



TPP Update: New MnDOT Mobility Investments

TAC Funding and Programming

March 22, 2018

Overview

- New general fund revenue, \$15M-\$30M/year through 2040, allocated to spot mobility and MnDOT support on locally-led mobility projects on MnDOT's system
- \$50M/year 2024-2026 due to shift of funds from pavement preservation
- Projects to be identified and included in TPP
- Coordinate selection with Corridors of Commerce awards, expected end of April

New Major MnDOT Mobility Investments Available

| | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 |
|--------------------|------|-----------|------|------|------|------|
| \$ Millions | \$39 | \$0 | \$0 | \$50 | \$50 | \$50 |
| Project | TBD | Allocated | | TBD | TBD | TBD |

Proposed Priorities

- 2021 - Leverage Corridors of Commerce awards to expand or enhance a selected project, or construct first phase of a future MnPASS lane
- 2024-2026 - Continue existing \$50M/year to extend MnPASS program past current expiration in 2023
- Tier 2 MnPASS are highest priority unfunded MnPASS lanes (MnPASS 3 Study)

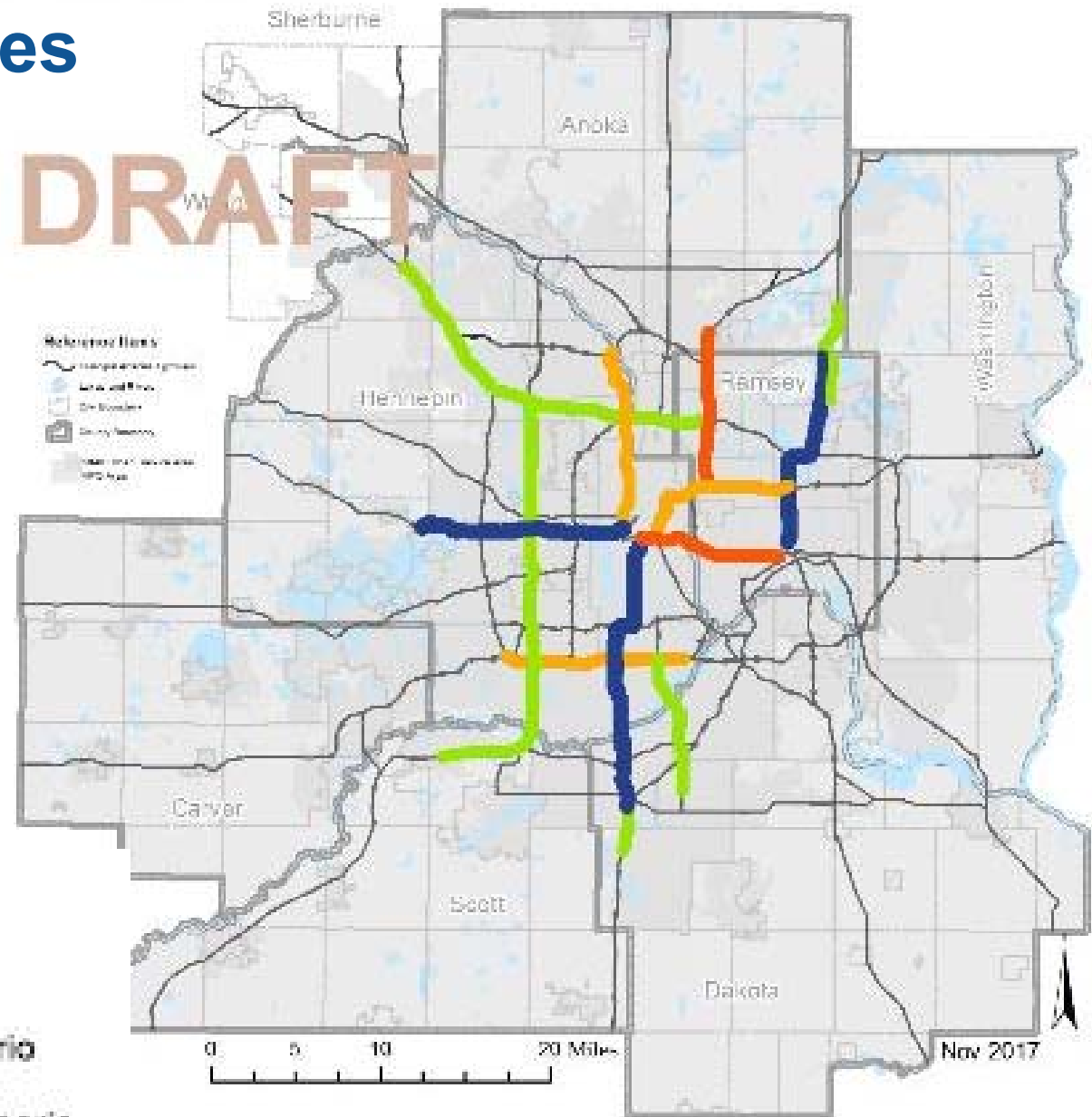
Tier 2 MnPASS Lanes (Orange)

-I-35W Gap

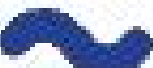



-Highway 36 (EB)

-I-494

-Highway 252/I-94



MnPASS

-  Existing / Under Construction
-  Tier 1 Current Revenue Scenario
-  Tier 2 Increased Revenue Scenario
-  Tier 3 Increased Revenue Scenario

Which Tier 2 MnPASS Corridor(s)?

- Consider Corridors of Commerce awards
- Leverage planned preservation projects
- Avoid major construction projects on parallel routes
- Geographic balance of MnPASS investments
- Can project leverage other local transportation funds?
- Can you make improvements to more than one corridor?
- Is there a needed phasing of one corridor before another one?
- Other considerations or project types such as interchanges?

Discussion?

Questions

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