

Minnesota
A Collaborative Vision
for Transportation



20-Year Minnesota State Highway Investment Plan

TAC Planning
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MnDOT Family of Plans

Minnesota GO 50-year Vision

What are we trying to achieve?

Statewide Multimodal Transportation Plan

How are we going to achieve it?

Modal and System Plans

What does that mean for each type of transportation?

< Considered by the State Highway Investment Plan >



Greater
Minnesota
Transit
Investment
Plan



Pedestrian
Plan



Bicycle
Plan



State
Highway
Investment
Plan



Freight
System
Plan



Aviation
Plan



Rail
Plan

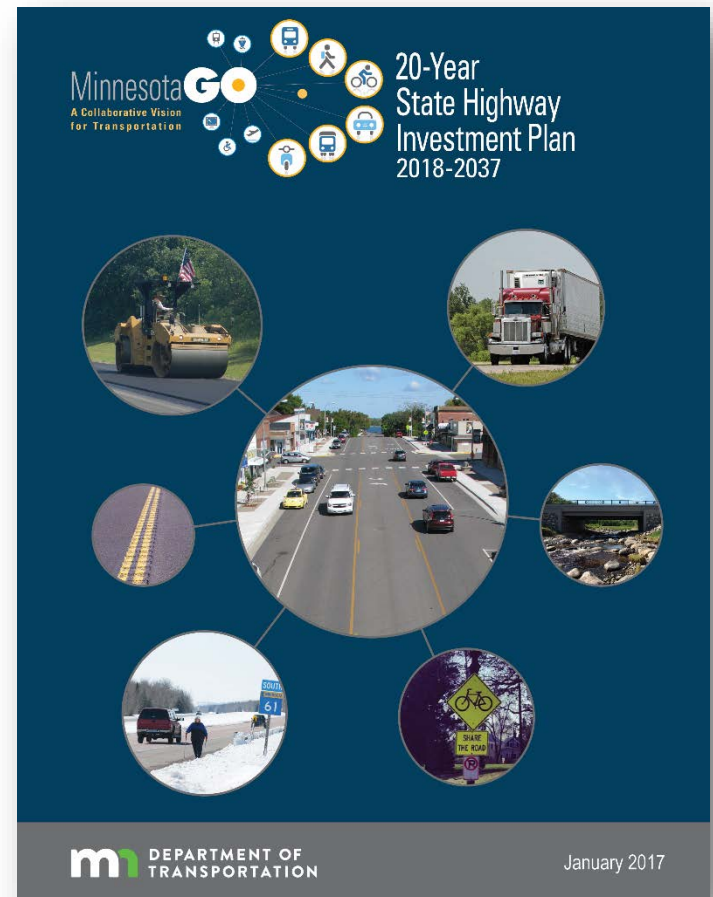


Ports &
Waterways
Plan

< Considered by the Freight System Plan >

Minnesota's State Highway Investment Plan

- Directs capital investments for the state highway network
- Part of MnDOT's Family of Plans
- Updated every four years
- Not project specific



Investment Categories

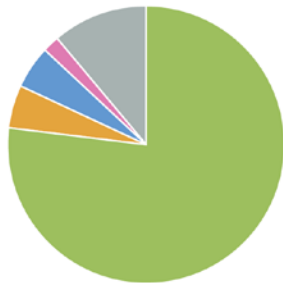
System Stewardship	Transportation Safety	Critical Connections	Healthy Communities	Other
<ul style="list-style-type: none">● Pavement Condition● Bridge Condition● Roadside Infrastructure Condition● Facilities● Jurisdictional Transfer	<ul style="list-style-type: none">● Traveler Safety	<ul style="list-style-type: none">● Twin Cities Mobility● Greater MN Mobility● Freight● Bicycle Infrastructure● Accessible Pedestrian Infrastructure	<ul style="list-style-type: none">● Regional + Community Improvement Priorities	<ul style="list-style-type: none">● Project Delivery● Small Programs

Twin Cities Mobility

- Includes strategies to improve travel time reliability in the Twin Cities region
- Follows investment strategies established in 2040 Transportation Policy Plan
 - Active traffic management
 - Spot mobility improvements
 - MnPASS express lanes
 - Major capacity investments

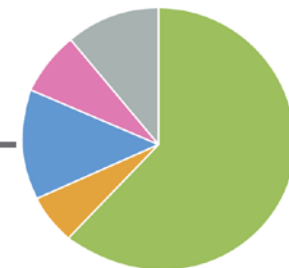
Which investment scenario do you prefer?

Approach A



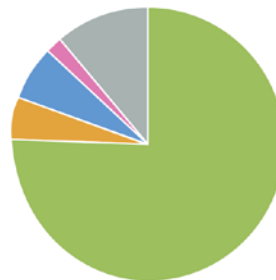
Focus investments on repairing and maintaining existing state highway pavements, bridges and roadside infrastructure

Approach C

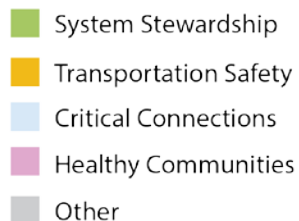


Focus investments on improving travel time reliability, non-motorized investments, and regional and locally-driven priorities

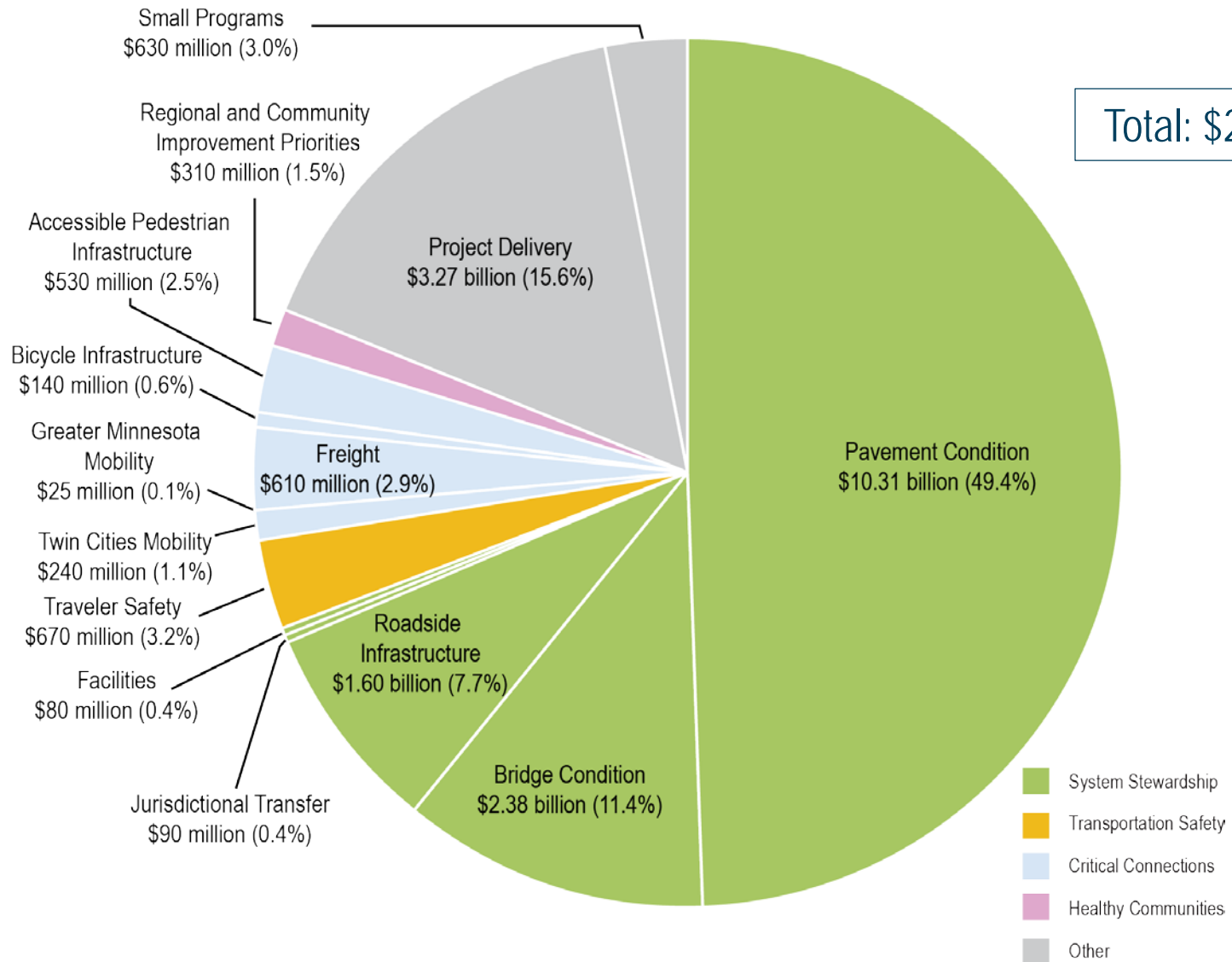
Approach B



Balance investments in repairing and maintaining existing state highways infrastructure with strategic investments in improving travel time reliability



20-Year Investment Direction



What to expect from future projects:

- Majority preservation projects, little expansion
- Twin Cities Mobility projects limited to spot mobility fixes and MnPASS build-out (only through 2023)
- Increased focus on ADA compliance
 - Substantially compliant by 2037
- Focus on low-cost/high-benefit new safety improvements
- Limited bicycle investments
- Continued use of new technology and innovation

Pavement and Bridge Outcomes

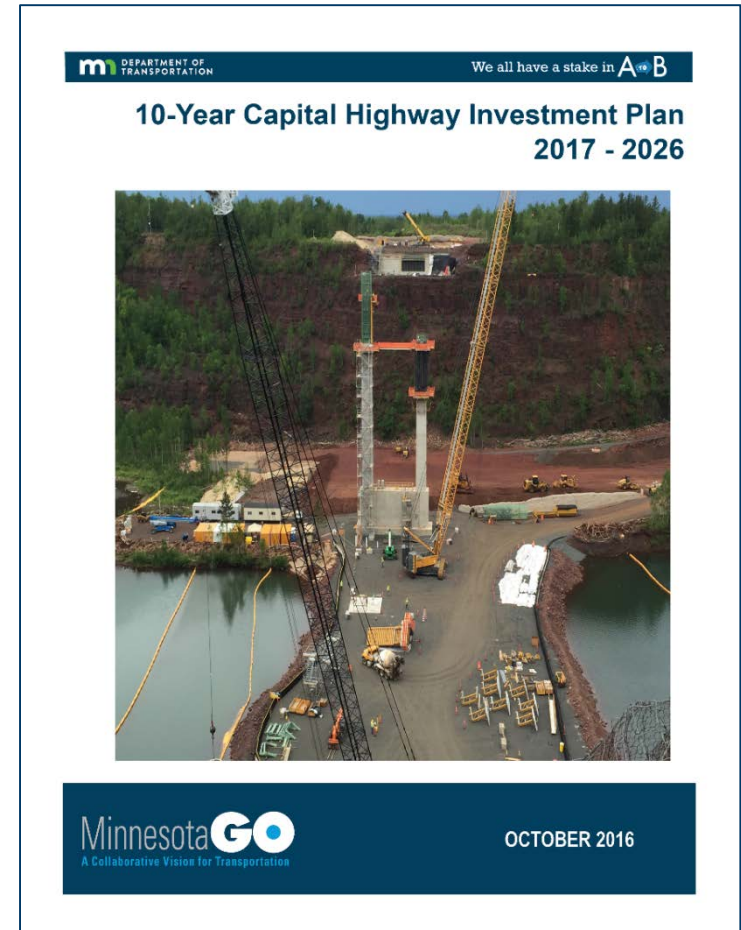
	System	Targets	2015	2037
Pavement Condition	Interstate	2% poor	2.1% poor	4% poor
	Remaining NHS	4% poor	2.7% poor	8% poor
	Non-NHS	10% poor	5.1% poor	18% poor
Bridge Condition	NHS	2% poor	3.0% poor	6% poor
	Non-NHS	8% poor	3.1% poor	7-8% poor

Priorities for Additional Revenue

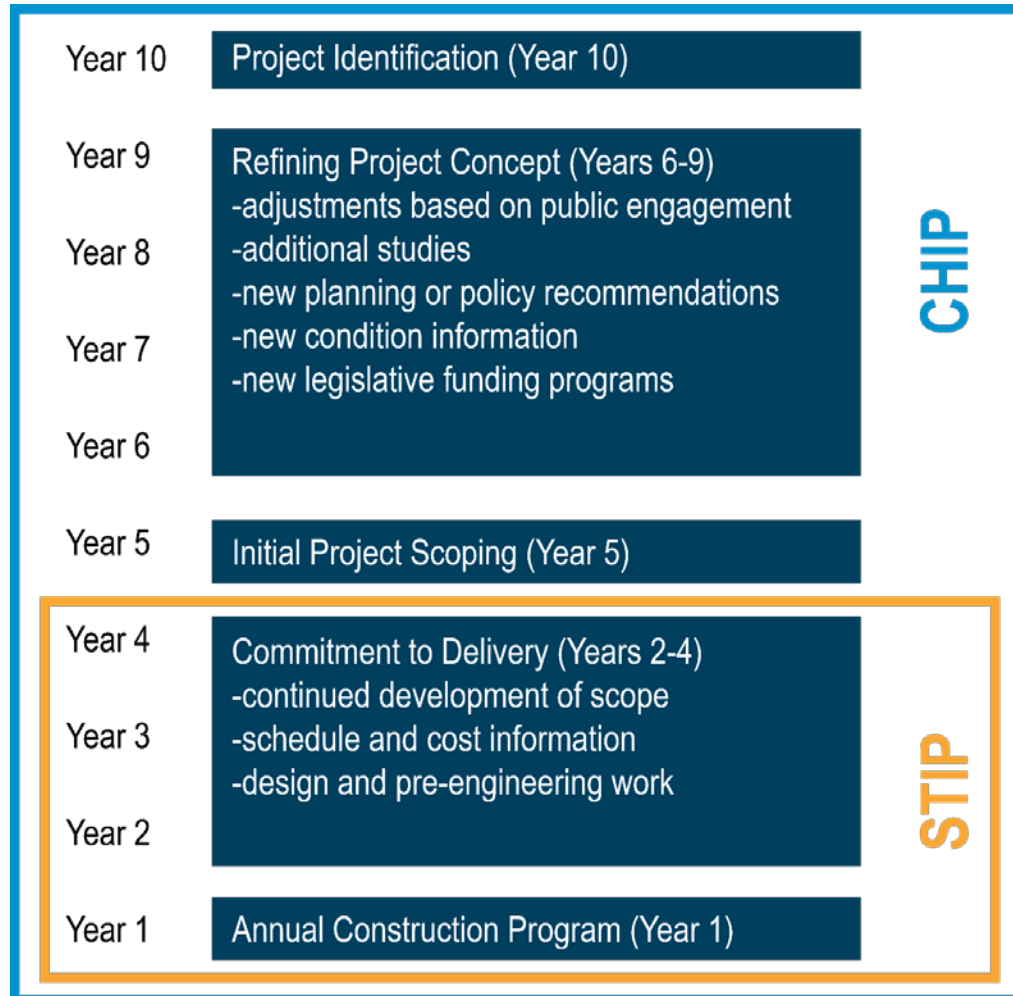
- Maintain and repair assets on the state highway system
 - Limit number of bridges, roadside infrastructure elements and miles of pavement in poor condition
- Strategically improve mobility and reliability
 - Twin Cities Mobility strategies; Focus on low-cost/high benefit improvements in Greater MN
- Reconstruct Main Streets

10-year Capital Highway Improvement Program

- Details MnDOT capital investments over the next 10 years on the state highway network
 - Project-specific
 - Fiscally constrained
 - Updated every year
 - Sets MnDOT Districts' capital budgets



Project Development Timeline



Project Let and Constructed

Two main investment programs

- Statewide Performance Program (SPP)
 - Managed by MnDOT Central Office
 - Investment distributed to districts based on statewide needs
 - Mainly focuses on investment in the Interstates and remaining NHS system
- District Risk Management Program (DRMP)
 - Managed at district level
 - Formula based distribution to districts
 - Mainly focuses on investment in non-NHS bridge and pavement projects

Relationship to TPP

- Aligns with mobility investment strategies
- Sets expected MnDOT capital investment in MnDOT Metro district
- CHIP identifies planned major projects for the next 10 years
 - No projects identified beyond ten years

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MnSHIP Website:

www.MinnesotaGO.org

CHIP Website:

<http://www.dot.state.mn.us/planning/10yearplan/>