APPENDIX A - ACKNOWLEDGMENTS

The 2023 Minnesota State Highway Investment Plan would not have been possible without the contributions of many individuals and partners.

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Bridge

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APPENDIX B: MnSHIP PUBLIC ENGAGEMENT SUMMARY

The Minnesota Department of Transportation updated the 20-year Minnesota State Highway Investment Plan and integrated public engagement throughout the plan process. This appendix includes a summary of public and stakeholder engagement activities completed, audiences reached, results and outcomes. This summary includes engagement activities for all project stages.

Engagement Approach

The overall goals for public involvement on the plan update were to:

Create meaningful, equitable, and safe opportunities for public involvement early and often, including a range of engagement opportunities, both in-person and online, that reduce barriers to participation.

Use innovative engagement methods to reach more individuals statewide and pilot new tools to reach communities underrepresented in statewide planning engagement efforts.

Understand priorities of transportation partners, stakeholders, underrepresented communities, and the public for investing on the state highway system.

Offer a variety of platforms to provide input, including online and in-person engagement opportunities.

ENGAGEMENT PHASES

The plan update process included several engagement phases. The focus of engagement was different in each phase. The following table provides more detail.

Figure B-1: Engagement Phases

PROJECT PHASE	FOCUS OF ENGAGEMENT
Project initiation phase	Engagement consisted of getting the word out about the plan update and MnDOT asked for input on the scope of the Public Participation Plan.
Primary engagement phase (Phase 1): July to Sept 2022	Engagement focused on different investment scenarios. MnDOT asked participants to identify which scenario they preferred and which investment categories are most important.
Second engagement phase (Phase 2): March to May 2023	Engagement focused on getting feedback on the draft investment direction. MnDOT asked participants to review and comment on the draft investment direction, identify what they like or would change, and prioritize investments if additional funding was available.
Formal public comment period	Engagement focused on getting the word out that the draft MnSHIP plan was available for review. MnDOT asked participants to provide comments, if interested.

OVERVIEW OF ENGAGEMENT ACTIVITIES

The following sections include a summary of the public engagement techniques that MnDOT used in its plan update process, with a specific focus on equity in engagement. The engagement techniques included a balance of in-person and online tools to maximize the volume and effectiveness of engagement statewide. Engagement techniques were implemented using materials written in plain language and all materials were tested and revised as necessary to ensure they were effective and clear.

IN-PERSON ENGAGEMENT

The following sections include a summary of the activities completed including a brief description of the activity, timeline, and participation.

STAKEHOLDER MEETINGS

MnDOT hosted and attended in-person and virtual stakeholder and community organization meetings throughout the duration of the project. Stakeholder meetings included transportation partner agencies, internal and external agency groups, and other local and regional government organizations including Metropolitan Planning Organizations (MPO). The stakeholder meetings were intended to inform and empower these stakeholders to advise on and eventually implement plan elements. Other stakeholder groups with an interest in transportation were also updated with project information. At any point in the plan update process, groups could request a presentation on the plan status.

MnDOT received feedback through meeting notes and in-meeting surveys. In addition to providing informational briefings to these partners, MnDOT also asked the groups for guidance on the overall project direction. Partner and stakeholder briefings began in September 2020 during the development of the project scope. As of December 2022, MnSHIP staff presented at 141 meetings.

COMMUNITY EVENTS

MnDOT attended 19 community events as part of Phase 1 (July – September 2022) to collect survey results and share project information with the public via poster boards and handouts. Events included tabling at

- **MnSHIP identified 12 categories of improvements MnDOT makes on the state highways. From the improvements, please select your top five priorities that you feel are most important.**
- **What is your vision for how the state highway system should look in 20 years? Below are six different statements. Please select the one that aligns best with what is important to you.**
- **What else would you like us to know?**
- **Optional demographic questions**

farmers' markets and community events across the state. Events were selected to cover a range of locations within the state and to reach a diverse group of Minnesotans.

A paper survey was created as a simple way to provide feedback on budget priorities and investment direction in parallel with the investment tool. Below are the survey questions that were asked at the community events in Phase 1:

The paper and online versions of the survey were translated into Spanish, Hmong, and Somali.

COMMUNITY-BASED ORGANIZATION ENGAGEMENT PARTNERSHIPS

MnDOT partnered with four community-based organizations to help engage their networks and communities through the organization's communication and outreach channels. Below is a summary of the work the organizations completed in fall 2022
during Phase 1.

- **PROJECT FINE** (Winona area) held in-person engagements with immigrant and BIPOC community members. Approximately 35 online surveys and five investment tool surveys were completed from these events.
- **PARTNERSHIP4HEALTH** (Clay County area) conducted in-person and digital outreach at Pelican Rapids Farmer's Market and Turkey Plant, as well as collecting/entering surveys from community members in Detroit Lakes, Otter Tail, Fergus Falls among others. Approximately 40 online surveys and four investment tool surveys were completed at these events.
- **COPAL** (Mankato and St. Peter area) shared the survey during vaccination, tabling events at COVID-19 testing sites in Mankato, St. Peter, Windom, and via social media. Over 50 online surveys were completed from these events.
- **HACER** (Metro area and southcentral MN) engaged in person at several Twin Cities and Mankato community events and with vaccination events. HACER also used social media posts and boosted posts in the Metro area resulting in 3,764 impressions. Approximately 76 online surveys were completed from these engagement efforts.

ONLINE ENGAGEMENT ACTIVITIES

Online engagement began in July 2022 and reached thousands of online participants. Most online engagement activities took place during the primary engagement phase (July – September 2022). However, some activities occurred throughout the duration of the project. The following sections summarize each activity.

ONLINE BUDGET TOOL

As part of Phase 1, an interactive budgeting tool was developed as one of the ways to collect feedback on investment directions, which allowed viewers to simulate budgeting decisions and trade-offs. The tool included an option to start from an initial investment direction or create your own budget based on the ranges available and included optional demographic questions. The budget tool was shared through social media, project website, stakeholder engagement and community events.

SURVEY

In Phase 1, the same survey questions used at in-person community events were used in an online survey for community partner outreach. The online survey was distributed through partner and stakeholder online and social media networks and was translated into Spanish, Hmong, and Somali.

COMMUNICATION STRATEGIES AND ACTIVITIES

PROJECT WEBSITE

The existing MnSHIP project website was updated with new information about the plan update. Interactive elements and information about engagement events, and a translation link was available for non-English speakers. The website also included short videos to explain each investment category, which were available in Somali, Hmong, Spanish, and English.

INVESTMENT TOOL STATISTICS

Figure B-2: Pageview Statistics

PAGEVIEW STATISTICS	
Total Page Views	1,221

PAGEVIEW STATISTICS	
Total Unique Page Views	1,064
Average Time on Page	4:02

Figure B-3: Pageviews by Device Type

PAGEVIEWS BY DEVICE TYPE	
Desktop	916
Mobile	294
Tablet	11

Figure B-4: Pageviews by Source

PAGEVIEWS BY SOURCE	
Direct	674
Referral	339
• Facebook	187
• Agency & Partner Sites	62
• Misc.	49
• Twitter	24
• LinkedIn	15
• Gmail	2
Organic Search (Google, Bing, Yahoo)	172
Email (GovDelivery)	38

SOCIAL MEDIA

The project team used social media as an outreach strategy that included posts from MnDOT's official social media pages on Facebook and Twitter, as well as targeted Facebook ads. These posts and ads encouraged the public to attend engagement events, use the online budgeting tool, and engage directly by commenting with feedback.

Figure B-5: Kimley-Horn Ad Sets July - September 2022

SOCIAL MEDIA AD	REACH	IMPRESSIONS	COMMENTS	REACTIONS	SAVES	SHARES	LINK CLICKS	UNIQUE LINK CLICKS	COST PER LINK CLICK	COST PER UNIQUE LINK CLICK
Original Post	11,720	40,133	5	10	0	2	156	137	$0.96	$1.09
MnSHIP survey - September reminder	35,879	71,437	59	62	12	11	945	884	$0.53	$0.57
MnSHIP survey - last call	13,089	40,434	0	17	1	0	322	300	$1.09	$1.17
MnSHIP survey - last call - English	13,853	24,998	13	17	4	3	345	330	$0.43	$0.45
MnSHIP survey - last call	28,817	46,729	20	30	5	24	839	790	$0.30	$0.32

NEWSLETTER AND STAKEHOLDER EMAILS

Emails were sent to members of the existing GovDelivery master stakeholder list, and members of the public were encouraged to sign up for email updates. General email updates were sent to the full list for key project milestones and input opportunities, and more targeted emails around specific engagement opportunities were sent to relevant stakeholders.

MULTICULTURAL AND COMMUNITY MEDIA ADVERTISING

To reach underrepresented black, indigenous, persons of color, and diverse immigrant communities, advertising was bought in
these channels:

- **RADIO** – KMOJ, KALY Somali, KGQO Hmong; Indigenous Radio (KAXE, KBFT, KSRQ, WTIP)
- **PRINT** – MShale, Minnesota Spokesman-Recorder, North News, La Voz Latina, Matraca, Somali American
- **DIGITAL** – MShale, Somali American, La Prensa de Minnesota, El Minnesota de Hoy

Based on estimated listeners, circulation, and visits, 539,000 consumers of these channels were reached.

STAKEHOLDER MEETINGS

During the first round of engagement, MnSHIP staff presented at 38 stakeholder meetings. These meetings included:

- **District 1 ATP Meeting,** *Duluth,* July 13, 2022
- **Southwest Regional Development Commission Technical Advisory Committee Meeting,** *virtual,* July 18, 2022
- **ROCOG TAC Meeting Presentation,** *virtual,* July 19, 2022
- **MnDOT's internal PCMG/CMG meeting,** *Duluth,* July 19, 2022
- **LaCrosse Policy Board Briefing,** *virtual,* July 20, 2022
- **Met Council TAC Funding and Programming Meeting Presentation,** *virtual,* July 21, 2022
- **Metro COG Policy Board Briefing,** *in-person and virtual,* July 21, 2022
- **Region 7W Policy Board Presentation,** *in-person and virtual,* July 28, 2022
- **St. Cloud APO TAC Presentation,** *in-person,* July 28, 2022
- **MPO Directors Meeting,** August 2, 2022
- **R5DC TAC Presentation,** *in-person and virtual,* August 3, 2022
- **Forks MPO TAC Presentation,** *in-person and virtual,* August 10, 2022
- **Metro COG MPO TAC Presentation,** *in-person and virtual,* August 11, 2022
- **St. Cloud APO Policy Board Briefing,** August 11, 2022
- **Met Council TAC Planning Meeting Presentation,** *virtual,* August 11, 2022
- **Lakeville Chamber of Commerce Briefing,** August 12, 2022
- **Metro CIC Presentation,** *virtual,* August 12, 2022
- **MIC MPO TAC Presentation,** August 16, 2022
- **MN Bike/Walk Leadership Network Webinar,** *virtual,* August 17, 2022
- **Forks MPO Policy Board Briefing,** August 17, 2022
- **MIC MPO Policy Board Briefing,** August 17, 2022
- **Met Council TAB Briefing,** August 17, 2022
- **Mankato MPO TAC Presentation,** August 18, 2022
- **FHWA-MN Division Presentation,** August 31, 2022
- **HRDC TAC Presentation,** *Bemidji,* September 1, 2022
- **Mankato MPO Policy Board Briefing,** *Mankato,* September 1, 2022
- **District 6 ATP Meeting,** *Rochester,* September 9, 2022
- **District 7 ATP Meeting,** *Mankato,* September 9, 2022
- **NW RDC TAC Presentation,** *Warren,* September 12, 2022
- **7W TAC Presentation,** *St. Cloud,* September 14, 2022
- **District 4 ATP Meeting,** *virtual,* September 15, 2022
- **Region 9 Development Commission TAC Presentation,** *Mankato,* September 16, 2022

COMMUNITY EVENTS

During the first round of engagement, MnSHIP staff presented at 19 community events. These included:

- **DULUTH SIDEWALK DAYS,** July 14, 2022
- **ROSEAU COUNTY FAIR,** July 16, 2022
- **WILLMAR ROCKIN' ROBBINS,** July 19, 2022
- **MARSHALL NATIONAL NIGHT OUT,** August 2, 2022
- **EAGAN MARKET DAYS,** August 3, 2022
- **THE LITTLE MARKET THAT COULD | SMOKE SIGNALS COMMUNITY FARMERS MARKET,** *Prior Lake,* August 4, 2022
- **ST. LOUIS COUNTY FAIR,** *Chisolm,* August 6, 2022
- **WALKER BAY DAYS,** August 6, 2022
- **WIND DOWN WEDNESDAY,** *Albert Lea,* August 10, 2022
- **EAST LAKE OPEN STREETS,** *Minneapolis,* August 13, 2022
- **ALIVE AFTER 5,** *Mankato,* August 18, 2022
- **DETROIT LAKES FARMERS MARKET,** August 20, 2022
- **ROCHESTER FARMERS MARKET,** August 27, 2022
- **WEST BROADWAY OPEN STREETS,** *Minneapolis,* September 10, 2022
- **ST. PAUL FIESTA LATINA,** September 10, 2022
- **BLAINE WORLD FEST,** September 17, 2022
- **ST. CLOUD PRIDE IN THE PARK,** September 17, 2022
- **ALEXANDRIA FARMERS MARKET,** September 24, 2022
- **WORTHINGTON FARMER'S MARKET,** September 24, 2022

PUBLIC ENGAGEMENT PHASE 1 OVERVIEW

The first public engagement period ran from July through September. The targeted audience for the first engagement period included the public, key transportation partners, and other stakeholders.

The purpose of the first public engagement period was to:

- **Provide an overview on MnSHIP and the available funding for the state highway system**
- **Highlight the gap between $30-$33 billion of available revenue and $52-$57 billion needed over the next 20 years**
- **Discuss the minimum investment needed to manage the highest risks ($23.5 billion) and meet existing requirements and obligations on the state highway system**
- **Gather feedback on priorities for remaining $7-9 billion investment above the minimum level of investment through two main questions**
  - What would be your approach to investment in state highways?
  - What types of improvement are most important?

The information gathered was used to develop a draft investment direction.

WHO DID WE REACH?

MnDOT received 2,448 responses during the first public engagement period and reached over 600,000 people through promotion of engagement through events, meetings, social media, and multicultural/community media advertising.

Through promotion of engagement, MnDOT was able to reach over **600,000** Minnesotans including:

- An estimated **539,000** through community and multicultural media ads
- Over **90,000** through social media ads
- Almost **750** through stakeholder meetings

The number of responses included:

- **1,110** submissions through online budget tool
- **353** responses at stakeholder meetings
- **821** community event surveys completed
- **164** surveys completed through community partnerships

Both tools included location and demographic questions which participants had the option to fill out to help MnDOT track who we were engaging with and filter results by different locations and demographic groups. The optional information requested was:

- Zip Code
- Race/Ethnicity
- Age
- Gender Identity

Engagement materials and the short survey were translated into Spanish, Somali, and Hmong. Translation of the budget tool was also available through Google translate. The number of surveys and submissions completed include:

- **58** surveys were completed in Spanish
- **1** survey was completed in Hmong
- **1** budget tool submission in Spanish

GEOGRAPHIC DISTRIBUTION OF RESPONSES

MnDOT received 1,965 engagement responses with zip codes from all corners of the state and 34 responses with zip codes from surrounding states. MnDOT also tracked engagement responses by MnDOT district based on zip code or meeting location.

Figure B-6: Geographic Distribution of Responses

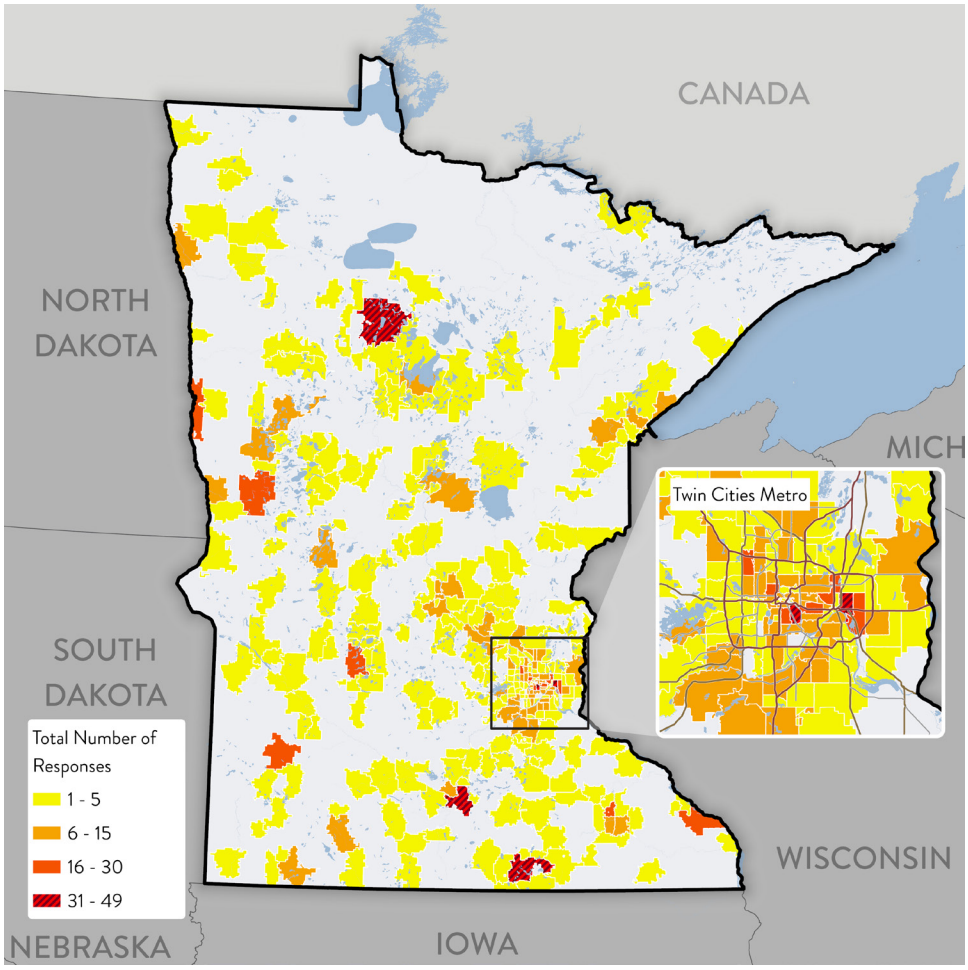


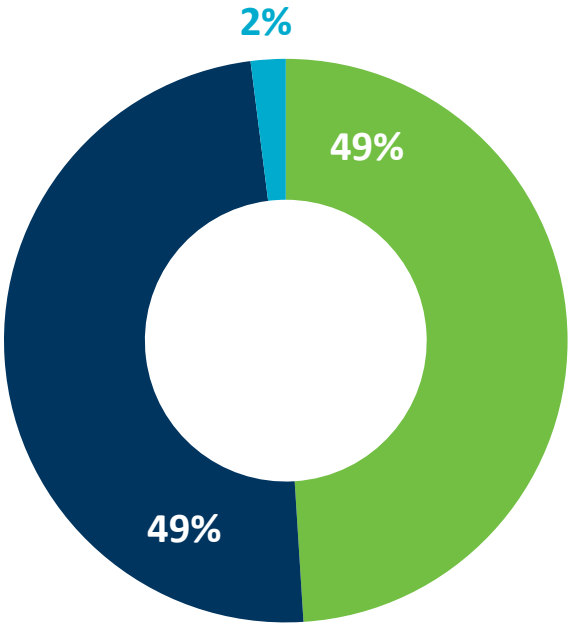
Figure B-7: Responses by District

DISTRICT (By Zip Code or Meeting Location)	NUMBER OF RESPONSES	% OF RESPONSES
District 1	142	7%
District 2	85	4%
District 3	182	9%
District 4	167	8%
District 6	204	10%
District 7	152	8%
District 8	91	5%
Metro District	942	48%

GENDER IDENTITY OF RESPONSES

MnDOT received 1,712 engagement responses which included gender identity.

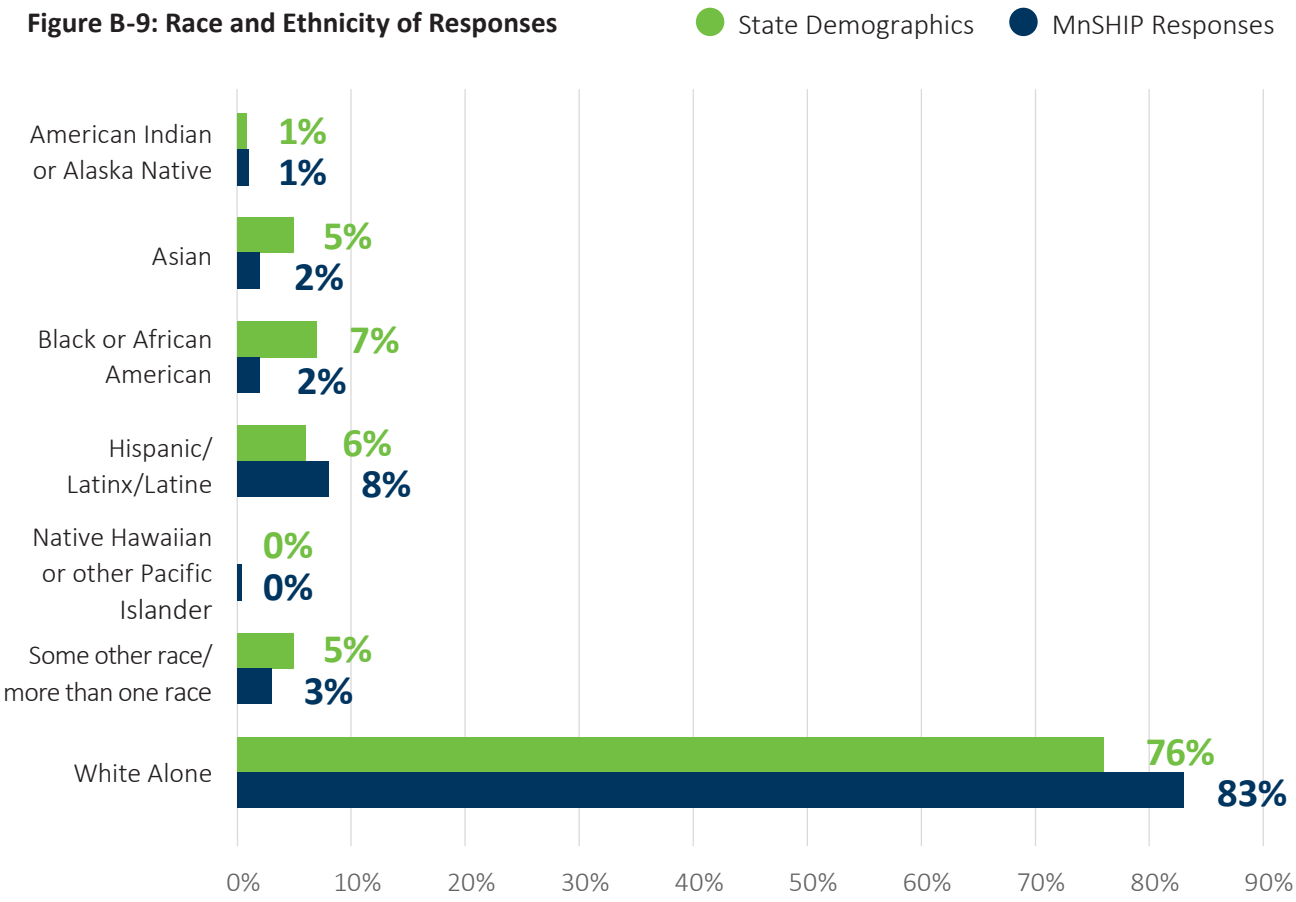
Figure B-8: Gender Identity of Responses



RACE/ETHNICITY OF RESPONSES

MnDOT received 1,636 engagement responses which included race or ethnicity.

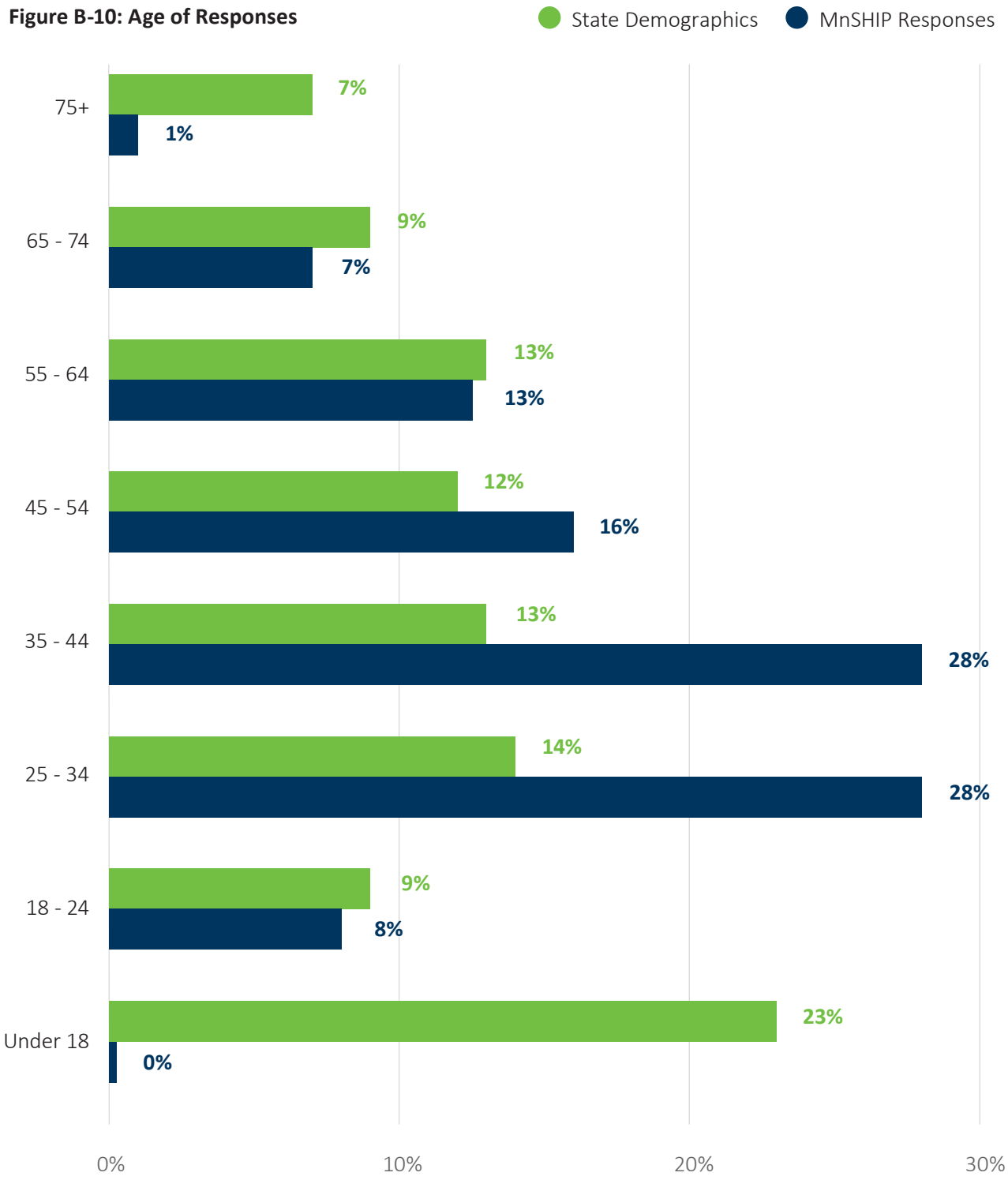
Figure B-9: Race and Ethnicity of Responses



AGE OF RESPONSES

MnDOT received 1,799 engagement responses which included age.

Figure B-10: Age of Responses

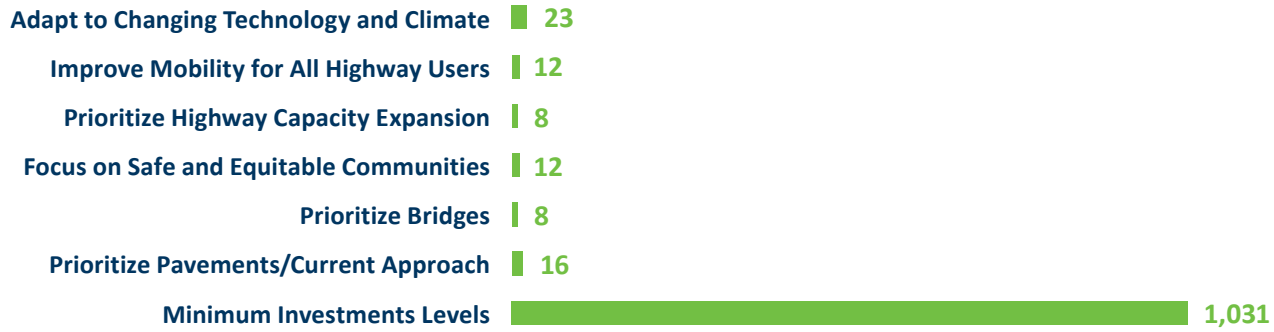


WHAT DID WE HEAR?

ONLINE BUDGET TOOL RESULTS

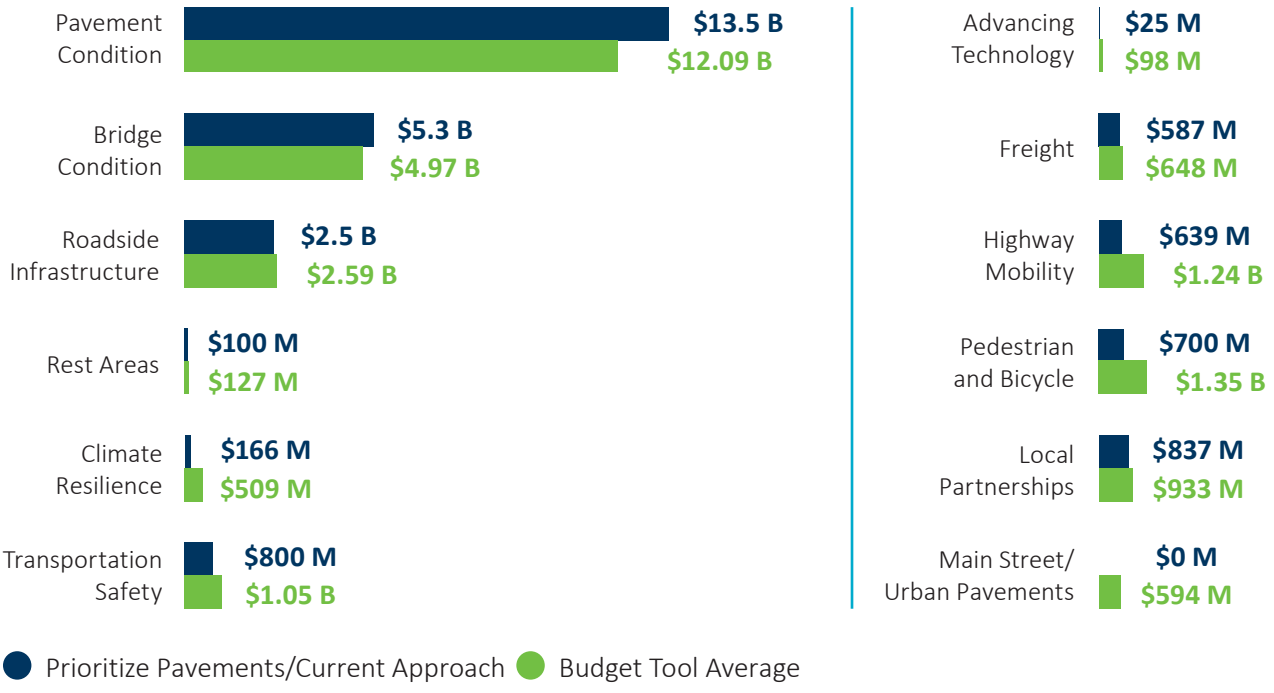
Participants were given the option to start putting together their budgets from one of the six investment approaches or start from the minimum levels in each investment category and create a custom budget for the state highway system. Most participants choose to start from the minimum investment levels and create a custom budget.

Figure B-11: Online Budget Tool Priorities Results



The budget tool allowed people to tell MnDOT where they would prioritize the $30-$33 billion in funding over the next 20 years. Overall, submitted budget totals averaged at $32.6 billion, on the high end of the range. People prioritized more funding towards Climate Resilience, Transportation Safety, Advancing Technology, Highway Mobility, Pedestrian and Bicycle and Main Streets/Urban Pavements than the current approach. People also prioritized less funding to Pavement Condition.

Figure B-12: Online Budget Tool Funding Results



DISTRIBUTION OF SELECTION FREQUENCY OF INVESTMENT CATEGORY FUNDING LEVELS

The charts below show the frequency people selected a funding level option for each investment category in the online budget tool. Most investment categories had six levels except for Roadside Infrastructure, Main Streets/Urban Pavements, and Freight which had five. Each funding level has an associated performance outcome for each investment category. The lowest levels represent the least amount of funding required in each category to manage the highest risks to the system, construct projects MnDOT has committed to delivering, meet federal or state requirements, or implement federal funding programs. The maximum levels represent the funding needed to meet existing performance targets or investment goals in each category.

Figure B-13: Online Budget Tool Responses by Category

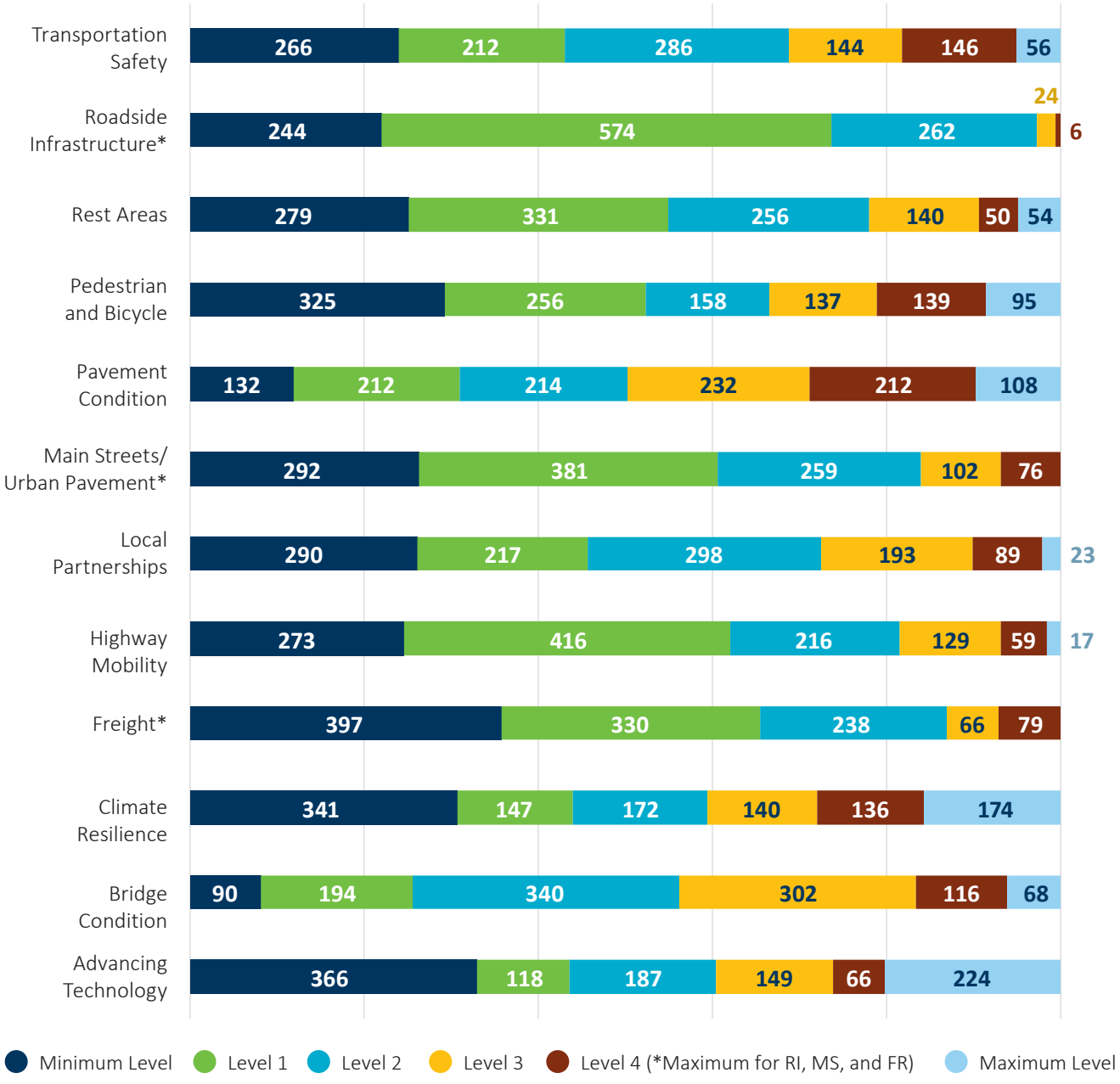


Figure B-14: Funding in Each Budget Tool Level by Category

INVESTMENT CATEGORIES	MINIMUM LEVEL	LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	LEVEL 5
Advancing Technology	$25 M	$53 M	$85 M	$112 M	$176 M	$219 M
Bridge Condition	$2.8 B	$4.4 B	$4.8 B	$5.3 B	$6.2 B	$6.7 B
Climate Resilience	$116 M	$279 M	$341 M	$605 M	$848 M	$1.2 B
Freight	$433 M	$587 M	$794 M	$944 M	$1.3 B	N/A
Highway Mobility	$362 M	$639 M	$1.7 B	$2.6 B	$3.3 B	$6.6 B
Local Partnerships	$556 M	$691 M	$837 M	$997 M	$2.3 B	$3.4 B
Main Streets/Urban Pavements	$0 M	$465 M	$929 M	$1.1 B	$1.7 B	N/A
Pavement Condition	$9.9 B	$11.2 B	$11.5 B	$12.2 B	$13.5 B	$14.7 B
Pedestrian and Bicycle	$451 M	$700 M	$1.3 B	$1.5 B	$2.3 B	$4.6 B
Rest Areas	$55 M	$100 M	$154 M	$177 M	$257 M	$277 M
Roadside Infrastructure	$1.9 B	$2.5 B	$3.2 B	$4.4 B	$5.4 B	N/A
Transportation Safety	$800 M	$900 M	$1.0 B	$1.1 B	$1.2 B	$2.5 B

The results of the budget tool are broken out in the charts below by location and demographic information provided with responses. Where possible, an analysis was completed to determine if differences between demographic groups or geographic locations were statistically significant.

Figure B-15: Online Budget Tool Average Responses by White Non-Hispanic and Black, Indigenous, and People of Color

INVESTMENT CATEGORIES	WHITE NON-HISPANIC (804)	%	BIPOC RESPONSES (122)	%
Pavement Condition	$11.98 B	37%	$12.12 B	37%
Bridge Condition	$4.95 B	15%	$4.85 B	15%
Roadside Infrastructure	$2.61 B	8%	$2.61 B	8%
Rest Areas	$126 M	<1%	$138 M	<1%
Climate Resilience	$541 M	2%	$507 M	2%
Transportation Safety	$1.07 B	3%	$1.03 B	3%
Advancing Technology	$101 M	<1%	$108 M	<1%
Freight	$636 M	2%	$643 M	2%
Highway Mobility	$1.20 B	4%	$1.25 B	4%
Pedestrian and Bicycle	$1.44 B	4%	$1.32 B	4%
Local Partnerships	$964 M	3%	$853 M	3%
Main Street/Urban Pavements	$623 M	2%	$656 M	2%
Project Delivery	$6.30 B	19%	$6.30 B	19%
Small Programs	$100 M	<1%	$100 M	<1%
Total	**$32.63 B**	**100%**	**$32.48 B**	**100%**

Figure B-16: Online Budget Tool Average Responses from White Non-Hispanic, Black/African Americans, and Asian Americans

INVESTMENT CATEGORIES	HISPANIC (32)	%	BLACK OR AFRICAN AMERICAN (19)	%	ASIAN AMERICAN (25)	%
Pavement Condition	$11.98 B	37%	$11.80 B	36%	$12.42 B	38%
Bridge Condition	$4.80 B	15%	$4.53 B	14%	$4.93 B	15%
Roadside Infrastructure	$2.58 B	8%	$2.42 B	7%	$2.65 B	8%
Rest Areas	$125 M	<1%	$155 M	<1%	$127 M	<1%
Climate Resilience	$605 M	2%	$444 M	1%	$431 M	1%
Transportation Safety	$984 M	3%	$1.03 B	3%	$976 M	3%
Advancing Technology	$99 M	<1%	$96 M	<1%	$110 M	<!%
Freight	$605 M	2%	$735 M	2%	$606 M	2%
Highway Mobility	$1.56 B	5%	$1.59 B	5%	$1.16 B	4%
Pedestrian and Bicycle	$1.32 B	4%	$1.34 B	4%	$1.19 B	4%
Local Partnerships	$793 M	2%	$995 M	3%	$795 M	2%
Main Street/Urban Pavements	$495 M	2%	$864 M	3%	$696 M	2%
Project Delivery	$6.30 B	19%	$6.30 B	19%	$6.30 B	19%
Small Programs	$100 M	<1%	$100 M	<1%	$100 M	<1%
Total	**$32.33 B**	**100%**	**$32.39 B**	**100%**	**$32.50 B**	**100%**

Figure B-17: Online Budget Tool Average Responses from Native Americans, Pacific Islanders, and Multiple/Some Other Race

INVESTMENT CATEGORIES	NATIVE AMERICANS (17)	%	PACIFIC ISLANDERS (5)	%	MULTIPLE/SOME OTHER RACE (39)	%
Pavement Condition	$12.01 B	37%	$12.54 B	39%	$12.08 B	37%
Bridge Condition	$4.78 B	15%	$4.62 B	14%	$5.01 B	15%
Roadside Infrastructure	$2.64 B	8%	$2.66 B	8%	$2.65 B	8%
Rest Areas	$118 M	<1%	$156 M	<1%	$145 M	<1%
Climate Resilience	$607 M	2%	$236 M	1%	$576 M	2%
Transportation Safety	$1.09 B	3%	$1.20 B	4%	$1.03 B	3%
Advancing Technology	$118 M	<1%	$133 M	<1%	$106 M	<1%
Freight	$596 M	2%	$577 M	2%	$650 M	2%
Highway Mobility	$1.17 B	4%	$473 M	1%	$1.28 B	4%
Pedestrian and Bicycle	$1.58 B	5%	$970 M	3%	$1.32 B	4%
Local Partnerships	$934 M	3%	$1.30 B	4%	$728 M	2%
Main Street/Urban Pavements	$757 M	2%	$653 M	2%	$486 M	1%
Project Delivery	$6.30 B	19%	$6.30 B	20%	$6.30 B	19%
Small Programs	$100 M	<1%	$100 M	<1%	$100 M	<1%
Total	**$32.78 B**	**100%**	**$31.92 B**	**100%**	**$32.45 B**	**100%**

Figure B-18: Online Budget Tool Average Responses by Gender

INVESTMENT CATEGORIES	WOMEN (434)	%	MEN (522)	%	NON-BINARY/ GENDER FLUID (28)	%
Pavement Condition	$12.09 B	37%	$12.02 B	37%	$11.26 B	34%
Bridge Condition	$5.02 B	15%	$4.91 B	15%	$4.53 B	14%
Roadside Infrastructure	$2.59 B	8%	$2.61 B	8%	$2.50 B	8%
Rest Areas	$125 M	<1%	$128 M	<1%	$123 M	<1%
Climate Resilience	$539 M	2%	$498 M	2%	$840 M	3%
Transportation Safety	$1.04 B	3%	$1.07 B	3%	$1.17 B	4%
Advancing Technology	$90 M*	<1%	$107 M*	<1%	$131 M	<1%
Freight	$620 M*	2%	$660 M*	2%	$558 M	2%
Highway Mobility	$1.16 B	4%	$1.27 B	4%	$1.19 B	4%
Pedestrian and Bicycle	$1.27 B*	4%	$1.45 B*	4%	$2.20 B	7%
Local Partnerships	$940 M	3%	$937 M	3%	$1.17 B	4%
Main Street/Urban Pavements	$584 M	2%	$629 M	2%	$737 M	2%
Project Delivery	$6.30 B	19%	$6.30 B	19%	$6.30 B	19%
Small Programs	$100 M	<1%	$100 M	<1%	$100 M	<1%
Total	**$32.46 B**	**100%**	**$32.68 B**	**100%**	**$32.81 B**	**100%**

Statistically significant difference between priorities of men and women

Figure B-19: Online Budget Tool Average Responses by Location, Greater Minnesota vs. Twin Cities

INVESTMENT CATEGORIES	GREATER MINNESOTA (394)	%	TWIN CITIES METRO (635)	%
Pavement Condition	$12.55 B*	39%	$11.76 B*	36%
Bridge Condition	$5.02 B	15%	$4.91 B	15%
Roadside Infrastructure	$2.57 B	8%	$2.61 B	8%
Rest Areas	$120 M*	<1%	$130 M*	<1%
Climate Resilience	$397 M*	1%	$587 M*	2%
Transportation Safety	$991 M*	3%	$1.09 B*	3%
Advancing Technology	$83 M*	<1%	$109 M*	<1%
Freight	$662 M	2%	$635 M	2%
Highway Mobility	$1.23 B	4%	$1.24 B	4%
Pedestrian and Bicycle	$1.01 B*	3%	$1.57 B*	5%
Local Partnerships	$921 M	3%	$946 M	3%
Main Street/Urban Pavements	$499 M*	2%	$666 M*	2%
Project Delivery	$6.30 B	19%	$6.30 B	19%
Small Programs	$100 M	<1%	$100 M	<1%
Total	**$32.46 B**	**100%**	**$32.65 B**	**100%**

Statistically significant difference between priorities of Greater MN and Twin Cities responses

Figure B-20: Online Budget Tool Responses by Location: Greater Minnesota MPO Area and Twin Cities (Urban vs. Suburban)

INVESTMENT CATEGORIES	GREATER MINNESOTA MPO AREA (394)	%	TWIN CITIES EXURBAN/ SUBURBAN/ RURAL (635)	%	TWIN CITIES URBAN (635)	%
Pavement Condition	$12.09 B	37%	$12.16 B	37%	$11.50 B	35%
Bridge Condition	$4.89 B	15%	$5.03 B	15%	$4,838 M	15%
Roadside Infrastructure	$2.78 B	9%	$2.64 B	8%	$2.60 B	8%
Rest Areas	$129 M	<1%	$131 M	<1%	$130 M	<1%
Climate Resilience	$531 M	2%	$484 M	1%	$656 M	2%
Transportation Safety	$1.01 B	3%	$1.04 B	3%	$1.13 B	3%
Advancing Technology	$101 M	<1%	$95 M	<1%	$118 M	<1%
Freight	$626 M	2%	$691 M	2%	$597 M	2%
Highway Mobility	$1.00 B	3%	$1.46 B	4%	$1.07 B	3%
Pedestrian and Bicycle	$1.27 B	4%	$1.09 B	3%	$1.90 B	6%
Local Partnerships	$971 M	3%	$869 M	3%	$991 M	3%
Main Street/Urban Pavements	$561 M	2%	$534 M	2%	$753 M	2%
Project Delivery	$6.30 B	19%	$6.30 B	19%	$6.30 B	19%
Small Programs	$100 M	<1%	$100 M	<1%	$100 M	<1%
Total	**$32.35 B**	**100%**	**$32.61 B**	**100%**	**$32.68 B**	**100%**

Figure B-21: Online Budget Tool Average Responses by Age

INVESTMENT CATEGORIES	UNDER 18 (%)	18-24 (%)	25-34 (%)	35-44 (%)	45-54 (%)	55-64 (%)	65-74 (%)	75+ (%)
Pavement Condition	38%	36%	37%	37%	38%	38%	38%	38%
Bridge Condition	17%	15%	15%	15%	16%	16%	16%	17%
Roadside Infrastructure	8%	8%	8%	8%	8%	8%	8%	9%
Rest Areas	<1%	<1%	<1%	<1%	<1%	<1%	<1%	<1%
Climate Resilience	1%	2%	2%	2%	1%	1%	1%	1%
Transportation Safety	3%	3%	3%	3%	3%	3%	3%	3%
Advancing Technology	<1%	<1%	<1%	<1%	<1%	<1%	<1%	<1%
Freight	2%	2%	2%	2%	2%	2%	2%	2%
Highway Mobility	2%	4%	4%	4%	5%	4%	3%	2%
Pedestrian and Bicycle	7%	5%	5%	4%	3%	4%	3%	3%
Local Partnerships	2%	3%	3%	3%	3%	3%	2%	2%
Main Street/Urban Pavements	1%	2%	2%	2%	1%	2%	1%	2%
Project Delivery	20%	19%	19%	19%	19%	20%	20%	19%
Small Programs	<1%	<1%	<1%	<1%	<1%	<1%	<1%	<1%
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

PREFERRED APPROACH RESULTS

The short surveys asked participants to identify their preferred approach among six potential investment approaches. The six approaches were described by vision statements highlighting the priorities of the approach. Below is the language used to describe the six approaches.

Figure B-22: Investment Approaches Developed for Public Outreach

PRIORITIZE PAVEMENTS/CURRENT APPROACH

"I'd like to see the existing system maintained first before expanding or adding to the system. A smooth road surface when driving is most important. Roads which become rough should not stay that way for long."

PRIORITIZE BRIDGES

"Whatever additional resources are available should be put towards improving and maintaining bridges. MnDOT should not be in a position where it would need to close or limit traffic on bridges because they need repairs."

FOCUS ON SAFE AND EQUITABLE COMMUNITIES

"Highways should be safer for people to use, including for walking and bicycling. Improvements on highways should support strategies for reconnecting divided communities and other livability improvements."

PRIORITIZE HIGHWAY CAPACITY EXPANSION

"In the future, there needs to be fewer delays and less congestion. Population continues to grow and MnDOT should be planning for and accommodating the increase in vehicle traffic."

IMPROVE MOBILITY FOR ALL HIGHWAY USERS

"Minnesota is growing but we cannot build ourselves out of traffic congestion. In addition to addressing vehicle mobility, the highway system needs improvements for freight and for people walking, bicycling, and taking transit."

ADAPT TO CHANGING TECHNOLOGY AND CLIMATE

"Highways should be made more resistant to the growing extreme weather events and support changing transportation technology. Highways also need to be designed to support more walking and bicycling."

The most selected preferred approach was Improve Mobility for All Highway Users. However, no approach received a majority.
Three other approaches were selected around 20% of the time. The current approach received the third most selections at 20%. Between the Prioritize Bridge and Prioritize Pavement approach, 27% of participants selected an approach which prioritizes maintaining the system over other approaches.

Figure B-23: Preferred Investment Approaches

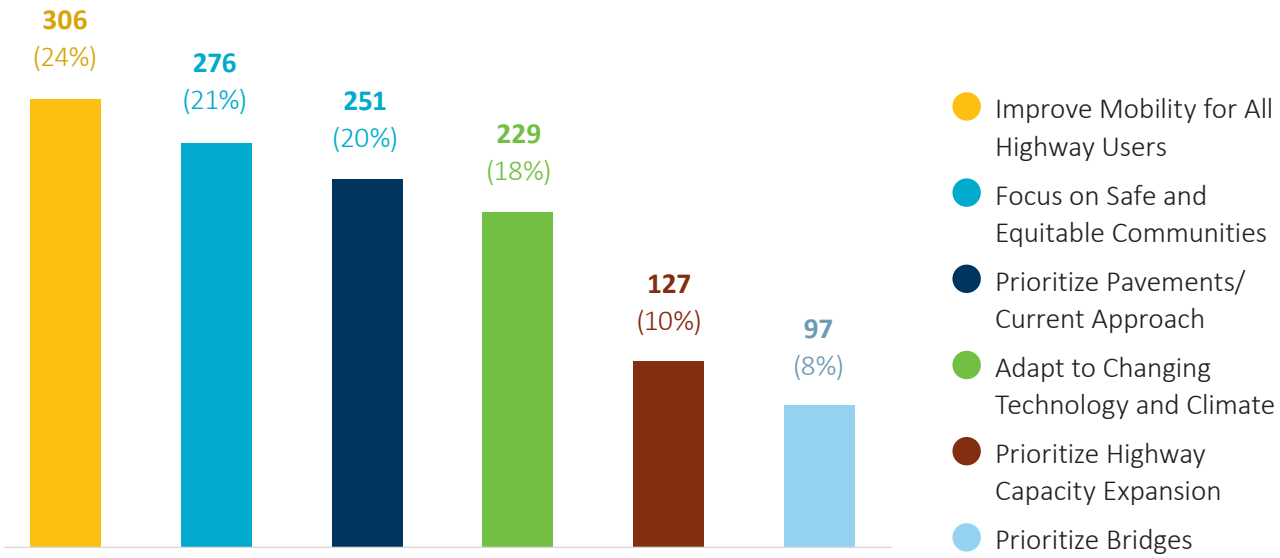
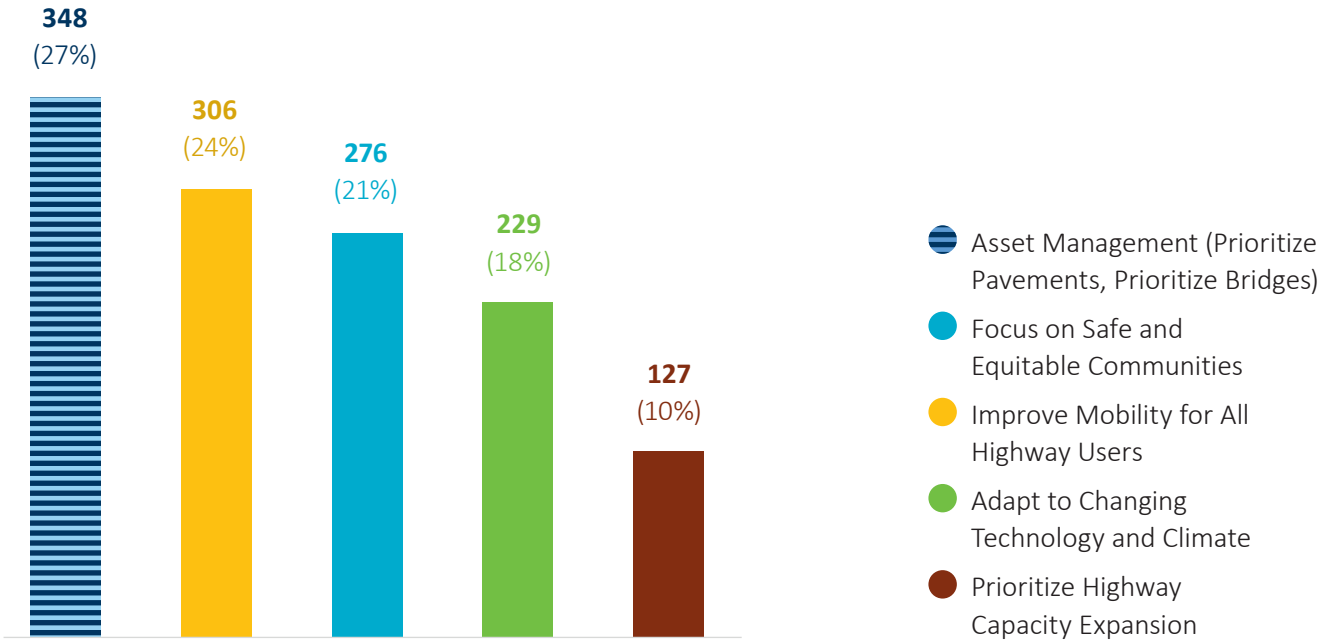


Figure B-24: Preferred Investment Approaches with Combined Asset Management Responses



PREFERRED APPROACH SELECTION BY LOCATION AND DEMOGRAPHIC GROUPS

The results of the preferred approach question are broken out in the charts below by location and demographic information people provided with their responses.

TOP 3 PREFERRED APPROACH BY GENDER:

MALE

312 RESPONSES

- 24% Improve Mobility for All Highway Users — 75 RESPONSES
- 20% Prioritize Pavements/ Current Approach — 63 RESPONSES
- 19% Adapt to Changing Technology and Climate — 59 RESPONSES

FEMALE

390 RESPONSES

- 27% Focus on Safe and Equitable Communities — 106 RESPONSES
- 25% Improve Mobility for All Highway Users — 97 RESPONSES
- 20% Adapt to Changing Technology and Climate — 77 RESPONSES

NON-BINARY

13 RESPONSES

- 38% Adapt to Changing Technology and Climate — 5 RESPONSES
- 38% Improve Mobility for All Highway Users — 5 RESPONSES
- 23% Focus on Safe and Equitable Communities — 3 RESPONSES

**Statistically significant difference between priorities of men and women*

TOP 3 PREFERRED APPROACH BY RACE/ETHNICITY:

WHITE NON-HISPANIC

545 RESPONSES

- 23% Improve Mobility for All Highway Users — 128 RESPONSES
- 21% Focus on Safe and Equitable Communities — 117 RESPONSES
- 20% Adapt to Changing Technology and Climate — 107 RESPONSES

BLACK OR AFRICAN AMERICAN

20 RESPONSES

- 50% Focus on Safe and Equitable Communities — 10 RESPONSES
- 30% Improve Mobility for All Highway Users — 6 RESPONSES
- 15% Adapt to Changing Technology and Climate — 3 RESPONSES

HISPANIC/LATINX

89 RESPONSES

- 30% Improve Mobility for All Highway Users — 27 RESPONSES
- 21% Focus on Safe and Equitable Communities — 19 RESPONSES
- 17% Adapt to Changing Technology and Climate — 15 RESPONSES

ASIAN

16 RESPONSES

- 44% Improve Mobility for All Highway Users — 7 RESPONSES
- 25% Adapt to Changing Technology and Climate — 4 RESPONSES
- TIE
  - 13% Focus on Safe and Equitable Communities — 2 RESPONSES
  - 13% Prioritize Pavements/ Current Approach — 2 RESPONSES

AMERICAN INDIAN/ ALASKA NATIVE

10 RESPONSES

- 40% Improve Mobility for All Highway Users — 4 RESPONSES
- 20% Prioritize Highway Capacity Expansion — 2 RESPONSES
- TIE
  - 10% Focus on Safe and Equitable Communities — 1 RESPONSES
  - 10% Adapt to Changing Technology and Climate — 1 RESPONSES
  - 10% Prioritize Bridges — 1 RESPONSES
  - 10% Prioritize Pavements/ Current Approach — 1 RESPONSES

NATIVE HAWAIIAN/ PACIFIC ISLANDER

1 RESPONSE

- 100% Adapt to Changing Technology and Climate — 1 RESPONSE

OTHER RESPONSE/ MORE THAN ONE RACE

15 RESPONSES

- 47% Adapt to Changing Technology and Climate — 7 RESPONSES
- TIE
  - 20% Improve Mobility for All Highway Users — 3 RESPONSES
  - 20% Focus on Safe and Equitable Communities — 3 RESPONSES

TOP 3 PREFERRED APPROACH BY AGE GROUPS:

UNDER 18
5 RESPONSES

TIE
- 60% Improve Mobility for All Highway Users — 3 RESPONSES
- 20% Focus on Safe and Equitable Communities — 1 RESPONSES
- 20% Prioritize Pavements/ Current Approach — 1 RESPONSES

18 - 24
42 RESPONSES

- 36% Focus on Safe and Equitable Communities — 15 RESPONSES
- 26% Adapt to Changing Technology and Climate — 11 RESPONSES
- 24% Improve Mobility for All Highway Users — 10 RESPONSES

25 - 34
142 RESPONSES

- 27% Focus on Safe and Equitable Communities — 39 RESPONSES
- 25% Improve Mobility for All Highway Users — 36 RESPONSES
- 24% Adapt to Changing Technology and Climate — 34 RESPONSES

35 - 44
194 RESPONSES

TIE
- 24% Focus on Safe and Equitable Communities — 47 RESPONSES
- 24% Improve Mobility for All Highway Users — 47 RESPONSES
- 20% Prioritize Pavements/ Current Approach — 39 RESPONSES

45 - 54
121 RESPONSES

- 23% Improve Mobility for All Highway Users — 28 RESPONSES
- 21% Adapt to Changing Technology and Climate — 25 RESPONSES
- 20% Focus on Safe and Equitable Communities — 24 RESPONSES

55 - 64
128 RESPONSES

- 27% Improve Mobility for All Highway Users — 35 RESPONSES
- 21% Adapt to Changing Technology and Climate — 27 RESPONSES
- 17% Prioritize Pavements/ Current Approach — 22 RESPONSES

65 - 74
80 RESPONSES

- 25% Improve Mobility for All Highway Users — 20 RESPONSES
- 20% Prioritize Pavements/ Current Approach — 16 RESPONSES
- 19% Focus on Safe and Equitable Communities — 15 RESPONSES

75+
19 RESPONSES

- 32% Adapt to Changing Technology and Climate — 6 RESPONSES

TIE
- 16% Improve Mobility for All Highway Users — 3 RESPONSES
- 16% Prioritize Highway Capacity Expansion — 3 RESPONSES

TIE
- Focus on Safe and Equitable Communities — 3 RESPONSES
- Prioritize Bridges — 3 RESPONSES

TOP 3 PREFERRED APPROACH BY LOCATION:

GREATER MINNESOTA
416 RESPONSES

- 26% Prioritize Pavements/ Current Approach* — 161 RESPONSES
- 24% Improve Mobility for All Highway Users — 150 RESPONSES
- 17% Adapt to Changing Technology and Climate — 105 RESPONSES

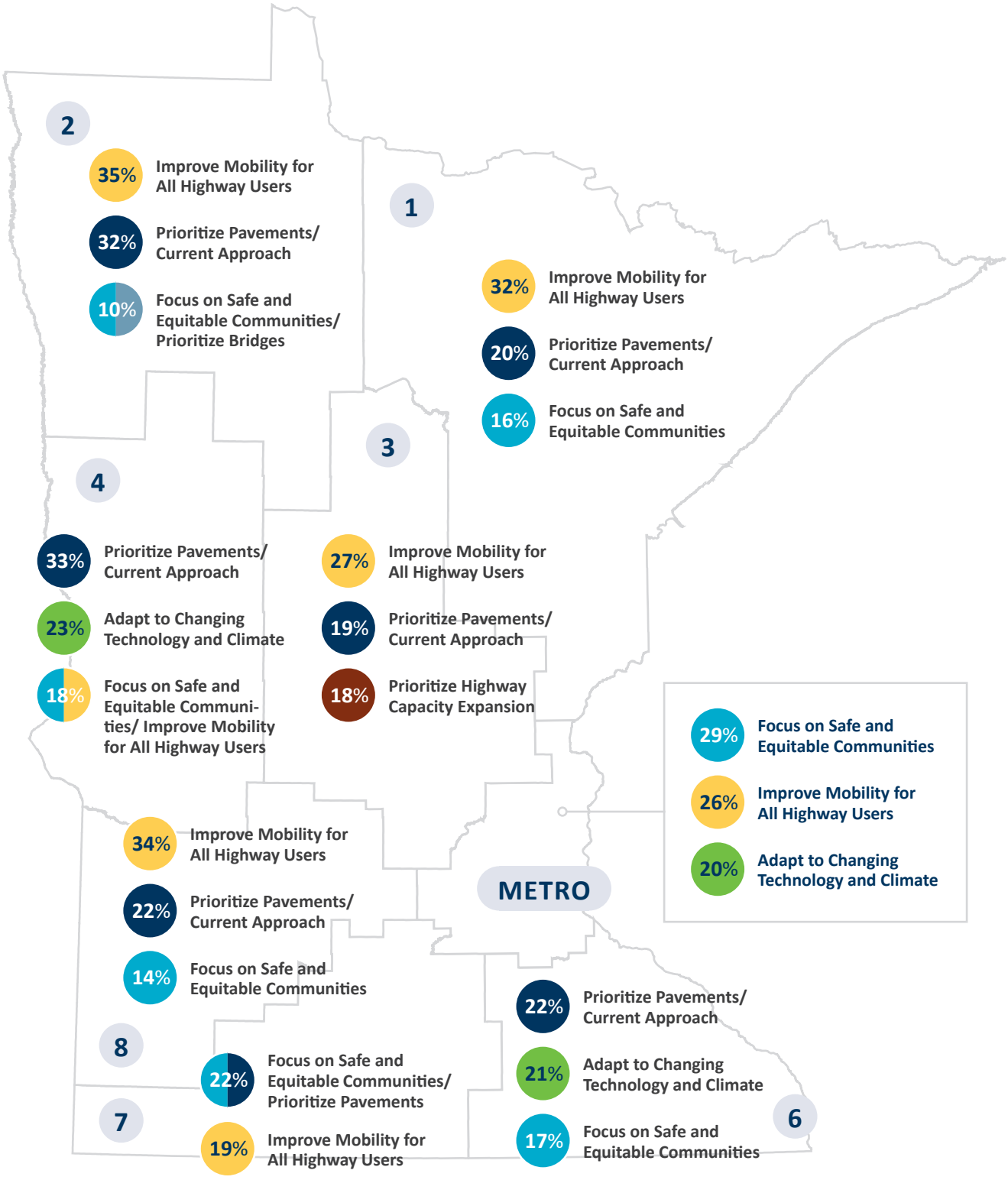
TWIN CITIES METRO AREA
216 RESPONSES

- 29% Focus on Safe and Equitable Communities* — 83 RESPONSES
- 26% Improve Mobility for All Highway Users — 77 RESPONSES
- 20% Adapt to Changing Technology and Climate — 57 RESPONSES

**Statistically difference between priorities of Greater Minnesota and Twin Cities responses*

TOP 3 PREFERRED APPROACH **BY MnDOT DISTRICT:**

Figure B-25: Top 3 Preferred Approach by MnDOT District



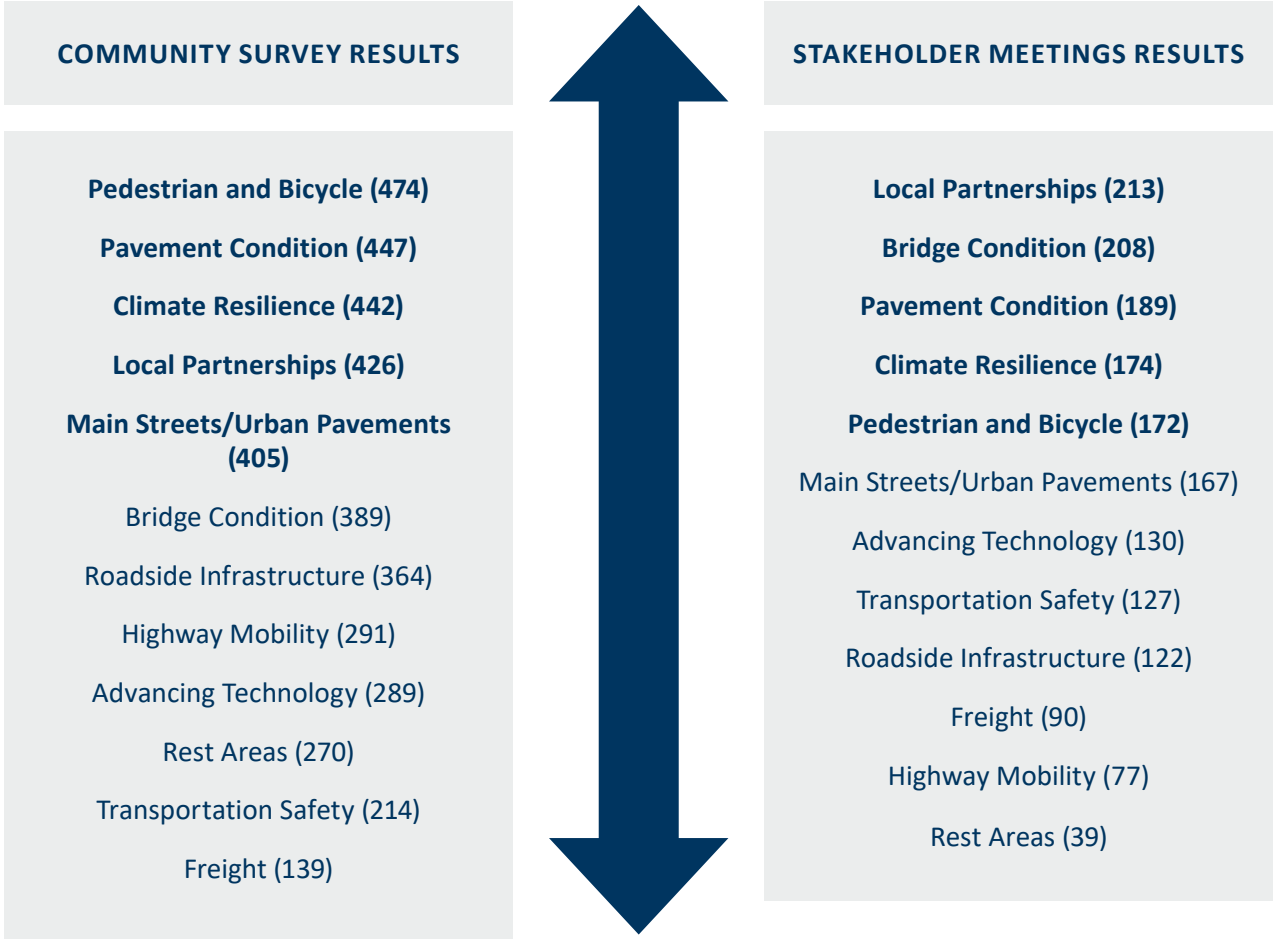
TOP 5 MOST IMPORTANT IMPROVEMENTS RESULTS

The short surveys asked respondents to select their top five priorities for state highway investment from a list of 12 investment categories. The plain language investment category language is shown on the left below. The MnSHIP Investment Category name is shown on the right along with the results from all survey responses.

Figure B-26: Top 5 Improvements Selected from Survey Results

MnDOT is able to break down the results by engagement activity to show priorities between responses from community surveys, which were more likely members of the public, and stakeholder meetings, which were more likely to include city and county officials and staff. Between these two groups, the top six most frequently selected improvements are the same but the order of frequency is different.

Figure B-27: Priorities Expressed by Community Members vs. Stakeholders



IMPROVEMENTS FREQUENTLY SELECTED OUTSIDE OF THE TOP 5 OVERALL

Different investment types were important to different groups of people. We noted where some trends may not have fallen in the top 5, but were more important to a specific group than the average response.

Figure B-28: Improvements Selected Frequently Outside of Top 5 Overall

MAIN STREETS/URBAN PAVEMENTS

- Hispanic/Latinx/Latine: **1st - 50 responses**
- Ages 18-24: **1st - 27 responses**
- Multiple/Some Other Race: **2nd - 12 responses**
- Non-Binary/Gender Fluid: **2nd - 8 responses**
- Twin Cities: **3rd - 128 responses**
- Black/African American: **3rd - 8 responses**
- Native American: **4th - 4 responses**
- Ages 45-54: **4th - 59 responses**
- Women: **5th - 185 responses**
- Greater MN: **5th - 286 responses**
- Ages 35-44: **5th - 92 responses**
- Ages 25-34: **5th - 80 responses**
- Ages 65-74: **5th - 37 responses**

TRANSPORTATION SAFETY

- Ages 18 and Under: **2nd - 3 responses**
- Black/African American: **3rd - 8 responses**
- Asian American: **3rd - 7 responses**
- Non-Binary/Gender Fluid: **3rd - 7 responses**
- Native American: **4th - 4 responses**
- Multiple/Some Other Race: **5th - 6 responses**

ROADSIDE INFRASTRUCTURE

- Native American: **1st - 5 responses**
- Asian American: **1st - 10 responses**
- Black/African American: **3rd - 8 responses**
- Hispanic/Latinx/Latine: **5th - 40 responses**
- Non-Binary/Gender Fluid: **5th - 6 responses**
- Ages 75+: **5th - 7 responses**

HIGHWAY MOBILITY

- Black/African American: **3rd - 8 responses**
- Asian American: **3rd - responses**
- Multiple/Some Other Race: **5th - 6 responses**

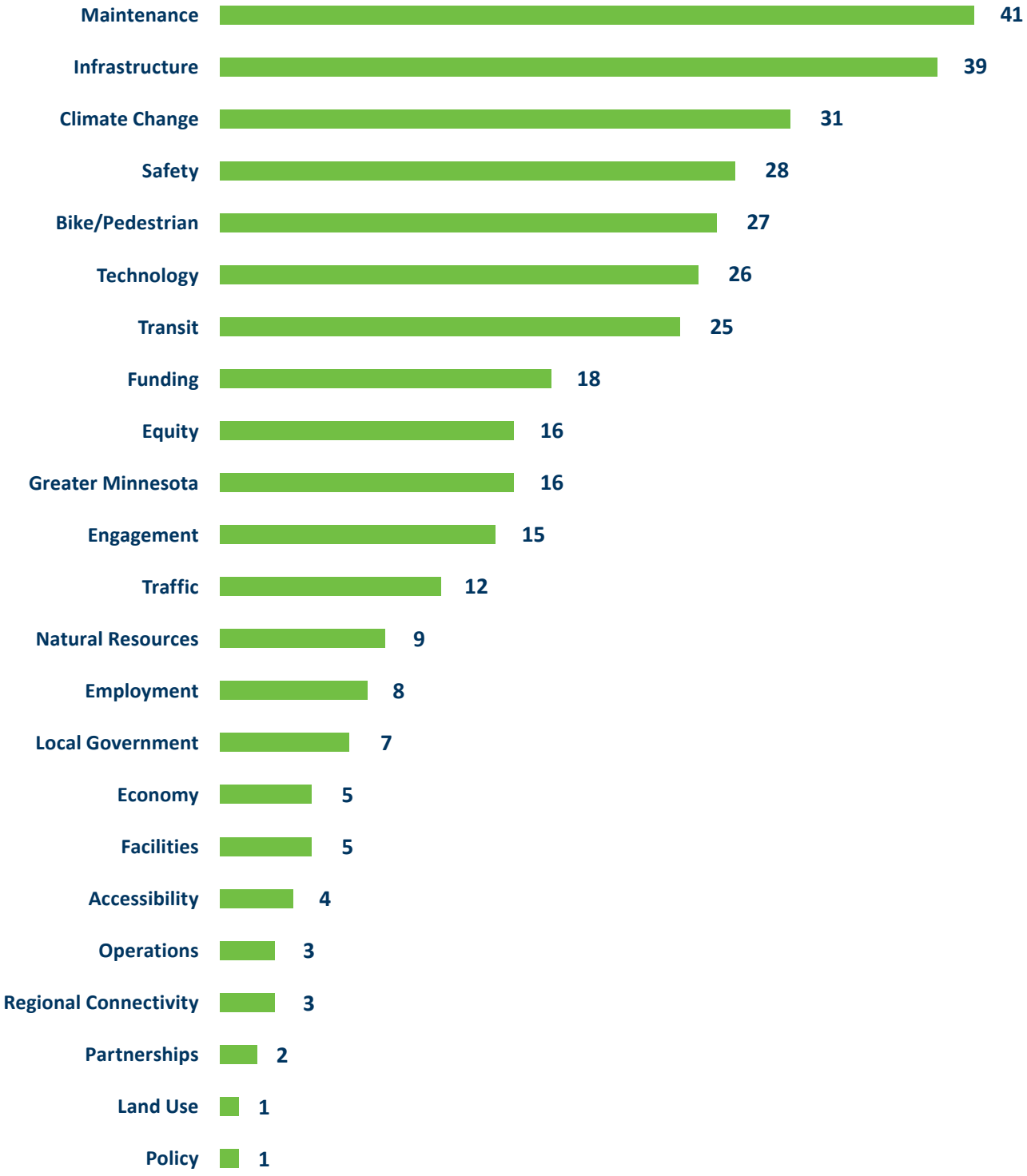
ADVANCING TECHNOLOGY

- Native American: **4th - 4 responses**
- Multiple/Some Other Race: **5th - 6 responses**

OPEN COMMENT RESPONSES

The MnSHIP paper and online survey included an opportunity to provide open-ended feedback. The key topics covered in over 300 open-ended responses are summarized below. Twenty-three topics were derived from these comments. Those that received significant support from commenters are expanded upon below.

Figure B-29: Open-Ended Survey Comments by Topic



SUMMARY OF COMMENT THEMES

MAINTENANCE

Prioritize maintenance of infrastructure

- Repair potholes and bridges, smooth pavements, repaint road striping, maintain gravel roads.
- Avoid deferring maintenance as costs continue to increase.

Do not build beyond infrastructure that can be maintained

- Perception that highway needs are already falling behind, and keeping up with the deterioration of our current infrastructure before adding to that system is recommended.

INFRASTRUCTURE

Reduce highway/road capacity

- Narrow roads or eliminate highway lanes to reduce road capacity.
- Reduce highway demand, vehicle miles traveled, and climate impact of vehicles on the road.
- Correct overbuilt roads and do not consider more highway expansions.
- Harm done to communities by the building and expansion of highways should be corrected.

Widen Roads

- Widen roads to improve multimodal traffic safety by adding space between cars and bicycles.
- Improve the capacity for large or wide vehicles including semi-trucks and harvest equipment.

CLIMATE CHANGE

Mitigate impacts of climate change and emissions

- Address climate concerns directly by reducing emissions and vehicle miles traveled.
- More solar and wind energy generation, move away from cars towards transit, and replace oil-based pavements.

SAFETY

Improve safety

- Use technology and infrastructure to address safety concerns.
- Use technology to reduce speeds, including cameras and speed radars or low-tech solutions, such as ticketing, signage, and safe design features.
- Speeding and reckless driving is increasing danger.

BIKE/PEDESTRIAN

Expand and improve bicycle and pedestrian facilities

- More walking and cycling trails in communities.
- Wider shoulders along highways could improve safety for road cyclists.
- More sidewalks and improved lighting for walkers at night.

TECHNOLOGY

Invest in infrastructure for electric vehicles and electric bicycles

- Increase in electric vehicles will require new infrastructure.
- Provide more charging stations for electric vehicles on freeways and at rest stops.
- Add charging stations on bicycle paths and bus stops for electric bikes.

TRANSIT

Expand and improve public transit

- Build more public transit and improve the system that exists in both metro and rural areas.
- Increase punctuality and capacity of transit, add more stops in low-income areas, and make transit free.
- More transit in general, high-speed rail and bus-only lanes.

FUNDING

- Questions of whether there will be new taxes.
- Fund projects that align with policy priorities like Complete Streets.
- Be frugal with spending.

EQUITY

- Define equity explicitly in policies.
- Emphasize quality of life improvements over expanded highways.
- Provide funding for climate justice and support for communities impacted.

GREATER MINNESOTA

Prioritize investment in Greater Minnesota

- Invest in rural communities and small towns outside of the Twin Cities metro area.
- Greater Minnesota is often left out of updating and reconstruction projects.
- Small towns typically do not have the funding for large road projects. Support them to help fill the gap and improve their infrastructure.

ENGAGEMENT

Provide education on roadways and MnSHIP process

- Educate public on the MnSHIP process and funding.
- Educate public on roadway etiquette including passing lane usage, roundabout usage, and zipper merging.

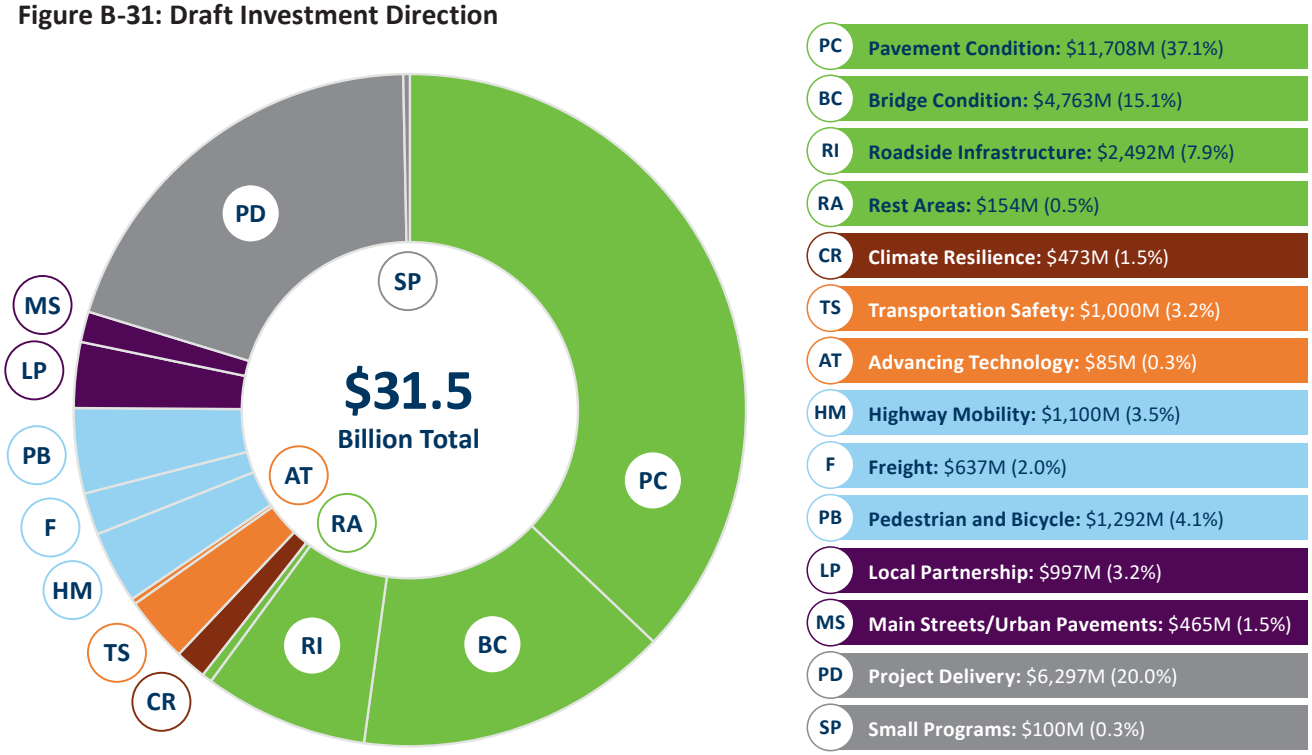
Figure B-30: Word Cloud of Common Themes from Open Ended Comments

SETTING AN INVESTMENT DIRECTION

DRAFT 20-YEAR INVESTMENT DIRECTION

MnDOT used the public and stakeholder feedback in the first phase of public engagement as the basis for the development of the draft MnSHIP investment direction. MnDOT staff averaged the results from the in-person and stakeholder surveys as well as the online budget tool. Investment levels were aligned with identified performance levels, where possible. The preliminary draft investment direction was reviewed by the MnSHIP Technical Advisory Committee and Policy Advisory Committee and MnDOT leadership. Figure 16 shows the approved draft investment direction for public engagement.

Figure B-31: Draft Investment Direction



MnDOT developed four themes to communicate the priorities of the draft investment direction.

Invest to maintain the existing system

Improve mobility, accessibility, and safety for all

Begin to adapt to a changing future

Focus on communities and livability

EQUITY REVIEW

MnDOT reviewed the investment direction setting process and outcomes through an equity lens and analyzed results from the first engagement phase by demographics. With the Equity Workgroup, MnSHIP staff discussed who are the beneficiaries for the proposed direction and who is potentially burdened.

In discussing potential burdens and benefits, MnSHIP staff focused on both continuing benefits and burdens as well as who benefits more or is burdened more from the changes resulting from the draft investment direction.

POTENTIAL BENEFICIARIES

- All users of the state highway system are the intended beneficiaries
- Populations that may benefit more from the changes from the previous investment direction:
  - People with disabilities
  - Tribal communities especially in Greater Minnesota
  - Those who don't drive (either by choice or by circumstance)
  - People living near state highways

POTENTIAL BURDENS

- No significant reversal of past or continuing burdens such as noise/air pollution, size and impact of existing system, and induced demand and traffic to surrounding areas
- Limitations on MnSHIP funding beyond right-of-way to make improvements off system
- Mobility improvements could result in additional right-of-way
- For many, the goal of reaching ADA compliance by 2037 is too long
- Rural low-income populations who rely on driving could see increased burdens and cost caused by deteriorating pavement condition

PUBLIC ENGAGEMENT PHASE 2 OVERVIEW

PURPOSE

MnDOT conducted a second phase of public outreach in spring 2023 to get feedback on the draft investment direction developed with findings from the first phase of outreach. This phase included presentations to stakeholders and an online survey on the draft investment direction. MnDOT ran social media ads to drive traffic to the online survey for responses. The survey asked the following questions:

- How do you feel about the draft investment direction?
- Why do you feel this way? What would you adjust?

Participants were also asked to identify investment priorities for an additional $6 billion.

WHO DID WE REACH?

COMMUNITY-BASED ORGANIZATION ENGAGEMENT PARTNERSHIPS

MnDOT partnered with four community-based organizations to help engage their networks and communities through the organization's communication and outreach channels. Below is a summary of the work the organizations completed in spring 2023 during Phase 2.

Project FINE (Winona area) held in-person engagements with advisory group members to share the investment tool and encourage participation, and shared via social media.

Partnership4Health (Clay County area) shared the investment tool digitally and in person. Partnership4Health participated in the MSUM Earth Day and handed out 100 flyers and advertised on Detroit Lakes Radio, Facebook, and various channels.

HACER - Hispanic Advocacy and Community Empowerment through Research (Minnesota) shared on three occasions via their Facebook, Instagram, and LinkedIn accounts. The postings resulted in 378 impressions, 277 reached, and 31 engagements.

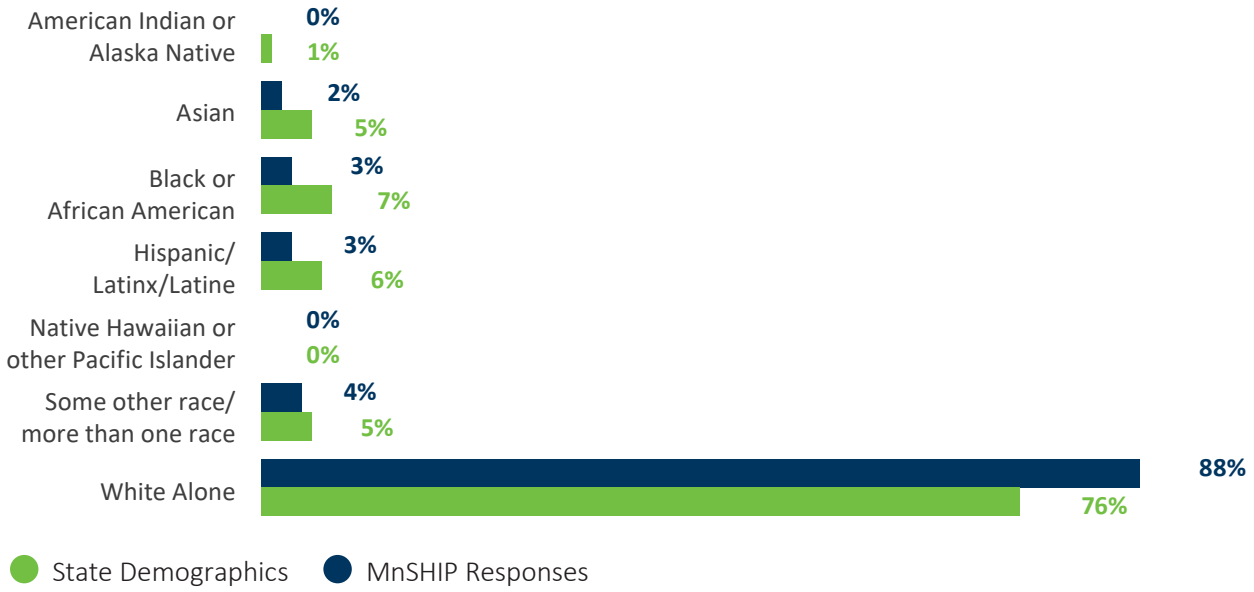
COPAL – Comunidades Organizando el Poder y la Acción Latina (South-Central MN and Minnesota) communicated via email with their core 54 community leaders (Comité General de MN) and distributed flyers in vaccination events in the Mankato area.

BIPOC Student Organizations in Minnesota Colleges and Universities. MnDOT identified and reached out to 78 student organizations including Hmong and Asian, Latine, Black, African, and other multicultural groups at 18 Minnesota colleges and universities. Shared via emails, calls, and with social media project postings.

RACE/ETHNICITY OF RESPONSES

The proportion of respondents describing themselves as White Alone was 88% compared to 76% for Minnesota's overall population.

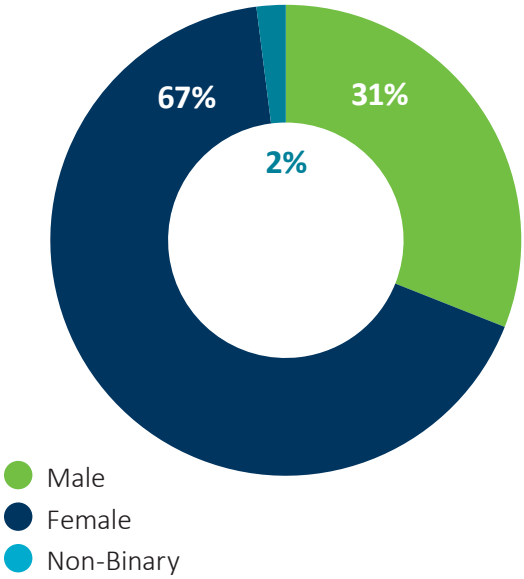
Figure B-32: Race and Ethnicity of Responses



GENDER IDENTITY OF RESPONSES

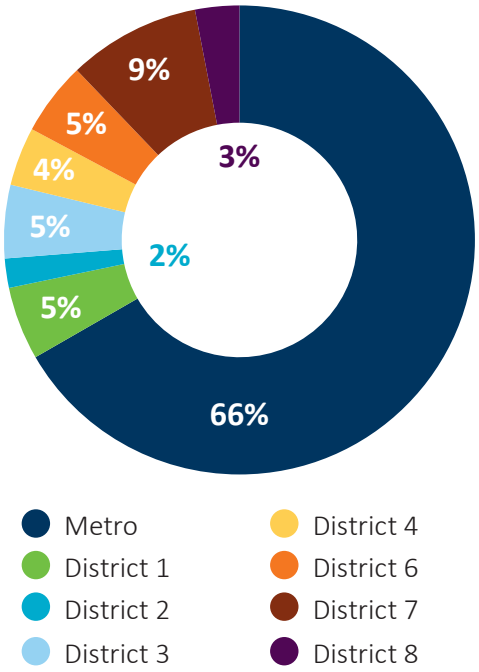
Almost two thirds of respondents in this phase described themselves as female.

Figure B-33: Gender Identity of Responses



RESPONSES BY DISTRICT

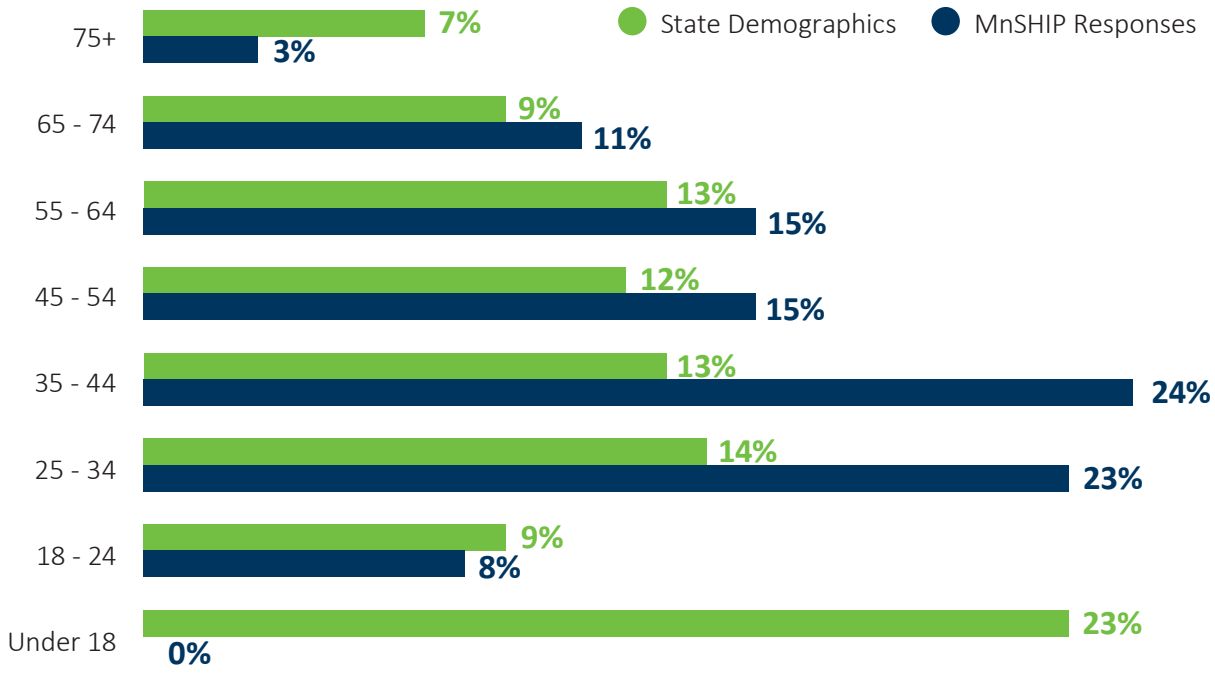
Figure B-34: Responses by District



AGE OF RESPONSES

Responses were most likely to come from people ages 35-44 and 25-34.

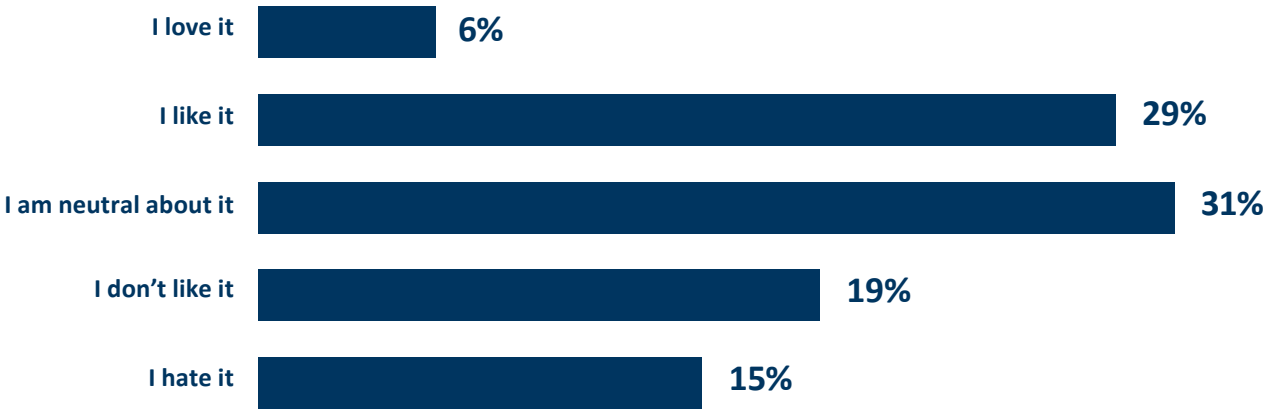
Figure B-35 Ages of Responses



WHAT DID WE HEAR?

Responses to the draft investment direction were generally neutral or positive. An approximately equal number of people liked the investment direction, were neutral about it, and didn't like it. Figure 21 shows the breakdown of responses.

Figure B-36: Responses to the Draft Investment Direction



Response to the draft investment direction also included open-ended comments about what people would adjust and why. The section below summarizes what people liked or didn't like about the draft investment direction.

WHAT DO PEOPLE LIKE ABOUT THE PLAN?

- Focus on pavement and bridge funding
- An increased focus on pedestrian and bicycle infrastructure

WHAT DON'T PEOPLE LIKE ABOUT THE PLAN?

- Too much investment in highway mobility and pavement
- Does not do enough to address greenhouse gas emissions and vehicle miles traveled
- Not enough funding for bicycle and pedestrian infrastructure

People who responded positively to the plan were less likely to mention reasons for their positivity. Those that did, highlighted the importance of pavement and bridge investment.

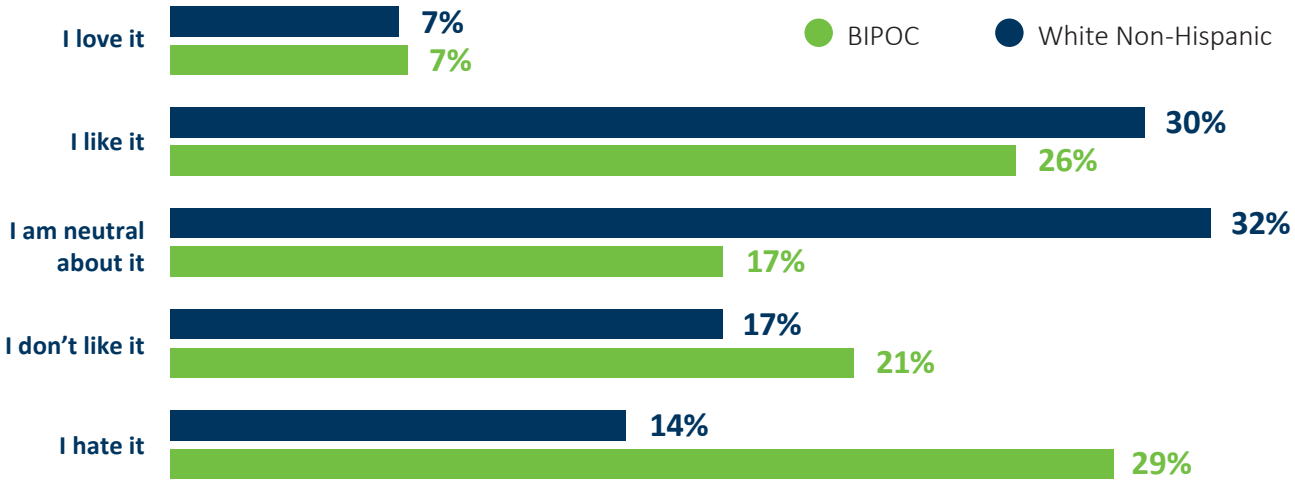
The top reasons why people didn't like the draft investment direction were its focuses on highways and pavement. These responses generally focused on the highway system's role in Greenhouse Gas Emissions and MnDOT's target for reducing VMT. Respondents wanted MnDOT to adopt a more transformational plan that removed state highways from the system to help reduce VMT and emissions from transportation.

Pedestrian and bicycle sentiment was split. Some people didn't like the draft investment direction because it spent too little on pedestrian and bicycle infrastructure. Some people didn't like the draft investment direction because it spent too much on pedestrian and bicycle infrastructure.

RESPONSES BY DEMOGRAPHICS AND LOCATION

The results of Phase 2 engagement were broken out in the figures below by location and demographic information. White non-Hispanic people were more likely to respond positively or neutrally to the investment direction. BIPOC respondents were more likely to respond negatively.

Figure B-37: Investment Direction Responses from White Non-Hispanic/BIPOC



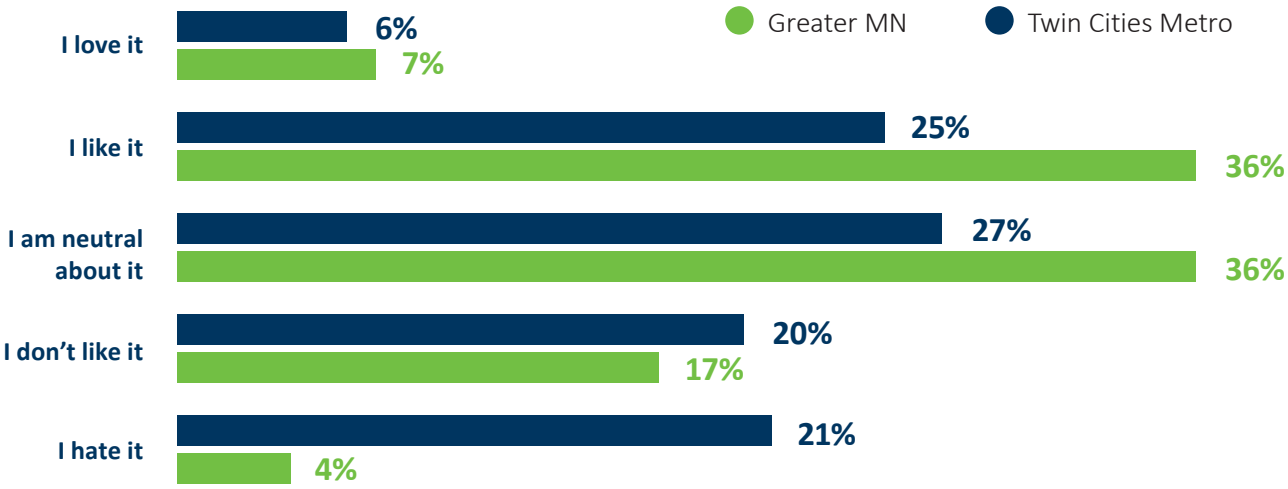
Responses from BIPOC were analyzed to determine what they would change about the investment direction. Those who said they did not like it or hated it tended to want more investment in bike/ped, transit, and climate measures, and less investment in pavement.

Figure B-38: Responses from BIPOC

SENTIMENT	MORE INVESTMENT	LESS INVESTMENT
I love it	N/A	N/A
I like it	Ped & Bike (3)	N/A
I am neutral about it	Climate (3)	Ped & Bike (3)
I don't like it	Ped & Bike (4) Climate (3) Pavement (3) Bridge (3) Transit (3) Safety (3)	Pavement (3)
I hate it	Ped & Bike (7) Transit (5) Climate (4) LPP/Main St (3)	Pavement (7) Mobility (4)

Residents of greater MN were more likely to like the investment direction or be neutral about it than metro area residents and less likely to hate it.

Figure B-39: Investment Direction Responses by Twin Cities Metro/Greater MN



INCREASED REVENUE PRIORITIES

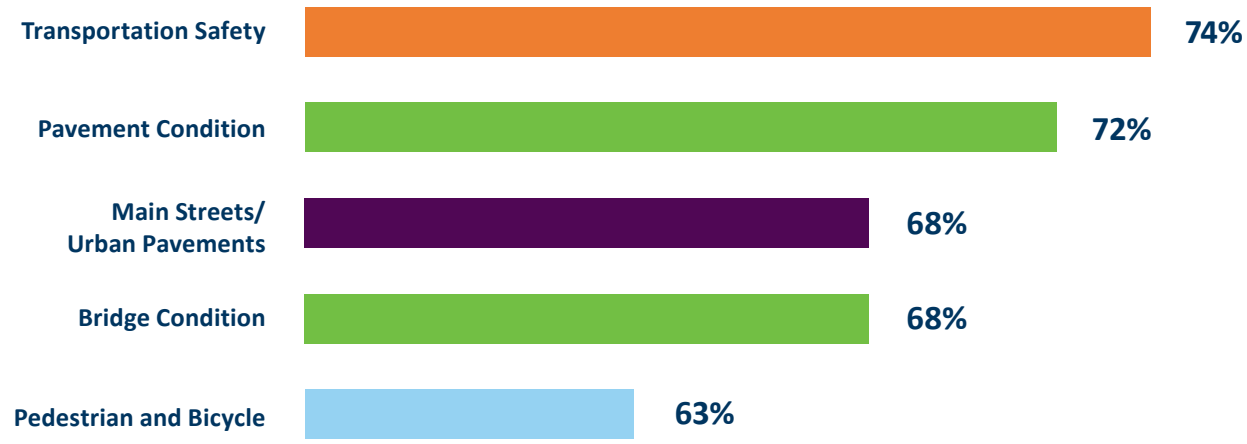
In addition to getting feedback on the draft investment direction, the second phase of public engagement also focused on getting feedback for increased revenue priorities. Respondents used the online budgeting tool to prioritize up to $6 billion in additional funding beyond the draft investment direction. They were able to select increased investments for each of the MnSHIP investment categories.

The average additional investment selected by the public was $5.8 billion. The average additional investment amount by category is shown in Figure 24 below.

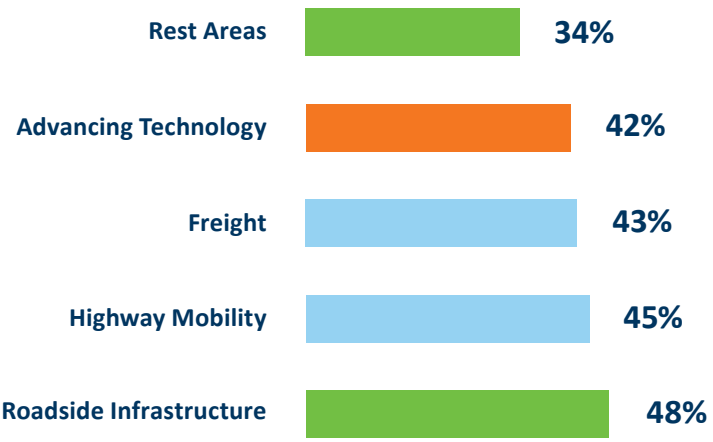
Figure B-40: Average Increased Revenue Priority Responses

INVESTMENT CATEGORY	PUBLIC FEEDBACK INCREASED REVENUE	% OF INCREASE
Pavement Condition	$1.2 B	20.8%
Bridge Condition	$512 M	8.8%
Roadside Infrastructure	$484 M	8.3%
Rest Areas	$21 M	0.4%
Climate Resilience	$265 M	4.56%
Transportation Safety	$446 M	7.66%
Advancing Technology	$37 M	0.63%
Highway Mobility	$741 M	12.74%
Freight	$114 M	1.95%
Pedestrian and Bicycle	$1.1 B	19.28%
Local Partnerships	$394 M	6.77%
Main Streets/Urban Pavements	$472 M	8.12%
TOTAL	$5.8 B	100%

Based on the percentage of respondents who selected more investment for a category, the top priorities for additional revenue are:



Based on the percentage of respondents who selected more investment for a category, the lowest priorities for additional revenue are:



FORMAL PUBLIC COMMENT PERIOD

The Minnesota Department of Transportation hosted regional public hearings for the 2023-2042 Minnesota State Highway Investment Plan during October 2023. The public hearings were in the following locations:

- **Baxter (October 5) – 7694 Industrial Park Road**
- **Carlton (October 11) – 1630 County Road 61**
- **Rochester (October 13) – 2900 48th Street NW**
- **Willmar (October 13)– 2505 Transportation Road**
- **St. Paul (October 18) – 390 Robert Street N**

The public hearing was a hybrid event with people able to attend in-person and via web conference. This document provides a summary of the information available during the public hearing, how many people attended, and the comments received.

PUBLIC HEARING SUMMARY

The MnSHIP public hearings occurred in person and virtually as a web conference. MnDOT staff shared a short presentation, which is available in the appendix, and presided over the public testimony.

The following section includes the attendees and public comments for each individual public hearing.

PUBLIC HEARING #1

Date: October 5, 2023

Location: MnDOT District 3 Headquarters // 7694 Industrial Park Road // Baxter, MN 56425

ATTENDANCE

- 6 in person

COMMENTS/TESTIMONY

- Joe Perske (Stearns County Highway 23 Coalition)- On coalition for 5/6 years and chair this year, the corridor between Duluth and Sioux falls, reduce freight drive by almost 1,000 miles. The 4-lane will be complete from Wilmar through Foley but northeast from Foley to 35 it is a two-lane road death trap- freight, bus, ag traffic, and drivers get aggressive. We would like to encourage freight and ag movement and adding 4 lanes would do that well- surrounding counties are economically struggling, so good candidate for environmental economic justice in this area. We have heard MnDOT is not looking for 4 lane expansion here and want to make sure this corridor is not neglected and Foley to Milaca and Foley to Mora are considered for 4 lanes.
- Reanne Danielson (Sherburne County commissioner)- As we see population growth along I-94 and growth of businesses that will add truck capacity to the system, would like to see some thought to acknowledging bridge expansion at river crossings, new crossings. The existing bridges have preservation and maintenance need, and we would like to see larger look at needs and see expansion of bridges.

PUBLIC HEARING #2

Date: October 11, 2023

Location: Carlton County Transportation Department // 1630 County Road 61 // Carlton, MN 55718

ATTENDANCE

- 14 in person

COMMENTS/TESTIMONY

- John Welle (Aitkin County Engineer)- The proposed plan places more emphasis on bridge, I assume at expense of pavements. I am concerned there is too much focus on bridge and not enough on pavement. We have pavements in bad condition in rural MN (Aikin County) whereas bridges are in good condition, so concerned this plan will continue to worsen pavement condition in greater MN.

PUBLIC HEARING #3

Date: October 13, 2023

Location: MnDOT District 6 Headquarters // 2900 48th Street NW // Rochester, MN 55901

ATTENDANCE

- 2 in person

COMMENTS/TESTIMONY

- No comments or testimony were provided.

PUBLIC HEARING #4

Date: October 13, 2023

Location: MnDOT District 8 Headquarters // 2505 Transportation Road // Wilmar, MN 56201

ATTENDANCE

- 10 in person

COMMENTS/TESTIMONY

- Chris Webb (SWRDC)- Urban pavements, or Main Streets, for small communities a lot of these projects are transformative, but when you talk to those communities that there is somebody from MnDOT to work with those communities in advance to help identify those projects. If there is a way to plan in runway to talk to cities ahead of time, that would be helpful for these projects.
- Mel Odens (Kandiyohi County) – Improving accessibility and safety, there has been a big push for preservation and then switched to more mobility focused in our district- is expansion being allowed in to address safety, mobility, freight concerns- wondering how to read that.

PUBLIC HEARING #5

Date: October 18, 2023

Location: Metropolitan Council // 390 Robert Street North // St. Paul, MN 55101

ATTENDANCE

- 7 in person

COMMENTS/TESTIMONY

- Brian Martinson (resident of St. Paul)- I didn't prepare any comments and I've just been reading through the plan between meetings. I apologize if my comments are not completely well informed. I've been looking at the development of the investment direction and investment direction chapters. The Governor of the state has recently approved reducing vehicle miles traveled and committing to renewable energy sources at a level that will require serious action for state agencies not least of which is MnDOT. In the document, I see what the priorities are and what the investment directions are going to be. I don't see any discussion of how the investments in the transportation system as they are planned are going to continue the level of car-dependence on single occupancy motor vehicles that we've had for the last 70 years in this country. I don't see how those investments will help us reduce vehicle miles traveled in absolute terms nor in per capita terms. I don't see how it will help us reduce Greenhouse Gases. It feels like there is an enormous disconnect between the role transportation plays in driving climate disruption and not just responding to it in terms of being more resilient to the effects of climate disruption. Feels like a hug missed opportunity for a 20-year vision document.

APPENDIX: PUBLIC HEARING PRESENTATION

20-Year State Highway Investment Plan

MINNESOTA GO

Draft 2023-2042 MnSHIP

Public Hearing

DEPARTMENT OF TRANSPORTATION

Welcome & Introductions

MINNESOTA GO

Agenda

- Opening Remarks
- Plan Overview
- Public hearing rules and process
- Public testimony

MINNESOTA GO

20-Year State Highway Investment Plan

MINNESOTA GO

Overview

DEPARTMENT OF TRANSPORTATION

What is MnSHIP?

- Directs capital funding on the almost 12,000 miles of state highways
- Budgets for estimated funding over 20 years
- Identifies investments by categories but is not project specific
- Part of the Minnesota GO Family of Plans

MINNESOTA GO

Why does MnSHIP matter?

MnSHIP investment direction guides the planning of projects and improvements on the state highway system

Applicability

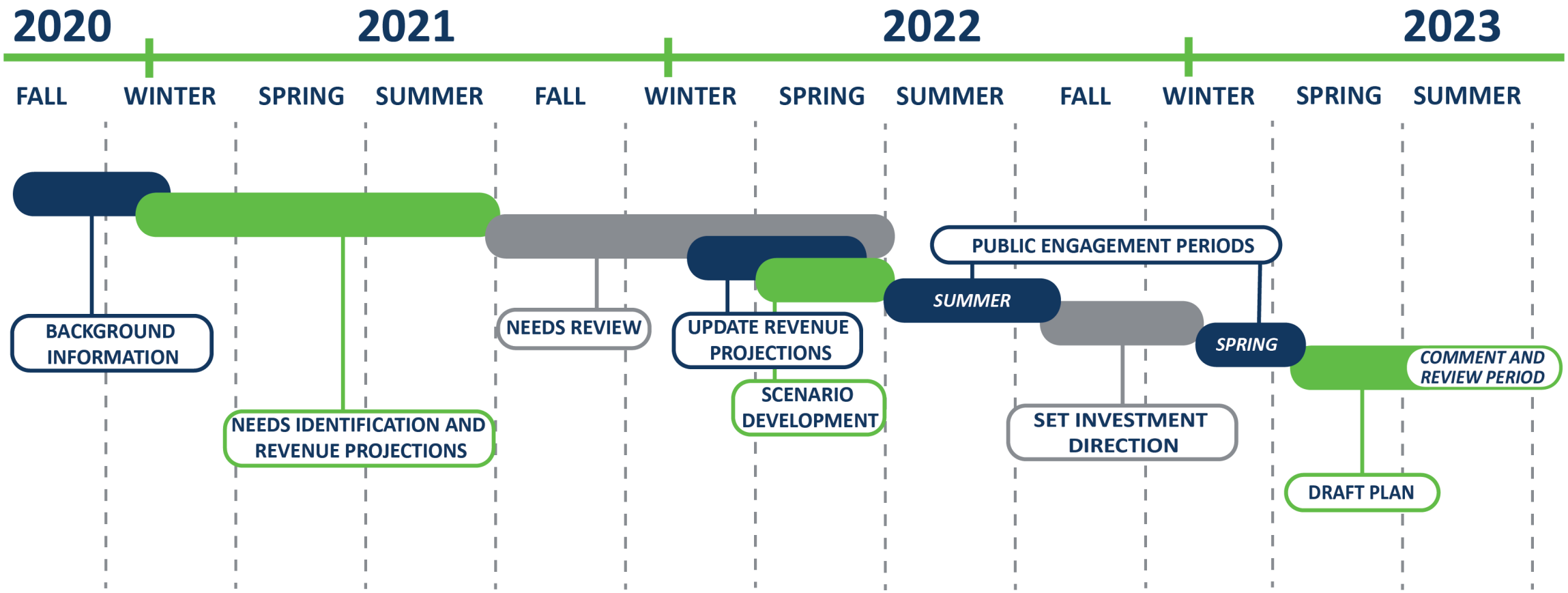
Draft plan covers 2023-2042

- First program year to use the new investment direction guidance will be 2028

- Once adopted, this plan will replace the 2018-2037 MnSHIP

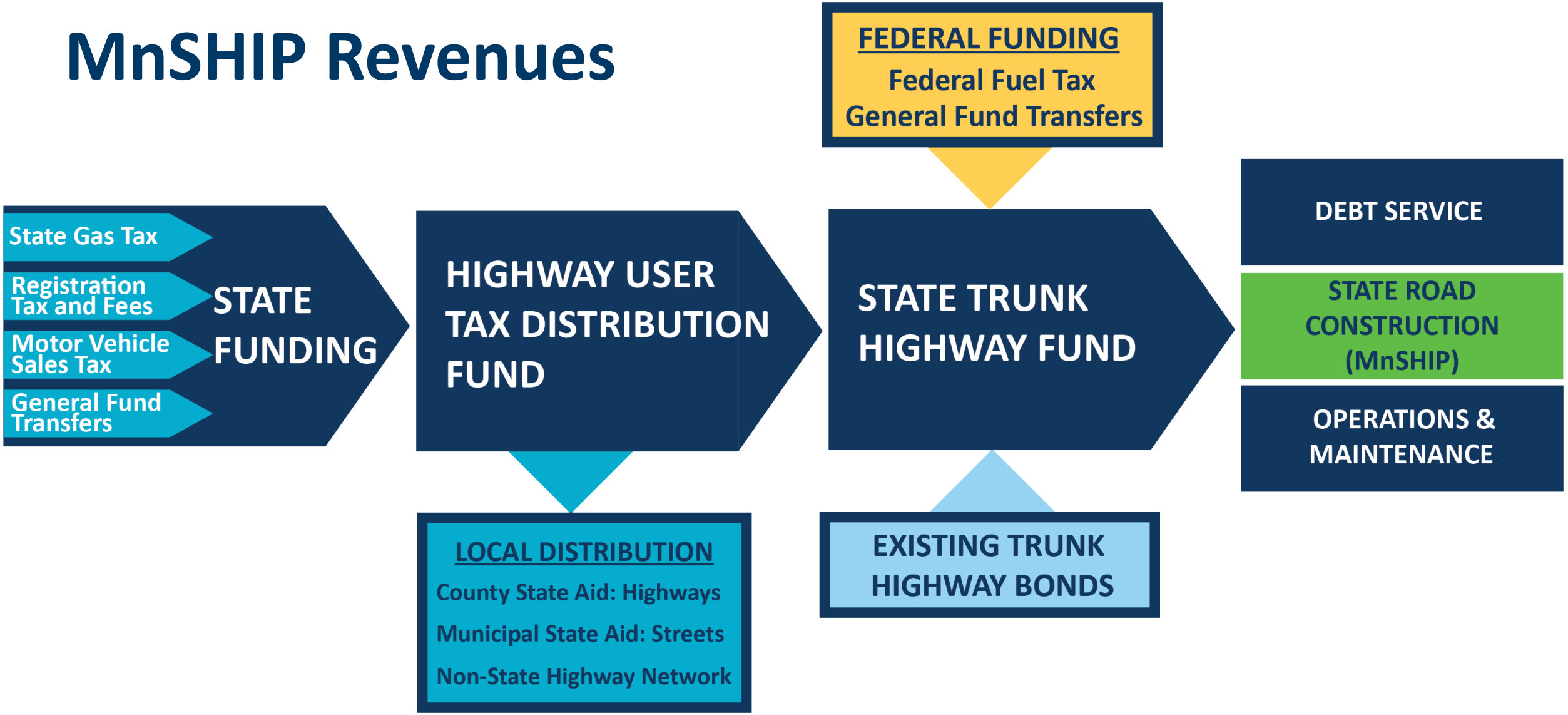
MINNESOTA GO

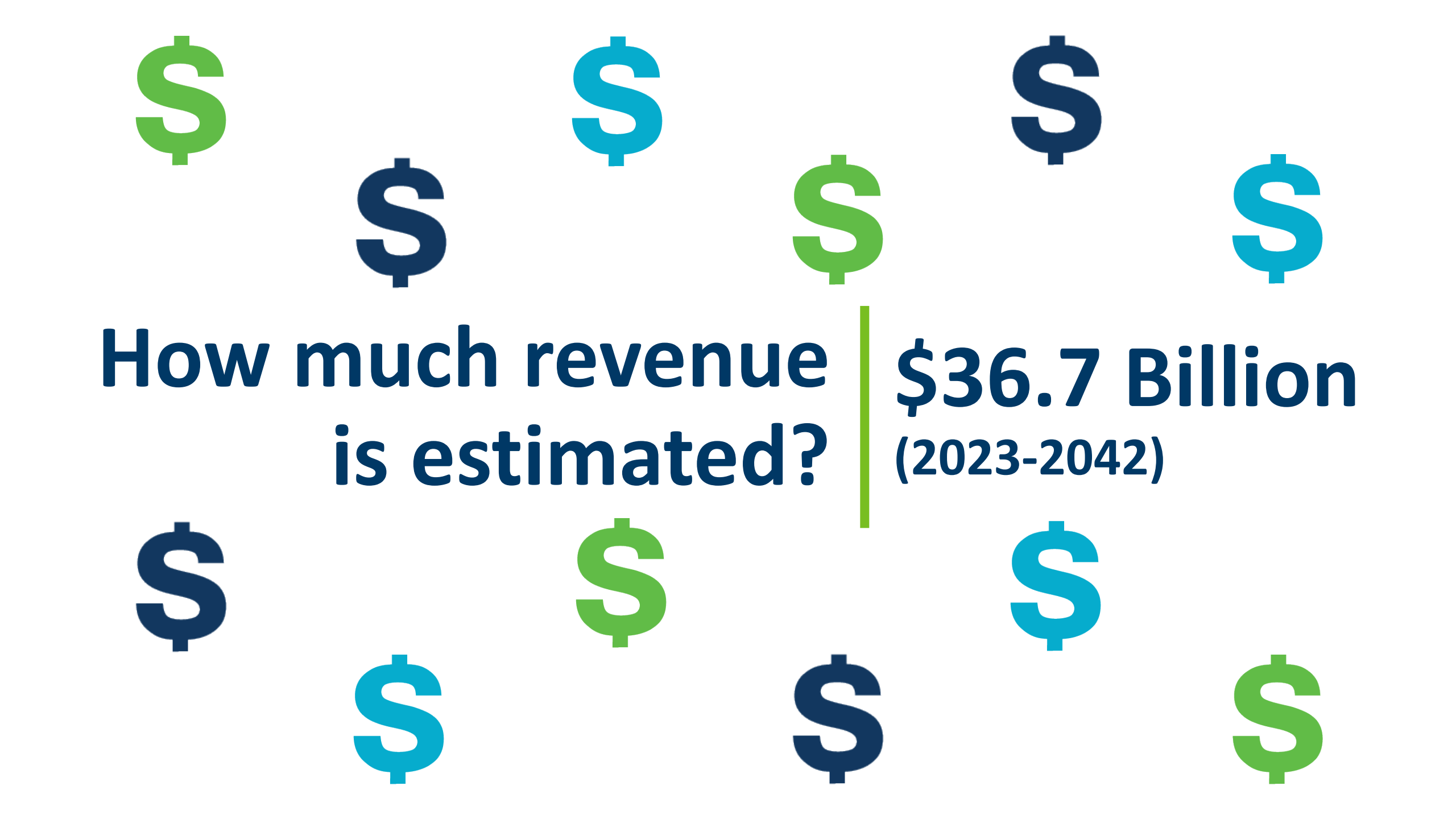
MnSHIP Timeline



MINNESOTA GO

MnSHIP Revenues





How much revenue is estimated?

$36.7 Billion
(2023-2042)

MnSHIP Investment Categories

SYSTEM STEWARDSHIP
Pavement Condition
Bridge Condition
Roadside Infrastructure
Rest Areas

CRITICAL CONNECTIONS
Highway Mobility
Freight
Pedestrian and Bicycle

CLIMATE ACTION
Climate Resilience

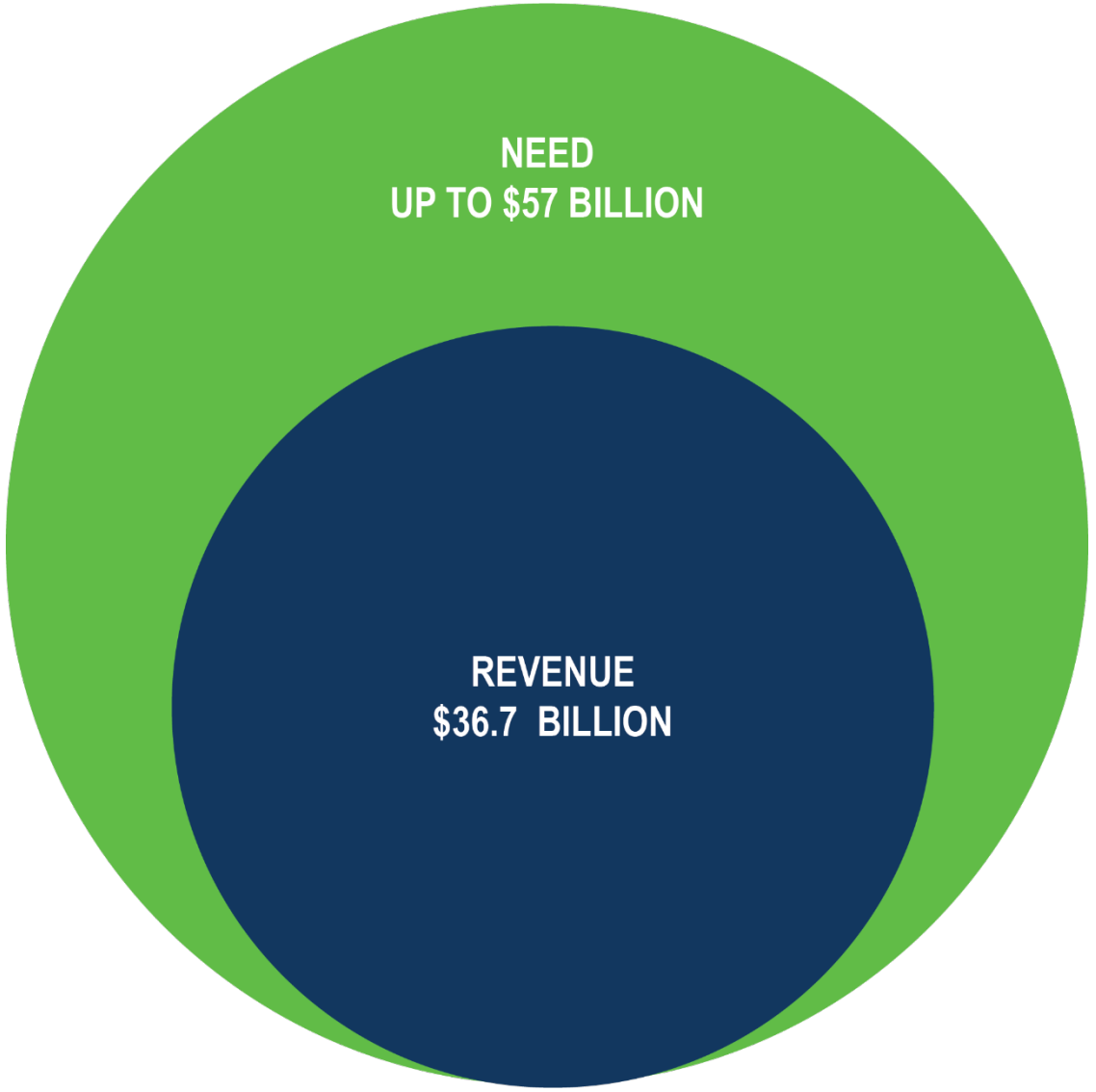
TRANSPORTATION SAFETY
Transportation Safety
Advancing Technology

HEALTHY EQUITABLE COMMUNITIES
Local Partnerships
Main Streets/Urban Pavements

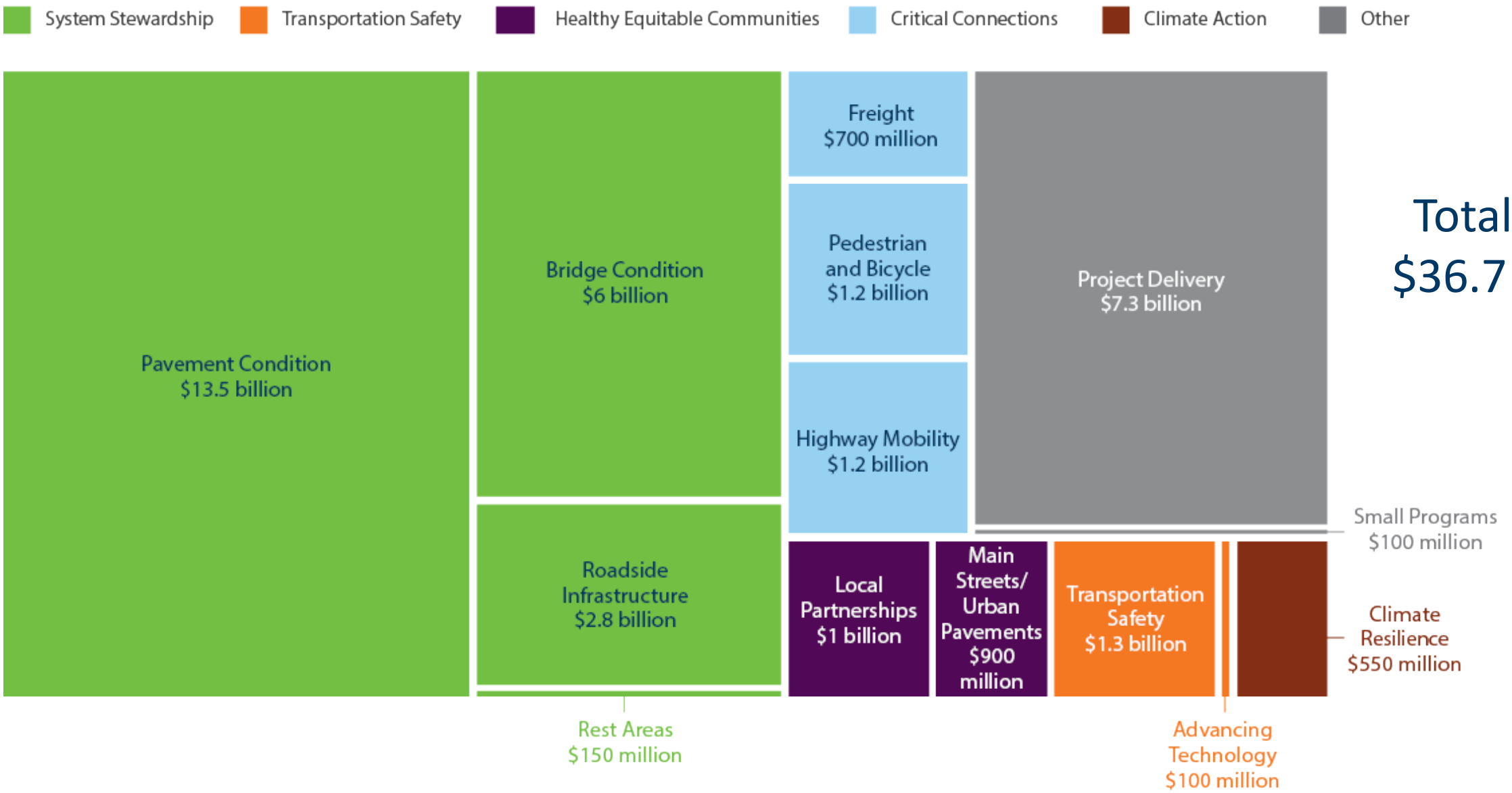
MINNESOTA GO

Revenue vs. Need

- **MnDOT is projecting a funding gap of between $15 – $20 billion**
  - Long term impact of 2023 Legislative Session changes reduced estimated gap by ~20%
- Low end of estimated need reflects Minnesota successfully achieving targets of reducing per capita Vehicle Miles Traveled (VMT)
- In addition to the needs identified by MnDOT, cities and counties have identified $5-6 billion in priority investments on the state highway system



Investment Direction for Public Comment



Total:
$36.7 B

MnSHIP Investment Direction Themes

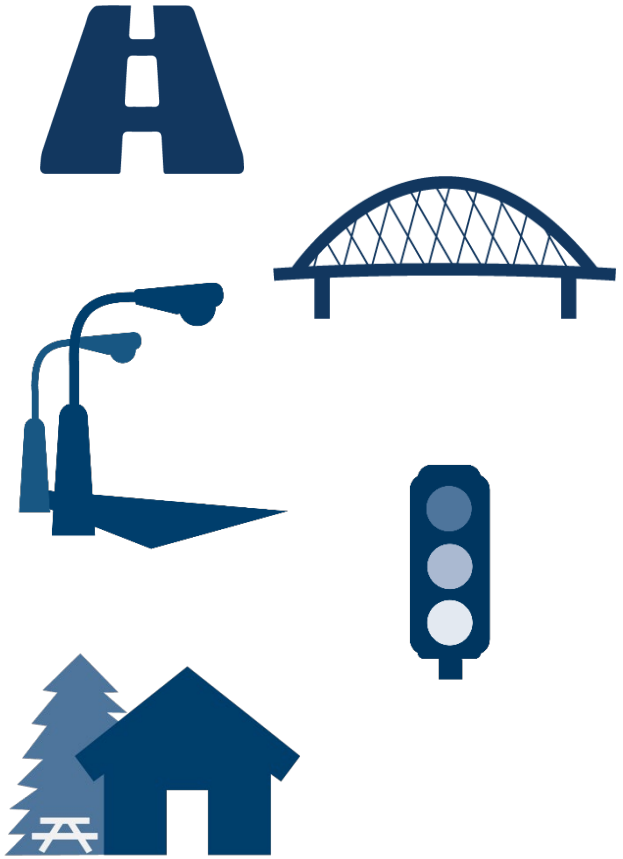
- Invest to maintain the existing system
- Improve mobility, accessibility, and safety for all
- Begin to adapt to a changing future
- Focus on communities and livability

MINNESOTA GO

Invest to Maintain Existing System

~60% of investment towards maintaining the existing system

- Bridge Condition investment increased to manage bridge needs and risks
  - Meeting targets for bridges on National Highway System and nearly meeting targets on non-NHS
- End of plan Pavement outcomes are 30-40% better than the 2017 plan outcomes



MINNESOTA GO

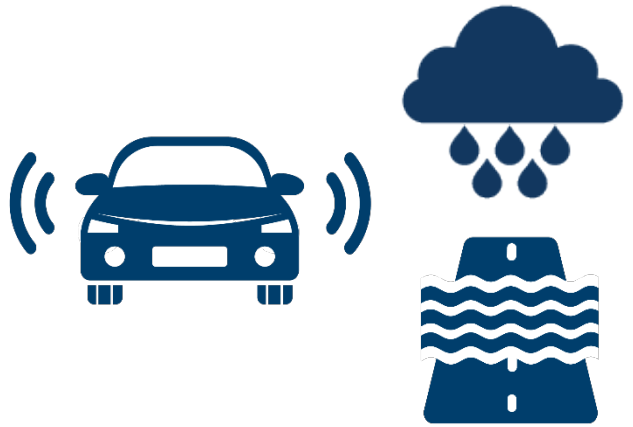
Improve Mobility, Accessibility, and Safety for All

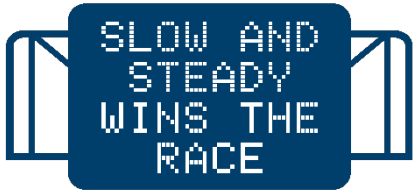
- Increased funding in ADA compliance by 2037
  - Sidewalks, curb ramps, signals
  - (NEW) Pedestrian bridges, multi-use trails, rest areas
- Increase funding for safety
- Address pedestrian and bicyclist network gaps and safety improvements
- Focus on traffic management, localized mobility/safety, and adding E-Z Pass lanes
- Continue investing in freight mobility, safety, first/last mile improvements. Increase truck parking at rest areas
- Invest in bus-only shoulders/ramps and improvements around transit stops on state highways

MINNESOTA GO

Begin to Adapt to a Changing Future

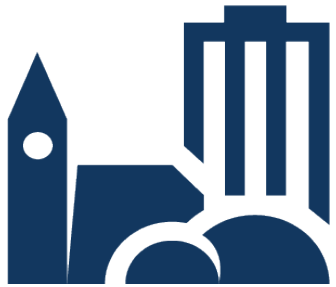
- Invest in climate resilience projects to prevent flooding, erosion, and highway weather-related disruptions
- Add or improve green infrastructure along state highways like shade trees, rain gardens, native planting and/or natural stormwater filtration systems
- Continue to invest in new traffic cameras, dynamic message signs, signal connectivity, and expanding the fiber network
- Pilot programs to invest in roadway improvements to integrate with changing vehicle technology





MINNESOTA GO

Focus on Communities and Livability



- Create program to make livability improvements such as:
  - Reuse of under bridge areas for community spaces
  - Better lighting and aesthetics
  - smaller cap/stitches to improve connections between communities divided by state highways
- Invest in local priorities, local-led projects, and economic development opportunities on state highways through continued funding of the Local Partnership Program and Transportation Economic Development Program
- Provide funding for urban reconstruction projects to provide more opportunities to address local priorities and concerns
- Setaside funding to leverage grants and solicitations outside of MnSHIP funding such as federal RAISE grant program

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Draft Available for Public Comment

Submit comments by November 8th via email (Stateplans.dot@state.mn.us), mail or at www.minnesotago.org

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Next Steps

- Public Comment Period
  - September 25th – November 8th
- Adopt final plan
  - End 2023/Early 2024

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20-Year State
Highway Investment Plan

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Public Hearing Rules and Process

DEPARTMENT OF TRANSPORTATION

20-Year State Highway Investment Plan

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Public Testimony

DEPARTMENT OF TRANSPORTATION

Testimony

- Start your testimony with
  - Your name
  - Group you are representing, if applicable
- Limit testimony to 5 minutes

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Thank you again!

A summary of the public hearing will be available at
www.minnesotago.org

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APPENDIX C – FINANCIAL SUMMARY

The 20-year Minnesota State Highway Investment Plan (MnSHIP) is a fiscally constrained plan, meaning it sets investment priorities only for the revenues that are expected to be available during the next 20 years. MnDOT identifies anticipated revenue based on current federal and state law, trend analysis and other assumptions. Based on these factors, MnDOT initially identified a baseline revenue projection of $31.5 billion over the 20-year planning horizon (state fiscal years 2023-2042) for state road construction.

20-year projections inherently have a high degree of uncertainty. To account for potential new federal or state laws, trends and other funding factors that could change the anticipated future revenue, MnDOT developed a series of different revenue scenarios. These revenue scenarios present a range of possible funding over the 20-year planning horizon, but do not represent all possible combinations or possible futures. Based on these revenue scenarios, MnDOT used a range of $30 to $33 billion to inform the development of a draft investment direction

In 2023, after the revenue projections had been completed and a draft investment direction had been developed, the Minnesota legislature passed a bill providing additional funding for transportation. This increased the anticipated capital funding for state highways by $5.2 billion over the next 20 years. The sections below describe the process for developing the original MnSHIP revenue scenarios as well as changes due to the 2023 legislation.

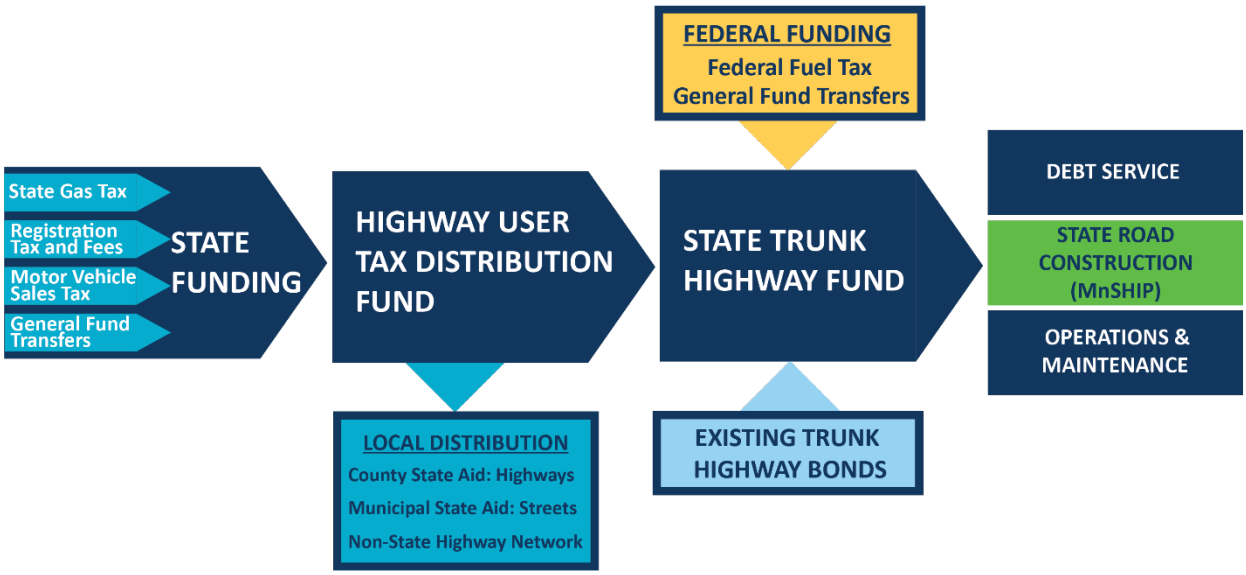
REVENUE PROJECTIONS

Several state and federal revenue sources provide dedicated transportation funding including for construction projects on the state highway system (*Figure C-1*). Four primary sources provide funding to the Highway User Tax Distribution Fund, which in turn provides funding to the State Trunk Highway Fund. These sources are:

- Federal Motor Fuel Tax and General Funds
- State Motor Fuel Tax (commonly referred to as the State Gas Tax)
- Motor Vehicle Registration Tax
- Motor Vehicle Sales Tax which are dedicated in Minnesota's constitution to transportation.

In 2017, the Minnesota Legislature provided additional funding through statutorily transferring some existing transportation related revenue (e.g., sales tax on auto parts) to the Highway User Tax Distribution Fund. These transfers are assumed to continue. Federal revenue sources include the Federal Fuel Tax and other general fund transfers to the federal highway trust fund. Existing state trunk highway bonds (i.e., bonds authorized by the Minnesota Legislature at the time MnDOT developed the revenue projections) are also included in the MnSHIP revenue projections.

Figure C-1: Minnesota's Primary Transportation Funding Sources for State Highways



INITIAL STATE REVENUE TRENDS

STATE GAS TAX

The 28.5 cents-per-gallon state gas tax was fixed and has not increased or decreased with the price of gas. This has changed with the 2023 legislation. Those changes are detailed in the Final 20-year Revenue Projection section.

Recently, state gas tax revenues fell slightly due to less travel during the COVID-19 pandemic. While the forecast anticipates state gas tax revenues to rebound post-pandemic, improvements in vehicle fuel efficiency mean that a tank of gas will go farther in the next 20 years. The overall impact is a slight annual decline of -0.5% in state gas tax revenue, turning what was, before the pandemic, the number one contributor to state highway funding into the 3rd largest source of state revenue by the mid-2030s.

MOTOR VEHICLE REGISTRATION TAX

Popularly known as “tab fees”, revenue growth is based on the growing average vehicle prices and increasing numbers of vehicles registered in the state. Tab renewal fees, based on initial vehicle pricing, provide an ongoing revenue boost. Electric vehicles also pay an additional $75 surcharge in registration tax. The motor vehicle registration tax (including the EV surcharge) is predicted to be the largest revenue source in the State Trunk Highway Fund by 2025. The method for calculating the annual fee for vehicles was changed by the 2023 Legislature.

MOTOR VEHICLE SALES TAX

While new vehicle sales have slowed recently, higher vehicle prices are driving the growth of revenues. Motor Vehicle Sales Tax is predicted to rise at a higher rate than anticipated in the previous revenue projections for the 2017 MnSHIP. The 2023 Minnesota Legislature also increased the sales tax rate on motor vehicles, which will increase the amount of revenue generated by the tax.

GENERAL FUND TRANSFER REVENUES

In 2017, sales tax on auto parts, motor vehicle rental and sales tax and motor vehicle lease sales tax were transferred from Minnesota's General Fund to the Highway User Tax Distribution Fund by the Minnesota Legislature. These funds provided a modest boost to transportation funding. These transfers are assumed to continue and grow slightly over the next 20 years. However, these taxes are different than the other three state revenue sources because they are not constitutionally dedicated to transportation and could be transferred back to the General Fund by the Minnesota Legislature.

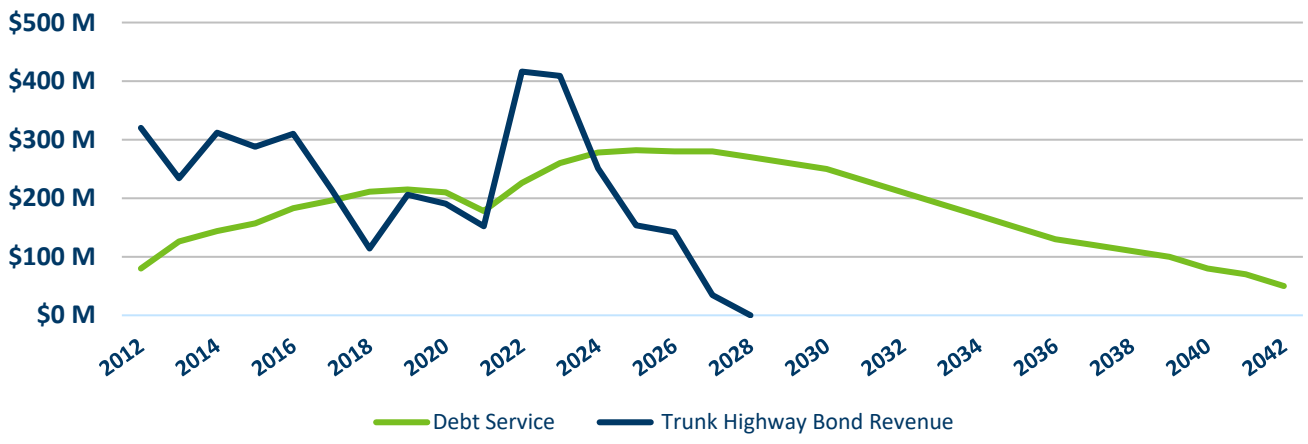
STATE BONDING

In addition to the four main sources of funding, Minnesota also sells transportation bonds to support highway improvements. The primary purpose of these and other transportation bonds is to enable MnDOT to accelerate the delivery of projects and avoid construction cost increases due to inflation. However, bonds should be understood as a financing approach, as they must be repaid with interest from state trunk highway funds.

Since 2017, the Minnesota Legislature has authorized $1.2 billion in trunk highway bonds for improvements to the state highway system and $900 million in bonding for the Corridors of Commerce program. It is anticipated that $1.4 billion of these bonds will fund projects in the first 4-5 years of this MnSHIP.

Only existing state trunk highway bonds are considered a part of the MnSHIP revenue projections. Any potential bonding that comes after the adoption of this plan is not reflected in the investment direction in MnSHIP.

Figure C-2: Trunk Highway Bond Revenues (currently authorized) and Debt Service Trends through 2042



FEDERAL REVENUE TRENDS

Federal funding of state highways comes primarily through taxes on the sale of gasoline and diesel fuel which are collected in the Highway Trust Fund. The federal gas tax remains at 18.4 cents-per-gallon and was last raised in 1993. Additionally, since 2008 more than $140 billion has been transferred within the federal budget from the Treasury's unrestricted-use General Fund to the dedicated Highway Account. This federal revenue is then distributed to Minnesota and other states, for use on eligible state and local roads, by a formula that takes into account factors including the size and usage of each state's highway network.

INFRASTRUCTURE INVESTMENT AND JOBS ACT

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law, was signed into law in November 2021. For the purposes of MnSHIP, IIJA provides federal formula funding from 2022 to 2026 for highways and bridges as well as competitive grant funding. After the bill ends in 2026, MnDOT must make some assumptions about the levels of future federal funding. MnDOT anticipates several federal formula program funding for highways to continue past the IIJA years. However, the future of two new programs remains unclear.

The new PROTECT Program provides funding to make infrastructure more resilient to natural hazards, including climate change, flooding, extreme weather events, and other natural disasters. It is funded through the Highway Trust Fund, the main source of federal infrastructure funding. Historically, programs funded through the Highway Trust Fund were more likely to continue to be funded in future federal infrastructure bills. MnDOT is assuming that this program will continue past the end of IIJA.

The new Bridge Replacement, Rehabilitation, Preservation, Protection, and Construction Program is funded through the General Fund and not the Federal Highway Fund. That may signify that the program may not continue past IIJA.

Two other new programs are not included in the MnSHIP Federal Revenue assumptions. The Carbon Reduction Program and National Electric Vehicle Infrastructure Formula Program funding are eligible to be used on the state highway system and local system. With information about these new programs still emerging, decisions on how these funds are used and what the breakdown of funding will be between the state highways and local system will be made separate from the MnSHIP process.

FEDERAL DISCRETIONARY GRANT PROGRAMS

IIJA also includes an unprecedented amount of competitive grant funding (more than $100 billion) to states that strive to improve outcomes in areas of safety, asset preservation, carbon reduction, climate resiliency, restorative justice, and technology and more. Minnesota will be eligible to compete for this funding and is well positioned to add new programs, plans and funding for carbon reduction, climate resiliency, restorative justice, broadband, and electric vehicle infrastructure into our transportation system.

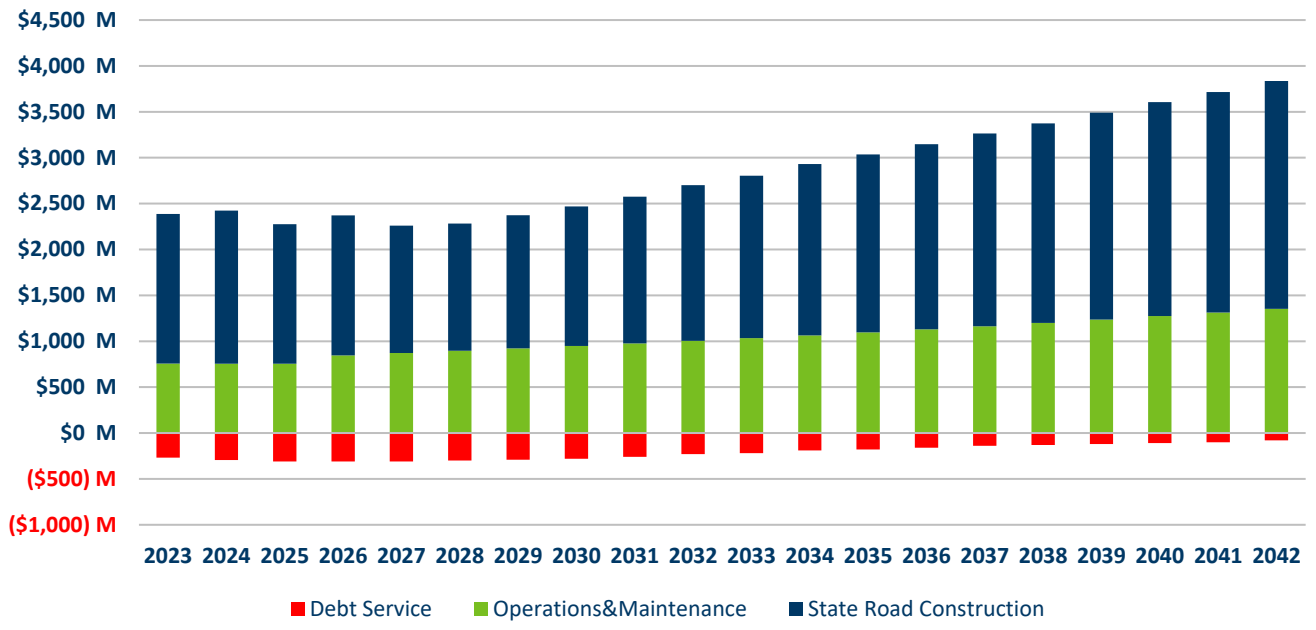
STATE TRUNK HIGHWAY FUND BREAKDOWN

MnDOT manages the State Trunk Highway Fund to support three broad types of expenditures related to the state highway system:

- Debt Service, for bond repayment
- Planning, Operations and Maintenance, combining traffic management, snow removal, pavement patching, design and engineering work and other agency management expenses
- State Road Construction, representing the capital program for new construction and reconstruction of state highways and bridges

Minnesota state law requires MnDOT to make its annual debt repayments prior to making any other investments. The split between State Road Construction and Operations and Maintenance was determined by assuming the impacts of inflation are shared equally between the two expenditures. Figure 4 shows the divide between these three expenditures over the next 20 years.

Figure C-3: State Trunk Highway Fund Projected Revenues by Expenditures from 2023 to 2042



INITIAL BASELINE REVENUE PROJECTION

Analysis of current federal and state revenue trends presented in this section informed MnDOTs baseline revenue projection. Based on these revenue trends and other assumptions, MnDOT identified a baseline revenue projection of $31.5 billion over the 20-year planning horizon (state fiscal years 2023-2042) for state road construction.

For federal revenues, this projection assumes there would not be a new federal bill right away after IIJA but a series of resolutions continuing forward the funding levels of IIJA. [1] While history suggests a future federal reauthorization will likely increase funding, assuming flat federal funding for the years immediately following a federal authorization matches Minnesota's programming practice and helps to ensure future programming decisions align with this MnSHIP. This projection also assumes the new federal bridge program would not continue past IIJA given it is funded by General Funds. The PROTECT program is assumed to continue in this projection since it is funded by the Highway Trust Fund.

REVENUE SCENARIOS

While MnDOT identifies a baseline revenue projection based on current factors, there could be new federal or state laws, trends or other funding factors that change the anticipated revenue. To account for changes in projected revenue MnDOT developed nine different revenue scenarios. These scenarios were used to develop the draft investment direction. In 2023, MnDOT received additional state funding for transportation that changed those revenue estimates. The final revenue numbers are described in the Final 20-year Revenue Projection section.

MnDOT identified these revenue scenarios based on different factors and assumptions and how they could impact the amount of funding available for state road construction. The revenue scenarios present a range of possible funding from $29.7 billion on the low end to $37.5 billion on the high end over the 20-year planning horizon. The scenarios are separated into decreasing and increasing revenue scenarios in this section.

DECREASING REVENUE SCENARIOS

MnDOT staff identified three scenarios that would result in less revenue than the baseline over the next 20 years.

- Legislative Spending Authorization Limits
- Meeting Vehicle Miles Travelled Reduction and Fleet Goals (no tax changes)
- Bonding for Major Bridge Work

[1] See Scenario 5 below for a discussion of how the revenue projection would change without this assumption

SCENARIO 1: LEGISLATIVE SPENDING AUTHORIZATION LIMITS

While MnSHIP forecasts available funding in the State Trunk Highway Fund, MnDOT requires spending authority from the Minnesota Legislature to use the funding. MnDOT does not always receive authorization to spend the full amount in the State Truck Highway Fund, leaving a balance. MnDOT may be authorized to spend the balance of the State Trunk Highway Fund in the future. There have also been instances where the fund balance has been used for Legislative priorities such as the Corridors of Commerce Program and not on the general State Road Construction budget.

This can make planning future state trunk highway projects difficult if the anticipated spending authority level fluctuates or is less than what MnDOT planned for. In this scenario, MnDOT assumes that the Legislature only authorizes spending 93% of anticipated State Trunk Highway Funds. This has been the historic level of spending authority in Years 3 and 4 of the State Transportation Improvement Program during the past three Minnesota Legislative budget sessions. This does not preclude MnDOT from receiving the remaining fund balance at a future date. However, in this scenario MnDOT assumes the balance would not be available to plan state highway projects long term.

The projected 20-year funding total for Scenario 1 is $29.7 billion—a reduction of $1.8 billion (-5.7%) from the baseline revenue scenario.

SCENARIO 2: MEETING VMT REDUCTION AND FLEET GOALS (NO TAX CHANGES)

MnDOT's recently adopted 2022 Statewide Multimodal Transportation Plan (SMTP) provides updated VMT reduction and electric vehicle sales targets in alignment with state goals and agency priorities. The goals identified in the SMTP are for a 14% reduction in per capita VMT by 2040 and for 100% of light duty vehicle sales to be battery or plug-in electric vehicles by 2040. For the purposes of this scenario, MnDOT used the SMTP electric vehicle and VMT reduction targets, and 2019 as a baseline year.

The projected impact of meeting these goals would be a 20-year funding total of $30.2 billion—a reduction of $1.3 billion (-4.1%) from the baseline revenue scenario. In this scenario, the biggest impact would be to the state motor fuels tax as Minnesotans would be driving less and using less gas with a higher portion of vehicles being electric. This would be partially offset by annual surcharges currently imposed on electric vehicles collected with

annual registration fees (tab fees). This scenario assumes no changes are made to taxes or fees to offset any of these revenues.

SCENARIO 3: BONDING FOR MAJOR BRIDGE WORK

While the baseline revenue projection includes only existing trunk highway bonds, this scenario shows the impact of a new bonding package in the early years of MnSHIP. MnDOT anticipates several major state highway bridges will need major rehabilitation or replacement over the next 10 years. This bridge work will require more than the anticipated annual funding available. In this scenario, it is assumed the Minnesota Legislature authorizes $1 billion in new bonds to address this need.

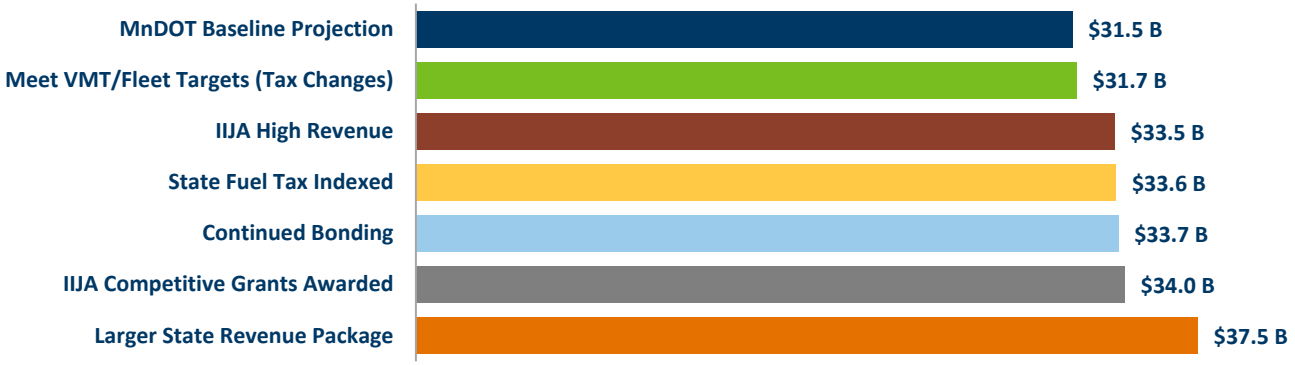
While bonding provides additional funding in the near term, MnDOT will need to repay these new bonds over time with interest. Overall, MnDOT would see an additional $1 billion total between 2025 and 2027. However, debt service would increase over the remaining years and reduce overall projected revenue by $0.1 billion (-0.3%) to $31.4 billion over the next 20 years.

INCREASING REVENUE SCENARIOS

MnDOT staff identified six revenue scenarios that would result in more revenue over the 20 years covered by this updated plan.

- Meeting Vehicle Miles Travelled Reduction and Fleet Goals (tax changes)
- IIJA High Revenue
- State Fuel Tax Indexed to Inflation
- Continued Bonding at Near Capacity
- IIJA Competitive Grants Awarded
- Larger State Revenue Package

Figure C-5: Increased Revenue Scenarios Overview



SCENARIO 4: MEETING VMT REDUCTION AND FLEET GOALS (TAX CHANGES)

MnDOT looked at the impact to revenues if both Scenario 2 and increases to annual fees for battery electric vehicles and plug-in hybrid electric vehicles were to occur. Annual fees for BEVs would increase from $75 to $229 and PHEVs would have a new annual fee of $115. These dollar amounts are based on proposed state legislation in the 2022 legislative session.

In this scenario, Minnesota would meet the VMT and fleet goals and see increased fees for BEVs and PHEVs. This scenario increases projected revenue by $0.2 billion (+0.6%) above the baseline revenue scenario for a 20-year total of $31.7 billion.

SCENARIO 5: IIJA HIGH REVENUE

While MnDOT identified $14.6 billion in federal funding for the baseline revenue projection, there are possibilities for increased federal funding based on different assumptions about what happens at the end of IIJA. This higher IIJA revenue scenario assumes that the new federal bridge program continues beyond 2026 and that federal aid will increase by 2% starting in 2027. This scenario increases the federal projected revenue by $2 billion (+6.3%) above the baseline revenue scenario for a 20-year total of $33.5 billion.

SCENARIO 6: STATE FUEL TAX INDEXED TO INFLATION

Over the past few years, several proposals have been discussed by the Minnesota Legislature to provide increased transportation funding. Indexing the state motor fuels excise tax to inflation is one of the proposed mechanisms to provide increased transportation funding. The rates for this tax currently do not increase or decrease with prices at the pump. Under this scenario, rates would be linked to regional retail gasoline and diesel prices. Motor fuels price indexing would provide an additional $2.1 billion (+6.7%) above the baseline revenue scenario for a 20-year total of $33.6 billion.

SCENARIO 7: CONTINUED BONDING AT NEAR CAPACITY

While the baseline revenue projection includes existing and currently authorized bonds, this scenario shows the impact of the state continuing to bond into the future. By policy, debt service is limited to no more than 20% of annual state revenues to the Trunk Highway Fund. In this scenario, MnDOT assumes the Minnesota Legislature authorizes $4 billion in new bonds over the next 20 years and these bonds would be available to the State Road Construction budget. The bonds begin at $15 million in 2024 and increase to a peak of $480 million in 2037. Additional debt service would also increase starting in 2024 and is structured to use existing bonding capacity while remaining within MnDOT current bonding level policy. Debt service is also assumed to continue beyond the end of MnSHIP in 2042. The difference between the bond revenues and additional debt service would increase the funding available in MnSHIP by a net total $2.2 billion (+7%) above the baseline revenue scenario for a 20-year total of $33.7 billion. Note debt service would extend beyond the 20 years, but that is not reflected in the $33.7 billion.

The largest effect from bonding is that more funding would be available in the near term. However, towards the end of the 20 years, the increased funding from bonds is limited by the rising annual debt service payments.

SCENARIO 8: IIJA COMPETITIVE GRANTS AWARDED

IIJA provides an unprecedented amount of competitive grant funding. MnDOT will seek to leverage and build partner relationships to identify strong projects on state highways and the local system for competitive grant applications. This scenario assumes:

- Minnesota receives 2% of all available discretionary funds (approximately Minnesota's share of United States population)
- Of that 2%, MnDOT assumes 40% would be awarded to state highways
- All IIJA discretionary programs will continue over the 20-year MnSHIP planning horizon

This scenario results in an additional $2.5 billion (+7.4%) above the baseline revenue scenario for a 20-year total of $34 billion.

SCENARIO 9: A LARGER STATE REVENUE PACKAGE

Over the past several years, various long-term increased revenue proposals for transportation were discussed during the Legislative sessions. These proposals included various combinations of increases to existing tax and fee rates as well as bonding. Using the assumptions from a recent increased revenue proposal, MnDOT created this scenario to model the anticipated impact if a long-term transportation revenue proposal were to pass the legislature. This scenario assumes:

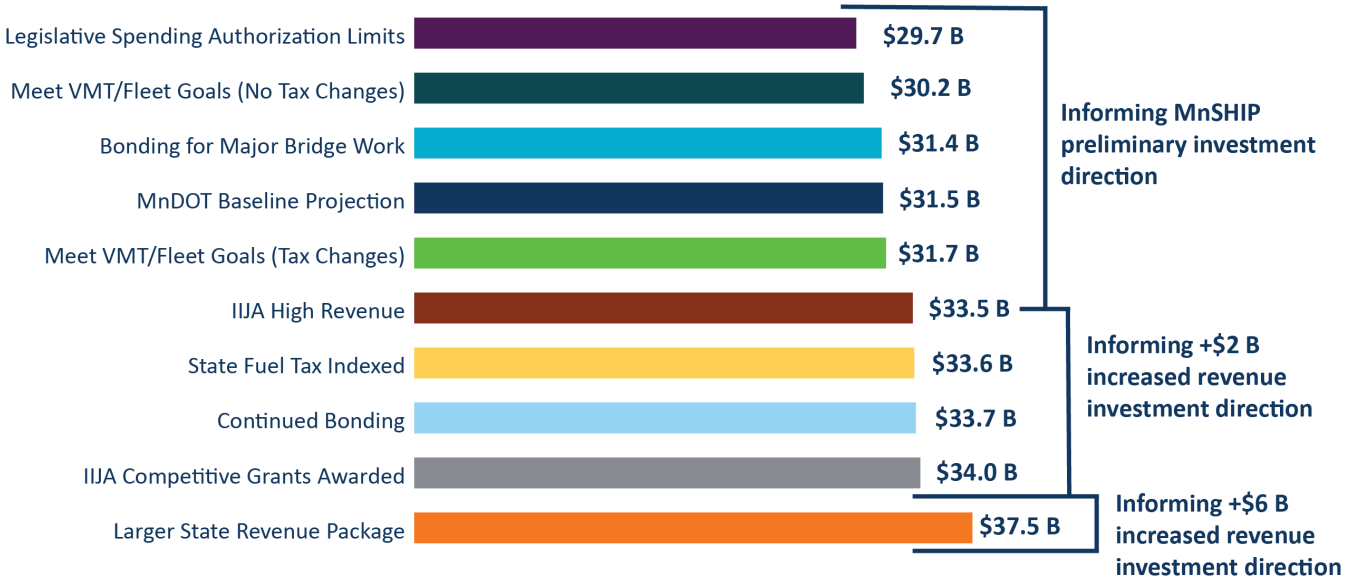
- The Gas Tax rate would increase by 5 cents and be indexed to inflation
- The Registration Fee would see a moderate change to the depreciation schedule
- The Motor Vehicle Sale Tax would increase from 6.5% to 6.875%
- $1 billion in Trunk Highway Bonding would be approved

This scenario results in an additional $6 billion (+19%) above the baseline revenue scenario for a 20-year total of $37.5 billion.

REVENUE SCENARIOS AND MNSHIP INVESTMENT DIRECTION

MnDOT's baseline revenue projection and revenue scenarios show a range of factors and assumptions that can influence the amount of funding available over the next 20 years. *Figure 6* shows the full range of revenue scenarios and their impact on the MnSHIP investment direction.

Figure C-6: Revenue Scenarios Impact on MnSHIP Investment Direction



The revenue scenarios that informed the draft MnSHIP investment direction ranged from $30 billion on the low end to $33 billion on the high end. The MnSHIP project team used the midpoint of this range to set the preliminary investment direction of $31.5 billion. The MnSHIP draft investment direction also aligned with MnDOT's baseline revenue projection.

FINAL 20-YEAR REVENUE PROJECTION

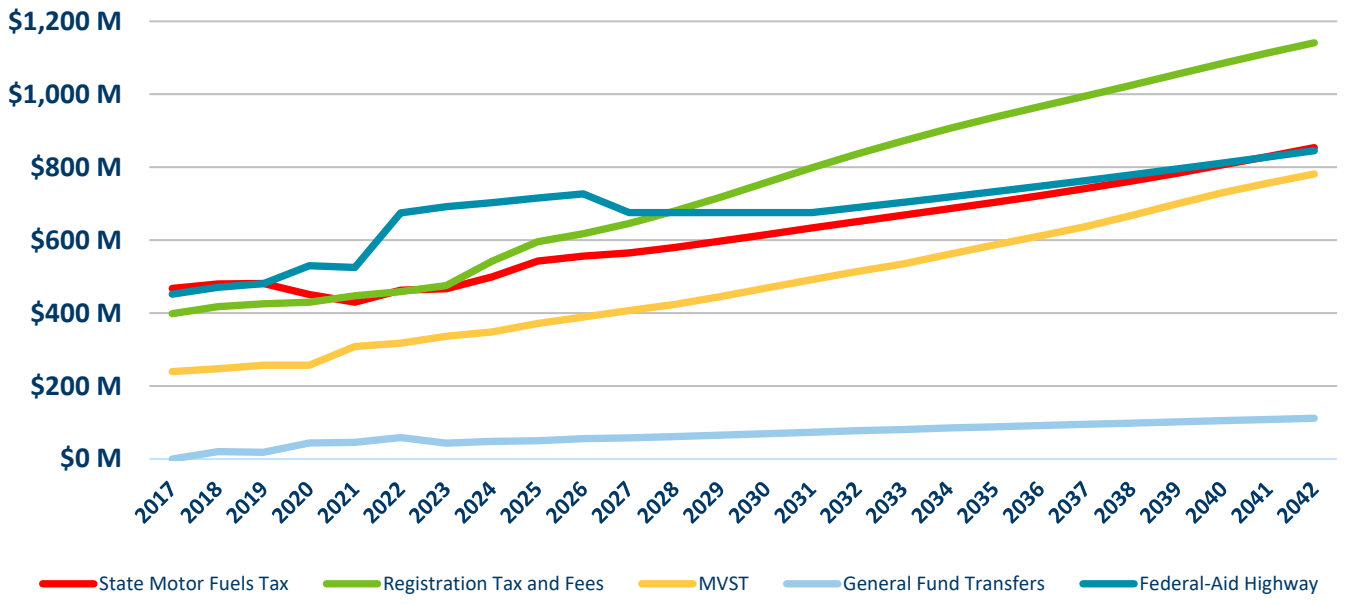
Immediately after the second round of public engagement closed, the state legislature passed a bill that increased transportation funding for MnDOT.

These changes resulted in an estimated additional $5.2 billion for state highways over the next 20 years. The change in funding by component is:

- Gas Tax: +$2.5 billion. Starting in 2024, the per-gallon state gas tax rate will be tied to historical levels for MnDOT's construction cost index (CCI) which tracks inflation for building roads and bridges. Annual rate increases will be capped at 3% from 2026 onward (the annual average CCI growth rate has exceeded 4% over the long run). Because crude oil is a major cost driver for pump prices as well as construction activity, indexing the gas tax in this way is designed to better balance tax revenue and investment cost.

- Registration Tax: +$2.0 billion. Upcoming adjustments include raising the registration tax rate—from 1.285% to 1.575%—and slowing the vehicle depreciation schedule over the lifetime of cars and trucks. In combination, the higher rate and vehicle value factors generate annual growth of 4.5%, widening the lead that registration tax is expected to hold over all other funding sources in the later years of the plan.
- Motor Vehicle Sales Tax: +$400 million. The sales tax rate on motor vehicles will match the general state sales tax rate of 6.875%, up from today's 6.5%. Modestly accelerating future MVST growth, it is still forecast to remain the smallest share of constitutionally dedicated revenues.
- General Fund Transfer: +$300 million. Previously held at a fixed amount, the General Fund contribution from auto parts sales will be adjusted to increase over time, with annual inflation modeled at 3%. All elements of the General Fund transfer remain subject to revision in future legislation, but this risk is limited by the size of the transfer relative to total funding allocated to construction—less than 10% for the duration of the plan.

Figure C-7: State and Federal Revenue Trends (state highway share): Flows into Trunk Highway Fund through 2042



APPENDIX D - ENVIRONMENTAL JUSTICE AND TITLE VI ANALYSIS

MnSHIP provides the framework for MnDOT decision-making and for prioritizing investments on Minnesota's highway system. This appendix provides an analysis of how investment priorities established in MnSHIP may positively or negatively impact the state's environmental justice populations. Similar to the Statewide Multimodal Transportation Plan (SMTP), this environmental justice analysis is general and qualitative in nature. This is due to the fact that while MnSHIP identifies investment categories for implementation over the next 20 years, specific project details and associated details such as potential project limits and impacts have not yet been identified. Minnesota Department of Transportation (MnDOT) will complete additional environmental justice analyses for modal plans, other plans and studies and capital investment projects. Those individual project analyses identify specific impacts on communities and neighborhoods. The analysis completed during project planning processes and related project design decisions helps avoid, minimize or mitigate adverse impacts.

ENVIRONMENTAL JUSTICE AND TITLE VI OVERVIEW

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 order also provides protection to low-income groups. The three fundamental principles of environmental justice are to:

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

Executive Order 12898 and U.S. Department of Transportation define minority populations as:

- Black – 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 people 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.

The executive order and U.S. Department of Transportation also define low-income populations as:

- 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.

Executive Order 13166: Improving Access to Services for Persons with Limited-English Proficiency, issued in 2000, further clarified Title VI of the Civil Rights Act of 1964. It stated that individuals who do not speak English well and who have a limited ability to read, write, speak or understand English are entitled to language assistance in order to access public services or benefits for which they are eligible. MnDOT is a recipient of federal funds from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) and other federal agencies. Accordingly, MnDOT is required to have a Language Assistance Plan. More information can be found in MnDOT's Language Assistance Plan.

Executive Order 14096: Revitalizing Our Nation's Commitment to Environmental Justice for All, issued in 2023, expanded environmental justice populations to include persons with disabilities. It also clarified the administrations Justice 40 initiative whereby 40% of the overall benefits of certain federal investments flow to disadvantage communities.

While not identified by Title VI, Executive Order 12898 or Executive Order 13166, this analysis also includes people age 65 and older, people age 17 and younger and zero vehicle households because these groups have unique transportation needs. These groups in addition to those listed in the executive orders will collectively be referred to as "EJ and Title VI populations" unless referred to specifically.

TRANSPORTATION EQUITY STATEMENT OF COMMITMENT

ACKNOWLEDGMENT OF PAST HARMS

MnDOT acknowledges the transportation system and agency decisions have underserved, excluded, harmed and overburdened some communities. We understand some of our past decisions denied Black and Indigenous communities as well as people with disabilities the full participation of transportation benefits. These and other underserved communities have historically carried disproportionate burdens of transportation decisions.

WHAT EQUITY MEANS TO MNDOT

MnDOT is committed to creating an equitable transportation system.

Transportation equity means the benefits and burdens of transportation systems, services and spending are fair and just, which historically has not been the case. Transportation equity requires ensuring underserved communities, especially Black, Indigenous and People of Color, share in the power of decision making.

The journey of transforming our transportation systems, services and decision-making processes will require ongoing listening, learning, changing, implementing and adapting.

Everyone in our agency regardless of position or work assignment has a role to advance transportation equity. We will partner with community members, community-based organizations, transportation service providers, Tribal Nations and government institutions to evolve our work and to change outcomes for our communities.

OVERVIEW OF MINNESOTA'S POPULATION

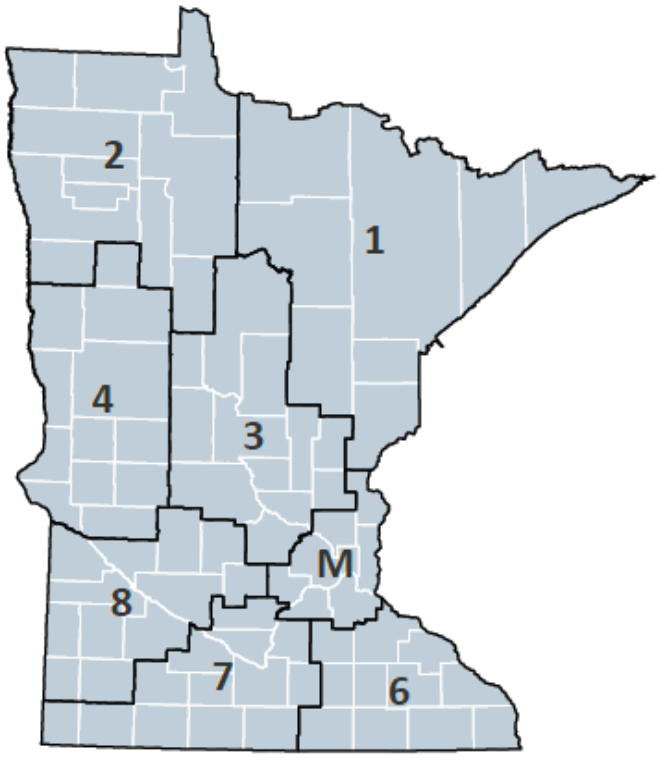
According to the U.S. Census, 2017 – 2021 American Community Survey five-year estimates, 5,670,472 people live in Minnesota. Figure D-1 shows the population based on race, ethnicity, disability status, limited-English proficiency, low income and households with zero vehicles. While Figure D-1 provides a statewide overview, population is not evenly distributed across the state. The following pages provide a breakdown of these populations based on Area Transportation Partnership (ATP) boundaries as shown in Figure D-2. While not exact, the ATP boundaries closely follow MnDOT district boundaries. Each ATP breakdown by population has a corresponding map locating areas with higher concentrations of populations and their relation to the National Highway System (NHS).

FIGURE D-1: MINNESOTA'S DEMOGRAPHICS

Population Group	Total Group Population	Percent of Total Population
Total Population	5,670,472	100.00%
White alone	4,441,935	78.33%
Black alone	371,249	6.55%
American Indian or Alaskan Native alone	46,371	0.82%
Asian alone	281,572	4.97%
Native Hawaiian or other Pacific Islander alone	2,047	0.04%
Some other race alone	17,042	0.30%
Two or more races	190,428	3.36%
Hispanic	319,828	5.64%

Age 65 and older	901,517	16.06%
Age 17 and under	1,323,569	23.57%
Persons with a disability	616,470	10.98%
Total Households	2,229,100	100.00%
Households below the poverty level	206,178	9.25%
Limited English-speaking households	48,431	2.17%
Households with zero vehicles	144,942	6.50%

FIGURE D-2: AREA TRANSPORTATION PARTNERSHIPS



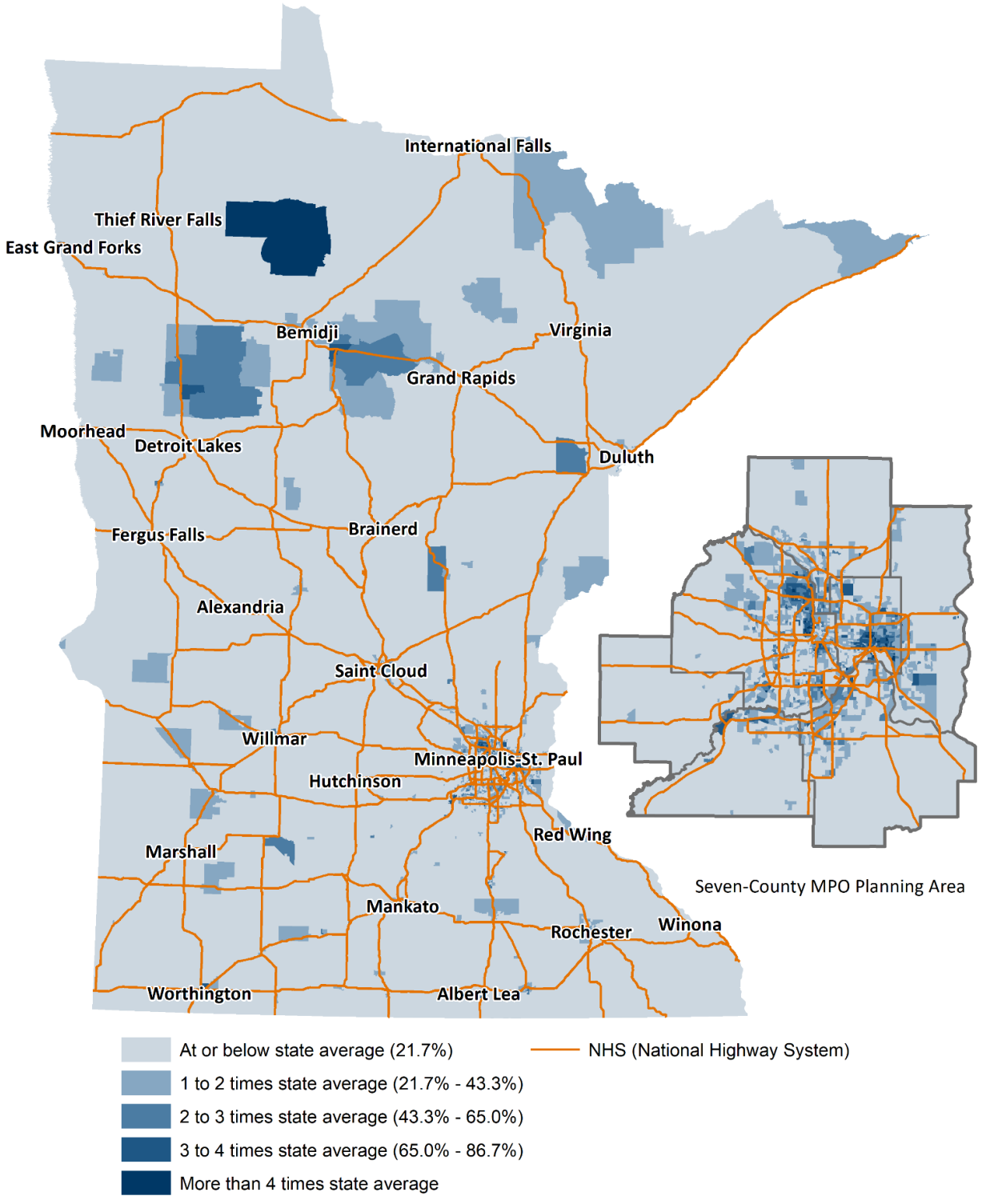
From a population perspective, the Metro ATP has the greatest number of the different population groups compared to the other ATPs. However, from a percentage of total ATP population, it varies by group. While Metro ATP has the state's largest American Indian population, ATP 2 follows it closely. After Metro ATP, ATP 6 has the state's largest Asian and Hispanic populations while ATP 3 has the largest Black populations. Populations that self-identify as part of a race, or multiple races, other than those five the US Census Bureau tracks are estimated to

make up 3.7% of that state's population. Figure D-4 shows the relation of higher concentrations of minority populations to the NHS. Most census blocks are near an NHS route with a few exceptions; most notably the Red Lake Nation in Northern Minnesota.

FIGURE D-3: MINNESOTA'S RACIAL AND ETHNIC POPULATIONS BY AREA TRANSPORTATION PARTNERSHIP

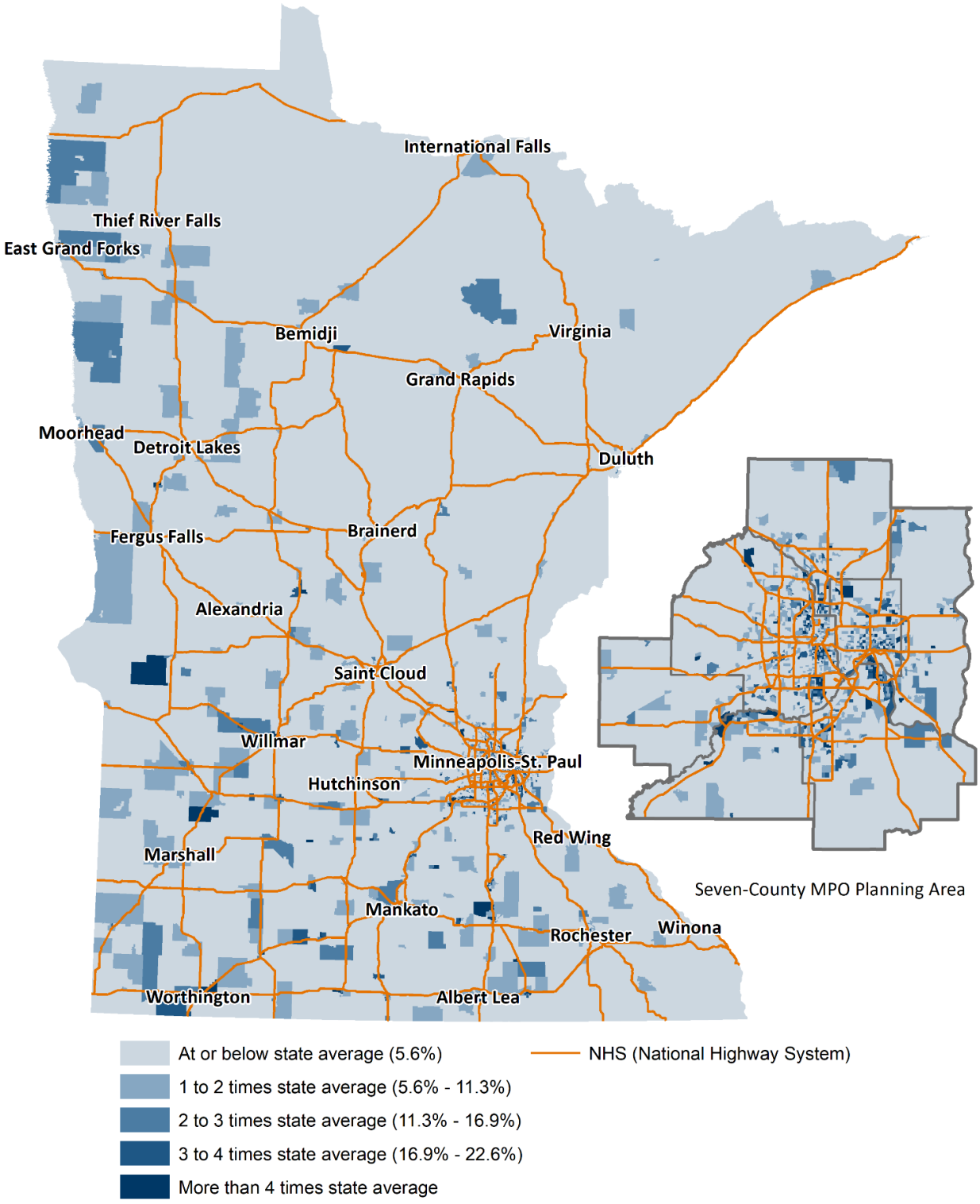
ATP	Total Population	White Alone	Black Alone	American Indian or Alaskan Native Alone	Asian Alone	Native Hawaiian or Other Pacific Islander Alone	Some Other Race Alone	Two or More Races	Hispanic
1	354,781	319,789	5,022	8,068	2,806	85	519	11,797	6,695
1	100%	90.14%	1.42%	2.27%	0.79%	0.02%	0.15%	3.33%	1.89%
2	163,937	137,615	1,830	10,745	1,516	72	396	5,957	5,806
2	100%	83.94%	1.12%	6.55%	0.92%	0.04%	0.24%	3.63%	3.54%
3	686,717	611,177	20,121	5,689	8,218	129	2,083	18,871	20,429
3	100%	89.00%	2.93%	0.83%	1.20%	0.02%	0.30%	2.75%	2.97%
4	255,621	227,031	4,346	5,527	2,138	360	376	6,693	9,150
4	100%	88.82%	1.70%	2.16%	0.84%	0.14%	0.15%	2.62%	3.58%
Metro	3,192,704	2,281,632	310,210	12,946	243,312	807	12,039	123,938	207,820
Metro	100%	71.46%	9.72%	0.41%	7.62%	0.03%	0.38%	3.88%	6.51%
6	515,553	433,700	19,434	1,135	16,094	309	844	13,196	30,841
6	100%	84.12%	3.77%	0.22%	3.12%	0.06%	0.16%	2.56%	5.98%
7	289,918	248,492	6,243	734	4,668	88	372	5,925	23,396
7	100%	85.71%	2.15%	0.25%	1.61%	0.03%	0.13%	2.04%	8.07%
8	211,241	182,499	4,043	1,527	2,820	197	413	4,051	15,691
8	100%	86.39%	1.91%	0.72%	1.33%	0.09%	0.20%	1.92%	7.43%

FIGURE D-4: LOCATIONS OF HIGHER CONCENTRATIONS OF RACIAL MINORITIES IN MINNESOTA



Source: 2021 American Community Survey, 5-year estimates

FIGURE D-5: LOCATIONS OF HIGHER CONCENTRATIONS OF HISPANIC POPULATIONS IN MINNESOTA



Source: 2021 American Community Survey, 5-year estimates

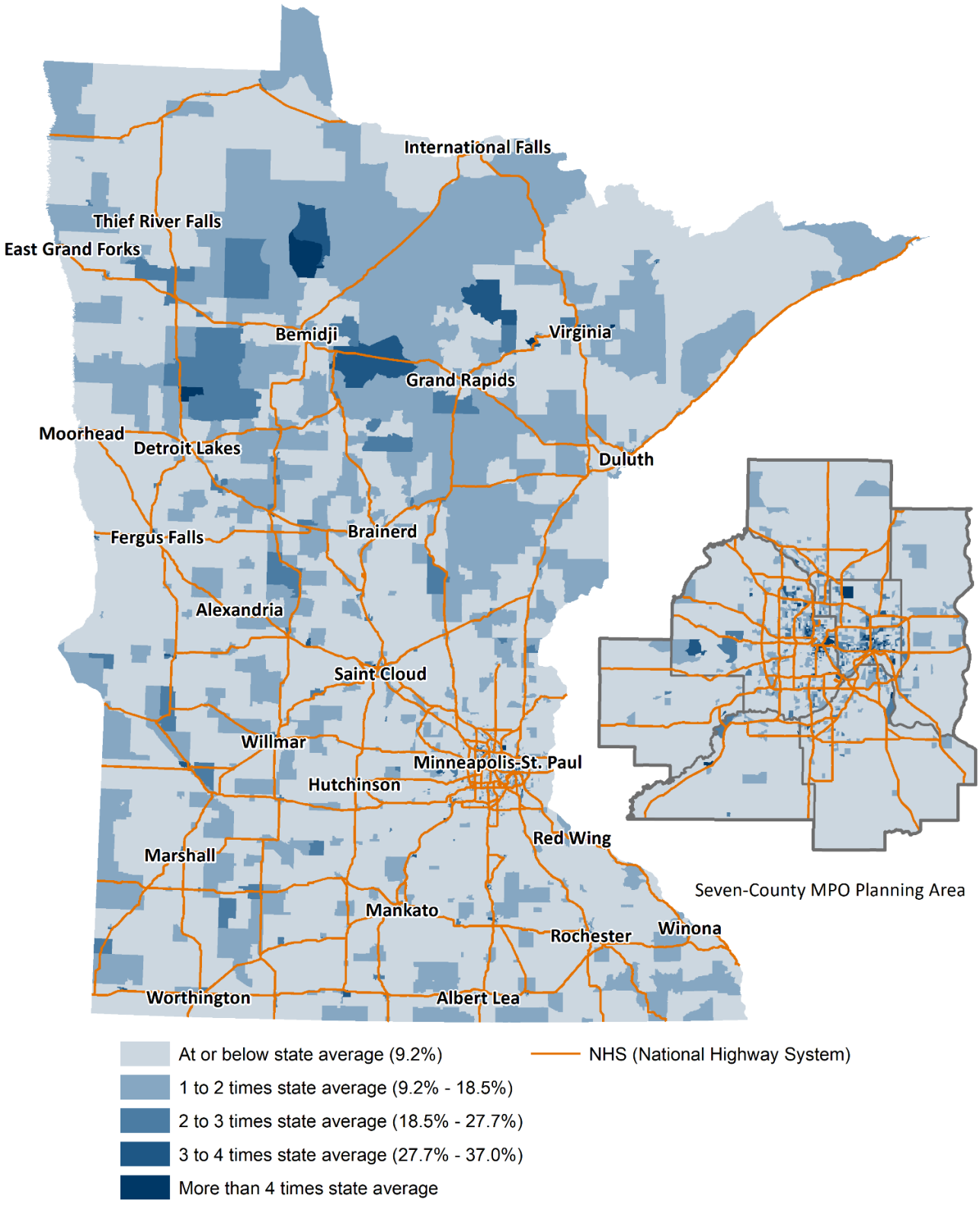
LOW INCOME

Figure D-6 provides a summary of low-income population within each ATP. Low-income populations include all persons whose median household income is at or below the guidelines set by the Department of Health and Human Services. Statewide, 9.3% percent of households were below the poverty level. ATP 1 and 2 had the highest percentage of their population below the poverty level, 12.5% and 12.2% respectively. The Metro area had the lowest, at 8.2%. As shown in Figure D-7, most areas of higher concentrations of low-income population are located within portions of the Twin Cities urban core communities and in northern Minnesota.

FIGURE D-6: MINNESOTA'S LOW-INCOME POPULATIONS BY AREA TRANSPORTATION PARTNERSHIP

ATP	Total Households	Households Below Poverty Level	% Households Below Poverty Level
1 Northeast	148,033	18,539	12.5%
2 Northwest	64,522	7,886	12.2%
3 Central	261,394	24,583	9.4%
4 West Central	104,272	11,910	11.4%
Metro	1,248,352	102,826	8.2%
6 Southeast	204,016	19,052	9.3%
7 South Central	114,300	12,893	11.3%
8 Southwest	84,211	8,489	10.1%
Total	**2,229,100**	**206,178**	**9.3%**

FIGURE D-7: LOCATIONS OF HIGHER CONCENTRATIONS OF LOW-INCOME HOUSEHOLDS IN MINNESOTA



Source: 2021 American Community Survey, 5-year estimates

PERSONS WITH A DISABILITY

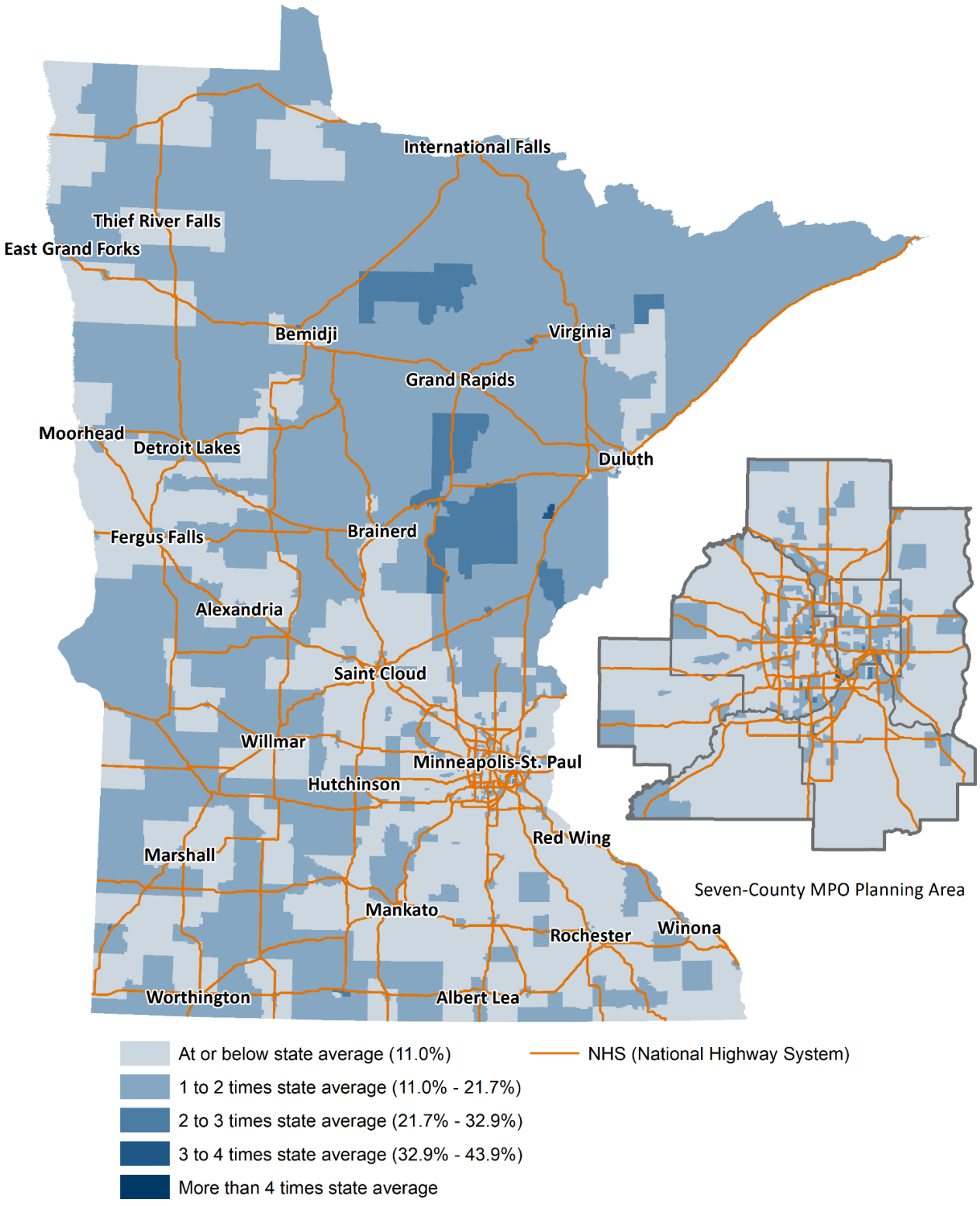
In 2023, the federal government expanded the definition of environmental justice to include persons with disability. This population was not included in the previous environmental justice review for the 2017 edition of MnSHIP but is included in this year's update.

In Minnesota, persons with disability are spread relatively evenly across the state as shown in Figure D-9. The highest percentage of persons with a disability is in ATP 1 and the lowest is in the Metro area.

FIGURE D-8: PERSONS WITH DISABILITY BY AREA TRANSPORTATION PARTNERSHIP

ATP	Civilian Noninstitutional Population	Persons with a Disability	% Persons with a Disability
1 Northeast	347,227	53,882	15.5%
2 Northwest	161,819	22,259	13.8%
3 Central	679,676	78,999	11.6%
4 West Central	252,896	32,607	12.9%
Metro	3,170,322	316,336	10.0%
6 Southeast	508,060	52,371	10.3%
7 South Central	286,350	33,863	11.8%
8 Southwest	208,418	26,153	12.6%
Total	**5,614,768**	**616,470**	**11.0%**

FIGURE D-9: LOCATIONS OF HIGHER CONCENTRATIONS OF PERSONS WITH DISABILITIES IN MINNESOTA



Source: 2021 American Community Survey, 5-year estimates

LIMITED ENGLISH SPEAKING

A person's ability to speak English, at least moderately well, can be a barrier to participation in the transportation planning process. The American Community Survey estimates the number of individuals aged 5 years and older who speak English "less than very well." Figure D-10 provides a summary of limited English-speaking populations by ATP and as a percentage of the total population. Limited English speakers make up approximately 48,431 or 2.2% of Minnesota's households. The majority, 77%, live in the Metro ATP. ATP 2 had the fewest number of persons who spoke English less than "very well."

FIGURE D-10: MINNESOTA'S LIMITED ENGLISH SPEAKING HOUSEHOLDS BY AREA TRANSPORTATION PARTNERSHIP

ATP	Total Households	Limited English Proficiency Households	% Limited English Proficiency
1 Northeast	148,033	556	0.4%
2 Northwest	64,522	351	0.5%
3 Central	261,394	2,098	0.8%
4 West Central	104,272	659	0.6%
Metro	1,248,352	37,330	3.0%
6 Southeast	204,016	4,310	2.1%
7 South Central	114,300	1,883	1.7%
8 Southwest	84,211	1,244	1.5%
Total	**2,229,100**	**48,431**	**2.2%**

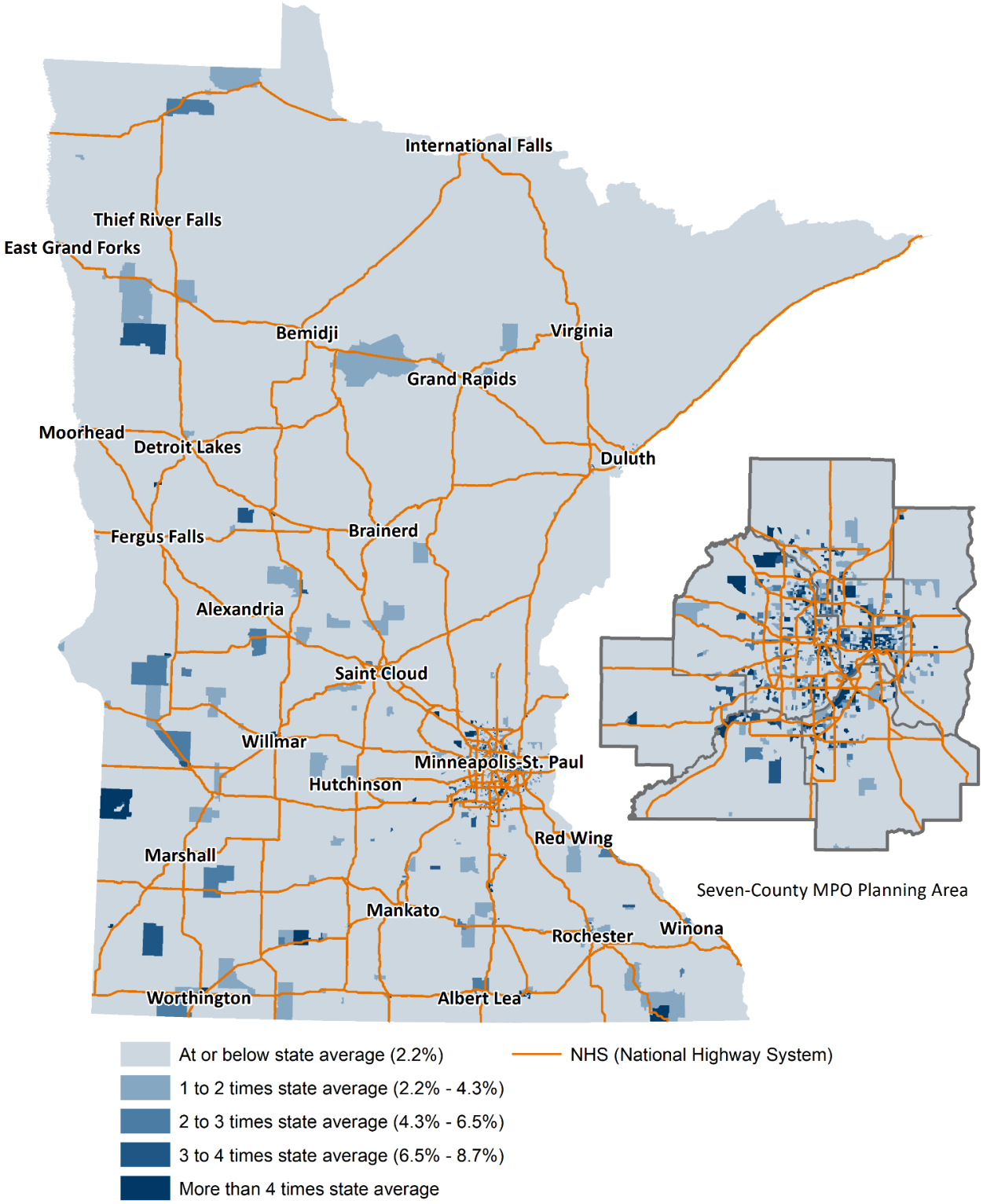
Figure D-11 compares languages spoken at home and what percentage of each community speaks limited English. Spanish is by far the highest, followed by Hmong and African languages (this category includes Swahili, Somali, Amharic, Ibo, Twi, Yoruba and Bantu, amongst others). More than half of Khmer, Thai, Lao and Vietnamese speakers are also limited in their English.

Figure D-12 shows a map of areas of higher concentration of limited English-speaking population by Census Block Group. Not surprisingly, most of the higher concentration areas are within the Twin Cities area. There are additional higher concentrations in western and southern Minnesota. Most of these areas are concentrated around an NHS route.

FIGURE D-11: LANGUAGE SPOKEN AT HOME IN MINNESOTA

Language Spoken at Home	Number	% of Total Population	Speaks English less than "very well"	% of Population Speaking English less than "very well"
Speaks only English	4,733,194	88.0%	NA	NA
Spanish	205,084	3.8%	80,809	39.4%
Somali, Amharic or Other Afro-Asiatic Languages	89,687	1.7%	36,170	40.3%
Hmong	75,827	1.4%	29,265	38.6%
Khmer, Thai, Lao or Other Languages of Asia	37,408	0.7%	22,661	60.6%
Hindi (including Urdu), Nepali, Bengali or Other Indic Languages	24,438	0.7%	5,344	21.9%
Chinese (including Mandarin, Cantonese)	23,461	0.4%	9,328	39.8%
Vietnamese	22,187	0.4%	14,106	63.6%
French (Including Creole, Cajun)	20,336	0.4%	5,353	26.3%
German or Other West Germanic Languages	19,611	0.4%	3,141	16.0%
Yoruba, Twi, Igbo, or Other Languages of Western Africa	19,195	0.4%	5,543	28.9%
Arabic	14,981	0.3%	4,689	31.3%
Russian	13,747	0.3%	6,018	43.8%
Swahili or Other Languages of Central, Eastern, and Southern Africa	13,027	0.2%	4,028	30.9%
Tagalog (including Filipino) or other Austronesian Languages	12,836	0.24%	3,880	30.2%
Telugu, Tamil or Other Dravidian Languages	11,926	0.22%	2,218	18.6%
Other Slavic Languages	11,859	0.22%	4,112	34.7%
Other Languages	27,852	0.52%	5,629	20.2%

FIGURE D-12: LOCATION OF HIGHER CONCENTRATIONS OF LIMITED ENGLISH SPEAKING HOUSEHOLDS IN MINNESOTA



Source: 2021 American Community Survey, 5-year estimates

YOUTH AND SENIOR

Figure D-13 provides a summary of Minnesota senior and youth populations by ATP. While not specifically required as part of the EJ analysis it is important to consider how these populations use transportation and could be adversely affected by investments. Those 17 years old and under make up 23.3% of Minnesota's population, while seniors make up 15.9%. Minnesota's youth and senior populations total 2,225,086 or 39% of the state. Senior populations in the state are estimated to increase significantly over the next 30 years and by 2035 there are projected to be over 1.2 million seniors in Minnesota.

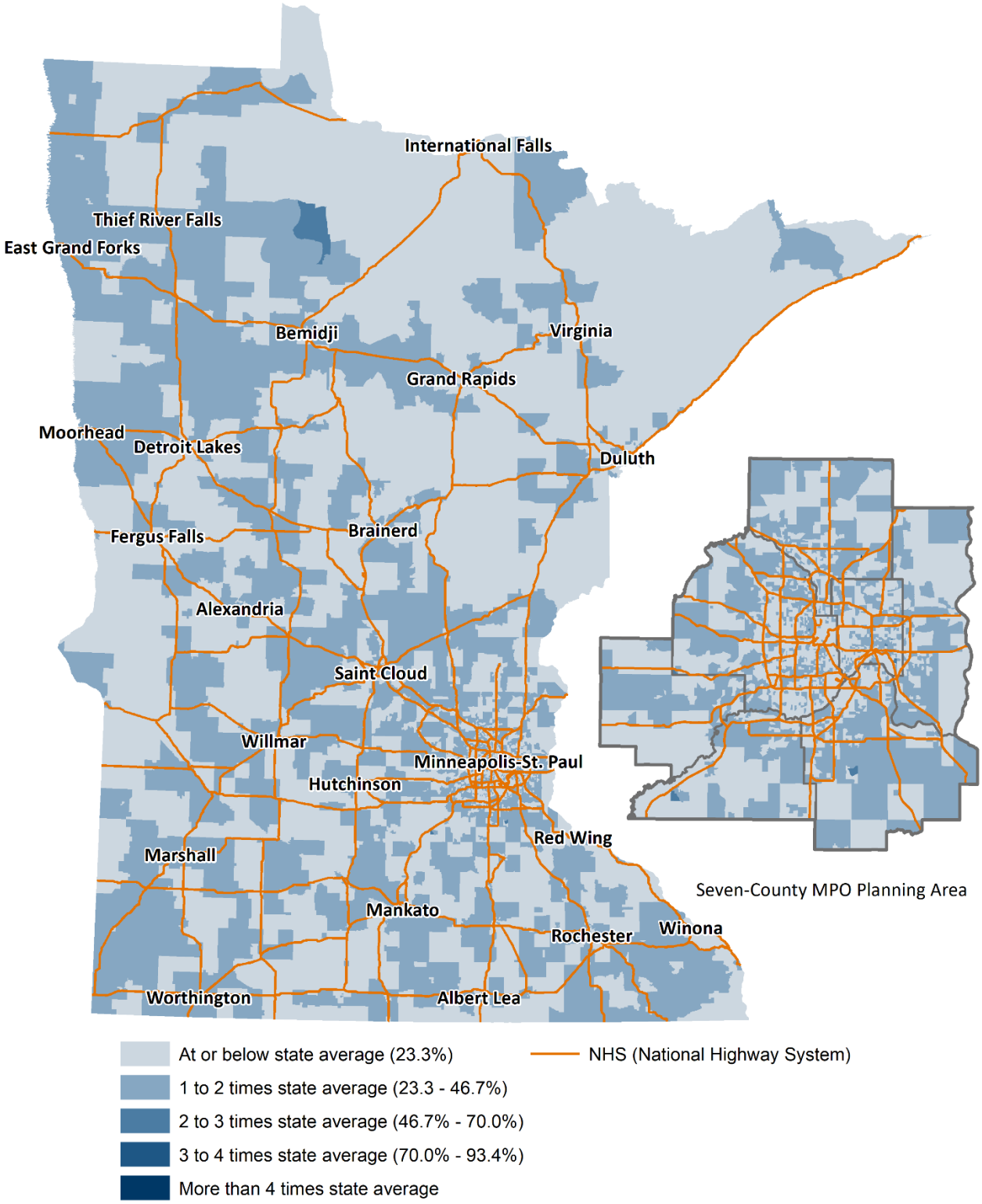
ATP 1 has the largest percentage (21.1%) of persons age 65 and older. The Metro area has the smallest percentage (14.1%) of those age 65 and older. ATP 3 has the highest percentage of those age 17 and younger (24.7%), while ATP 1 has the smallest percentage (19.5%) of those 17 and younger.

FIGURE D-13: MINNESOTANS AGE 17 AND UNDER AND AGE 65 AND OLDER BY AREA TRANSPORTATION PARTNERSHIP

ATP	Total Population	Age 65 and Older	% 65 and Older	Age 17 and Younger	% 17 and Younger
1 Northeast	354,781	74,677	21.1%	69,132	19.5%
2 Northwest	163,937	31,492	19.2%	39,486	24.1%
3 Central	686,717	109,856	16.0%	169,732	24.7%
4 West Central	255,621	50,837	19.9%	59,393	23.2%
Metro	3,192,704	451,225	14.1%	749,025	23.5%
6 Southeast	515,553	89,736	17.4%	119,770	23.2%
7 South Central	289,918	51,808	17.9%	65,896	22.7%
8 Southwest	211,241	41,886	19.8%	51,135	24.2%
Total	**5,670,472**	**901,517**	**15.9%**	**1,323,569**	**23.3%**

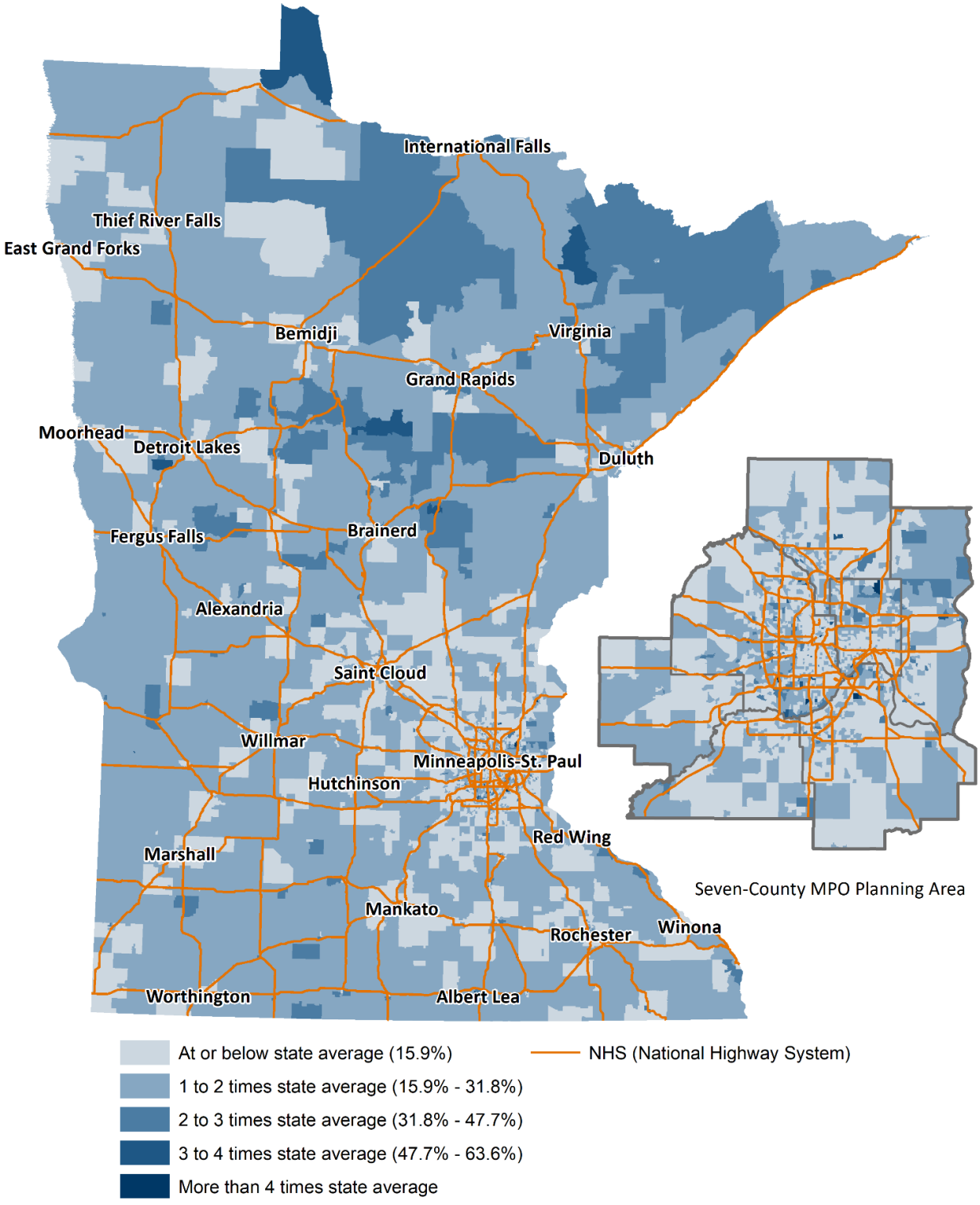
Figure D-14 shows a map of youth population by Census Block Group. Figure D-15 shows a map of senior population by Census Block Group. Senior population is spread out across the state with slightly higher concentration of seniors in northern Minnesota as well as the Twin Cities suburbs. Likewise, Minnesota's youth population is spread out across the state without many areas of high concentration.

FIGURE D-14: LOCATION OF HIGHER CONCENTRATIONS OF POPULATIONS AGE 17 AND UNDER IN MINNESOTA



Source: 2021 American Community Survey, 5-year estimates

FIGURE D-15: LOCATION OF HIGHER CONCENTRATIONS OF POPULATIONS AGE 65 AND OLDER IN MINNESOTA



Source: 2021 American Community Survey, 5-year estimates

ZERO-VEHICLE HOUSEHOLDS

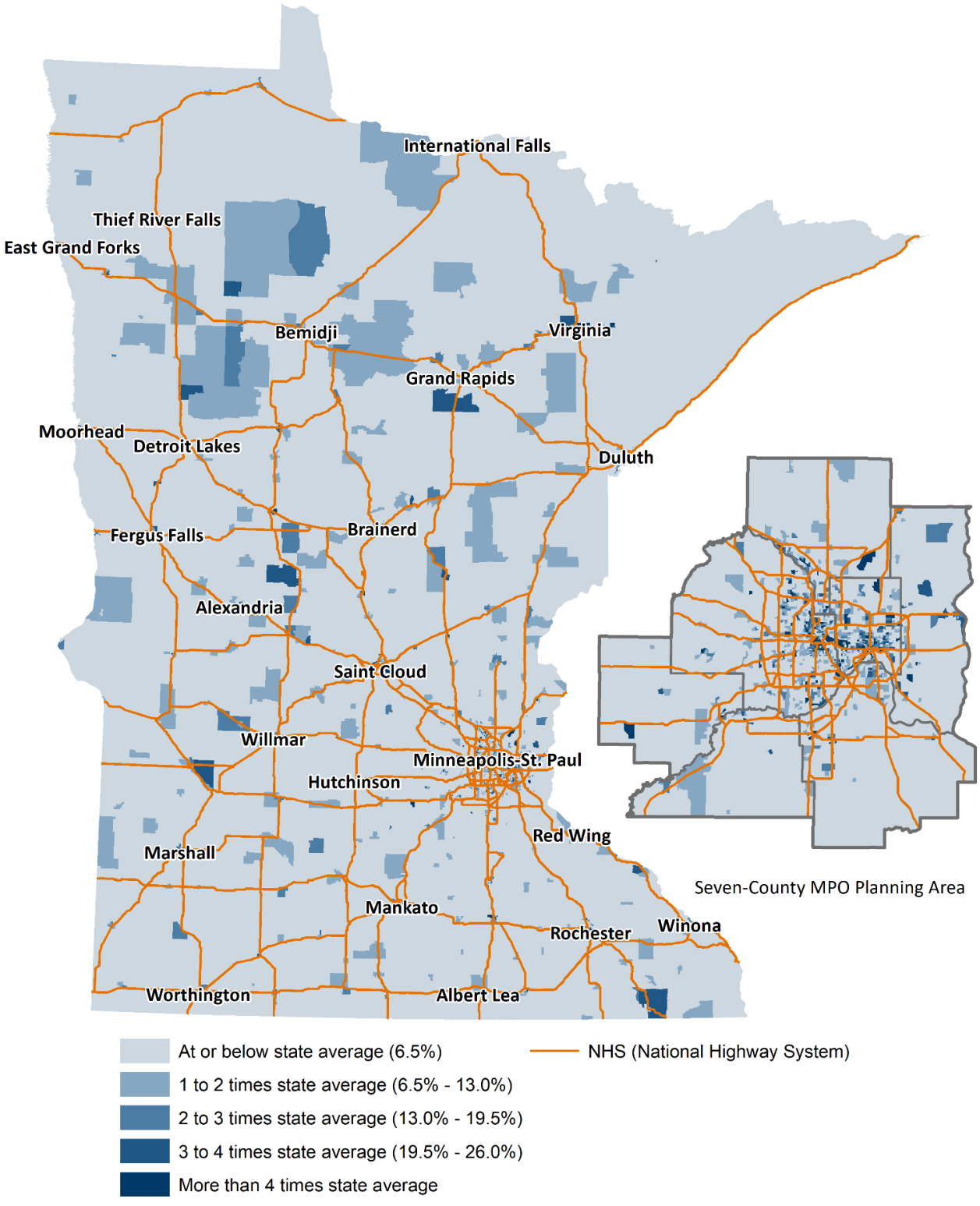
Households with zero vehicles may have a greater reliance on transit and non-motorized transportation. Figure D-16 shows the estimated number of Minnesota households that have zero vehicles. The American Community Survey estimated that 7.3 percent, or approximately 153,366 Minnesota households, do not have a vehicle. Zero vehicle households tend to use the transportation system differently by relying more on transit, biking, walking, taxis and more recently car-sharing and ride-sharing services (e.g Uber).

FIGURE D-16: MINNESOTA HOUSEHOLDS WITH ZERO VEHICLES BY AREA TRANSPORTATION PARTNERSHIP

ATP	Total Households	Households with No Vehicle	% Households with No Vehicle
1 Northeast	148,033	10,389	7.02%
2 Northwest	64,522	4,074	6.31%
3 Central	261,394	12,157	4.65%
4 West Central	104,272	5,690	5.46%
Metro	1,248,352	89,937	7.20%
6 Southeast	204,016	12,177	5.97%
7 South Central	114,300	6,030	5.28%
8 Southwest	84,211	4,488	5.33%
Total	2,229,100	144,942	6.50%

Figure D-17 shows a map of households without vehicles. Most of the higher concentrations of zero vehicle households are within the urban core of the Twin Cities area. There are also concentrations of zero vehicle households in northern Minnesota which seem to correlate with the location of tribal nations.

FIGURE D-17: LOCATION OF HIGHER CONCENTRATIONS OF HOUSEHOLDS WITH ZERO VEHICLES IN MINNESOTA



Source: 2021 American Community Survey, 5-year estimates

JUSTICE 40

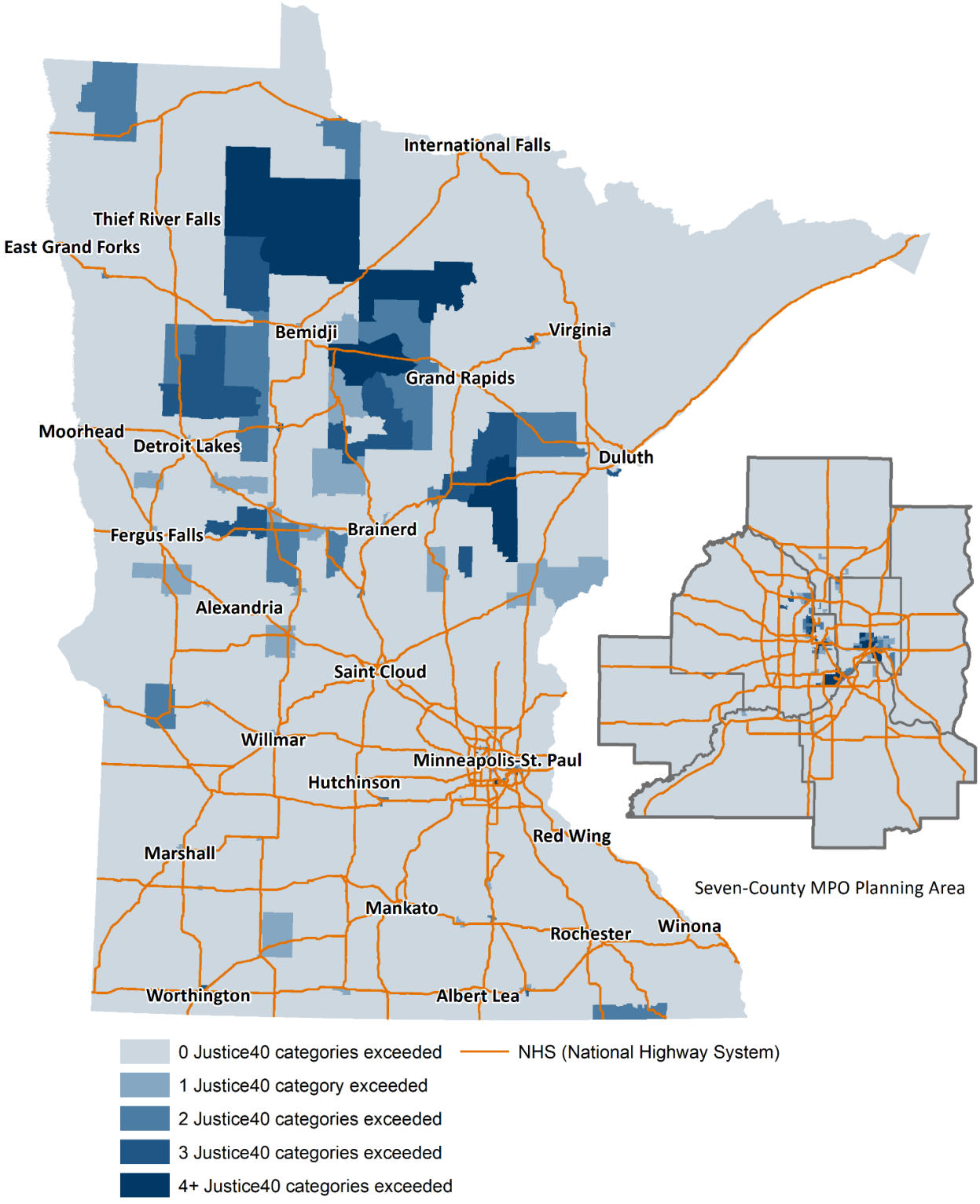
Justice 40 is an initiative that began in January 2021 when President Biden signed Executive Order 14008: Tackling the Climate Crisis at Home and Abroad. It strives to deliver 40% of the overall benefits of investments in climate, clean energy, and related areas to disadvantaged communities and tasked the Council on Environmental Quality (CEQ) with developing a new screening tool to target federal programs to communities with the greatest needs. The tool incorporates low-income census tracts, which it defines as those at or above the 65th percentile for the percentage of the population living in households at or below 200% of the Federal poverty level, excluding post-secondary students. It then identifies the low-income tracks that face particular burdens in eight major areas:

- Climate change
- Energy
- Health
- Housing
- Legacy pollution
- Transportation
- Water/wastewater
- Workforce development

Justice 40 defines a disadvantage as being at or above the 90th percentile in at least one major risk area.

For climate, these include expected agriculture loss rate, expected building loss rate, expected population loss rate, projected flood risk, and projected wildfire risk. For energy, they include energy cost and PM2.5 in the air. For health, they include rates of asthma, diabetes, heart disease and low life expectancy. For housing they include historic underinvestment, housing cost, lack of green space, lack of indoor plumbing and lead paint. For legacy pollution, they include having at least one abandoned mine, formerly used defense sites, proximity to hazardous waste facilities, proximity to Superfund sites, and proximity to Risk Management Plan facilities. For transportation, they include diesel particulate matter exposure, transportation barriers, and traffic proximity and volume. For water and wastewater, they include underground storage tanks and releases and wastewater discharge. For workforce development, they include linguistic isolation, low median income, poverty and unemployment, as well as another requirement that at least 10% of the population over the age of 25 lack a high school diploma. The screening tool also includes census tracks at or above the 50th percentile for low income that are surrounded by tracks with specific burdens. The map below shows Minnesota's census tracts with shading that reflects that number of disadvantages in each low-income tract.

FIGURE D-18: OVERBURDENED AND UNDERSERVED CENSUS TRACTS AS IDENTIFIED BY THE JUSTICE 40 INITIATIVE



Source: Climate and Economic Justice Screening Tool, 2022 Update

ENVIRONMENTAL JUSTICE AND MNSHIP

MnDOT met with an equity workgroup throughout the MnSHIP process to review MnSHIP materials and approach to public engagement. MnDOT reviewed the investment direction-setting process and outcomes through an equity lens and analyzed the Phase I engagement results by demographics. With the Equity Work Group, MnDOT staff discussed who are the beneficiaries of the proposed direction and who is potentially burdened.

ANALYSIS OF INVESTMENT CATEGORIES

MnDOT reviewed each of the MnSHIP investment categories to determine who are potential beneficiaries of investment in that category and who may potentially be burdened. This informed the development of the investment approaches used for public engagement.

PAVEMENT CONDITION

Identified benefits

- Provides an opportunity to improve roadway conditions and design
- Provide benefits to lower income communities and on tribal lands where roadways were under designed without/narrow shoulders or safe places for walking/biking

Identified burdens

- Prioritizing pavement condition may steer more investment to less expensive fixes on rural roadways and away from more investment in urban areas
- Pavement investment strategy maintains the existing roadway footprint without considering whether the existing roadway is overbuilt and the possibility reducing lane miles

BRIDGE CONDITION

Identified benefits

- Provides opportunities for more replacement/redesign of bridges to incorporate improved connections for all modes

ROADSIDE INFRASTRUCTURE

- Benefits or burdens not identified

REST AREAS

Identified Benefits

- Provides funding to make rest area buildings and sites to be accessible for people with disabilities

CLIMATE RESILIENCE

Identified Benefits

- Green infrastructure focused in urban areas could be a benefit if in areas that will be more affected by climate change – high priority areas would need to be selecting based on various safety, health, and equity criteria
- Improvements after highway projects such as replacing/adding more trees and incorporation of native plantings and seeding can restore/improve environment around highways

Identified Burdens

- Limitations on the use of trunk highway funds within right-of-way limits restorations and broader benefits to the surrounding communities

TRANSPORTATION SAFETY

Identified Benefits

- Non-Motorized Safety
    - Provides benefits for those who don't drive, either by choice or by circumstance through adding connections and improving safety along and across highways
    - Investment need calculation incorporated priorities based on equity

ADVANCING TECHNOLOGY

It was difficult to assess/predict benefits and burdens of Advancing Technology with limitations of trunk highway funding and types of improvements being discussed. There are potential benefits with upgrades to traffic signal technology and readiness for new intersection technology.

FREIGHT

- Benefits or burdens not identified

HIGHWAY MOBILITY

Identified Benefits

- Transit-supportive (bus shoulders/ramps, transit signal priority, safety enhancements) and managed lane investments provide advantages for transit users which historically made up of a higher percentage of lower income populations than the overall population

Identified Burdens

- Spot mobility, managed lane, and capacity/expansion improvements
    - Expansion benefits those with cars and those traveling through a community, not those living near the state highway

    - Added lanes burdens communities near roadway such as increase air pollution, noise pollution, and can induce demand and traffic to surrounding area
    - Adding a lane can mean taking property from communities that have been harmed in the past
    - Overall, there are more investments in Highway Mobility that add or continue burdens rather than address inequities

PEDESTRIAN AND BICYCLE

Identified benefits

- Provides benefits for those who don't drive, either by choice or by circumstance through adding connections and improving safety along and across highways
    - Investment need calculation incorporated priorities based on equity
- Addresses and rectifies the barriers caused by existing pedestrian infrastructure that is not compliant with the America's with Disabilities Act including sidewalks, curb ramps, and crossing signals

Identified burdens

- Need to ensure benefits to communities living near improvement, not just those using facility to travel through – a bike path do not always translate to advancing equity
- Identified goal of reaching ADA compliance by 2037 is too long of a wait and continues burdens
- Implementation is key to whether investments advance equity or continue burdens

LOCAL PARTNERSHIPS

Identified Benefits

- Reduces system size and future maintenance burden allowing for more investment towards other priorities that better advance equity
- Provides additional opportunity for improvements especially in urban areas where a MnDOT project may not be upcoming
    - Potential benefits in partnering on locally-led projects and investment targeting urban areas 62% of BIPOC populations live within Greater MN urban areas

Identified Burdens

- Differing visions and interest between MnDOT and local partners can lead to inability to advance equity and continue inequitable outcomes

MAIN STREETS/URBAN PAVEMENTS

Identified Benefits

- Ability to address local safety concerns, improve/add non-motorized infrastructure, urban aesthetic improvements for the surrounding community
- Helps mitigate/balance pavement projects between rural and urban

EQUITY EVALUATION ON THE MNSHIP INVESTMENT DIRECTION

As part of the investment direction development for MnSHIP, MnDOT staff worked with the equity workgroup to complete an equity evaluation of the plan process including analysis of public engagement results, the investment direction and strategy recommendations.

PUBLIC ENGAGEMENT

How did public engagement results from different demographic groups influence the development of the initial draft investment direction?

MnSHIP asked optional demographic information and tracked results during the first round of public engagement. The MnSHIP team analyzed the results by different locations and demographic groups to determine differing priorities. Overall, results between different demographic groups were very close. For example:

- Men most selected approach was Improve Mobility for All Highway Users while women selected most often the Focus on Safe and Equitable Communities. Improve Mobility for All Highway Users was the 2nd most selected approach among women.
- The top investment approach selected by both BIPOC responses and White non-Hispanic responses was Improve Mobility for All Highway Users.
- Results from the online budget tool showed no sizable differences were BIPOC respondents vs White non-Hispanic respondents would prioritize investment.
- BIPOC responses were more likely to Main Streets/Urban Pavement and Roadside Infrastructure in their Top 5 most important improvements while White non-Hispanic responses were more likely to have Pavement Condition and Bridge Condition in their Top 5. However, both groups included Pedestrian & Bicycle, Climate Resilience and Local Partnerships most frequently in their Top 5.
- Women were more likely to have Climate Resilience in their Top 5 most important improvements while Men were more likely to have Bridge Condition. But the other four Top 5 improvements were the same between Men and Women. Both had Local Partnerships, Pedestrian & Bicycle, Pavement Condition, Main Streets/Urban Pavements in their Top 5.

The results from different demographics groups were analyzed to ensure the draft investment direction was aligned with the priorities identified by different demographic groups. The draft investment direction shifts towards investing more in priorities that will help address existing inequities such as:

- Increasing investment in Pedestrian and Bicycle investment to address infrastructure that is not compliant with the Americans with Disabilities Act and address gaps in the existing pedestrian and bicycle networks
- Creating a livable communities program to provide funding such as improved aesthetics, creative use of right of ways into community spaces, and pilot 1-3 smaller cap/stitch projects to reconnected communities separated by the state highway system
- Investing in transit-supportive infrastructure where it uses or crosses state highway such as bus-only ramps or shoulders, signal priority, or improvements around stations such as lighting, signals, or pedestrian infrastructure

INVESTMENT DIRECTION

Who are the potential beneficiaries of the draft investment direction and investment priorities?

All users of the state highway system are the intended beneficiaries of the MnSHIP investment direction. The 2023 MnSHIP investment direction incorporates an increased revenue outlook from both federal and state revenue sources from the 2017 plan. It shifts the primary focus from minimizing miles of pavements in poor conditions towards more fully addressing the impacts of climate change, supporting multimodal investments, and investing in urban areas and communities.

How have proposed changes from the current 2017 MnSHIP investment direction impacted who are the beneficiaries?

Some of the populations which will benefit from the proposed changes to the investment direction include people with disabilities, tribal communities especially in Greater MN, those who don't drive (either by choice or by circumstance), and people living near state highways. People may also experience greater benefits if several of these characteristics apply to them.

PEOPLE WITH DISABILITIES

Increased investment in Pedestrian and Bicycle, Rest Areas, Transportation Safety, and Main Streets/Urban Pavements will benefit people with disabilities. The 2023 MnSHIP investment direction commits to address non-compliant infrastructure by 2037 including:

- Sidewalks
- Curb ramps
- Signals
- Pedestrian bridges

In addition, the investment direction includes funding for addressing accessibility at rest areas and with multiuse trails. Investment in Pedestrian and Bicycle will allow for filling gaps in the pedestrian infrastructure network including 100-150 miles of sidewalks and 200-250 intersection improvements and providing a more complete system.

Transportation Safety investment includes non-motorized safety to implement safety countermeasures as a part of projects to reduce pedestrian and bicyclist fatalities and serious injuries.

The creation of a Main Streets/Urban Pavements investment category focuses funding on urban projects to help cover the cost of expanding a project from a resurfacing project to a larger reconstruction fix. Reconstruction projects provide the opportunity to do more than manage the pavement condition. MnDOT receives request to provide more complete projects that address local priorities such as:

- Local utilities under the roadway
- Address pedestrian infrastructure that is non-compliant
- Implement safer roadway designs for all users in urban areas

GREATER MN TRIBAL COMMUNITIES

State highways through tribal lands were often under designed lacking infrastructure for safe crossings or infrastructure for pedestrian and bicyclists that were provided in other communities in Minnesota. MnDOT has and continues to work to improve conditions and make additional improvements through the implementation of the 2013 and 2017 MnSHIP investment directions. This investment direction provides the opportunity through funding priorities to provide more resources to continue to address those inequities at a greater rate including:

- Investing in new safety improvements
- Addressing impacts of climate changes on state highways
- Preventing detours caused by flooding or roadway washouts
- Improving the pedestrian and bicycle connectivity and accessibility
- Prioritizing more funding towards reconstruction projects on state highways in communities across the state including tribal communities

Increasing investments in urban reconstruction projects provides opportunities to redesign and reconfigure the existing state highway to improve safety, better accommodate walkers and bicyclists, and address community concerns.

THOSE WHO DO NOT DRIVE

Those who do not drive, either by choice or circumstance, are also beneficiaries from the areas of increased investment compared to the 2017 investment direction. There is additional focus to improve the state highway system for pedestrian, bicyclists, and transit users.

Transit users historically include of a higher percentage of lower income people than the overall population. The Highway Mobility investments provide additional funding for transit-supportive investments. Funding helps to expand advantages for transit that travels on or crosses the state highway in the Twin Cities metro area. This funding does not go towards funding operations or capital costs for transit service but include improvements to accommodate transit on the state highway system such as:

- Expanding bus-only shoulders and ramps
- Transit signal priority
- Safety enhancements around transit stops
- E-Z Pass lanes which buses which provide a congestion free option to buses and other users

Those who do not drive also see benefits from investments in Transportation Safety, Pedestrian and Bicycle, and Bridge Condition. All these categories would bring improved connectivity and safety to the system for walkers and bicyclists. Transportation Safety investment includes a non-motorized safety program to implement safety countermeasures as a part of projects to reduce pedestrian and bicyclist fatalities and serious injuries. Investment in Pedestrian and Bicycle will allow for:

- Filling gaps in the pedestrian infrastructure network including 100-150 miles of sidewalks and 200-250 intersection improvements and providing a more complete system
- Adding over 150 miles of bicycle lanes and 20 miles of separated bicycle lanes
- Repair or replacing pedestrian bridges that are not ADA compliant

Increased investment in Bridge Condition provides more opportunities to reconstruct bridges to include better accommodations and provide connections for walkers and bicyclists across barriers such as other highways or rivers.

PEOPLE LIVING NEAR STATE HIGHWAYS

Other beneficiaries include people who live near state highway which historically have been lower incomes communities and Black, Indigenous, and People of Color. Like the groups above, people living near state highways would benefit from increased investment in Pedestrian and Bicycle, Transportation Safety and Main Streets/Urban Pavements.

People living near state highways will also see benefits from investments in Local Partnerships and Climate Resilience. Through Local Partnership investments, there will be funding available to partner on projects led by local governments to address community priorities and improving livability through a new Livable Communities program. This program could fund up to 100 smaller projects or improvements that creatively use MnDOT right of way including:

- Reuse of under bridge areas for community spaces
- Incorporate better lighting
- Aesthetic improvements to better integrate infrastructure into the surrounding community
- Pilot between 1-3 small bridge caps or "stitches" to improve connections between communities divided by state highways
    - Examples of existing stitches in Minnesota include in Duluth over I-35 connecting downtown to the lake front or in Minneapolis over Highway 55/Hiawatha connecting Southeast Minneapolis to Minnehaha Park.

Investments in Climate Resilience would:

- Fund up to 10 flood mitigation projects at locations with existing flooding issues
- Address locations which could be impacted more by our changing climate due to culverts not designed to handle increase stormwater run-off and slopes that may fail to cover or wash out roads
- Add 100-200 miles of new or improved green infrastructure along state highways such as:
    - Planting more shade trees to reduce heat island effects
    - Incorporate more native plantings
    - Add natural stormwater management systems such as rain garden/bioswales to handle run-off and filter pollutants and salt from entering the surrounding lakes and streams

The new federal infrastructure bill, the Infrastructure Investment and Jobs Act, funds several new and existing competitive solicitation programs including the Reconnecting Communities Pilot Program and the RAISE (Rebuilding America's Infrastructure with Sustainability and Equity) discretionary grants program. MnSHIP does not assume Minnesota is successful in securing any funding from these programs in the investment direction. However, the MnSHIP investment direction holds $230 million for the potential state match to any successful federal grant awards that fund new state highway projects.

WHO IS POTENTIALLY BURDENED, OR EXCLUDED, FROM THIS INVESTMENT DIRECTION AND PRIORITIES?

There are several continuing burdens that would still exist to people who use or live near state highways.

- Adding more localized/intersection mobility improvements and E-Z Pass lanes can continue burdens to those living around state highways
    - Expansion benefits those with cars and those traveling through a community, not those living near the state highway
    - Added lanes burdens communities near roadway such as increase air pollution, noise pollution, and can induce demand and traffic to surrounding area
    - Improving mobility can mean taking property from communities that have been harmed in the past
- Investment direction will not significantly reverse past or continuing burdens
    - Air and noise pollution continues to be a burden especially for those living near state highways
    - Limitations on the use of trunk highway funds within right-of-way limits restorations and broader benefits to the surrounding communities
- The investment direction does continue the status quo that maintains the existing roadway footprint based on historic commitments and won't repair all past harms from historic transportation decisions. There are resources for strategies like 4 to 3 lane conversions in urban areas to improve safety and provide space for bicyclists on roadways.
- For those with a disability, the identified goal of reaching ADA compliance by 2037 is too long of a wait and continues burdens.
- Prioritizing pavement condition may also steer more investment to less expensive fixes on rural roadways and away from more investment in urban areas and addressing historic inequities.
- Rural low-income populations that rely on driving would see an increased burden. Pavement conditions are projected to decrease substantially on lower volume state highways over the next 20 years. Though the pavement outcomes from this plan are substantially better than the 2017 MnSHIP.

STRATEGY RECOMMENDATIONS

HOW DOES THE INVESTMENT DIRECTION AND PRIORITIES INCLUDE FOCUS ON INCREASING TRANSPORTATION EQUITY?

The 2023 MnSHIP investment direction begins to shift investment towards investment categories and investment strategies that would support increasing transportation equity. As demonstrated previously, investments in certain areas will provide benefits to groups that have seen inequitable outcomes and burdens due to previous transportation decisions and work to correct those inequities.

WHAT ARE SOME WAYS THAT THIS INVESTMENT DIRECTION COULD CHANGE SO THAT IT INCREASES TRANSPORTATION EQUITY?

MnSHIP is a broad 20-year statewide investment plan and does not and cannot identify with any specificity where investments will be made on the system, only how much investment we would put together different priorities. The state road construction funds, which is the funding considered in MnSHIP, can only be used within the state

highway right-of-way and only used for a trunk highway purpose. There are other sources of funding available to address other priorities not on the state highway system.

There is not enough funding over the next 20 years to address all priorities on the state highway system. But there is significant funding outside of MnDOT's state road construction budget. As stated above, MnDOT is holding $230 million to match additional funding through competitive solicitations and discretionary grants. Additional funding opportunities include:

- Federal discretionary grant programs
- Met Council's Regional Solicitation Program
- State legislative bonding
- New state transportation revenue or budget surplus

There are other plans, reports, business processes and project selection criteria that could further advance equity.

Implementation and project selection will also be key to ensuring further increasing transportation equity. MnSHIP will continue the discussion of advancing equity through implementation strategies, work plan tasks, and additional planning to be completed after the adoption of MnSHIP and before the next update in five years. Example items include:

- Equity needs to be a factor in funding distribution and project selection
- Through MnDOT's own project selection process, there is a need to develop projects that ensure improvements benefit the communities living near improvement, not just those using facility to travel through and does not further inequities. A new bike path does not always translate to advancing equity.

TITLE VI ANALYSIS

Title VI and its regulations require MnDOT to take reasonable steps to ensure meaningful access to the department's information and services. What constitutes reasonable steps to ensure meaningful access is contingent on a four-factor analysis established by the U.S. Department of Justice[1]. The four-factor analysis is an individualized assessment that should be applied to all districts, offices, programs, and activities to determine what reasonable steps must be taken to ensure meaningful access for individuals with limited-English proficiency (LEP).

FACTOR 1: DEMOGRAPHY

The number or proportion of LEP individuals in the service area who may be served or likely to be encountered by MnSHIP.

MnDOT has reviewed the 2018-2022 ACS five-year estimates and identified Spanish, Hmong, and Amharic, Somali or other Afro-Asiatic languages as the top three LEP groups in Minnesota (see Figure D-19). The third category includes several languages. As of 2018, the Minnesota State Demographer's Office reported Somali-born Minnesotans were the second-largest group of foreign-born immigrants living in Minnesota[2]. Therefore, programs providing statewide information to the public should consider Spanish, Hmong and Somali as the primary languages for any necessary language assistance services.

Although these are the primary languages in Minnesota for necessary language assistance services, languages needing assistance vary throughout the state. It's important that when doing public engagement it is understood what language assistance services are in highest demand.

[1] Enforcement of Title VI of the Civil Rights Act of 1964 - National Origin Discrimination Against Persons with Limited English Proficiency, effective August 11, 2000,https://www.justice.gov/sites/default/files/crt/legacy/2010/12/14/eolep.pdf.
[2] Immigration and Language: Key Findings, accessed January 21, 2002, https://mn.gov/admin/demography/data-by-topic/immigration-language/

FIGURE D-19: LANGUAGE SPOKEN AT HOME IN MINNESOTA

Language Spoken at Home	Number	% of Total Population	Speaks English less than "very well"	% of Population Speaking English less than "very well"
Speaks only English	4,733,194	88.0%	NA	NA
Spanish	205,084	3.8%	80,809	39.4%
Somali, Amharic or Other Afro-Asiatic Languages	89,687	1.7%	36,170	40.3%
Hmong	75,827	1.4%	29,265	38.6%
Khmer, Thai, Lao or Other Languages of Asia	37,408	0.7%	22,661	60.6%
Hindi (including Urdu), Nepali, Bengali or Other Indic Languages	24,438	0.7%	5,344	21.9%
Chinese (including Mandarin, Cantonese)	23,461	0.4%	9,328	39.8%
Vietnamese	22,187	0.4%	14,106	63.6%
French (Including Creole, Cajun)	20,336	0.4%	5,353	26.3%
German or Other West Germanic Languages	19,611	0.4%	3,141	16.0%
Yoruba, Twi, Igbo, or Other Languages of Western Africa	19,195	0.4%	5,543	28.9%
Arabic	14,981	0.3%	4,689	31.3%
Russian	13,747	0.3%	6,018	43.8%
Swahili or Other Languages of Central, Eastern, and Southern Africa	13,027	0.2%	4,028	30.9%
Tagalog (including Filipino) or other Austronesian Languages	12,836	0.24%	3,880	30.2%
Telugu, Tamil or Other Dravidian Languages	11,926	0.22%	2,218	18.6%
Other Slavic Languages	11,859	0.22%	4,112	34.7%
Other Languages	27,852	0.52%	5,629	20.2%

FACTOR 2: FREQUENCY

The frequency with which LEP persons come in contact with MnSHIP.

MnDOT staff reviewed the frequency of interactions with LEP individuals. MnSHIP engagement occurred throughout the state. For each engagement effort, staff reviewed data for those areas to see if there would be potential interactions with LEP individuals. At times engagement efforts were directly coordinated with community-based organizations that primarily spoke a language other than English. In these instances, documents were translated and an interpreter was present.

The Minnesota GO website can be translated using Google Translate and requests for translation services can be made by one of the following language assistance services listed in the MnDOT Language Assistance Plan.

FACTOR 3: IMPORTANCE

The nature and importance of the program, activity or service provided by the MnSHIP to people's lives.

The more important the activity, information, service or program or the greater the possible consequences of the contact to the LEP individuals, the greater the need for language assistance services. MnSHIP project staff determined whether denial or delay of access to services or information had serious implications for the LEP individual. Generally, programs providing information and services related to accessing benefits, opportunities, or rights are considered high importance.

VITAL DOCUMENTS

Vital documents are paper or electronic written material containing information that is:

1. Critical for accessing programs, services, benefits, or activities;
2. Directly and substantially related to public safety; or
3. Required by law

Whether a document (or the information it solicits) is "vital" may depend upon the importance of the program, information, encounter or service involved, and the consequence to the LEP person if the information in question is neither accurate nor timely. Sometimes a large document may include both vital and non-vital information. For these documents, vital information may include providing notice in the necessary non-English languages explaining where an LEP individual can obtain an interpretation or translation of the document.

Although the SMTP is required by law to be completed and contains information for policy direction related to transportation safety, MnDOT has opted to take the following approach:

1. The document has been made available online at MinnesotaGO.org. The Minnesota GO website can be translated using Google Translate.
2. The following LEP notice will be placed on the inside cover of the SMTP in English, Spanish, Hmong and Somali.
    - To request this document in another language, please send an e-mail with the document attached to languageservices.dot@state.mn.us.

- Para pedir este documento en otro idioma, envíe un correo electrónico y adjunte el documento a languageservices.dot@state.mn.us.
- Yog xav kom muab daim ntawv no sau ua lwm hom lwm, thov sau ntawv nrog daim ntawv tuaj rau ntawm languageservices.dot@state.mn.us.
- Si aad u codsato dukumeentigan oo ku qoran luqad kale, fadlan e-mail u soo dir oo ku soo lifaaq dukumiintiga languageservices.dot@state.mn.us.

MnDOT took this approach to language assistance for the MnSHIP because of (1) the significant time and resources required to translate a document of this size, and (2) the nominal impact on the lives of the LEP public caused by this information not being readily available in non-English languages. However, MnDOT is committed to providing meaningful access to LEP individuals and will promptly respond to any requests for specific SMTP information in non-English languages.

Within the MnSHIP document development process, the vital documents were the notices of public engagement.

FACTOR 4: RESOURCES

MnDOT's available resources and the costs of providing language assistance services may impact the steps taken to provide meaningful access to LEP individuals. Generally, MnDOT should have sufficient resources to provide meaningful access through reasonable language assistance measures. However, language assistance measures may cease to be reasonable where the costs imposed substantially exceed the benefits.

The four-factor analysis necessarily implicates a spectrum of language assistance measures. For instance, written translations can range from translation of an entire document to translation of a short description of the document, and interpretation services may range from using telephone-based interpretation services to providing in-person interpretation at a public event. Language assistance measures should be based on what is necessary and reasonable after considering the four-factor analysis.

For the SMTP, staff ensured any resource limitations were documented and explained before using this factor as a reason to limit language assistance. MnDOT staff proactively identified how to provide language assistance services efficiently and cost-effectively while ensuring meaningful access to LEP individuals. An example of this was during Phase 1 public events, where MnDOT provided a Spanish speaker to administer surveys at locations that had a large Spanish speaking population.

COMPLIANCE WITH LANGUAGE ASSISTANCE PLAN

The MnSHIP update process was conducted in accordance with MnDOT's Language Assistance Plan.

APPENDIX E: PLANNING REQUIREMENTS

The 20-Year Minnesota State Highway Investment Plan (MnSHIP) update process is guided by federal and state requirements. The Minnesota Department of Transportation (MnDOT) also has policies and initiatives that inform the planning process. Below outlines where that guidance and requirements can be found in the 2023 MnSHIP.

FEDERAL REQUIREMENTS

Statewide long-range transportation plans are guided by requirements set out in the code of federal regulations (CFR). Title 23 part 450 subpart B covers the Statewide and Nonmetropolitan Transportation Planning and Programming.[1] The state must demonstrate how the requirements are met with the long-range transportation plan. MnDOT's family of plans, including MnSHIP, collectively address these requirements. Some requirements may be addressed fully or in part by the Statewide Multimodal Transportation Plan or another modal plan instead of MnSHIP. How MnSHIP meets the requirements are categorized by federal planning factors, performance-based planning, cooperation, coordination and consultation, environmental mitigation, Environmental Justice and Title VI.

PLANNING FACTORS

Minnesota must carry out a continuous, cooperative and comprehensive statewide transportation planning process. The process is used when considering and implementing projects, strategies and services that address 10 federal planning factors. The factors must be considered and reflected, as appropriate, in the statewide transportation planning process. Table E-1 shows how federal planning factors for the transportation system influenced the development of the SMTP objectives and related MnSHIP investment categories.[2]

TABLE E-1: FEDERAL PLANNING FACTORS AND RELATED MNSHIP OBJECTIVES

FEDERAL PLANNING FACTOR	RELATED OBJECTIVE(S)
Support the economic vitality of the United States, the states, metropolitan areas, and non-metropolitan areas, especially by enabling global competitiveness, productivity and efficiency.	• Critical Connections • Healthy Equitable Communities
Increase the safety of the transportation system for motorized and non-motorized users.	• Transportation Safety

[1] 23. *Statewide and nonmetropolitan transportation planning*, U.S. Code § 135(f)(1), (f)(3), https://uscode.house.gov/view.xhtml?req=(title:23%20section:135%20edition:prelim); Code of Federal Regulations, *Development and content of the long-range statewide transportation plan*, 23 CFR 450.216, https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-B#450.216.

[2] 23. *Statewide and nonmetropolitan transportation planning*, U.S. Code § 135(d)(1), https://uscode.house.gov/view.xhtml?req=(title:23%20section:135%20edition:prelim); Code of Federal Regulations, *Scope of the statewide and nonmetropolitan transportation planning process*, 23 CFR 450.206(a), https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-B#450.206.

FEDERAL PLANNING FACTOR	RELATED OBJECTIVE(S)
Increase the security of the transportation system for motorized and non-motorized users.	• Transportation Safety
Increase accessibility and mobility of people and freight.	• System Stewardship • Critical Connections • Healthy Equitable Communities
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.	• System Stewardship • Climate Action • Critical Connections • Healthy Equitable Communities
Enhance the integration and connectivity of the transportation system, across and between modes throughout the state, for people and freight.	• Critical Connections • Healthy Equitable Communities
Promote efficient system management and operation.	• Transportation Safety • System Stewardship • Critical Connections
Emphasize the preservation of the existing transportation system.	• System Stewardship • Critical Connections
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	• System Stewardship • Climate Action • Critical Connections
Enhance travel and tourism.	• Critical Connections • Healthy Equitable Communities

PERFORMANCE-BASED PLANNING

Statewide transportation plans must establish and use a performance-based approach to transportation decision making that supports the national goals as identified in Figure E-1. [3]

Federal performance measure target selection must be coordinated with metropolitan planning organizations (MPOs) to ensure consistency. In areas not represented by MPOs, the selection of public transportation performance measure targets must be coordinated with public transportation providers.

The statewide planning process must integrate, either directly or by reference, the goals, objectives, performance measures and targets developed to meet federal requirements. Details on how Minnesota considers these federal requirements when developing policies, programs and investment priorities can be found in the Statewide

[3] 23. *Statewide and nonmetropolitan transportation planning*, U.S. Code § 135(d)(2), https://uscode.house.gov/view.xhtml?req=(title:23%20section:135%20edition:prelim); Code of Federal Regulations, *Scope of the statewide and nonmetropolitan transportation planning process*, 23 CFR 450.206(c),[3] https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-B#450.206; Code of Federal Regulations, Development and content of the long-range statewide transportation plan, 23 CFR 450.216(f), https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-B#450.216.

Multimodal Transportation Plan (SMTP) – Appendix I. Performance targets related to state highway investment are discussed in in Chapter 4.

COOPERATION, COORDINATION AND CONSULTATION

Statewide transportation plans must be developed in coordination with MPOs, cooperation with nonmetropolitan officials, and in consultation with tribal governments and state, tribal and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation. [4] Additionally, statewide transportation planning processes are required to develop and use a documented public involvement process that provides opportunities for public review and comment at key decision points.[5] Information on how MnDOT coordinated, cooperated and consulted with transportation partners and the public can be found in Chapter 5 with detailed information regarding the public engagement process found in Appendix B – Engagement Summary. MnDOT completed a review of plans from more than 100 transportation partners including peer agencies, MPOs, RDOs and others.

ENVIRONMENTAL MITIGATION

Statewide transportation plans must include a discussion of potential environmental mitigation activities and potential areas to carry out these activities. Further, the plans must include activities that may have the greatest potential to restore and maintain the environmental functions affected by the long-range statewide transportation plan. The discussion may focus on policies, programs or strategies, rather than at the project level. This must be developed in consultation with applicable federal, state, regional, local and Tribal land management, wildlife and regulatory agencies. The state may establish reasonable timeframes for performing this consultation.[6][7] MnSHIP has components of climate change mitigation and resiliency in the investment direction and strategies. System Stewardship includes practicing environmental stewardship to protect and improve natural resources.

ENVIRONMENTAL JUSTICE AND TITLE VI

Statewide transportation plans must identify and address disproportionately high and adverse human health or environmental effects on minority and low-income populations.[8] Compliance is demonstrated through the public participation plan and an analysis of the plan's recommendations.

The plan's recommendations and public outreach activities cannot result in discriminatory efforts or disparate impacts on the basis of race, color and national origin, including the denial of meaningful access for limited

[4] 23. *Statewide and nonmetropolitan transportation planning*, U.S. Code § 135(f)(2), https://uscode.house.gov/view.xhtml?req=(title:23%20section:135%20edition:prelim); Code of Federal Regulations, *Coordination of planning process activities*, 23 CFR 450.208, https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-B#450.208.

[5] Code of Federal Regulations, *Interested parties, public involvement, and consultation*, 23 CFR 450.210, https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-B#450.210.

[6] 23. *Statewide and nonmetropolitan transportation planning*, U.S. Code § 135(f)(4), https://uscode.house.gov/view.xhtml?req=(title:23%20section:135%20edition:prelim); Code of Federal Regulations, *Development of programmatic mitigation plans*, 23 CFR 450.214, https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-B#450.214.

[7] Code of Federal Regulations, *Development and content of the long-range statewide transportation plan,* 23 CFR 450.216(k), https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-B#450.216.

[8] William J. Clinton, Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income, February 16, 1994, United States Environmental Protection Agency, https://www.epa.gov/laws-regulations/summary-executive-order-12898-federal-actions-address-environmental-justice; U.S. Department of Transportation, *Final DOT Environmental Justice Order 5610.2(a)*, May 12, 2012, https://www.transportation.gov/transportation-policy/environmental-justice/department-transportation-order-56102a; U.S. Department of Transportation, Federal Highway Administration, *FHWA Order 6640.23A*, June 14, 2012, https://www.fhwa.dot.gov/legsregs/directives/orders/664023a.cfm; U.S. Department of Transportation, Federal Transit Administration, *Environmental Justice Policy Guidance for Federal Transit Administration Recipients 4703.1*, July 17, 2012, https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/environmental-justice-policy-guidance-federal-transit.

English proficient persons.[9] Compliance is demonstrated through the public participation plan and the environmental justice analysis of the plan's recommendations.

A summary of how MnDOT complied with Title VI and environmental justice requirements can be found in Appendix D – Environmental Justice. Details for the public engagement process are found in Chapter 5 and Appendix B – Public Engagement Summary.

STATE REQUIREMENTS

The State of Minnesota has established transportation goals for MnDOT as well as additional requirements for MnSHIP.

LEGISLATIVE GOALS FOR TRANSPORTATION

The Minnesota Legislature has identified 16 goals for transportation. These goals are listed in Figure E-2. The SMTP must also identify performance targets for measuring progress and achievement of the goals, objectives or policies.[10]

Figure E-2 outlines the state transportation goals and the related MnSHIP investment category support the goal. Further details on each of the objectives can be found in Chapter 5.

TABLE E-2: STATE TRANSPORTATION GOALS AND RELATED SMTP OBJECTIVES AND KEY STRATEGIES

STATE GOALS FOR THE TRANSPORTATION SYSTEM	RELATED INVESTMENT CATEGORY	INVESTMENT DIRECTION DESCRIPTION
Minimize the fatalities and injuries for transportation users throughout the state.	Transportation Safety	Increase investment to address locations with high crash rates and non-motorized safety issues
Provide multimodal and intermodal transportation facilities and services to increase access for all persons and businesses and to ensure economic well-being and quality of life without undue burden placed on any community.	Pedestrian and Bicycle Local Partnerships	• Be substantially compliant with the Americans with Disabilities (ADA) act by 2037. • Improve pedestrian facilities on 100-150 miles of roadway and at 200-250 intersections • Add over 150 miles of bicycle lanes and 20 miles of separated bicycle facilities in urban areas • Support 10 arterial Bus Rapid Transit lines on state highways • Complete up to 100 livability projects that improve connections across state highways

[9] 42. *The Public Health and Welfare,* U.S. Code § 2000d, https://www.govinfo.gov/app/details/USCODE-2011-title42/USCODE-2011-title42-chap21-subchapV-sec2000d; Code of Federal Regulations, *Part 200 – Title Vi Program and Related Statutes – Implementation and Review Procedures*, 23 CFR 200, 23 CFR §200 Title Vi Program And Related Statutes - Implementation And Review Procedures - Code of Federal Regulations (ecfr.io); Code of Federal Regulations, *Nondiscrimination in Federally-Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act of 1964*, 49 CFR 21, https://www.ecfr.gov/current/title-49/subtitle-A/part-21?toc=1;William J. Clinton, Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, August 11, 2000, The U.S. Department of Justice, https://www.justice.gov/crt/executive-order-13166; U.S. Department of Transportation, Federal Transit Administration, *Title VI Requirements and Guidelines for Federal Transit Administration Recipients 4702.1B*, October 1, 2012, https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/title-vi-requirements-and-guidelines-federal-transit.

[10] Minnesota Statutes 2022, section 174.01, subdivision 2, https://www.revisor.mn.gov/statutes/cite/174.01; Minnesota Statutes 2022, 174.03, subdivisions 1a and 12, https://www.revisor.mn.gov/statutes/cite/174.03.

STATE GOALS FOR THE TRANSPORTATION SYSTEM	RELATED INVESTMENT CATEGORY	INVESTMENT DIRECTION DESCRIPTION
Provide a reasonable travel time for commuters.	Highway Mobility	• Build out the traffic management system • Support 10 arterial Bus Rapid Transit lines on state highways • Complete over 100 spot mobility improvements • Add E-ZPass lanes on four corridors
Enhance economic development and provide for the economical, efficient, and safe movement of goods to and from markets by rail, highway, and waterway.	Freight Local Partnerships	• Address 60-100 first/last mile freight connection issues or freight safety • Maintain weigh stations so that none become obsolete • Replace rail crossing signals at 3 locations per year and 1 passive crossing converted to active per year • Expanded truck parking at 8-10 existing locations and add 2-3 new truck parking locations on MnDOT right-of-way • Fund 40 large Transportation Economic Development projects or 350 smaller projects, which may support the creation and retention of an estimated 20,000 to 55,000 jobs throughout the state
Encourage tourism by providing appropriate transportation to Minnesota facilities designed to attract tourists and to enhance the appeal, through transportation investments, of tourist destinations across the state.	Rest Areas Small Programs	• Maintain building condition and address ADA compliance at all rest areas. • Maintain historic properties and roadside amenities on state highways
Provide transit services to all counties in the state to meet the needs of transit users.	N/A	N/A
Promote accountability through systematic management of system performance and productivity through the utilization of technological advancements.	Advancing Technology	• Expand Intelligent Transportation Systems to 200-250 miles of state highways and address immediate and medium needs for fiber network expansion
Maximize the long-term benefits received for each state transportation investment.	System Stewardship	MnSHIP includes strategies to stretch available revenue. These strategies are:

STATE GOALS FOR THE TRANSPORTATION SYSTEM	RELATED INVESTMENT CATEGORY	INVESTMENT DIRECTION DESCRIPTION
		• Implement asset management principles from the Transportation Asset Management Plan • Continue to employ high return-on-investment strategies that deliver the majority of benefits at reduced cost • Manage investments to achieve multiple objectives such as improving economic competitiveness, public health, equity and climate resilience
Provide for and prioritize funding of transportation investments that ensures that the state's transportation infrastructure is maintained in a state of good repair.	Pavement Condition Bridge Condition Roadside Infrastructure Rest Areas	Over 60% of investment in MnSHIP is going towards maintaining the existing state highway system. End of planning period (2042) outcomes from this investment include: • Interstate pavements: 86% good and 2% poor • Other NHS pavements: 91% good and 6% poor • Non-NHS pavements: 89% good and 10% poor • NHS bridges: 53% good and 5% poor • Non-NHS bridges: 42% good and 10% poor
Ensure that the planning and implementation of all modes of transportation are consistent with the environmental and energy goals of the state.[11]	Critical Connections Climate Action	The MnSHIP investment direction prioritizes multimodal access including increased investment for pedestrian infrastructure, bicycle infrastructure and transit-supportive investments. Highway Mobility investments are focused on spot mobility improvements. Highway capacity expansion is not funded in MnSHIP.
Promote and increase the use of high-occupancy vehicles and low-emission vehicles.	Highway Mobility	Highway mobility includes investments that promote or prioritize high-occupancy vehicles and transit, including: • Support 10 arterial Bus Rapid Transit lines on state highways • Add E-ZPass lanes on four corridors which can be for free by carpoolers and transit
Provide an air transportation system sufficient to encourage economic growth and allow all regions of the state the ability to participate in the global economy.	N/A	N/A
Increase use of transit as a percentage of all trips statewide by giving highest priority to the transportation modes with the greatest people-moving capacity and lowest long-term economic and environmental cost.	Highway Mobility	• Support 10 arterial Bus Rapid Transit lines on state highways • Add E-ZPass lanes on four corridors which can be for free by carpoolers and transit

[11] Minnesota Statutes 2021, section 216H.02, subdivision 1, https://www.revisor.mn.gov/statutes/cite/216H.02#stat.216H.02.2; Minnesota Statutes 2021, 216B.1691, subdivision 2a, https://www.revisor.mn.gov/statutes/cite/216B.1691.

STATE GOALS FOR THE TRANSPORTATION SYSTEM	RELATED INVESTMENT CATEGORY	INVESTMENT DIRECTION DESCRIPTION
Promote and increase bicycling and walking as a percentage of all trips as energy-efficient, nonpolluting, and healthy forms of transportation.	Pedestrian and Bicycle	Increased investment in bicycle and pedestrian infrastructure including: • Becoming compliant with ADA by 2037 • Improve pedestrian facilities on 100-150 miles of roadway and at 200-250 intersections • Add over 150 miles of bicycle lanes and 20 miles of separated bicycle facilities in urban areas • Add 10-15 miles of improvements along US bicycle routes in rural areas
Reduce greenhouse gas emissions from the state's transportation sector.	Highway Mobility Pedestrian and Bicycle	The MnSHIP investment direction includes several investments that promote non-polluting modes such as bicycling and walking as well as lower emissions modes such as carpooling (E-ZPass lanes) and transit
Accomplish these goals with minimal impact on the environment.	Climate Resilience	Majority of trees on construction projects replaced and 100-200 miles of roadway with new or improved green infrastructure

OLMSTEAD PLAN

The Minnesota Olmstead Plan states that "Transportation is a key aspect in an individual's independence and quality of life. Transportation is also part of a community's foundation and recognizes the importance, significance and context of place— not just as destinations, but also where people live, work, learn and enjoy life regardless of socioeconomic status or individual ability."[12] The Olmstead Plan goes on to state that MnDOT in conjunction with Department of Human Services will integrate the Olmstead principles in the state's transportation system. MnDOT can do this by continuing to provide accessibility improvements in the right-of-way and improving transit access and ridership. MnSHIP maintains MnDOT's commitment to achieving substantial compliance with ADA including at rest areas. Additionally, Minnesota can ensure that transportation is as integrated as possible and that transportation allows people with disabilities to participate in their communities.

TRIBAL CONSULTATION

Beyond the federal requirement to consult with Tribes, Minnesota Executive Order 19-24 directs MnDOT to develop and maintain ongoing consultation with the 12 federally recognized sovereign governments located in Minnesota related to each area where MnDOT's work intersects with Minnesota Tribal Nations.[13] See later in this document section "MnDOT Policies & Initiatives" more about Tribal consultation.

[12] Minnesota Olmstead Implementation Office, "Putting the Promise of *Olmstead* into Practice: Minnesota's 2013 Olmstead Plan, Olmstead Implementation Office, revised April 2021, https://mn.gov/olmstead/assets/2021-04-26-mn-olmstead-plan-revision_R_tcm1143-509266.pdf.

[13] "Affirming the Government to Government Relationship between the State of Minnesota and Minnesota Tribal Nations: Providing for Consultation, Coordination, and Cooperation," Executive Order 19-24, Tim Walz, Governor of the State of Minnesota, April 4, 2019, https://mn.gov/governor/assets/2019_04_04_EO_19-24_tcm1055-378654.pdf.

PLAIN LANGUAGE

All state agencies must communicate using plain language. Plain language is communication that an audience can understand the first time they read it or hear it. The goal of using plain language is to provide Minnesotans better state services by reducing confusion, saving time and improving customer satisfaction.[14]

In MnSHIP, MnDOT has attempted to use language commonly understood by the public. At times this is difficult as there is transportation terminology that cannot be easily replaced by common terms. Despite this challenge, MnDOT has tried to present information in a format that is easy-to-find and easy-to-understand.

MNSHIP LEGISLATIVE REQUIREMENTS

In addition to the over-arching state and federal long-range planning requirements, the Minnesota legislature has established specific requirements related to the content of MnSHIP (Minnesota statute 174.03, Subd. 1c). Within one year of completion of the SMTP, MnDOT is required to complete MnSHIP. The legislative requirements for MnSHIP and the respective location in the plan document are shown below in Figure E-3.

FIGURE E-3: MNSHIP LEGISLATIVE REQUIREMENTS

MINNESOTA STATUTES FOR MNSHIP (SECTION 174.03, SUBD. 1C)	LOCATION IN MNSHIP
• Incorporates performance measures and targets for assessing progress and achievement of the state's transportation goals, objectives and policies identified [in this statute] for the state trunk highway system and those goals, objectives and policies established in the Statewide Multimodal Transportation Plan. Performance targets must be based on objectively verifiable measures, and address, at a minimum, preservation and maintenance of the structural condition of state highway bridges and pavements, safety and mobility	• Chapter 2 • Chapter 4
• Summarizes trends and impacts for each performance target over the past five years.	• Chapter 2
• Summarizes the amount and analyzes the impact of the department's capital investments and priorities over the past five years on each performance target, including a comparison of prior plan projected costs with actual costs.	• Chapter 2 • Appendix E
• Identifies the investments required to meet the established performance targets over the next 20-year period.	• Chapter 4
• Projects available state and federal funding over the 20-year period, including any unique, competitive, time-limited, or focused funding opportunities.	• Chapter 3 • Appendix C
• Identifies strategies to ensure the most efficient use of existing transportation infrastructure, and to maximize the performance benefits of projected available funding.	• Chapter 6 • Chapter 8
• Establishes investment priorities for projected funding which must:	• Chapter 6

[14] "Implementing Plain Language in the Executive Branch," Executive Order 14-07, Mark Dayton, Governor of the State of Minnesota, March 4th, 2014, https://www.leg.mn.gov/archive/execorders/14-07.pdf.

MINNESOTA STATUTES FOR MNSHIP (SECTION 174.03, SUBD. 1C)	LOCATION IN MNSHIP
○ provide for cost-effective preservation, maintenance and repair to address the goal under section 174.01, subd. 2 (state of good repair) in a manner that aligns with other goals in that section ○ As appropriate, provide a schedule of major projects or improvement programs for the 20-year period ○ Identify resulting projected costs and impact on performance measures	• Capital Highway Investment Plan
• Identifies those performance targets identified under clause (1) not expected to meet the target outcome over the 20-year period together with alternative strategies that could be implemented to meet targets.	• Chapter 7 • Chapter 8

PREVIOUS FIVE-YEAR CAPITAL INVESTMENT ANALYSIS

As a part of state legislative requirements, MnSHIP must summarize the amount and analyze the impact of the department's capital investments and priorities over the past five years on performance targets, including a comparison of prior plan projected costs with actual costs. The five-year investment lookback analysis covers fiscal years 2018-2022.

FISCAL YEARS 2018 THROUGH 2022

Starting with the 2013 Minnesota 20-Year State Highway Investment Plan, MnDOT has tracked spending on state road construction projects in ten investment categories. In 2017, MnDOT added four additional categories into the investment direction: facilities, jurisdictional transfer, freight and small programs. Figure E-4 compares the planned investment by category in years 2018 to 2022 in the 2017 MnSHIP compared to the actual investment in those years.

FIGURE E-4: COMPARISON BETWEEN PLANNED AND ACTUAL INVESTMENT IN FISCAL YEARS 2018 TO 2022

Investment Category	Planned Investment	Actual Investment
Pavement Condition	**$1.84 B**	**$1.87 B**
Bridge Condition	**$680 M**	**$760 M**
Roadside Infrastructure	**$500 M**	**$600 M**
Jurisdictional Transfer	**$9 M**	**$7 M**
Facilities	**$6 M**	**$16 M**
Traveler Safety	**$220 M**	**$350 M**
Twin Cities Mobility	**$310 M**	**$170 M**
Greater Minnesota Mobility	**$13 M**	**<$1 M**
Freight	**$80 M**	**$70 M**
Bicycle Infrastructure	**$50 M**	**$60 M**

Investment Category	Planned Investment	Actual Investment
Accessible Pedestrian Infrastructure	**$110 M**	**$130 M**
Regional and Community Improvement Priorities	$150 M	$300 M
Project Delivery	$720 M	$1.0 B
Small Projects	$60 M	$30 M
Total	$4.75 B	$5.38 B

From 2018 to 2022, the total investment was higher than what was planned. This is due to additional funding from the legislature for the Corridors of Commerce program. The state legislature created the Corridors of Commerce program in 2013. In 2017 and 2018, MnDOT received substantial funding for this program after the completion of the 2017 MnSHIP. MnDOT delivered approximately $800 million worth of Corridors of Commerce projects between 2018 and 2022. The additional funds were primarily spent on Bridge Condition, Roadside Infrastructure, Traveler Safety, Regional and Community Improvement Priorities and Project Delivery.

Project Delivery was the category that increased the most. Planned project delivery totals are based on an expected percentage of the entire construction program. This was set at 16% for planning purposes in the 2017 MnSHIP, but the actual number (18%) was higher than expected over this period. Over the last five years, MnDOT has incurred additional project delivery costs to deliver more complex projects, like the Twin Ports Interchange in Duluth and Corridors of Commerce projects, which required more project delivery expenses. In addition, the program itself was larger which required more funds to deliver the increased construction program.

The only categories that saw less investment than planned were Twin Cities Mobility and Greater Minnesota Mobility. Investments in Greater Minnesota Mobility were planned to begin in 2022. Investments in this category were delayed to 2023 and later. The additional investment in Corridors of Commerce projects balances out the reduced investment in mobility projects as they have similar project goals and outcomes.

PERFORMANCE ANALYSIS

PAVEMENT CONDITION MEASURES

A focus on pavement investment in the last two plans and an increase in funding has led to steadily improving condition on all pavement systems over the past five years. Current condition is meeting performance targets on all systems for percent good and percent poor.

FIGURE E-5: PAVEMENT IN POOR CONDITION FROM 2018-2022

Measures	Target	2018	2019	2020	2021	2022
Interstate Poor Ride Quality (RQI)	**2%**	1.2%	1.3%	0.3%	0.4%	0.5%
Other NHS Poor Ride Quality (RQI)	**4%**	1.7%	1.4%	0.6%	0.5%	0.5%
Non-NHS Poor Ride Quality (RQI)	**8%**	5.7%	6.2%	2.6%	2.0%	1.0%

FIGURE E-6: PAVEMENT IN GOOD CONDITION FROM 2018-2022

Measures	Target	2018	2019	2020	2021	2022
Interstate Good Ride Quality (RQI)	**70%**	82.8%	81.5%	87.0%	92.5%	92.2%
Other NHS Good Ride Quality (RQI)	**65%**	72.1%	73.8%	79.9%	82.2%	83.1%
Non-NHS Good Ride Quality (RQI)	**60%**	67.0%	65.4%	72.2%	77.2%	77.5%

BRIDGE CONDITION MEASURES

Over the past five years, bridge investments were higher than what was planned in the 2017 MnSHIP. Despite this increased investment, the number of bridges in poor condition on the NHS has increased and is not meeting its target. The percent of non-NHS bridges in poor condition has increased as well but is currently meeting its target.

FIGURE E-7: BRIDGES IN POOR CONDITION FROM 2018-2022

Measures	Targets	2018	2019	2020	2021	2022
NHS Bridges in Poor Condition	**5%**	1.0%	3.3%	3.1%	6.3%	6.3%
Non-NHS Bridges in Poor Condition	**8%**	3.9%	3.1%	3.8%	4.4%	4.2%

TRAVELER SAFETY MEASURES

While traffic fatalities have generally declined in recent years, variables like weather and driver behavior make it difficult to tie the outcome directly to the investment in new safety improvements. However, through engineering improvements and non-engineering strategies, traffic fatalities had been decreasing over time prior to the pandemic. MnDOT and the Department of Public Safety have invested in the Towards Zero Death program which includes investment in non-engineering strategies including education, enforcement, and emergency response. In 2020 and 2021, there was a sharp increase in traffic fatalities. Due to the COVID-19 pandemic, 2020 and 2021 are unique years, greatly reducing vehicles on our roadways and making it difficult to measure multiyear trends. However, this sharp increase in traffic fatalities indicates that much more still needs be done to accomplish the goal of zero traffic fatalities on Minnesota roads.

FIGURE E-8: TRAFFIC FATALITIES ON MINNESOTA ROADWAYS FROM 2018-2022

Measure	2018	2019	2020	2021	2022	2025 Target
All Traffic Fatalities	381	364	394	488	444	<225
Non-Motorized Traffic Fatalities	48	52	60	55	64	0

HIGHWAY MOBILITY

Investment in Twin Cities Highway Mobility has played a part in managing the growth of congestion on the state highway system. In 2018 and 2019, ongoing significant construction projects along Interstate 35W likely led to increases in congestion on the overall system. In 2020, the COVID-19 pandemic led to greatly reducing vehicles on our roadways and freeway congestion. Since 2020, congestion has increased but is still below pre-pandemic levels.

FIGURE E-9: CONGESTION ON TWIN CITIES FREEWAYS FROM 2018-2022

Measure	2018	2019	2020	2021	2022
Twin Cities Freeway Congestion	24.2%	24.4%	0.9%	5.8%	13.7%

MnDOT also tracks reliability on the NHS. Travel time reliability is important for the public and freight operators. For individual travelers, reliability may dictate what mode or travel route to use, or it may impact departure times. It is also a required federal measure. Figure x shows reliability on the Interstate and Other NHS since 2018. Due to the COVID-19 pandemic, reliability considerably improved in 2020 and has remained well above the target of 90% reliable.

FIGURE E-10: TRAVEL TIME RELIABILITY ON THE INTERSTATE AND NHS, 2018-2022

Measure	Target	2018	2019	2020	2021	2022
Interstate Reliability	90%	81.9%	81.0%	99.0%	94.4%	93.8%
Other NHS Reliability	90%	90.0%	88.8%	97.0%	96.1%	94.4%

FREIGHT MEASURES

Truck Travel Time Reliability Index (TTTRI) is a performance measure that MnDOT monitors and is a required federal performance measure. TTTRI measures the variation in commercial truck travel times on the Interstate system. An index value of 1 is the lowest possible score and indicates the highest level of travel reliability. MnDOT's target is 1.5. In 2022, the most recent data available, Minnesota's TTTRI was 1.32. The COVID-19 pandemic caused fewer people to be on the road and resulted in lower TTTRI for 2020 and 2021 before picking up in 2022. However, the 2022 TTRI is still below pre-pandemic levels.

FIGURE E-11: TRUCK TRAVEL TIME RELIABILITY, 2018-2022

Measure	Target	2018	2019	2020	2021	2022
Truck Travel Time Reliability	1.5	1.44	1.48	1.21	1.24	1.32

ACCESSIBLE PEDESTRIAN MEASURES

Accessible Pedestrian Infrastructure investments have mainly targeted bringing existing pedestrian infrastructure into compliance with the Americans with Disabilities Act (ADA). Figure x shows the compliance rates of sidewalks, curb ramps, and accessible pedestrian signals. Increased investment from the last plan has steadily increased pedestrian infrastructure compliance with ADA. MnDOT is on track to meet its target of substantial compliance by 2037.

FIGURE E-12: PEDESTRIAN INFRASTRUCTURE COMPLIANCE WITH ADA, 2017-2021

Measures	Target	2017	2018	2019	2020	2021
Curb Ramp Compliance	**100%**	42.0%	51.7%	52.2%	57.0%	61.0%
Sidewalk Compliance	**100%**	56.0%	60.0%	62.0%	63.0%	66.0%
Signals Compliance	**100%**	59.0%	65.0%	70.0%	71.0%	76.0%

MNDOT POLICIES & INITIATIVES

MnDOT has adopted policies and initiatives that guide the direction of the agency. The Complete Streets and Tribal Nations Government-to-Government policies expand upon state and federal requirements to create a comprehensive approach to the development of MnSHIP.

COMPLETE STREETS

MnDOT's Complete Streets policy commits the department to addressing the safety and accessibility needs of users of all ages and abilities.[15] MnDOT must follow a complete streets approach in all stages of planning, scoping, design, construction, operation and maintenance activities. Complete streets consider the needs of pedestrians, bicyclists, transit users, motorists, commercial vehicles and emergency vehicles moving along and across roads, intersections and crossings. The approach is sensitive to local context and recognizes that needs vary across urban, suburban and rural settings.

MnSHIP sets investment targets for multimodal project components necessary to achieve complete streets goals. The MnSHIP investment direction increased investment for pedestrian and bicycle infrastructure on state highways which should allow for more multimodal improvements on MnDOT projects. It also increased investment for safety improvements to address the safety of all highway users, including pedestrians and bicyclists.

TRIBAL CONSULTATION

MnDOT seeks to foster and facilitate positive government-to-government relations between MnDOT and all federally recognized Minnesota Tribal Nations. MnDOT requires that the principles of the *Minnesota Tribal Nations* policy are considered at all phases of planning and project development in the establishment, development, operation and maintenance of a comprehensive, integrated and connected multimodal transportation system.[16]

To be consistent with Minnesota Executive Order 19-24, MnDOT concentrates on three focus areas:

- Transportation System
- Employee Training and Outreach
- Additional Resources

Within the Transportation System focus area, planning is identified. Specifically, MnDOT must employ early, continuous and meaningful involvement of the public and the full range of affected stakeholders throughout its planning processes and must reach out to populations who may be under-represented or under-served by the transportation system. Additionally, Tribal Nation interests will be addressed using transparent, effective and project appropriate public involvement processes. Tribal engagement occurs through consultation, collaboration and coordination.

[15] Minnesota Department of Transportation, "Complete Streets Policy OP004," Office of Transportation System Management, revised May 20, 2016, http://www.dot.state.mn.us/policy/operations/op004.html.

[16] Minnesota Department of Transportation, "Minnesota Tribal Nations Government-to-Government Relationship with MnDOT AD005," Office of Government Affairs, effective February 25, 2014, http://www.dot.state.mn.us/policy/admin/ad005.html#:~:text=Policy%20statement,-The%20Minnesota%20Department&text=MnDOT%20requires%20that%20the%20principles,and%20connected%20multimodal%20transportation%20system.

- **Consultation** is government-to-government communication in a timely manner by all parties about a proposed or contemplated decision to secure meaningful tribal input and involvement in the decision-making process and to advise the tribe of the final decision and provide an explanation.
- **Collaboration** is when all parties involved in carrying out planning and project development work together in a timely manner to achieve a common goal or objective.
- **Coordination** is when each party shares and compares in a timely manner its transportation plans, programs, projects and schedules with the related plans, programs, projects and schedules of the other parties; and adjusts its plans, programs, projects and schedules to optimize the efficient and consistent delivery of transportation projects and services.

For this update of the MnSHIP, MnDOT engaged with Tribal Nations through a government-to-government process. Tribal Nations were asked to provide tribal transportation plans as part of the planning review process. To ensure Tribal Nations interests are included in these high-level decisions, Minnesota Indian Affairs Council helped to designate representatives to serve on plan advisory committees (see Appendix A – Acknowledgments). Three tribes participated in staff-to-staff coordination meetings: Bois Forte, Prairie Island Indian Community and White Earth Nation. Additionally, staff presented to the Advisory Council for Tribal Transportation a key decision points: project start, public launch, draft investment direction development and public comment period. More details about coordination and consultation with Tribal Nations can be found in Appendix B – Engagement Summary.