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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.

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## 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.



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# 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.

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## 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.

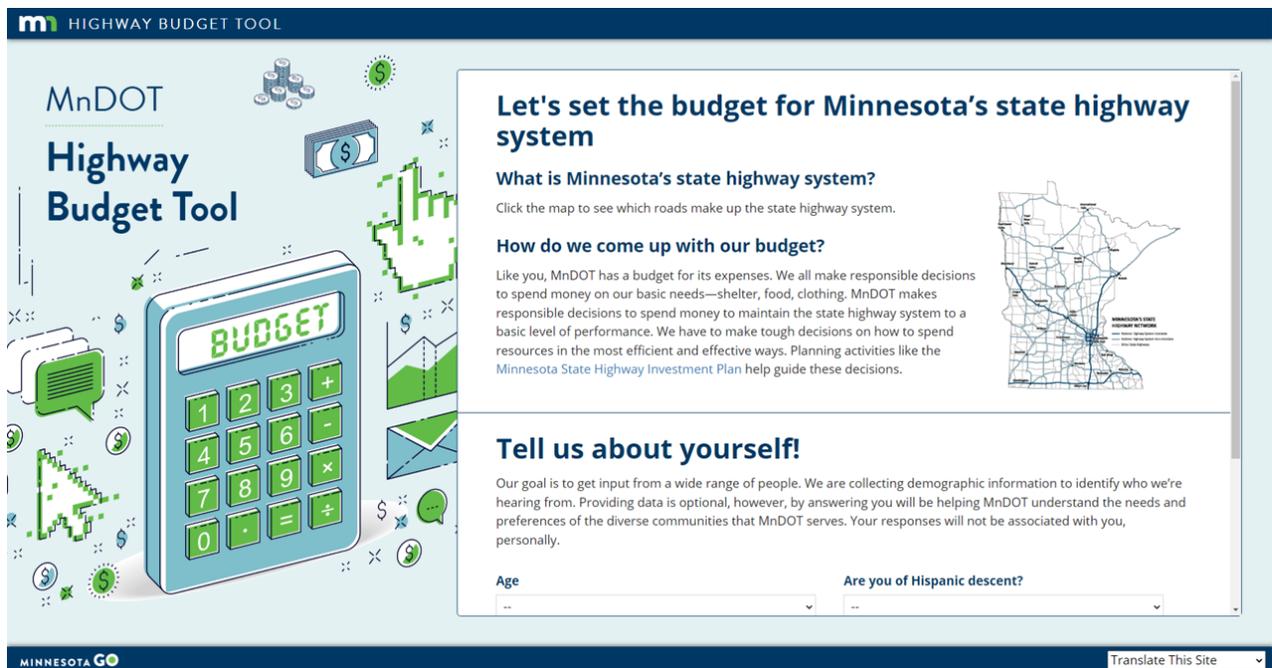
A paper survey was created as a simple way to provide feedback on budget priorities and investment direction in parallel with the investment tool. Below are the survey questions that were asked at the community events in Phase 1:

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
<b>Original Post</b>	11,720	40,133	5	10	0	2	156	137	\$0.96	\$1.09
<b>MnSHIP survey - September reminder</b>	35,879	71,437	59	62	12	11	945	884	\$0.53	\$0.57
<b>MnSHIP survey - last call</b>	13,089	40,434	0	17	1	0	322	300	\$1.09	\$1.17
<b>MnSHIP survey - last call - English</b>	13,853	24,998	13	17	4	3	345	330	\$0.43	\$0.45
<b>MnSHIP survey - last call</b>	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.

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## 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

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## 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



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# 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

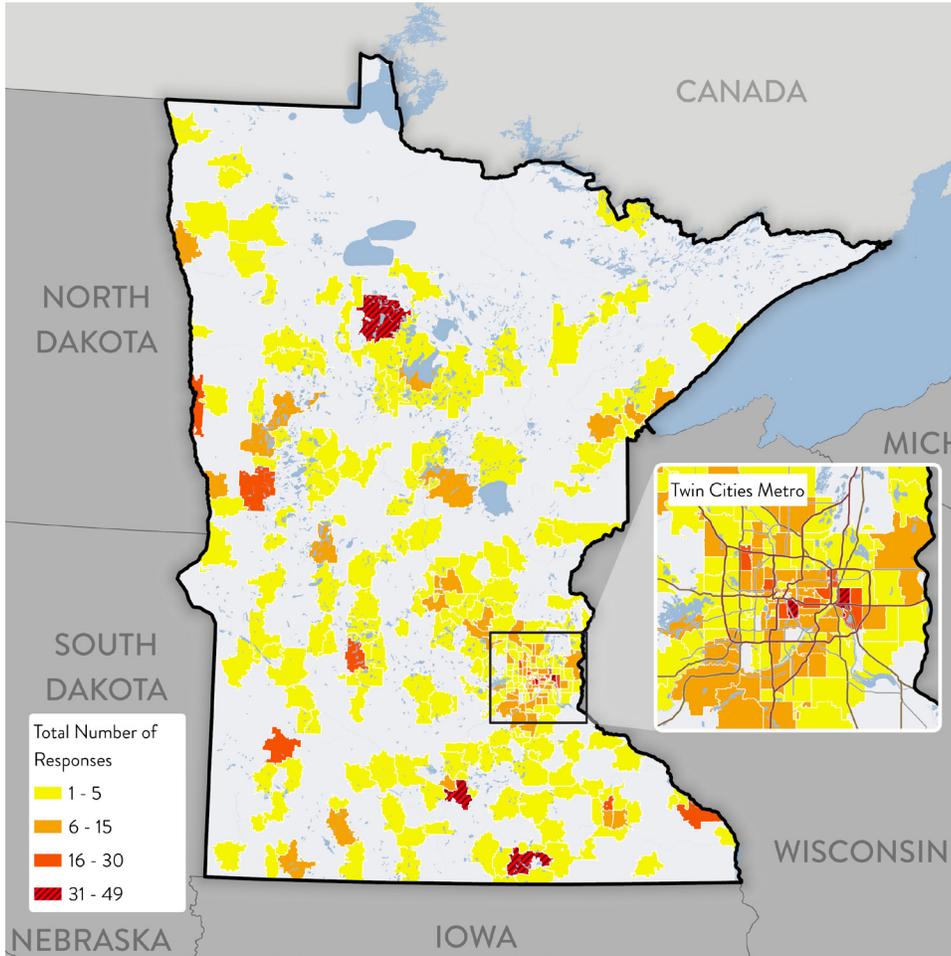
Engagement materials and the short survey were translated into Spanish, Somali, and Hmong. Translation of the budget tool was also available through Google translate. The number of surveys and submissions completed include:

- ✔ **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**

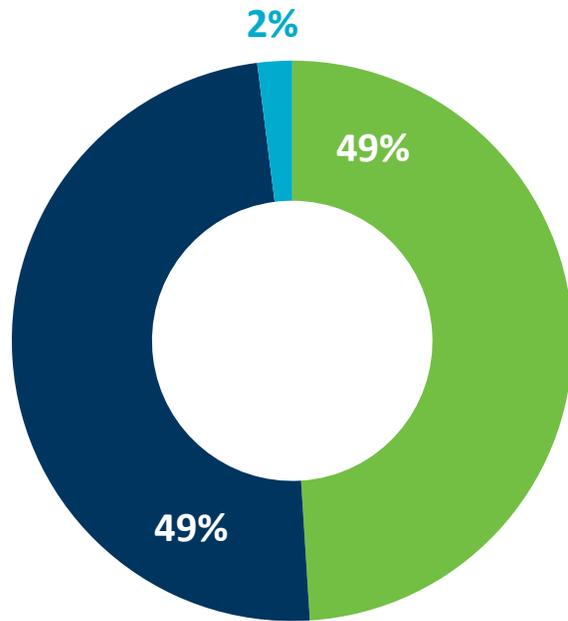
DISTRICT (By Zip Code or Meeting Location)	NUMBER OF RESPONSES	% OF RESPONSES
District 1	142	7%
District 2	85	4%
District 3	182	9%
District 4	167	8%
District 6	204	10%
District 7	152	8%
District 8	91	5%
Metro District	942	48%

## GENDER IDENTITY OF RESPONSES

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

**Figure B-8: Gender Identity of Responses**

- Male
- Female
- Non-Binary

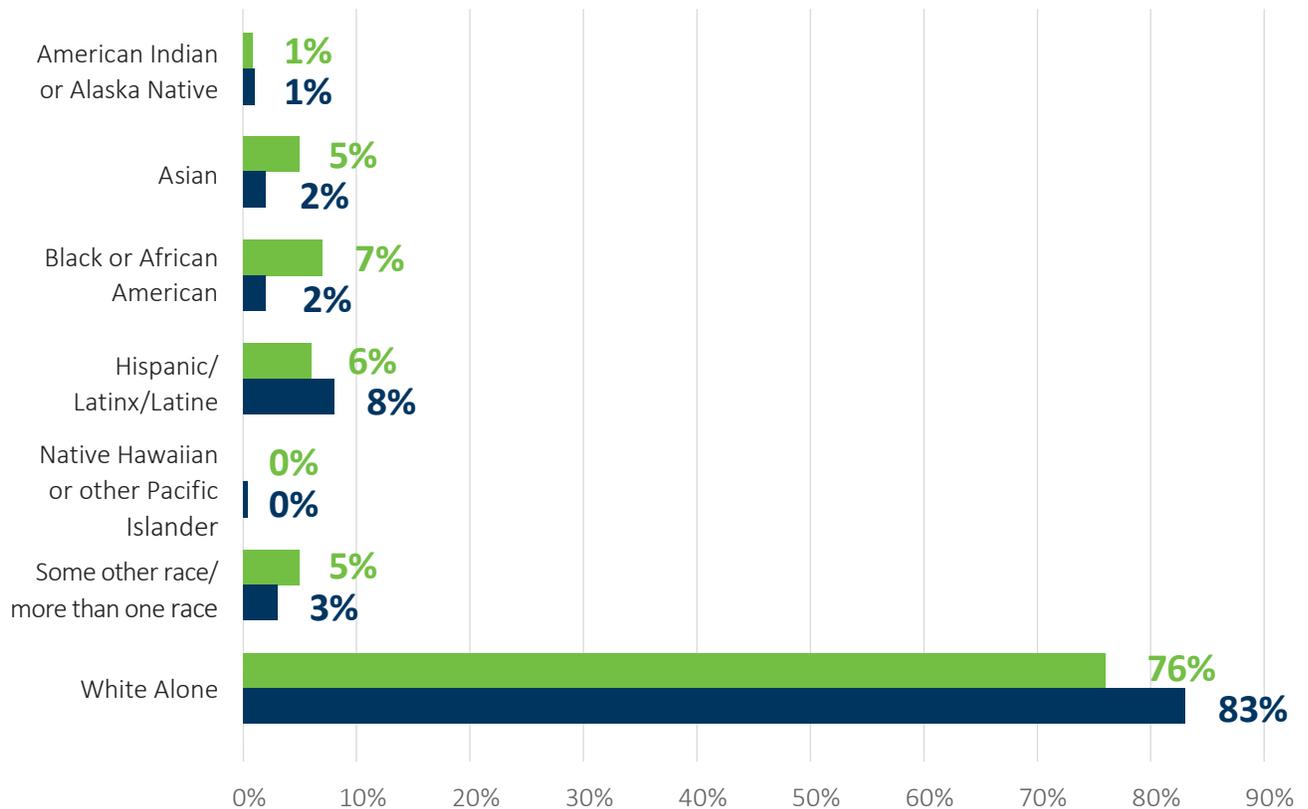


## RACE/ETHNICITY OF RESPONSES

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

**Figure B-9: Race and Ethnicity of Responses**

- State Demographics
- MnSHIP Responses

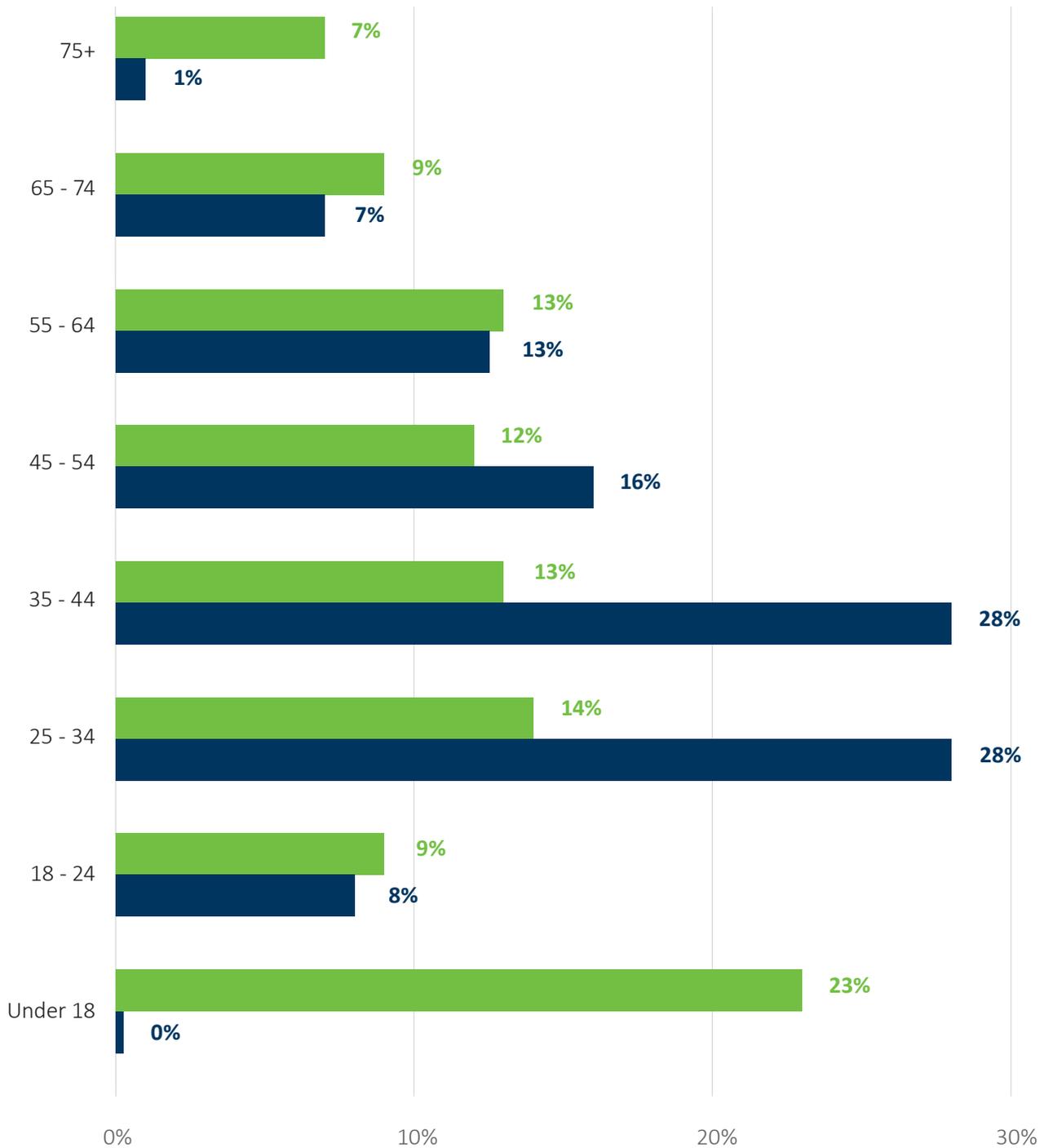


## AGE OF RESPONSES

MnDOT received 1,799 engagement responses which included age.

Figure B-10: Age of Responses

● State Demographics ● MnSHIP Responses

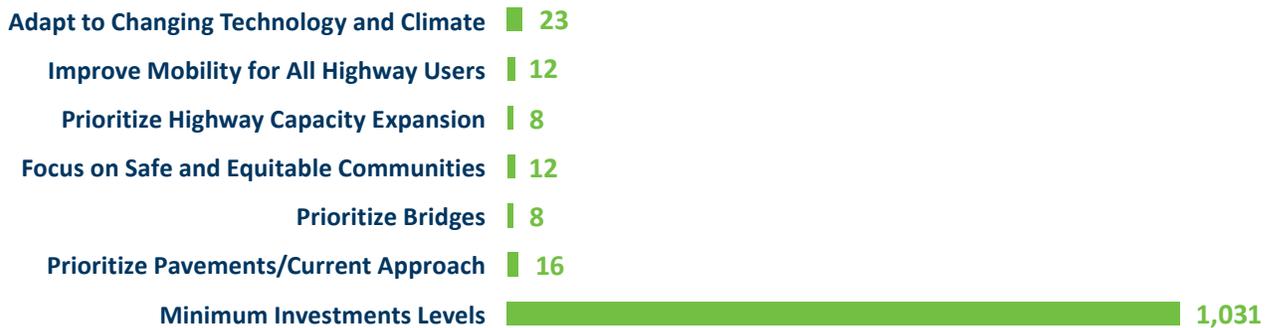


# WHAT DID WE HEAR?

## ONLINE BUDGET TOOL RESULTS

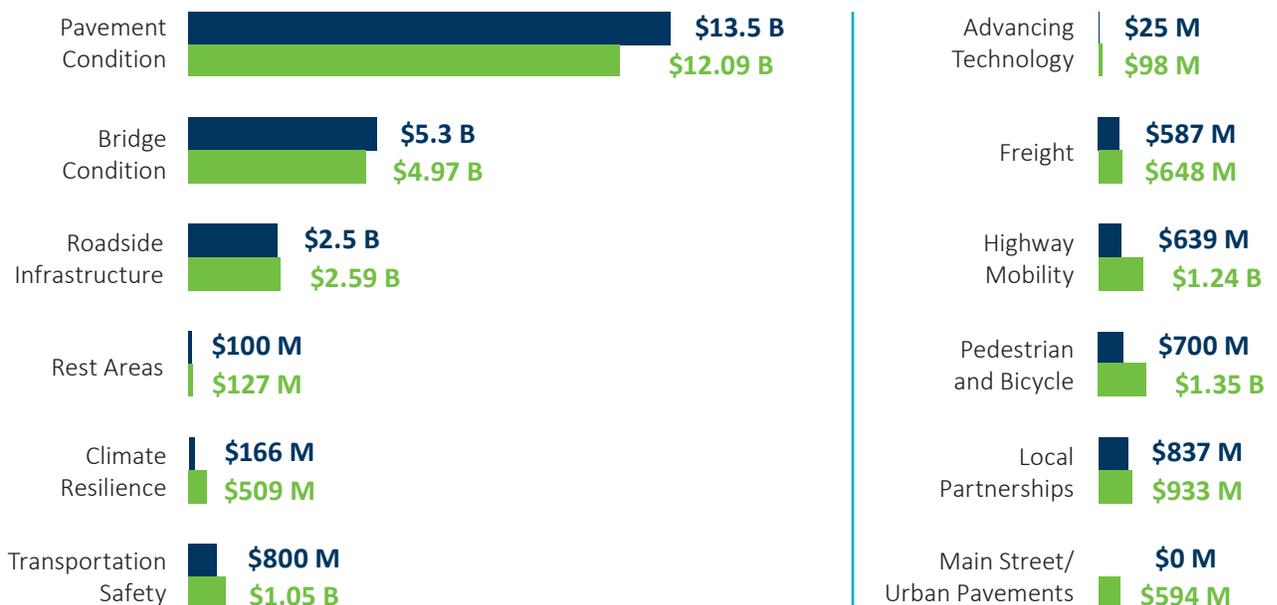
Participants were given the option to start putting together their budgets from one of the six investment approaches or start from the minimum levels in each investment category and create a custom budget for the state highway system. Most participants choose to start from the minimum investment levels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

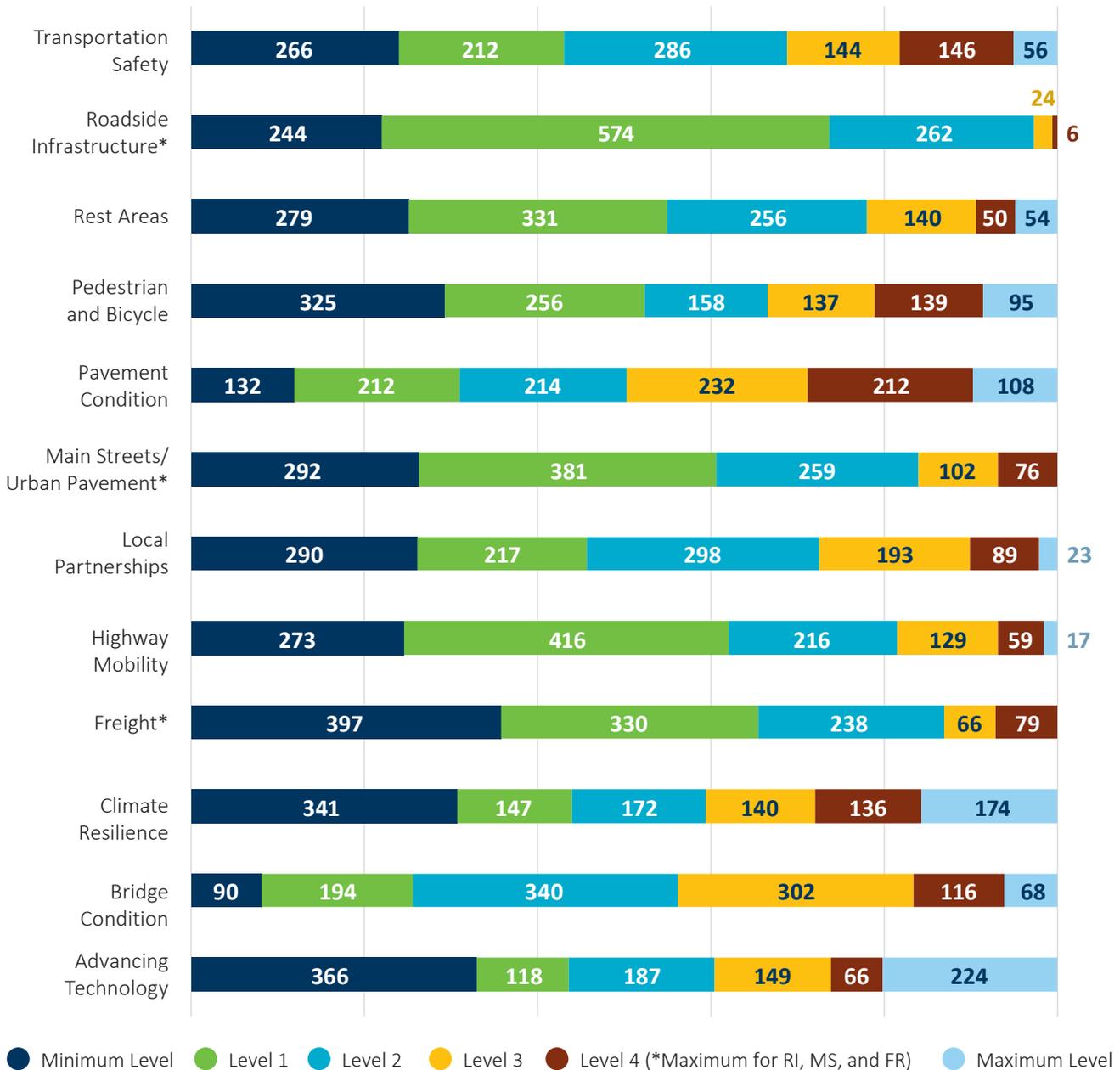


● Prioritize Pavements/Current Approach ● Budget Tool Average

## 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%
<b>Total</b>	<b>\$32.63 B</b>	<b>100%</b>	<b>\$32.48 B</b>	<b>100%</b>

**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	<1%
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%
<b>Total</b>	<b>\$32.33 B</b>	<b>100%</b>	<b>\$32.39 B</b>	<b>100%</b>	<b>\$32.50 B</b>	<b>100%</b>

**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%
<b>Total</b>	<b>\$32.78 B</b>	<b>100%</b>	<b>\$31.92 B</b>	<b>100%</b>	<b>\$32.45 B</b>	<b>100%</b>

**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%
<b>Total</b>	<b>\$32.46 B</b>	<b>100%</b>	<b>\$32.68 B</b>	<b>100%</b>	<b>\$32.81 B</b>	<b>100%</b>

*\*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%
<b>Total</b>	<b>\$32.46 B</b>	<b>100%</b>	<b>\$32.65 B</b>	<b>100%</b>

*\*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%
<b>Total</b>	<b>\$32.35 B</b>	<b>100%</b>	<b>\$32.61 B</b>	<b>100%</b>	<b>\$32.68 B</b>	<b>100%</b>

**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%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

## 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.”*

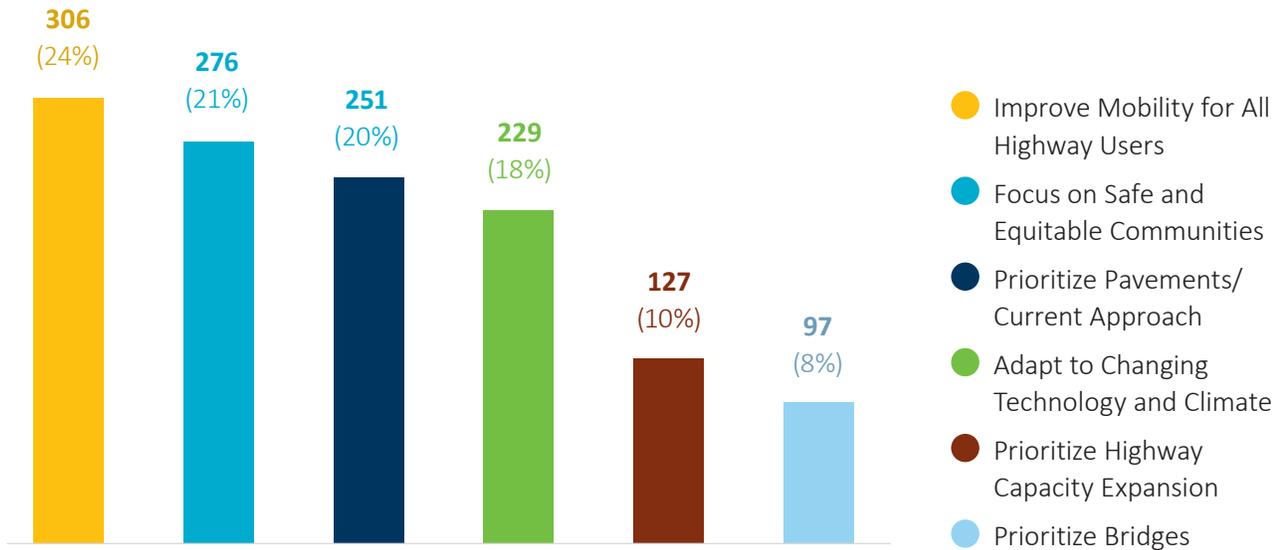
### ADAPT TO CHANGING TECHNOLOGY AND CLIMATE

*“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.”*

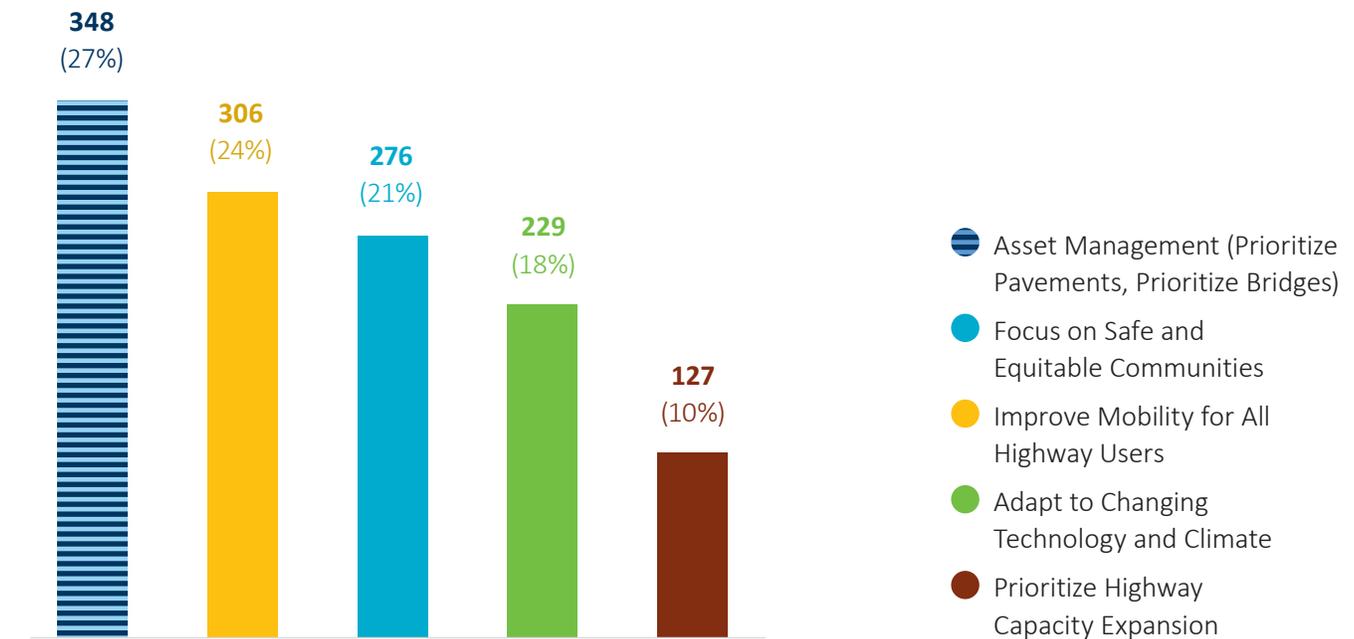
The most selected preferred approach was Improve Mobility for All Highway Users. However, no approach received a majority.

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**



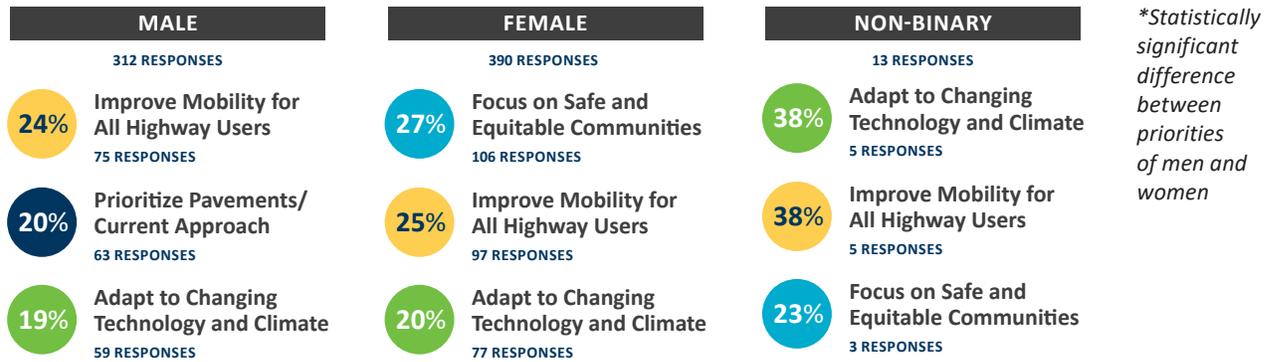
**Figure B-24: Preferred Investment Approaches with Combined Asset Management Responses**



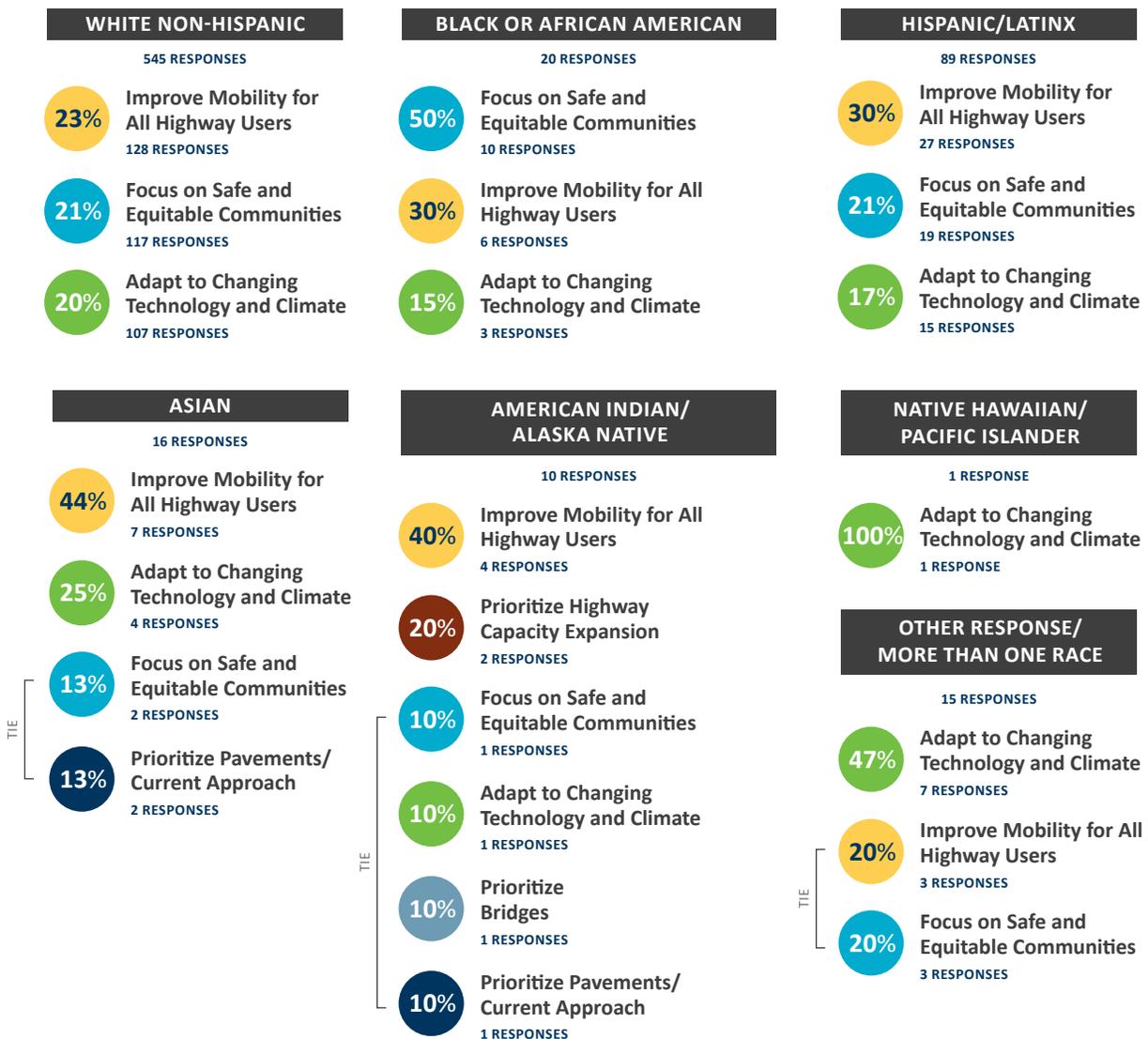
## PREFERRED APPROACH SELECTION BY LOCATION AND DEMOGRAPHIC GROUPS

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

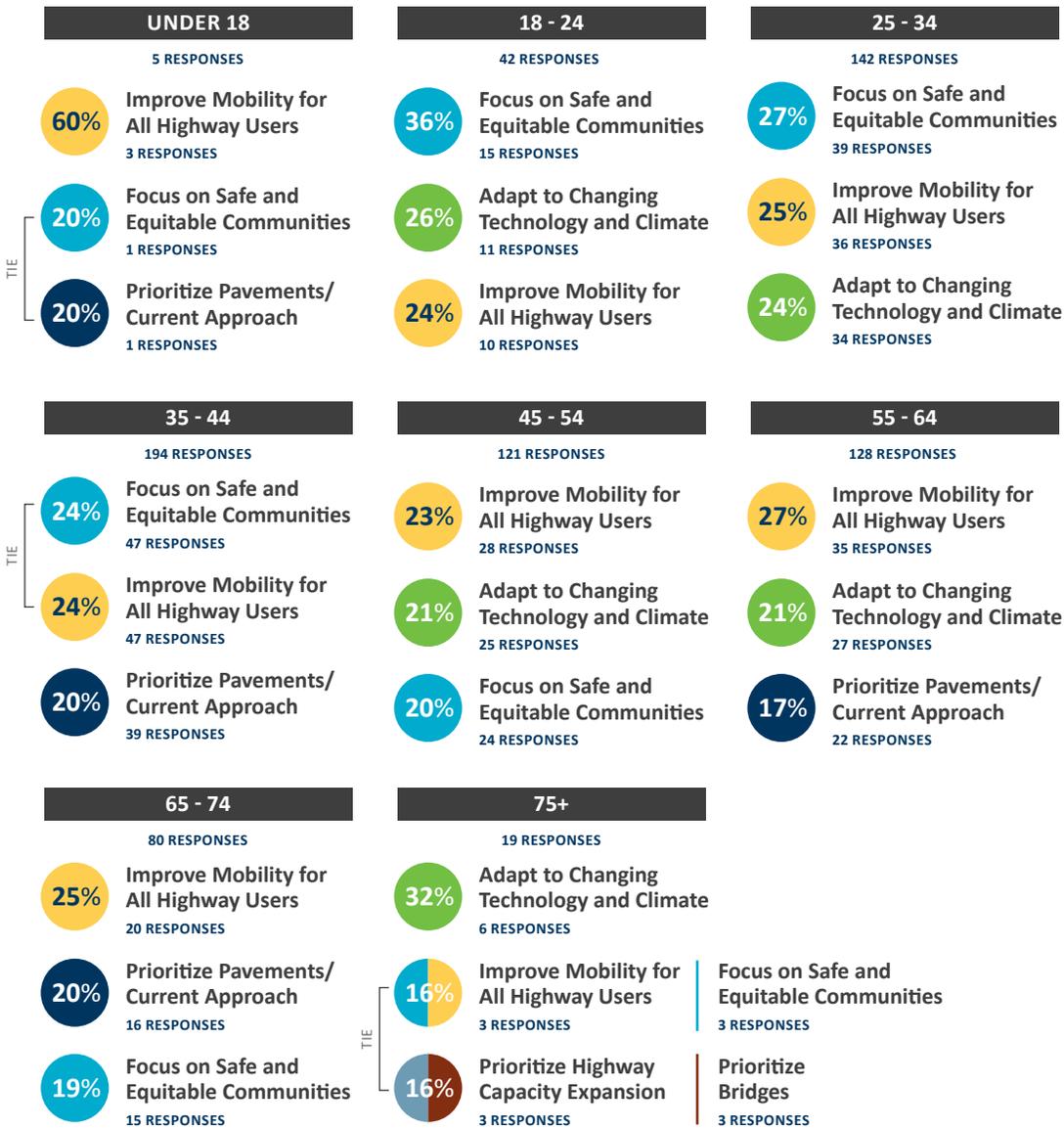
### TOP 3 PREFERRED APPROACH BY GENDER:



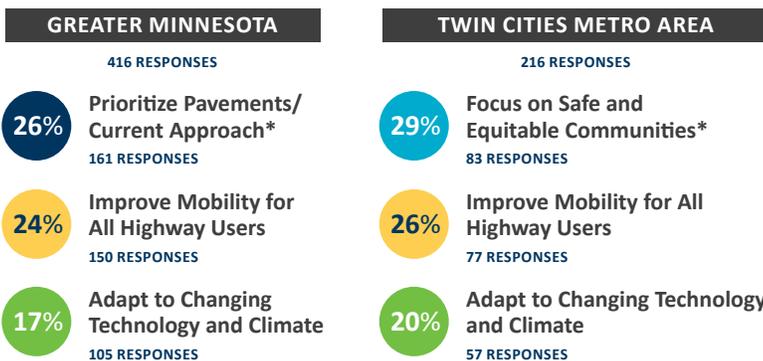
### TOP 3 PREFERRED APPROACH BY RACE/ETHNICITY:



**TOP 3 PREFERRED APPROACH BY AGE GROUPS:**



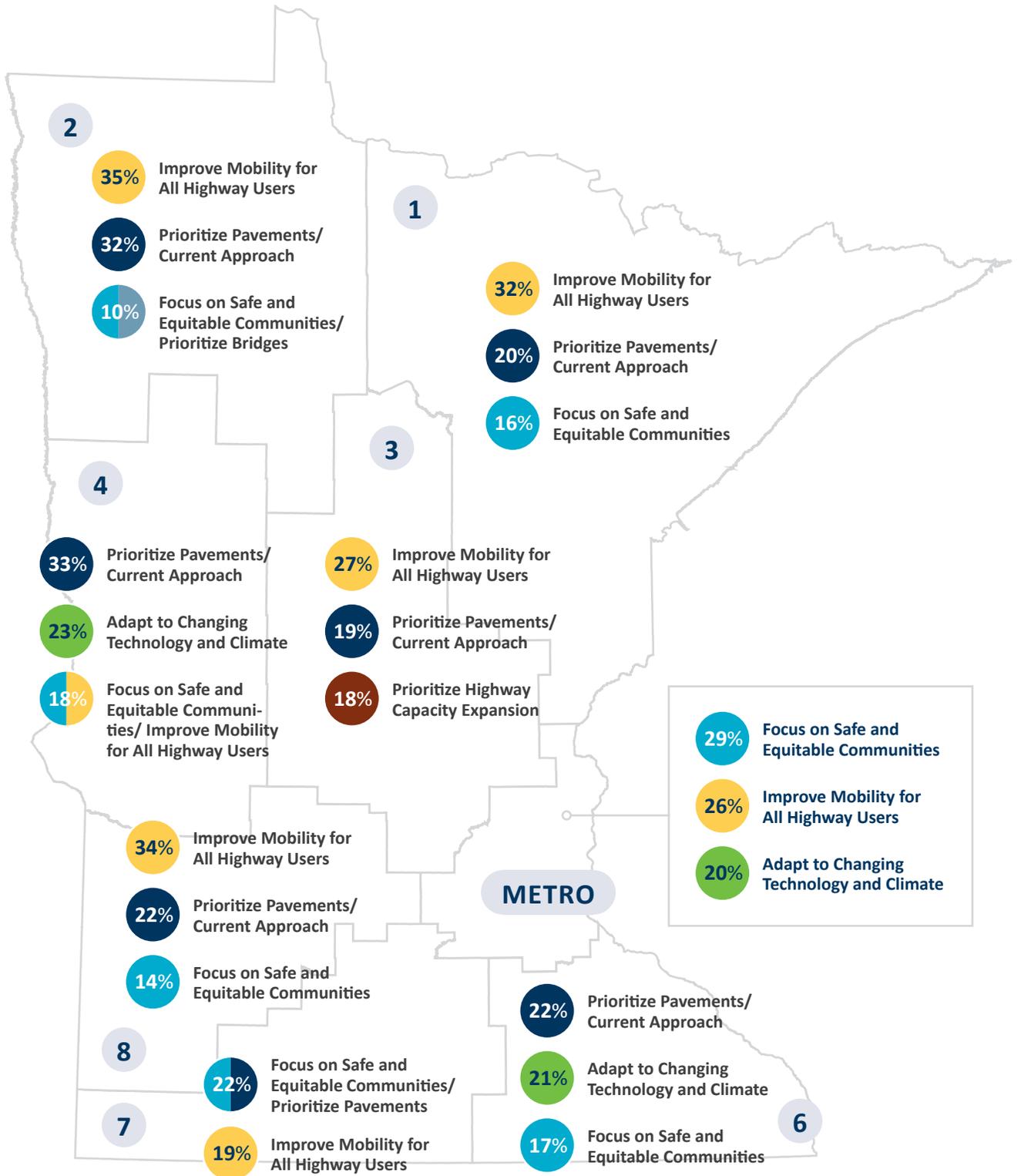
**TOP 3 PREFERRED APPROACH BY LOCATION:**



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

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

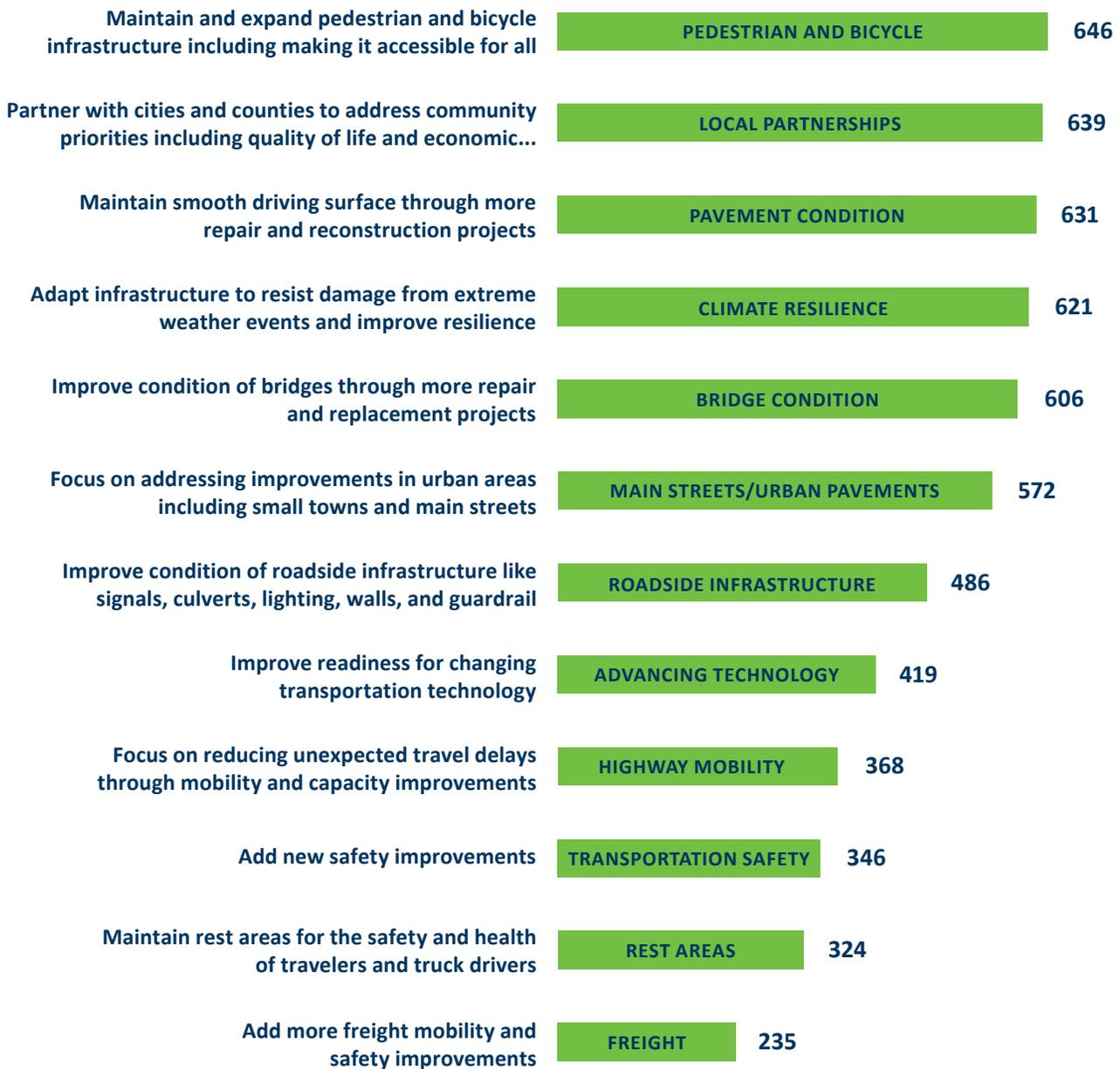
**Figure B-25: Top 3 Preferred Approach by MnDOT District**



## TOP 5 MOST IMPORTANT IMPROVEMENTS RESULTS

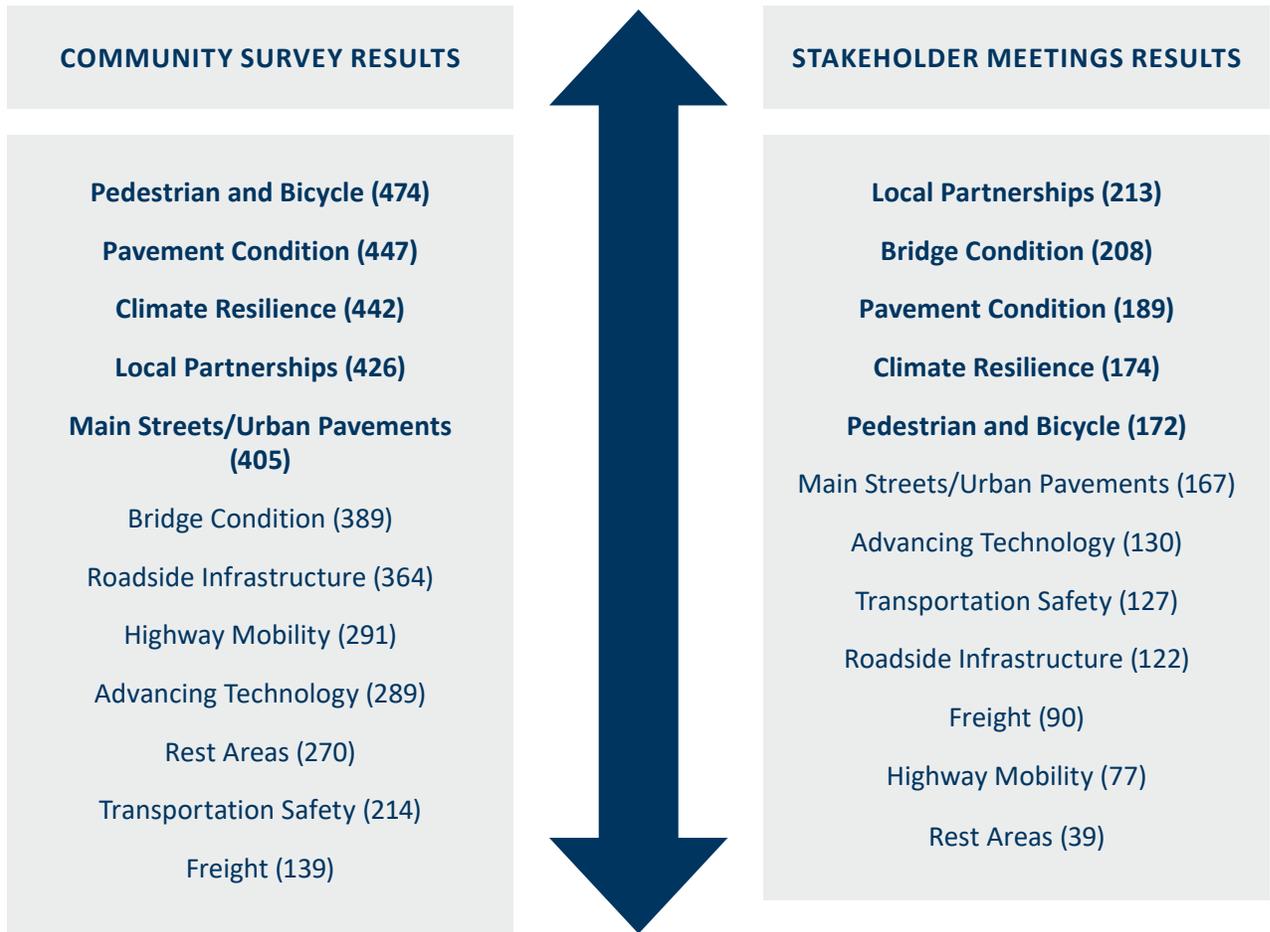
The short surveys asked respondents to select their top five priorities for state highway investment from a list of 12 investment categories. The plain language investment category language is shown on the left below. The MnSHIP Investment Category name is shown on the right along with the results from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

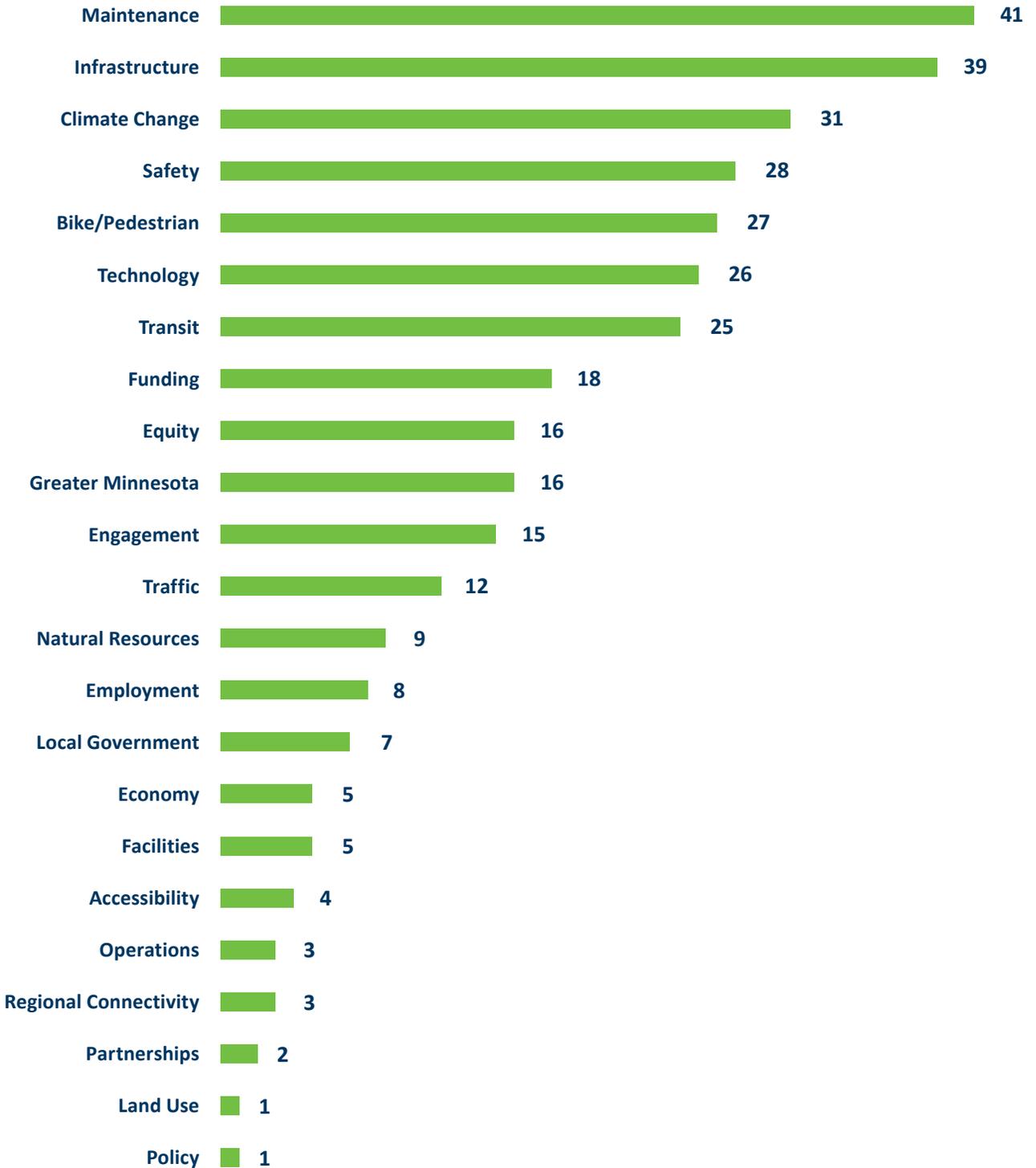
### ADVANCING TECHNOLOGY

- ✔ 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.



# 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**

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## 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

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# 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.

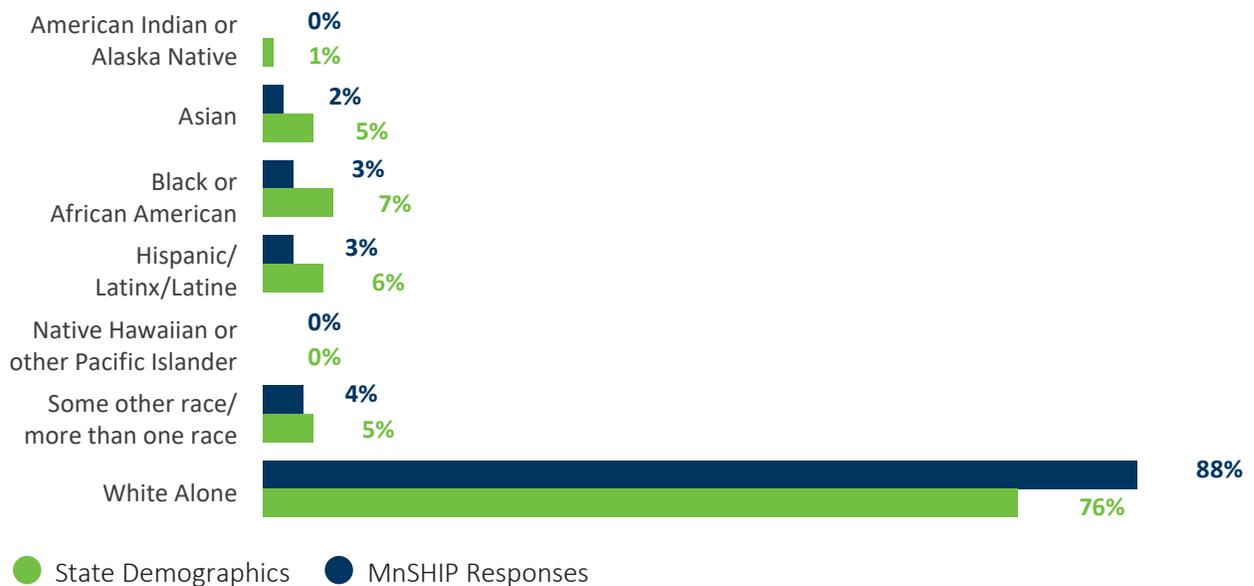
**COPAL – Comunidades Organizando el Poder y la Acción Latina** (South-Central MN and Minnesota) communicated via email with their core 54 community leaders (Comité General de MN) and distributed flyers in vaccination events in the Mankato area.

**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.

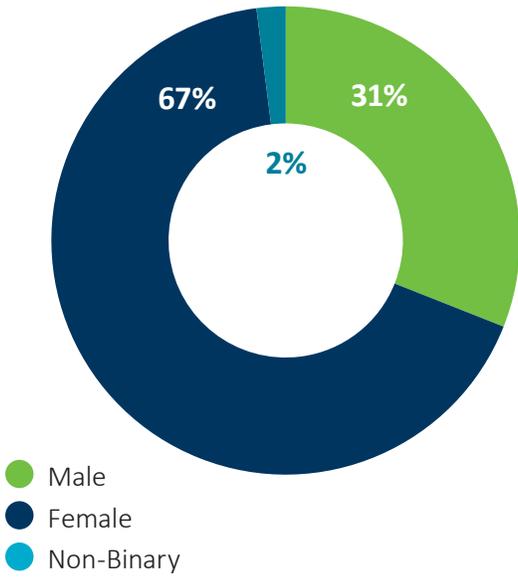
**Figure B-32: Race and Ethnicity of Responses**



## GENDER IDENTITY OF RESPONSES

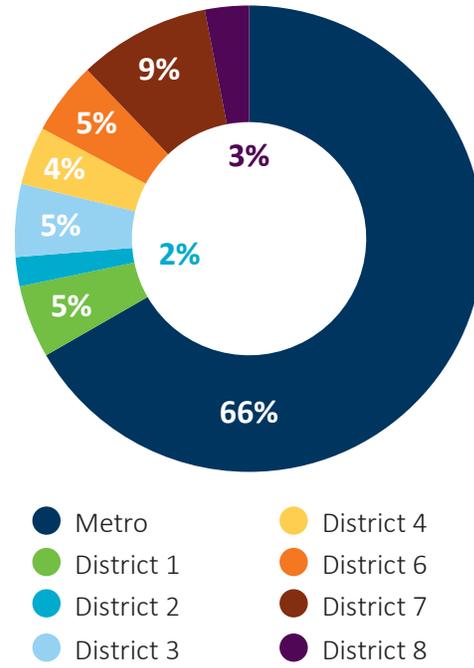
Almost two thirds of respondents in this phase described themselves as female.

Figure B-33: Gender Identity of Responses



## RESPONSES BY DISTRICT

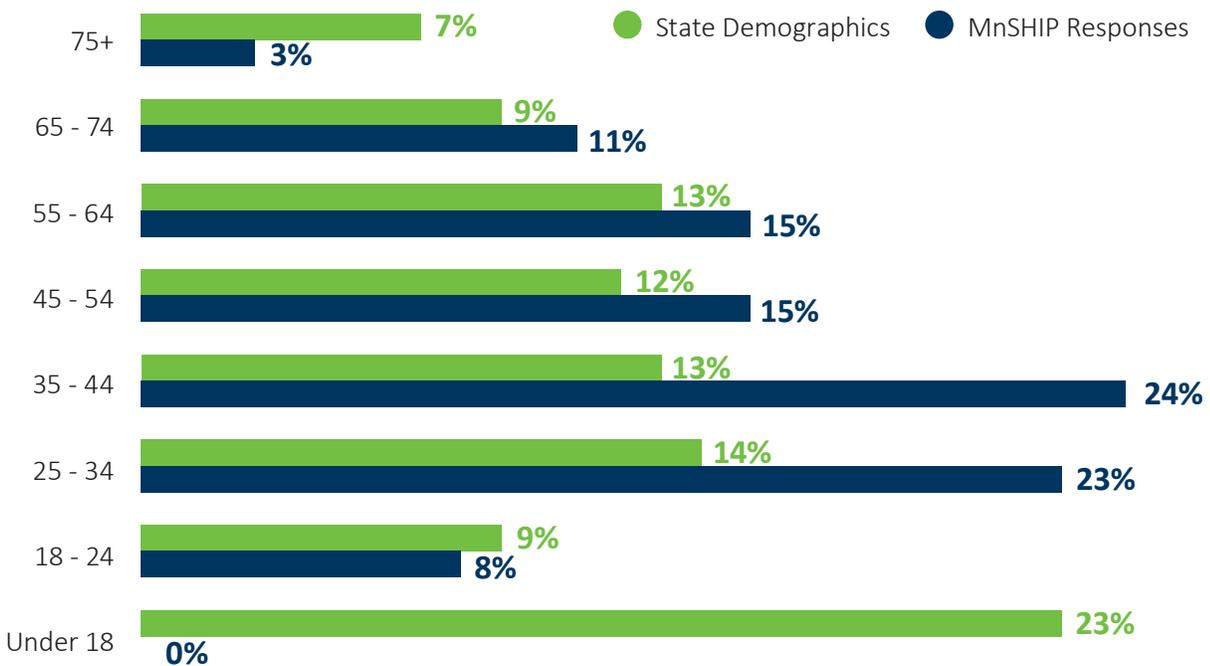
Figure B-34: Responses by District



## AGE OF RESPONSES

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

Figure B-35 Ages of Responses

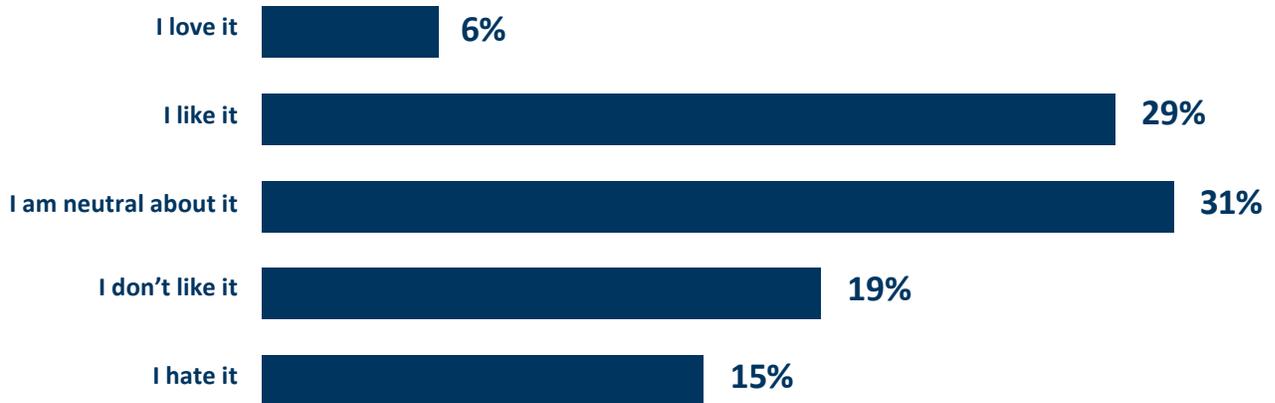


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## WHAT DID WE HEAR?

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.

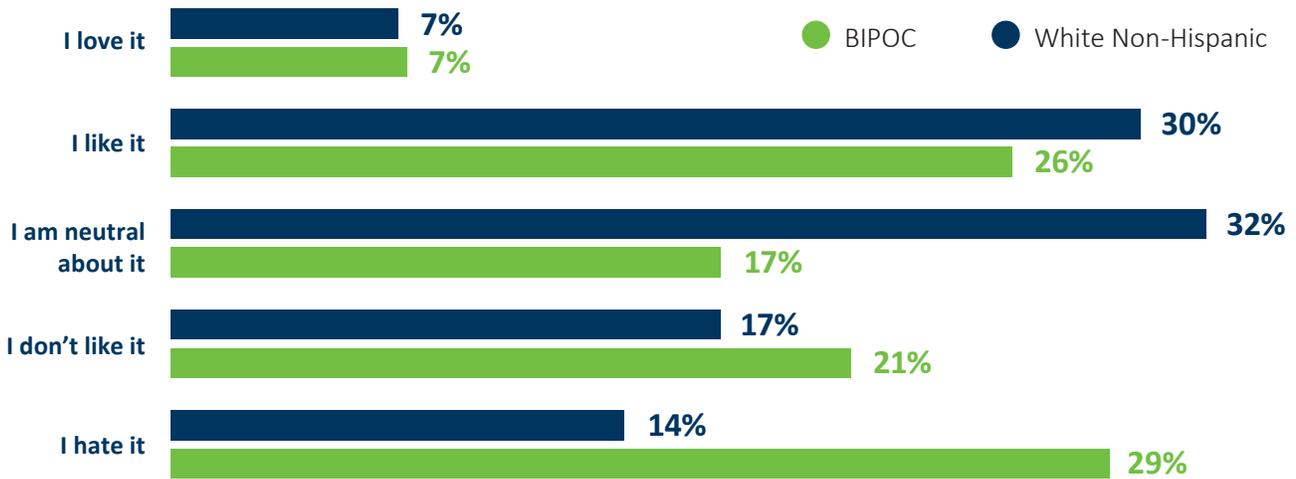
The top reasons why people didn't like the draft investment direction were its focuses on highways and pavement. These responses generally focused on the highway system's role in Greenhouse Gas Emissions and MnDOT's target for reducing VMT. Respondents wanted MnDOT to adopt a more transformational plan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



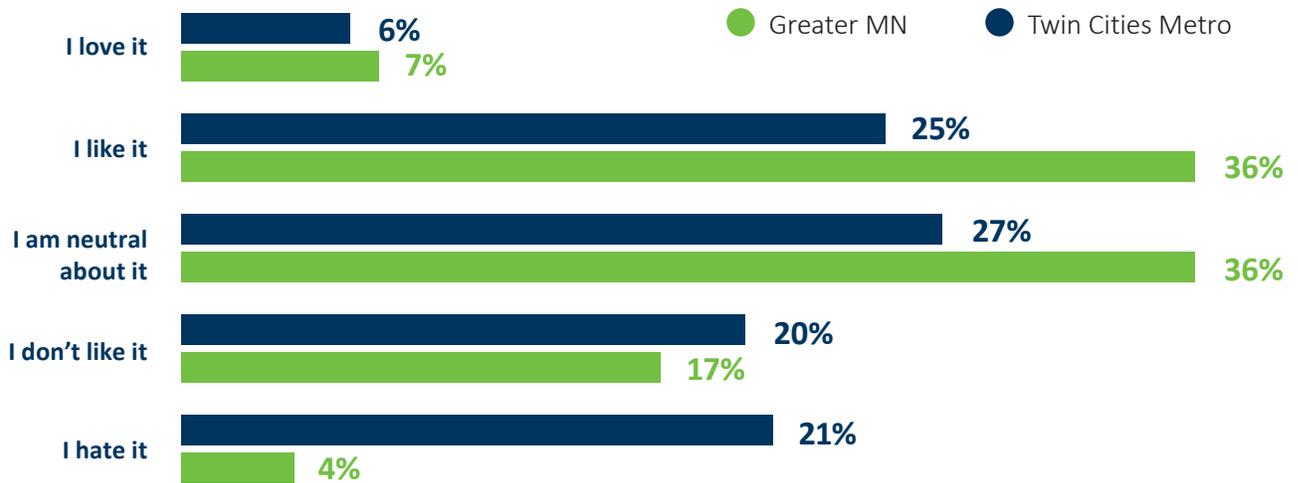
Responses from BIPOC were analyzed to determine what they would change about the investment direction. Those who said they did not like it or hated it tended to want more investment in bike/ped, transit, and climate measures, and less investment in pavement.

**Figure B-38: Responses from BIPOC**

SENTIMENT	MORE INVESTMENT	LESS INVESTMENT
<b>I love it</b>	N/A	N/A
<b>I like it</b>	Ped & Bike (3)	N/A
<b>I am neutral about it</b>	Climate (3)	Ped & Bike (3)
<b>I don't like it</b>	Ped & Bike (4) Climate (3) Pavement (3) Bridge (3) Transit (3) Safety (3)	Pavement (3)
<b>I hate it</b>	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

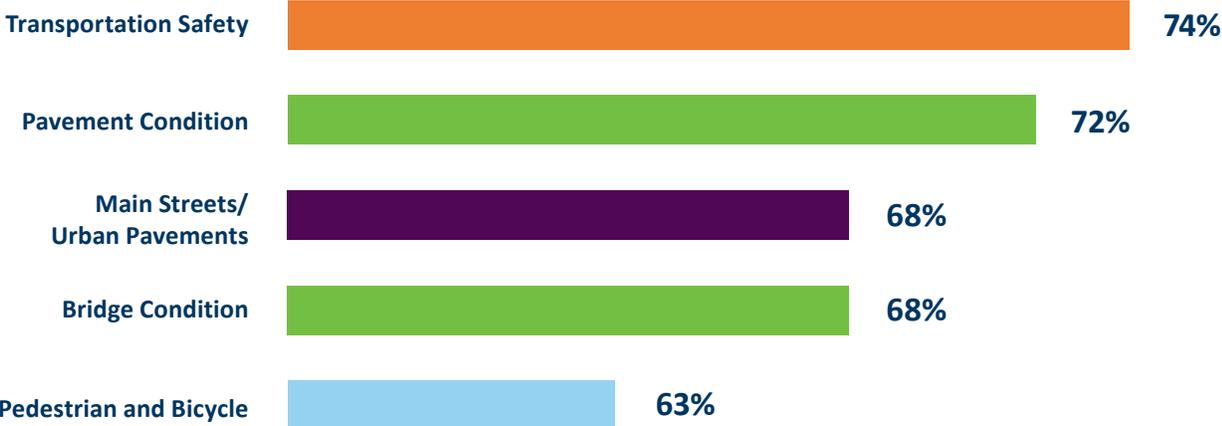
In addition to getting feedback on the draft investment direction, the second phase of public engagement also focused on getting feedback for increased revenue priorities. Respondents used the online budgeting tool to prioritize up to \$6 billion in additional funding beyond the draft investment direction. 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%
<b>TOTAL</b>	<b>\$5.8 B</b>	<b>100%</b>

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:



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# 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.

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## 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.

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### 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.

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## **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 (Aitkin County) whereas bridges are in good condition, so concerned this plan will continue to worsen pavement condition in greater MN.

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## **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.

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## **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.

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## **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.

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# APPENDIX: PUBLIC HEARING PRESENTATION

# 20-Year State Highway Investment Plan

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MINNESOTA **GO**

## Draft 2023-2042 MnSHIP

Public Hearing

# Welcome & Introductions

# Agenda

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

# 20-Year State Highway Investment Plan

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MINNESOTA GO

## Overview

# 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



# Why does MnSHIP matter?

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

MINNESOTA GO  
50-YEAR VISION

Statewide Multimodal  
Transportation Plan



20-Year State  
Highway Investment Plan



**10-YEAR CAPITAL HIGHWAY  
INVESTMENT PLAN (CHIP)**

Project planning and development  
Updated annually

**4-YEAR STATE  
TRANSPORTATION  
IMPROVEMENT PROGRAM  
(STIP)**

Project design and its program

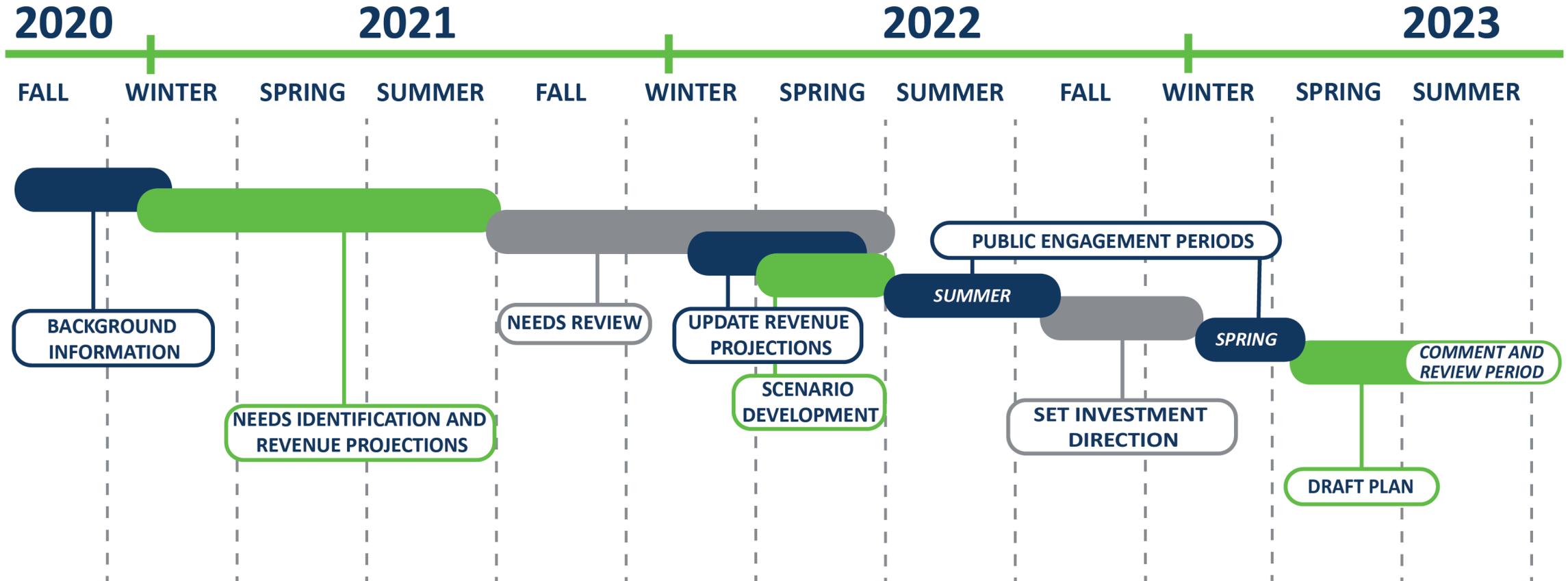
CONSTRUCTION

# Applicability

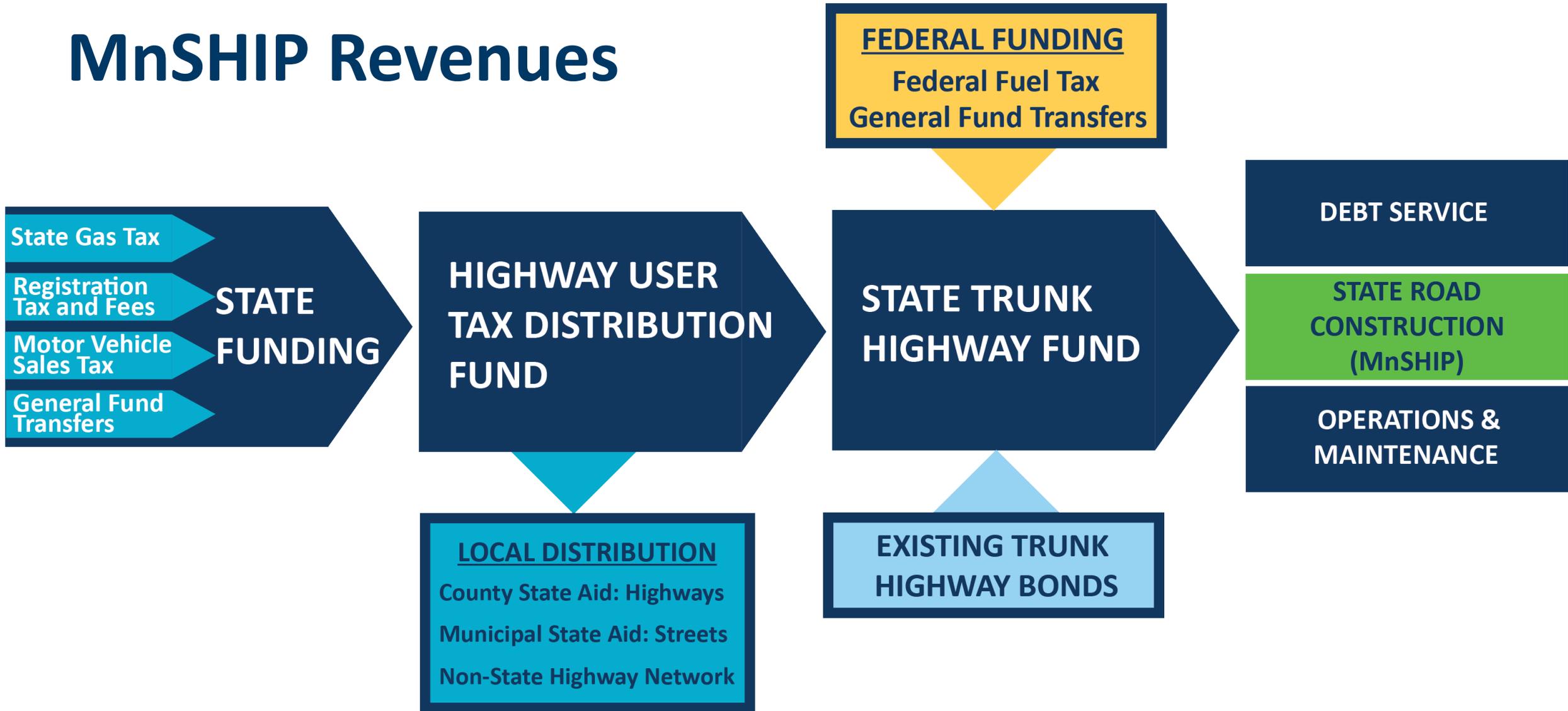
Draft plan covers 2023-2042

- First program year to use the new investment direction guidance will be 2028
- Once adopted, this plan will replace the 2018-2037 MnSHIP

# MnSHIP Timeline



# 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

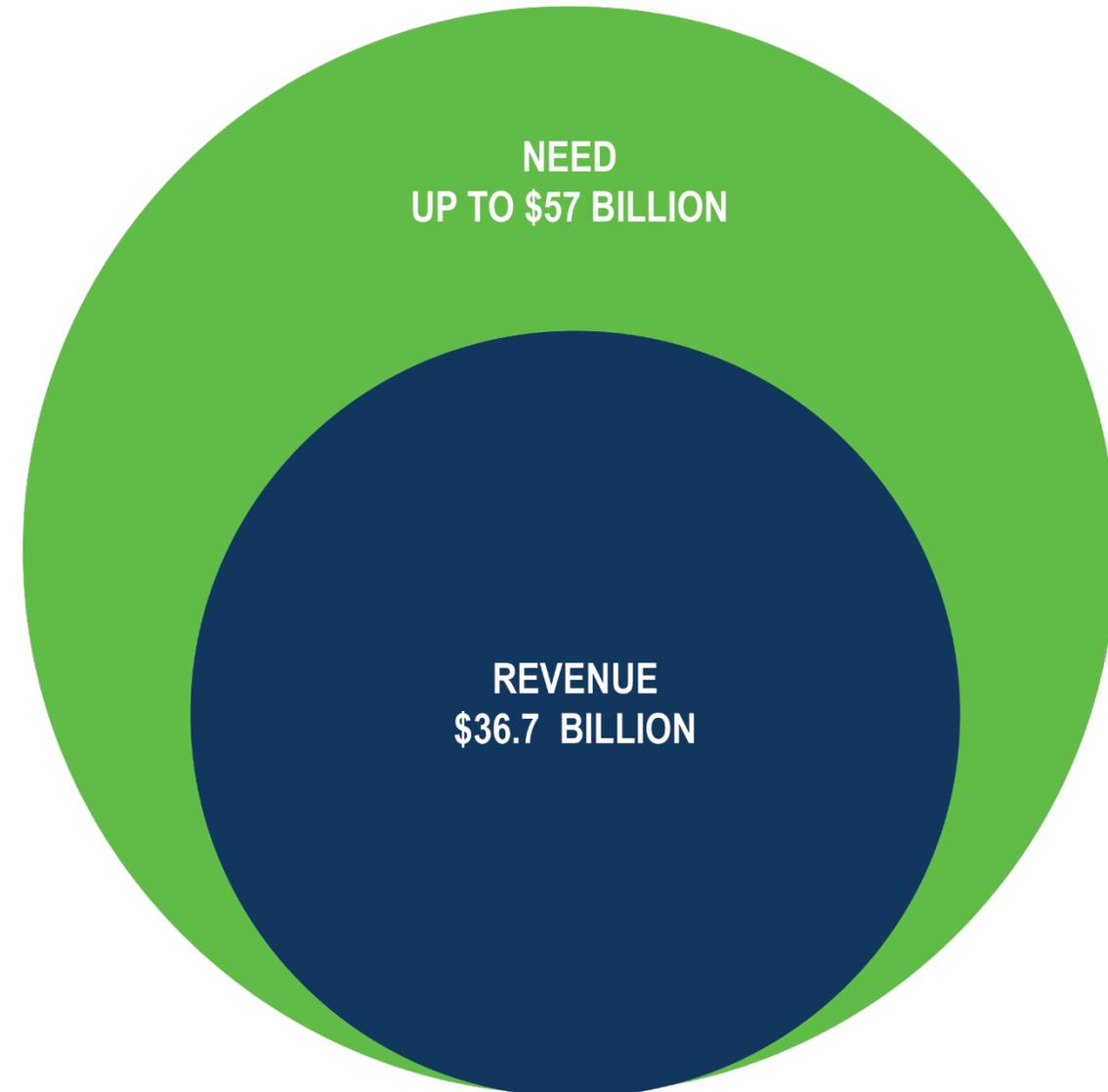
Transportation Safety  
Advancing Technology

## HEALTHY EQUITABLE COMMUNITIES

Local Partnerships  
Main Streets/Urban Pavements

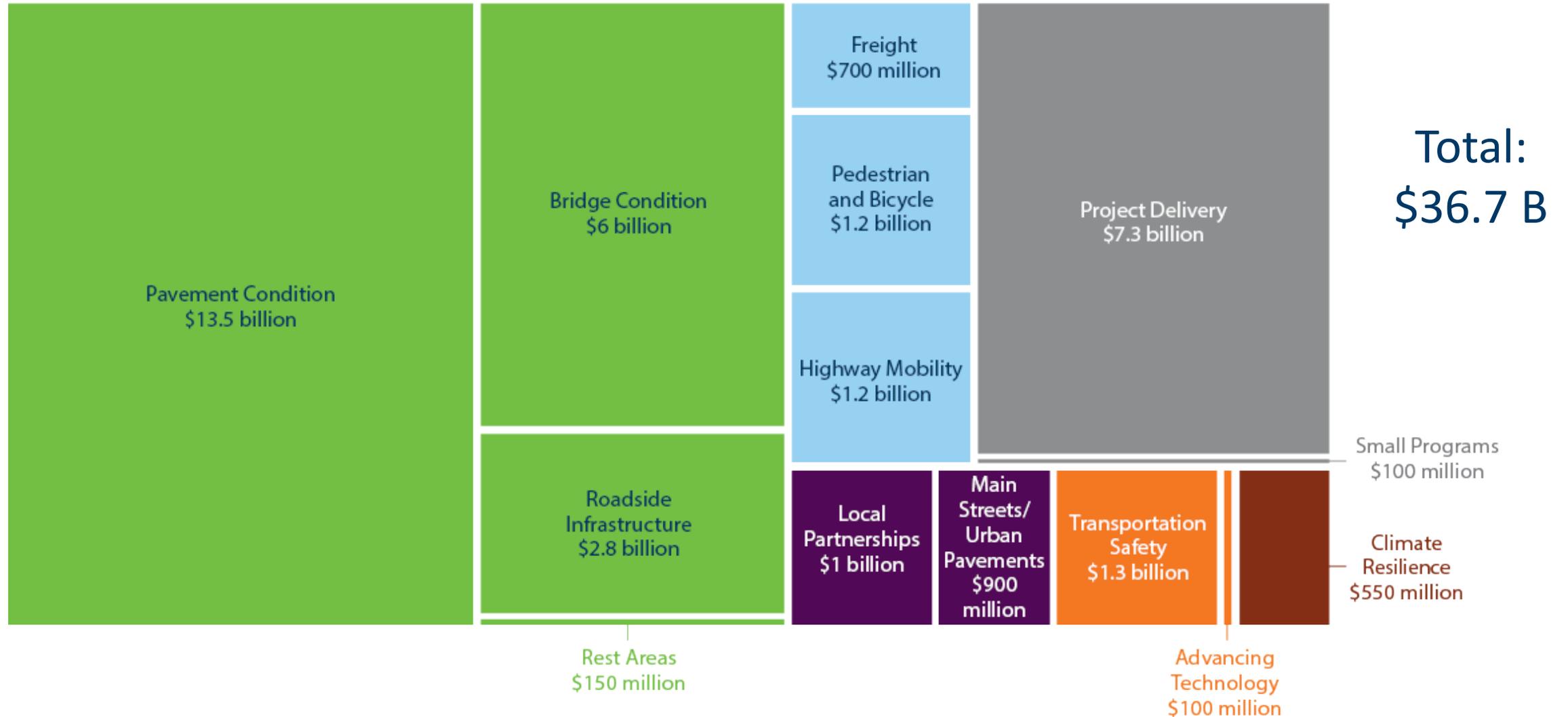
# Revenue vs. Need

- **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

System Stewardship   Transportation Safety   Healthy Equitable Communities   Critical Connections   Climate Action   Other



# 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

# 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



# Improve Mobility, Accessibility, and Safety for All

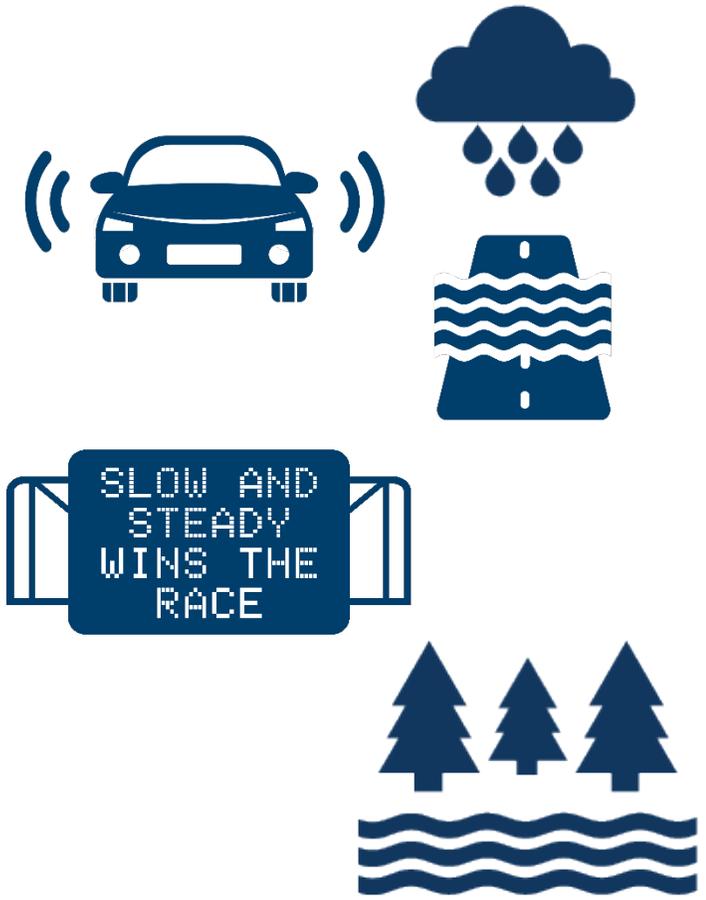


- Increased funding in ADA compliance by 2037
  - Sidewalks, curb ramps, signals
  - (NEW) Pedestrian bridges, multi-use trails, rest areas
- Increase funding for safety
- Address pedestrian and bicyclist network gaps and safety improvements
- Focus on traffic management, localized mobility/safety, and 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

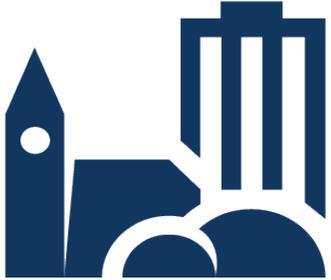


# Begin to Adapt to a Changing Future

- 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



# 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

# Draft Available for Public Comment

Submit comments by November 8<sup>th</sup> via email ([Stateplans.dot@state.mn.us](mailto:Stateplans.dot@state.mn.us)), mail or at [www.minnesotago.org](http://www.minnesotago.org)

# Next Steps

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

# 20-Year State Highway Investment Plan

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MINNESOTA **GO**

## Public Hearing Rules and Process

# 20-Year State Highway Investment Plan

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MINNESOTA GO

## Public Testimony

# Testimony

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

# Thank you again!

A summary of the public hearing will be available at  
[www.minnesotago.org](http://www.minnesotago.org)