

Small Programs

OTHER INVESTMENTS

Small Programs is one of the 14 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 capital investments for the next 20 years.

INVESTMENT CATEGORY DETAILS

What is Small Programs and why is it important?

Small Programs is used to fund short-term, unforeseen issues and one-time specialty program needs as they arise. Some programs do not easily fit into a MnSHIP investment category. If funding is required beyond the short-term, an effort is made to incorporate the program into a MnSHIP investment category during the next MnSHIP update.

Components of Small Programs in this MnSHIP update include:

Centrally managed programs - Centrally managed programs is funding which is set aside for short-term, unforeseen funding needs and one-time specialty programs. A small program is created to fund a need until the program is no longer necessary or the program is institutionalized and incorporated into an investment category during an update of MnSHIP. Former programs include safety rest areas, weigh stations and scales, Transportation Economic Development (TED), and the creation of a noise walls program in Greater Minnesota.

Historic properties - Historic properties is an example of a program which does not easily fit into a MnSHIP investment category. The program addresses historic properties within MnDOT right-of-way. Many of these properties are wayside rest areas and roughly half of the 110 properties are listed on the National Register of Historic Places or are located within a National Register Historic District.

How has the planning context for Project Support changes since 2013 MnSHIP?

Small Programs was identified in 2013 MnSHIP but not identified in the approaches that formed the basis of the public dialogue around trade-offs. In this MnSHIP update, small programs is listed as a component of each investment approach. Like Project Support, Small Programs was not a part of the investment trade-off discussion and funding for Small Programs was removed off



The two pictures above and below are examples of a property restored through the Historic Properties program. The Cascade River Wayside is a wayside rest area completed in 1935 along US Highway 61 along the north shore of Lake Superior and was listed on the National Register of Historic Places in 2003. The picture below shows just how far the retaining wall had deteriorated shortly before the restoration project was completed in 2011.



the top.

The number of individual programs under the umbrella of Small Programs has decreased through the incorporation of these



Weigh Stations upgrades have been funded through Small Programs periodically. In MnSHIP 2037, weigh stations along with rest areas will be included in the new Facilities Investment Category.

programs in various MnSHIP investment categories or creation of a new investment category.

Two examples include rest areas and weigh stations and the Transportation and Economic Development program. In 2013 MnSHIP, rest areas were identified as an asset in the Roadside Infrastructure while weigh stations were not incorporated into any investment category. Since 2013 MnSHIP, funding for rest areas and weigh stations has either been through Small Programs or state bond funding. Rest areas and weigh stations recently were included in the update to the Transportation Asset Management Plan. Through this planning effort, a need for sustained rest areas and weigh stations funding has been quantified. MnSHIP 2037 is incorporating these into the new Facilities investment category. The Transportation Economic Development program is a legislatively created program for highway improvement and public infrastructure projects that create jobs and support economic

development. In 2014, the program became an annual reoccurring program. Up until 2014, MnDOT had been accounting for the program under Small Programs. For MnSHIP 2037, TED was incorporated into Regional & Community Investment Priorities investment category as TED projects are driven by regional and local interests.

How does MnDOT typically invest Small Programs?

Funding for Small Programs has traditionally been removed before investment decisions are made in the other investment categories. In 2013 MnSHIP, \$900 million was invested into Small Programs over the 20 years. MnSHIP 2037 has reduced the size of Small Programs as programs have been incorporated into other MnSHIP investment categories. For this MnSHIP update, Small Programs is assumed to be receiving \$13 million per year. Centrally managed programs will receive \$12 million per year to continue to fund short-term, unforeseen funding needs and one-time specialty programs. One million per year will be provided to the Historic Properties programs to continue efforts to restore historical sites and places within MnDOT's right-of-way.

How is MnDOT enhancing financial effectiveness through Small Programs?

Through additional planning and research efforts such as asset management planning and enhancing financial effectiveness, MnDOT is trying to improve the data with which it makes its financial decisions. Small Programs is an example of the success of these efforts. Between 2013 MnSHIP and the current MnSHIP update, the funding need of Small Programs has decreased as more planning has allowed for assets such as rest areas and weigh stations, flood mitigation, and ITS deployment to be incorporated into other MnSHIP investment categories.

Find more information with these additional folios!

System Stewardship

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

Transportation Safety

- Traveler Safety

Critical Connections

- Twin Cities Mobility

- Greater Minnesota Mobility

- Bicycle Infrastructure

- Accessible Pedestrian Infrastructure

Healthy Communities

- Regional + Community Improvement Priorities

Other Investments

- Project Delivery

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