89, W OF BEMIDJI, RECONSRUCT INTERSECTION AND ADD NEW BR 04030	2	Pavement	2016	$5,000,000
6018-02	**AC** US 2, IN EAST GRAND FORKS, REDECK BR 9090, KENNEDY BR, OVER THE RED RIVER OF THE NORTH, (MN LEAD) (CHAP 152) (TOTAL $18.0M, MN SHARE $9.0M, ND SHARE $9.0M) (AC PROJECT, PAYBACK IN FY 2018)	2	Bridge	2016	$10,800,000
6018-02CE	US 2, IN EAST GRAND FORKS, REDECK BR 9090, KENNEDY BR, OVER THE RED RIVER OF THE NORTH, CONSTRUCTION CONSULTANT ENGINEERING, (MN LEAD) (CHAP 152)	2	Bridge	2016	$1,800,000
6015-07PE	US 2B, IN EAST GRAND FORKS, REHAB/REPL BR #4700, SORLIE BR, OVER THE RED RIVER OF THE NORTH, PRE-LETTING CONSULTANT ENGINEERING, (ND LEAD) (CHAP 152)	2	Bridge	2016	$3,125,000
5705-59	US 59, IN THIEF RIVER FALLS, REALIGN GREENWOOD ST FROM HANSON DR TO US 59 & BITUMINOUS MILL & OVERLAYS ON ATLANTIC AVE, DAVIS AVE, & OAKLAND PARK RD (TIED WITH 170-115-017)	2	Pavement	2016	$125,000
5702-44	MN 1, FROM N JCT MN 32 TO CSAH 18/150 AVE NE & ON US 59, FROM 1ST ST TO ATLANTIC AVE IN THIEF RIVER FALLS, RECONSTRUCT URBAN STREET	2	Pavement	2017	$3,600,000
0416-51	MN 197, IN BEMIDJI, NB & SB FROM 7TH ST SW TO 3RD ST NW, MILL AND OVERLAY & PED RAMPS	2	Pavement	2017	$1,800,000
0406-60	US 2, BEMIDJI BYPASS, EB & WB LANES, LOW SLUMP OVERLAYS TO BRIDGES 04005, 04006, 04007, 04008, 04009, 04010 AND LOWER GRADE UNDER BR 04019	2	Bridge	2017	$3,300,000
3102-46	**COCII** US 2, IN DEER RIVER, FROM 2ND ST NW TO E LIMITS OF DEER RIVER, URBAN RECONDITIONING	2	IRC	2017	$1,210,000
3502-19	IN KARLSTAD, MN 11, FROM W LIMITS OF KARLSTAD TO RAILROAD CROSSING & ON US 59, FROM KITTSON CSAH 9 TO HARRISON AVE, MILL & OVERLAY & PED RAMPS	2	Pavement	2018	$1,066,000
3905-09	**AC** MN 72, IN BAUDETTE, REPLACE OLD BR 9412 OVER THE RAINY RIVER AND APPROACHES (CHAP 152) (AC PROJECT, PAYBACK IN FY 2019)	2	Bridge	2018	$6,100,000
3905-09CE	MN 72, IN BAUDETTE, REPLACE OLD BR 9412, OVER THE RAINY RIVER, CONSTRUCTION CONSULTANT ENGINEERING (CHAP 152)	2	Bridge	2018	$1,500,000
6018-02AC	**AC** US 2, IN EAST GRAND FORKS, REDECK BR 9090, KENNEDY BR, OVER THE RED RIVER OF THE NORTH, (MN LEAD) (CHAP 152) AC PAYBACK 1 OF 1	2	Bridge	2018	$7,200,000

Project Number	Description	District	Project Category	Year	STIP Total
6015-07	**AC** US 2B, MN/ND BORDER IN EAST GRAND FORKS, REHAB/REPL BR 4700, SORLIE BR, (CHAP 152) (ND LEAD) (AC PROJECT, PAYBACK IN FY 2019)	2	Bridge	2018	$11,675,000
6008-15M	US 59, THE JCT MN 200 TO 0.7 MI S OF WINGER, MILL & OVERLAY, (DESIGNED BY DIST 4, FUNDED BY ATP 2 & APT 4, ATP 2 $560,000, ATP 4 SP 4404-13, $4,142,547)	2	Pavement	2018	$560,000
2904-15	US 71, FROM S OF HUBBARD CSAH 15 TO 8TH ST IN PARK RAPIDS & ON HUBBARD CSAH 15 FROM 500' W TO 500' E OF US 71, S OF PARK RAPIDS, INTERSECTION RECONSTRUCTION	2	Pavement	2018	$1,600,000
7380-247	SE END OF BRIDGE# 73865 (WB) AND BRIDGE# 73866 (EB) OVER SAUK RIVER TO NW END OF BRIDGE #73853 (WB) AND BRIDGE# 73854 (EB) OVER STEARNS CO CSAH 75, MILL AND OVERLAY	3	Pavement	2015	$2,999,470
8680-160	I 94, REPAIR RAILING, APPROACH PANEL, MILL AND OVERLAY, BRIDGE #86810 UNDER WRIGHT CO CR 111, 7 MI W OF JCT MN 25	3	Bridge	2015	$409,500
8680-167	I 94, FROM WRIGHT COUNTY CSAH 75 AT MONTICELLO TO MN 241, MILL AND OVERLAY EB ONLY, AND US 10, FROM 1.2 MI E OF MN 23 IN ST CLOUD TO 0.2 MI W OF MN 24, MILL AND OVERLAY EB ONLY	3	Pavement	2015	$6,000,000
7302-22	**PV40M** MN 15, FROM KINGSTON RD AT MEEKER/STEARNS CO LINE TO LINDEN AVE E IN KIMBALL, MILL AND OVERLAY	3	Pavement	2015	$838,041
7305-117	RURAL INTERSECTION WARNING SYSTEM AT STEARNS CR 158 COLD SPRING GRANITE	3	RCIP	2015	$145,000
8605-50	**PV40M** MN 25, .5 MI S OF WRIGHT CO CR 106 TO .4 MI S OF SCHOOL BLVD IN MONTICELLO, RECONSTRUCTION, INSTALL TRAFFIC SIGNAL AT WRIGHT CO CR 106 AND FROM .4 MI S OF SCHOOL BLVD TO JCT I 94, MILL AND OVERLAY	3	Pavement	2015	$6,625,000
3006-40	MN 95, LANDSCAPING AT BR# 30001 OVER RUM RIVER IN CAMBRIDGE	3	Roadside Infrastructure	2015	$30,000
1805-78	**SEC164** CONSTRUCT DUAL LEFT TURN LANES AT JCT TH 371 IN BAXTER	3	RCIP	2015	$850,000
4904-43	**ADA** 2015 ADA PROJECT; ON MN 27, FROM 13 ST NW TO BRIDGE #5907 OVER MISSISSIPPI RIVER IN LITTLE FALLS; AND ON MN 6, FROM MN 210 (MAIN ST) TO 4TH ST NW IN CROSBY	3	Roadside Infrastructure	2015	$350,000
1120-55M	WALKER TO JUST S OF THE RR CROSSING S OF CASS LAKE, MILL AND OVERLAY (DESIGNED BY DISTRICT 2, ATP-3 PORTION)	2	Pavement	2015	$4,900,000

Project Number	Description	District	Project Category	Year	STIP Total
0502-103	**PV40M**ELLA** ON TH 10, BENTON CSAH 4 TO 0.2 MI N OF ST. GERMAIN IN ST CLOUD (WBL & EBL), UNBONDED CONCRETE OVERLAY; AND ON TH 15, FROM TH 10 TO 1.0 MI SOUTH/BENTON CSAH 33, RECONSTRUCTION - let date 6/6/14	3	Pavement	2015	$18,978,435
0502-110	US 10, WB ONLY FROM .3 MI N OF 115 ST NW IN RICE TO CSAH 33, AND ON US, EB ONLY FROM .3 MI N OF 115 ST NW IN RICE TO CSAH 4, MILL AND OVERLAY	3	Pavement	2015	$2,300,000
7102-131	**SEC164** MEDIAN CABLE GUARDRAIL FROM CR 43 IN BIG LAKE TO WACO ST NW IN ELK RIVER	3	Roadside Infrastructure	2015	$950,000
8602-50	US 12, INSTALL CONTINUOUS T-SIGNAL SYSTEM AT JCT MN 25 E OF MONTROSE (HSIP PROJECT)	3	RCIP	2015	$1,400,000
4814-52	US 169, .2 MI S OF VINELAND RD IN VINELAND, REPLACE BR# 6657 WITH NEW BR# 48029 OVER RUM RIVER	3	Bridge	2015	$1,860,000
7380-239	**PV40M** I 94, FROM STEARNS CO CSAH 75 W OF ST. JOSEPH TO W END OF BR #73865 AND BR #73866 OVER SAUK RIVER, UNBONDED CONCRETE OVERLAY; AND ON I 94 FROM STEARNS CO CR 159 AT COLLEGEVILLE E TO STEARNS CO CSAH 75, MILL AND OVERLAY	3	Pavement	2016	$16,460,000
7321-51	**PV40M** MN 15, 0.1 MI N OF JCT TH 23 TO S END OF BRIDGE #05011 OVER MISSISSIPPI RIVER, MILL AND OVERLAY, INCLUDE CONSTRUCT DUAL SB LEFT TURN LANES AT 12TH ST N IN ST. CLOUD AND AT STEARNS CO CSAH 1 IN SARTELL	3	RCIP	2016	$2,223,000
7321-51S	**PV40M** MN 15, 0.1 MI N OF JCT TH 23 TO S END OF BRIDGE #05011 OVER MISSISSIPPI RIVER, MILL AND OVERLAY, INCLUDE CONSTRUCT DUAL SB LEFT TURN LANES AT 12TH ST N IN ST. CLOUD AND AT STEARNS CO CSAH 1 IN SARTELL (HSIP PROJECT)	3	RCIP	2016	$794,444
7108-23	**PoDI** **ELLA** **AC** MN 24, AT CLEARWATER, REPLACE BR# 6557 WITH NEW BR #71004 OVER MISSISSIPPI RIVER (AC PROJECT, PAYBACK IN 2017)	3	Bridge	2016	$15,000,000
8605-49	MN 25, 7TH ST TO CATLIN ST IN BUFFALO, RECONSTRUCTION, UPGRADE TRAFFIC SIGNAL	3	Pavement	2016	$5,000,000
4904-44	**ADA** ADA IPROJECT; FROM EAST END OF BR# 5907 TO 10TH STREET NE IN LITTLE FALLS	3	Roadside Infrastructure	2016	$250,000
8607-59	MN 55, AT WRIGHT CO CSAH 14 (EBL), CONSTRUCT LEFT TURN LANE AND DETACHED RIGHT TURN LANE (HSIP PROJECT)	3	RCIP	2016	$450,000

Project Number	Description	District	Project Category	Year	STIP Total
8823-294	US 10, SIGNAGE IMPROVEMENTS FROM RICE TO WADENA	3	Roadside Infrastructure	2016	$420,000
4903-69	BNSF RR, INSTALL GATES, FLASHING LIGHTS, CIRCUITRY AND CANTILEVERS, US 10, 2ND AVE, MOTLEY	3	RCIP	2016	$275,000
7318-38	**PV40M** US 71, FROM E JCT MN 55 IN BELGRADE TO I 94 IN SAUK CENTRE, MILL AND OVERLAY	3	Pavement	2016	$6,214,549
4812-84	US 169, FROM BR# 48033 OVER RUM RIVER TO .2 MI S OF WAGIDAAKI DR IN VINELAND, MILL AND OVERLAY	3	Pavement	2016	$4,117,000
4812-86	**PV40M**ELLA** US 169, FROM MILLE LACS CSAH 11/190TH ST N OF MILACA, TO RUM RIVER REST AREA (NB), RECONSTRUCTION, INCL. TURN LANE EXTENSIONS	3	Pavement	2016	$7,300,000
7106-83	US 169, AT JCT SHERBURNE CO CSAH 4 IN ZIMMERMAN, GEOMETRIC IMPROVEMENTS, CONSTRUCT SB ACCEL LANE, RESURFACING AND SIGNAL REPLACEMENT	3	Roadside Infrastructure	2016	$450,000
7108-23AC	**PoDI** **ELLA** **AC** MN 24, AT CLEARWATER, REPLACE BR# 6557 WITH NEW BR #71004 OVER MISSISSIPPI RIVER (AC PAYBACK 1 OF 1)	3	Bridge	2017	$9,000,000
7704-14	MN 27, FROM N JCT TH 71 TO 9TH ST NE IN LONG PRAIRIE, MILL AND OVERLAY, AND US 71, FROM N OF S LIMITS IN LONG PRAIRIE N TO S END OF LONG PRIARIE RIVER BRIDGE (BRIDGE #6852), MILL AND OVERLAY	3	Pavement	2017	$1,170,000
1810-92	**AC** MN 371, FROM 0.5 MI N OF CROW WING CO CSAH 18 IN NISSWA TO 0.5 MI N OF CROW WING CO CSAH 16 IN JENKINS, CONSTRUCT 4-LANE, INCLUDE CULLEN BROOK BRIDGE REPLACEMENT (AC PROJECT, PAYBACK INTO THE FUTURE)	3	Pavement	2017	$40,000,000
1814-06	MN 371B, FROM MN 210 (WASHINGTON ST) TO JOSEPH ST IN BRAINERD, RECONSTRUCTION, INCLUDING SIDEWALKS, CURB AND GUTTER	3	Pavement	2017	$7,500,000
7102-127	US 10, REPLACE BRIDGE #5955 OVER ELK RIVER (LAKE ORONO) IN ELK RIVER (CHAP 152)	3	Bridge	2017	$10,000,000
7709-16	US 71, FROM BERTHA TO WADENA/TODD CO LINE, MILL AND OVERLAY	3	Pavement	2017	$3,000,000
1804-5265A	US 169, .5 MI S OF JCT MN 18, PRESERVE BRIDGE #5265 OVER DRY STREAM	3	Bridge	2017	$1,000,000
7108-24	MN 24, FROM BR# 86807 OVER I 94 IN CLEARWATER TO US 10 IN CLEAR LAKE, MILL AND OVERLAY	3	Pavement	2018	$2,200,000
7701-39	MN 210, 0.5 MI E OF TODD CO CSAH 9, REPLACE BR# 5802 OVER MORAN BROOK	3	Bridge	2018	$1,800,000

Project Number	Description	District	Project Category	Year	STIP Total
8001-40	US 10, MILL AND OVERLAY, FROM END OF 4-LANE W OF WADENA E TO OINK JOINT ROAD; AND URBAN RECONSTRUCTION, FROM 0.1 MI W OF 3RD ST NW TO 0.1 MI E OF 2ND ST NE IN WADENA INCLUDING RR SIGNAL UPGRADE (DESIGNED BY D3, ATP 4 PORTION OF $825,985)	3	Pavement	2018	$8,800,000
1480-168	I-94 WEIGH STATION MODIFICATION	4	Roadside Infrastructure	2015	$477,885
1480-169	**SECTION 164** I-94, TH 336 TO BARNESVILLE AND 3 MI E OF ALEXANDRIA TO EAST DOUGLAS COUNTY LINE, INSTALL MEDIAN CABLE GUARDRAIL	4	Roadside Infrastructure	2015	$2,300,000
5680-130	DECK REPLACEMENT ON BRIDGE #56813 (WB) AND 56814 (EB) OVER CSAH 10	4	Bridge	2015	$1,357,887
8402-17	ON TH 9 FROM TH 27 IN HERMAN TO SOUTH STREET IN MORRIS, AND FROM TH 75 IN DORAN TO TH 55, ON TH 55 FROM S JCT OF CSAH 11 IN WENDELL TO TH 59, AND ON TH 28 FROM N JCT OF TH 9 IN MORRIS TO 500' W OF TH 59, GRADING , MILL AND OVERLAY INCLUDING CENTER LEFT TURN LANE ON TH 28 FROM 1300' W OF 540TH AVE TO 1300' EAST OF 540TH AVE	4	Pavement	2015	$8,682,997
7605-38M	**AB** KERKHOVEN TO PENNOCK - OVERLAY PROJECT (DESIGNED BY DISTRICT 8, FUNDED BY DIST 4 & DIST 8) DIST 8 SP 3403-66 $1,900,000, DIST 4 SP 7605-38M $1,548,600 (TIED TO 3403-66)	4	Pavement	2015	$1,548,600
2103-35AC	**AC** MCKAY AVE N OF ALEXANDRIA TO TH 210 - MILL AND BITUMINOUS SURFACING (AC PROJECT, PAYBACK 1 OF 1)	4	Pavement	2015	$3,000,000
0303-64	**COC** PASSING LANES ON TH 34 FROM DETROIT LAKES TO NEVIS (CHAP 117) (DESIGNED BY DIST 4, FUNDED BY ATP 4 & ATP 2, ATP 4 $7,662,600; ATP 2 SP 2902-42 $1,247,400)	4	IRC	2015	$7,662,600
1401-173	**CIMS** ADA5M**GEOMETRIC IMPROVEMENTS AT JCT. OF 11th ST. AND MAIN AVE/TH75 AND 11TH ST. FROM CENTER AVE TO MAIN AVE, M/O, RECONSTRUCT, AND SIGNAL WORK, ASSOCIATED S.A.P. 144-121-006 AND S.A.P. 144-136-014 (CIMS GRANT=$3,404,000, **ADA5M**=500,000)	4	RCIP	2015	$3,904,000
1407-25AC	**AC** TH 10 TO N CLAY CO LINE - GRADING, BITUMINOUS MILLING & SURFACING (AC PROJECT, PAYBACK 1 OF 1)	4	Pavement	2015	$2,200,000
1406-66	**AC** I-94/TH 75 INTERCHANGE MODIFICATION (AC PROJECT, PAYBACK IN 2017)	4	Pavement	2016	$5,234,212
8824-119	**ITS**I-94 TRAVEL MESSAGE SYSTEM FROM MORHEAD TO ALEXANDRIA	4	Roadside Infrastructure	2016	$675,000

Project Number	Description	District	Project Category	Year	STIP Total
2102-58	**AB****PoDI**ELLA**ALEXANDRIA 4-LANE EXPANSION FROM I-94 TO CSAH 28, INCLUDING REPLACING BRIDGE OLD BR 21814 WITH NEW BR 21828 & OLD BR 21813 WITH NEW BR 21827 & I-94 WITH INTERCHANGE MODIFICATION (CHAPTER 152 FUNDS)	4	Pavement	2016	$15,788,274
0303-65	**COCII**CONSTRUCT CENTER LEFT TURN LANE IN DETROIT LAKES FROM N JCT 59 TO HIGHLAND DRIVE	4	IRC	2016	$1,900,000
7506-17	JCT. 28 IN MORRIS TO NORTH STEVENS COUNTY LINE, CONCRETE OVERLAY	4	Pavement	2016	$4,582,930
0301-60AC	'**AC** US 10 FROM W. OF AIRPORT RD TO WEST OF US 59, & US 59 FROM US 10 TO 3130 FT. SOUTH OF US 10 - GRADING, UNBONDED CONCRETE OVERLAY, BITUMINOUS SURFACING, ADA IMPROVEMENTS, SIGNALS, LIGHTING & BRIDGE 03001 (TH 59 OVER HOLMES STREET) (TIED TO SP 117-010-006) (AC PROJECT, PAYBACK 1 OF 1)	4	Pavement	2016	$6,300,000
1406-66AC	**AC** I-94/TH 75 INTERCHANGE MODIFICATION (AC PROJECT, PAYBACK 1 OF 1)	4	Pavement	2017	$4,000,000
1481-9066B	BRIDGE PAINTING ON I-94 OVER THE RED RIVER (BRIDGE # 9066, 9067)	4	Bridge	2017	$3,000,000
7608-19	**ADA** IN BENSON ON MN 9, MN 12, AND 29, MILL AND OVERLAY, SIGNAL ENHANCEMENTS, ADA	4	Pavement	2017	$2,670,566
0301-63	REPLACE BRIDGE #03003 OVER CP RAILROAD, EB IN DETROIT LAKES	4	Bridge	2017	$3,103,000
1401-171	0.02 MI W OF FOUNDATION AVENUE TO .10 E OF 110TH STREET, REHABILITATION AND ACCESS MANAGEMENT IN GLYNDON ($2.0M CHAP 152)	4	Pavement	2017	$2,394,912
7605-89	JCT CSAH 25 (E OF BENSON) TO KERKHOVEN, MILL AND OVERLAY	4	Pavement	2017	$4,830,619
0304-34	INTERSECTION IMPROVEMENTS ON TH 59 AT CSAH 22, SOUTH OF DETROIT LAKES (TIED TO SP 003-622-034)	4	Pavement	2017	$2,051,304
0305-34	0.4 MILES S OF BUFFALO RIVER TO JCT TH 200, MILL AND OVERLAY	4	Pavement	2017	$7,356,980
7609-10	TH 119 TO JCT TH 12, MILL AND OVERLAY	4	Pavement	2017	$2,701,628
2180-104	**AC** ON I94, OVER LATOKA LAKE, REPLACE OLD BR#21805 WITH NEW BR#21829 AND REPLACE OLD BR#21806 WITH NEW BR#21830 (AC PROJECT, PAYBACK IN SFY 2019)	4	Bridge	2018	$1,909,942

Project Number	Description	District	Project Category	Year	STIP Total
5605-21M	US 10,MILL AND OVERLAY, FROM END 4-LANE W OF WADENA TO OINK JOINT ROAD: AND URBAN RECONSTRUCTION, FROM 0.1 MI W OF 3RD ST NW TO 0.1 MI E OF 2ND ST NE IN WADENA INCLUDING SIGNAL UPGRADE, DESIGNED BY DISTRICT 3, FUNDED BY ATP 3 AND ATP 4, ATP 3, 8.8M, ATP 4, $825,985	4	Pavement	2018	$825,985
7604-22	JCT. US 59 TO BENSON, MILL AND OVERLAY	4	Pavement	2018	$5,606,790
4404-13	FROM THE JCT MN200 TO 0.7 MI S OF WINGER, MILL & OVERLAY, (DESIGNED BY DIST 4, FUNDED BY ATP 4 & ATP 2, ATP 4 $4,142,547; ATP 2 SP 6008-15M $560,000)	4	Pavement	2018	$4,142,547
2480-104	**PV40M**AC**I 35 SB FROM 0.55 MI. S. CSAH 23 TO 0.53 MI. N. MN 30, UNBONDED CONCRETE OVERLAY (AC PROJECT, PAYBACK IN 2016)	6	Pavement	2015	$13,650,757
6680-112	**ITS** I 35 PHASE III - NORTH SEGMENT FROM RICE COUNTY CSAH 1 INTERCHANGE NORTH TO DAKOTA CR 70	6	Roadside Infrastructure	2015	$925,000
7480-113AC1	**AC** I 35 NB AND SB FROM 0.5 MI N OF S LIMITS OF OWATONNA (40.787) TO 0.25 MI N OF N JCT US 14 (42.856), RECONSTRUCT PAVEMENT AND NB AND SB FROM BRIDGE STREET TO N JCT US 14, OWATONNA, CONSTRUCT AUXILIARY LANE AND REPLACE BRIDGES 74815, 74816, 74817 AND 74818 (AC PAYBACK - 1 OF 2)	6	Pavement	2015	$10,000,000
5580-90	**PV40M** I 90, I 90, WB LANES FROM 1.3 MI W OF TH 42 TO 2.3 MI E OF TH 74, UNBONDED CONCRETE OVERLAY, CULVERT WORK, LIGHTING , RWIS AND BRIDGE 85817	6	Pavement	2015	$13,816,200
8580-149OV2	I 90 DRESBACH BRIDGE (CHAP 152) - 2015 COSTS FOR CONSTRUCTION OVERSIGHT	6	Bridge	2015	$2,221,000
8580-165AC	**AC** I 90 EB FROM 0.8 MI W MN 76 TO O.69 W OF CSAH 12 OVERPASS, UNBONDED CONCRETE OVERLAY (AC PAYBACK 1 OF 1)	6	Pavement	2015	$2,600,000
8580-168	I 90, AT DAKOTA, REPLACE INTERCHANGE LIGHTING SYSTEM	6	Safety	2015	$160,000
8503-46	**CMGC**AC** WORK PACKAGE #4 - REMAINDER OF BRIDGE 85851, GRADING, PAVING, DRAINAGE, RETAINING WALLS, SIGNING, LIGHTING AND STRIPING - WINONA (CHAP 152) (MAX FEDERAL PARTICIPATION OF $30.7M FOR BRIDGE 85851) (AC PROJECT, PAYBACK IN 2016)	6	Bridge	2015	$36,693,392
8503-5900G	**CMGC** WORK PACKAGE #3 - BRIDGE 85851 EARLY FOUNDATIONS FOR RIVER PIERS AND NORTH ABUTMENT AND BRIDGE 5900 SCOUR CONTERMEASURES IN WINONA (CHAP 152) (MAX FEDERAL PARTICIPATION OF $30.7M FOR BRIDGE 85851)	6	Bridge	2015	$16,000,000
8510-11	MN 43, INSTALL WEIGH IN MOTION FOR WINONA BRIDGE	6	Roadside Infrastructure	2015	$250,000

Project Number	Description	District	Project Category	Year	STIP Total
8826-167	**IDIQ** DISTRICT WIDE BRIDGE CRACK SEALING, VARIOUS BRIDGES ON MN 13, US 14, MN 16, I35, US 52, MN 65 and I90 - MINIMUM AMOUNT $300,000; MAXIMUM AMOUNT $700,000; EXPIRATION DATE 11/15/2016	6	Bridge	2015	$300,000
2001-36	US 14 FROM I 35 TO DODGE CENTER, MEDIUM BITUMINOUS MILL AND OVERLAY	6	Pavement	2015	$5,909,000
2001-38	**COCII** PURCHASE RIGHT OF WAY FOR EXPANSION BETWEEN DODGE CENTER AND OWATONNA	6	IRC	2015	$1,500,000
7401-41	**TH14TB** FROM 0.6 MI W OF OWATONNA CITY LIMITS TO W JCT I35 AND FROM E JCT I35 TO SIGNAL ON HOFFMAN STREET (STATE AVENUE), ROADWAY RECONSTRUCTION, CONCRETE PAVEMENT REHAB AND BITUMINOUS SHOULDER REPLACEMENT, TURNBACK OF OLD TH 14	6	Pavement	2015	$2,750,000
7402-30	**COC**ELLA** FROM TH 218 TO CR 180 IN STEELE COUNTY, TWO-LANE TO FOUR-LANE EXPANSION; GRADING, CONCRETE AND BITUMINOUS SURFACING, LIGHTING, SIGNING AND CULVERT IMPROVEMENTS (CHAP 117)	6	IRC	2015	$12,010,983
5508-121	**ITS** US 52 - EXTENSION OF FIBER OPTIC COMMUNICATION LINE NORTH FROM 75TH ST TO ELK RUN INTERCHANGE NORTH OF ORONOCO	6	Roadside Infrastructure	2015	$350,000
5508-122	US 52 AND US 14 IN ROCHESTER, REPLACE LIGHTING LUMINAIRES	6	Safety	2015	$407,000
2513-93	US 61 AT SEVASTOPOL ROAD AND WACOUTA ROAD - SOUTH OF RED WING, ADD LEFT TURN LANES AND REMOVE ACCESSES - TIED WITH SP 2514-120	6	Pavement	2015	$1,193,323
2514-120	**PV40M** US 61 NB AND SB FROM READY MIX ENTRANCE IN RED WING TO POTTER ST AND FROM OLD WEST MAIN ST TO MN 19, MEDIUM BITUMINOUS MILL AND OVERLAY - TIED WITH SP 2513-93	6	Pavement	2015	$4,397,800
2514-122	**CIMS**ADA5M**PV40M** US 61 IN RED WING FROM POTTER STREET TO OLD WEST MAIN STREET, RECONSTRUCTION, MEDIAN CONSTRUCTION AND PEDESTRIAN SAFETY IMPROVEMENT - MUNICIPAL AGREEMENT PROGRAM - F.Y. 2015 - $2.445M CIMS, $630,000 ADA5M AND $20,400 PV40M	6	RCIP	2015	$7,049,912
2313-22	US 63 FROM IOWA/MN SL TO E JCT MN 16, CONCRETE PAVEMENT REHABILITATION, CONCRETE PLANING AND BITUMINOUS SHOULDER REPLACEMENT	6	Pavement	2015	$2,620,740
5509-78	US 63 FROM CSAH 35 TO CR 120 (STEWARTVILLE), SHARED-USE PATH - MUNICIPAL AGREEMENTS PROGRAM	6	Pavement	2015	$50,000

Project Number	Description	District	Project Category	Year	STIP Total
5509-79	**PV40M** US 63 NB & SB FROM 0.1 MI. N. N. JCT. MN 30 TO 28TH ST SE (ROCHESTER), MEDIUM BITUMINOUS MILL AND OVERLAY	6	Pavement	2015	$4,765,088
5509-80	**TED14** TH 63, CSAH 16 & US 63 INTERCHANGE RECONSTRUCTION (BRIDGE 9407) AND AIRPORT ACCESS IMPROVEMENT PROJECT - $2.224 TED14 FUNDS	6	IRC	2015	$11,519,000
5509-82	US 63 NB AND SB FROM ROOT RIVER BRIDGE (STEWARTVILLE) TO 0.1 MI N OF N JCT MN 30, CONCRETE PAVEMENT REHABILITATION, PLANING AND BITUMINOUS SHOULDER REPLACEMENT	6	Pavement	2015	$1,150,000
2404-41	**ADA5M** US 65 NB AND SB FROM 0.5 MI. S. OF I 35 TO NEWTON AVE, MEDIUM BITUMINOUS OVERLAY & MILL & FILL, SIDEWALK REPLACEMENTS AND ADA RAMP WORK; EB AND WB ON TH 13 FROM 0.05 MI E OF EUCLID AVE TO US 65, MEDIUM BITUMINOUS OVERLAY, SIDEWALK REPLACEMENTS AND ADA RAMP WORK	6	Pavement	2015	$4,720,903
2480-104AC	**AC** I 35 SB FROM 0.66 MI. S. CSAH 23 TO 0.5 MI. N. MN 30, UNBONDED CONCRETE OVERLAY (AC PAYBACK 1 OF 1)	6	Pavement	2016	$4,050,000
7480-113AC2	**AC** I 35 NB AND SB FROM 0.5 MI N OF S LIMITS OF OWATONNA (40.787) TO 0.25 MI N OF N JCT US 14 (42.856), RECONSTRUCT PAVEMENT AND NB AND SB FROM BRIDGE STREET TO N JCT US 14, OWATONNA, CONSTRUCT AUXILIARY LANE AND REPLACE BRIDGES 74815, 74816, 74817 AND 74818 (AC PAYBACK - 2 OF 2)	6	Pavement	2016	$3,177,485
7480-124	I 35, STRAIGHT RIVER REST AREA REPLACEMENT	6	Roadside Infrastructure	2016	$4,500,000
5080-161	I 90, UNDER 11TH DRIVE NE, AUSTIN, REPLACE OR REHAB BRIDGE 9177 (NEW BRIDGE 50808) - HISTORIC BRIDGE STUDY	6	Bridge	2016	$1,468,500
8580-149OV3	DRESBACH BRIDGE (CHAP 152) - 2014 COSTS FOR CONSTRUCTION OVERSIGHT	6	Bridge	2016	$1,591,000
8503-46AC	**CMGC**AC** WORK PACKAGE #4 - REMAINDER OF BRIDGE 85851, GRADING, PAVING, DRAINAGE, RETAINING WALLS, SIGNING, LIGHTING AND STRIPING - WINONA (CHAP 152) (MAX FEDERAL PARTICIPATION OF $30.7M FOR BRIDGE 85851) (AC PAYBACK 1 of 1)	6	Bridge	2016	$13,331,608
8503-46C	**CMGC** WORK PACKAGE #5 - COMPLETE ROADWAY APPROACHES FOR BRIDGES 85851 AND 5900, REHABILITATION AND RECONSTRUCTION BRIDGE 5900 AND COMPLETE BRIDGE 85851 IN WINONA (CHAP 152) (AC PROJECT, AC PAYBACK 2017 & MANAGED INTO THE FUTURE)	6	Bridge	2016	$33,968,392
5007-32	**PV40M** MN 105, FROM N END BR 5971 TO JCT W RAMPS I 90, MEDIUM MILL AND OVERLAY	6	Pavement	2016	$1,100,000

Project Number	Description	District	Project Category	Year	STIP Total
2505-53	US 52, SB LANES FROM 0.4 MI. S. CSAH 11 TO 100' S MAIN ST. RAMP (PINE ISLAND) AND FROM S JCT MN 60 (S OF ZUMBROTA) TO 1.2 MI N CSAH 7, MEDIUM BITUMINOUS MILL AND OVERLAY	6	Pavement	2016	$2,500,000
8504-75	US 61 SB OVER TROUT CREEK, REPLACE BRIDGE 9065	6	Bridge	2016	$1,001,952
8505-39	US 61, GILMORE AVENUE, WINONA, RECONSTRUCT INTERSECTION AND INSTALL NEW SIGNAL	6	Pavement	2016	$2,000,000
8503-46CAC	**CMGC** WORK PACKAGE #5 - COMPLETE ROADWAY APPROACHES FOR BRIDGES 85851 AND 5900, REHABILITATION AND RECONSTRUCTION BRIDGE 5900 AND COMPLETE BRIDGE 85851 IN WINONA (CHAP 152) (AC PAYBACK 1 OF 1) - MANAGED INTO THE FUTURE FOR REMAINING PAYBACK	6	Bridge	2017	$14,000,000
2510-50	MN 58, OVER TH 52 IN ZUMBROTA, REPLACE BRIDGE 9661	6	Bridge	2017	$4,000,000
2506-75	US 52, NB LANES, ROCHESTER TO CANNON FALLS WITH EXCEPTIONS FROM R.P. 64.398 TO 66.632 AND R.P. 79.360 TO 82.206, MEDIUM BITUMINOUS OVERLAY	6	Pavement	2017	$10,400,000
5507-63	US 52 OVER US 63, REPLACE DECKS NB BRIDGE 55009 AND SB BRIDGE 55010	6	Bridge	2017	$4,244,173
2514-121	US 61 OVER HAY CREEK AND WITHERS HARBOR DRIVE, REPLACE BRIDGE 6483 AND OVER ABANDONED C&NW RR, PLUG BRIDGE 6482 - IN RED WING	6	Bridge	2017	$7,500,000
5509-81	**ITS** US 63 - EXTENSION OF ROCHESTER TMS FROM TH 52 TO I 90 INTERCHANGE	6	Roadside Infrastructure	2017	$350,000
6680-103	AT I 35/MN 21 INTERCHANGE IN FARIBAULT, IMPROVE RAMP GEOMETRICS	6	Pavement	2018	$550,000
8826-154	DISTRICTWIDE DECK REPAIR ON I 35 NB AT VARIOUS LOCATIONS	6	Bridge	2018	$960,000
7408-47	US 14 OVER UP RAIL REHAB BRIDGES 74001 AND 74002 AND OVER STRAIGHT RIVER REHAB BRIDGES 74003 AND 74004	6	Bridge	2018	$1,540,000
2506-77	US 52, SB LANES FROM 1.2 MI N CSAH 7 TO 2.2 MI S MN 19, MEDIUM BITUMINOUS MILL AND OVERLAY	6	Pavement	2018	$5,675,033
2506-79	**AC** US 52 OVER LITTLE CANNON RIVER, REPLACE BRS 9485 AND 9486 (AC PROJECT, PAYBACK IN 2019)	6	Bridge	2018	$2,937,552
8504-78	US 61, SB OVER CEDAR CREEK, REPLACE BRIDGE 9063	6	Bridge	2018	$1,881,522

Project Number	Description	District	Project Category	Year	STIP Total
2515-21	**AC** US 63, RED WING, REHAB OR REPLACE BRIDGE 9040 OVER MISSISSIPPI RIVER AND CP RAIL PLUS APPROACH WORK AND REHAB OR REPLACE BRIDGE 9103 (CHAP 152) - INCLUDES $14.53M SBPF AND $28.5M TH BONDS (AC PROJECT - PAYBACK IN 2019 AND 2020)	6	Bridge	2018	$87,205,300
3280-126	**PV40M**I 90, DESIGN BUILD, EB LANES FROM 0.74 MI E OF TH 86 TO 0.5 MI E OF TH 4 & WB LANES FROM CSAH 5 TO 0.5 MI E OF TH 4, MILL & CONCRETE OR BITUMINOUS OVERLAY, DRAINAGE REPAIRS, LIGHTING AND ADA	7	Pavement	2015	$36,300,000
0805-112AC	**AC** PV40M** MN 15, FROM BROWN COUNTY LINE TO 1.7 MI SOUTH OF NORTH JCT CSAH 24, MILL & OVERLAY (AC PAYBACK 1 OF 1)	7	Pavement	2015	$2,530,445
0704-88AC	**AC** MN 22, FROM TH 83 TO CSAH 26, SIGNAL REVISIONS AND ADA IMPROVEMENTS AT ALL INTERESECTIONS, CONSTRUCT ROUNDABOUTS AT THE JCT OF TH 22 WITH MADISON AVE/CSAH 17 AND WITH ADAMS ST & CPOR FROM ADAMS ST TO 0.48 MI N IN MANKATO (AC PAYBACK 1 OF 1)	7	Pavement	2015	$564,800
4012-36	MN 22, NEAR ST PETER WEST OF BR#40002, RAISE ROAD ELEVATION AND CONSTRUCT NEW BRIDGE 40005	7	Pavement	2015	$2,500,000
1703-70	**AC**AB** FROM EAST OF MOUNTAIN LAKE TO WEST OF BUTTERFIELD, RECONSTRUCT FROM 2 LANE TO 4 LANE, ALTERNATE BID, (AC PROJECT, PAYBACK IN 2016 AND 2017)	7	Pavement	2015	$6,900,000
8308-44AC2	**AC** MN 60, FROM CSAH 5 IN BUTTERFIELD TO 700TH AVE IN ST JAMES, CONSTRUCT 4 LANE ROADWAY AND NEW BRIDGE #83040 (AC PAYBACK 2 OF 2)	7	IRC	2015	$4,161,472
8827-175	**ELLA**ITS** MN 60, VARIOUS LOCATIONS, INSTALL DYNAMIC MESSAGE SIGNS	7	Safety	2015	$137,034
0702-116AC2	**AC** **LGA** CSAH 12 & TH 14 BRIDGE #07587 & RAMPS (LGA PAYBACK TO COUNTY 2 OF 3) TIED 007-612-011	7	Bridge	2015	$2,100,000
5203-102	US 14, LOOKOUT DRIVE AT TH 14, BRIDGE 52006 AND RAMP WORK (TIED 150-070-001 & 150-116-009)	7	Pavement	2015	$800,000
5203-102S	US 14, LOOKOUT DRIVE AT TH 14, WESTBOUND RAMP ROUNDABOUT (TIED 150-070-001 & 150-116-009)	7	Pavement	2015	$700,000
5203-104	**COC** US 14, FROM NICOLLET TO NORTH MANKATO, CONSTRUCT 4 LANE ROAD AND BYPASS AROUND NICOLLET AND NEW BR 52005 (CHAP 117)	7	IRC	2015	$34,000,000

Project Number	Description	District	Project Category	Year	STIP Total
8103-113	**TH14TB**US 14, FROM CO RD 60 TO W CITY LIMITS OF JANESVILLE, & E CITY LIMITS OF JANESVILLE TO THE W CITY LIMITS OF WASECA & E CITY LIMITS OF WASECA TO 0.6 MI W OF THE OWATONNA CITY LIMITS, UNBONDED CONCRETE OVERLAY, DESIGN BUILD	7	Pavement	2015	$10,900,000
8103-114	US 14, FROM THE W CITY LIMITS OF JANESVILLE TO THE E CITY LIMITS OF JANESVILLE, RECONSTRUCT	7	Pavement	2015	$5,750,000
3205-29	**CIMS** US 71, 0.3 MI S OF SPRINGFIELD PARKWAY TO 0.16 MI S OF INDUSTRIAL PARKWAY IN JACKSON, RECONSTRUCT, MILL & OVERLAY, HAWK SIGNAL, PED/BIKE TRAIL AND REPLACE BR 6741 WITH NEW BR 32011 (CIMS $1,260,000) (TRLF $244,000) (TIED 032-090-005)	7	RCIP	2015	$5,504,000
4013-54	**TED14** US 169, JCT WITH CSAH 28, NORTH OF LE SUEUR, ACCESS IMPROVEMENTS, ($2,072,571 IS TED14 FUNDS), ($405,526 IS STATE FUNDS)	7	Pavement	2015	$3,715,139
5209-66AC	**AC** US 169, ST PETER TO LE SUEUR, 1.8 MILES OF GRADE RAISE FOR FLOOD MITIGATION AND MILL AND OVERLAY SB LANES ONLY (AC PAYBACK 1 of 1)	7	Pavement	2015	$5,046,455
1703-70AC	**AC** MN 60, MOUNTAIN LAKE TO BUTTERFIELD, EXPANSION (AC PAYBACK 1 OF 1)	7	Pavement	2016	$7,600,000
0702-116AC3	**LGA** CSAH 12 & TH 14 BRIDGE #07587 & RAMPS (LGA PAYBACK TO COUNTY 3 OF 3) TIED 007-612-011	7	Bridge	2016	$2,225,962
8103-115	**TH14TB** US 14, FROM THE W CITY LIMITS OF WASECA TO THE E CITY LIMITS OF WASECA, RECONSTRUCT	7	Pavement	2016	$12,750,000
3205-32	**TED12** US 71, AT INDUSTRIAL PARKWAY AND TH 71, CONSTRUCT ROUNDABOUT,($1,800,000 TED), (TRLF $377,400)	7	Pavement	2016	$2,635,575
5211-59	**FMP** US 169, FROM TH 14 TO ST PETER, GRADE, SURFACE AND MEDIAN WORK, $8M ECONOMIC DEVELOPMENT ADMINISTRATION FUNDS (CHAP 152)	7	Pavement	2016	$14,000,000
5211-61	US 169, FROM TH 14 TO ST PETER, MILL AND CONCRETE OVERLAY	7	Pavement	2016	$11,300,000
4680-124	**ELLA** I 90, EAST OF FAIRMONT, BR#46821 & 46822 AND AT THE JCT OF TH 15, BR# 46833 & 46834, REHAB BRIDGES	7	Bridge	2017	$2,190,000
4680-126	I90, SHERBURN TO FAIRMONT WB LANES, MILL & OVERLAY	7	Pavement	2017	$7,400,000
5380-133	**ELLA** I90, RUSHMORE TO WORTHINGTON WB LANES, & FROM WORTHINGTON TO 3.7 MI E OF TH 264 EB LANES, MILL & OVERLAY	7	Pavement	2017	$11,700,000

Project Number	Description	District	Project Category	Year	STIP Total
6780-105	I 90, 0.3 MI E OF SOUTH DAKOTA STATE LINE BR#9685 & 9686, & 2.9 MI E OF JCT TH 23, BR#9689 & 9690, REHAB BRIDGES	7	Bridge	2017	$4,900,000
0805-113	MN 15, FROM 0.2 MI S OF TWP RD 46 TO TH 14/TH 15 (7TH NORTH SIGNAL) IN NEW ULM, MILL & OVERLAY	7	Pavement	2017	$7,180,000
4603-45	MN 15, FROM JOHNSON STREET TO 0.05 MI S OF GOEMANN RD IN FAIRMONT, MILL & OVERLAY AND ADA	7	Pavement	2017	$6,100,000
1703-69	**AC** MN 60, FROM WINDOM TO WEST OF MOUNTAIN LAKE, RECONSTRUCT FROM TWO LANE TO FOUR LANE DIVIDED HIGHWAY (AC PAYBACKS IN 2018, 2019)	7	Pavement	2017	$5,420,000
4008-25	RECONDITION INPLACE BRIDGE #4930 OVER THE MN RIVER IN ST. PETER	7	Bridge	2017	$4,900,000
0804-113	US 14, FROM 7TH AVE NE IN SLEEPY EYE TO THE WEST LIMITS OF NEW ULM, MILL & OVERLAY GRINDING	7	Pavement	2017	$4,300,000
5304-38	US 59, FROM N JCT TH 60 TO I90 IN WORTHINGTON, MILL & OVERLAY	7	Pavement	2017	$2,200,000
6780-107	I90, WB LANES, FROM THE BRIDGE OVER ROCK RIVER (67806) TO THE ROCK/NOBLES COUNTY LINE, MILL & OVERLAY	7	Pavement	2018	$2,500,000
1703-69AC1	**AC** MN 60, FROM WINDOM TO WEST OF MOUNTAIN LAKE, RECONSTRUCT FROM TWO LANE TO FOUR LANE DIVIDED HIGHWAY (AC PAYBACK 1 of 2)	7	Pavement	2018	$18,000,000
1703-73	MN60, FROM TH 62 TO 490TH AVE IN WINDOM, MILL & OVERLAY	7	Pavement	2018	$3,500,000
8309-49	MN 60, FROM CO RD 103 TO S JCT TH 15, WB LANES ONLY, CONCRETE PAVEMENT REHAB AND MILL & OVERLAY	7	Pavement	2018	$2,000,000
0803-38	US 14, FROM CO RD 5 IN SPRINGFIELD TO 7TH AVE NE IN SLEEPY EYE, MILL & OVERLAY, CONCRETE PAVEMENT REHAB & ADA	7	Pavement	2018	$10,530,000
0804-81	**AC** **Chap 152**US 14, DESIGN BUILD, OVER MN RIVER, DM&E RR & MSAS 111, 0.4 MI E OF S JCT OF TH 15, REPLACE BR 9200 & BR 9294 (AC PAYBACK IN 2019)	7	Bridge	2018	$25,960,000
2208-113	US 169, FROM 1 MI NORTH OF I90 NEAR BLUE EARTH TO 0.2 MI NORTH OF CSAH 12 IN WINNEBAGO, MILL & OVERLAY	7	Pavement	2018	$3,800,000
5209-74	US 169, FROM UNION ST IN ST PETER TO TH 93 AT LE SUEUR, NB LANES ONLY, MILL & OVERLAY	7	Pavement	2018	$6,400,000
4303-89	**AC PV40M** WINTHROP TO BROWNTON, MILL & OVERLAY (AC PROJECT, PAYBACK IN FY 2016) ($800,000 FROM PV FUNDS)	8	Pavement	2015	$800,000

Project Number	Description	District	Project Category	Year	STIP Total
4205-32	BRUCE STREET TO JCT MN 23 (MARSHALL), MILL & OVERLAY (TIED TO SP'S 4208-58 & 4209-23)	8	Pavement	2015	$500,000
3408-18PE	**COCII** ENVIRONMENTAL WORK TO PREPARE MN 23 FOR FUTURE EXPANSION FROM NEW LONDON TO PAYNESVILLE AND PAYNESVILLE TO RICHMOND	8	IRC	2015	$1,500,000
4207-55	**CIMS** JCT OF MN 23 & SARATOGA IN MARSHALL, RCI (REDUCED CONFLICT INTERSECTION) & IMPROVED PEDESTRIAN FACILITIES	8	RCIP	2015	$3,500,000
1206-54	**AC** N JCT MN 7 TO W JCT MN 40 (MONTEVIDEO), OVERLAY (AC PROJECT, PAYBACK IN 2016)	8	Pavement	2015	$864,978
3403-5526	E OF CSAH 5 (WILLMAR), SCARIFY & OVERLAY BRIDGE #5526	8	Bridge	2015	$340,000
3403-66	**AB** KERKHOVEN TO PENNOCK - OVERLAY PROJECT (DESIGNED BY DISTRICT 8, FUNDED BY DIST 4 & DIST 8) DIST 8 SP 3403-66 $1,900,000, DIST 4 SP 7605-38M $1,548,600 (TIED TO 7605-38M)	8	Pavement	2015	$1,900,000
4704-47	**PV40M**AB** W MEEKER COUNTY LINE TO MN 22, RECLAMATION OR ALT. BID ($600,000 FROM PV FUNDS), INCLUDES WORK ON MN 4 FROM US 12 TO RR TRACKS	8	Pavement	2015	$6,300,000
8601-60	WEST OF COKATO, FROM 1300' E OF QUIMBY AVE SW TO 3100' W OF QUIMBY AVE SW, INSTALL 3 ROAD SURFACE SENSORS (ATP 3 AREA, BUT DISTRICT 8 IS LEAD FOR PROJECT)	8	Safety	2015	$166,374
4208-58	**ADA**PV40M** MN 19 TO MN 23 (MARSHALL), MILL & OVERLAY PLUS PEDESTRIAN RAMPS (($160,000 FROM PV FUNDS) (TIED TO SP'S 4205-32 & 4209-23)	8	Pavement	2015	$1,200,000
4209-23	N JCT MN 68 (MARSHALL) TO N OF LYON CSAH 33, MILL & OVERLAY PLUS SCARIFY & OVERLAY BRIDGE 42003 (TIED TO SP'S 4205-32 & 4208-58)	8	Pavement	2015	$950,000
6405-64	**PV40M** US 14 TO S OF 11TH STREET (REDWOOD FALLS), MILL & OVERLAY ($480,000 FROM PV FUNDS)	8	Pavement	2015	$3,900,000
6508-67	**RI20M** AT BEAVER CREEK S. OF OLIVIA, STREAM STABILIZATION ($90,000 FROM RI FUNDS)	8	Roadside Infrastructure	2015	$90,000
8712-31	**ADA5M** E END OF BRIDGE #87015 (GRANITE FALLS) TO MN 23, MILL & OVERLAY ($100,000 FROM ADA FUNDS) (TIED TO SP'S 8705-18 & 8706-23)	8	Pavement	2015	$800,000
4303-89AC	**AC PV40M** WINTHROP TO BROWNTON, MILL & OVERLAY (AC PROJECT, PAYBACK 1 OF 1)	8	Pavement	2016	$3,200,000

Project Number	Description	District	Project Category	Year	STIP Total
3405-42	JCT OF MN 23 & KANDIYOHI CSAH 5, BUILD INTERCHANGE (COUNTY IS THE LEAD)	8	IRC	2016	$1,511,111
3405-42S	JCT OF MN 23 & KANDIYOHI CSAH 5, BUILD INTERCHANGE (COUNTY IS THE LEAD) - HSIP	8	IRC	2016	$488,889
4206-22	**COC** - I-90 TO WILLMAR, CONSTRUCT PASSING LANES (CHAP 117)	8	IRC	2016	$10,300,000
1206-54AC	**AC** N JCT MN 7 TO W JCT MN 40 (MONTEVIDEO), OVERLAY (AC PROJECT, PAYBACK 1 OF 1)	8	Pavement	2016	$615,600
3404-56	E OF US 71 (WILLMAR) TO KANDIYOHI/MEEKER COUNTY LINE, OVERLAY (TIED TO SP'S 3406-17 &3411-89)	8	Pavement	2016	$1,800,000
5104-39	MN 62 (FULDA) TO S JCT MN 30, MILL & OVERLAY	8	Pavement	2016	$4,000,000
3411-89	S JCT MN 23 (WILLMAR BY-PASS) TO MN 971A (BEG 4-LANE) - ALSO INCLUDES WORK ON MN 23 FROM 0.25 MI W CSAH 5 TO 2.6 MI E CSAH 5 R.P 141+00.232 TO 144+00.107, MILL & OVERLAY - WESTBOUND LANES ONLY (TIED TO SP'S 3406-17 & 3404-56)	8	Pavement	2016	$2,600,000
4204-38	LYON CSAH 5 TO LYON CSAH 7 (MARSHALL), OVERLAY	8	Pavement	2017	$610,000
6403-34	W JCT MN 67 TO REDWOOD FALLS, MILL & OVERLAY	8	Pavement	2017	$3,700,000
4308-34	**AC**AB** W JCT MN 7 TO LITCHFIELD, 4" OVERLAY & RECLAIM SHLDS (AC PROJECT, PAYBACK IN 2018)	8	Pavement	2017	$3,338,000
3405-89	CLARA CITY TO KANDIYOHI CSAH 5 (WILLMAR), OVERLAY	8	Pavement	2017	$2,100,000
1206-90	N OF US 212, REPLACE BRIDGE 9111 OVER TC&W RAILROAD	8	Bridge	2017	$1,700,000
5101-14	LAKE WILSON TO US 59 (SLAYTON), OVERLAY	8	Pavement	2017	$2,200,000
3417-18	N. OF JCT MN 23 TO N. OF JCT MN 9, MILL & OVERLAY	8	Pavement	2017	$2,097,889
3417-18S	N. OF JCT MN 23 TO N. OF JCT MN 9, MILL & OVERLAY - HSIP	8	Pavement	2017	$450,000
4705-45	US 12 & CSAH 34 (LITCHFIELD), OFFSET FREE RIGHT AND MEDIAN SEPERATION (2017 HSIP PROJECT)	8	RCIP	2017	$211,111
4101-89	STATE LINE TO LAKE BENTON, MILL & OVERLAY	8	Pavement	2017	$2,800,000
4208-59	US 59 & CSAH 6, LEFT TURN LANE (2017 HSIP PROJECT)	8	RCIP	2017	$450,000
4308-34AC	**AC**AB** W JCT MN 7 TO LITCHFIELD, 4" OVERLAY & RECLAIM SHLDS (AC PROJECT, PAYBACK 1 OF 1)	8	Pavement	2018	$2,662,000

Project Number	Description	District	Project Category	Year	STIP Total
6401-36	0.1 MI W REVERE CL TO BROWN COUNTY LINE, MILL AND OVERLAY	8	Pavement	2018	$2,300,000
5906-40	S. JCT. MN 23 TO N. END OF BR 6572 IN PIPESTONE, MILL & OVERLAY PLUS REPLACE BRIDGE #6572	8	Pavement	2018	$2,500,000
1380-85	ON I35 FROM CHISAGO CSAH 10 IN HARRIS TO CHISAGO CSAH 1 IN RUSH CITY-CABLE MEDIAN BARRIER	M	Roadside Infrastructure	2015	$1,800,000
1982-171	ON I35E FROM THE SOUTH SIDE FROM N OF DEERWOOD DR TO JUST NE OF FAWN WAY IN EAGAN - NOISE WALL	M	Roadside Infrastructure	2015	$495,000
1982-179	SB I35E, FROM KETTLE PARK TO S OF KINGS ROAD IN EAGAN - PRE-CAST CONCRETE PANEL NOISEWALL, GUARDRAIL END TREATMENTS	M	Roadside Infrastructure	2015	$1,428,000
6280-367B	FROM I94 IN ST PAUL TO JUST N OF LITTLE CANADA RD IN LITTLE CANADA - MNPASS OPERATION/INTEGRATION	M	Twin Cities Mobility	2015	$1,200,000
6280-379	**RI20M**FROM LITTLE CANADA RD TO MN 36 IN LITTLE CANADA AND ON I694 FROM RICE ST TO E JUNCTION WITH I35E IN VADNAIS HTS- REPAINT NOISE WALL ($2.35M FROM ROADSIDE INFRASTRUCTURE)	M	Roadside Infrastructure	2015	$4,085,000
6280-384	AT THE INTERSECTION OF RANDOLPH AVE (RAMSEY-CSAH 38) & I35E SB ENTRANCE & EXIT RAMP-ADA IMPROVEMENTS AND APS INSTALLATION	M	Safety	2015	$32,500
6281-20	RAMSEY CSAH 96 OVER I35E IN WHITE BEAR LAKE-REDECK AND WIDEN BRIDGE 62834, REPLACE APPROACH PANELS, CONCRETE OVERLAY ON CSAH 96 BETWEEN CENTERVILLE RD AND WHITE BEAR PARKWAY AND RAMPS FROM I35E TO CSAH 96, DRAINAGE, REPLACE TRAFFIC SIGNALS, ADA PED TRAIL AND FACILITIES, RETAINING WALL, (TIED TO 6281-25)	M	Bridge	2015	$4,390,000
6281-25	FROM 0.2 MILE S OF RAMSEY CR E (CSAH 15) TO 0.5 MILE S OF RAMSEY CSAH 96 IN VADNAIS HEIGHTS-REPLACE BRIDGES 9567 (NEW 62729) AND 9568 (NEW 62730) INCLUDING PROFILE ADJUSTMENTS ON BOTH SIDES OF BRIDGE, MILL AND UNBONDED CONCRETE OVERLAY, ADA, RETAINING WALLS, POND, GUARDRAIL, DRAINAGE, TMS (TIED WITH 6281-20)	M	Bridge	2015	$20,855,000
6281-44	SB I35E FROM RAMSEY CR J IN WHITE BEAR TWP TO RAMSEY CSAH 96 N WHITE BEAR LAKE-SIGNS AND SHOULDERING FOR BUS ONLY SHOULDER	M	Twin Cities Mobility	2015	$10,000
160-020-025	AT I-35W AND CLEVELAND AVE IN ROSEVILLE-RECONSTRUCT RAMP TERMINALS INCLUDING DUAL LEFT TURN LANES ON NB CLEVELAND AVE	M	Pavement	2015	$1,490,730

Project Number	Description	District	Project Category	Year	STIP Total
2782-295	FROM 42ND ST IN MPLS TO 66TH ST IN RICHFIELD - GATEWAYS LANDSCAPING	M	Roadside Infrastructure	2015	$953,304
2782-315	FROM 42ND ST IN MPLS TO 66TH ST IN RICHFIELD - CORRIDOR LANDSCAPING	M	Roadside Infrastructure	2015	$150,000
2782-334	FROM 39TH ST TO JUST N OF LAKE ST IN MPLS-STORMWATER TUNNEL REPAIR (CHAP 388 BONDS)	M	Roadside Infrastructure	2015	$6,250,000
2783-138	I35W, JUST N OF LAKE ST TO 13TH AVE S AND ON I94 FROM WILLOW ST TO PORTLAND AVE S IN MPLS-SEAL AND GROUT STORMWATER TUNNELS ($7M CHAP 152 BONDS)	M	Roadside Infrastructure	2015	$9,260,000
6284-157	AT RAMSEY CSAH 96 (CTY RD G) OVER I35W IN ARDEN HILLS/NEW BRIGHTON-REPLACE BRIDGE 9577 WITH 62911, APPROACH PANEL AND RAMP WORK	M	Bridge	2015	$2,500,000
6284-170	FROM MN36 IN ROSEVILLE TO LEXINGTON AVE IN BLAINE-INSTALL ITS, INCLUDING VEHICLE DETECTION, FIBER, REPLACE SHELTERS & ELIMINATE COPPER ($75K IS FROM OPERATING FUNDS)	M	Safety	2015	$1,170,000
6284-171	AT RAMSEY CSAH 12 (CR F) IN ARDEN HILLS/NEW BRIGHTON - REPLACE BRIDGE 9599 WITH BRIDGE 62890 AND APPROACHES, GUARDRAIL, PED/BIKE TRAIL	M	Bridge	2015	$3,215,000
2780-66	**COC**ELLA**AUXILLIARY LANE CONSTRUCTION EB FROM TH241 IN ST. MICHAEL TO TH101 IN ROGERS-INCLUDING WB EXIT RAMP EXTENSION AT TH 101 AND WB THIRD LANE FROM TH101 TO TH241 (CHAP 117)	M	IRC	2015	$28,327,500
2780-90	**RI20M**AT I94/I494 INTERCHANGE IN MAPLE GROVE -REPLACE TOWERS AND LIGHTING SYSTEMS	M	Safety	2015	$1,100,000
2781-462	**TED14** WB I94, EXIT RAMP TO 5TH ST SOUTH IN MPLS (REORIENT 5TH ST S TO 7TH ST S)- CONSTRUCT NEW BRIDGE #27W27	M	Pavement	2015	$6,790,000
6283-245	ON I-94, FROM W OF MOUNDS BLVD TO EAST OF MCKNIGHT ROAD IN ST PAUL-INSTALL DETECTION; AT I494 & PORTLAND AVE IN BLOOMINGTON/RICHFIELD AND AT MN5 & POST RD IN MSP AIRPORT- DYNAMIC MESSAGE SIGNS ($535K IS FROM OPERATING FUNDS)	M	Safety	2015	$535,000
8282-116	MANNING AVE IN WOODBURY TO ST. CROIX RIVER IN LAKELAND TWP- REPAIR, REPLACE & LINE LARGE PIPES	M	Roadside Infrastructure	2015	$4,100,000
8282-123	I94, ST. CROIX WEIGH STATION IN LAKELAND - REPLACE WEIGH-IN-MOTION SORTER SYSTEM	M	Roadside Infrastructure	2015	$1,996,726

Project Number	Description	District	Project Category	Year	STIP Total
2789-136	JUST E OF MN100 IN GOLDEN VALLEY TO W END OF BRIDGE #27770D AND ON I94 NEAR JCT I94 AND I394 IN MPLS- MILL AND OVERLAY INCLUDING N AND S FRONTAGE ROADS, MINOR CPR, DIAMOND GRINDING, DRAINAGE, ADA UPGRADES, GUARDRAIL, SIGNAL LOOPS AND RE-DECK BRIDGE 27799L	M	Pavement	2015	$6,640,000
2789-142	**ELLA**FROM I494 IN MINNETONKA TO WASHINGTON AVE N IN MPLS (I394 MNPASS) - PARTIAL ITS REFURBISHMENT, INCLUDING COMMUNICATIONS, FIBER, POWER, NON-INTRUSIVE DETECTION AND CABINETS (IN "OTHER" $1.35M IS MNPASS REVENUE, $200K IS ABC GARAGE FUNDS)	M	Twin Cities Mobility	2015	$1,888,741
2785-330	**PV40M**ADA5M**AC**FROM I394 TO I94/I694 -ADD GENERAL PURPOSE LANE BETWEEN TH 55 AND I-94//I-694, ADD AUXILIARY LANE BETWEEN TH 55 AND CR 6, ADD NB AUXILIARY LANE FROM I394 TO CARLSON PARKWAY, PAVEMENT RESURFACING & RECONSTRUCTION, PONDS, NOISEWALLS, SIGNAL REVISIONS, LIGHTING, TMS, REPLACE BRIDGES 27973 (27W21), 27974 (27W22), 27975 (27W23), 27976 (27W24), 27977 (27W25), 27978 (27W26), AND MISC REPAIRS ON 11 BRIDGES (AC PROJECT, PAYBACK 1 IN 2016; REMAINDER OF AC MANAGED INTO THE FUTURE)	M	Twin Cities Mobility	2015	$39,030,000
2785-338	FROM FLYING CLOUD DR TO W OF BUSH LAKE RD IN BLOOMINGTON - LANDSCAPING	M	Roadside Infrastructure	2015	$500,000
2785-403	**ELLA**FROM I394 TO I94/694 - TEMPORARY BYPASS WORK INCLUDING PAVEMENT, WIDENING OF BRIDGES 27974, 27976, 27978 AND LIGHTING	M	Pavement	2015	$5,739,143
6285-148	US10 SB TO EB LEFT ENTRANCE TO I694 AND MERGE TO SNELLING AND SB HAMLINE TO EB I694 IN ARDEN HILLS - LANDSCAPING	M	Roadside Infrastructure	2015	$200,000
2732-104	**SEC164**I494 IN BLOOMINGTON TO MN55 IN MPLS-CABLE MEDIAN BARRIER (TIED TO SP 2773-12 AND 2775-24)	M	Roadside Infrastructure	2015	$320,000
6201-86	FROM MN55 IN MPLS TO DAVERN AVE ST IN ST PAUL - REDECK BRIDGE 9300, PAINT BRIDGES 9300 AND 9491, MINOR REPAIRS TO BRIDGES 9489, 9490 AND 9491, MINOR CONCRETE PAVEMENT REPAIR	M	Bridge	2015	$10,544,665
6211-102	FROM EDGERTON ST IN MAPLEWOOD TO MN120 IN N ST PAUL-INSTALL TMS	M	Safety	2015	$800,000
8204-62	FROM I-694 IN PINE SPRINGS TO JUST EAST OF HIGHLANDS TRAIL N IN GRANT-LANDSCAPING	M	Roadside Infrastructure	2015	$80,000
8214-114MIT15	OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION/CONSULTANT ITEMS INCLUDING ENDOWMENT FUND FOR REPLACEMENT OF RIVER BRIDGE 4654	M	Bridge	2015	$11,845,000

Project Number	Description	District	Project Category	Year	STIP Total
8214-164	FROM W OF GREELEY AVE/CSAH 66 (W LIMIT OF ST. CROIX CROSSING PROJECT) TO E OF OSGOOD AVE - LANDSCAPING	M	Roadside Infrastructure	2015	$460,000
8214-165	BETWEEN OSGOOD AVE AND MN95 IN OAK PARK HEIGHTS - TYPE I STATE ENTRY AND EXIT SIGN	M	Roadside Infrastructure	2015	$965,000
8214-174C	FROM WI ST HWY35 TO CR-E AND OVERPASS-GRADING FOR LOOP TRAIL AS PART OF THE ST. CROIX RIVER CROSSING PROJECT-WISCONSIN LET	M	Pavement	2015	$65,000
8214-175	NORTHWEST RAMP AT MN5 – CONSTRUCT OVER-WEIGHT ENFORCEMENT PULL OFF PAD, INCLUDING WEIGH-IN-MOTION SYSTEM AT MN36 AND OSGOOD AVE N, AS PART OF ST CROIX RIVER CROSSING PROJECT	M	Roadside Infrastructure	2015	$1,000,000
8221-01AC1	**AC**OVER ST CROIX RIVER NEAR STILLWATER & OAK PARK HEIGHTS-NEW BRIDGE 82045 OVER ST. CROIX RIVER, INCLUDING RAMPS ON & OFF TH 95 (AC PAYBACK 1 OF 2)	M	Bridge	2015	$8,368,663
6215-99	**ADA5M**ADA**FROM JUST S OF DAYTON TO PIERCE BUTLER AVE IN ST PAUL-MILL AND OVERLAY, BRIDGE 9377 DECK REPLACEMENT, CHANNELIZATION, ADA, BUS STOP BUMPOUTS FOR RAPID BUS SERVICE, LIGHTING, STREETSCAPING, SIGNAL REVISION/REPLACEMENTS AND REPAIRS ON BRIDGE 62847 AT I94 OVER FAIRVIEW (CHAP 152 TRANSIT ADVANTAGE BONDS)	M	Pavement	2015	$9,595,000
1910-44	UP RR, COURTHOUSE BLVD IN HASTINGS-INSTALL CANTS, UPGRADE TO GATES AND FLASHING LIGHTS	M	RCIP	2015	$275,000
195-010-011AC	**AC**FROM JUST W OF N JCT MN149 TO JUST E OF S JCT MN149 IN EAGAN-WIDEN FROM 4 TO 6-LANE EXPANSION, TRAIL, ADA, SIGNALS (AC PAYBACK 1 OF 1)	M	Pavement	2015	$2,640,000
2722-82	AT HENNEPIN CSAH 101/SIOUX TRAIL IN MEDINA - REPLACE TEMPORARY WOOD POLE SIGNAL SYSTEM WITH PERMANENT SIGNAL SYSTEM	M	Safety	2015	$300,000
2723-123	WB MN55 FROM I494 SB EXIT RAMP TO PLYMOUTH BLVD IN PLYMOUTH-CONSTRUCT A WB THIRD LANE, SIGNALS, DRAINAGE, ADA AND CONSTRUCT RIGHT/LEFT TURN LANES AT FERNBROOK LANE	M	RCIP	2015	$1,160,000
2723-127	**ADA**AT WINNETKA AVE IN GOLDEN VALLEY-RAISED MEDIAN, SB THROUGH LANE, MODIFY SIGNAL, PED CROSSING AT W LEG OF INTERSECTION	M	Safety	2015	$638,500
2773-12	**SEC164**I494 TO US169 IN MINNETONKA/EDEN PRAIRIE-CABLE MEDIAN BARRIER (TIED TO SP 2732-104 AND 2775-24)	M	Roadside Infrastructure	2015	$280,000

Project Number	Description	District	Project Category	Year	STIP Total
2775-24	**SEC164**MN77 TO 34TH AVE S IN MPLS-CABLE MEDIAN BARRIER (TIED TO 2732-104 AND 2773-12)	M	Roadside Infrastructure	2015	$300,000
0208-142	FROM 133RD AVE IN BLAINE TO BUNKER LAKE BLVD IN HAM LAKE-FRONTAGE ROAD AND CLOSE ACCESSES	M	Pavement	2015	$350,000
0208-153	AT ANOKA-CSAH 12 (109TH AVE NE) IN BLAINE-RIGHT TURN LANE AND UPGRADE SIGNALS	M	RCIP	2015	$299,160
1925-52	OVER MN RIVER IN BLOOMINGTON AND EAGAN-PAINT NB BRIDGE 9600N, SB 9600S AND PED BRIDGE 9600F AND REPLACE GUARDRAIL, JOINTS AND REHAB BEARINGS	M	Bridge	2015	$3,540,000
2734-33AC	**AC**FROM 36TH ST TO 26TH ST IN ST. LOUIS PARK - REPLACE BRIDGES 5308(27303), 5309(NEW PED BRIDGE 27304), 5462(27305), 5598(27306), OVERLAY AND JOINT REPLACEMENT BRIDGE 27109, RECONSTRUCT MAIN LINE PAVEMENT AND INTERCHANGES INCLUDING CONSTRUCTING AUXILLIARY LANES AND NOISE WALLS (AC PAYBACK 1 OF 1)	M	Pavement	2015	$3,800,000
238-010-003AC	**AC**AT HENNEPIN CSAH 144 IN ROGERS-RECONSTRUCT INTERCHANGE, MULTI-USE TRAIL AND SIDEWALK, SIGNALS AND LIGHTING (AC PAYBACK 1 OF 1)	M	Pavement	2015	$5,368,066
7008-100	**PV40M**FROM 0.2 MI S OF MN 282 TO 0.9 MI N OF MN 21 IN JORDAN - RECONSTRUCT/OVERLAY MAINLINE INCLUDING MEDIAN J-BARRIER AND REPLACE MEDIAN DRAINAGE STRUCTURES AND PIPES; REPLACE JOINTS, MILL AND OVERLAY BRIDGES 6802, 6803, 6804 ON US169 AND 6859 ON MN282; MINOR REPAIRS ON BRIDGES 9123 AND 9124 ON MN21	M	Roadside Infrastructure	2015	$8,200,000
2771-37	**COC**AB**HENNEPIN CR81 TO I94 IN MAPLE GROVE- 4-LANE FREEWAY COMPLETION AND CONSTRUCT 105TH AVE FROM MAPLE GROVE PARKWAY TO APPROXIMATELY 0.5 MILES W OF I94 INCLUDING NEW BRS 27228, 27230, 27245, 27246, 27251, 27R10, 27R11, 27W15, 27W16 (CHAP 117)	M	Twin Cities Mobility	2015	$95,475,316
2771-37E	**MN266** HENNEPIN CR81 TO I94 IN MAPLE GROVE- 4-LANE FREEWAY COMPLETION AND CONSTRUCT 105TH AVE FROM MAPLE GROVE PARKWAY TO APPROXIMATELY 0.5 MILES W OF I94 INCLUDING NEW BRS 27228, 27230, 27245, 27246, 27251, 27R10, 27R11, 27W15, 27W16 (BEING USED AS PART OF SP 2771-37 CONSTRUCTION)	M	Twin Cities Mobility	2015	$399,932
2771-37F	**MN249** HENNEPIN CR81 TO I94 IN MAPLE GROVE- 4-LANE FREEWAY COMPLETION AND CONSTRUCT 105TH AVE FROM MAPLE GROVE PARKWAY TO APPROXIMATELY 0.5 MILES W OF I94 INCLUDING NEW BRS 27228, 27230, 27245, 27246, 27251, 27R10, 27R11, 27W15, 27W16 (BEING USED AS PART OF SP 2771-37 CONSTRUCTION)	M	Twin Cities Mobility	2015	$490,000

Project Number	Description	District	Project Category	Year	STIP Total
2771-37G	**MN119** HENNEPIN CR81 TO I94 IN MAPLE GROVE- 4-LANE FREEWAY COMPLETION AND CONSTRUCT 105TH AVE FROM MAPLE GROVE PARKWAY TO APPROXIMATELY 0.5 MILES W OF I94 INCLUDING NEW BRS 27228, 27230, 27245, 27246, 27251, 27R10, 27R11, 27W15, 27W16 (BEING USED AS PART OF SP 2771-37 CONSTRUCTION)	M	Twin Cities Mobility	2015	$116,233
2771-37H	**MN235** HENNEPIN CR81 TO I94 IN MAPLE GROVE- 4-LANE FREEWAY COMPLETION AND CONSTRUCT 105TH AVE FROM MAPLE GROVE PARKWAY TO APPROXIMATELY 0.5 MILES W OF I94 INCLUDING NEW BRS 27228, 27230, 27245, 27246, 27251, 27R10, 27R11, 27W15, 27W16 (BEING USED AS PART OF SP 2771-37 CONSTRUCTION)	M	Twin Cities Mobility	2015	$4,204,068
2771-37J	**COC**HENNEPIN CR81 TO I94 IN MAPLE GROVE-DESIGN AND CONSTRUCTION OVERSIGHT (CHAP 117)	M	Twin Cities Mobility	2015	$4,935,000
2771-37K	**COC**HENNEPIN CR81 TO I94 IN MAPLE GROVE-UTILITY AGREEMENTS WITH AT&T, TDS METROCOM, AND MCES (CHAP 117)	M	Twin Cities Mobility	2015	$775,000
2771-37L	**COC**HENNEPIN CR81 TO I94 IN MAPLE GROVE-RR AGREEMENT (CHAP 117)	M	Twin Cities Mobility	2015	$485,324
2771-37M	**COC**HENNEPIN CR81 TO I94 IN MAPLE GROVE-STIPENDS FOR UNSUCCESSFUL BIDDERS (CHAP 117)	M	Twin Cities Mobility	2015	$675,000
2771-37N	**COC**HENNEPIN CR81 TO I94 IN MAPLE GROVE-MISCELLANEOUS CONSULTANT AGREEMENTS (CHAP 117)	M	Twin Cities Mobility	2015	$505,000
2771-37RW1	**MN211**HENNEPIN CR81 TO I94 IN MAPLE GROVE-RIGHT OF WAY (SAFETEA-LU) (REMAINING R/W AMOUNT INCLUDED IN R/W SETASIDE)	M	Twin Cities Mobility	2015	$2,107,164
2771-37RW2	**MN226**HENNEPIN CR81 TO I94 IN MAPLE GROVE-RIGHT OF WAY (SAFETEA-LU) (REMAINING R/W AMOUNT INCLUDED IN R/W SETASIDE)	M	Twin Cities Mobility	2015	$1,873,034
2771-37RW3	**MN119**HENNEPIN CR81 TO I94 IN MAPLE GROVE-RIGHT OF WAY (SAFETEA-LU) (REMAINING R/W AMOUNT INCLUDED IN R/W SETASIDE)	M	Twin Cities Mobility	2015	$936,518
8825-503	METROWIDE (I-35, I-35E, I-494, I-694, MN212 AND MN41)-INSTALL GROUND IN WET REFLECTIVE EDGE MARKING	M	Safety	2015	$900,000
0202-95	**CIMS**AT ANOKA-CSAH 83 IN RAMSEY-CONSTRUCT INTERCHANGE, INCLUDING CSAH 83 BRIDGE 02007 OVER US10 & CSAH 83 BRIDGE 02586 OVER BNSF RR, PED/BIKE IMPROVEMENTS, DRAINAGE, BARRIERS, LIGHTING, STRIPING, SIGNAL, SIGNING	M	RCIP	2015	$10,000,000

Project Number	Description	District	Project Category	Year	STIP Total
0214-44	**SEC164**FROM I35W IN MOUNDS VIEW TO MN 610 IN BLAINE-CABLE MEDIAN BARRIER (TIED TO 2762-98)	M	Roadside Infrastructure	2015	$718,000
2714-142	EB US12, FROM E JCT HENNEPIN CSAH 101 IN WAYZATA TO I494 CD RD EXIT IN MINNETONKA-CONSTRUCT AUXILIARY LANE, DRAINAGE, GUARDRAIL AND OVERHEAD SIGN STRUCTURES ("OTHER" AMT IS MNPASS REVENUE)	M	Pavement	2015	$1,445,000
1905-39	AT DAKOTA-CSAH86 IN RANDOLPH TOWNSHIP-GRADE SEPARATED CROSSING ($702K IS CO-OP, $1M IS SAFETY CAPACITY, $356K WRE)	M	Pavement	2015	$3,356,000
1907-107	FROM DAKOTA CSAH 46 IN COATES TO N JCT OF MN 55 IN INVER GROVE HTS-CABLE MEDIAN BARRIER	M	Roadside Infrastructure	2015	$1,620,000
1928-60	FROM SOUTHVIEW BLVD IN SOUTH ST PAUL TO PLATO BLVD IN ST PAUL - REPLACE LIGHTING SYSTEMS	M	Safety	2015	$1,665,000
1913-64B	**MN261**HASTINGS BRIDGE 19004 (2010 APPROPRIATIONS ACT-STP)	M	Bridge	2015	$134,618
1913-64E	**MN261**HASTINGS BRIDGE 19004 - NATIONAL PARK SERVICE MITIGATION, BIRD STUDY PHASE I (2010 APPROPRIATIONS ACT-STP)	M	Roadside Infrastructure	2015	$65,000
1913-64G	**MN261**HASTINGS BRIDGE 19004-POST CONSTRUCTION SURVEY OF HISTORICAL BLDGS (2010 APPROPRIATIONS ACT-STP)	M	Roadside Infrastructure	2015	$60,000
1913-74	**MN261**HASTINGS BRIDGE 19004-STAGING AREA FOR HASTINGS BRIDGE REPLACEMENT - PRAIRIE RESTORATION (2010 APPROPRIATIONS ACT-STP)	M	Roadside Infrastructure	2015	$50,000
2772-114	FROM I394 IN GOLDEN VALLEY TO BROOKLYN BLVD IN MAPLE GROVE AND BROOKLYN PARK-SIGN REPLACEMENT	M	Safety	2015	$500,000
2772-99	ON EAST SIDE US169 FROM 16TH ST W TO JUST N OF WAYZATA BLVD IN ST LOUIS PARK - NOISE WALL	M	Roadside Infrastructure	2015	$495,000
2762-98	**SEC164**POWERS BLVD IN CHANHASSEN TO I494 IN EDEN PRAIRIE-CABLE MEDIAN BARRIER (TIED TO 0214-44)	M	Roadside Infrastructure	2015	$1,368,000
1982-172	AT DIFFLEY RD (DAKOTA CSAH30) EAST AND WEST RAMPS IN EAGAN-REPLACE TRAFFIC SIGNAL AND ADA UPGRADES	M	Safety	2016	$500,000
6280-369	FROM ST. CLAIR AVE TO RAMSEY ST/GRAND AVE IN ST. PAUL - MISC REPAIRS TO BRIDGES 9519, 62802 AND 62803	M	Bridge	2016	$1,370,000

Project Number	Description	District	Project Category	Year	STIP Total
6280-370	FROM SHEPARD ROAD TO KELLOGG BLVD IN ST. PAUL - REPLACE LIGHTING SYSTEMS	M	Safety	2016	$1,800,000
0280-70	SB ENTRANCE RAMP FROM LAKE DR (ANOKA CSAH 23) IN BLAINE TO S OF 85TH AVE IN SHOREVIEW - CONSTUCT SB PARALLEL ACCELERATION LANE, DRAINAGE, CURB & GUTTER	M	Pavement	2016	$355,000
2782-316	FROM 42ND ST IN MINNEAPOLIS TO 66TH ST IN RICHFIELD - CORRIDOR LANDSCAPING	M	Roadside Infrastructure	2016	$150,000
2783-137	FROM HENNEPIN AVE TO JOHNSON ST IN MPLS - OVERLAY AND DECK REPAIR ON BRIDGES 27885, 27886, 27989, 27994, MILL AND PATCH DECK ON BRIDGE 27985, GUARDRAIL	M	Bridge	2016	$1,965,000
6284-162	AT RAMSEY COUNTY RD H (T.C. ARSENAL ENTRANCE) IN ARDEN HILLS - REPLACE BRIDGE #9582 (NEW BRIDGE 62732) AND RAMP RECONSTRUCTION	M	Bridge	2016	$6,800,000
6284-163	FROM S I694 TO S OF RAMSEY CR E2 IN ARDEN HILLS/NEW BRIGHTON - REPLACE BRIDGE 9570 (NEW BRIDGE 62873)AND APPROACHES, GUARDRAIL, PONDING AND AUXILLIARY LANES IN BOTH DIRECTIONS (TIED TO 6284-166)	M	Bridge	2016	$12,355,000
6284-166	**PV40M**FROM RAMSEY CR C IN ROSEVILLE TO I694 IN ARDEN HILLS/NEW BRIGHTON- MILL AND OVERLAY, DRAINAGE, GUARDRAIL, SIGNING, STRIPING (TIED TO 6284-163)	M	Pavement	2016	$7,645,000
2780-91	**ELLA**I94 EB EXIT RAMP TO WEAVER LAKE ROAD IN MAPLE GROVE- REPLACE RAMP SETTLEMENT AREA-LIGHT WEIGHT GEOFOAM FILL, BITUMINOUS PAVING, DRAINAGE, TMS AND LIGHTING	M	Safety	2016	$490,000
6282-204	FROM JUST E OF DALE ST TO JUST W OF PELHAM BLVD IN ST PAUL - REPAIR SUBSTRUCTURE UNITS ON BRIDGES 9379, 9381, 9452, 9457, 9663 AND 62813, REDECK AND OVERLAY BRIDGES 9383, 62845, 9387, ADA PED RAMPS, GUARDRAIL UPGRADE, DRAINAGE	M	Bridge	2016	$4,465,000
6283-175	EB I94 FROM E 7TH ST EXIT TO PED BRIDGE 62868 IN ST PAUL-ADD AUXILLIARY LANE, NOISEWALL, DRAINAGE, POND, TMS, SIGNING, LIGHTING, GUARDRAIL (TIED TO 6283-234 AND 6283-233)	M	Pavement	2016	$4,045,000
6283-233	AT MCKNIGHT RD (NORTH, SOUTH AND BURNS AVE RAMPS) IN MAPLEWOOD-REPLACE SIGNALS (TIED TO 6283-234 AND 6283-175)	M	Safety	2016	$500,000

Project Number	Description	District	Project Category	Year	STIP Total
6283-234	**PV40M**FROM JUST E MOUNDS BLVD IN ST PAUL TO JUST E OF MN120 IN WOODBURY AND ON US61 FROM JUST S OF BURNS AVE TO W JCT MN5 IN ST PAUL-UNBONDED CONCRETE OVERLAY, BITUMINOUS M&O, CONCRETE WHITE TOPPING, REPAIR BRIDGES 9143, 9144, 9145, 9146, 62706, 62861, 62862, 62838, 62870, AND PIER STRUT WORK ON BRIDGES 9147, 9148, 62861, 62868 AND 62869, DRAINAGE, SIGNALS, LIGHTING, SIGNING, GUARDRAIL, TMS, ADA AND CONSTRUCT TRAIL ALONG NB MN120 FROM BROOKVIEW DR TO 4TH ST & ALONG MCKNIGHT RD FROM BURNS AVE TO HUDSON RD (TIED TO 6283-175 AND 6283-233)	M	Pavement	2016	$32,725,000
2789-143	FROM I494 IN MINNETONKA TO WASHINGTON AVE N IN MPLS (I394 MNPASS) - PARTIAL ITS REFURBISHMENT, INCLUDING DMS, TOLLING EQUIPMENT AND TOLL SIGNING (OTHER $$ ARE MNPASS REVENUES)	M	Twin Cities Mobility	2016	$1,500,000
2785-330AC	**AC**FROM I394 TO I94/I694 -ADD GENERAL PURPOSE LANE BETWEEN TH 55 AND I-94//I-694, ADD AUXILIARY LANE NB BETWEEN TH 55 AND CR 6, ADD NB AUXILIARY LANE FROM I394 TO CARLSON PARKWAY, PAVEMENT RESURFACING & RECONSTRUCTION, PONDS, NOISEWALLS, SIGNAL REVISIONS, LIGHTING, TMS, REPLACE BRIDGES 27973 (27W21), 27974 (27W22), 27975 (27W23), 27976 (27W24), 27977 (27W25), 27978 (27W26), AND MISC REPAIRS ON 11 BRIDGES (AC PAYBACK 1 OF 1)	M	Twin Cities Mobility	2016	$32,000,000
6285-143	**COC** FROM EAST OF RICE ST IN LITTLE CANADA TO W OF LEXINGTON AVE IN ARDEN HILLS - CONSTRUCT A 3RD LANE AND RECONSTRUCT EXISTING LANES, PONDING, MILL AND LOW SLUMP OVERLAY ON BRIDGES 62723 AND 62724, PIER STRUTS ON BRIDGES 62823, 62582, 6582, 6581, 6580, NOISEWALL AND MEDIAN BARRIER (CHAP 117)	M	IRC	2016	$42,200,000
6201-87	FROM HENNEPIN/RAMSEY CO LINE TO W 6TH ST IN ST PAUL-BUS STOP BUMPOUTS FOR RAPID BUS SERVICE (CHAP 152 TRANSIT ADVANTAGE BONDS)	M	Twin Cities Mobility	2016	$5,000,000
2706-230	AT US169 EAST AND WEST RAMP IN HOPKINS-REPLACE EXISTING SIGNAL	M	Safety	2016	$500,000
2706-231	FROM MN41 IN SHOREWOOD TO MN100 IN ST LOUIS PARK- SIGN REPLACEMENT	M	Safety	2016	$500,000
1901-171	AT CSAH 5 IN BURNSVILLE- LANDSCAPING	M	Roadside Infrastructure	2016	$50,000
6212-148	OVER LEXINGTON AVENUE IN ROSEVILLE-REPLACE BRIDGE 5723 (NEW WB BRIDGE 62731 & EB 62734) AND RECONSTRUCT APPROACHES, BITUMINOUS MILL AND PAVING, SIGNALS, TMS, ADA, GUARDRAIL, STORM SEWER, PONDS AND CONCRETE PAVEMENT REHABILITATION ON HAMLINE AVE RAMPS ($10.7M CHAP 152 Bonds)	M	Bridge	2016	$13,460,000

Project Number	Description	District	Project Category	Year	STIP Total
8204-64	AT MN120 IN N ST PAUL & OAKDALE - REPLACE TRAFFIC SIGNAL & ADA UPGRADES	M	Safety	2016	$300,000
8214-114AK	FROM N SUNNYSIDE DR TO CHESTNUT ST IN STILLWATER - MULTI-USE LOOP TRAIL AS PART OF ST CROIX MITIGATION PACKAGE	M	Pavement	2016	$2,400,000
8214-114MIT16	OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	M	Bridge	2016	$5,000,000
8214-160	FROM OSGOOD AVE TO WESTSIDE OF MN95 IN OAK PARK HEIGHTS- LANDSCAPING	M	Roadside Infrastructure	2016	$550,000
8214-173	CONSTRUCTION OF BERM AT KRIESEL FARMSTEAD IN WI AS PART OF ST. CROIX MITIGATION PACKAGE- WISCONSIN LET	M	Pavement	2016	$30,000
8214-174A	WI ST HWY64 FROM CR-E TO 150TH AVE-GRADING FOR LOOP TRAIL AS PART OF THE ST. CROIX RIVER CROSSING PROJECT-WISCONSIN LET	M	Pavement	2016	$175,000
8221-01AC2	**AC**OVER ST CROIX RIVER NEAR STILLWATER & OAK PARK HEIGHTS-NEW BRIDGE 82045 OVER ST. CROIX RIVER, INCLUDING RAMPS ON & OFF TH 95 (AC PAYBACK 2 OF 2, PARTIAL CONVERSION OF MANAGED INTO THE FUTURE AC)	M	Bridge	2016	$9,040,000
1008-81	HISTORIC CHASKA ATHLETIC PARK IN CHASKA-LANDSCAPING	M	Roadside Infrastructure	2016	$50,000
7010-100	**ELLA**FROM RR X-ING #7002025 IN LOUISVILLE TOWNSHIP TO JUST SOUTH OF MN RIVER BRIDGE #10012 IN JACKSONVILLE TWP - MILL & OVERLAY, SLOPE ARMORING	M	Pavement	2016	$810,000
2733-89	**ELLA**FROM JCT I494 IN BLOOMINGTON TO JUST N OF W 36TH ST IN ST LOUIS PARK-BITUMINOUS OVERLAY, DRAINAGE, GUARDRAIL IMPROVEMENTS, OVERLAY OF BRIDGES 9431, 9500, 27103, 27104 AND MISC REPAIR OF BRIDGES 27210, 9432, 27029, 27102	M	Pavement	2016	$16,040,000
2735-193	SB ENTRANCE RAMP FROM DULUTH ST TO MN100 IN GOLDEN VALLEY- CONSTRUCT HOV BYPASS, DRAINAGE, TMS	M	Pavement	2016	$260,000
2748-62	FROM MN610 IN BROOKLYN PARK TO I694 IN BROOKLYN CENTER-SIGNAL COORDINATION, DEPLOY CC CAMERAS, AND DYNAMIC MESSAGE SIGNS	M	Safety	2016	$839,039
6241-102	**PV40M**FROM JUST S COMO IN ST PAUL TO I35W IN ROSEVILLE-MILL AND OVERLAY, RECONSTRUCT RAMP AT NB MN280 TO I35W, ADA RAMP IMPROVEMENTS, DRAINAGE, AND GUARDRAIL	M	Pavement	2016	$2,800,000

Project Number	Description	District	Project Category	Year	STIP Total
1301-110	**AB** FROM JUST W OF JCT MN95 (TERN AVE) IN FRANCONIA/SHAFER TO MIDDLE OF BRIDGE 6566 IN TAYLORS FALLS-RECONSTRUCT ROADWAY AND CORRECT SUBGRADE AND SLOPE FAILURE, GUARDRAIL AND CONSTRUCT ROUNDABOUT AT US8 & MN95	M	Pavement	2016	$8,900,000
0202-93	**ELLA**AT FELDSPAR AVE NW IN RAMSEY-RECONSTRUCT INTERSECTION	M	Pavement	2016	$260,000
2713-107	AT HENNEPIN CSAH 90 IN INDEPENDENCE - CONSTRUCT LEFT TURN LANES	M	RCIP	2016	$760,000
6244-101	FROM PLATO BLVD TO I94 IN ST. PAUL - LANDSCAPING	M	Roadside Infrastructure	2016	$300,000
1913-64F	**MN261**HASTINGS BRIDGE 19004 - NATIONAL PARK SERVICE MITIGATION, BIRD STUDY PHASE 2 (2010 APPROPRIATIONS ACT-STP)	M	Roadside Infrastructure	2016	$35,000
8205-137	FROM MAYCREST AVE TO US10 INTERSECTION IN DENMARK TOWNSHIP-CONSTRUCT TURN LANES, MAYCREST AVE CONNECTION, MILL AND OVERLAY, STORM SEWER, PONDS, GUARDRAIL, ADA CURB RAMPS	M	RCIP	2016	$3,290,000
8205-141	WASHINGTON CSAH19 OVER US 61 IN COTTAGE GROVE - CLEAN BEARINGS, REPLACE JOINTS & MINOR SUBSTRUCTURE REPAIRS ON BRIDGE #9071	M	Bridge	2016	$120,000
2750-82	FROM MN610 IN BROOKLYN PARK TO US10 IN ANOKA-SIGNAL COORDINATION, DEPLOY CC CAMERAS, AND DYNAMIC MESSAGE SIGNS	M	Safety	2016	$1,152,197
2750-84	AT 93RD AVE IN BROOKLYN PARK/OSSEO-LANDSCAPING	M	Roadside Infrastructure	2016	$50,000
2772-103	ON EAST SIDE FROM 42ND AVE N TO 49TH ST N IN NEW HOPE - NOISE WALL	M	Roadside Infrastructure	2016	$1,305,000
7005-105	FROM SCOTT CSAH 14 IN LOUISVILLE TOWNSHIP TO OLD SHAKOPEE RD IN BLOOMINGTON-SIGN REPLACEMENT	M	Safety	2016	$400,000
7005-106	FROM CANTERBURY RD(SCOTT CSAH 83) TO CSAH 18 IN SHAKOPEE-RECONSTRUCT AND WIDEN RIGHT SHOULDER TO BUS SHOULDER AND ADD SIGNAGE, GUARDRAIL	M	Pavement	2016	$965,000
7005-114	AT CR 69 IN JACKSON TWP-LANDSCAPING	M	Roadside Infrastructure	2016	$50,000
7005-88	FROM SOUTH OF HENNEPIN/SCOTT CO LINE IN SHAKOPEE TO EAST OF US169 IN SAVAGE - TMS INSTALLATION	M	Safety	2016	$500,000
6280-381	S OF UNIVERSITY AVE TO JUST N OF MARYLAND AVE IN ST PAUL-LANDSCAPING	M	Roadside Infrastructure	2017	$300,000
6280-382	FROM I94 IN ST PAUL TO JUST N LITTLE CANADA RD IN LITTLE CANADA-LANDSCAPING	M	Roadside Infrastructure	2017	$300,000

Project Number	Description	District	Project Category	Year	STIP Total
2782-327	**AC**FROM 43RD ST TO I94 IN MPLS - MANAGED LANE COMPLETION, PAVEMENT RECONSTRUCTION AND REPAIR, NOISEWALLS, TMS, LIGHTING, REPLACE BRIDGES 9731 (27822, 27777), 9733 (27844, 27841), 27842, 27843, 27867 (27V47, 27V48), 27868, 27869 (27W02), 27870 (27W03), 27871, 27872 (27W06), CONSTRUCT NEW BRIDGES 27448 AND 27W01, REMOVE BRIDGE 27648 AND MISC REPAIRS ON 27851 (CHAP 152) (AC PROJECT-AC PAYBACK IN FY 2018)	M	Twin Cities Mobility	2017	$233,165,000
2783-148	AT 5TH ST SE OVER I35W IN MPLS - REPAIR PED BRIDGE 27987, APPROACHES, FENCING, ADA PED CURB RAMP	M	Bridge	2017	$1,305,000
2781-432	FROM NICOLLET AVE IN MPLS TO W SHINGLE CREEK BRIDGE 27909 IN BROOKLYN CENTER-MAJOR CPR AND DIAMOND GRINDING, SIGNING, GUARDRAIL, TMS, DRAINAGE AND MISC REPAIR ON 51 BRIDGES (TIED TO 2781-452 & 2781-453)	M	Pavement	2017	$33,895,000
2781-452	OVER GLENWOOD AVE IN MPLS-REPAIR BRIDGES 27726, 27726A, 27726B, 27727, 27727A, 27727B, 27728 (TIED TO 2781-432 & 2781-453)	M	Bridge	2017	$1,635,000
2781-453	AT HENNEPIN/LYNDALE TUNNEL (BRIDGE 27832) AND EB I94 UNDER I35W TUNNEL (BRIDGE 27834) IN MPLS-TILE REPAIR (TIED TO 2781-432 & 2781-452)	M	Bridge	2017	$2,500,000
6282-203	ON S SIDE OF I-94, FROM SNELLING AVE N TO PASCAL ST N IN ST PAUL-NOISE WALL	M	Roadside Infrastructure	2017	$565,000
1985-143	AT SE QUADRANT OF I494 & BLAINE AVE E IN INVER GROVE HEIGHTS - REPAIR & IMPROVE DRAINAGE TO POND T-23	M	Roadside Infrastructure	2017	$62,000
0285-66	FROM BNSF RR TO WEST OF I35W IN FRIDLEY - PAINT BRIDGES 02807, 9860, 62828, 9390 AND 9389	M	Bridge	2017	$1,625,000
7001-112	FROM E OF US 169 IN SAVAGE TO JUST E OF WASHBURN AVE IN BURNSVILLE-MILL AND OVERLAY, BUS SHOULDER, DRAINAGE, GUARDRAIL, ADA, SIGNAL REPLACMENT	M	Pavement	2017	$5,535,000
8214-114MIT17	OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	M	Bridge	2017	$3,005,000
8214-161	S JCT MN95 TO E CHESTNUT ST IN STILLWATER AND ON MN95 FROM S JCT MN36 TO 10TH AVE N IN BAYPORT- LANDSCAPING AS PART OF THE ST CROIX RIVER CROSSING PROJECT	M	Roadside Infrastructure	2017	$200,000
8214-174B	WI ST HWY64 FROM NEW RIVER BRIDGE 82045 TO 150TH AVE-INSTALL PAVEMENT FOR LOOP TRAIL AS PART OF THE ST. CROIX RIVER CROSSING PROJECT-WISCONSIN LET	M	Pavement	2017	$37,500

Project Number	Description	District	Project Category	Year	STIP Total
8217-4654D	**ELLA** OVER ST CROIX RIVER - LIFT BRIDGE MGMT PLAN AND REPAIR CONVERSION PROJECT FOR BRIDGE # 4654 AS PART OF ST CROIX MITIGATION PACKAGE	M	Bridge	2017	$11,610,000
1008-76	AT HUNDERTMARK RD IN CHASKA - CONSTRUCT SB THRU LANE FROM WB HUNDERTMARK RD TO SB MN41, AND EXTEND LEFT TURN LANE FROM NB MN41 TO WB HUNDERTMARK RD	M	RCIP	2017	$390,000
0208-149	FROM 85TH AVE NE IN BLAINE TO SIMS RD IN EAST BETHEL - EXTEND 16 LEFT TURN LANES, CULVERT REPAIRS	M	RCIP	2017	$685,000
2734-50	FROM 36TH ST TO CEDAR LAKE RD IN ST LOUIS PARK-LANDSCAPING	M	Roadside Infrastructure	2017	$250,000
1918-110	**AB**FROM MN55/MN13 IN MENDOTA HTS TO I494 IN INVER GROVE HTS-RECLAMATION/WHITE TOPPING, ACCESS CLOSURES, TURN LANE EXTENSIONS, DRAINAGE REPAIRS, SIGN REPLACEMENT AND ADA IMPROVEMENTS	M	Pavement	2017	$7,435,000
2771-43	FROM US169 IN BROOKLYN PARK TO MN47 IN COON RAPIDS - INSTALL TRAFFIC MANAGEMENT SYSTEM	M	Safety	2017	$425,000
1906-65	FROM JCT MN19 IN CANNON FALLS TO 117TH ST IN ROSEMOUNT-CLOSE MEDIAN CROSSOVERS, CONSTRUCT 3/4 INTERSECTIONS WITH U-TURNS AND LEFT TURN LANES	M	RCIP	2017	$2,760,000
2772-104	SB US169 AT 16TH ST W IN ST LOUIS PARK - ACCESS CLOSURE, CONSTRUCT VISUAL BARRIER	M	Safety	2017	$875,000
2772-105	JUST NORTH OF MN62 IN EDINA TO MN55 IN GOLDEN VALLEY -CPR WITH DIAMOND GRINDING AND MILL AND OVERLAY, DRAINAGE, NOISEWALL REMOVAL AND RECONSTRUCT (INCLUDING REMOVAL FROM BRIDGE 27586)	M	Pavement	2017	$12,310,000
2772-110	AT CEDAR LAKE ROAD IN MINNETONKA/ST LOUIS PARK - LENGTHEN ACCELERATION & DECELERATION LANES, STORM SEWER, LIGHTING, TMS	M	Safety	2017	$760,000
2772-111	FROM 23RD AVE TO MEDICINE LAKE RD IN PLYMOUTH - CONSTRUCT NEW LOW POINT DRAINAGE SYSTEM	M	Roadside Infrastructure	2017	$450,000
2772-112	FROM I394 IN GOLDEN VALLEY TO I94 IN BROOKLYN PARK-INCIDENT MGMT, ITS REFURBISHMENT AND ENHANCEMENT	M	Safety	2017	$500,000

Project Number	Description	District	Project Category	Year	STIP Total
8280-47	FROM 80TH ST E TO JCT I35/I35W/I35E AND ON I35W FROM N OF MAIN ST TO JCT I35/I35W/I35E AND ON I35 FROM JCT I35/I35W/I35E TO N OF US 8- BITUMINOUS MILL AND UNBONDED CONCRETE OVERLAY, REPLACE BRIDGES 82815, 02804, 02806	M	Pavement	2018	$39,175,000
2782-327AC	**AC**FROM 43RD ST TO I94 IN MPLS - MANAGED LANE COMPLETION, PAVEMENT RECONSTRUCTION AND REPAIR, NOISEWALLS, TMS, LIGHTING, REPLACE BRIDGES 9731 (27822, 27777), 9733 (27844, 27841), 27842, 27843, 27867 (27V47, 27V48), 27868, 27869 (27W02), 27870 (27W03), 27871, 27872 (27W06), CONSTRUCT NEW BRIDGES 27448 AND 27W01, REMOVE BRIDGE 27648 AND MISC REPAIRS ON 27851 (AC PAYBACK 1 OF 1)	M	Twin Cities Mobility	2018	$36,000,000
2732-102	I494 TO TOWER ROAD-REPAIR/REPLACE DRAINAGE INFRASTRUCTURE	M	Roadside Infrastructure	2018	$1,110,000
2706-237	FROM JUST E OF I494 TO JUST W OF LOUISANA AVE- BITUMINOUS MILL AND OVERLAY, ADA, INTERSECTION REVISIONS	M	Pavement	2018	$5,680,000
8214-114AH	ST CROIX MIT ITEM - KOLLINER PARK: REMOVAL OF NON-HISTORIC ELEMENTS TO ALLOW REVERSION TO "NATURAL"-WISCONSIN LET	M	Pavement	2018	$46,000
8214-114MIT18	OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	M	Bridge	2018	$120,000
8214-114Z	ST CROIX MIT ITEM - BLUFFLAND RESTORATION - REMOVAL OF BUCKHORN SIGN, PARTIAL RESTORATION OF WISCONSIN APPROACH (REMOVAL OF PAVEMENT FROM EAST END OF BRIDGE TO STH 35 AND PORTIONS OF CTH E) - WISCONSIN LET	M	Pavement	2018	$25,000
8214-169	FROM SUNNYSIDE DR TO 0.2 MI N OF SUNNYSIDE DR IN STILLWATER - MULTI-USE LOOP TRAIL, DRAINAGE, RETAINING WALLS AS PART OF ST CROIX MITIGATION PACKAGE	M	Pavement	2018	$307,000
8214-174	WISCONSIN LOOP TRAIL IN ST. CROIX COUNTY WI AS PART OF THE ST. CROIX RIVER CROSSING PROJECT-WISCONSIN LET	M	Pavement	2018	$637,500
8214-176	FROM SUNNYSIDE DR TO 0.2 MI N OF SUNNYSIDE DR - LANDSCAPING AS PART OF THE ST CROIX RIVER CROSSING PROJECT	M	Roadside Infrastructure	2018	$75,000
2726-74	FROM 27TH AVE NE IN MPLS TO 40TH AVE NE IN COLUMBIA HEIGHTS - MILL AND OVERLAY, ADA	M	Pavement	2018	$2,780,000
2773-10	FROM BEACH RD TO UNDER TRACY AVE BRIDGE AND ON US212 FROM 0.1 MI S OF MN62 TO E JCT WITH MN62-CONCRETE REHAB WITH DIAMOND GRINDING, MILL AND OVERLAY, SIDEWALK	M	Pavement	2018	$7,350,000

Project Number	Description	District	Project Category	Year	STIP Total
7007-33	FROM GERMAN RD AND STOPPEMAN BLVD NEAR BELLE PLAINE-CULVERT, STORM SEWER, EROSION CONTROL	M	Roadside Infrastructure	2018	$115,000
7008-111	FROM MN25 TO MN282 - UNBONDED CONCRETE OVERLAY, MILL BITUMINOUS PAVEMENT, MEDIAN CLOSURES, ADD U-TURNS, ENSION CABLE GUARDRAIL	M	Pavement	2018	$17,995,000

RAIL PROJECTS

Table A.3 Rail System Investment Projects – Twin Cities Core

RAILROAD	LOCATION	PROJECT DESCRIPTION	COST ($ MILLIONS)	FUNDING SOURCE
FREIGHT PROJECTS				
BNSF	Hinckley Subdivision	Coon Creek Junction/Third Main	$100.0	TBD
BNSF	Midway Subdivision	Add track and passing sidings	$ 5.3	TBD
BNSF	Minneapolis Junction	Improvements to the west leg of the wye to increase track speed on the curve and facilitate NLX routing	$33.0	TBD
BNSF	Moorhead Junction	Improvements to turnouts to increase track speed on the KO Subdivision	$5.0	TBD
BNSF	East Metro	New Siding	TBD	TBD
BNSF	Saint Anthony Junction	Improvements in and around Minnesota Commercial's A Yard to facilitate higher speeds and volumes on the Saint Paul Subdivision	$ 27.0	TBD
BNSF	Twin Cities Core	Adding 0.26 miles of additional track to the existing double main track between Seventh Street and Hoffman Junction	$ 0.4	TBD
BNSF	Twin Cities Core	Rehab/Replace Double Track Lift Bridge St. Croix Junction to Prescott, WI	$50	TBD
BNSF/CP	East Metro	Third Main/Yard leads, Cottage Grove	$65.6	TBD
BNSF/CP	East Metro	Third Main/mainline & connectors, Hoffman-Newport	$61.9	TBD
BNSF/CP	East Metro	St. Croix Flyover and connectors	$429.6	TBD
BNSF/CP	East Metro	Mississippi River Bridge/Hastings	$ 853.4	TBD
BNSF/CP/UP	East Metro	Hoffman-Westminster Trench/UP underpass	$84.1	TBD
BNSF/CP/UP	East Metro	Hoffman Junction & Wye/Flyover	$122.0	TBD
CP	CP Corridor	Prior Ave Bridge	$3.0	TBD
CP	CP Corridor	Snelling Ave Bridge	$10.0	TBD
CP	CP Corridor	Prior Ave Junction Easement/Merriam Park Junction	$20.0	TBD
CP	East Metro	Lower Afton Station (Red Rock Corridor)	TBD	TBD
CP	East Metro	Cottage Grove Station (Red Rock Corridor)	TBD	TBD
CP	East Metro	Hastings Station (Red Rock Corridor)	TBD	TBD
CP	East Saint Paul	CP Saint Paul Yard capacity expansion	$60.0	CP

RAILROAD	LOCATION	PROJECT DESCRIPTION	COST ($ MILLIONS)	FUNDING SOURCE
CP	Hastings bridge	Proposed replacement bridge would be a 324-foot-long double track vertical lift span	$90.0	TBD
BNSF/CP	East Metro	Access Road	TBD	TBD
TBD	TBD	Intermodal Facility – New Twin Cities Area Facility	$150.0	TBD
TCW	Savage	Rehabilitate currently out-of-service bridge over Minnesota River. A proposed replacement bridge would be a single track 160-foot-long through truss vertical lift span.	$34.0	TBD
UP	Albert Lea Subdivision	Dan Patch Interchange	$10.0	TBD
UP	Albert Lea Subdivision	Pigs Eye Bridge (UP) over Mississippi River. A proposed replacement bridge would be a 240-foot-long single track vertical lift span.	$ 76.0	TBD
UP	Hudson bridge	Improve/replace bridge. A proposed replacement bridge would be a 160-foot-long single track vertical lift span.	$87.0	TBD
UP	Mankato Subdivision - Shakopee	Realign main line to increase speed in and around Shakopee	$163.0	TBD
UP	Mendota Heights	Mendota Heights (UP) (Omaha Road Bridge Number 15) over Mississippi River. A proposed replacement bridge would be a 200-foot-long single track vertical lift span.	$44.0	TBD
UP	Saint Paul	Robert Street Vertical Lift Bridge (UP) over Mississippi River	$51.0	TBD
CROSSING SAFETY PROJECTS				
BNSF	Como Avenue, Saint Paul	Grade Separation	$25.0	TBD

Table A.4 Rail System Investment Projects – Twin Cities to Albert Lea/Des Moines (I-35 Corridor)

RAILROAD	LOCATION	PROJECT DESCRIPTION	COST ($ MILLIONS)	FUNDING SOURCE
FREIGHT PROJECTS				
UP	Albert Lea Subdivision	Install CTC between St Paul Yard across St Paul UP Bridge	$1.6	TBD

Table A.5 Rail System Investment Projects – Twin Cities to Chicago (River Route)

RAILROAD	LOCATION	PROJECT DESCRIPTION	COST ($ MILLIONS)	FUNDING SOURCE
FREIGHT PROJECTS				
CP	La Crescent	Replace span with single, fixed, double track bridge on CP's Tomah Subdivision	$117.0	TBD
CROSSING SAFETY PROJECTS				
CP	Sioux Street, Winona	Active Warning Devices Upgrades-4 Quad Gates	$0.6	TBD
CP	W Lyon Avenue (US-63), Lake City	Active Warning Devices Upgrades-4 Quad Gates	$0.6	TBD
CP	Louisa Street, Winona	Grade Separation	$12	TBD
CP	Sturgeon Lake Road (at Prairie Island), Red Wing	Grade Separation	$14.2	TBD

Table A.6 Rail System Investment Projects – Twin Cities to Duluth

RAILROAD	LOCATION	PROJECT DESCRIPTION	COST ($ MILLIONS)	FUNDING SOURCE
CROSSING SAFETY PROJECTS				
BNSF	Multiple	Grade crossing improvements on Twin Cities to Cambridge Corridor	$1.2	TBD
BNSF	NLX	Grade Crossing improvements on NLX Corridor	$60.8	TBD

Table A.7 Rail System Investment Projects – Twin Cities to Fargo/Moorhead

RAILROAD	LOCATION	PROJECT DESCRIPTION	COST ($ MILLIONS)	FUNDING SOURCE
FREIGHT PROJECTS				
BNSF	Capital costs	Add 82.69 miles of new signals	$62.6	TBD
BNSF	KO Subdivision	Add passing sidings (1.16 miles) on the KO Subdivision for Twin Cities to Fargo/Moorhead Corridor	$2.0	TBD
BNSF	KO Subdivision	Additional passing sidings and new track beyond existing double main track on KO Subdivision	$2.9	TBD
CROSSING SAFETY PROJECTS				
BNSF	US-71, Wadena	Active Warning Devices Upgrades-Interconnect with Adjacent Roadway Traffic Signals	$0.3	TBD
BNSF	1st Avenue N, Perham	Active Warning Devices Upgrades-4 Quad Gates	$0.6	TBD
BNSF	4th Street, Audubon	Active Warning Devices Upgrades-Medians	$0.1	TBD
BNSF	5th Street W, Frazee	Active Warning Devices Upgrades-Medians	$0.1	TBD
BNSF	Ferry Street (MN-47), Anoka	Grade Separation	$20.0	TBD
BNSF	Foley Blvd NW (CSAH-11), Coon Rapids	Grade Separation	$30.0	TBD
BNSF	Hanson Blvd NW (CSAH 78), Coon Rapids	Grade Separation	$23.2	TBD
BNSF	Proctor Avenue NW, Elk River	Grade Separation	$20.0	TBD
BNSF	Farwell Street, Verndale	Active Warning Devices Upgrades-Medians	$0.1	TBD
BNSF	Jefferson Street S, Wadena	Active Warning Devices Upgrades-Interconnect with Adjacent Roadway Traffic Signals	$0.3	TBD
BNSF	Parke Avenue S, Glyndon	Active Warning Devices Upgrades-Medians	$0.1	TBD
BNSF	6th Avenue NW, Perham	Grade Separation	$10.0	TBD
BNSF	Ramsey Blvd NW (CSAH 56), Ramsey	Grade Separation	$11.5	TBD

RAILROAD	LOCATION	PROJECT DESCRIPTION	COST ($ MILLIONS)	FUNDING SOURCE
BNSF	Sunfish Lake Road NW (CSAH 57), Ramsey	Grade Separation	$10.0	TBD
BNSF	S Main Avenue, New York Mills	Active Warning Devices Upgrades-4 Quad Gates	$0.6	TBD
BNSF	SW Brown Street, Verndale	Active Warning Devices Upgrades-Medians	$0.1	TBD
BNSF	Broadway W (MN-27), Little Falls	Active Warning Devices Upgrades-4 Quad Gates	$0.6	TBD
BNSF	Main Avenue, 20th Street, 21st Street, Moorhead	Grade Separation, Moorhead Subdivision	$43.0	Partially funded

Table A.8 Rail System Investment Projects – Twin Cities to Saint Cloud

RAILROAD	LOCATION	PROJECT DESCRIPTION	COST ($ MILLIONS)	FUNDING SOURCE
FREIGHT PROJECTS				
BNSF	Staples Subdivision	Double track, Randall to Lincoln	$20.0	BNSF
BNSF	Hinckley Subdivision	Passing sidings (23.54 miles)	$10.0	TBD
BNSF	Midway Subdivision	Add passing sidings (0.624 miles) for Twin Cities to Saint Cloud Corridor	$1.1	TBD
BNSF	Staples Subdivision	Sidings and Track (4.2 miles)	$7.3	TBD
BNSF	Staples Subdivision	24 miles new track	$86.6	TBD
BNSF	Staples Subdivision	Big Lake to Becker, and Little Falls to Darling second main track	TBD	BNSF
CROSSING SAFETY PROJECTS				
BNSF	Staples Subdivision	Grade Crossing Improvements	$3.5	TBD

Table A.9 Rail System Investment Projects – Twin Cities to Sioux Falls, South Dakota

RAILROAD	LOCATION	PROJECT DESCRIPTION	COST ($ MILLIONS)	FUNDING SOURCE
FREIGHT PROJECTS				
BNSF	Marshall Subdivision	Installation of CTC on 122.6 miles from Willmar to South Dakota border	$67.4	TBD
CROSSING SAFETY PROJECTS				
BNSF	Prosper Subdivision	Grade Crossing Improvements	$3.6	TBD

Table A.10 Rail System Investment Projects – Additional Freight and Crossing Safety Improvements

RAILROAD	LOCATION	PROJECT DESCRIPTION	COST ($ MILLIONS)	FUNDING SOURCE	CORRIDOR
FREIGHT PROJECTS					
CN	Duluth	Steelton Hill (Duluth) Double Track	$40.0	CN	Duluth
MVRRA	Minnesota Prairie Line	Track upgrades from Class 1 to Class 2, 60 miles	$58.0	TBD	Hanley Falls to Norwood
CN	Ranier	Ranier Yard Expansion	$15.0	CN	Ranier
CN	Rainy/Superior Subdivisions	Signal upgrades from Ranier to Duluth	$10.0	CN	Ranier to Duluth
CROSSING SAFETY PROJECTS					
BNSF	11th Street, Moorhead	Grade Separation, Moorhead Subdivision (north) and KO Subdivision (south)	$40.0	TBD	Twin Cities to Fargo-Moorhead, Moorhead to Willmar
BNSF	US-12 & MN-40, Willmar	Grade Separation, (result of Willmar Wye Bypass construction)	$49.8	Multiple, Partially funded	Moorhead to Sioux Falls
BNSF	Willmar	Willmar Wye Bypass	$20.0	BNSF	Moorhead to Willmar
BNSF	County Road 22 (CSAH 22), Morris	Active Warning Devices Upgrades-Medians, Morris Subdivision	$0.1	TBD	Moorhead to Willmar
BNSF	W 5th Street, Morris	Active Warning Devices Upgrades-4 Quad Gates, Morris Subdivision	$0.6	TBD	Moorhead to Willmar

RAILROAD	LOCATION	PROJECT DESCRIPTION	COST ($ MILLIONS)	FUNDING SOURCE	CORRIDOR
BNSF	W 7th Street, Morris	Active Warning Devices Upgrades-4 Quad Gates, Morris Subdivision	$0.6	TBD	Moorhead to Willmar
BNSF	14th Street S (MN-29), Benson	Grade Separation, Morris Subdivision	$10.0	TBD	Twin Cities to Bismarck
CP	Broadway Avenue, Crystal	Active Warning Devices Upgrades-4 Quad Gates, Paynesville Subdivision	$0.6	TBD	Twin Cities to Bismarck
CP	Central Avenue, Watkins	Active Warning Devices Upgrades-4 Quad Gates, Paynesville Subdivision	$0.6	TBD	Twin Cities to Bismarck
CP	Douglas Drive, Crystal	Active Warning Devices Upgrades-4 Quad Gates, Paynesville Subdivision	$0.6	TBD	Twin Cities to Bismarck
CP	MN-29, Glenwood	Grade Separation, Elbow Lake Subdivision	$10.0	TBD	Twin Cities to Bismarck
CP	Main Street, Kimball	Active Warning Devices Upgrades-Medians, Paynesville Subdivision	$0.1	TBD	Twin Cities to Bismarck
CP	Oak Avenue, Maple Lake	Active Warning Devices Upgrades-Medians, Paynesville Subdivision	$0.1	TBD	Twin Cities to Bismarck
CP	State Street, Eden Valley	Active Warning Devices Upgrades-Medians, Paynesville Subdivision	$0.1	TBD	Twin Cities to Bismarck
CP	Winnetka Avenue, New Hope	Active Warning Devices Upgrades-4 Quad Gates, Paynesville Subdivision	$0.6	TBD	Twin Cities to Bismarck
BNSF	6th Avenue NE, Pipestone	Active Warning Devices Upgrades-Medians, Marshall Subdivision	$0.1	TBD	Willmar to Sioux Falls
BNSF	East Main Street, Pipestone	Active Warning Devices Upgrades-4 Quad Gates, Marshall Subdivision	$0.6	TBD	Willmar to Sioux Falls

B. APPENDIX B: OUTREACH

This appendix includes the following documents and summaries related to public involvement in the State Freight Plan.

- Communications Plan
- Open House Summary
- Metro Quest Round 1 and 2 Results

Minnesota Statewide Freight Plan

Communications Plan

September 2015 (updated)

REVISION HISTORY

Revision Number	Date	Description
0	7/23/14	Original Draft
1	10/13/14	Revision based on Freight Office comments; coordination with Rail Plan
2	4/10/15	Revision based on Freight Office coordination
3	9/1/15	Revision / update for Project Team Meetings

PUBLIC INVOLVEMENT CONTACT LIST

MnDOT

John Tompkins, Project Manager

Office of Freight and Commercial Vehicle Operations

john.tompkins@state.mn.us

651-366-3724

Laurie Ryan, Strategic Freight Partner Relations

Office of Freight and Commercial Vehicle Operations

laurie.ryan@state.mn.us

651-366-3658

CONSULTANT TEAM

Andreas Aeppli, Project Manager

Cambridge Systematics

aaeppli@camsys.com

617-234-0433

Jessica Laabs, Public Involvement Task Lead

Kimley-Horn and Associates, Inc.

jessica.laabs@kimley-horn.com

651-643-0437

Communications Plan

BACKGROUND AND PURPOSE

In 2005 Minnesota developed its first-ever Statewide Freight Plan. The plan introduced a freight policy that recognized the importance of freight to the state's economy and also identified distinct sub-regions within Minnesota based on the similarities of commodities produced and consumed, the modes used, and the inbound and outbound trading partners. These sub-regional analyses led to conducting regional freight studies (2008–2013) throughout the state.

In September 2012 the MinnesotaGO 50-Year Vision for Transportation was adopted. This long-range transportation vision is complemented by the 20-year Statewide Multimodal Transportation Plan. Together, these two documents provide direction for each of the state's modal system plans, which includes a Statewide Freight System Plan.

With the passage of the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012, states are encouraged to develop comprehensive State Freight Plans to outline immediate and long-range plans for freight-related transportation investments. MAP-21 also encourages states to build performance-based and multimodal programs to address the many challenges facing the nation's transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, and improving efficiency of the system and of freight movement.

The purpose of the Communications Plan (CP) is to provide an overview of the proposed public involvement strategy to develop a Freight Action Agenda, which will be part of the overall Statewide Freight Plan. This CP includes roles and responsibilities, goal and objectives, activities, and outcomes and should be considered a "living" document. As the planning process proceeds, changes to the engagement strategy may be made in response to changing needs, views, or priorities. In addition, results from the public involvement activities will be added to the document. At the end of the planning process, the CP will serve as a full record of stakeholder and public involvement in the development of the final plan report.

GOALS, OBJECTIVES, AND INTENDED OUTCOMES

The overall goals and objectives of the engagement process are to:

- Create opportunities for involvement, focusing on specific stakeholder groups including but not limited to private industry, public agencies, advocacy organizations, and local and regional officials
- Provide education and information about the state's freight system to members of the general public and solicit feedback on items of general interest
- Use the input to identify opportunities within the state and to guide the development of MnDOT's vision for the statewide freight system
- Integrate and coordinate stakeholder involvement with technical tasks and timelines in a meaningful way
- Build understanding and partnership between the policy and technical levels, and state and regional/local levels, to facilitate successful implementation

The intended outcome is that stakeholders have actively participated in the project process and assisted MnDOT in creating an overall plan that is implementable.

PROJECT DEVELOPMENT PROCESS

Project Management Team

The Project Management Team (PMT) will guide development of the Minnesota Statewide Freight Plan. The purpose of the PMT is to provide guidance on and review of draft and final policies, strategies, and performance metrics associated to the development of the Plan and to facilitate coordination and partnership in implementing future freight projects. The PMT would meet at minimum monthly throughout the planning process, and members are expected to facilitate communication back to the groups they represent.

Members of the PMT represent functional and modal groups within MnDOT, as listed in Table B.4.

Advisory Committee

The Advisory Committee, a multidisciplinary committee, will meet three times throughout the plan development process: early in the study to introduce the Committee to the team and scope and confirm the Plan goals and approach, and throughout Plan development to provide high-level policy guidance on issues and strategies as well as feedback on major findings and documents.

Advisory Committee Role: "big picture thinkers"

- Setting a long-term vision for freight – what would you do if there were no constraints?
- Identifying what's out there that needs to be considered
- Fitting this plan into context of other planning (MnDOT's 50-year vision, other statewide, district, and regional plans)
- Building partnerships, identifying future collaboration opportunities

Advisory Committee members represent policy leaders and directors at the federal, state, regional, and local levels. Advisory Committee members are listed in Table B.2.

Technical Team

The purpose of the Technical Team is to provide guidance on and review of draft and final policies, strategies, and performance metrics associated to the development of the Plan and to facilitate coordination and partnership in implementing future freight projects. The Technical Team will meet four times throughout the planning process.

Technical Team Role: "implementers"

- Working out details of the vision, achieving grass-roots buy-in
- Providing input into how the elements of the plan can be followed through/what is needed to be successful
- Serving as representatives to ad hoc committees
- Building partnerships and links between policy-makers and "doers"

Members of the Technical Team have specific technical expertise related to freight and are listed in Table B.3.

AUDIENCES

MnDOT has a long-standing commitment to public and stakeholder participation through the *Hear Every Voice* program. In accordance with *Hear Every Voice* guidance, MnDOT strives to reach underserved populations such as ethnic or racial minority groups, low wage earners, non-English speakers, elderly, youth, and persons with disabilities within any potential group audience. For purposes of this planning process, there are three main stakeholder groups.

Freight Stakeholders: A freight stakeholder is generally defined as a person, group, or organization with a specific interest in a particular freight mode or planning element (i.e., financial, economic, etc.). These entities can provide information that will be useful and important in plan development. A comprehensive list of freight stakeholders will be developed by MnDOT project staff, leadership, and committee members early in the planning process. Subsets of these broader stakeholder groups may be convened to discuss common issues, or in one-on-one meetings to discuss specifics or potentially sensitive information. Additional stakeholders will be identified as the project evolves, and as needs for specific input are recognized.

Tribal Governments: It is important that input into freight planning and communications be a two-way street between MnDOT and tribal governments. Both state and tribal governments should be aware of and understanding of each other's current, ongoing, and future plans, needs, and developments.

General Public: The interest of a member of the general public may be less specific than that of a defined stakeholder. An average citizen with any level of interest will have the opportunity to learn about freight and why it is important and provide input into the planning process.

It is understood that not every stakeholder or member of the general public shares the same amount of interest and commitment to the planning process, and as a result there will be varying levels of involvement. A number of outreach techniques will be used throughout plan development and are identified in the following sections.

OUTREACH TECHNIQUES

The core public outreach techniques utilized for the Minnesota Statewide Freight Plan are described below. Each activity, along with target audience, purpose, tools, timing, and logistics, is summarized in Table B.1.

Dynamic Work Groups

Target Audience: MnDOT Staff, Technical Team Members, Freight Stakeholders
Up to four specific work groups will be assembled to address topics of performance measures, freight network, institutionalization, and governance/structure. Each work group will review current research and reports relevant to the topic, identify data or policy gaps/deficiencies, and develop recommendations to the PMT for how to use the data moving forward. Each work group will meet up to two times (eight meetings total). These meetings will be conducted in partnership with MnDOT.

MnDOT District Meetings

Target Audience: MnDOT District Planners and Engineers
An important group of stakeholders in this process includes those internal to MnDOT. The planners and engineers in each of the MnDOT Districts will likely be responsible for implementing the Freight Action Agenda and should be involved in its development. MnDOT Freight Office staff will either travel to each of the MnDOT Districts or hold a videoconference with key staff to inform about the project, identify projects, and help build the partnership between Central Office and the Districts that will be important for plan implementation (specific method to be determined by Districts' leadership).

MPO Meetings

Target Audience: MPO Directors and Planners
Another important group of stakeholders in this process includes the Directors and Planners at all eight Municipal Planning Organizations (MPOs). To gather valuable input from MPOs, MnDOT Freight Office staff will travel to each of the MPO offices to inform about the project, identify projects, and help build the partnership between MnDOT and the MPOs.

Tribal Government Outreach

Target Audience: Tribal Transportation Leaders

MnDOT's Freight Office will solicit input and provide opportunities for engagement and updates to members of Minnesota's Advocacy Council for Tribal Transportation (ACTT). This will include a Freight Office presentation on development of the Plan given during the summer ACTT meeting held on tribal property in northern Minnesota. Subsequent follow-up efforts for tribal input and updates will be initiated by the Freight Office through MnDOT's tribal liaison, as well as directly with the ACTT members.

Public Open House Meetings

Target Audience: Freight Stakeholders, General Public

MnDOT Freight Office will coordinate with Rail Plan efforts to provide Freight Plan information at statewide open houses initiated by the Rail Plan. Presence of the Freight Office at these meetings will be primarily to educate the public about the role of freight in Minnesota and the efforts to develop a Freight Plan and to solicit initial input on freight needs and projects. Display boards will be provided, and the flyer developed for the outreach packages (described later in this section) will also be used. The Freight Office will host its own open house at MnDOT's Central Office in St. Paul following the completion of the draft Plan and Action Agenda. The purpose of this open house will be to share and receive feedback on the Plan findings and recommendations.

Industry Interviews

Target Audience: Freight Stakeholders

Eight or more interviews/meetings will be facilitated with individual high-level industry leaders throughout the state to discuss general industry needs and issues important to Plan development. It is anticipated that one-on-one discussion with freight stakeholders will produce the most informative results.

Meeting Notices and Project Updates

Target Audience: Freight Stakeholders, General Public

Multiple means will be used to distribute information about the Plan and provide notice for upcoming meetings and other opportunities for input.

- *Freight Stakeholder List.* Freight stakeholders, particularly those with specific interests and stakes in Minnesota's economic future, will be critical partners in this planning process. The Freight Office, in coordination with MnDOT Communications, will build a comprehensive freight stakeholder list. The extensive interview work done as part of the District 8 and District 4 Manufacturers Studies will also serve as a source of contact information. The contacts will be added to an email listserv used to provide updates and invite engagement in meetings and online activities.
- *Email Lists.* Notices about the planning process and opportunities for engagement will be distributed primarily to the Freight Offices master stakeholder lists, but some will also be distributed via MnDOT's Constant Contact email list designated for "Minnesota freight, rail, and waterways updates."
- *Social Media*. Social media will be used to notice meetings, present freight facts, and provide updates on the planning process. The project will rely on existing MnDOT social media outlets, with primary focus on the MinnesotaGO Facebook page. Other outlets may include the MnDOT YouTube channel and the agency's general Facebook and Twitter accounts. LinkedIn may also be used to target a more freight-specific audience. MnDOT staff will be responsible for posting content, with content support from the consultant.
- *Press Release*. A standard press release will be drafted and distributed by MnDOT media contacts prior to each open house and to communicate key milestones in plan development (including location of the final plan).
- *Existing Publications*. When possible, notices will be sent to other freight-related publications, such as CTS's Freight Logistics E-News.

- *Freight Plan website.* MnDOT will host freight plan information on its Freight Office web page (http://www.dot.state.mn.us/planning/freightplan/index.html). The consultant will provide content about the stakeholder engagement process for inclusion on the web page.

Outreach Toolkit

Target Audience: General Public
Outreach packages will be developed at key points throughout plan development for PMT members to provide information and share progress with interested parties. The package will consist of a short video and an educational handout.

- *Prezi Video.* A short educational video about the importance of freight and the planning of its future will be created using Prezi software, which will then be converted to video and edited to include new freight-related video footage. This will be used as an informational tool that also includes details about the Plan and its Action Agenda for use beyond the planning process. It will be posted on both MnDOT's Freight Office and Freight Plan web pages and on the Minnesota Freight Advisory Committee's (MFAC) home web page.
- *Minnesota Freight Facts Flyer (prepared October 2014).* What is a freight plan? Why is it important in general, and to Minnesota? These are all questions that will be answered in a "freight facts flyer" intended to inform and educate the general public on the Plan. We will prepare a graphically appealing flyer for hard copy print and posting on the web during the planning process. We will also provide MnDOT with a print-quality PDF and original design files for use beyond the planning process.
- *Talking Points.* A set of talking points will be created for MnDOT staff to use as they engage with groups internal to MnDOT as well as outside of MnDOT and around the state as the Plan is marketed and executed. Points will cover similar content as the Freight Facts Flyer, but in greater detail.

Online Engagement – MetroQuest Survey

Target Audience: Freight Stakeholders
A MetroQuest survey, an interactive public involvement tool that can be integrated into MnDOT's freight web site or sent as a separate online link, will also be created to engage stakeholders. MetroQuest will facilitate the receipt of feedback from a larger audience than is typically achieved using traditional public involvement methods. Two rounds of MetroQuest survey will be used. Round #1 (October 2014) will focus on educating stakeholders and the general public on the role of the freight system in Minnesota and obtaining input to be used in the planning process (i.e., identifying freight system issues and needs). Round #2 (August 2015) will focus on review of recommendations and establishment of priorities (short-, mid-, or long-term priorities). Use of MetroQuest in the second round is anticipated to be targeted to specific freight stakeholders and freight groups.

Survey to Bordering States and Provinces (Completed Early 2015)

Target Audience: Freight Stakeholders
SurveyMonkey will be utilized to create a survey that can be distributed to neighboring states and Canadian provinces, modeled after the survey created for the North Dakota Freight Plan. This effort will facilitate a better understanding of inter-state freight needs and issues that cross state borders.

Freight and Logistics Summit (Held December 2014)

Target Audience: Freight Stakeholders
MnDOT and the Center for Transportation Studies (CTS) will hold a Freight and Logistics Summit in December 2014. Topics important to the development of the freight plan will be incorporated into the agenda. The summit will also coincide with Advisory Committee and Technical Team meetings.

Table B.1 Summary of Engagement Techniques

Activity	Target Audience/Participants	Purpose	Anticipated Tools	Frequency/Timing	Logistics
Dynamic Work Groups	Freight industry leaders and policy-makers, technical team members, advisory team members	• Address performance measures, freight network, institutionalization, and governance/ structure • Review current research and reports relevant to the topic • Identify data or policy gaps/ deficiencies • Develop recommendations for the PMT on how to use the data moving forward	• Facilitated discussions	Each group will meet two times	Work groups will be facilitated either by the consultant team or MnDOT staff
MnDOT District Meetings	MnDOT District planners and engineers (internal stakeholders)	• Inform about the project • Identify projects • Build partnerships for plan implementation	• PowerPoint presentation • Discussion	One meeting with each District, October 2015	Led by MnDOT staff in and held in-person or via videoconference
MPO Meetings	External stakeholders	• Inform about the project • Identify projects • Build partnerships for plan implementation	• PowerPoint presentation • Discussion	One meeting with each MPO, September - October 2015	Led by MnDOT staff in and held in-person at each MPO's office

Activity	Target Audience/Participants	Purpose	Anticipated Tools	Frequency/Timing	Logistics
Tribal Government Outreach	External Tribal Transportation Leaders	• Inform about the project • Identify projects • Build partnerships for plan implementation	• PowerPoint presentation • Discussion	Provide Plan presentation at ACTT meeting in July 2015. Follow-up communications via direct contact and MnDOT Tribal Liaison	Led by MnDOT staff in and held in-person at outstate ACTT meeting
Public Open Houses – Round 1 (in conjunction with Rail Plan meetings)	General public and stakeholders	• Educate about freight/the freight plan	• Presentation boards with simple text, maps, and graphics • Freight Plan info flyer	10/16/14 Northfield/Albert Lea 11/5/14 St. Cloud 11/10/14 Twin Cities 11/6/14 Eau Claire 11/12/14 Red Wing 11/13/14 Mankato 11/17/14 Duluth 11/24/14 Fargo 11/25/14 Winona 12/8/14 Willmar	Freight station available as part of the overall Rail Plan meetings

Activity	Target Audience/Participants	Purpose	Anticipated Tools	Frequency/Timing	Logistics
Public Open House – Round 2	General public, freight stakeholders, and tribal government representatives	• Educate about freight • Opportunity to comment on Plan and Action Agenda	• Presentation boards with simple text, maps, and graphics	October 2015	An open house will be announced via news release and held at MnDOT Central Office in St. Paul
Industry Interviews	Specific companies	• Discuss general industry needs, specific business needs	• Interview guide or talking points	Summer 2015	Companies to interview identified in coordination with Freight Office; attention given to broadening the reach of the online survey/ensuring good geographic representation
Notices/Project Updates	Those with specific interests and stakes in the future of Minnesota's freight	• Education • Invitation to participate • Links to surveys	• Freight Stakeholder List • MnDOT Email List • Social media • MnDOT website • Press release	Leading up to events, project milestones	Comprehensive list will be built by Freight Office Social media will be managed by MnDOT
Outreach Toolkit – Prezi Video	Stakeholders	• Education – what is freight planning and why is it important	• Simple graphics • Voiceover audio	September 2015 (for web posting and for October 2015 Open House)	Short video (2-3 mins) to include video testimonial clips

Activity	Target Audience/Participants	Purpose	Anticipated Tools	Frequency/Timing	Logistics
Outreach Toolkit – Freight Facts Flyer	General public, stakeholders	• Inform and educate the general public on freight and the plan	• Concise, informative text • Appealing graphics	Used in conjunction with rail plan meetings, October – December 2014; also available for general use at any time	.pdf format suitable for printing and online posting
Online Engagement (MetroQuest) – Round 1	Freight stakeholders, general public	• Education • Input on freight priorities, areas where improvements are needed	• Dynamic questions and screens • Interesting and informative graphics and text	Online engagement opportunity available September 23 to December 19, 2014	Survey link posted on MnDOT's freight website and sent to stakeholders as a separate online link
Online Engagement (MetroQuest) – Round 2	Freight stakeholders, tribal transportation leaders	• Education • Feedback on draft plan strategies	• Dynamic questions and screens • Interesting and informative graphics and text	Online engagement opportunity available August 12 - September 4, 2015	Send to stakeholders and tribal government transportation leaders as a separate online link
MnDOT online resources	Stakeholders, general public	• General information and notification of upcoming events	• Freight Plan info on Freight Office web page • Minnesota GO Facebook page • General MnDOT Facebook/Twitter accounts • MnDOT YouTube channel • Govs blog	Leading up to events, project milestones	Social media/online resources will be managed by MnDOT Consultant team to provide information on the stakeholder engagement process for MnDOT to use on the website

Activity	Target Audience/Participants	Purpose	Anticipated Tools	Frequency/Timing	Logistics
Survey to Bordering State and Provinces	Bordering states and Canadian provinces	• Needs identification and engagement	• Survey Monkey or Constant Contact	Early 2015	Survey sent to bordering states and Canadian provinces
Freight and Logistics Summit	Freight policy makers, industry leaders, and operators	• Facilitated information gathering • Discussed plan priorities	• Presentations • Discussion groups • Coordinating Advisory Committee and Technical Team meetings	December 2014	Coordinated with CTS

Evaluation of Efforts

Specific techniques will be evaluated by staff periodically. Evaluation of techniques will be based on the following (example) criteria:

Quantitative:

- How many people attended events?
- What was the MetroQuest survey response rate?
- What was the geographic representation of attendees/responses?
- What types of freight system users were represented by attendees/responses?
- What was the Constant Contact message readership?
- What was the number of Prezi views?

Qualitative:

- What kind of feedback was received on the stakeholder forums/public open houses?
- Were voluntary comments provided on the MetroQuest surveys?
- Have stakeholders expressed any particular challenges regarding their participation?
- Have multiple modes/geographic areas/industries been represented?

Brief meeting summaries will be drafted following each stakeholder forum, online survey, and open house and submitted to MnDOT staff for review. Discussion of measures will occur at the first team meeting after the open houses or other stakeholder meetings.

PUBLIC INVOLVEMENT SCHEDULE

The general schedule for implementing the techniques listed is presented on the following page.

Figure B.1 Communications Outreach Schedule

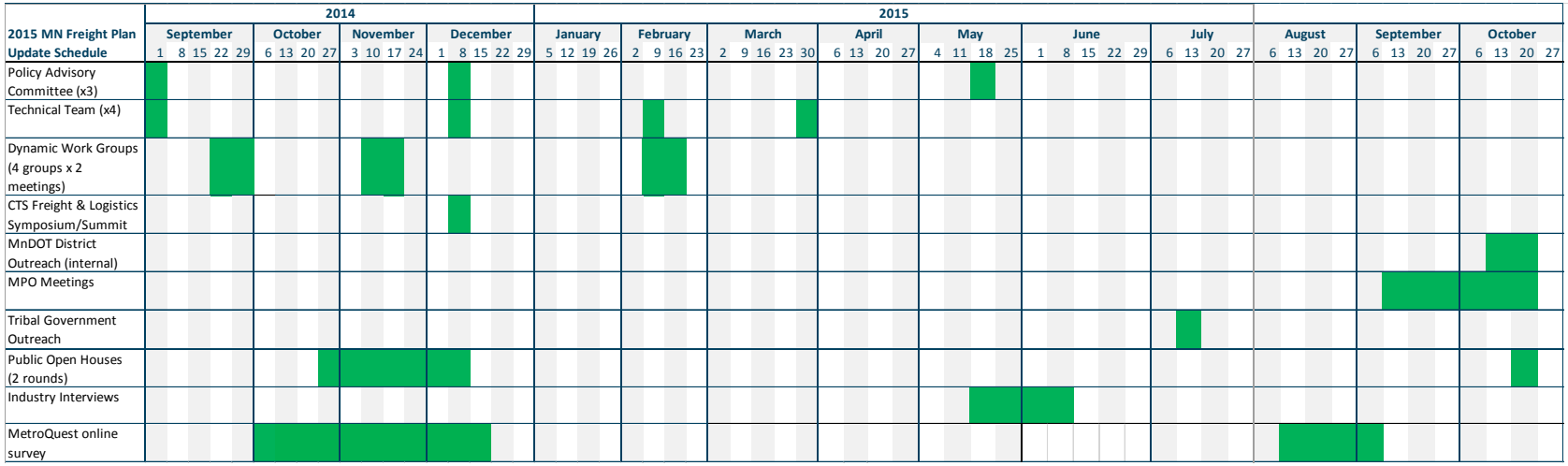


Table B.2 Statewide Freight System Plan Advisory Committee

Members	Responsibility	Area	Contact
Tim Henkel, Co- Chair	MnDOT Modal Division Director	Division Resources	tim.henkel@state.mn.us 651-366-4829
Bill Goins, Co-Chair	MFAC Chair	Statewide Freight Advisory	wegoins@fedex.com 612-865-3716
Bill Gardner	MnDOT OFCVO Director	Freight and Commercial Vehicle Operations	william.gardner@state.mn.us 651-366-3665
Lon Aune	Marshall County	County Engineer	lon.aune@co.marshall.mn.us 218-745-4381
Craig Collison	MnDOT District	District Resources	craig.collison@state.mn.us 218-755-6549
Alene Tchourumoff	Hennepin County	County Engineer	Alene.Tchourumoff@hennepin.us 612-348-0624
Steve Voss	MnDOT PMG Chair	Planner Group	steve.voss@state.mn.us 218-828-5779
Ron Chicka	MPO Chair	Metropolitan Planning	rchicka@ardc.org 218- 529-7506
Connie Kozlak	Met Council	Planning & Programming	connie.kozlak@metc.state.mn.us 651-602-1720
Kris Riesenberg	FHWA	Federal Planning & Programming	kris.riesenberg@dot.gov 651-291-6114
Neil Young	DEED	Economic Development & Programming	neal.young@state.mn.us 651-259-7196
Chip Smith	Bay & Bay Transportation	Intermodal Perspective	csmith@bayandbay.com 612-836-4520
John Hausladen	Minnesota Trucking Association	Trucking Perspective	john@mntruck.org 651-646-7351
Louie Jambois	St. Paul Port Authority	River-ports & Waterways	lfj@sppa.com 651-204-6233
Vanta Coda	Port of Duluth	Lake Ports & Waterways	vcoda@duluthport.com 218-727-8525
John Apitz	Regional Rail Authority	Railroad	JApitz@MesserliKramer.com 651-556-9211
Colleen Weatherford	BNSF	Railroad	colleen.weatherford@bnsf.com 817-625-6233
Lee Nelson	Upper River Services	Waterways Carrier	lee@ursi.net 651-292-9293
Bruce Abbe	Minnesota Shipping Association	Shippers	bruce@mnshippers.com 952-253-6231
Bob Zelenka	Minnesota Grain & Feed Association	Grain Shipper	mgfa@usinternet.com 651-454-8212
Barbara Mattson	Minnesota Office of Trade	U.S. and Regional Trade/NAFTA	Barbara.Mattson@state.mn.us 651- 259-7490
Lt. Bruce Verdoes	State Patrol	Motor Carrier Safety	bruce.verdoes@state.mn.us 507-273-3195

Members	Responsibility	Area	Contact
Ernie Perry	Mid-America Freight Coalition	Multi-State Freight Planning	ebperry@wisc.edu 608-890-2310
Jim Barton	Retired MFAC	Freight Advocate	jebart1@comcast.net 651-222-2786
Annette Bair	RDC	Rural Perspective	phydev@swrdc.org 507-836-8547
Margaret Donahoe	Minnesota Transportation Alliance	MN Highway, Transit, Rail, Waterway and Air	margaret@transportationalliance.com 651-659-0804

Table B.3 Statewide Freight System Plan Technical Team

Members	Responsibility	Area	Contact
Mark Schoenfelder Co-Chair	MnDOT District 6 Planning	Transportation Planning, Project Development	mark.schoenfelder@state.mn.us 507-286-7552
Matt Pahs Co-Chair	MnDOT Freight Planning	Freight mulitmodal planning	matthew.pahs@state.mn.us 651-366-3649
Philip Schaffner	OTSM Statewide Multimodal Planning	Minnesota Go, Multimodal Plan, 10 year Plan, Corridor of Commerce, Statewide Multimodal, Transportation Plan	philip.schaffner@state.mn.us 651-366-3743
Deanna Belden	OTSM Performance Management	Agency Performance Measures	deanna.belden@state.mn.us 651-366-3734
Brad Estochen	Highway Safety	Safety Planning, Funding, Data and Research	Bradley.Estochen@state.mn.us 651-234-7011
Lynne Bly	Metro Planning	Freight Planning, Project Development & Scoping advising Area Mgr.	lynne.bly@state.mn.us 651-234-7796
Steve Elmer	Met Council Planning	Freight Planning	Steven.Elmer@metc.state.mn.us 651-602-1756
Ted Coulianos	OFCVO Permitting	OS/OW Freight Movement	Ted.Coulianos@state.mn.us 651-355-0250
Darwin Yasis	Geometrics	RCI's (J,R Turns), Roundabouts	darwin.yasis@state.mn.us 651-366-4623
Bruce Holdhusen	OTSM Research Development	Research	bruce.holdhusen@state.mn.us 651-366-3760
Ben Zietlow	MAFC	Multi-State Perspective	bzietlow@wisc.edu 608-262-7246
Ronda Allis	MnDOT District 7	Rural District	ronda.allis@state.mn.us 507-304-6196
Andy McDonald	ARDC Planning	Greater MPO or RDC	amcdonald@ardc.org 218-529-7514

Technical Team will also include members from the Project Management Team

Table B.4 Statewide Freight System Plan Management Team

Member	Responsibility	Area	Contact
John Tompkins	Project Manager, OFCVO	Freight Planning	john.tompkins@state.mn.us 651-366-3724
Tim Spencer	OFCVO Freight and Rail Planning and Programming, Manager	Freight & Rail Planning, Programming & Development	timothy.spencer@state.mn.us 651-366-3702
Dave Christianson	OFCVO Freight & Rail Planning	Freight & Rail Planning	dave.christianson@state.mn.us 651-366-3710
Peter Dahlberg	OFCVO Freight & Rail Planning	Freight & Rail Planning	peter.dahlberg@state.mn.us 651-366-3693
Patrick Phenow	OFCVO Ports and Waterways	Ports & Waterways	patrick.phenow@state.mn.us 651-366-3672
David Tomporowski	OFCVO Freight Multimodal Planning	Freight Multimodal Planning	david.tomporowski@state.mn.us 651-366-3694
Bobbi Retzlaff	OTSM Statewide Multimodal Planning	Statewide Planning	bobbi.retzlaff@state.mn.us 651-366-3793
Laurie Ryan	Strategic Freight Partner Relations	Freight Planning	laurie.ryan@state.mn.us 651-366-3658
Donna Koren	Customer Relations	Marketing Research	donna.koren@state.mn.us 651-366-4840
Gina Baas	U of M Center for Transportation Studies	MFAC Leadership Integration	baasx001@umn.edu 612-626-7331

See project work plan for consultant team staff led by Cambridge Systematics

Minnesota Statewide Freight Plan Open House Outreach Summary

MINNESOTA STATEWIDE RAIL PLAN OPEN HOUSES

Information regarding the Statewide Freight Plan was available as part of the Minnesota Statewide Rail Plan public participation process. This included 10 open houses were held throughout the state from Octocber to December 2014.

OPEN HOUSE LOCATIONS

DATE	LOCATION
October 16, 2014	Northfield, MN
November 5, 2014	Saint Cloud, MN
November 6, 2014	Eau Claire, WI
November 10, 2014	Saint Paul, MN
November 12, 2014	Red Wing, MN
November 13, 2014	Mankato, MN
November 17, 2014	Duluth, MN
November 24, 2014	Moorhead, MN
November 25, 2014	Winona, MN
December 8, 2014	Willmar, MN

MINNESOTA STATEWIDE FREIGHT PLAN MATERIALS AVAILABLE

The materials available at the open houses included display boards on the following topics:

- Minnesota GO Vision and MnDOT Family of Plans
- Minnesota's existing freight system
- Freight and Minnesota's economy

A *What is a Freight Plan?* handout was also available to attendees.

FREIGHT PLAN PUBLIC OPEN HOUSE AND COMMENT PERIOD RESULTS

A public open house was held on May 25, 2016, from 10 a.m. to 1 p.m., in Room G13-14 at the Minnesota Department of Transportation's Central Office, 395 John Ireland Boulevard, St. Paul, MN 55155. This open house kicked off a 30 day comment period for the public to comment on the draft release of the 2016 Statewide Freight System Plan. Below are the comments from both the open house and throughout the comment period. There were 13 responses received; they have been grouped in the following categories: Rail Plan Safety, Planning and Programming, Truck Harmonization and Permitting, and Transportation and Supply Chain.

Table B.5 Comments from Open House and 30 Day Comment Period

Note: Formatting and spelling reflects the crowd sourced data received

CATEGORY
RAIL PLAN SAFETY
The state needs to focus on the impact of hazardous freight trains moving through high-density areas -- not just in terms of reactivity via emergency preparedness but proactively: moratoriums, rerouting, requiring two- and four-person crews, a faster phase-out of the substandard DOT 11 and improving the suspect 1232 rail cars, and railyard storage.
PLANNING AND PROGRAMMING
This plan doesn't help MnDOT districts with programming decisions. Should we spend an extra $5M reconstructing this bridge on an OSOW route to gain 6" of clearance? Reconstruct this road to get to 10 tons, instead of just a mill and overlay? Really looking for more specific guidance instead of vague objectives about complete streets
I don't see any statements about addressing preventative maintenance and repair of existing infrastructure. I took multi-modal to incorporate the need of pedestrian/bike crossings. No mention of commuter rail being part of freight network in the Metro. Did we forget about Northstar?
Focus on planning and investments that maintain and improve access to non-truck modes (rail, water) and educate the public about their importance.
We need to see system safety engineering and management principles put into place and independently verified at the state and federal level for freight transport.
Consider freight as if we were as important as the bike and ped. since the economy depends on us. If we cannot turn in towns on Trunk Highways, how are we to get around? When prioritizing the network, the trunk highway should be the system that we can count on to provide the turning movements and width we need to deliver our goods.
TRUCK HARMONIZATION AND PERMITTING
Truck weights need to increase to match our surrounding states.
Truck weight bill and transportation legislation needs to be passed for critical efficiencies as well as long term job opportunities.
Improve coordination between MNDOT and Districts and Local Governments for purpose of harmonizing critical Oversize/Overweight Permit moves throughout state, particularly through corridors and enhanced local government automated permitting.
River port or ports that can be accessed with trucks hauling oversize/overweight loads. there is nothing available to OSOW trucks and the MN manufacturers need a port to be able to ship south on the river. there is much work available coming north that could use a port also.
Minnesota is way behind when it comes to the ability of all trucks 6 and 7 axels bearing able to haul increased gross weight. Because of this a here are more trucks on the road than would otherwise be necessary. MNDOT

CATEGORY
readily admits that 6 and 7 axels with increased gross weight are safer and create less damage to the roads. WHAT ARE WE WAITING FOR
Trucking, it is a monster. I am here from an agriculture stand point, we have freight situation dealing with two states, one allows multi trailer systems which does work very well. From less drivers and units on the road, fuel savings, less road issues due to spreading load and most of all public safety which person on street cannot understand.
TRANSPORTATION AND SUPPLY CHAIN
Need to consider the supply chain requirements for freight movements & strategy. Is the business model [1] warehouse and distribution centers.[2] manufacturing plants ship/receive materials, [3] small package shipping, [4] intermodal/container handling, [5] break-bulk centers, all have different footprints & requirements

During the Minnesota Statewide Freight System Plan Open House, each participant was given the opportunity to prioritize five Freight Plan action items in the categories listed below. This opportunity to prioritize action items was also available in an online survey available throughout the 30 day comment period. Below are the results of the exercise, divided by freight plan objective area.

Table B.6 Accountability, Transparency, and Communication Action Item Prioritization

ACTION ITEM	ONLINE RESPONSES	IN-PERSON RESPONSES	COMBINED RESPONSES	RESPONSE RATIO
Education	12	9	21	18%
Partnerships	22	10	32	27%
Ongoing Freight Forum	8	6	14	12%
Advocacy	18	8	26	22%
Traveler Information	9	3	12	10%
Workforce Development	11	3	14	12%
Total	27	39	119	100%

Table B.7 Transportation in Context Action Item Prioritization

ACTION ITEM	ONLINE RESPONSES	IN-PERSON RESPONSES	COMBINED RESPONSES	RESPONSE RATIO
Corridor Preservation	11	7	18	16%
Truck Routes	19	8	27	23%

ACTION ITEM	ONLINE RESPONSES	IN-PERSON RESPONSES	COMBINED RESPONSES	RESPONSE RATIO
Complete Streets	15	4	19	16%
Land Use Planning and Policies	14	8	22	19%
Freight as a Good Neighbor	9	7	16	14%
Advanced Technology	9	5	14	12%
Total	27	39	116	100%

Table B.8 Critical Connections Action Item Prioritization

ACTION ITEM	ONLINE RESPONSES	IN-PERSON RESPONSES	COMBINED RESPONSES	RESPONSE RATIO
Integrate Freight into All Planning Projects	11	5	16	13%
Investments on the Principal Freight Network	9	4	13	11%
First-/Last-Mile Connections	8	12	20	17%
Targeted Freight System Investments	4	3	7	6%
Intermodal and Multimodal Facilities	5	8	13	11%
Urban Goods Movement Programs	5	0	5	4%
Truck Size and Weight	17	5	22	18%
Modal Options/ System Redundancy	7	2	9	8%
Evaluate and Restructure Existing Freight Funding Programs	12	2	14	12%

ACTION ITEM	ONLINE RESPONSES	IN-PERSON RESPONSES	COMBINED RESPONSES	RESPONSE RATIO
Total	27	41	119	100%

Table B.9 Asset Management Action Item Prioritization

ACTION ITEM	ONLINE RESPONSES	IN-PERSON RESPONSES	COMBINED RESPONSES	RESPONSE RATIO
Freight Data	15	7	22	20%
Freight System Performance Measures	19	9	28	26%
Freight System Investment Plan	15	12	27	25%
Prioritize Maintenance on the Principal Freight Network	22	9	31	29%
Total	26	37	108	100%

Table B.10 Traveler Safety and System Security Action Item Prioritization

ACTION ITEM	ONLINE RESPONSES	IN-PERSON RESPONSES	COMBINED RESPONSES	RESPONSE RATIO
Design for Freight Safety	21	9	30	26%
Truck Parking	12	5	17	15%
Incident Management and Emergency Response Plans	14	5	19	17%
Rail Crossings	15	10	25	22%
Rail System Vulnerabilities	14	9	23	20%
Total	27	38	114	100%

MINNESOTA STATEWIDE FREIGHT PLAN MATERIALS AVAILABLE

At the May 2016 Minnesota Statewide Freight System Plan Open House, the following activities occurred:

- A 15 minute Freight System Plan presentation with video at the beginning of the hour
- Display boards for prioritizing Freight System Plan Action Items

The materials available at the open house included display boards on the following topics:

- Minnesota Freight System
- Minnesota Principal Freight Network
- Minnesota's Economy, Key Industries, and Expected Future Challenges
- Minnesota GO Vision and MnDOT Family of Plans
- Key Action Agenda Items and their Implementation
- The Freight System – Today vs. the Future
- Outreach
- Minnesota Top Freight-Related Industries, by District
- Freight System Plan Performance Measures
- State Freight System Plan Action Item Categories

Statewide Freight System Plan

METROQUEST RESULTS

MetroQuest Round 1 Overview

In order to gain greater insight on the freight priorities and needs in Minnesota and broaden the geographic extent of outreach for the Minnesota Statewide Freight System Plan, an interactive online survey was available from September 23, 2014 to December 19, 2014. The online survey was developed as a supplemental method for gaining information in conjunction with open houses, industry meetings, and the Freight and Logistics Summit.

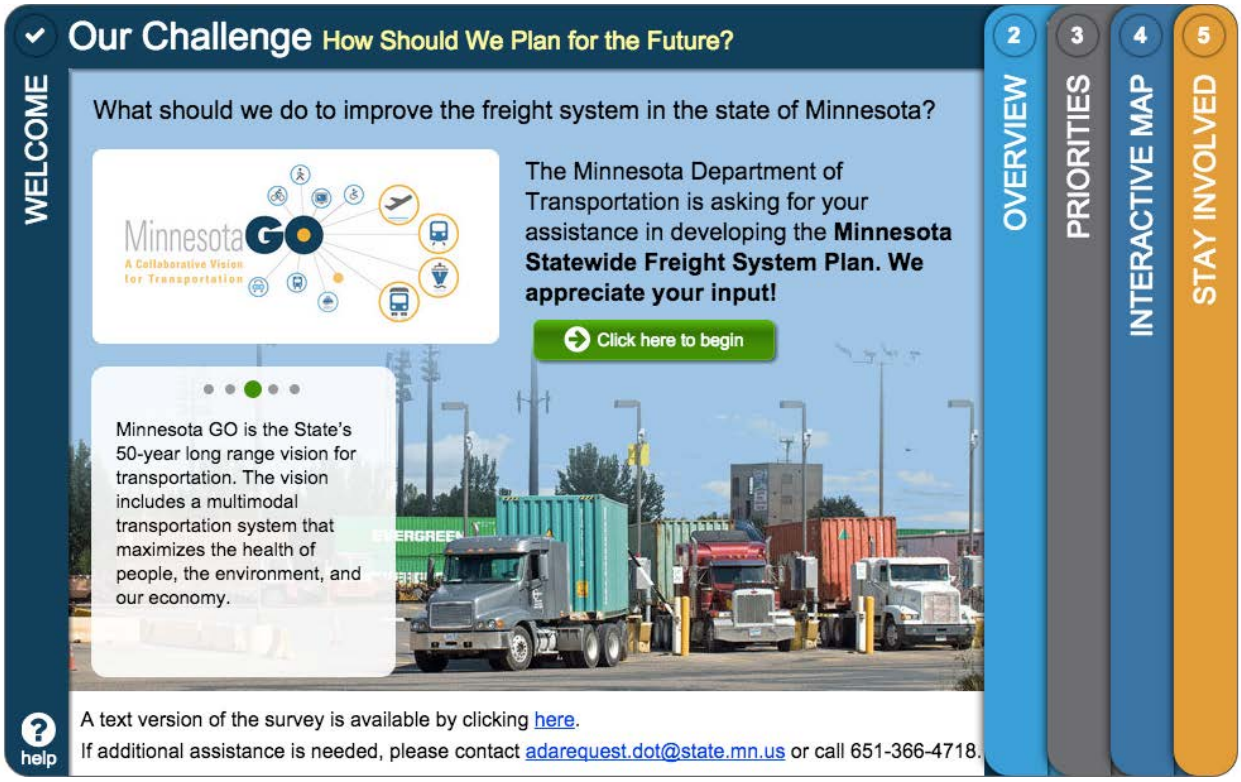
The survey included project information and opportunities to provide feedback on the various freight modes and current freight priorities and identify where freight needs are located throughout the state. The survey also gave respondents the opportunity to provide comments about freight and passenger rail so that the comments can be included in the State Rail Plan, which is also currently in development.

A total of 600 people took the survey, of which 208 specifically responded that they are involved in freight movement. This subset was cross-checked with specific email addresses that reflected agencies or companies with freight involvement, which resulted in an additional 26 responses that were relevant, for a total of 234 respondents whose answers were of specific interest to the Freight Plan team. This subset of 234 is the focus of the results to follow. Approximately 63 percent of respondents work in the private sector.

234 participants

476 places highlighted for improvement

Highest priorities were System Reliability, Safety, Congestion, and Bridge/Pavement Condition



METROQUEST ROUND 1 SURVEY RESULTS

The System

Survey respondents were given an overview of Minnesotangestion, and Bridge/Pavement Conditionrespondents work in the private sector.re then able to rank the importance of each mode to them or their organization on a scale of 1 to 5 (1 - not important/don't use, 3 - average importance/use with other modes, 5 - very important/use exclusively) and provide any comments that they had on each specific mode. The average ranking for each system is listed in Table B.6, and the comments provided for each system can be found in Table B.7.

Table B.11 Freight Mode Rankings

SYSTEM	AVERAGE RANKING	TIMES RANKED
Highway	4.35	230
Railroad	2.98	225
Aviation	2.54	221
Pipeline	2.63	219
Waterway	2.29	222

Table B.12 Freight System Comments

SYSTEM	COMMENT
HIGHWAY	
	Traffic impacts such as general congestion can slow movement of people and goods. I support expansion of highway systems in Minnesota.
RAILROAD	
	Rail is a growing piece of transportation for people to jobs, events, etc. However, as we have seen growth in 2014 for freight shipment of goods, how can we balance the impacts on both freight and people movement?
WATERWAY	
	Waterways are extremely efficient for bulk commodities. I suggest pressuring federal legislators to improve the waterway system to be modernized and more efficient.

Priorities

The survey also asked respondents to rank the top five freight items listed below based on priority to them or their organization. Table B.8 lists the ranks of the freight items surveyed (found by a multiplier of how many people chose it as a priority and how many times it was ranked) and the number of times that each item was ranked.

Table B.13 Freight Priority Rankings

RANK	PRIORITIES	TIMES RANKED
1	System Reliability	162
2	Safety	150
3	Congestion	134
4	Bridge/Pavement Condition	146
5	Economic Development	103
6	System Resiliency	82
7	Intermodal/Multimodal Connections	68
8	Environment/Community Impacts	61
9	Modal Options	61
10	Urban Goods Movement	48
11	Advanced Technology	37

Additional priorities were also provided by some survey respondents. These included:

- MnDOT needs to help the rail companies be better stewards of their land. Instead of spraying the land along the tracks, it should be replanted with bee and butterfly friendly plants.
- Cost
- Increase truck weights to reflect parity with surrounding states

Some survey respondents also provided comments on these priorities. These comments can be found in Table B.10.

Freight Needs

Survey respondents were also asked to locate freight needs throughout the state of Minnesota. Respondents highlighted 476 needs. Table B.9 provides a breakdown of the number of needs provided by category. The detailed comments from the Freight Needs section of the survey can be found in Table B.11. (Note that many needs did not list a comment with them and, therefore, are not listed in Table B.11). General locations of projects identified are shown in Figure B.2. A clickable map showing the location and a description of improvements can also be found at http://www.kimley-horn.com/MNfreightplan-survey1results.

Table B.14 Number of Freight Needs by Category

CATEGORY	NUMBER OF NEEDS PROVIDED
Highway	248
Railroad	108

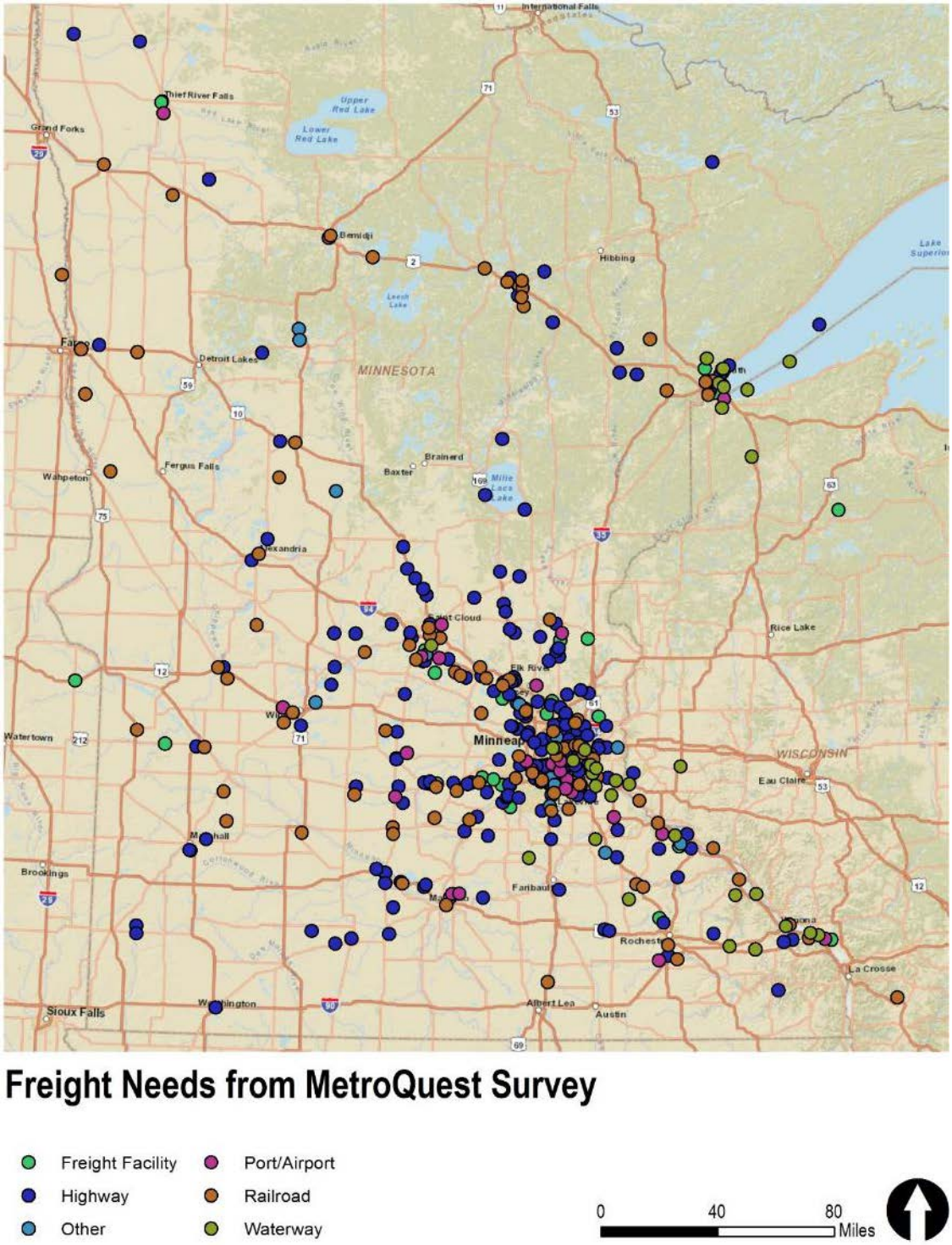
CATEGORY	NUMBER OF NEEDS PROVIDED
Port/Airport	31
Waterway	37
Freight Facility	37
Other	15

Themes from the Freight Needs:

- Need to expand or finish expanding highways to four lanes
- Places are needed to transfer freight between trucks and trains
- Affordable truck facilities are needed within the Twin Cities
- Improved truck parking
- Congestion on highways in the Twin Cities is an issue
- Roads and bridges (both vehicle and train) need repair
- Regional airports are important to local economies around the state
- Late and unreliable train service has been affecting farmers and businesses throughout the state
- Passenger rail service is desired to Chicago, Duluth, Rochester, and St. Cloud
- Additional rail capacity is needed throughout the state
- People are concerned about rail safety
- Additional intermodal access is needed
- Waterways are still needed for industry and shipping but are desirable for reclamation leading to residential and commercial development and recreational areas

Figure B.2 Freight Needs from MetroQuest Survey*

*See also http://www.kimley-horn.com/MNfreightplan-survey1results for a clickable map.



Additional Information

Additional information was also collected from survey respondents at the end of the survey. Some respondents provided their location, whether or not they transport freight, and their employment sector. Of those that answered the question, most of the survey respondents answered that they ship freight (88 percent). There was, however, a difference between public and private sector respondents, with 63 percent of the response from the private sector and 37 percent of the response from the public sector. Survey respondents were represented across the state, as seen in Figure B.3. The private sector was primarily representative of the Twin Cities area (see Figure B.4).

Figure B.3 Zip Codes Provided by MetroQuest Survey Respondents

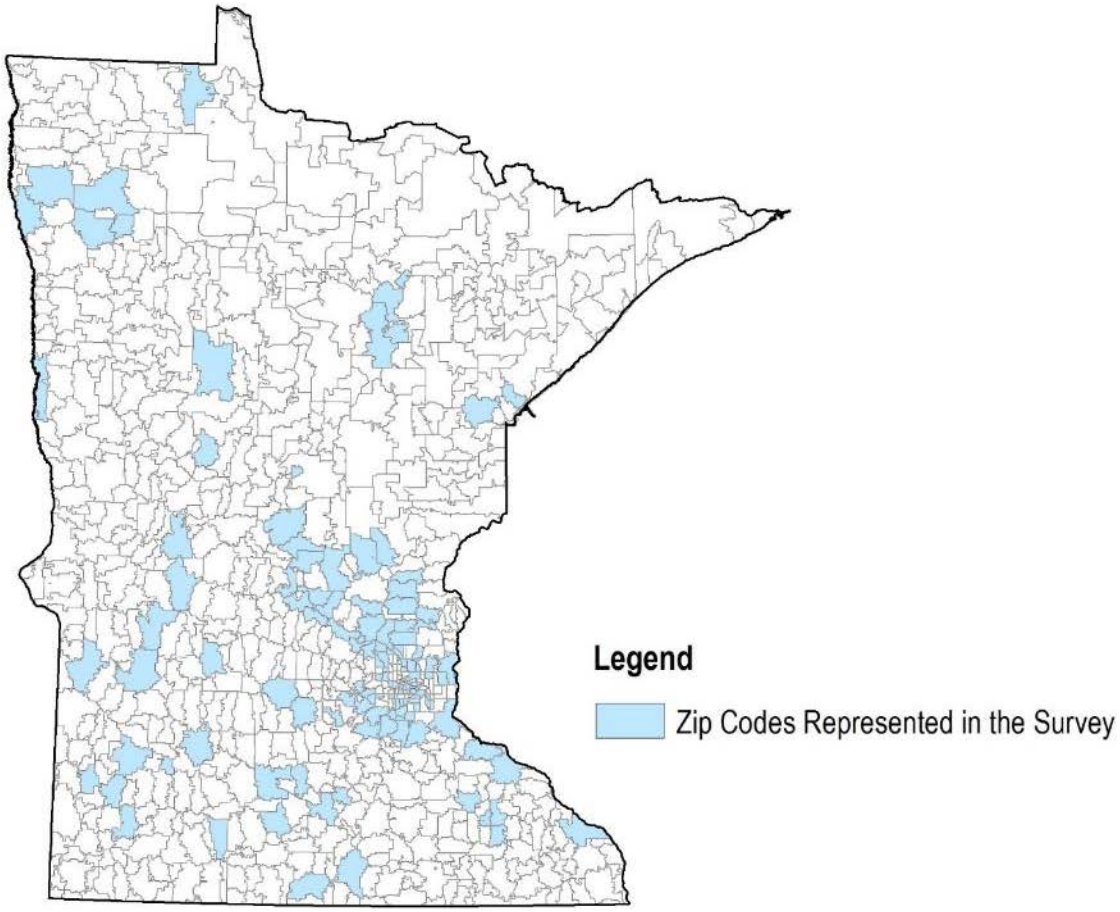
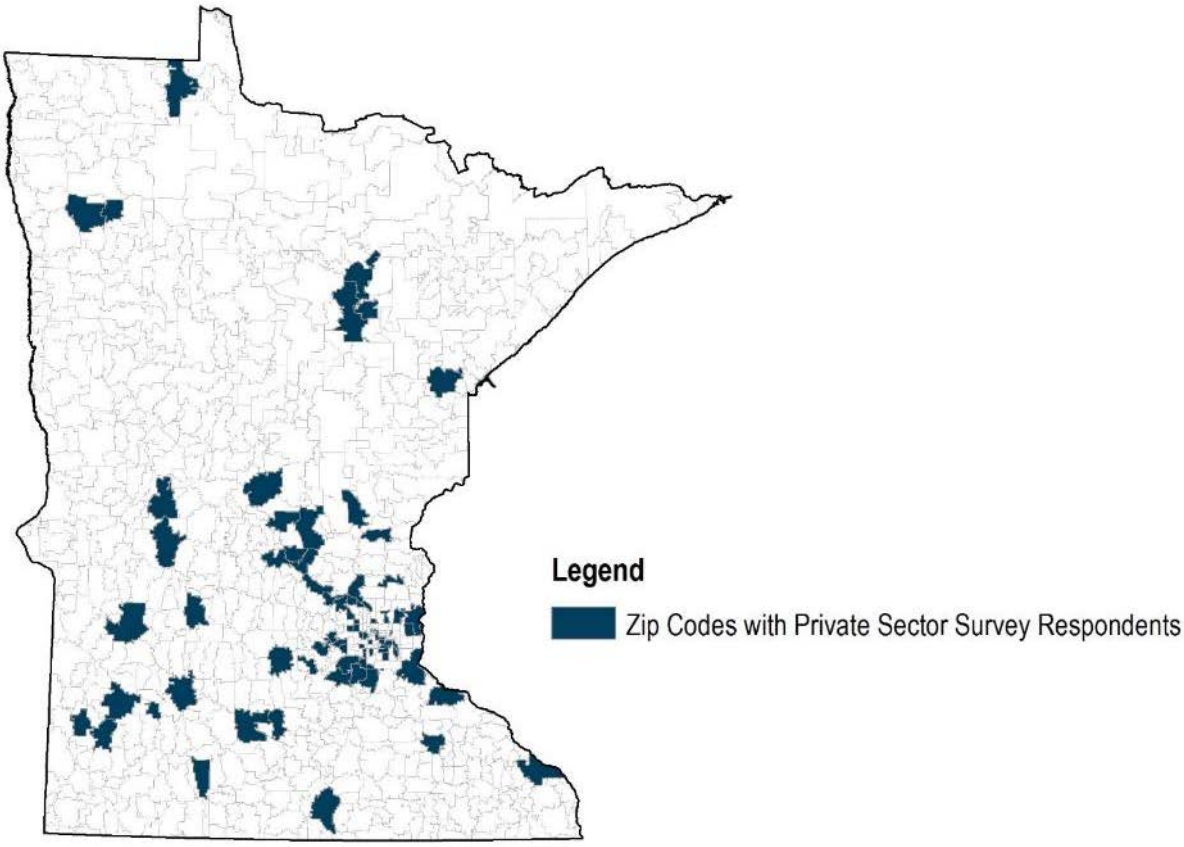


Figure B.4 Zip Codes Provided by Private Sector MetroQuest Survey Respondents



There was space at the end of the survey for survey respondents to provide additional comments. These comments can be found in Table B.12.

COMMENTS

Table B.15 Freight Priority Comments

Note: Formatting and spelling reflects the crowd sourced data received

PRIORITY
ADVANCED TECHNOLOGY
Making sure that people who still want to continue their way of life and job are not adversely affected by "progress". Those people have worked long and hard at their careers and skills, and we don't want to take their land away from them, as it adversely affects their bottom line.
Availability of truck parking is important now that the rules have changed and it's impossible to find a place to park for 10 hours!
BRIDGE/PAVEMENT CONDITION
Pavement degradation is increasing vehicle maintenance costs and congestion costs.
MnDOT should focus on needs of out-state regional centers such as Hutchinson to facilitate the movement of goods and improve roadway conditions/safety of TH's within urban boundaries.
MN needs to identify dedicated funding that will ensure our existing roads and bridges can be maintained to a level that prevents them from falling into a state of repair that requires complete rebuilds.
Minnesota's falling bridge is not easily forgotten. Hwy 56 south of Dodge Center is better, Hwy 19 RW to Nfld too. Catching up after so much lack of maintenance and repair, but long ways to go.
Need to get them fix Befor more people are. Hurt or killed
CONGESTION
As we continue to increase population, especially in the Metro area, we seem to be forgetting about increasing highway capacity. There should be a balance between highway capacity (much greater usage) and mass transit (lower usage and longer transit times).
ECONOMIC DEVELOPMENT
I support expanding freight and transit options across multiple modes as this is a strong benefit to a solid economy.
ENVIRONMENT/COMMUNITY IMPACTS
Degasify crude, whether transported by rail or pipeline.
Pavement upkeep and replacement is not sustainable. Rail upkeep and replacemtn is econcomicly feasible. A shift is in order to move away from highways that are paved to railroads that are connected to community delivery services.
INTERMODAL/MULTIMODAL CONNECTIONS
Water connections are essential links to the national and global transportation system and can't be ignored, even if the volume or dollar value seems small relative to highways.
SAFETY
Moving freight trains from the Bass Lake to the MN&S has been deemed unsafe or unlivable by the Met Council and the City of St. Louis Park. MnDOT needs to make it clear that no plans to re-route freight from either the CP's Bass Lake Spur or the BNSF will ever be considered again.
Degasify Bakken BOOM rail crude and also crude shipped by pipeline.

PRIORITY
SYSTEM RELIABILITY
when I sue the online system there's bugs some times were i try to log the certain roads like 43 to Winona the system doesn't allow me to evaluate.
all systems must operate with the least amount of impact to communities and travelers
Amtrak is important here and delays aren't acceptable. Moving schedule back is addressing symptom and not the problem.
Agree with the shipping time component. I tie this to traffic congestion causing increased travel time for consumers, employees, and goods. The same is true on the rail system.
SYSTEM RESILIENCY
Our roads and bridges need constant upgrades to increase safety and relieve congestion
URBAN GOODS MOVEMENT
Round abouts have one of the most negative impacts on our business transportation

Table B.16 Freight Needs Comments

Note: Formatting and spelling reflects the crowd sourced data received

CATEGORY
HIGHWAY
100% of our products are shipped in bulk trucks within a 200 mile radius of South St. Paul
169 as it turn into jordan is not safe going north or south. Realignment and ramp so there are no stops until St Peter?
169/41 interchange access mnanagement
35W around downtown is rarely clear. I actively avoid every using this route going downtown. I live in the South suburbs and take 35E up to university any time I am going downtown just to avoid the area between 62 and downtown.
35W is often backed up and slow
35w n needs to separate the through traffic starting at cty E through cty 10
35w/494 Interchange needs to be improved and recostructed
4 lane for 61
4 lanes would help
4 lanes would help.
494 in the Richfield/Bloomington area is quite bad every morning and evening specifically between Cedar and Highway 100
494 is especially congested in both directions
494 is slowing here. The ramps are not safe during rush hour. They also have capcity issues at the same time.
494/35W interchange is greatly under capacity and outdated.
4-Lane Upgrade from 2-Lane
7 needs to be expanded to handle the traffic. There are few ways to get west. I have been at lights for 4 rotations on a nice day.
A flyover or other option is needed here for traffic from 494 West to 212 West. The right lane on 494 is stopped back to flying cloud or further
Add a north south oriented, 4 lane crossover at Monticello to highway 10.

CATEGORY
add lane to csah14
add lanes to this old HMA area
Add third lane from 35e through 35w both directions
Add third lane from St Michael to St Cloud
Already congestion is back on 494 after adding lanes a few years ago. Need to look at other options or understand why there is congestion outside of rush hour times
At Red Wing with TH 63 south coming off the WI bridge, reroute the trunck highway ointo SR 58 to Zumbrita and TH 52, by-passing Lake City. Make TH 61 & TH 63 south to Lake /city as a scenic byway only.
Back ups during off hours are a negative to our operations as well as employees commute
Backs up a long way especially at rush hour
Bypass avoiding city traffic and congestion.
Capacity issues cause delays, decrease safety, and increase polution
Capacity needs to be added in the Lowery Tunnel section of I-94.
complete 4 land from Worthington to Mankato
complete 4 lane between New Ulm and Mankato
Complete 4-lane TH23
complete Highway 212 to four-lane facility from Chaska to Norwood Young America
Complete Highway 23 bypass (2 miles) around Willmar which will allow interchanges to be put in place when constructing the new bridge on Kandiyohi County #5 and Highway 23
Complete this stretch of 610
congested early morning 6-8
congested evening 3-6
congested evening 3-6
Congestion both ways on 94
congestion here as well. There is lightrail which would help if there was a parking location near the lightrail stations in Saint Paul. Mass transit is basically only convenient for those who live in Minneapolis and Saint Paul because there are no convenient places to park which doesn't add an hour and a half to a commute.
Construct aux./ramp access lane from 494 to Lone Oak Road to accommodate traffic weave/merge congestion traffic near the Lone Oak/35E interchange
Continue making improvements on Highway 61 between Two Harbors and Grand Marais.
Daily congestion at the CR 3 Lane Drop
Due to amount of usage this road gets, should be turned into an Interstate
Expand MN 23 to 4 lanes from Foley to Interstate 35
Fill the gaps of 4 lane highway on highway 23 between New London and Paynesville and from Paynesville to Richmond
For all of 13 in Dakota County... Get rid of the stop lights. This is a long term solution to 494 being crowded at a fraction of the cost to expand 494.
For the love of God - add a second lane / rebuild the flyover ramp from NB 35W to WB 94 !!!
Freeway condition
freight congestion
get rid of the lights. Either ramps or cut offs. There is too much traffic now to have them.
Having the load carrying capacity of the roadways.
Heavly traveld road that need on off improvments. To many deaths from Jordan to Shakopee
High speed area, being improved with elevated crossing, but still dangerous speed area.

CATEGORY
Highway 10 needs an interchange at Main St (and beyond) as well as a free flowing interchange with Highway 10.
Highway 14 expanded to four lanes between New Ulm and Nicollet
Highway 14 upgraded to four lanes between Owatonna and Dodge Center
Highway 14/15 intersection improvements needed for safety and economic development.
Highway 2 from Bemidji to Duluth is mostly 2 lane. Improvement would be to make this into a 4 lane highway.
Highway 212 needs to be four laned between Chaska and Cologne and between Cologne and Norwood Young America
Highway 55 and I-494 should have an interchange that removes the stoplights and creates a free flow for all directions.
Highway 61 needs to be moved and reconstructed as a limited access freeway out of Duluth. It's hard to get freight and cars through this corridor to all points beyond Duluth, including Canada.
Highway 81 is very often clogged with freight and commuter traffic. Recontruction with a new lane, plus better turn lanes seems necessary.
Highway across to North Dakota
Highways between Grand Rapids and Hibbing, Bemidji, Duluth, or the Twin Cities should be multilane, single lane highways cause shipping delays.
Hwy 55 is congested and needs expansion to a freeway
Hwy 65 improvements to eliminate congestion and improve access to developable propoerty
I believe there is a need to expand nearly ALL highways around the 494/694 loop. This will lead to greater movement of people and goods, creating stronger economics for Minnesota.
I need a double lane highway coming into New Ulm zip 56073 from Mankato to get more trucking firms to come to our destination
I work in elk river and so spend quite a bit of time here. Due to Hwy 10 and Hwy 169 there a choke point for both at certain times.
Improve condition of TH15 through downtown Hutchinson.
Improve TH22 route to US212 through Glencoe and address actual intersection of these roadways.
Improve US212 to upgrade from 2 to 4 lanes each side of Cologne.
insufficient capacity, and the need for reconfiguration cause congestion increasing travel delays, decreases safety, and increases polution
Interstate 94 should be 6 lanes all the way to St.Cloud.
Interstate load limits don't match State load limits
It has taken way too long to get 169 finished near Eagles Nest
jam at rush hour... dont know how to fix but its a situation.
Keeping roads in decent shape
Large scale mining operation location. Heavy truck traffic trying to enter onto Highway 46. Recommend accelartion and turn lanes.
Large scale truck garage, combined with the dealership nearby, a lot of traffic heading to 494
Less access & more Hwy from Hwy 10 north to Cambridge
less congestion metro wide
less congestion, more long term planning
light needs reset people are taking 212 instead of 169. 41 and 169 needs a reset backs up into chaska. I know there is going to be a bridge in the futre but there needs to be a ramp here in the future regardless.
make 212 4 lane at least to Olivia and plan for future extension of 4 lane to the SD border.

CATEGORY
Make the ramps longer. There is not enough time to merge. Safety and use restirctions.
Many metro roads and bridges are very old and in need of more frequent preservation construction project. This infrastructure needs to be replaced and expanded to decrease congestion and increase the life cycle time between repair projects that also have major traffic impacts.
Many of the roads in the NW part of the state are not wide enough and do not have sufficient shoulders to support the loads we carry. We haul equipment all over the state and these restricted roads force us drive further for deliveries and/or route us onto county/city roads when state roads are easier to use and travel on.
More effort needed to eliminate congestion
more lanes
more lanes
more lanes
more lanes
more lanes
More lanes
Need 3rd Lane on 35 through Lakeville
need 4 lane
Need 4 lanes from Mankato to new ulm. this will help in safety, and help New Ulm grow as we have better access from business and employees that will live in Mankato and travel to New Ulm for work.
Need 4-land on Hwy 212 to Western MN
Need a better connection for TH 22 to US 212 through Glencoe. TH 22 is on the IRC system and needs good connectivity for freight and manufacturers.
Need a new 35W bridge over 35W, know this is in the works. Will have 4 lanes in each direction and a trail.
Need continued reliablility on I-94 to and from Western Wisconsin
Need faster access to southern mn.
Need improved 494/35W Interchange. this is the most used interchange in the state, is a 1960's design, causes backups every day and isn't in MnDOT's 20 year plan for improvement which is unacceptable.
need more money to keep up with degradation
Need reliable connection to Rochester and La Crosse
Need reliable road connections to St. Cloud
Need to fix it right
Need to transport highway construction material from Elk River and Rogers
Need to transport highway construction materials from St. Cloud
No access from 94 to 35E need to be fixed. 35E North to 94W and 94E to 35E South.
Not allowing trucks on 35E between 7th and 94 is just St Paul being selfish. Fix this!
on the system and some other roads the system wont let me evaluate the trip and won't tell me why or why not.
Planning should occur to improive 169 to three lanes, both directions between Crosstown highway 62 and interstate 694 - including a redesign of the accesses to 169 from 394, Betty Croker Drive and highway 55
Poor visibility
Ready mix plant and aggregate yard, significant number of large trucks
Ready-mix plant location. Heavy truck traffic trying to enter onto Highway 169.
Reconsider the 45MPH Speed Limit
Remove multiple roundabouts from bypass. This type of interchange has no use in a major trucking route!
Remove Roundabout interchange. This type of intersection had no business being used in a major trucking route!
Resurface

CATEGORY
Resurfacing needed soon.
Road Carrying capacity
Road is congested, even on off-peak times
Road is very rough. needs resurfacing
Roads are in need of repair. Stop putting in stop lights all over the place. Use ramping or diverging diamonds. Get rid of lights on highway 15 through St Cloud, and on 23 too, where possible. Too much stop and go congestion!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
Roads suck and too much congestion
safe interchanges
Separate through traffic from transitioning traffic on 494/694
SERVICE ROADS
Should consider 4 lanes on USTH 169 between Onamia and Garrison. The traffic count drops at Garrison with a lot of traffic turning west on MNTH 18
Southbound old 76 needs to connect to Highway 10 North bound, 1 mile south of little falls.
TH 15 between Hutchinson and I-94 needs good pavement condition for haulers and it needs passing opportunities to have timely delivery. Currently the road is narrow and there are limited passing opportunities.
TH 15 between Hutchinson and I-94 needs good pavement condition for haulers and it needs passing opportunities to have timely delivery. Currently the road is narrow and there are limited passing opportunities.
TH 15 flows through downtown Hutchinson, there are several signals and movement of heavy commercial vehicles can be slow, especially in summer with recreational traffic.
TH 169 bridge over the Mn. River needs 4th lane to accommodate increased traffic.
TH 169 needs third lane in the corridor to accommodate increased raffoc
TH 61 in Lake City is a speedway and a detriment to tourism. Our city wants to expand tourism and reducing lanes to 2 or 3 will slow people down to get them to stop
TH 77 bridge over MN. River needs to be widened to minimize congestion in the TH 77 corridor.
The amount of traffic on Hwy 95 becomes congested
The crash rate at this intersection MAY be increasing
The crash rate at this intersection MAY be increasing
The round about that was installed here was a terrible idea that should be removed.
The state, and of course some county roads in our region are in very poor condition due to increased commercial and agricultural heavy/overloaded truck traffic. In fact it seems that rural Minnesota's roads are in rough shape compared to more populous and tourist areas of the state.
There are two choke points in the 60 mile stretch of TH23 from Willmar to St. Cloud. They restrict goods movement and also introduce safety issues from impatient drivers.
There have been 2 rear-end accidents involving trucks from the ready-mix plant and excavation company.
There is a lot of congestion from MPLS to ST Cloud. Need more lanes and roads.
This intersection has been identified as having a high crash rate
This is a congested area with a lot of construction that slows things way down!
Too congested too often
Traffic is always congested (during peak hours) on SB 35W
Traffic is always congested (during the peak hours) on NB 35W at 694
Traffic light or cloverleaf. Crossing both directions of 23 during rush is dangerous. Not enough space in median for a truck-trailer to cross one direction at a time.
Traffic on 169 South from 494 backs up well into 494.
Unsafe County Road. County Rd 16 between County Rds 18 & 83.

CATEGORY
Upgrade to 10 ton spring load rating. This one is crucial as there aren't good routes to TH 169 river crossing (TH 93 is only 7 ton) and the next 10 ton river crossing to the north is Belle Plaine. This has an impact on local sand and aggregate producers between Henderson and Blakely.
WB auxiliary lane needs to be constructed to accommodate TH 77 improvements.
WE NEED 4 LANE FREE WAY FROM GLENCOE TO EDEN PRAIRIE. FINISH 212 ALL THE WAY AS A 4 LANE HIGH WAY (2 LANES EACH DIRECTION)
We need a 4 lane trunk to Duluth and Minneapolis for trucks to make deliveries efficiently and safely.
We need a good four lane highway system from the South Dakota Border along either the Hwy 212 or Hwy 7 corridor into the Twin Cities and continuing on to connect with other four lane highways
We need expanded, improved road service to the two Twin Cities intermodal rail yards -- CP in Shoreham Heights, and BNSF's yard in St. Paul. Ideally bridge into and out of CP's yard over the rail tracks in Mpls. More lanes, maneuverability for trucks entering and leaving BNSF's yard in St. Paul. (This is both a highway & rail related recommendation for this area.)
We need roads that the Freight Trucks can drive on that the pot holes and surface condition limit damage to the freight they are hauling-
We need to complete HWY 14 to New Ulm ASAP. This issue has been ignored in St. Paul for the last 50 years while there has been a lot of infrastructure investment in the metro area. Get it done.
We reley on highways throughout MN to transport
Widen Highway 10 to four lanes; divert Hwy 29 so it no longer ends at HWY 71 but parallels Hwy 75 to access HWY 10 to reduce truck traffic going through the downtown business district. Re-route truck traffic traveling through town on Hwy 71 so that it no longer passes through the downtown business district.
RAILROAD
A rail yard needs to be built near Glencoe so that switching performed in the sw suburbs can be relocated to a rural area
Another rail line and Consistant RR times especiaslly for passenger trains
BNSF currently has to go into Willmar and turn their train around to go southerly toward Marshall. BNSF/MnDOT/City/County are proposing a RR bypass to reduce this congestion, improve safety, improve access to the industrial park for economic expansion.
Concerned about rail safety at or near critical junction of highway and power infrastructure.
connections for Pass!
Degasify, safety training and equipment, and second rail line in addition to pull offs
Degasify, safety training and equipment, and second rail line in addition to pull offs
Develop intercity passenger rail service
Develop intercity passenger rail service between Rochester and Twin Cities
Due to the increased shipments by rail we continue to have increased stoppage of trains on all of the rail crossings in our town, affecting schools, economics, emergency vehicles, etc.
Eliminate congestion of line from Saint Cloud to Minneapolis.
Faster rail speeds
Freight Capacity and Safety Issues at Hoffman Yard and Others identified in the East Metro Freight Railroad Capacity Study
Grain Shipments in this area have been hampered by access to grain cars for transportation. It appears that priority for shipping has gone to tanker cars for crude oil instead
hi-speed rail between Rochester and Twin Cities

CATEGORY
I have a rail spur on my property for unloading rail cars of lumber. When MNDOT made an upgrade on the right of way next to my building, they tore out the tracks servicing my building. Now that I want to bring in rail cars I cannot because of the break in the rail line.
Improve rail service especially in winter. Need to receive rail cars on time and get switched when needed. Most rail cars are obsolete designs with difficult to operate doors and valves. Need improved ergonomics for loading and unloading of cars. Need new designs for cars which require less manual labor to operate. Need general improvements to railroad operation. It's 2014, GPS can tell exactly where we are while driving or walking, but rail cars are spotted by hand, identified by reading numbers instead of scanning tags, switches are operated manually. It's time to embrace new technology the 1800's are over. Please improve safety, ergonomics, reliability and provide service options for cost control. The railroad is a monopoly with truck as the only alternative they strangle manufacturing.
intermodal access
intermodal access
Intermodal Access
Intermodal access
intermodal is backed up and very time consuming for drivers to retrieve containers - need infrastructure improvements to ramps
Intermodal rail service needed to give MN & Twin Cities access to LA/Long Beach container shipping ports. UP container rail service on the Spine Line through K.C. to southern California. A much needed development that would strengthen Minnesota's global trade capability and our international trade economy.
Less Congestion
make the Wye connection west of Willmar to direct rail traffic out of the main rail yard in willmar.
Minnesota Valley Regional Rail Authority owns 94.7 miles of track from Norwood Young America west to Hanley Falls, MN. This infratructure impacts 16 communities and the businesses including all the ag businesses and ag producers who feed the world and provide commodities for ethanol, biofuels, salt, tallow and other products used all over the country. We contract with Minnesota Prairie Line who is our contract operator. MVRRA is a publicly owned railroad statutorily authorized by the State of Minnesota. We have complete approximately 34 miles of rehab from Norwood Young America to just west of Winthrop with 115 lb continous welded rail, and these improvements are benefiting the communities with new business development occuring along those 34 miles of track. We have 60 miles yet to go and some major developments that can happen when the rest of the track is rehabbed along with the bridges that cross the Minnesota River. Every carload we ship replace 3 semis not tearing of our MN Highways!
More light rail in this area to mpls may loosen up congested roadway systems
more rail capacity for delivery of coal
more Rail lines to increase capacity
Need additional rail access from Red Rock River Terminal
Need increased rail access to Southport River Terminal
Need safe rail line for TCW Railroad to continue to transport goods through the twin cities
need second railroad line and carrier
Need to get the products to market
Northtown rail yard too congested last 12+ months
Passenger connection to Chicago
Passenger connection to Duluth
Passenger connection to twin cities.

CATEGORY
Preserve capacity on UP for future intercity passenger rail. Without increase in capacity, additional frac sand traffic will preclude passenger rail option. Make improvements in Shakopee and St. Paul to support interchange efforts and preserve potential passenger routes to downtown stations.
Rail access that avoids Chicago can get goods to LA faster for export.
Rail bridge should be upgraded and capacity increased
rail car shortage
rail car shortage, congestion
Rail congestion has created problems for Northstar, as well as delays at crossings.
Rail expansion is necessary to move goods and people on mainline routes.
Rail freight and passenger/transit traffic on the same tracks hinder both applications. Freight development and trackside TOD are both hindered.
Rail needs to be rerouted out of cental shakoppe downtown. Not only does it significantly slow down the train. I have seen pedestrians cross even if signals are on.
Rail runs through the heart of Grand Rapids which causes traffic congestion and emergency response delays while trains are moving through town. Also, we have issues getting reliable rail service due to rail congestion.
Rail service has been delayed in this area, costing farmers and ag businesses money and marketing opportunities, specifically grain for exports. The Northwest area has been hit hard.
Raw materials delivery
Reliable rail service can bring in goods otherwise trucked from Chicago and can then backload with agricultural produce for export.
safe crossings, switch yard capacity, passenger rail to mpls with freight
See nearby Highway recommendation -- re improved road access for trucks entering and leaving the two Twin Cities intermodal rail yards.
Somewhere along HWY 52 there is an at grade crossing that should be eliminated if possible
Stopped trains routinely block access in and out of Benson.
The existing Rail is only LQP Regional Rail. Pavement upkeep and replacement is not feasible. More rail is needed to move the existing farm commodities and the soon to be increased production yeids of corn and soybeans.
The Rail Line from Hanley Falls to Winthrop needs to have its 100 year old rails replaced and bridges upgraded so that the pent up demand for economic development in this area can be achieved
The railroad bisects our town; frequent congestion backs up traffic and cuts the southern half of the town from access to the hospital in the northern half of town during emergencies. Create an overpass so that the increasing train traffic does not increase road congestion or safety of residents.
The railroad system through St Cloud and across the rickety old bridge in downtown St Cloud don't always feel safe to me and my family!!! They need replacing or improvements!!
This rail line needs to have a program to replace its jointed rails with continuously welded rails, and also needs to construct rail passing sidings
three rails all the way to duluth for goods movement
three rails all the way to duluth port
three Rails all the way to duluth Ports for grains and farm products
Too many oil trains coming from North Dakota into MN...causing safety issues,.
Train delays impact coal delivery to Sherco power plant!

CATEGORY
Unreliable service
we depend on timely delivery
We have 2 tracks running through Elk River and with the amount of trains that are currently being used there can be back ups of traffic at rush hours
we have a spur but the train blocking traffic on Hwy 95 when it stops is unsafe and causes congestion
We need a reliable Amtrak schedule with 2 trains a day each way between the Twin Cities and Chicago.
We need a reliable and competitive rail system. If we can't get our raw materials in a timely and cost effective manner. We go out of business.
We..essentially...need the BNSF served 'High Line' northern corridor to be double tracked (or as near to double-tracked as possible) from Chicago to the PWN ports. But short of that, we need it to be as fast moving as possible through our state.
Wisconsin too: Degasify, safety training and equipment, and second rail line in addition to pull offs
Wisconsin too: Degasify, safety training and equipment, and second rail line in addition to pull offs
Would like commuter option from downtown to Maple Gove area
PORT/AIRPORT
Commercial service
consistent service levels
continue to support the upkeep and traffic in and out
Develop RST as the third terminal to MSP with passenger rail connection
Expand air capability at Red Wing regional airport
important to industry so access is needed
Improve TSA-clearing methods.
Maintain access.
More air transport could be utilized more. We have a airport in St Cloud and it is a central location. It may be more cost effective to have a hub in central minnesota
Move people and freight from central mn to relieve metro congestion
Need safe, reliable access with an airport commission that supports its tenants and is competitive with other metro areas
Passenger service. Runway expansion to 7,000 ft
Services and resources at the St Cloud Airport most definitely need to be expanded. We are becoming a regional service area in MN/Upper Midwest, and the airport needs to grow and provide services accordingly!!!
The airport is essential to Thief River Falls and the region. The airport ranks of 3rd in the state for air cargo. It also has important passenger service utilized by local business' and personal travel. It's important that federal and sate funding continue to fund air service.
The Willmar airport is designed to accommodate a longer runway (land purchased, etc.). Airport expansion would allow FedEx, UPS and other air carriers to utilize this new airport(opened in 2006).
This is a viable economic development opportunity and more should be done to exploit this location as a transportation resource.
Trucks and trains routinely have a hard time getting into and out of the river port.
We utilize airports throughout the state daily to transport
WATERWAY
90% of our product comes via barge from St. Louis to South St. Paul
Bank stabilization on Minnesota River

CATEGORY
Continuous Dredging
Interstate and regional planning is important on the waterways, which share state borders.
Interstate and regional planning is important, especially on the waterways that cross state boundaries
Locks and dams need to be updated to today's longer tows.
locks improvement to New ORLEANS
More grant funding is needed to reconstruct retaining/dock walls and other public infrastructure in the Stat's Harbors (4 Ports). This mode is a key transportation system that moves frieght cost-effectively (which helps farmers)/in an environmentally friendly way/and in concert with the other 2 modes. Most of the retaining/dock walls in the Saint Paul Harbor were constructed in the 1930's and 1960's; both timelines are well beyond asset life and dependability for river Shipping, which is fundamentally important to the economy of the State, Region, and City. There are 4 water-based public Port Authorities in the State, & STP, Duluth, Winona, Red Wing comprise the 22 year old MN Ports Association. This group has key data on needs and were instrumental in the development of MnDOT's Ports and Waterways Plan, 2013.
Need a better port facility
Need infrastructure funding
Other high level options beyond the Port of Duluth
Protect Duluth harbor and tributaries to this vital port .
Road salt supply for de-icing
Routes need to be maintain
shutdown of the locks at Minneapolis, lack of alternative dock facilities west of St. Paul
Support for continued and improved maintenance of MN's barge shipping capability. Dredging where needed to keep it flowing.
Support for modernizing and improving Port of Duluth's break bulk, ro-ro, and maybe expanded bulk grain loading capability for more shippers to utilize. Support for Port of Duluth's improvement plans (re WRDA).
This service doesn't really apply in St Cloud. However, maybe there is a use for it. I don't think it's really been explored...
Waterway access is critical for ag exports.
Waterway Port land use eroded by residential and commercial development
Waterways shippers will need assistance finding new modes after closure of the lock in the next year.
We need to update river shipping so that it no longer causes an enormous amount of damage to the Mississippi River.
FREIGHT FACILITY
A freigt hub
A place to transfer freight from rail cars to trucks should be constructed near the rail line and the four laned highway 212 to combine the efficiencies of rail with the flexibility of trucks
Arctic Cat is a world wide leader in the production of atv's and snowmobiles. The company employs over 2000 people and primarily uses highways to distribute its product.
De-stuffing facility, ability to pick small number of units for transit to another location
Digikey is a worldwide distributor of electronic components and provides over 3000 jobs for workers located from 7 different counties. Digikey utilizes both air cargo and highways to distribute its product. Continued funding of the Thief River Falls airport is essential.
Improve freight congestion in the Twin Cities - with railroads paying their fair share
It seems like it would be easier if more of these facilities were located near major roadways vs. in the middle of St Cloud (i.e. MTW)

CATEGORY
metro markets pushed the terminals outside of the loop, need to provide trucking companies access to put facilities where it does not cost more for them to operate
Need another intermodal facility in metro area
need assistance in developing an agriculture bulk terminal transloading truck-rail facility
need containers delivered in S/W minnesota
need freight analysis - study for the metro area - congestion is contributing factor to congestion / safety
Need intermodal facilities near the twin cities and on rail line
Product shipments and materials receiving.
Shipping 4'x8' sheet goods at a reasonable cost. Mostly from Rogers, MN
We have 6 different Semis that stop daily and meet each other coming and going- set up a system that only one truck needs to stop here and they separate freight at a substation or depot- way to many miles running after the same customers freight- wasted fuel and destroys roads prematurely
WE NEED 4 LANE HIGHWAYS FROM GLENCOE TO EDEN PRAIRIE. NEED TO FINISH 212 AS A 4 LANE ALL THEY WAY INTO THE METRO
OTHER
As part of passenger rail capacity, build a transit hub park n ride station as a feeder bus system to Red Wing or Winona Amtrak stops
Entire state of MN: an important part of maintain our roads is road repair and upgrades. The construction zones are overly restrictive when hauling wide loads through. This forces the load to travel further on alternate roads. Also, the construction planning often chokes off complete access to areas we need to deliver or travel through. Better planning and less restrictions are needed.
Intermodal facility. With Walmart distribution center making 100 trips/day, plus UPS, FedEx and True Value distribution centers, think we can support 100,000 lifts/year to warrant a class 1-served facility. Could backhaul containerized grains and DDG's to long beach ports via UP or RCP&E/BNSF to provide an alternative to oil-congested routes to pacific northwest.
Make sure national freight planning does not ignore Great Lakes shipping
Pipeline expansion to handle Bakken oil shipping, to ease the capacity crunch on railroads. Also a safety issue to reduce the volumes of oil carried by the rails.
pipeline to transport oil
St Cloud should think about redoing it's roadways and use the changes that Duluth and Rochester have made as they grew. Traffic moves more freely on freeways and roadways than it did a short time ago!!! St Cloud is what I would call a "growing bottleneck" when it comes to transportation!!!!
Trail connection is to be constructed across the Mn. River at 35W.
Truck parking
Truck parking
Truck Parking
Truck parking
We need something other than the MOA for access into downtown for Lightrail. The reason we are so congested is because it is just not convenient to take mass transit outside of the two down town areas. There should be more transit stations in the surrounding areas and more routes going to and from these stations.
We need to continue improving the mass transit systems in the metro area.

Table B.17 Additional Comments

Note: Formatting and spelling reflects the crowd sourced data received

COMMENTS
I work in the Harbors and Waterways Program at WisDOT. Very impressed with this survey. Good model for other states.
I think this information needs to be shared more with the public. I think a lot of people, myself included, do not think about these options unless it's part of our jobs!!
This was the MOST Confusing Survey I have ever done!! #1 - Get the Pipelines Done! That will open up the Rail system in the upper midwest! The Grain can be moved All Other Alternative ways other than a Pipeline! Food costs will remain better! Instead of having to Wait to get to their destination! Pipelines! Keep the Oil that is Liquid Moving its Most Economical Way!! PIPELINES!!!! Open up the Other Freight Ways to Non Liquid Products!! Where was that in your Survey?? PIPELINES!!
State-wide two-lane rural highways generally in poor shape...lack of long-term maintenance...MN needs to improve/maintain rural roads.
STOP WASTING MONEY ON LRT
More and better 'heavy rail' connections are badly needed to various cities: Duluth and etc
I am responding as the Mille Lacs County Engineer
Thanks for the opportunity to provide feedback. While I don't ship a lot, I do have an interest in smoother traffic flow since I live in the south metro and work in the north metro. Right now, mass transit isn't even an option without adding 2 hours to my commute and an expensive cab ride from the nearest transit stop.
Everyone is involved or effected by freight movement.
The exporting of goods in the Global Marketplace has been proven to be highly important to the State's economy; ALL modes of an intermodal system of Barge-Rail-Truck must be considered equally, and there is improvement in Harbor infrastructure funding needed for the Saint Paul Harbor and the other 3 ports in the Ports Development Association. Bottom Line: River and Seaway Shippers cannot ship goods to local and global markets without sound local infrastructure; dock wall funding for Barge transport must be increased (80% grant with a 20% local match) in order for the State to stay competitive and grow shipping jobs.
Keep up the good work MNDOT. Your accomplishments often go unheralded.
25 years of rail related economic development, ROW sales/acquisitions and product marketing.
MnDOT has heard these requests from me in the past
I like the survey methods, much better than traditional surveys.
Great survey tool! The best I have ever seen.
please reconstruct the 35W/I-94 interchange ASAP
it's time to build an outer loop around the metro
Substation Consolidation or Depot Dropping would sure cut down on how may semis have to run over here in a days time
Thanks for involving us this survey.
Located in the Twin Cities. Trade Association that is multi-state, with MN being the leading state for members.
Funding needs to be explored to help develop a transportation system that will get our products to and from market.
Please review bordering states transportation requirements before enacting new freight laws and requirements for Minnesota. Our competitiveness with companies based in bordering states is affected.
TH15 in downtown Hutchinson - please work with the City to get this addressed
Rail traffic has continued to increase over the past few years, causing many problems particularly with Northstar.

COMMENTS
I believe that passenger rail connections between major national hubs such as Chicago, the Twin Cities and St Louis are going to become increasingly important as a method of moving people in an efficient, sustainable manner as we move through the 21st century.
consistency in signage would be productive for safety.
This area is heavy truck usage. The metro needs to embrace an area for the trucks to function and operate safely. This area of the metro is a perfect setting to start/create a gateway to the metro. like a staging area for the metro freight/ construction and mfg. on the south side.
There have been a number of Round A Bout interchanges added to major trucking routes. thery are not built large enough for tractor/trailers and causes close calls and quick turns increasing possible load shifting. They are unsafe to use in truck routes.
We need a over pass On county road 1 On hwy 60 at Mt Lake Mn
I plan to attend the meeting in Willmar!
This is one topic that is near and dear to all crop producing areas of the state.
live within your means...doesn't mean tax more. it means - spend wisely
We pick up cement power in the Twin Cities every day an it seems like the congestion is always a problem
Excellent survey...well done. I am going to ask others in FedEx to take this!
I could not get the map slide to work.

MetroQuest Round 2 Overview

In order to gain greater insight on the freight priorities and needs in Minnesota and broaden the geographic extent of outreach for the Minnesota Statewide Freight System Plan, an interactive online survey was available from August 5, 2015 to September 4, 2015. The online survey was developed as a supplemental method for gaining information in conjunction with open houses, industry meetings, and the Freight and Logistics Summit.

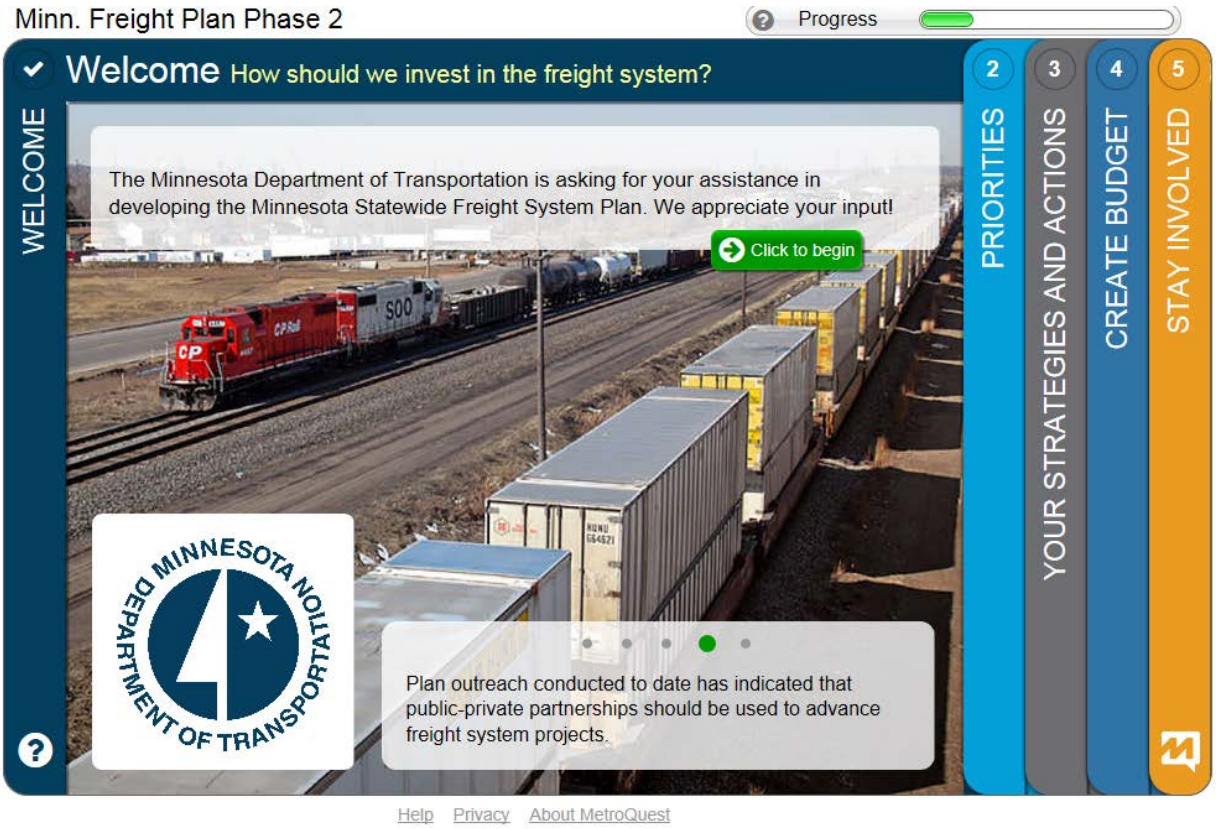
The survey included project information and opportunities to provide feedback on the various freight modes and current freight priorities and identify where freight needs are located throughout the state. The survey also gave respondents the opportunity to provide comments about freight and passenger rail so that the comments can be included in the State Rail Plan, which is also currently in development.

A total of 251 people took the survey, of which 184 provided additional information about themselves. Nearly three-quarters of those responding to the survey are involved in freight movement, and just over half of respondents work in the private sector.

251 participants

198 transportation budgets created

Highest priorities were INFRASTRUCTURE, SAFETY, AND ECONOMY

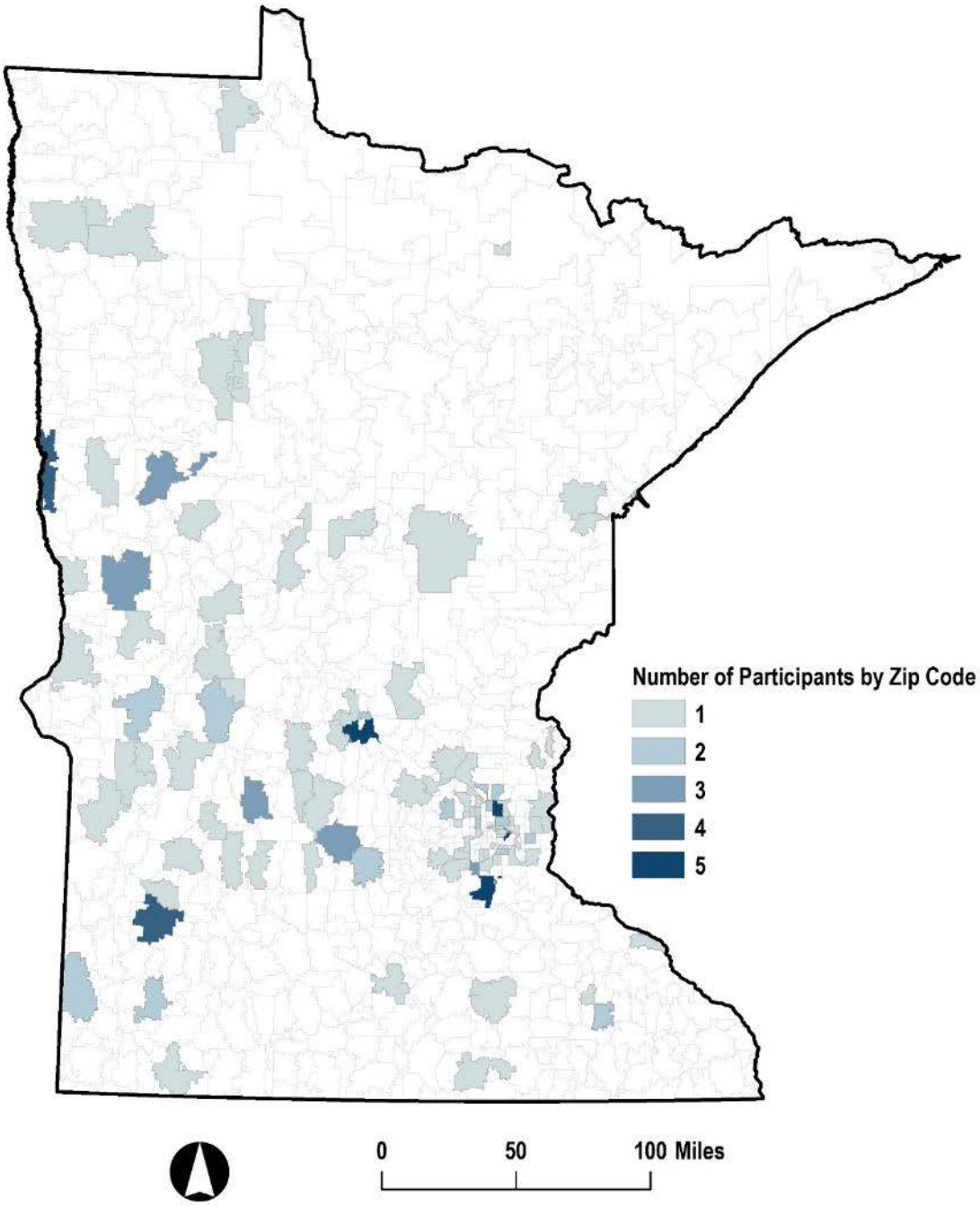


Participants came from all over the state with the following zip codes having five or more participants:

- 55044
- 55102
- 55112
- 55802
- 56301

Home zip codes provided by respondents are shown in Figure B.5.

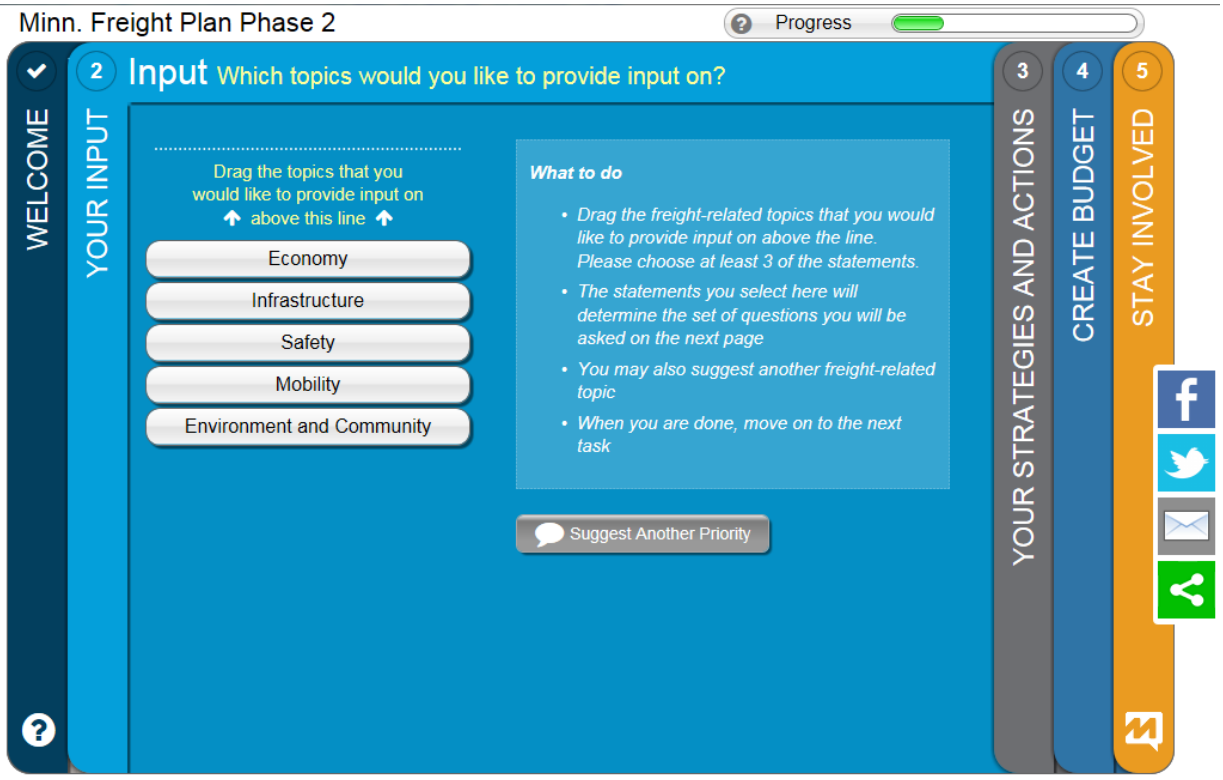
Figure B.5 Participants of Second Minnesota Statewide Freight Plan Metro Quest Survey by Zip Code



METROQUEST ROUND 2 SURVEY RESULTS

Your Input: Transportation Topics

Figure B.6 Transportation Topic Input Screen



Survey respondents were first asked to rank five transportation-related topics on a scale of 1 to 5, with 1 being the top priority and 5 being the lowest priority. Five pre-set options were available that included follow-up questions: Mobility, Infrastructure, Safety, Environment and Community, and Economy. Of these topics, Infrastructure received the most votes and ranked the highest overall. The overall and average ranking for each system is listed in Table B.13.

Table B.18 Transportation Topic Rankings

Item	Overall Rank	Average Ranking	Total Votes
Infrastructure	1st	2.15	210
Safety	2nd	2.34	175
Economy	3rd	2.41	170
Mobility	4th	2.44	162
Environment and Community	5th	2.82	126

In addition to ranking these five general categories, participants were able to provide their own priorities. Five additional priorities were suggested:

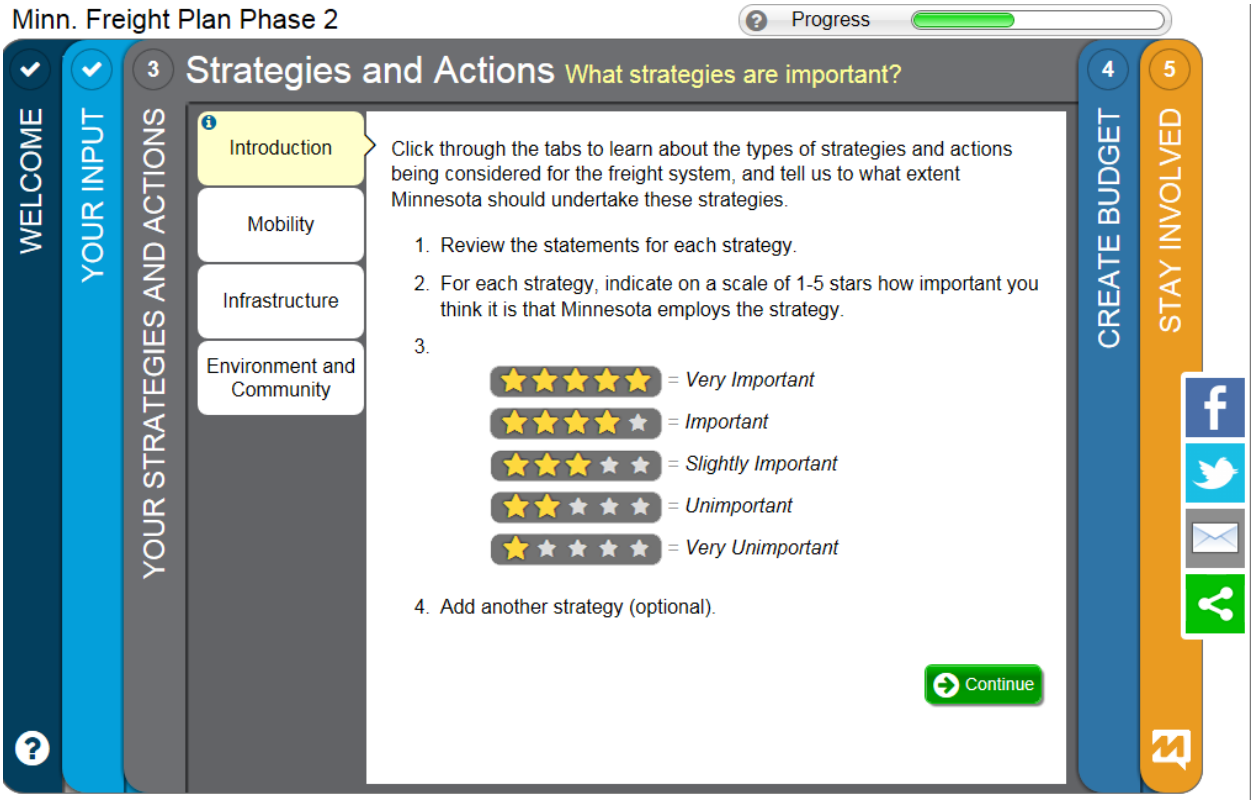
- Construction Funding
- Global Competitiveness

- LRT cannot overshadow and/or push rail freight out of the way in the TC area. It would be very detrimental to our business.
- Oil Pipelines
- Privatize the Light Rail. It's been implemented for roughly 20 years and it is only slowly growing. Privatize it and you will see an increase in growth!

Strategies and Actions: What Strategies are Important?

On the next page, survey respondents provided input on strategies and actions being considered in the freight system for each of their top three topics.

Figure B.7 Strategies and Actions Instruction Screen



INFRASTRUCTURE

With 188 total ratings, infrastructure strategies and actions had the most feedback. At 4.01 out of 5 stars, infrastructure strategies and actions also have the highest overall rating. The top rated individual strategy was bridge and pavement maintenance, with roadway corridor improvements following close behind.

Table B.19 Rankings of Infrastructure Strategies and Actions

Strategy or Action	Average Score	Total Number of Ratings
Bridge & Pavement Maintenance "Maintenance so that pavements are free of potholes, and that roadway and railway bridges are able to handle heavy loads."	4.4	188
Roadway Corridor Improvements "Roadway projects that improve traffic movement and reduce congestion (passing lanes, acceleration/deceleration lanes, etc.)."	4.3	183
Freight Friendly Design "Infrastructure designed for ease of truck movements (generous turning radii, truck lanes and bypasses, etc.)."	4.0	178
Spot Improvements "Roadway and railroad projects that mitigate chokepoints and reduce congestion at spot locations."	3.9	174
Railroad Corridor Improvements "Projects that improve operations or velocity and reduce congestion (track improvements, rail relocation, etc.)."	3.4	179

Participants provided the following comments on the infrastructure strategies and actions:

- Bridge/Pavement: This questions should be broken in three statements a) Pavement; b) Roadway; and c) railway bridges. Responding to the question as it is, could give you the wrong answer as you may not be able to ascertain what item I may be talking about.
- Coming from the East Coast it is my professional opinion that roadways in MN are over-engineered and unsustainably so (frontage roads?). Who is going to maintain all that extra asphalt in the future? Less can be more. Also, intersections with low traffic volumes are often widened in the pursuit of marginal LOS gains and faster turning movements which are at the direct expense of bicyclist and pedestrian safety, particularly when these ""improvements"" are in urban areas."
- Developing more opportunities to move goods by waterway would improve the life span of road and rail ways.
- Freight-friendly design in appropriate places - what's friendly for trucks is sometimes unfriendly for other modes like bicycles and pedestrians.
- Oil Pipelines
- Oil Pipelines - safest way to transport oil.

SAFETY

With 152 total ratings, safety strategies and actions had the second most feedback. The safety strategy and actions received 3.83 out of 5 stars overall. The top rated individual strategy was design for truck safety.

Table B.20 Rankings of Safety Strategies and Actions

Strategy or Action	Average Score	Total Number of Ratings
Design for Truck Safety "Design features that improve vehicle safety (rumble strips, guardrails, wider shoulders, etc.)."	4.11	152
Emergency Response "If a catastrophic event occurs, plans and actions to ensure the highest level of emergency response possible."	4.07	150
Rail Crossings "Projects and programs related to safety of at-grade crossings, grade crossing protection, and highway/rail grade separations."	3.81	151
Positive Train Control "State-of-the-art traffic control and safety systems that are capable of preventing train accidents."	3.61	148
Truck Parking "Parking available for trucks so they can comply with Federal Hours of Service regulations, and pull off the road to rest or avoid congestion."	3.56	151

Participants provided the following comments on the safety strategies and actions:

- Expand the highway system
- Extended merge lanes and passing lanes along key highway sections
- "Rail crossings need to consider the needs of bicyclists and pedestrians particularly in rural communities. Design features for truck safety also need to consider the needs of non-motorized roadway users. Poorly placed / design rumble strips can make roadways completely unusable for bicyclists. Fortunately MnDOT has been better than most state DOTs with the placement and design of rumble strips / stripes so that they minimally impact the ability of cyclists wanting to use the public roadway."
- This questionnaire seems very focused on truck transportation - shipping freight by water is better for the public safety, in that it is removes trucks and rail cars from possible interaction with passenger vehicles.

ECONOMY

With 140 total ratings, economy strategies and actions had the third most feedback. The economy strategy and actions received 3.83 out of 5 stars overall. The top rated individual strategy was economic development.

Table B.21 Rankings of Economy Strategies and Actions

Strategy or Action	Average Score	Total Number of Ratings
Economic Development "Actions that enhance existing and encourage new freight focused development."	4.0	139
Workforce Development "Programs in cooperation with community colleges and private sector to ensure workforce is available for industry needs (e.g., truck drivers)."	3.9	139
First- / Last-mile Connections "Freight connections like highway access and rail spurs to local businesses"	3.8	137
Intermodal and Multimodal Facilities "Intermodal and multimodal facility development to allow goods to shift between modes such as truck, rail, and water."	3.7	140
Corridor Preservation "Preserve active rail lines and commercially navigable waterways."	3.7	135

Participants provided the following comments on the economy strategies and actions:

- Added Capacity to Interstate Truck Routes
- Expand highway system
- Expanded/Increased Funding for the Corridors of Commerce Program
- Water: Strategies that maximize the protection of waterways. Most recently, a lot of freight is being moved over barges and salters; however, preparedness in case of disasters appears to be unknown. Please consider strategies that will bring the matter to front attention. On the issue of location of terminals, actions and strategies that help preserve urban form as required. Heavy trucking terminals should be located away from the suburbs and neighborhoods.

ENVIRONMENT AND COMMUNITY

With 103 total ratings, environment and community strategies and actions had fewest ratings. However, environment and community received the fourth highest overall rating with 3.57 out of 5 stars. The top rated individual strategy was complete streets.

Table B.22 Rankings of Environment and Community Strategies and Actions

Strategy or Action	Average Score	Total Number of Ratings
Complete Streets "Treatments that consider truck movements as part of total vehicle traffic."	3.9	102
Land Use Planning Controls "Land use controls to ensure freight development areas are designated and preserved."	3.7	102
Truck Routes "Coordination of truck routes/planning in industrial and urban areas with restrictions and enforcement in adjacent residential areas."	3.6	103
Rail Crossings "Projects and programs related to improving safety and mitigating noise at at-grade crossings."	3.5	103
Emissions Reduction Strategies "Programs and projects that reduce emissions such as encouraging cleaner technology, alternative fuels use, etc.	3.1	103

Participants provided the following comments on the environment and community strategies and actions:

- Expand the highway system
- Preserving logical freight routes is wise, however trucks should be discouraged from core "Main Street" locations, school zones and residential areas particularly when alternative routes exist. Truck traffic is a leading cause of fatal crashes with pedestrians and bicyclists in urban areas.
- Provisions for connections and signage for bicycle riders and walkers.
- This questionnaire seems very focused on truck transportation - shipping freight by water is better for the environment, in that it is the most efficient way to ship.

MOBILITY

With 138 total ratings, mobility strategies and actions had the fourth most ratings. However, the strategies and actions presented for mobility received the lowest overall rating with 3.54 out of 5 stars. The top rated individual strategy was corridor improvement programs.

Table B.23 Rankings of Mobility Strategies and Actions

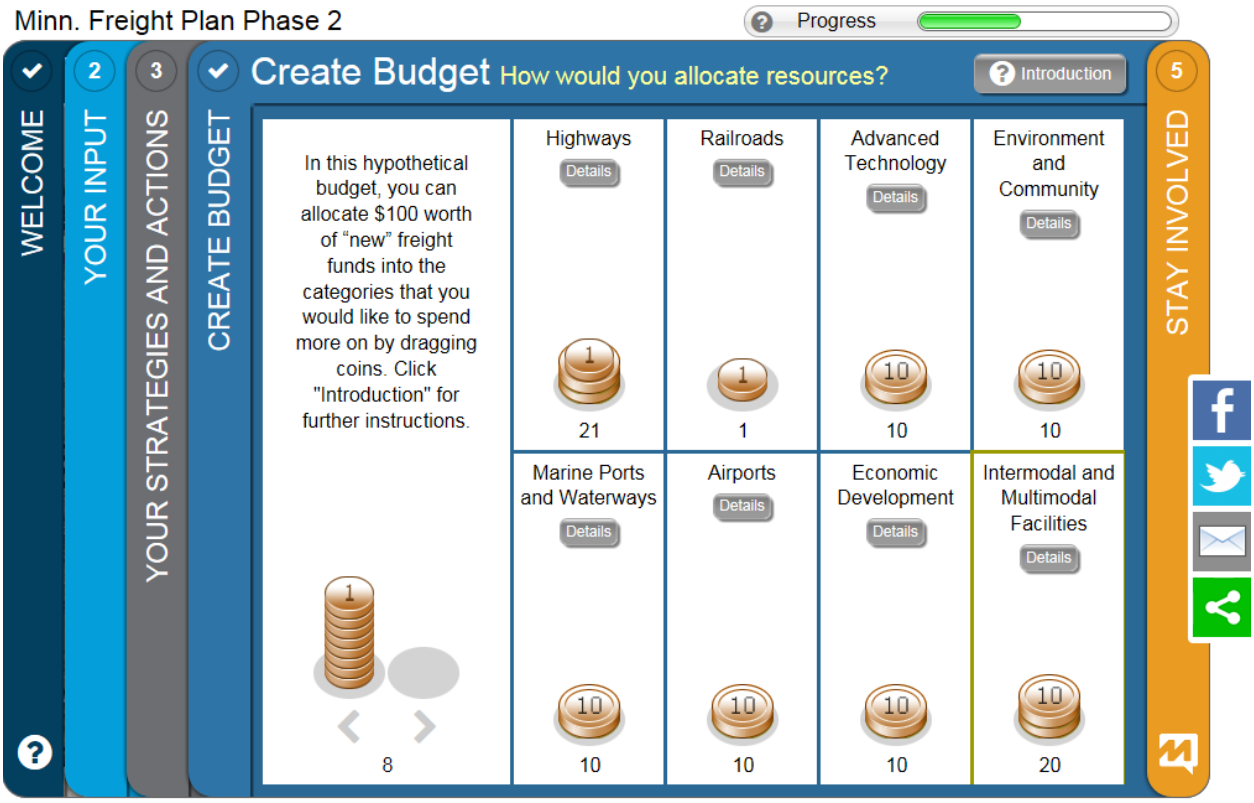
Strategy or Action	Average Score	Total Number of Ratings
Corridor Improvement Programs "Roadway corridor-focused improvement that migrate congestion (traffic management, ITS technology, etc.)."	4.01	138
Urban Goods Movement Programs "Projects and programs in urban centers where high volumes of freight and passenger traffic must coexist."	3.66	136
Modal Options System Redundancy "Modal alternatives (truck, rail, water) in spot locations and modal redundancy within key corridors."	3.43	137
Oversize Overweight Routes "More options available, and improved routing for overdimensional and overweight vehicles."	3.39	138
Traveler Information "Freight-specific traveler information (truck parking availability, variable message signs, etc.)."	3.22	137

Participants provided the following comments on the mobility strategies and actions:

- Adding Capacity (i.e. Adding Lanes to the Interstate along National Truck Routes like I-94)
- Expand the highway system

Transportation Budget: How Would You Allocate Resources?

Figure B.8 Create Budget Input Screen



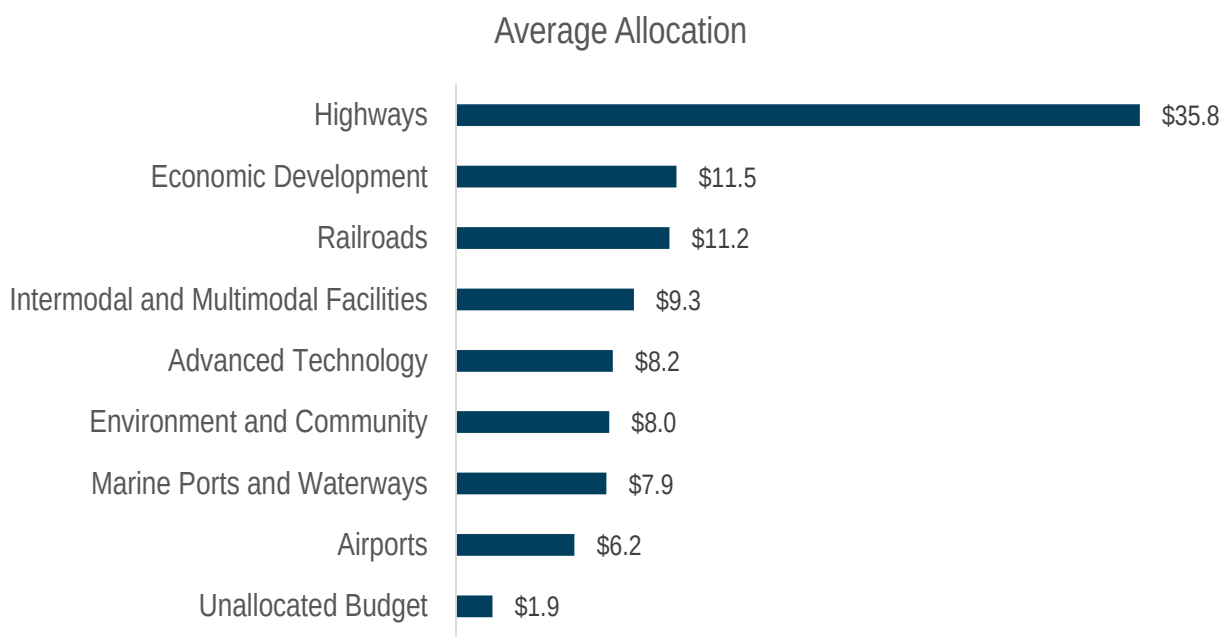
Participants were next asked to allocate $100 worth of "new" freight funds into eight categories. The eight categories they could budget between and the descriptions provided for those categories were:

- Highways: Investments in highway system safety means that there is reduced risk for freight-related incidents. Investments in highway system state-of-good-repair means that roads and bridges are able to handle heavy loads and that pavements are free of potholes.
- Railroads: Investments in railroad system state-of-good-repair means that track and bridges are able to handle heavy loads and that there is a lower risk of derailment. Investments in railroad system safety mean that there is reduced risk for freight-related incidents.
- Advanced Technology: Investments in advanced technology that provide freight-specific traveler information to operators, such as truck parking availability and travel time information.
- Environment and Community: Investments to educate about freight's importance and to address freight-related impacts to the environment and community.
- Marine Ports and Waterways: Investments in Great Lakes and inland waterway port infrastructure, shipping channel maintenance, and lock and dam infrastructure.
- Airports: Investments that lead to new and enhanced air cargo services throughout the state.

- Economic Development: Investments that generate economic activity may include increasing local and regional freight handling capacity and capabilities, developing and promoting local freight connections, and generally linking freight investments to actions that support economic development.
- Intermodal and Multimodal Facilities: Investments in intermodal facilities and multimodal connections allow goods to shift between modes such as truck, rail, and water. Using intermodal containers for shipping increases the efficiency of international import and export of goods.

198 people created budgets in this exercise. Highways received the largest share of the budgets with an average allocation of over $35 (Figure B.9). Economic Development and Railroads essentially tied for the second largest share of the budget with average allocations of just over $11 each. Average allocations for each category can be found in Figure B.9.

Figure B.9 Average Budget Allocation by Category



The minimum and maximum single allocations by category generally follow the same trend as the average budget allocation. Highways was the only category to receive all 100 percent of a single participant's budget. With the exception of budget left unallocated, Intermodal and Multimodal Facilities received the next highest single allocation with one participant allocating 71 percent of their budget. All of the categories had multiple participants allocate zero and one percent of their budgets.

Table B.24 Average, Maximum, and Minimum Budget Allocations

Category	Average Allocation	Maximum Single Allocation	Minimum Single Allocation*
Highways	$35.8	$100	$1
Economic Development	$11.5	$50	$1
Railroads	$11.2	$70	$1
Intermodal and Multimodal Facilities	$9.3	$71	$1
Advanced Technology	$8.2	$30	$1
Environment and Community	$8.0	$33	$1
Marine Ports and Waterways	$7.9	$51	$1
Airports	$6.2	$50	$1
Unallocated Budget	$1.9	$90	$10

Other Comments

Participants left the following comments on the final page of the survey:

- Economic development is key to job growth.
- GET INPUT FROM PRIVATE SECTOR IN ALL ASPECTS OF PLANNING, FROM FUNDING TO DESIGN
- Greater Minnesota has a lot of potential for economic development. We need a north-south central corridor that connects Interstates I-90-I94 and Greater MN and bypasses the Twin Cities. Mankato to Bemidji Expressway.
- High priority to ease and clarify truck routes in and out of BNSF Intermodal Yard in Midway, St. Paul, to reduce trucks turning onto and off of University Avenue and cutting through neighborhoods.
- Highway with consistent and dependable travel times are the most important. Second is ensuring that haulers can access destinations efficiently and safely.
- I believe Added Capacity (i.e. additional freeway lanes, etc) and the Corridors of Commerce Program for Freight Routes should have been included as a category option for your mobility, economy, and infrastructure options. I was surprised and disappointed not to see either specific option in any of those categories.
- I think the burden of cost has to be taken on by the railroads since they are privately run. I also feel like tolls would be effective for funding the maintenance of our over extended state infrastructure.
- I work for Canadian Pacific Railway
- maintaining infrastructure and harmonization is critical to movement of oversize/overweight loads
- no thank you

- pedestrians and bicyclists are not freight transportation and should be separated from transportation corridors
- Please add additional email of rmoerke@usspecial.com
- Support for ports/waterways reduces rail and highway congestion and maintenance. Our waterways are a little understood competitive advantage - connecting what could be a landlocked region to key suppliers and markets.
- Survey too crammed! I would have liked assessing items in a more precise manner. Better survey design gives you better responses. Thank you
- Thank you for the opportunity to participate in this program.
- The movement of goods also entails pipelines, so if you are going to invest public funds in railroads and airports than pipelines should be included in that.
- The State should not be involved in freight railroads. Railroads are follow FRA regulations and do not need state involvement. Just another layer of Government that wastes tax dollars. Property taxes on railroads should not be increased.
- Very narrow and leading poll.
- We insure hundreds of trucking company and freight brokers around the state.
- We unload grain from rail and truck and lo9ad grain on rail, truck and barge
- Where is the bullrt

C. APPENDIX C: ENVIRONMENTAL JUSTICE

This appendix provides a systems-level analysis of the potential beneficial or adverse environmental justice impacts of the strategies identified in the 2016 Minnesota Statewide Freight Plan. A buffer-analysis has also been conducted to determine the extent to which environmental justice populations may be impacted by activities on Minnesota's Principal Freight Network. The state's identified environmental justice populations are: racial and ethnic minorities, households without vehicles, and persons who are low-income, are age 65 or older, are age 16 or younger, or who have limited English proficiency. Since this analysis occurs at the statewide system-level, the analysis is general and qualitative in nature and intended to inform policymakers and planners of the potential extent of impacts to environmental justice populations, not to identify specific impacts or affected populations. MnDOT will complete additional environmental justice analyses for individual capital investment projects. Those individual project analyses identify specific impacts on communities and neighborhoods and work to avoid or mitigate adverse impacts through the project planning process and related project design decisions.

Introduction

Presidential Executive Order 12898, issued in 1994, directed each federal agency to "make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations." The order builds on Title VI of the Civil Rights Act of 1964, which prohibits discrimination on the basis of race, color, or national origin. The Executive Order also provides protection to low-income populations. There are three fundamental principles of environmental justice:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

Executive Order 12898 and subsequent orders by the U.S. DOT define minority and low-income populations as:

- Minority:
    - Black or African American – a person having origins in any of the black racial groups of Africa
    - American Indian and Alaskan Native – a person having origins in any original people of North America and who maintains cultural identification through tribal affiliation or community recognition
    - Asian – a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent
    - Native Hawaiian or Other Pacific Islander – a person having origins in any of the original peoples of Hawaii, Guam, Samoa, and other Pacific Islands
    - Hispanic – a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race
- Low-income – a person whose household income (or in the case of a community or group, whose median household income) is at or below the U.S. Department of Health and Human Services poverty guidelines

While not specifically identified by Title VI or the Executive Order, MnDOT chooses to expand its environmental justice analyses to include persons age 65 and older, persons age 17 and younger, persons with limited English

proficiency, and households with zero vehicles because these additional population groups have unique transportation needs.

Demographic Overview of Minnesota's Population

MINORITY

For the purposes of this environmental justice (EJ) analysis, minority refers to any individual who self-identifies as one of the above-listed racial or ethnic categories. The remaining racial category, White, is defined as a person having origins in any of the original peoples of Europe, the Middle East, or North Africa. It is important to note that the category of Hispanic or Latino functions independently of the other racial categories and may include individuals from all of the other racial categories. For example, a person may self-identify as both White and Hispanic or Latino.

A summary of Minnesota's population by race and ethnicity within each MnDOT District is provided in Table C.1. Figure C.1 highlights census block groups where the proportion of non-white population exceeds the average for each MnDOT District. Figure C.2 highlights census block groups where the proportion of Hispanic or Latino population exceeds the average for each District. The purpose of highlighting these areas is to identify—at a statewide level—those areas that may experience disproportionately high and adverse effects as a result of programs, policies, or activities in these areas. Further investigation of potential impacts on these population groups will be undertaken for individual projects or programs.

Table C.1 Race and Ethnicity by MnDOT District

MnDOT District	Total Population	Hispanic or Latino	Non-Hispanic or Latino	White	Black or African American	American Indian or Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races
1	338,718	4,769	333,949	314,008	4,566	8,722	2,572	107	853	7,890
		1.4%	98.6%	92.7%	1.3%	2.6%	0.8%	0.0%	0.3%	2.3%
2	179,395	4,998	174,397	155,753	1,407	14,715	1,469	177	1,091	4,783
		2.8%	97.2%	86.8%	0.8%	8.2%	0.8%	0.1%	0.6%	2.7%
3	645,278	15,081	630,197	608,260	10,834	4,760	6,942	105	4,460	9,917
		2.3%	97.7%	94.3%	1.7%	0.7%	1.1%	0.0%	0.7%	1.5%
4	246,326	6,342	239,984	229,926	2,245	6,238	1,527	68	1,295	5,027
		2.6%	97.4%	93.3%	0.9%	2.5%	0.6%	0.0%	0.5%	2.0%
Metro	2,978,705	177,069	2,801,636	2,354,794	250,421	17,565	199,085	1,299	59,153	96,388
		5.9%	94.1%	79.1%	8.4%	0.6%	6.7%	0.0%	2.0%	3.2%
6	501,254	25,261	475,993	459,852	13,523	1,532	12,822	154	4,731	8,640
		5.0%	95.0%	91.7%	2.7%	0.3%	2.6%	0.0%	0.9%	1.7%
7	279,518	18,339	261,179	262,134	4,744	937	4,126	86	3,718	3,773
		6.6%	93.4%	93.8%	1.7%	0.3%	1.5%	0.0%	1.3%	1.3%
8	214,467	12,406	202,061	201,054	2,805	2,021	2,255	170	3,562	2,600
		5.8%	94.2%	93.7%	1.3%	0.9%	1.1%	0.1%	1.7%	1.2%
State-wide	**5,383,661**	**264,265**	**5,119,396**	**4,585,781**	**290,545**	**56,490**	**230,798**	**2,166**	**78,863**	**139,018**
		4.9%	**95.1%**	**85.2%**	**5.4%**	**1.0%**	**4.3%**	**0.0%**	**1.5%**	**2.6%**

Source: U.S. Census Bureau, 2010 – 2014 American Community Survey 5-year Estimates

Figure C.1 Non-White Population in Minnesota

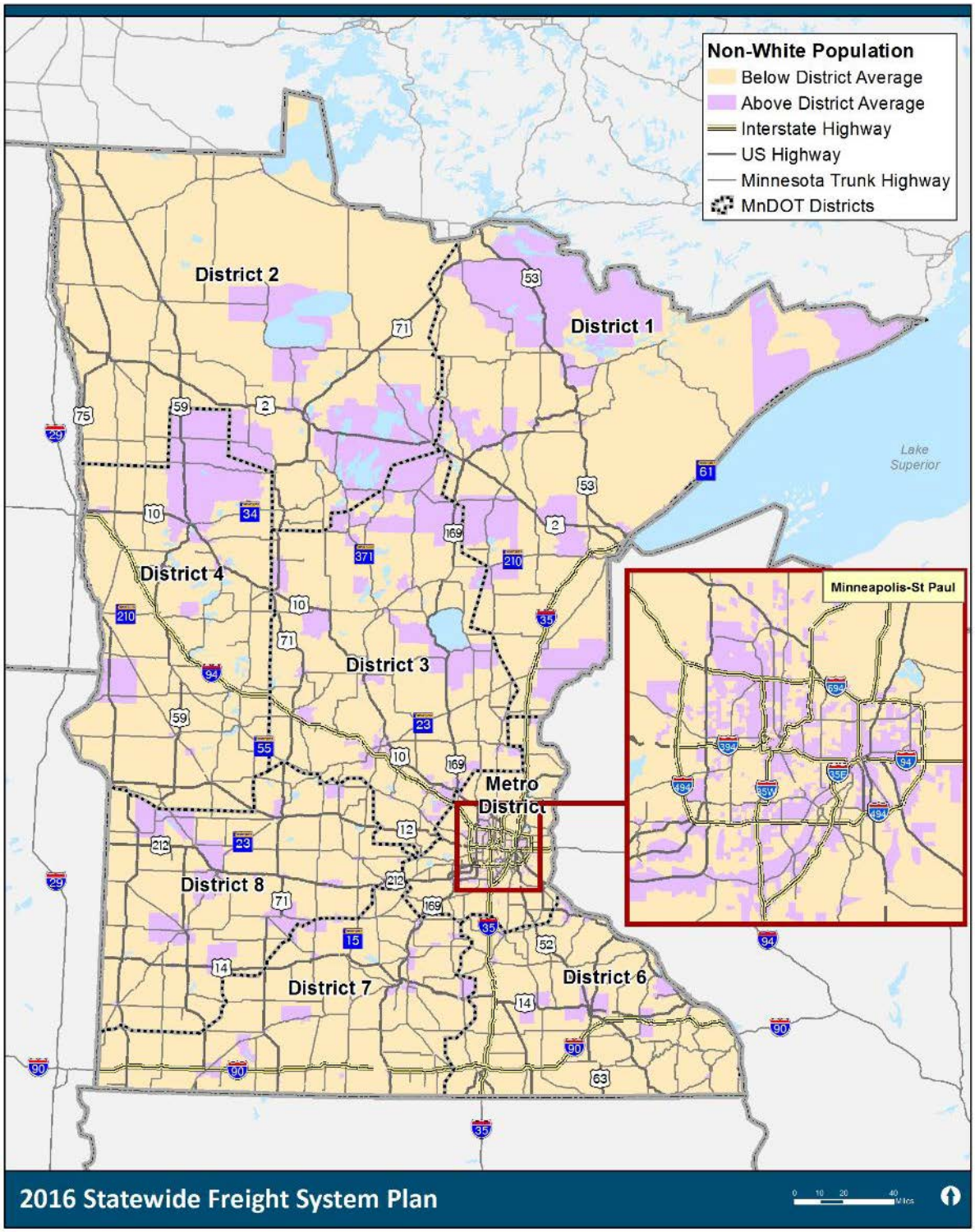
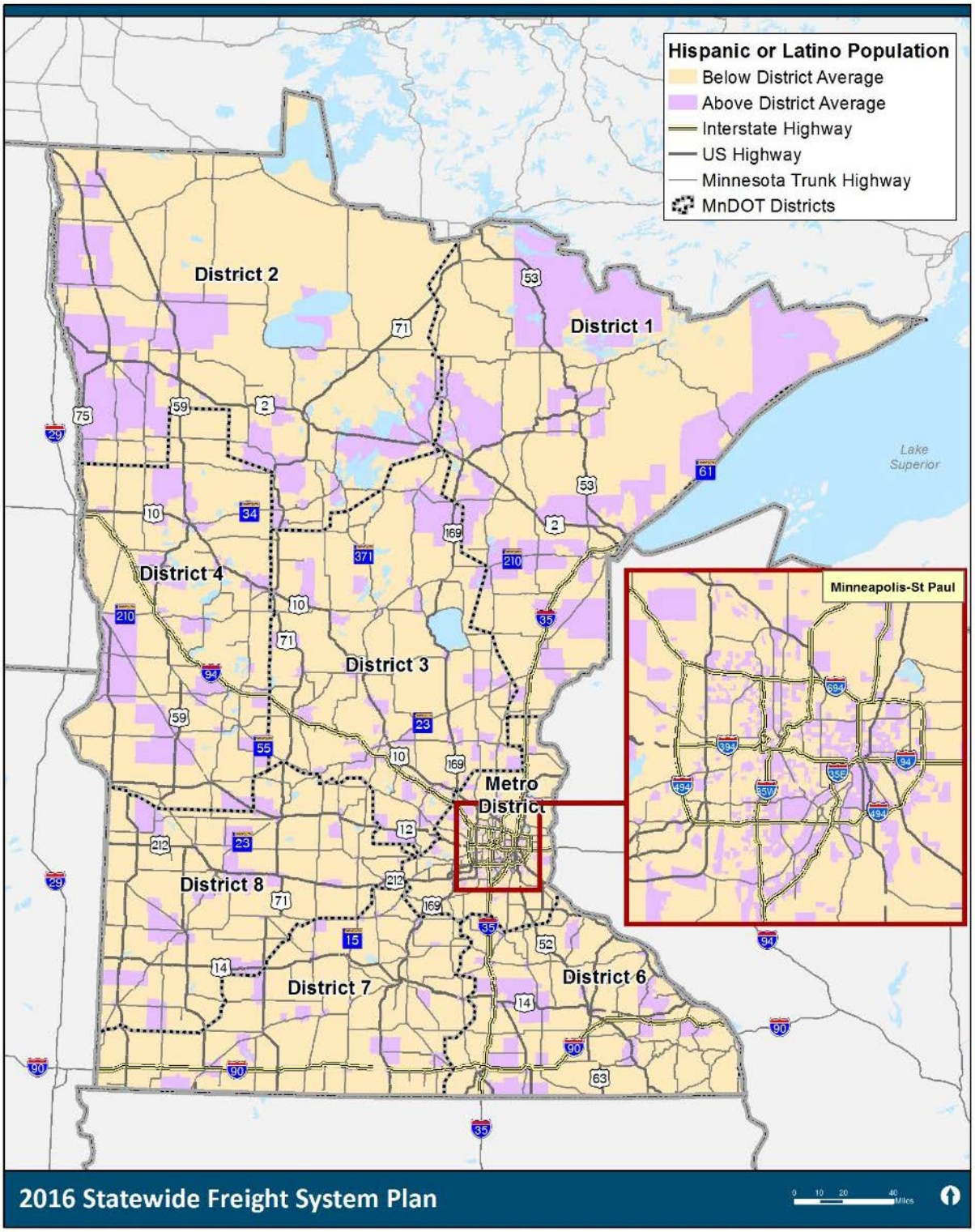


Figure C.2 Hispanic or Latino Population in Minnesota



LOW-INCOME

Low-income persons include all persons whose median household income is at or below the guidelines set by the Department of Health and Human Services (HHS). The HHS poverty guidelines are based on household size and the number of related children less than 18 years of age. The guidelines are updated annually and are summarized separately for the 48 contiguous states, Alaska, and Hawaii. The 2014 poverty thresholds used in this evaluation are summarized in Table C.2. A summary of Minnesota's low-income population within each MnDOT District is provided in Table C.3. It should be noted that the Census Bureau is unable to define poverty status for certain populations such as people living in college dormitories or in institutional group quarters. These populations are excluded from the tabulations, resulting in slightly lower populations totals than in other categories. Figure C.3 highlights census block groups where the proportion of low-income population exceeds the average proportion for each MnDOT District.

Table C.2 2014 HHS Poverty Guidelines (48 Contiguous States)

Persons in Family/Household	Poverty Guideline
1	$11,670
2	$15,730
3	$19,790
4	$23,850
5	$27,910
6	$31,970
7	$36,030
8	$40,090
For each additional person, add	$4,060

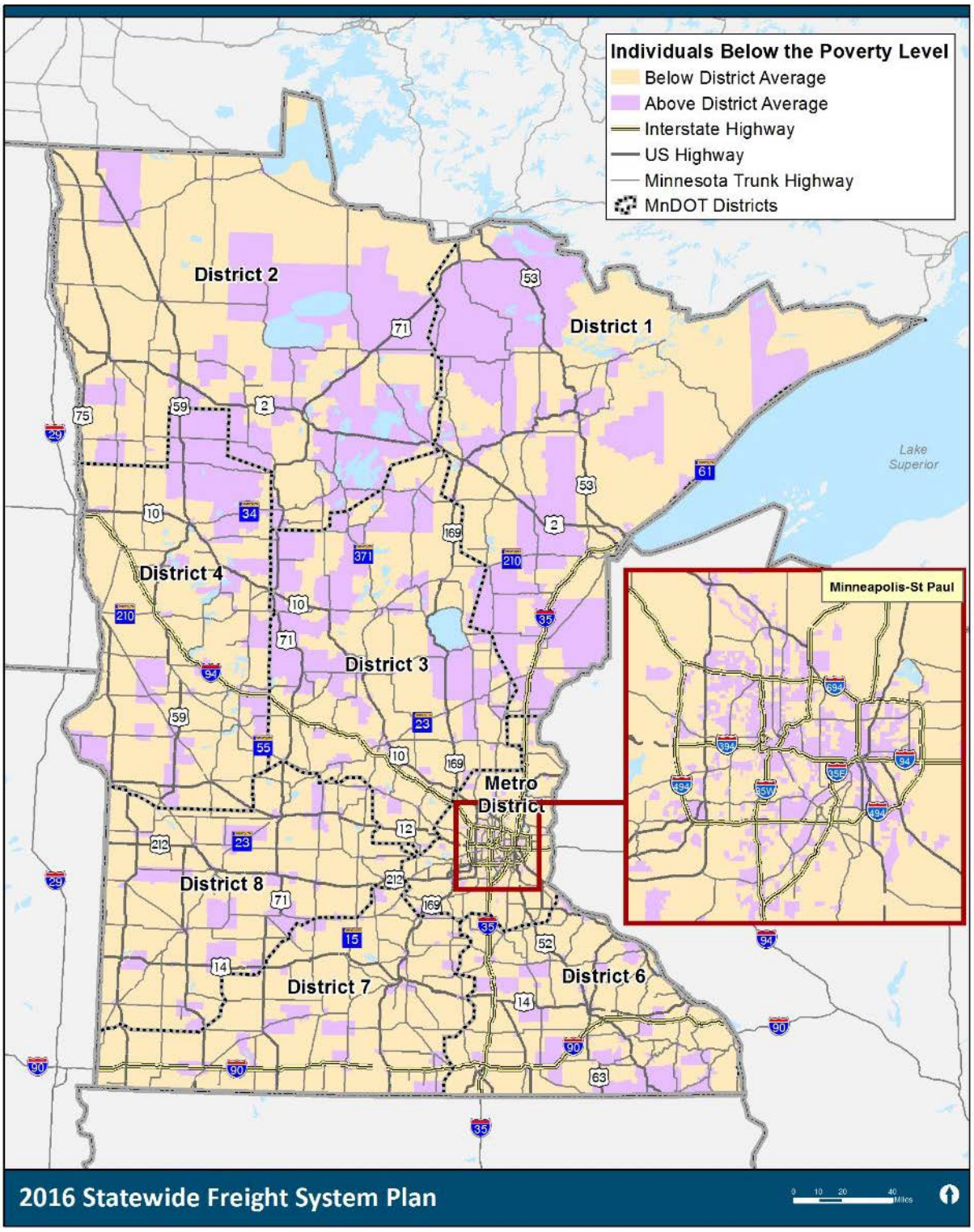
Source: U.S. Department of Health and Human Services, 2014

Table C.3 Low-Income Population by MnDOT District

MnDOT District	Population	Low-Income Population	Percent Low-Income
1	326,255	51,367	15.7%
2	174,390	25,682	14.7%
3	630,347	68,586	10.9%
4	238,347	28,912	12.1%
Metro	2,929,646	320,834	11.0%
6	482,581	51,528	10.7%
7	268,946	35,300	13.1%
8	209,839	23,552	11.2%
Statewide	**5,260,351**	**605,761**	**11.5%**

Source: U.S. Census Bureau, 2010 – 2014 American Community Survey 5-year Estimates

Figure C.3 Low-Income Populations in Minnesota



LIMITED ENGLISH PROFICIENCY

Public involvement is an important component of fulfilling environmental justice requirements. A key aspect of this involvement is outreach to populations with Limited English Proficiency (LEP). LEP populations are defined as those individuals (age 5 years and older) who speak a language other than English in the home and identify their ability to speak English as anything less than "very well". A summary of Minnesota's LEP populations within each MnDOT District is provided in Table C.4.

Table C.4 Limited English Proficiency (LEP) Population by MnDOT District

MnDOT District	Population	LEP Population	Percent LEP
1	320,671	2,655	0.83%
2	167,713	1,749	1.04%
3	602,269	9,015	1.50%
4	231,119	2,935	1.27%
Metro	2,779,376	172,040	6.19%
6	469,266	15,276	3.26%
7	262,548	8,673	3.30%
8	200,790	5,394	2.69%
Statewide	**5,033,752**	**217,737**	**4.33%**

Source: U.S. Census Bureau, 2010 – 2014 American Community Survey 5-year Estimates

A detailed breakdown of the top ten languages spoken at home and ability to speak English is summarized in Table C.5. The top three non-English languages spoken at home are Spanish, African Languages (this category includes Amharic, Ibo, Twi, Yoruba, Bantu, Swahili, and Somali), and Hmong. Just over six percent of the population in Minnesota speaks one of these languages in the home. In each of these language groups, approximately 43 percent of the population speaks English less than "very well". The remaining language groups each comprise less than one percent of Minnesota's population.

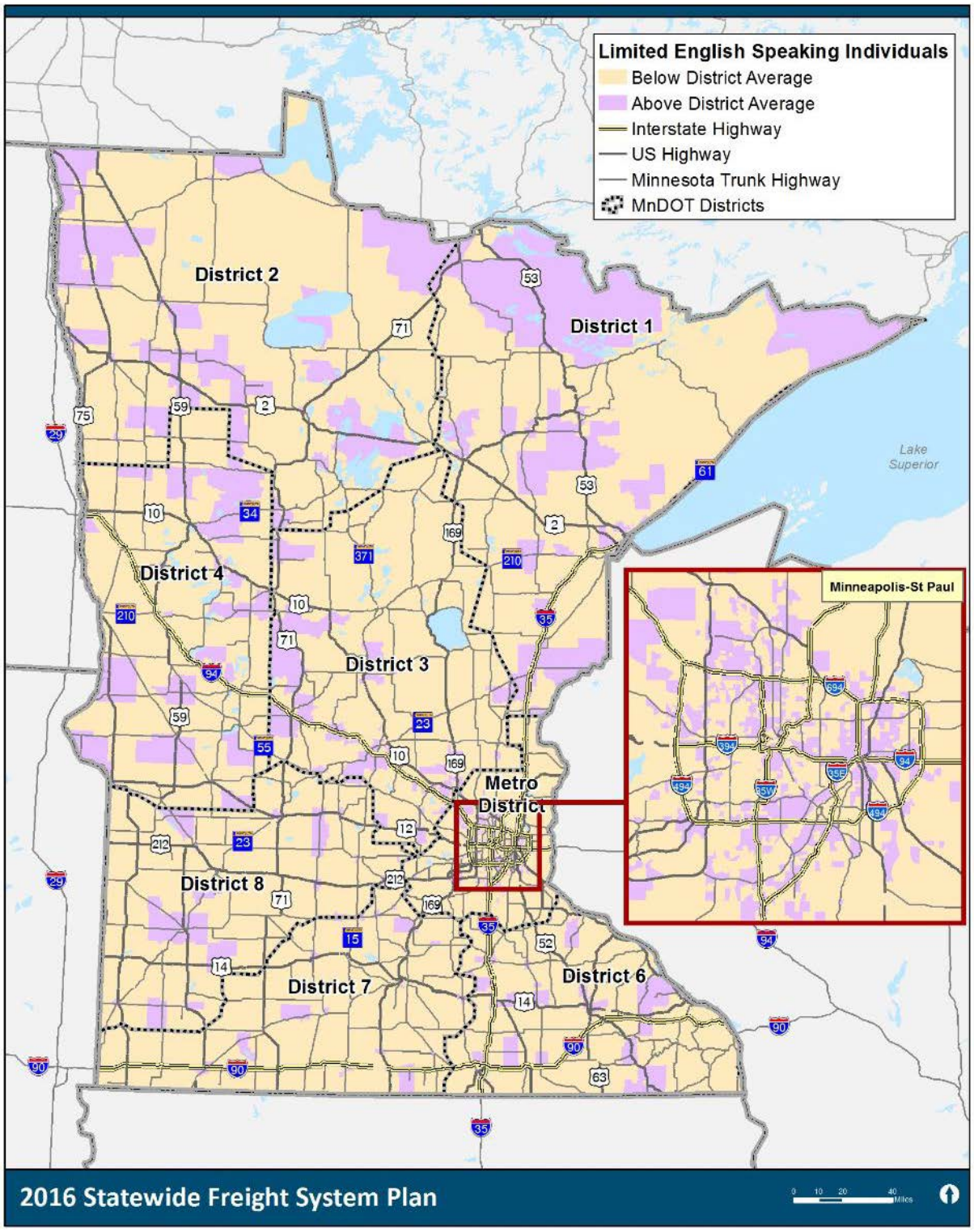
Figure C.4 highlights census block groups where the proportion of LEP population exceeds the average for each MnDOT District.

Table C.5 Languages Spoken at Home and Ability to Speak English Statewide

Language Spoken at Home	Population	Percent of Population	Population that Speaks English Less than "Very Well"	Percent that Speaks English less than "Very Well"
Speak only English	4,485,551	89.11%	-	-
Spanish or Spanish Creole	193,111	3.84%	83,799	43.4%
African languages	69,415	1.38%	29,487	42.5%
Hmong	57,513	1.14%	24,584	42.7%
German	23,258	0.46%	4,032	17.3%
Chinese	22,266	0.44%	9,922	44.6%
Vietnamese	21,915	0.44%	13,241	60.4%
Other Asian languages	20476	0.41%	9426	46.0%
French (incl. Patois, Cajun)	15,072	0.30%	3,187	21.1%
Russian	14,106	0.28%	6,463	45.8%
Arabic	10,703	0.21%	3,251	30.4%
Other Languages	100,366	1.99%	30,345	30.2%
Total Population	**5,033,752**		**217,737**	**4.3%**

Source: U.S. Census Bureau, 2010 – 2014 American Community Survey 5-year Estimates

Figure C.4 Limited English Proficiency Populations in Minnesota



ADDITIONAL DEMOGRAPHICS

While environmental justice protections pertain strictly to minority and low-income populations, other demographic groups may also be at risk of disproportionately high and adverse effects. These groups include senior and youth populations (summarized in Table C.6) as well as households without access to a motor vehicle (summarized in Table C.7). Figure C.5 highlights census block groups where the proportion of the senior population exceeds the average for each MnDOT District. Figure C.6 highlights census block groups where the proportion of the youth population exceeds the average for each MnDOT District. Figure C.7 highlights census block groups where the proportion of zero-vehicle households exceeds the average for each MnDOT District.

Table C.6 Senior and Youth Population by MnDOT District

MnDOT District	Total District Population	Age 65 and Older		Age 17 and Under	
		Population	Percent of Population	Population	Percent of Population
1	338,718	59,437	17.5%	68,218	20.1%
2	179,395	31,339	17.5%	42,552	23.7%
3	645,278	90,061	14.0%	161,462	25.0%
4	246,326	45,485	18.5%	55,481	22.5%
Metro	2,978,705	342,971	11.5%	719,959	24.2%
6	501,254	76,394	15.2%	118,774	23.7%
7	279,518	45,934	16.4%	62,470	22.3%
8	214,467	38,761	18.1%	51,106	23.8%
Statewide	**5,383,661**	**730,382**	**13.6%**	**1,280,022**	**23.8%**

Source: U.S. Census Bureau, 2010 – 2014 American Community Survey 5-year Estimates

Table C.7 Zero-Vehicle Households by MnDOT District

MnDOT District	Households	Zero-Vehicle Households	Percent Zero-Vehicle Households
1	142,686	11,899	8.3%
2	72,658	4,656	6.4%
3	245,073	12,864	5.2%
4	100,773	6,174	6.1%
Metro	1,160,577	94,215	8.1%
6	194,716	12,601	6.5%
7	111,402	6,305	5.7%
8	87,452	4,652	5.3%
Statewide	**2,115,337**	**153,366**	**7.3%**

Source: U.S. Census Bureau, 2010 – 2014 American Community Survey 5-year Estimates

Figure C.5 Senior Population (Age 65 and Over) in Minnesota

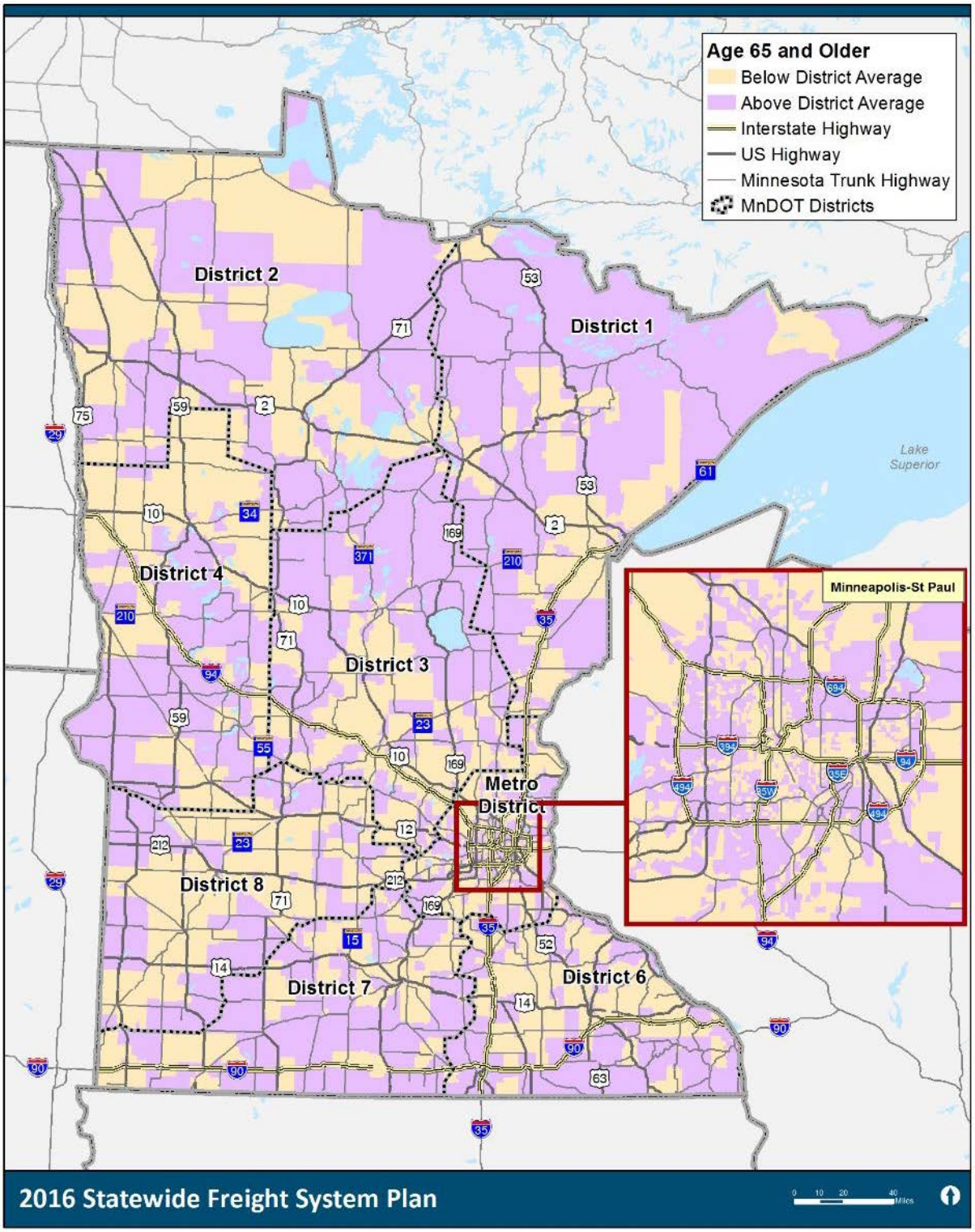


Figure C.6 Youth Population (Age 17 and Younger) in Minnesota

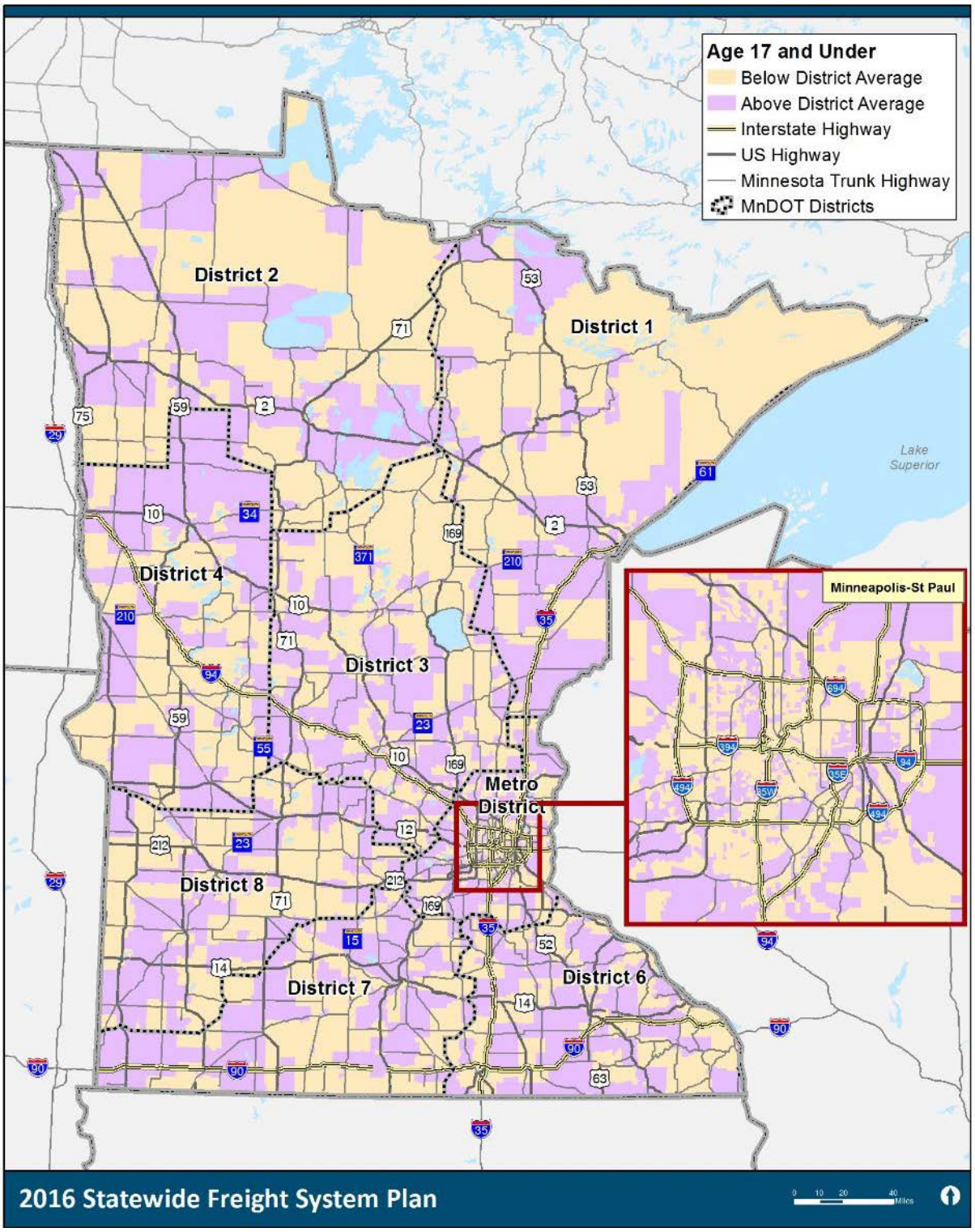
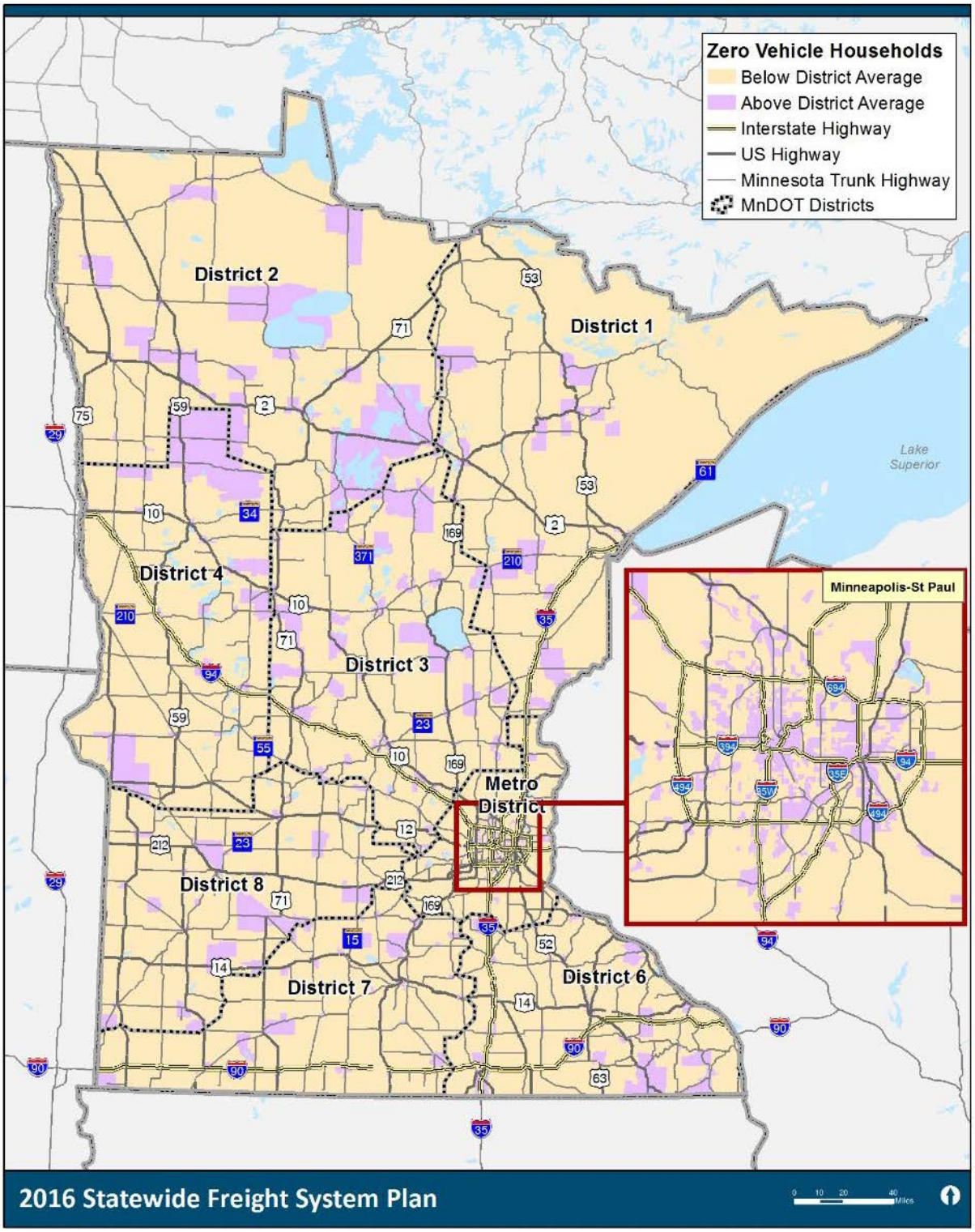


Figure C.7 Zero-Vehicle Households in Minnesota



Public Outreach Activities

MnDOT conducted a number of outreach activities throughout the development of this Plan in which individuals and industry representatives were invited to provide input and give feedback to MnDOT on the Plan. In each of these activities, participants were given the opportunity to provide information on a number of topics, including potential impacts of freight on communities and residents; however, outreach to specific environmental justice populations was not undertaken. Public outreach undertaken as part of the 2016 Minnesota Statewide Freight Plan are described in further detail in Appendix B.

How the Freight Plan Relates to Environmental Justice Populations

FREIGHT NETWORK BUFFER ANALYSIS

A buffer analysis was completed to identify environmental justice populations that reside in close proximity to various components of Minnesota's Principal Freight Network (PFN) at a higher or lower rate than the statewide average. This analysis was completed by creating a ¼-mile buffer around the PFN, including the designated portions of the highway, rail, water port, and airport systems. Buffers for the highway and rail corridors are based on the centerlines of corridor alignments. Buffers for facilities are based on an outline of the footprint of each site. All census block groups that intersected this buffer were considered to be within the ¼-mile distance. It should be noted that given the large size of some block groups (particularly in rural areas), much of the population in an intersecting block group may reside outside of the strict ¼-mile buffer.

Table C.8 provides a summary of this information for the PFN as a whole. The column for Percent of Population indicates the percent of each statewide population group that resides within ¼-mile of the PFN. The cells in this column are shaded to highlight population groups with the highest percentages. The analysis shows that 70 percent of Minnesota's population resides in a block group within ¼-mile of the PFN. The groups with the highest percentages are those identifying as Some Other Race and Zero-Vehicle Households with 76 percent and 77 percent of their populations within ¼-mile of the PFN, respectively.

Table C.8 Population within ¼-Mile of Minnesota Principal Freight Network

Population Category	Statewide Population	Within ¼-Mile of Complete PFN	Percent of Population
Total Population	5,383,661	3,778,329	70%
White	4,585,781	3,214,085	70%
Black or African American	290,545	205,541	71%
American Indian and Alaska Native	56,490	38,397	68%
Asian	230,798	161,315	70%
Native Hawaiian or Other Pacific Island	2,166	1,457	67%
Some Other Race	78,863	59,833	76%
Two or More Races	139,018	97,701	70%
Hispanic or Latino	264,265	192,885	73%
Age 65 and Older	730,382	524,522	72%
Age 17 and Under	1,280,022	889,447	69%
Low-Income	605,761	445,761	74%
Limited English Speaking Individuals	217,737	159,598	73%
Zero-Vehicle Households	153,366	118,747	77%

Table C.9 provides a summary of this information specifically for the highway portion of the PFN (the National Highway System (NHS)), the designated rail corridors, and designated rail facilities (Designated rail infrastructure includes 2,080 miles of rail system and seven major rail facilities. For a list of facilities, see supplemental the Technical Memo – Minnesota's Principal Freight Network). The table highlights the prevalence of the NHS system within populated areas with nearly two-thirds of Minnesota's population residing near NHS roadways. Other findings from this table include:

- Populations in zero-vehicle households reside near all three of these PFN components at a higher rate than the statewide average
- Low-income populations also reside near all three of these PFN components at a higher rate than the statewide average
- Many minority population groups reside near rail facilities at a higher rate than the statewide average. These include Black or African American, American Indian and Alaska Native, Some Other Race, Two or More Races, and Hispanic or Latino.

Table C.9 Population within ¼-Mile of NHS, Rail Corridors, and Rail Facilities on Minnesota Principal Freight Network

Population Category	Statewide Population	Within ¼-Mile of NHS		Within ¼-Mile of Rail Corridors		Within ¼-Mile of Rail Facilities	
		Total	%	Total	%	Total	%
Total Population	5,383,661	3,456,101	64%	1,309,874	24%	51,525	1.0%
White	4,585,781	2,946,368	64%	1,127,401	25%	40,161	0.9%
Black or African American	290,545	186,207	64%	64,001	22%	4,941	1.7%
American Indian and Alaska Native	56,490	36,366	64%	13,121	23%	787	1.4%
Asian	230,798	143,691	62%	52,104	23%	2,326	1.0%
Native Hawaiian or Other Pacific Island	2,166	1,412	65%	491	23%	20	0.9%
Some Other Race	78,863	53,198	67%	19,501	25%	1,079	1.4%
Two or More Races	139,018	88,859	64%	33,255	24%	2,211	1.6%
Hispanic or Latino	264,265	173,885	66%	65,804	25%	3,070	1.2%
Age 65 and Older	730,382	484,302	66%	180,907	25%	5,072	0.7%
Age 17 and Under	1,280,022	812,530	63%	306,731	24%	10,658	0.8%
Low-Income	605,761	408,440	67%	167,726	28%	9,681	1.6%
Limited English Speaking Individuals	217,737	142,351	65%	50,910	23%	2,563	1.2%
Zero-Vehicle Households	153,366	109,084	71%	40,872	27%	2,319	1.5%

Table C.10 provides a summary of this information specifically for the Water Port, Airport, and Pipeline Facility components of the PFN. The findings of this table show:

- American Indian and Alaska Native population groups reside near PFN airports at a higher rate than the statewide average

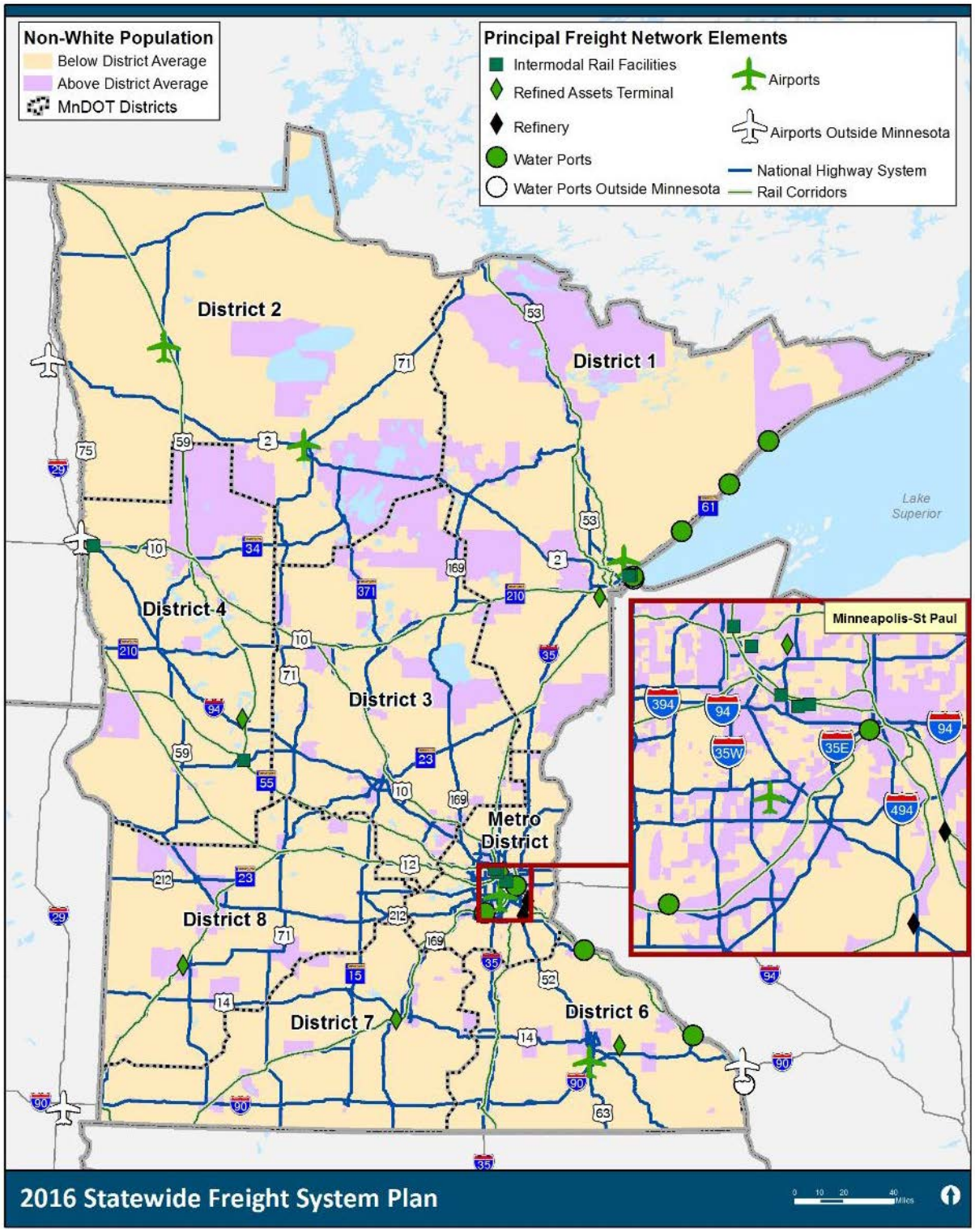
- The population groups residing near pipeline facilities are fairly representative of the statewide population as a whole. Only the category of Some Other Race resides near these facilities at a higher rate than the statewide average.
- Zero-vehicle household populations reside near water ports at a higher rate than the statewide average

Table C.10 Population within ¼-Mile of Water Ports, Airports, and Pipeline Facilities on Minnesota Principal Freight Network

Population Category	Statewide Population	Within ¼-Mile of Water Ports		Within ¼-Mile of Airports		Within ¼-Mile of Pipeline Facilities	
		Total	Percent	Total	Percent	Total	Percent
Total Population	5,383,661	41,054	0.8%	32,516	0.6%	35,089	0.7%
White	4,585,781	33,853	0.7%	24,778	0.5%	31,922	0.7%
Black or African American	290,545	2,854	1.0%	2,868	1.0%	538	0.2%
American Indian and Alaska Native	56,490	343	0.6%	1,209	2.1%	131	0.2%
Asian	230,798	1,588	0.7%	682	0.3%	945	0.4%
Native Hawaiian or Other Pacific Island	2,166	15	0.7%	35	1.6%	-	0.0%
Some Other Race	78,863	652	0.8%	1,510	1.9%	683	0.9%
Two or More Races	139,018	1,749	1.3%	1,434	1.0%	870	0.6%
Hispanic or Latino	264,265	2,256	0.9%	3,873	1.5%	1,395	0.5%
Age 65 and Older	730,382	6,930	0.9%	3,835	0.5%	5,186	0.7%
Age 17 and Under	1,280,022	7,960	0.6%	7,634	0.6%	8,199	0.6%
Low-Income	605,761	7,611	1.3%	5,166	0.9%	3,058	0.5%
Limited English Speaking Individuals	217,737	1,567	0.7%	2,419	1.1%	786	0.4%
Zero-Vehicle Households	153,366	2,710	1.8%	1,165	0.8%	499	0.3%

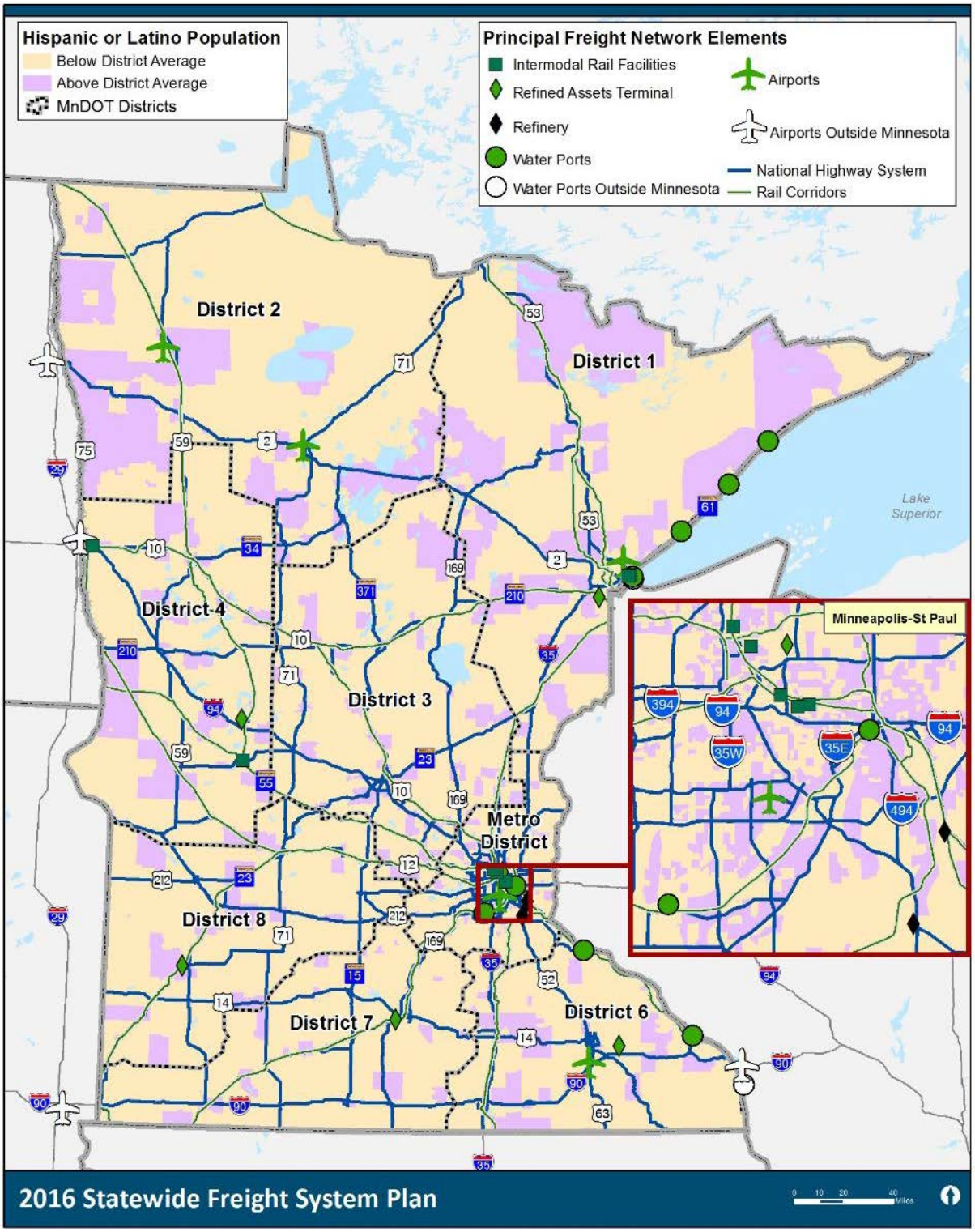
Figure C.8 through Figure C.14 display the locations of the PFN components relative to various demographic groups. In each map, block groups are highlighted if the proportions of the individual demographic groups are higher than the District average.

Figure C.8 Minnesota PFN Overlaid on Non-White Populations



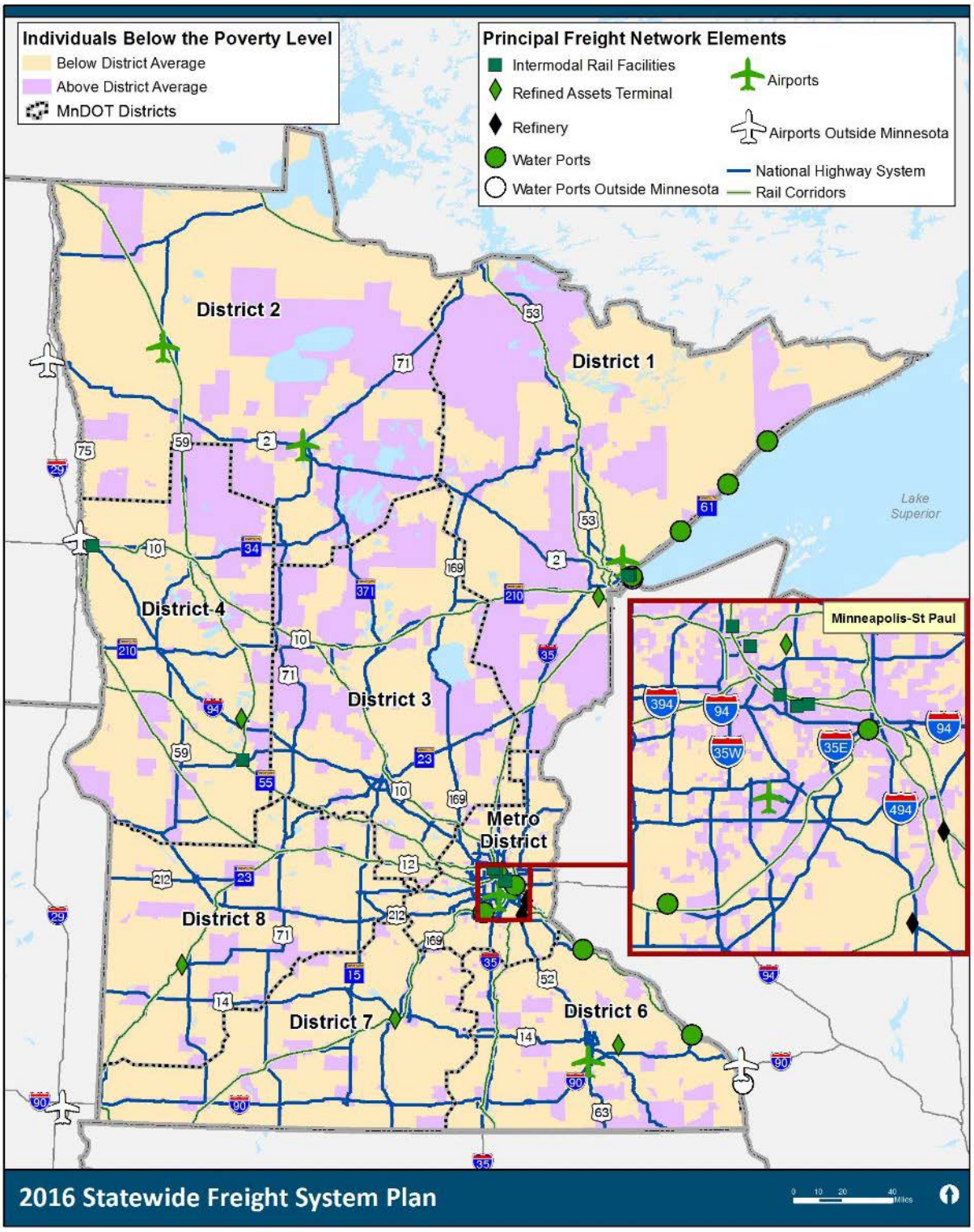
Note: Map does not reflect changes to the NHS resulting from the 2014-2015 greater Minnesota functional classification review

Figure C.9 Minnesota PFN Overlaid on Hispanic or Latino Populations



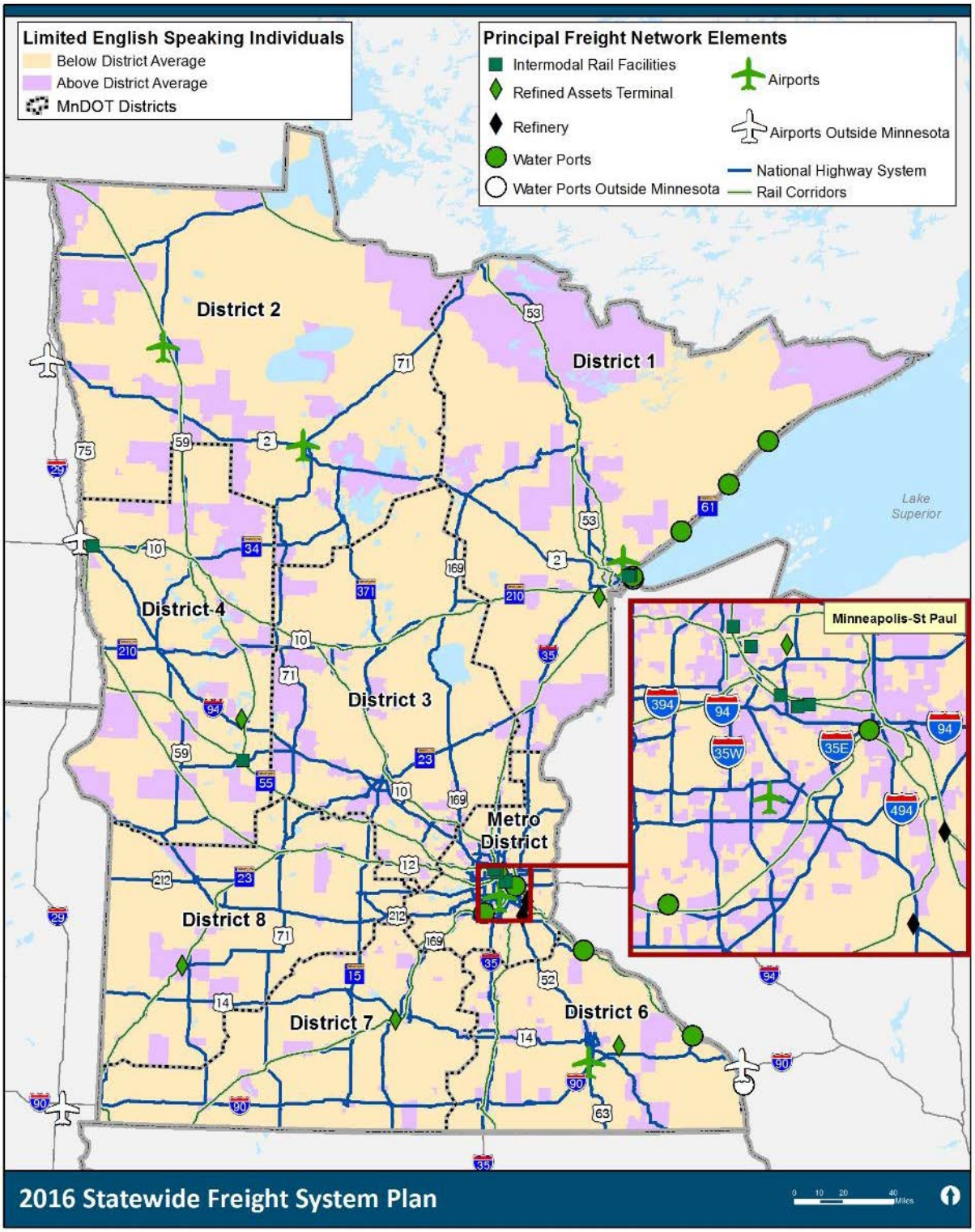
Note: Map does not reflect changes to the NHS resulting from the 2014-2015 greater Minnesota functional classification review

Figure C.10 Minnesota PFN Overlaid on Low-Income Populations



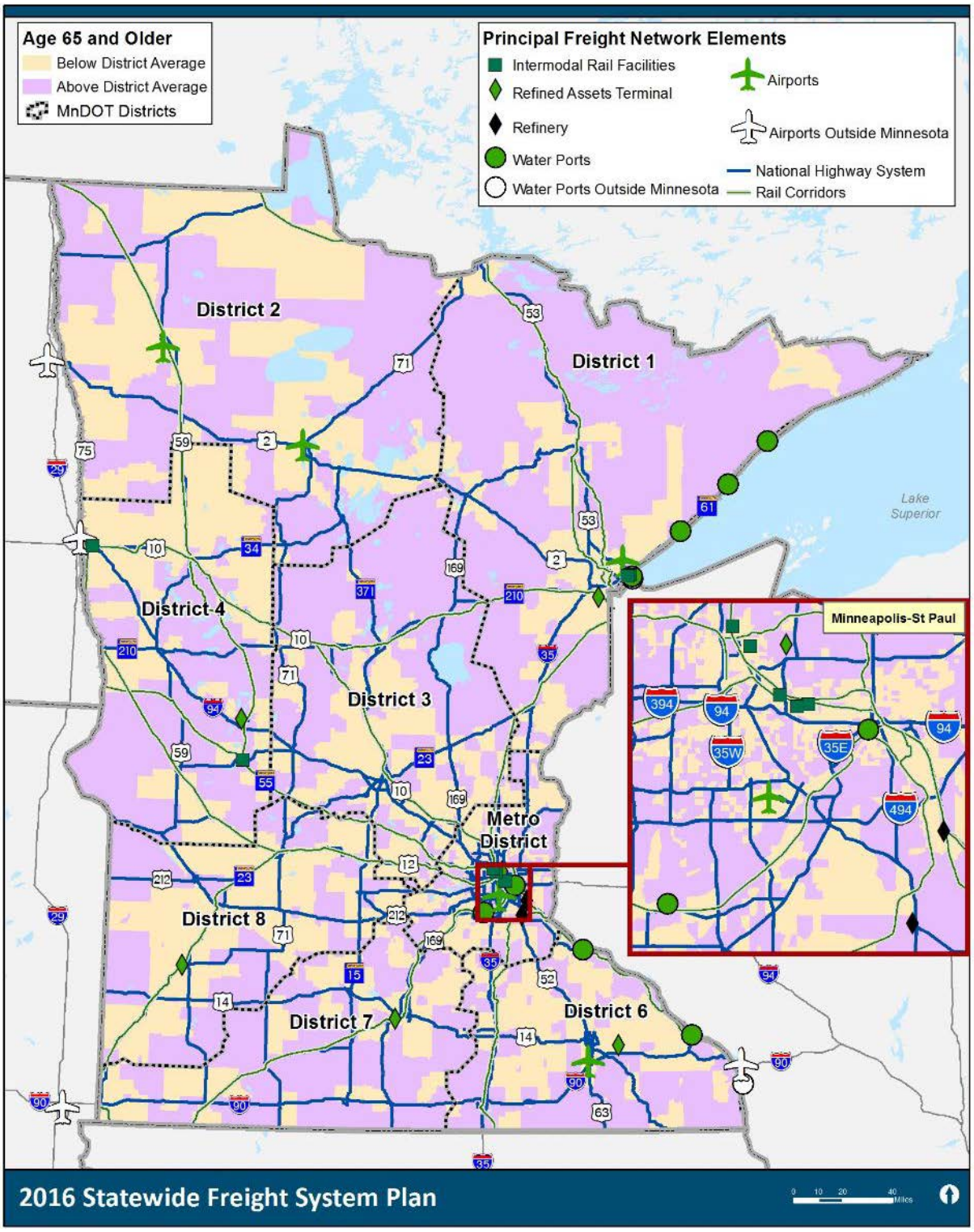
Note: Map does not reflect changes to the NHS resulting from the 2014-2015 greater Minnesota functional classification review

Figure C.11 Minnesota PFN Overlaid on Limited English Proficiency Populations



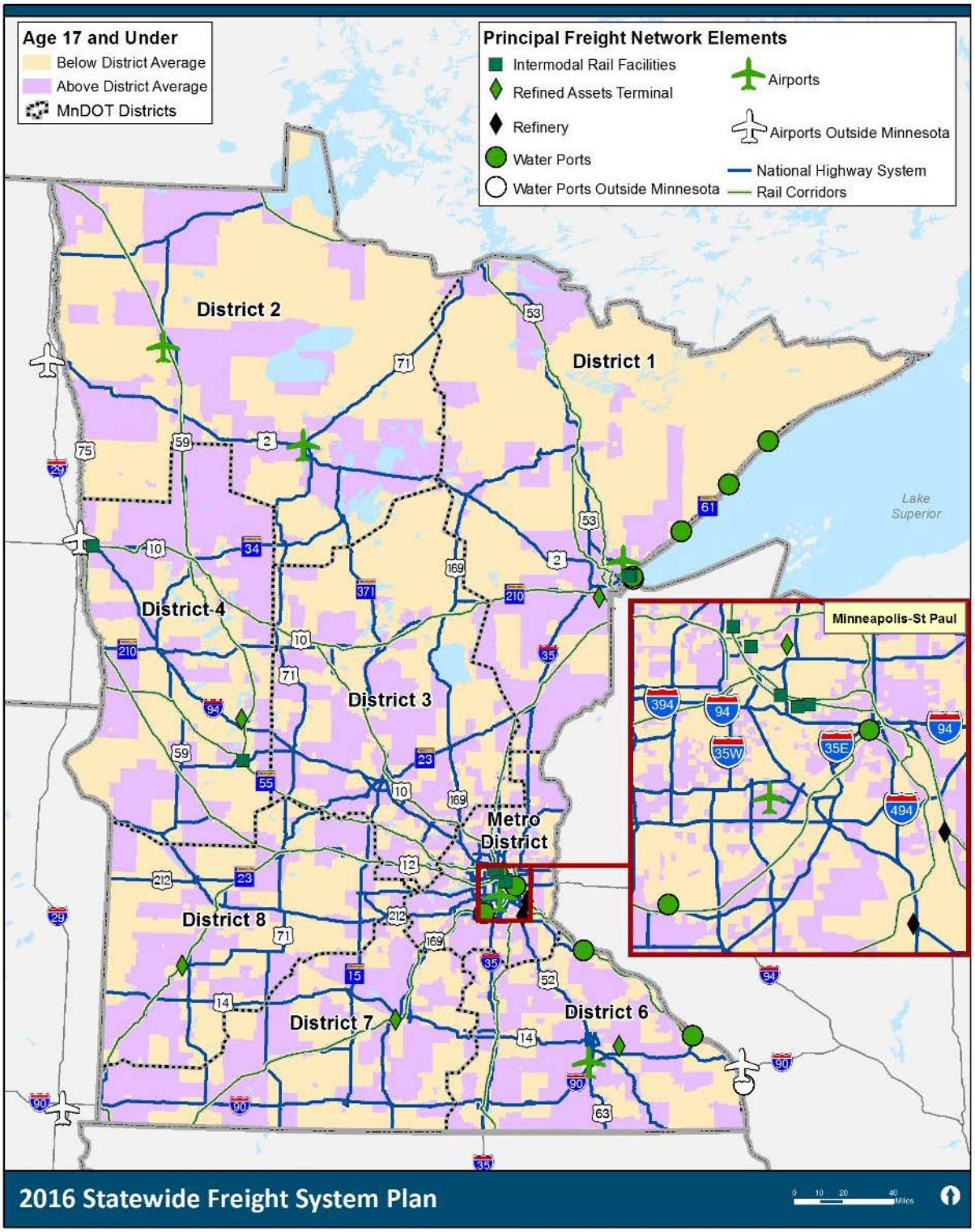
Note: Map does not reflect changes to the NHS resulting from the 2014-2015 greater Minnesota functional classification review

Figure C.12 Minnesota PFN Overlaid on Senior Populations (Age 65 and Over)



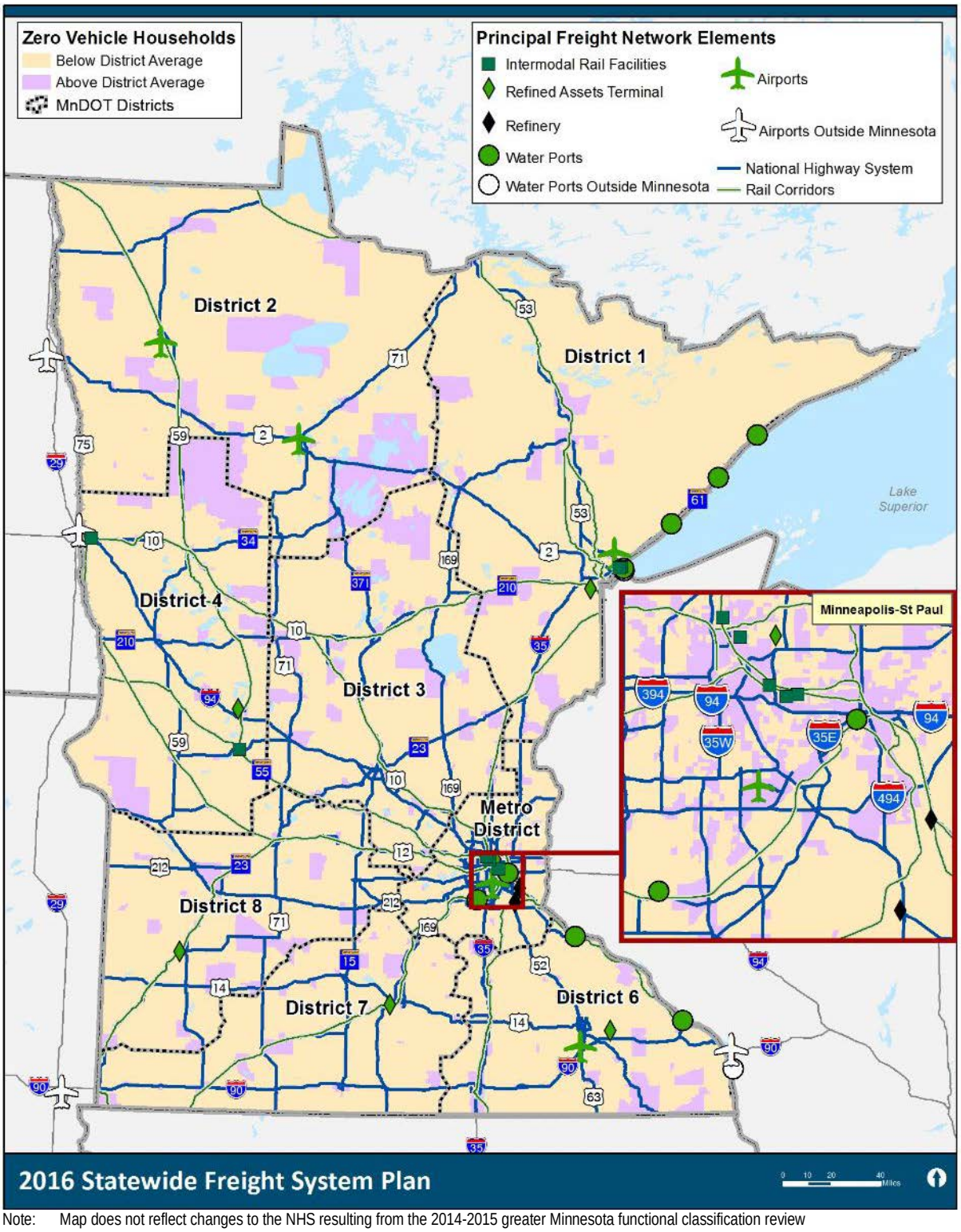
Note: Map does not reflect changes to the NHS resulting from the 2014-2015 greater Minnesota functional classification review

Figure C.13 Minnesota PFN Overlaid on Youth Populations (Age 17 and Younger)



Note: Map does not reflect changes to the NHS resulting from the 2014-2015 greater Minnesota functional classification review

Figure C.14 Minnesota PFN Overlaid on Zero-Vehicle Households



Note: Map does not reflect changes to the NHS resulting from the 2014-2015 greater Minnesota functional classification review

FREIGHT PLAN RELATION TO ENVIRONMENTAL JUSTICE POPULATIONS

MnDOT is committed to delivering a freight system that accounts for and addresses statewide transportation needs. MnDOT uses an extensive performance-based planning process to establish investment priorities for available resources, integrating federal and state laws, policy goals and objectives, technical information on system conditions, performance management, revenue projections, and input from the public, MnDOT districts, specialty offices, and other transportation partners.

A set of 30 supporting strategies and corresponding actions have been developed to help guide the State and achieve the goals of this plan. The Freight Action Agenda in Chapter 5 of the Plan provides a summarized list of each action, timeframe for implementation, and leading and supporting agencies. Additional information on how these strategies help meet Plan goals is presented in the supplemental Technical Memo – Implementation Plan.

In order to assess the impacts of this Plan on environmental justice populations, it is necessary to identify the potential impacts of these strategies on minority, age 65 and older, age 16 and younger, limited English proficiency, low-income, or zero-vehicle household populations. The following sections describe the strategies included in Minnesota's Freight Action Agenda and how these policies might result in disproportionately high and adverse human health or environmental effects, if at all. The strategies are organized by Minnesota Statewide Multimodal Transportation Plan objective areas:

- Accountability, Transparency, and Communication
- Transportation in Context
- Critical Connections
- Asset Management
- Traveler Safety
- System Security

As in the Statewide Multimodal Transportation Plan, the objectives and subsequent strategies/actions on the following pages are listed in no particular order. Their order is not meant to indicate priority; all are critical focus areas for the coming years. The high-level analysis presented in this appendix is at the system-level and is only one step in MnDOT's commitment to ensuring that its planning efforts and project-specific decisions do not result in disproportionately high and adverse human health or environmental effects, particularly on environmental justice populations. Additional environmental justice analyses will occur at the project level to analyze whether proposed activities may result in disproportionate impacts.

Accountability, Transparency, and Communication

The importance of accountability, transparency, and communication to the transportation decision-making process is recognized and supported in state and federal legislation. There are specific requirements for state departments of transportation and Metropolitan Planning Organizations related to public involvement and collaboration. This Plan engaged public and private freight stakeholders as an important resource in identifying needs and determining next steps. A key next step, implementing Minnesota's Freight Action Agenda, also relies on the continued communication and coordination of activities with these stakeholders and agencies, making information available to them in a manner that is easy to find and understand.

Impacts of this objective defined as part of the Statewide Multimodal Transportation Plan include:

- Public engagement activities that provide opportunities for all transportation users
- Improved coordination and collaboration among transportation partners to improve efficiencies and identify cost savings

- Education activities to better inform stakeholders and the general public on how the transportation decision making process works
- Regular reporting of performance measures and targets to improve accountability of public resources

The impacts of specific strategies on environmental justice populations may include the following.

1. EDUCATION

Educating the public on the critical role freight plays in the economy and everyday life of Minnesotans will benefit the public in understanding the actions taken by MnDOT. Outreach to targeted environmental justice populations should be included if it is determined that a project or policy will have specific implications for a population.

2. PARTNERSHIPS

This strategy involves engaging and partnering with Minnesota's public agencies and with producers, shippers/receivers, carriers, and other private sector freight stakeholders to address Minnesota's freight issues together. No environmental justice impacts are anticipated as part of this strategy.

3. ONGOING FREIGHT FORUM

This strategy includes convening an ongoing dialog between public and private sector freight stakeholders to keep freight topics front and center. Environmental justice communities or advocates could be engaged to discuss potential impacts of freight topics on communities.

4. ADVOCACY

Public and private freight stakeholders advocating together for advancing critical freight partnerships, strategies, investments, and continued funding for freight investments is the fourth strategy in the Freight Action Agenda. Environmental justice communities or advocates could be considered as partners on recommendations that might improve the freight impact on communities (e.g., grade separations, noise walls, job access).

5. TRAVELER INFORMATION

This strategy includes providing freight-specific traveler information, such as truck parking availability, expected travel time, and roadway conditions. These improvements benefit all system users, including environmental justice populations. Information can be targeted to areas where benefits to specific populations might be accrued.

6. WORKFORCE DEVELOPMENT

The sixth strategy in the Freight Action Agenda is building programs in cooperation with community colleges and the private sector to ensure workforce is available for industry needs. This strategy will benefit all Minnesotans. Environmental justice populations can be a target for workforce development, in which case benefits will accrue to specific populations.

Transportation in Context

Transportation projects do not occur in a vacuum; they are surrounded by context. Context refers to the things people care about—the people, places, and circumstances of their lives. While Minnesota residents and businesses rely on freight to provide their day-to-day needs, freight activity sometimes leads to unintended impacts. Understanding these impacts is an important part of freight project planning and policy development and making sure decisions are made taking into consideration land use, energy consumption, the environment, the economy, public health, and the needs of traditionally underserved populations. Considering context when making freight transportation decisions leads to projects that are safer, sustainable in scale, and tailored to the specific places in which they exist—projects that respect and complement the economy, environment, and quality of life of a place.

Impacts of this objective defined as part of the Statewide Multimodal Transportation Plan include:

- Continued implementation of Context Sensitive Solutions to better balance the needs of all transportation stakeholders
- Increased coordination between land use and transportation decisions to identify cost efficiencies and encourage walking and bicycling
- Coordination among transportation partners to identify ways to avoid, minimize, and mitigate adverse impacts of transportation decisions
- Collaboration with transportation partners to create and maintain jobs through transportation investments

The impacts of specific strategies on environmental justice populations may include the following.

7. CORRIDOR PRESERVATION

This strategy includes actively managing preserved rail corridors held in the State Rail Bank and evaluating them for possible future transportation uses. Benefits of preserving rail corridors include future multimodal options for relieving congestion on highways, which can have a benefit to both highway users and residents, including environmental justice communities, but may negatively impact nearby communities if the rails are put back into service. Conversion of rail corridors to other transportation uses such as bike lanes can also impact environmental justice populations that rely on non-motorized transportation.

8. TRUCK ROUTES

The eighth strategy is coordination of truck routes/planning in industrial and urban areas with restrictions and enforcement in adjacent residential areas. This strategy is a benefit for Minnesotans in these areas. Environmental justice populations will be impacted more than the average population as heavily used freight corridors and truck routes are generally more likely to travel near or through communities identified as environmental justice populations, leading to increased noise, safety, and air quality impacts. Analysis for this study indicates there are higher-than-average shares of population living within a ¼-mile buffer of the Principal Freight Network.

9. COMPLETE STREETS

This strategy includes treatments that consider truck movements as part of total vehicle traffic, which can include time-of-day delivery windows to reduce conflicts with other street users, design guidelines for curb pullouts that can be used at different times for bus pullouts, truck parking, and others. This is a benefit for environmental justice populations, particularly low-income and zero-vehicle households that may rely on walking and biking as primary modes of transportation.

10. LAND USE PLANNING AND POLICIES

Land use planning and policies to ensure freight development areas are designated and preserved and that development occurs adjacent to existing infrastructure is the tenth strategy in the Freight Action Agenda. Land use planning can have impacts on environmental justice populations if the needs of these communities are included as part of the planning process. To support the safe mobility of environmental justice populations, land use policies to promote freight could consider the impact on transit mobility, street connectivity, safe crossing, and other features that enable walking, biking, and transit as transportation options. Impacts of land use planning could have a positive impact on environmental justice populations that are adjacent to freight land uses as planning may mitigate air quality and noise impacts.

11. FREIGHT AS A GOOD NEIGHBOR

This strategy includes programs and projects that preserve Minnesota's high quality of life by balancing the local negative impacts of freight transportation with the national benefits provided. This policy will benefit Minnesota

residents, including environmental justice populations, by considering the distribution of benefits to and burden upon local populations.

12. ADVANCED TECHNOLOGY

Monitoring development of advanced technologies and their applications for freight is a strategy that can lead to reduced freight impacts in terms of emissions and safety in Minnesota. Advanced technologies that reduce emissions may have a greater positive impact upon environmental justice communities, as environmental justice populations tend to carry a higher burden when it comes to air quality impacts of transportation nationwide. Advanced technologies such as automated vehicles and connected vehicles/infrastructure may improve safety for those communities that interact most with freight vehicles. Analysis for this study indicates there are higher than average shares of population living within a ¼-mile buffer of the Principal Freight Network.

Critical Connections

Freight is unique in that it is multimodal, crosses state and national boundaries, and has a myriad of public and private sector stakeholders with distinct operational and jurisdictional perspectives. While many types of connections are important to freight, there are critical connections that serve as the backbone for movement across and within Minnesota and to points beyond. The Principal Freight Network (designated as part of this Plan), connections between modes of transportation, first- and last-mile connections, and urban area connections are all essential. Identifying, preserving, and enhancing these priority connections are sometimes shared responsibilities. All freight connections, regardless of jurisdiction, location, or mode, need to be developed in coordination with one another to ensure a truly connected Minnesota.

Impacts of this objective defined as part of the Statewide Multimodal Transportation Plan include:

- Increased transportation options such as transit, bicycle, pedestrian, intercity bus, and intercity passenger rail
- Improved multimodal connections to key resources and amenities throughout communities
- Enhanced communication between transportation partners to identify and remove barriers, increase collaboration, and share resources
- Improved accessibility to the transportation system regardless of income or ability

The impacts of specific strategies on environmental justice populations may include the following.

13. INTEGRATE FREIGHT PLANNING INTO ALL PLANNING PROJECTS

Considering freight in overall project planning across modes and regularly engaging the private sector and considering their perspectives during freight system planning may benefit the planning process by making sure all important considerations are included. Planning for interactions between freight and other vehicles or pedestrians can be challenging. Many environmental justice populations are located in proximity to freight facilities and corridors, and so integrated planning in these communities is particularly important to mitigate challenges such as safety and air quality.

14. INVESTMENTS ON THE PRINCIPAL FREIGHT NETWORK

Applying multimodal solutions that ensure a high return on investment, given constrained resources, and that complement the unique social, natural, and economic features of Minnesota is the fourteenth strategy in the Freight Action Agenda. The investments coming out of this strategy may have impacts on environmental justice populations, as they make up a higher than average proportion of the population living within a ¼-mile buffer of the Principal Freight Network. Additional environmental review, including environmental justice analysis, will be completed as projects progress.

15. FIRST-/LAST-MILE CONNECTIONS

Freight connections like highway access and rail spurs to local businesses may have an impact on environmental justice populations, since these populations live in higher than average concentrations near rail facilities. As the scope and extent of these projects have not yet been determined, additional environmental review, including environmental justice analysis, will be completed as projects progress.

16. TARGETED SYSTEM INVESTMENTS

Making targeted infrastructure investments to support and enhance the multimodal freight system may have an impact on environmental justice populations, since these populations live in higher than average concentrations near rail corridors and the Principal Freight Network. As the scope and extent of these projects have not yet been determined, additional environmental review, including environmental justice analysis, will be completed as projects progress.

17. INTERMODAL AND MULTIMODAL FACILITIES

Intermodal and multimodal facility development to allow goods to shift between modes such as truck, rail, and water is the seventeenth strategy in the Freight Action Agenda. This strategy may have an impact on environmental justice populations since these populations live in higher than average concentrations near rail facilities and water ports. As the scope and extent of these projects have not yet been determined, additional environmental review, including environmental justice analysis, will be completed as projects progress.

18. URBAN GOODS MOVEMENT PROGRAMS

Projects and programs in urban centers focused on mitigating congestion caused by rush hour traffic, incidents, work zones, or other factors where high volumes of freight and passenger traffic must coexist will create benefits for the traveling public and nearby residents, including environmental justice populations located in urban areas.

19. TRUCK SIZE AND WEIGHT

Improved routing for overdimensional and overweight vehicles and consistency of regulations between Minnesota and neighboring states may have impacts to environmental justice populations as these routes are generally more likely to travel near or through communities identified as environmental justice populations. Analysis for this study indicates that environmental justice populations make up a higher than average proportion of the population living within a ¼-mile buffer of the Principal Freight Network, though a specific analysis of oversize and overweight corridors was not included.

20. MODAL OPTIONS/SYSTEM REDUNDANCY

Modal alternatives (e.g., truck, rail, and water) in spot locations and modal redundancy within key corridors (so companies have access to a variety of cost effective and competitive freight modes to ship their goods) may affect environmental justice populations as these populations live in higher than average concentrations near rail facilities and water ports. At the same time, modal options may alleviate congestion on the roadway network, which will have positive impacts to communities near roadway facilities.

21. EVALUATE AND RESTRUCTURE EXISTING FREIGHT FUNDING PROGRAMS

Restructuring MnDOT's programs to more adequately address freight needs is not anticipated to have any direct environmental justice impacts. As projects and investments are determined, additional environmental review, including environmental justice analysis, should be completed.

Asset Management

In many cases, the same infrastructure is used for both freight and passenger travel, creating potential synergies in asset management for both forms of transportation. Keeping individual assets viable and managing for long-term

system needs are important for both systems. However, there are key differences in terms of performance goals, time horizons, and maintenance needs for corridors that are heavily utilized by freight in contrast to those that serve primarily passenger travel. Routes that serve heavy-haul equipment or see high levels of truck traffic are more vulnerable to pavement degradation, for example, and may need higher levels of maintenance. One of the key applications of the Principal Freight Network, designated as part of this Plan, is to support improved asset management. This includes identifying and prioritizing system needs on the highway system that are most important for freight.

Impacts of this objective defined as part of the Statewide Multimodal Transportation Plan include:

- Investment decisions that give priority to maintaining and operating key transportation assets
- Consideration of safety, operations, and maintenance needs during planning and programming to better reflect the full cost of decisions
- Transportation systems that are operated and maintained based on identified priorities
- A decision-making process that considers the potential impacts investment decisions may have to the state's economy, environment, and quality of life

The impacts of specific strategies on environmental justice populations may include the following.

22. FREIGHT DATA

Improved data collection (e.g., truck counts) and use of innovative sources will help the public sector do better freight planning. Freight data will allow Minnesota to develop performance measures and invest in the freight system. However, since no investments are made with this strategy, no environmental justice impacts are anticipated.

23. FREIGHT SYSTEM PERFORMANCE MEASURES

Utilizing freight system performance measures to monitor and report system condition and identify investment needs for key transportation infrastructure will allow Minnesota to more effectively and efficiently invest in the freight system; however, performance measures alone are not expected to have any environmental justice impacts.

24. FREIGHT SYSTEM INVESTMENT PLAN

Development of a detailed FAST Act compliant prioritized investment plan that aligns multimodal freight system projects and available sources of funding so they can be implemented is a key strategy in the Freight Action Agenda. This plan could recommend projects that have impacts on environmental justice populations, but as the scope and extent of these projects have not yet been determined, additional environmental review, including environmental justice analysis, will be completed as projects progress.

25. PRIORITIZE MAINTENANCE ON THE PRINCIPAL FREIGHT NETWORK

Prioritizing bridge/pavement maintenance on routes that are shared by freight rail or truck and passenger traffic will ensure the ability of these routes to handle higher levels of freight and passenger traffic effectively and thus will benefit the traveling public, including environmental justice populations. The investments coming out of this strategy may have impacts on environmental justice populations as they make up a higher than average proportion of the population living within a ¼-mile buffer of the Principal Freight Network. Additional environmental review, including environmental justice analysis, will be completed as projects progress.

Traveler Safety and System Security

Freight safety and security involves making travel safer for freight vehicles and also for the passenger vehicles that share the roadway, rail, air, and waterway systems. This is the case in daily operations as well as during emergency situations. The "4Es" of safety in Minnesota – education, enforcement, engineering, and emergency services – all

have a place in the supporting strategies of this Plan and align with the idea that the freight system should be resilient, reliable, and have alternatives available for critical connections.

Impacts of this objective defined as part of the Statewide Multimodal Transportation Plan include:

- Coordinated response plans that ensure mitigation, response, and recovery activities are timely and effective
- A statewide communication system for public safety providers that allows emergency responders from different organizations to communicate with each other
- Applying an integrated safety approach such as Toward Zero Deaths to all transportation modes
- Continued collaboration and coordination on safety campaigns
- Planning, designing, operating, and maintaining transportation systems in a manner that considers the safety of all users regardless of income or ability
- Implementing a statewide trauma system to reduce emergency response time and increase survival rates

The impacts of specific strategies on environmental justice populations may include the following.

26. DESIGN FOR FREIGHT SAFETY

Design and implement geometric features that improve vehicle safety, such as the use of rumble strips/stripes, wider shoulders, and other features where appropriate, is a strategy that will create improvements for the traveling public, including environmental justice populations.

27. TRUCK PARKING

Conducting assessments of truck parking and planning for expansion could have negative impacts on environmental justice populations given their higher than average proximity to the NHS. As the scope and extent of these projects have not yet been determined, additional environmental review, including environmental justice analysis, will be completed as projects progress.

28. INCIDENT MANAGEMENT AND EMERGENCY RESPONSE PLANS

Developing emergency plans to ensure critical supply chain connectivity and proactively route hazardous materials will have benefits to environmental justice populations living in proximity to the corridors where these materials travel. Analysis for this study indicates that environmental justice populations make up a higher than average proportion of the population living within a ¼-mile buffer of the Principal Freight Network, though a specific analysis of corridors that carry hazardous materials was not included.

29. RAIL CROSSINGS

Assessing grade crossing safety, implementing policies, programs, and investments related to safety of at-grade crossings, and seeking funding for implementation will have safety benefits to the traveling public, including environmental justice populations. The investments coming out of this strategy may have impacts on environmental justice populations as they make up a higher than average proportion of the population living within a ¼-mile buffer of the Principal Freight Network. Additional environmental review, including environmental justice analysis, will be completed as projects progress.

30. RAIL SYSTEM VULNERABILITIES

Development and implementation of a comprehensive plan that addresses key safety vulnerabilities across Minnesota's rail network can have impacts on all populations living near rail lines that may be affected by an incident on a rail line or at a rail crossing. As higher than average concentrations of environmental justice populations live

within the ¼ mile buffer of the rail portion of the Principal Freight Network, the benefits of this strategy will correspondingly have higher impacts for these communities.

Conclusions

The environmental justice analysis presented in this appendix is a qualitative evaluation of the Freight Plan's effect on minority, youth, senior, limited English proficiency, low-income, or zero-vehicle household populations. As summarized in the previous sections, no disproportionately high and adverse human health or environmental effects are directly expected due to the Freight Plan, although projects related to some recommended strategies could result in negative impacts to these populations. However, it is noted that a higher than average concentration of environmental justice populations are found within the ¼ mile buffer of the Principal Freight Network. Thus, impacts from freight projects – both positive and negative – are likely to have proportionally higher impacts on environmental justice communities. When negative impacts cannot be avoided, steps should be taken to minimize or mitigate negative impacts.

No analysis of specific projects or investments was conducted as part of this Plan. As projects progress into project development phases, MnDOT or other lead agencies will be responsible for evaluating the potential environmental and environmental justice impacts of transportation projects on the freight system to all users and residents, including environmental justice communities.

D. APPENDIX D: KEY DEFINITIONS

Acronyms

ACTT	Advocacy Council for Tribal Transportation
AHTD	Annual Hours of Truck Delay
ATA	American Trucking Association
ATM	Active Traffic Management
ATPs	District Area Transportation Partnerships
BJI	Bemidji Regional Airport
BRD	Brainerd Lakes Regional Airport
BRIM	Bridge Replacement and Improvement Management
CIP	Capital Improvement Plan
CN	Canadian National
CNG	Compressed Natural Gas
CP	Canadian Pacific
CTC	Centralized Traffic Control
CTS	Minnesota's Center for Transportation Studies
DEED	Department of Employment and Economic Development
DLH	Duluth International Airport
DMS	Dynamic Message Signs
DOT	Department of Transportation
DSPA	Duluth Seaway Port Authority
DSPs	District Safety Plans
EPA	United States Environmental Protection Agency
FAA	Federal Aviation Administration
FAST	Fixing America's Surface Transportation Act

FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FTIP	Freight Transportation Improvement Program
GPS	Global Positioning Systems
GSP	Gross State Product
HCAADT	Heavy Commercial Average Annual Daily Traffic
HIB	Range Regional Airport
HOS	Hours of Service
HSIP	Highway Safety Improvement Program
INL	Falls International Airport
IRC	Interregional Corridor
IRI	International Roughness Index
ITS	Intelligent Transportation Systems
LNG	Liquefied Natural Gas
MAFC	Mid-America Freight Coalition
MAP-21	Moving Ahead for Progress in the 21st Century Act
MFAC	Minnesota Freight Advisory Committee
MnDOT	Minnesota Department of Transportation
MnSHIP	Minnesota State Highway Investment Plan
MPO	Metropolitan Planning Organization
MRS	Mississippi River System
MRSI	Minnesota Rail Service Improvement
MSP	Minneapolis – St. Paul International Airport
NAAQS	National Ambient Air Quality Standards
NBI	National Bridge Inventory

NHFN	National Highway Freight Network
NHFP	National Highway Freight Program
NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration
NMFN	National Multimodal Freight Network
NPIAS	National Plan of Integrated Airport Systems
NPMRDS	National Performance Management Research Data Set
OFCVO	Office of Freight and Commercial Vehicle Operations
OSOW	Oversize-Overweight
OTSM	Office of Transportation System Management
PFN	Principal Freight Network
PPPs	Public-Private Partnerships
PTC	Positive Train Control
RCIP	Regional Community Investment Program
RCIPs	Regional Community Investment Priorities
RI80	Truck Reliability Index
RQI	Ride Quality Index
RST	Rochester International Airport
STIP	Surface Transportation Investment Program
TEU	Twenty-Foot Equivalent Unit
TIGER	Transportation Investment Generating Economic Recovery
TZD	Toward Zero Deaths
UP	Union Pacific
U.S. DOT	United States Department of Transportation
WIM	Weigh-in-Motion Systems