

# Regional + Community Improvement Priorities

## A HEALTHY COMMUNITIES INVESTMENT

**Regional + Community Improvement Priorities** is one of the thirteen investment categories of MnSHIP, a fiscally constrained plan MnDOT uses to balance the needs and risks of Minnesota's state highway network. Folios for each investment category describe potential levels of investment and associated outcomes. Through MnSHIP, MnDOT will create an investment direction that guides state highway investments for the next 20 years.

### INVESTMENT CATEGORY DETAILS

#### What are Regional + Community Improvement Priorities?

Regional + Community Improvement Priorities (RCIPs) are investments that respond to regional concerns and collaboration opportunities, beyond system performance needs, in order to support economic competitiveness and quality of life in Minnesota. While these investments may improve highway performance, they are not driven by MnDOT's system-wide performance targets.

Examples of RCIP investments include the following:

- Main street improvements that enhance the quality of life when state highways serve as main streets;
- State highway improvements made as part of projects initiated by local agencies;
- Intersection improvements that increase traffic flow and/or facilitate efficient freight movement;
- Mobility enhancements, such as bypass or turning lanes;
- Capacity expansion that advances economic competitiveness and quality of life;
- Landscape improvements after major construction projects;
- Flood mitigation projects to help manage water in the events of heavy precipitation.

#### Why are RCIP projects important?

The RCIP investment category injects a level of responsiveness to local circumstances into MnDOT's investment program, enabling MnDOT to plan and fund projects that are sensitive to the surrounding context. The RCIP investment category assists MnDOT in delivering a well-rounded program that advances objectives for which MnDOT may not have statewide performance targets, such as inter-modal connections, accessibility, economic competitiveness, and community livability.

To deliver context sensitive projects, RCIPs includes specific investment strategies to target various objectives. Transportation and Economic Development grants, in partnership with the

Department of Employment and Economic Development enhance regional economic objectives. Cooperative Agreements leverage local agency investments to address transportation issues. RCIPs also incorporate opportunities to improve main streets in urban areas. New to RCIPs with this MnSHIP update is a flood mitigation component to proactively address areas that are prone to flooding during times of heavy precipitation.



*Main street projects can be partially funded under RCIPs.*

#### How do RCIPs support the Minnesota GO Vision + Statewide Multimodal Transportation Plan?

Investing in RCIPs supports the guiding principles laid out in the Minnesota GO, particularly:

- Leverage public investments to achieve multiple purposes;
- Ensure accessibility
- Use partnerships

Building upon these principles, investment in RCIPs strengthens multiple strategies identified in the Statewide Multimodal Transportation Plan (SMTP), notably:

- Support the development of land use plans or policies that are consistent with the principles of Context Sensitive Solutions
- Support statewide economic vitality and create and maintain jobs through transportation infrastructure investments
- Work with transportation partners to implement a transparent

Tips for using this table

Performance Levels

- **Performance Level 0 (PL 0)** represents a strategy which corresponds to the most extreme risk level MnDOT would consider for investing in RCIPs.
- MnDOT’s current spending in RCIPs approximately corresponds to **PL 1**.
- Cost + benefit increase and risks decrease from left to right.
- PLs for RCIPs are independent of other performance categories

Investment Approach

- See **MnSHIP Investment Approaches** folio

Investment Levels

- The **pie charts** represent MnSHIP’s total planning investment for years 2022-2037 (\$16.3 billion) and the portion of it which will be dedicated to RCIPs investment at each PL.
- **Base investment for other categories** is the amount required to invest at PL 0 in every other category.
- **Remaining revenue available** is the additional investment beyond the base investment for all categories in MnSHIP.

Outcomes

- Highlights key outcomes associated with each PL. For RCIPs, outcomes correspond with key performance measures.

Risks

- Identified as **high**, **medium**, or **low** in each PL; each risk decreases in severity from left to right.

System Investment Strategies

- Details the steps MnDOT would make to mitigate risk at each PL.

and collaborative approach to corridor investment along the state highway system.

How does MnDOT typically invest in RCIPs?

Under 2013 MnSHIP investment direction, MnDOT is projected to spend an average of \$96 million annually on RCIPs for the

next 16 years. At this level, MnDOT can address local concerns and collaboration opportunities via the priority and timing of preservation projects, landscaping beautification enhancements, and provide economic development opportunities.

How did MnDOT create the investment levels?

The performance levels outlined in the table represent plausible investment levels for RCIPs. A risk-and performance-based analysis was undertaken in the summer of 2015 to illustrate potential future scenarios. Performance levels reflect investments

between 2022 and 2037 (2018-2021 funding levels influenced by 2013 MnSHIP). PL 0 through 3 represent a range of options to help stakeholders and decision-makers understand outcomes, risks, and system investment strategies for RCIPs.

What risks are addressed through increased RCIP investment?

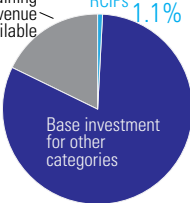
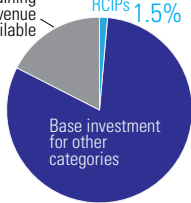
Generally, the more MnDOT invests in RCIPs, the more MnDOT is able to reduce these key risks:

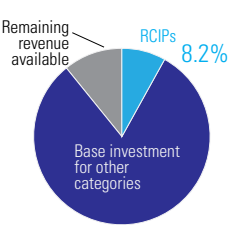
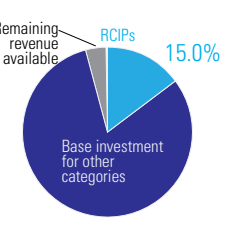
- Inability to capitalize on opportunities to advance economic competitiveness, quality of life and the environment in communities across the state
- Erosion of MnDOT’s relationship with local partners, resulting in less collaboration and coordination

How is MnDOT enhancing financial effectiveness through RCIP?

MnDOT employs a number of techniques to ensure that RCIP dollars are spent as effectively as possible. One of the most prominent techniques is an emphasis on sustainability and stretching each dollar to its greatest impact. Consistent with Minnesota GO’s guiding principles of “build to a maintainable scale” and “leverage public dollars to achieve multiple purposes.”

MnDOT will implement a number of projects that consider economic, social and environmental contexts when evaluating potential investments. Cooperative agreements rely on partnerships to

Regional + Community Improvement Priorities		
Overarching Goal: Respond to regional concerns and collaboration opportunities in order to support economic competitiveness and quality of life		
	Performance Level 0 <i>Lowest cost, greatest risk</i>	Performance Level 1 <i>Lower cost, higher risk</i>
Investment Approach <i>(Scenario Planning Folio)</i>	<b>Approach A</b> <b>Approach B</b>	Approximately corresponds to current investments
Investment Level <i>Total Years 5-10 (2022-2027) Years 11-20 (2028-2037)</i>	<b>\$188 M</b> \$11.4 M/yr \$11.9 M/yr 	<b>\$256 M</b> \$14.8 M/yr \$16.8 M/yr 
Investment Description	\$10 million per year for economic development projects (TED program). Dedicate \$1 M/yr for Cooperative Agreements with locals.	Keep \$10 million per year for TED. Expand Cooperative Agreements at \$2.5M/yr. \$1 M/yr for landscape improvements.
Outcomes <i>To what extent would MnDOT meet RCIP goals and objectives?</i>	<ul style="list-style-type: none"><li>• Respond to two to five economic development opportunities per year.</li><li>• Limited district opportunity to participate in local initiatives</li></ul>	<ul style="list-style-type: none"><li>• Respond to two to five economic development opportunities per year.</li><li>• Maintain current opportunity to participate in local initiatives.</li><li>• Maintain current level of landscape additions to projects.</li></ul>
Risks	<b>High</b> <ul style="list-style-type: none"><li>• An inflexible investment program unable to capitalize on opportunities to advance economic competitiveness + quality of life in communities across the state</li><li>• Relationships with local partners erode, resulting in less collaboration and coordination</li></ul>	<b>Medium</b> <ul style="list-style-type: none"><li>• An inflexible investment program unable to capitalize on opportunities to advance economic competitiveness + quality of life in communities across the state</li><li>• Relationships with local partners erode, resulting in less collaboration and coordination</li></ul>
System Investment Strategies <i>What strategies would MnDOT use to manage risk?</i>	<ul style="list-style-type: none"><li>• Continue TED program</li><li>• Utilize partnerships with local agencies</li></ul>	<ul style="list-style-type: none"><li>• Expand TED program</li><li>• Expand partnerships with local agencies</li></ul>

Performance Objectives: Be able to respond in a reasonable manner and timeframe and provide greater flexibility to coordinate with local partners on improvements that affect the state highway	
Performance Level 2 <i>Greater cost, lower risk</i>	Performance Level 3 <i>Greater cost, lower risk</i>
Approach C	PL does not correspond with an Investment Approach
\$1,368 M \$70.9 M/yr \$94.3 M/yr 	\$2,494 M \$127.8 M/yr \$172.8 M/yr 
Expand TED to \$15 M/yr. Double capacity for Cooperative Agreements. Regional Priorities funding level of \$15 M/yr. Proactive flood mitigation program begins. Begin addressing Main St. and urban reconstruction. \$1 M/yr for Landscape set aside.	\$20 M/yr for the TED program. Expand Cooperative Agreements to \$7.5 M/yr. Regional Priorities funded at \$35 M/yr. Proactive flood mitigation expanded. Expand Main St. and urban reconstruction projects. Landscape setaside expanded to \$1.5 M/yr.
<ul style="list-style-type: none"><li>• Respond to three to seven economic development opportunities per year.</li><li>• Expand opportunity to participate in local initiatives.</li><li>• Maintain current level of landscape additions to projects.</li><li>• Improve 2-3 Main Streets a year.</li><li>• Address a few locally driven priorities.</li><li>• Begin to address identified or future flooding risk at a high priority locations.</li></ul>	<ul style="list-style-type: none"><li>• Respond to three to seven economic development opportunities per year.</li><li>• Expand opportunity to participate in local initiatives.</li><li>• Expand level of landscape additions to projects by \$0.5 M/yr.</li><li>• Implementation of five to six Main Street projects.</li><li>• Address a few locally driven priorities.</li><li>• Begin to address identified or future flooding risk at a high priority locations.</li></ul>
<b>Medium</b> <ul style="list-style-type: none"><li>• An inflexible investment program unable to capitalize on opportunities to advance economic competitiveness + quality of life in communities across the state</li></ul>	<b>Low</b> <ul style="list-style-type: none"><li>• An inflexible investment program unable to capitalize on opportunities to advance economic competitiveness + quality of life in communities across the state</li><li>• Relationships with local partners erode, resulting in less collaboration and coordination</li></ul>
<b>Low</b> <ul style="list-style-type: none"><li>• Relationships with local partners erode, resulting in less collaboration and coordination</li></ul>	
<ul style="list-style-type: none"><li>• Expand TED program</li><li>• Expand partnerships with local agencies</li><li>• Respond to regional improvement priorities</li></ul>	<ul style="list-style-type: none"><li>• Expand TED program</li><li>• Expand partnerships with local agencies</li><li>• Respond to regional improvement priorities</li></ul>

coordinate projects with other agencies to maximize construction improvements, leverage public dollars spent on a project, and ensure the right project is being delivered. Improving main street highways helps bolster local communities and downtowns throughout the state. A flood mitigation fund is to plan for a changing climate and to reduce future emergency flood events. By accounting for these considerations in addition to traditional mobility benefits, MnDOT hopes to fund improvements that maximize the transportation system's contribution to the overall quality of life for Minnesotans.

Finally, MnDOT is optimizing available RCIP dollars through the promotion of partnerships. One example is the Transportation Economic Development (TED) Program, which is a collaboration between MnDOT and the Minnesota Department of Employment and Economic Development (DEED) for the purpose of supporting highway improvement and public infrastructure projects that create jobs and support economic development.



*Flood mitigation projects would be included in RCIPs.*

### Find more information with these additional folios!

#### Asset Management

- Pavement Condition
- Bridge Condition
- Roadside Infrastructure Condition
- Jurisdictional Transfer
- Facilities

#### Traveler Safety

- Traveler Safety

#### Critical Connections

- Twin Cities Mobility
- Greater Minnesota Mobility
- Bicycle Infrastructure
- Accessible Pedestrian Infrastructure

#### Other Investments

- Project Delivery
- Small Programs

### For more information, contact:

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