NOVEMBER 2025

2026-2035 Capital Highway Investment Plan

State highway projects selected and developed for construction over the next 10 years based on the MnSHIP investment direction

MINNESOTA GO

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PURPOSE OF 10-YEAR CAPITAL HIGHWAY INVESTMENT PLAN

The 10-Year Capital Highway Investment Plan (CHIP) communicates the Minnesota Department of Transportation's proposed capital investments for the next ten years. It serves as an annual check-in on MnDOT's 20-Year State Highway Investment Plan (MnSHIP).

MnDOT also works with local governments and nearby states to secure funds beyond what is in MnSHIP. This includes federal (grants, Congressionally Directed Spending) and state (bonds, Legislative Directed Spending) money. It can also include local project cost participation. The Summary of Investment Plan starting on page 15 mostly focuses on funding identified in MnSHIP. The summary notes the amount and type of planned investment that was not included in MnSHIP.

The CHIP is updated annually and reflects MnDOT's plans at a point in time. By comparing these plans year-to-year, readers can see changes in the planned program. Updating this plan on an annual basis allows a greater degree of transparency and aligns with MnDOT's annual Major Highway Projects Report. Projects can shift in the 10-year plan as the Districts prepare their four-year construction programs based on anticipated funding, new MnSHIP guidance, funding target changes, and project needs.

This CHIP is consistent with State statute 174.03, and the investment targets outlined in the 2023 MnSHIP. The information is current as of September 2025.

The CHIP's primary objectives are to:

- Detail MnDOT capital investments over the next ten years on the state highway network.
- Compare planned and programmed projects with the investment priorities established in MnSHIP and explain any change in direction or outcomes.
- Facilitate coordination between MnDOT Districts and local units of government on future investments.
- Improve the transparency of MnDOT's proposed capital investment and decision-making.

The CHIP includes projects in two time periods:

- Years 1-4, called the State Transportation Improvement Program (STIP). MnDOT or partner agencies have funded these projects and are committed to delivering them.
- Years 5-10, which represent MnDOT's planned projects.

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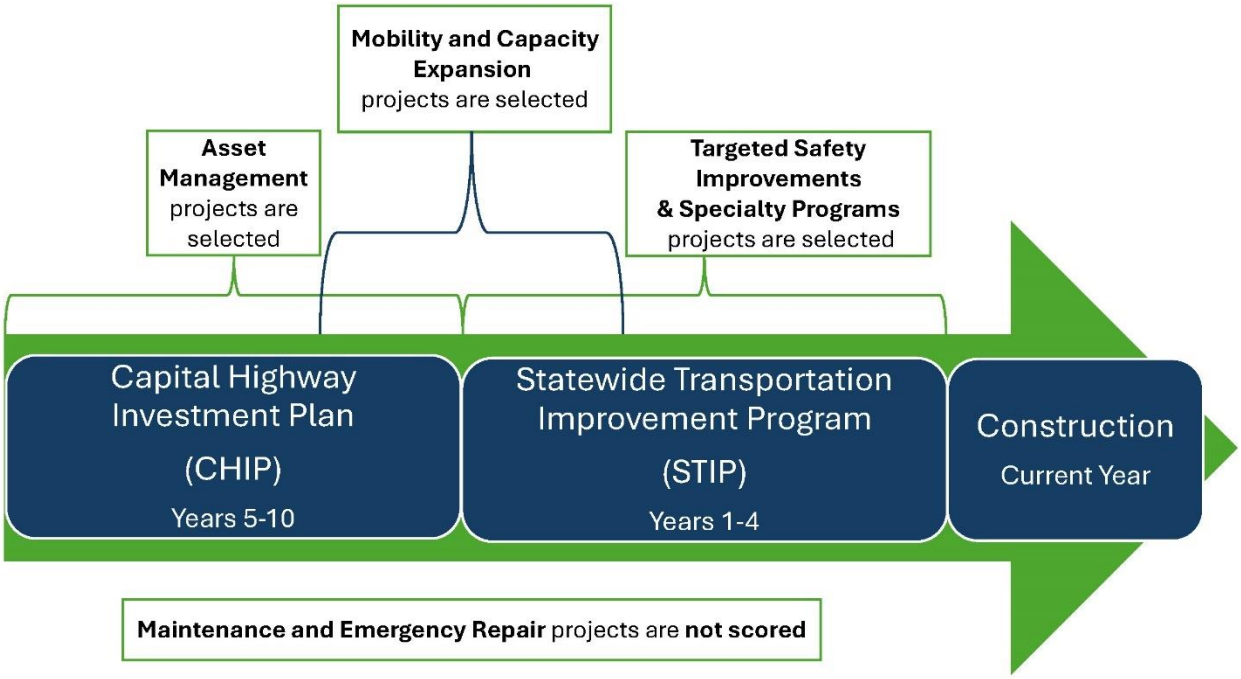
PROJECT SELECTION AND INVESTMENT

As required by MnDOT's Project Selection Policy, MnDOT uses scores to prioritize and select highway construction projects. Project selection is the decision to fund a project and add it to the list of projects to be constructed. Selected projects are listed in the 10-year CHIP and 4-year STIP. The score assigned to candidate projects is a key factor in the project selection decision, but MnDOT may consider other factors in addition to the score. MnDOT provides a short explanation when a high scoring project is not selected or when a lower scoring project is selected. Those explanations and the full list of candidate projects considered for selection can be found here: http://www.dot.state.mn.us/projectselection/.

MnDOT scores and selects pavement sections and specific bridges that need work typically five to ten years before construction. Once selected, MnDOT identifies and evaluates alternatives as well as other legal requirements, opportunities to advance legislative goals, objectives in state plans, and other repairs and improvements that make sense to do at the same time. The department follows a complete streets approach, which considers the needs of all system users, regardless of mode choice, who will use the road or bridge. MnDOT balances all of the identified needs and opportunities against the funding guidance of MnSHIP and looks for cost-effective and affordable solutions. MnDOT also works with local and regional partners, metropolitan planning organizations, tribal governments and regulatory agencies and seeks public input during the development of the project.

Figure 1 provides an overview of the timing of MnDOT's project selection categories and programs.

Figure 1: Overview of Project Selection Timing



For other types of projects, such as targeted safety improvements or major expansions of the system, MnDOT usually selects projects three to six years before construction. MnDOT manages a variety of special programs with specific objectives. Each program scores candidate projects against a set of criteria. Cities, counties, tribal governments, and other groups may apply for funding or suggest specific project ideas for many of these programs. Examples include the Highway Safety Improvement Program, Transportation Economic Development Program and Corridors of Commerce Program.

MnDOT also sets aside fundingF to fix and maintain assets like rest areas, traffic cameras and ramp meters, historic roadside properties, truck weigh stations, noise walls, and other infrastructure. Each of these programs has its own selection process. Projects are typically scored and selected two to five years before construction.

Finally, MnDOT holds a small amount of funding to fix damage caused by each winter season or to make emergency repairs. The department selects these projects the same year they are constructed. They are not selected using numeric scoring and are not included in the CHIP.

PROGRAM FUNDING DISTRUBUTION

MnDOT's selection of state highway construction projects follows the policy direction established in the Statewide Multimodal Transportation Plan (SMTP) and the investment guidance in MnSHIP.

MnSHIP establishes an overall distribution of expected revenue to meet the objectives, strategies and performance measures in the SMTP on the state highway system. The plan also includes expected outcomes and performance targets the agency uses to inform project selection. MnSHIP dedicates the majority of funding to fixing pavement and bridges, but also allocates funding to other categories such as safety, congestion relief, other roadside infrastructure, and improvements for pedestrians, bicyclists and freight.

Based on the investment guidance in MnSHIP and federal and state laws, MnDOT divides available and planned funding into programs and categories within which projects are selected. For projects selected within each of the agency's eight Districts (Figure 2 next page), MnDOT distributes anticipated funding using formulas, which consider the condition of pavement and bridges, size of the network, and use of the system within each District

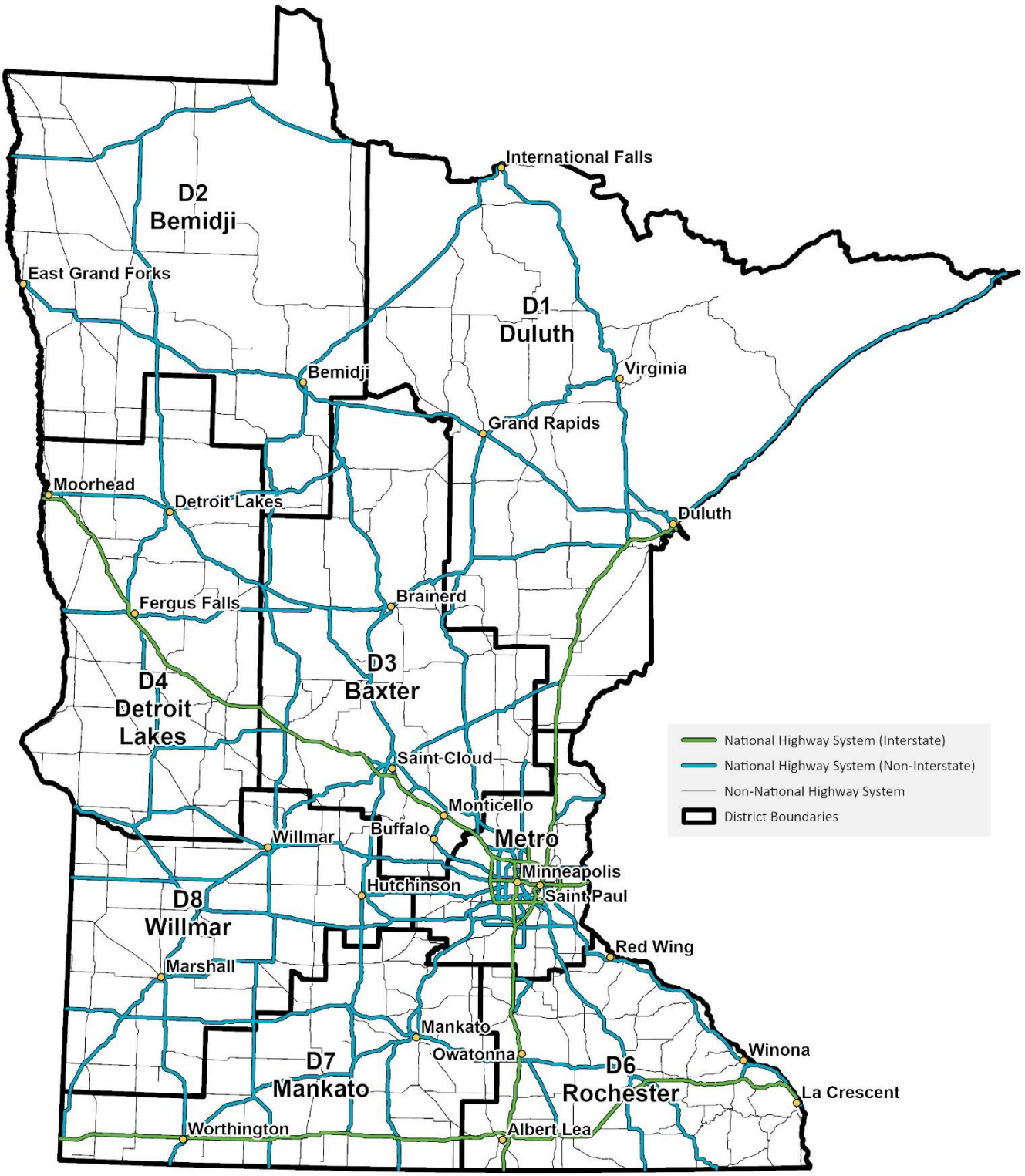
PROJECT SELECTION PROCESSES

MnDOT selects projects within categories based on project type and within specialty and competitive programs. Each category and program has a separate process to evaluate, prioritize and select projects.

The majority of MnDOT projects are selected within project categories based on the guidance of the MnSHIP. These categories include:

- Asset management: the rehabilitation and replacement of pavement, bridges and other infrastructure
- Targeted safety improvements: improvements to reduce the number of crashes and people injured or killed on Minnesota state highways
- Mobility and capacity expansion: improvements to traffic flow, congestion relief, travel time reliability, the movement of freight or connections for active transportation users
- Specialty programs: programs with specific objectives, either established in state or federal statutes. These programs have a limited specialized purpose and/or use a competitive application process to select projects.

Figure 2: State Highways and MnDOT District Funding Boundaries



ASSET MANAGEMENT PROJECTS

Projects selected under the asset management category include the rehabilitation and replacement of pavement, bridges and other infrastructure.

The majority of MnDOT highway construction projects are pavement and bridge projects. MnDOT scores these projects based on pavement and bridge needs. Projects are selected to address a primary pavement or bridge need and added to the 10-year CHIP.

The selection of pavement and bridge projects are informed by District staff, experts from MnDOT's bridge and materials offices and two asset management software programs: the Highway Pavement Management Application and the Bridge Office Replacement and Improvement System. MnDOT's approach to managing pavement and bridge conditions is based on:

- Investment direction, performance measures and planned outcomes in MnSHIP
- National goals and performance targets for interstates and the National Highway System
- Guidance and strategies in the Transportation Asset Management Plan. Pavement and bridges on the National Highway System (NHS) are scored and selected separately from non-NHS pavement and bridges.

A project selected to maintain roads or bridges can also address other needs. Projects may move years based on local coordination, project delivery, timing of other nearby construction projects, and funding shifts. The need score remains unchanged unless the project no longer addresses the precipitating need, or if the project changes to meet one of the thresholds for major capacity expansion and mobility projects.

TARGETED SAFETY IMPROVEMENTS

MnDOT evaluates options to improve safety as part of every project. Not every safety concern can always be addressed on every project, but MnDOT makes a concerted effort to address the safety of all users during the project development process.

MnDOT also manages the Highway Safety Improvement Program, which specifically targets improvements that reduce the number of fatal and serious injury crashes. In addition, the Railway-Highway Crossings Program, Intelligent Transportation Systems Program and Safety Rest Area Program each fund projects that increase and support safe travel on state highways. Other competitive programs such as the Corridors of Commerce Program, Minnesota Highway Freight Program, Local Partnership Program, and Transportation Economic Development Program include safety factors in the scoring process.

MOBILITY AND CAPACITY EXPANSION

MnDOT evaluates options to improve the safety, efficiency and functionality of the transportation system as part of every project. When developing pavement and bridge projects, MnDOT looks for opportunities to make targeted improvements that address traffic flow and improve travel time reliability, the movement of freight, or connections for people walking, rolling or biking. Most significant capacity expansion and mobility projects (for example, converting a signalized intersection into an interchange or adding lanes to a freeway) are now selected through competitive programs like the Corridors of Commerce Program, Minnesota Highway Freight Program or

the Transportation Economic Development Program. However, MnSHIP does allocate some funding to address congestion relief and improve mobility, primarily in the Twin Cities metropolitan area.

Smaller improvements (costing less than $10 million) identified through the Congestion Management Safety Plans, Metropolitan Planning Organization Long Range Transportation Plans, or the Greater Minnesota Mobility Study do not need a separate score if delivered as part of a pavement or bridge project. Projects initiated by cities and counties on the state highway system meeting one of the criteria above that receive competitive funding through the Metropolitan Council's Regional Solicitation or federal competitive programs like INFRA do not need be to be scored to receive MnDOT match funds. They are considered selected through that competitive process.

In 2023, the Minnesota Legislature created new requirements to ensure transportation projects that expand highway system offset the impacts. Projects that expand the amount of lanes on the highway system or add new interchanges now need to conform with the state's greenhouse gas emissions (GHG) reduction and vehicle miles traveled (VMT) reduction targets. The legislation requires projects to address the impacts by either modifying the scope or design, halt the project, or offset impacts. More information on this requirement is located on MnDOT's website.

SPECIALTY AND COMPETITIVE PROGRAMS

MnDOT manages a variety of special programs with specific objectives. The programs either are established in state or federal statutes, have a limited specialized purpose and/or use a competitive application process to select projects. Cities, counties and other groups may apply for funding or suggest specific project ideas for most of these programs. The current list of competitive programs includes:

- Corridors of Commerce Program: as noted above, this program funds additional highway capacity on segments where there are currently bottlenecks in the system or projects that improve the movement of freight and reduce barriers to commerce.
- National Highway Freight Program: funds projects with measurable benefits for freight transportation.
- Highway Safety Improvement Program: funds projects that reduce fatal and serious injury crashes.
- Local Partnership Program: funds locally initiated improvements to state highways, particularly locations where the local transportation network intersects with the state system and an improvement would benefit both systems.
- Railway-Highway Crossing Program: funds the elimination of hazards at railway-highway crossings, including the closure and consolidation of crossings, replacement of antiquated equipment and new grade crossing controls.
- Stand Alone Noise Barriers Program: fund construction of new noise barriers along state highways in locations where no noise abatement measures currently exist, and no major construction projects are currently programmed.
- Transportation Economic Development Program: funds projects that support job creation and retention as well as other improvements with measurable economic benefits.

Other current specialty programs include:

- Historic Roadside Properties Program: funds the repair, rehabilitation and preservation of roadside properties that are either listed on, or eligible for, the National Register of Historic Places.

- Intelligent Transportation Systems Program: funds the installation of new or upgrade of existing electronics, communications, or information processing systems or services to improve the efficiency and safety of the state highway system.
- Safety Rest Area Program: funds construction, repair and rehabilitation of rest areas and waysides.
- Weigh Stations Capital Improvement Program: funds the installation, repair and replacement of the physical infrastructure necessary for the enforcement of state and federal weight and size commercial motor carrier laws.
- Active Transportation Program: provides grants and technical assistance to fund planning and infrastructure improvements for walking and bicycling.

OTHER UNFUNDED PROJECTS

In coordination with the project selection process described above, MnDOT identifies potential projects that are not currently funded, primarily through two processes:

- Corridor plans are strategic and thorough studies that analyze transportation needs in a specific location.
- Shelf projects are unfunded projects being developed in case additional funding and budget becomes available.

Corridor plans and shelf projects provide opportunities to initiate new projects or enhance existing projects so that MnDOT's investments are better aligned with the state's six objectives described in the SMTP. Shelf projects or corridor plan outcomes can become part of projects if MnDOT or partners secure funding via their budgets, federal or state grants, or Congressionally/Legislatively Directed Spending. Decisions on which new projects to fund are made based on many factors and reflect a need for MnDOT to balance all the identified needs and opportunities against the funding guidance of MnSHIP. Therefore, MnDOT may choose to fund other projects (beyond those identified below) if MnDOT secures additional funds.

Shelf projects and corridor plan outcomes are not considered in statewide or district investment summaries since these projects are not funded. They are shown here to provide transparency on potential future projects. Below is a list of shelf projects that have been approved by Transportation Programming and Investment Committee, and corridor studies funded by MnDOT's Corridor Planning Program.

Figure 3: Current Shelf Projects

MNDOT DISTRICT	ROUTE	DESCRIPTION	ESTIMATED PROJECT COST
1	MN 61	Temperance River to north of Tofte realignment. Temperance River Rest Area.	$ 35 - 60 M
2	MN 371	Resurface Hwy 371 from the east Jct of Hwy 200 and Walker	$ 15 - 30 M
3	MN 65	Reconstruction Hwy 65, through Mora	$ 20 - 40 M
4	I-94	Resurface Interstate 94 from Hwy 59 (north junction) to Hwy 59 (south junction).	$ 10 - 20 M
Metro	MN 120	Reconstruct Hwy 120 from I-694 to I-94. Construct new interchange at the intersection of Hwy 120 and Hwy 36. Construct pedestrian bridge over I-694 at the interchange with Hwy 120.	$ 100 - 150 M
6	US 52 & US 14	Hwy 52 and 2nd St. and Hwy 14 and W. Circle Dr interchange improvements.	$ 4 - 10 M
7	US 71	Reconstruct Hwy 71 and Hwy 30 intersection as a roundabout	$ 2 - 6 M
8	MN 23	Complete Willmar by-pass (2 to 4 lane conversion) from CR 5 to 15th Street	$ 10 - 20 M

Figure 4: Corridor studies funded by MnDOT's Corridor Planning Program

MNDOT DISTRICT	LOCATION
1	US 2 & US 169, Grand Rapids
1	US 73 Corridor Plan
1	MN 48 Corridor Plan
1	US 169 Corridor Vision/Plan in Hibbing
2	Park Rapids US 71 & MN 34 Corridor Study
3	MN 23 & MN 65 Corridor Study in Mora
3	MN 371 Corridor Study, Baxter to Nisswa
3	US 10, St. Cloud to Little Falls
3	MN 25, Monticello
4	MN 78 Corridor Study, Perham to Ottertail
4	I-94 Planning Study, North Dakota Border to MN 336
4	Access Management and Intersection Improvement Study in Audubon
6	ADA Compliance Review and Investment Implementation Plan
6	I-90 Bridge Management Plan
8	Urban Reconstruction Prioritization Study
Metro	US 169 North Metro Corridor Study
Metro	MN 36 Corridor Study
Metro	US 8 Corridor Study

ROLE OF PUBLIC AND STAKEHOLDER INVOLVEMENT

The public and stakeholders can influence MnDOT construction projects through participation in the planning, programming and project development processes.

MnDOT conducts public and stakeholder involvement when developing the SMTP, MnSHIP and other plans, which set the framework for project selection and how projects are developed. Participation in other MnDOT, metropolitan, regional and local plans and studies also shape individual projects and project prioritization.

MnDOT engages partners, stakeholders and the public in the project development process. Involvement at this stage influences the details of what is included and not included in a project, as well as the timing, delivery mechanism and traffic mitigation of a project among other details.

While involvement in the planning process and project development offer the greatest opportunity to influence the projects MnDOT delivers, the public and stakeholders can also review and comment on MnDOT's draft project selection decisions. As part of the project selection process, MnDOT Districts work with a broad range of stakeholders through Area Transportation Partnerships (ATPs). These partnerships provide a collaborative decision-making process for the selection of projects that are recommended to receive federal funds. In addition, ATPs provide a local perspective on potential state-funded projects. Prior to finalizing the STIP, MnDOT posts a draft for public review and comment. Beginning with the 2020- 2023 STIP, MnDOT also posts the scores for projects considered but not selected and the reasoning behind selection decisions with the drafts.

In urban areas with populations of 50,000 or more, project selection happens as part of a cooperative, continuous and comprehensive planning process between MnDOT and a Metropolitan Planning Organization. All federally funded and regionally significant MnDOT highway construction projects within MPO planning boundaries must be included or consistent with the metropolitan long-range transportation plan and included in the MPO's four-year Transportation Improvement Program (TIP). Each MPO in the state posts their draft TIP for public review and comment.

MnDOT develops the CHIP to improve early project stakeholder coordination. The District CHIP documents include the scores for projects. MnDOT also posts the scores for projects considered but not selected and the reasoning behind selection decisions. The public and stakeholders can review and submit comments on the CHIP at any time through the comment form on MnDOT's CHIP webpage.

A few competitive programs, such as the Corridors of Commerce Program, allow the public and stakeholders to submit project ideas as well as express support for specific candidate projects.

DESCRIPTION OF INVESTMENT CATEGORIES

MnDOT invests in the state highway system through various types of capital improvement projects. Some projects enhance the condition of existing infrastructure, whereas others add new infrastructure to the system. MnDOT tracks capital investment in highways by investment categories which are components of projects. A single MnDOT project can include investment from multiple different investment categories. The 2023 MnSHIP includes 14 investment categories. The individual categories are separated in five major objective areas as illustrated in Figure 5. There are many competing priorities for investment along the state highway system. MnDOT is responsible for selecting investments that best balance these priorities.

Figure 5: Investment Category Descriptions

INVESTMENT CATEGORY	CATEGORY DESCRIPTION
Pavement Condition	Pavement Condition investments include preventive maintenance, overlays, mill and overlays, concrete pavement repair, and reconstruction of existing roads.
Bridge Condition	Bridge Condition investments include replacement, repair, and maintenance of state highway bridges.
Roadside Infrastructure	Roadside Infrastructure elements include culverts, traffic signals, signs, lighting, retaining walls, fencing, noise walls, guardrails, overhead structures, Intelligent Transportation Systems (ITS), and pavement markings.
Rest Areas	Rest Areas investment category includes the repair and maintenance of existing state highway rest area buildings, sites, and parking lots including investments to make them compliant with the Americans with Disabilities Act.
Climate Resilience	Climate Resilience includes flood mitigation projects, proactive resilient infrastructures, snow fence projects, and planting and implementation of green assets.
Transportation Safety	MnDOT currently uses a combination of three types of safety investments in its effort to improve safety and reduce the number of fatalities and serious injuries on Minnesota roads: proactive lower cost, high-benefit safety features; improvements at sustained crash locations; investments and coordination as part of the Towards Zero Deaths initiative.
Advancing Technology	Advancing Technology includes investments in ITS, Transportation System Management and Operations, and Connected and Automated Vehicles. Investments in this category expand technology infrastructure to address transportation safety and mobility needs.

INVESTMENT CATEGORY	CATEGORY DESCRIPTION
Highway Mobility	The Highway Mobility investment category focuses on improving the movement of people and freight on the NHS. MnDOT's strategy for maintaining travel reliability in the Twin Cities metropolitan area has moved away from traditional highway expansion. The investments in this category follow a tiered, phased approach focused on implementing lower cost, spot improvements and transit-supportive investments. Highway Mobility strategies include four types of mobility improvements: • Active Traffic Management (ATM), Travel Demand Management (TDM) and transit-supportive investments (Twin Cities Metro) • Spot mobility improvements • Managed lanes (Twin Cities Metro) • Strategic capacity investments Capacity expansion projects on the state highway system may be funded through other programs like Corridors of Commerce or through the Metropolitan Council's regional solicitation.
Freight	The Freight category includes projects that are eligible for funding as part of the National Highway Freight Program. These include addressing freight bottlenecks, freight safety and mobility improvements, first-last mile connections and intermodal freight improvements. Freight investments also include preservation and upgrades for truck weigh stations, at-grade rail crossings on the state highway system, and truck parking at the state's rest areas.
Pedestrian and Bicycle	Pedestrian and bicycle investments provide infrastructure for people to walk and bicycle safely along and across state highways. Examples of MnDOT investments include sidewalks, accessible curb ramps, accessible pedestrian signals at intersections, shared use paths or separated trails, bicycle lanes, and grade-separated facilities.
Local Partnerships	Local Partnerships investments support local priorities on the state highway system where MnDOT partners with local communities to deliver improvements to the state highway system. These include landscaping/beautification projects, improvements supporting economic development, safety and improvements that help to integrate the highway into the local community and improve livability. The category also includes highway ownership realignment agreements where the roadway is transferred from one roadway authority to another.

INVESTMENT CATEGORY	CATEGORY DESCRIPTION
Main Street/Urban Pavements	Investment in Main Streets/Urban Pavements provides additional funding for projects in cities and towns to deliver more improvements along state highways. This includes segments of the state highway that are non-freeways and function both as a state highway and as a city street in an urban context. Additional improvements addressed could be local utilities under the road, drainage infrastructure, a longer-term ADA fix, or redesigning the roadway to meet the community's quality of life, and transportation equity needs. Specifically, the Main Streets/Urban Pavements funding covers additional pavement costs related to adding a project in an urban area or changing the scope of a planned pavement resurfacing project to allow more substantial work in conjunction with the project.
Project Delivery	Project Delivery includes components of projects that are critical to ensure the timely and efficient completion of highway projects. These components include right of way costs, consultant services, supplemental agreements and construction incentives.
Small Programs	Small Programs is used to fund short-term, unforeseen issues and one-time priorities/needs as they arise. Some programs do not easily fit into a MnSHIP investment category. Small Programs includes funds for historic properties, flood and slide repair and cleaning up contaminated materials Project Selection

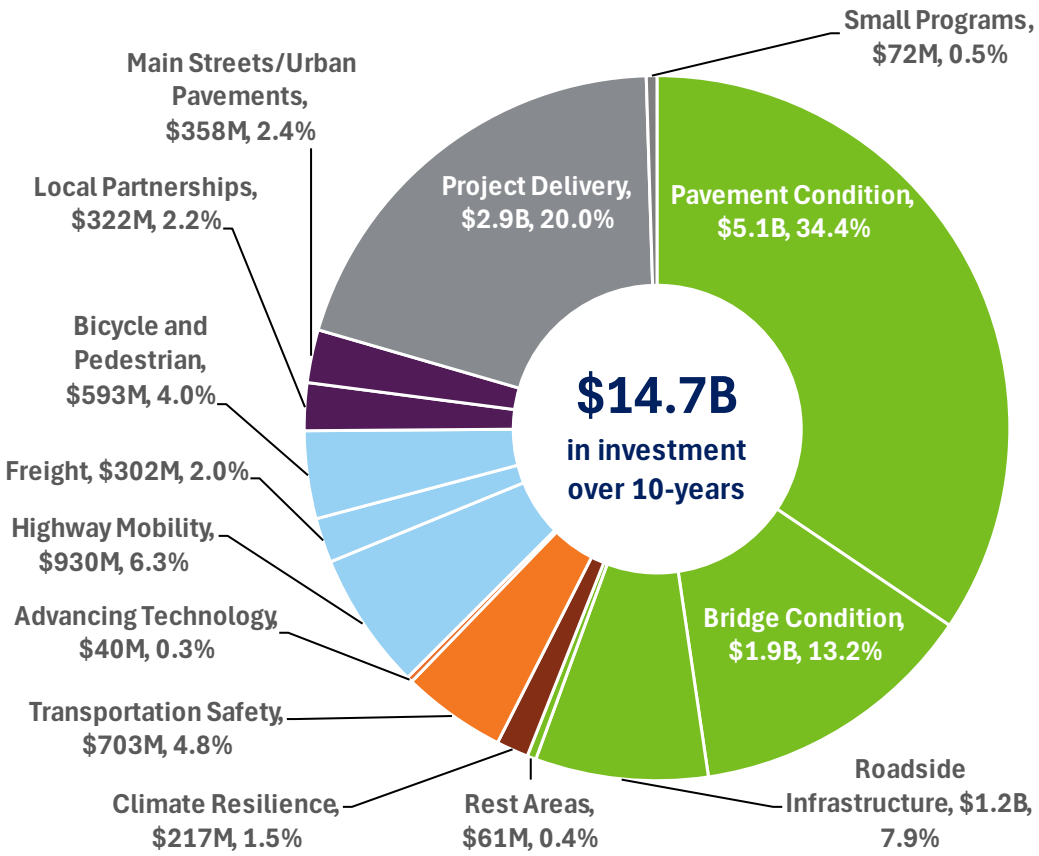
SUMMARY OF INVESTMENT PLAN

Investments by category in MnDOT's 10-Year CHIP (2026-2035) are shown in the pie charts below. As noted on page 3, the CHIP is an opportunity to compare planned spending with the 20-year targets in MnSHIP. Figure 6 identifies investments on the highway system from MnSHIP funding sources. The investment priorities in this plan are consistent with those established in MnSHIP (see Figure 22 for comparison). As in MnSHIP, investments are focused on system stewardship (pavement condition, bridge condition, roadside infrastructure, and rest areas) with a lesser mix of other investments.

Figure 7 identifies additional planned investments beyond MnSHIP. As noted on page 3, the funds in Figure 7 come from a mix of local, state, and federal sources. Investments from these funds are most concentrated in Bridge Condition, Highway Mobility, Project Delivery, and Pavement Condition. Each District Investment Plan identifies the amount of funding beyond MnSHIP that has been secured in that district.

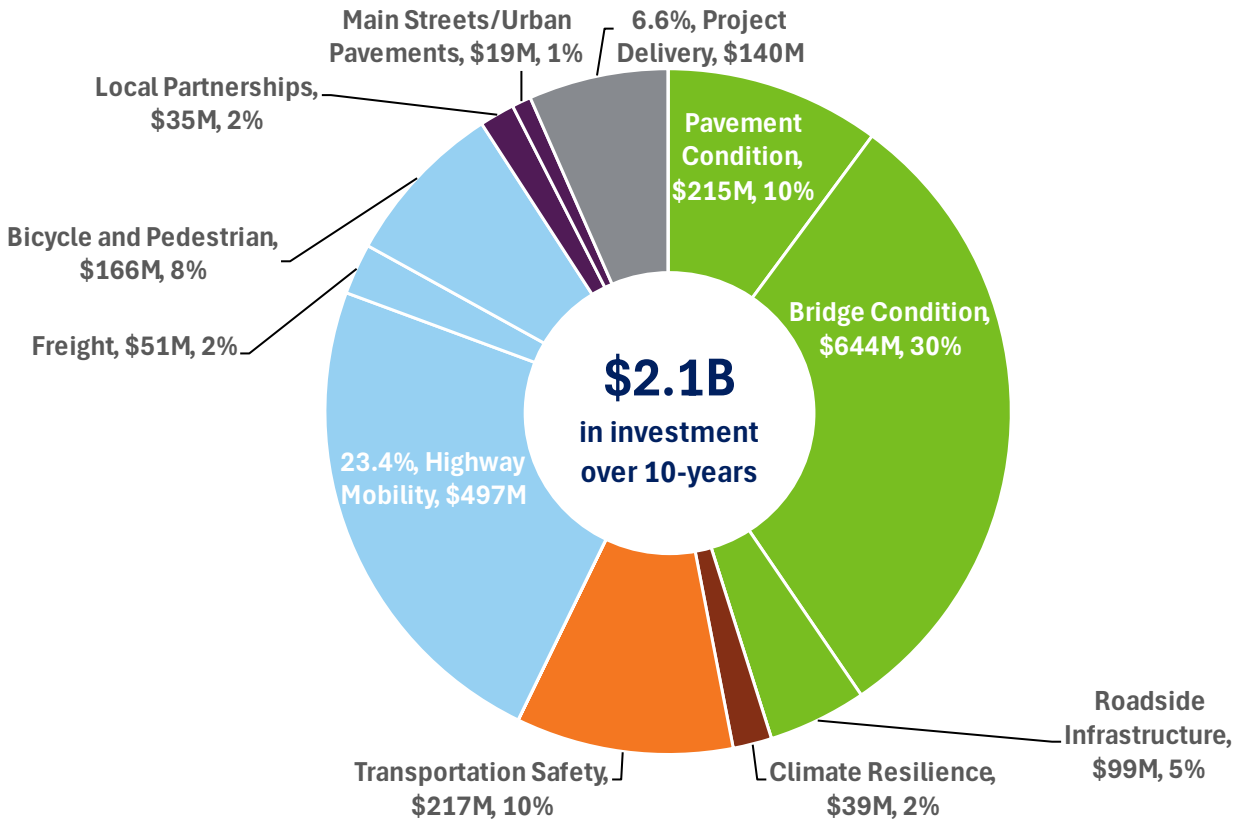
The individual projects in the 10-Year CHIP have been mapped and are available at on MnDOT's website. Projects are also displayed in the District Investment Plans.

Figure 6: 10-Year Capital Highway Investments, 2026-2035, from MnSHIP funding sources



INVESTMENT CATEGORY	PERCENT	AMOUNT
Pavement Condition	34.4%	$5.1B
Bridge Condition	13.2%	$1.9B
Roadside Infrastructure	7.9%	$1.2B
Rest Areas	0.4%	$61M
Climate Resilience	1.5%	$217M
Transportation Safety	4.8%	$703M
Advancing Technology	0.3%	$40M
Highway Mobility	6.3%	$930M
Freight	2.0%	$302M
Bicycle and Pedestrian	4.0%	$593M
Local Partnerships	2.2%	$322M
Main Streets/Urban Pavements	2.4%	$358M
Project Delivery	20.0%	$2.9B
Small Programs	0.5%	$72M
Total	**100.0%**	**$14.7B**

Figure 7: 10-Year Capital Highway Investments, 2026-2035, from funding sources beyond MnSHIP



INVESTMENT CATEGORY	PERCENT	AMOUNT
Pavement Condition	10.1%	$215M
Bridge Condition	30.3%	$644M
Roadside Infrastructure	4.6%	$99M
Rest Areas	0.0%	$0M
Climate Resilience	1.8%	$39M
Transportation Safety	10.2%	$217M
Advancing Technology	0.0%	$0M
Highway Mobility	23.4%	$497M
Freight	2.4%	$51M
Bicycle and Pedestrian	7.8%	$166M
Local Partnerships	1.7%	$35M
Main Streets/Urban Pavements	0.9%	$19M
Project Delivery	6.6%	$140M
Small Programs	0.0%	$0M
Total	**100.0%**	**$2.1B**

INVESTMENT OVERVIEW AND PERFORMANCE OUTCOMES

As part of the 10-Year CHIP process, MnDOT projects performance outcomes based on planned projects. The following pages display projected performance through 2034 by investment category.

With the investments in the 10-Year CHIP, conditions for some asset types are projected to be worse than the MnSHIP outcomes. Pavement condition projections on the Interstate system are consistent with MnSHIP projections, while pavement projections on the Other NHS and Non-NHS are worse than those established in MnSHIP.

Bridge conditions on the NHS and Non-NHS are projected to be worse than the projected outcomes in MnSHIP. While investment levels in the CHIP are comparable to MnSHIP, revised estimates of future bridge projects identified higher project costs leading to fewer bridges being addressed with allocated funding.

The performance outcomes in other categories are more difficult to project as they are subject to changes in the economy, driving behavior, and demographics, and are not entirely the result of MnDOT investments. Given that the spending levels for these categories are similar to the levels established in MnSHIP, MnDOT expects the outcomes in these categories for the 10-Year CHIP to be similar.

PAVEMENT INVESTMENT STRATEGIES AND PROJECTED OUTCOMES

MnDOT maintains thousands of miles of pavement on the state highways as shown in Figure 10. MnDOT may implement any of the following strategies to address the risks that remain with the level of investment in Pavement Condition:

- Focus on preventive maintenance activities to keep good pavements in good condition
- Use of operational budget for maintenance of pavements
- Apply a mix of fixes to extend useful life and reduce life-cycle costs

MnDOT is planning to improve approximately thousands of miles of pavement in the next 10 years. With this level of planned investment, the following are the projected outcomes at the end of the CHIP in 2035:

- Interstate pavement condition is projected to decline and not meet statewide performance targets
- NHS pavement condition is projected to decline and not meet statewide performance targets
- Non-NHS pavement condition is projected to decline and not meet statewide performance targets

Figure 8: Historic Percentage of Pavement in Poor Condition

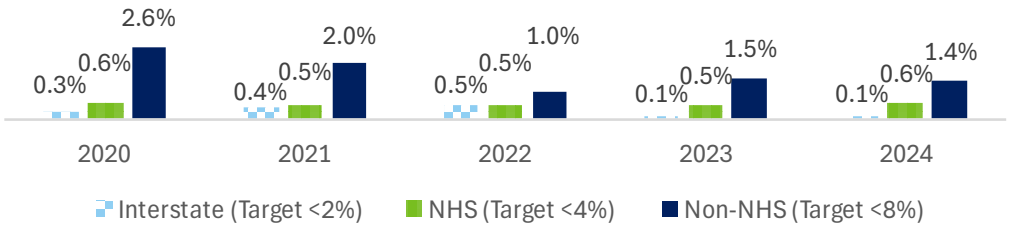


Figure 9: Projected Percentage of Pavement in Poor Condition

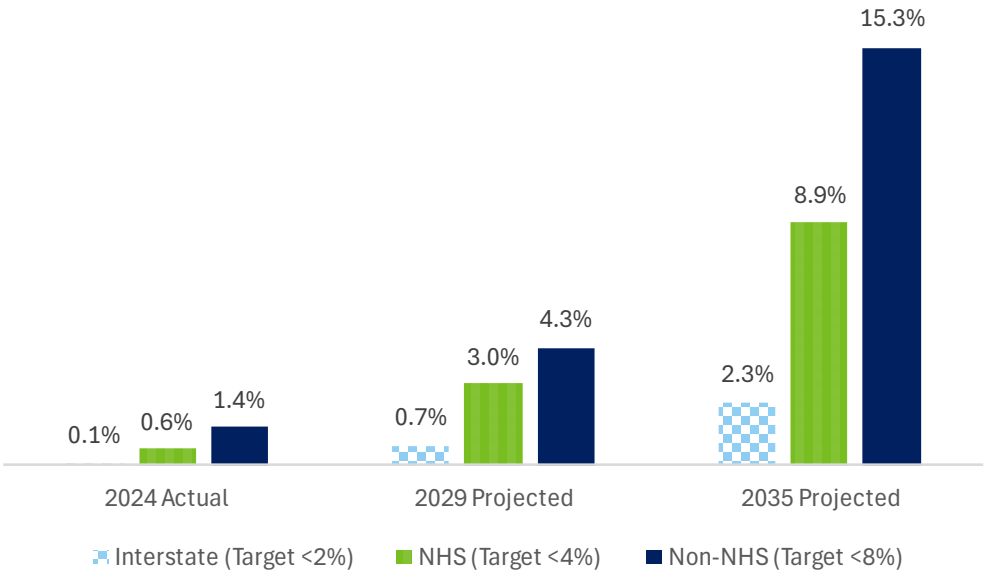


Figure 10: MnDOT Pavement and Bridge Assets

DISTRICT	CENTERLINE MILES*	NUMBER OF BRIDGES (INCLUDING BRIDGE CULVERTS)
1	1,554	540
2	1,803	363
3	1,583	433
4	1,571	336
6	1,424	862
7	1,271	472
8	1,405	354
Metro	1,072	1,448
TOTAL	**11,683**	**4,808**

** Centerline miles represent the total length of a given road from its starting point to its end point. The number and size of the lanes on that road are ignored when calculating its centerline mileage.*

BRIDGE INVESTMENT STRATEGIES AND PROJECTED OUTCOMES

MnDOT owns nearly 5,000 bridges, as shown in Figure 10. MnDOT may implement any of the following strategies to address the risks that remain with the level of investment in Bridge Condition:

- Perform maintenance activities focused on preventive repairs
- Complete individual bridge management plans for high priority preservation bridges
- Evaluate deterioration models and performance targets to better forecast investment needs

MnDOT is planning to improve approximately hundreds of bridges over the next 10 years. With this level of investment, the following are the projected outcomes at the end of the CHIP in 2035:

- NHS bridge condition is projected to decline and not meet statewide performance targets
- Non-NHS bridge condition is projected to decline and not meet statewide performance targets

Figure 11: Historic Percentage of Bridge Deck Area in Poor Condition

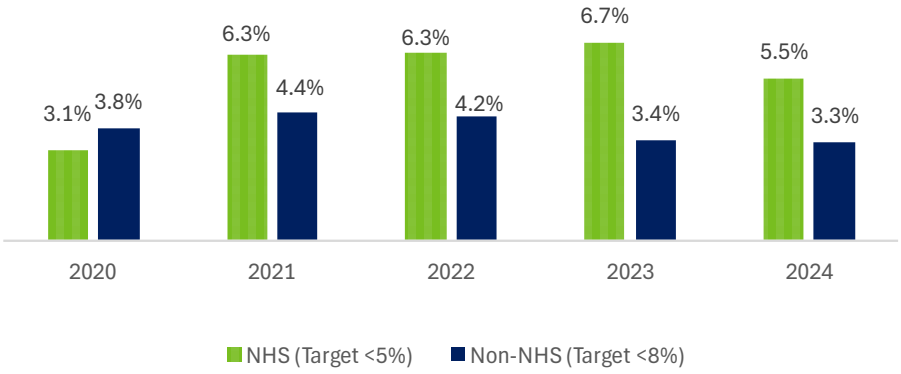
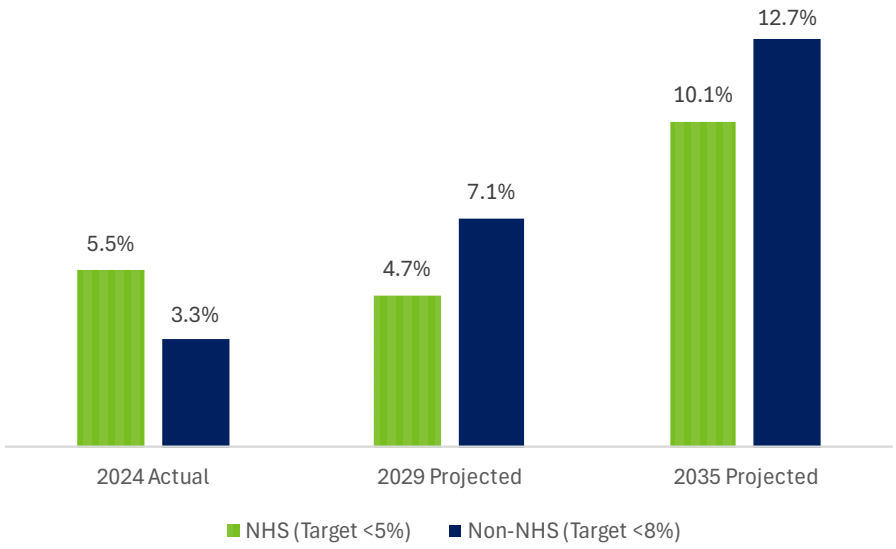


Figure 12: Projected Percentage of Bridge Deck Area in Poor Condition



ROADSIDE INFRASTRUCTURE INVESTMENT STRATEGIES AND PROJECTED OUTCOMES

MnDOT may implement any of the following strategies to address the risks that remain with the level of investment in Roadside Infrastructure:

- Repair and replace infrastructure in poor condition or infrastructure beyond its service life
- Replace infrastructure with greatest exposure to the traveling public, mostly through pavement and bridge projects
- Apply the risk mitigation strategies identified in the Transportation Asset Management Plan
- Institute a ten-year cycle of inspections for retaining walls to ensure that they meet the performance target

In general, the system's roadside infrastructure elements are expected to worsen relative to today's levels. However, NHS routes will receive more frequent upgrades to roadside infrastructure elements compared to non-NHS routes due to the relative frequency of pavement and bridge projects on those roads. Geotechnical assets including retaining earth systems are not reported separately but are a part of the roadside infrastructure investment category.

REST AREA INVESTMENT STRATEGIES AND PROJECTED OUTCOMES

MnDOT may draw from the following strategies, when necessary, to prioritize projects and address risks that are associated with Rest Areas:

- Prioritize health- and safety-related repairs to rest areas unless replacement is warranted
- Prioritize ADA improvements
- Coordinate rest area improvements with truck parking improvements and pavement projects

With increased investment in rest areas in MnSHIP, ADA compliance will be addressed at all rest area locations by the end of the plan. However, the percentage of facilities needing significant renovation or replacement is projected to increase.

CLIMATE RESILIENCE INVESTMENT STRATEGIES AND PROJECTED OUTCOMES

MnDOT may draw from the following strategies, when necessary, to prioritize projects and address risks that are associated with lower performance or investment in Climate Resilience:

- Coordinate on planned and programmed projects to identify resilience needs
- Implement priorities identified in the Resilience Improvement Plan and the Carbon Reduction Strategy
- Implement priorities identified in the SMTP
- Implement actions in the 2022 Minnesota Climate Action Framework and 2023 Resilience Improvement Plan

Districts will fund a range of resilient infrastructure projects based on their needs. Investments will include flood mitigation projects, proactive resilient infrastructure, snow fence projects, and planting and implementation of green assets. This is a new investment category in MnSHIP and most of the investments have not yet been identified in the CHIP.

TRANSPORTATION SAFETY INVESTMENT STRATEGIES AND PROJECTED OUTCOMES

MnDOT has formally committed to the universal integration of the Safe System Approach (SSA) as its approach to transportation safety. To align with the SSA, MnDOT defines transportation safety as the reduction of the number and/or the risk of fatal and serious injury crashes. MnDOT may draw from the following strategies, when necessary, to prioritize projects and address risks that are associated with lower performance or investment in Transportation Safety:

- Target projects with greater safety needs across the entire program, and ensure projects are actively improving safety for all roadway users.
- Prioritize 'safer design first' solutions that remove severe conflicts, reduce vehicle speeds (particularly in urban and suburban contexts), manage conflicts in space and time, and increase the attentiveness and awareness of road users
- Invest in high priority, lower cost proactive projects such as rumble strips, high tension cable barrier and intersection lighting
- Reactively install roundabouts and J-turns at sustained crash locations
- Implement non-motorized safety countermeasures at priority locations
- Modify the design of highways for appropriate speeds based on land use context and user needs

MnDOT is planning to invest nearly $700 million on safety improvements on hundreds of projects over the next 10 years. The charts below show historic trends and five-year reduction targets for fatalities, serious injuries, and nonmotorized fatalities and serious injuries. MnDOT will continue to invest in safety improvements throughout the District over the next ten years to build upon safety successes and reverse recent setbacks. Reducing fatalities and serious injuries on Minnesota roadways is a priority led by the Toward Zero Deaths (TZD) program.

While MnDOT will continue to make investments in traveler safety, the goal of TZD cannot be achieved through infrastructure improvement alone. Full implementation of all identified safety projects will have a great effect on overall safety, but may fall short of preventing those fatalities and serious injuries that occur on the many local systems throughout the state or are a result of driver behavior such as distracted or impaired driving.

Figure 13: Historic Fatalities and Five-Year Reduction Targets

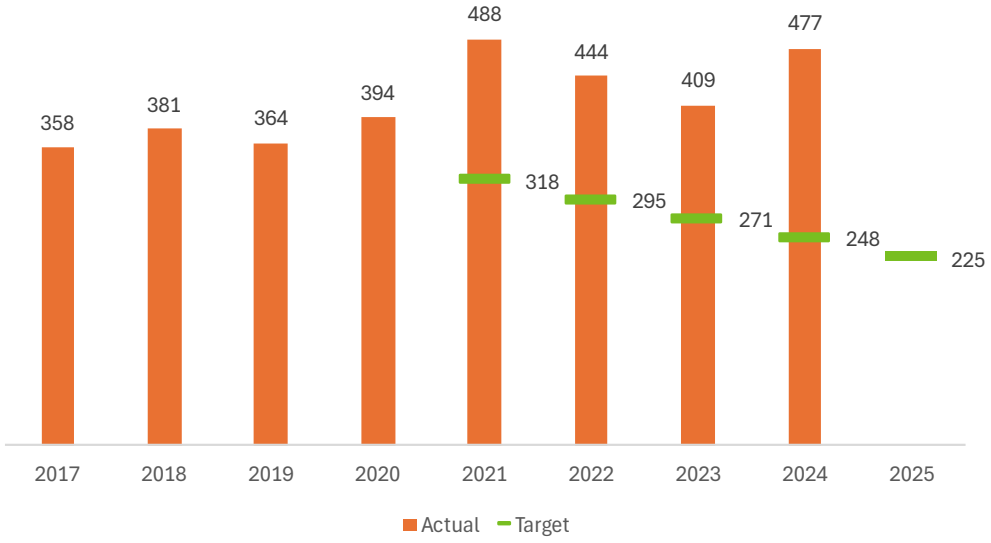


Figure 14: Historic Serious Injuries and Five-Year Reduction Targets

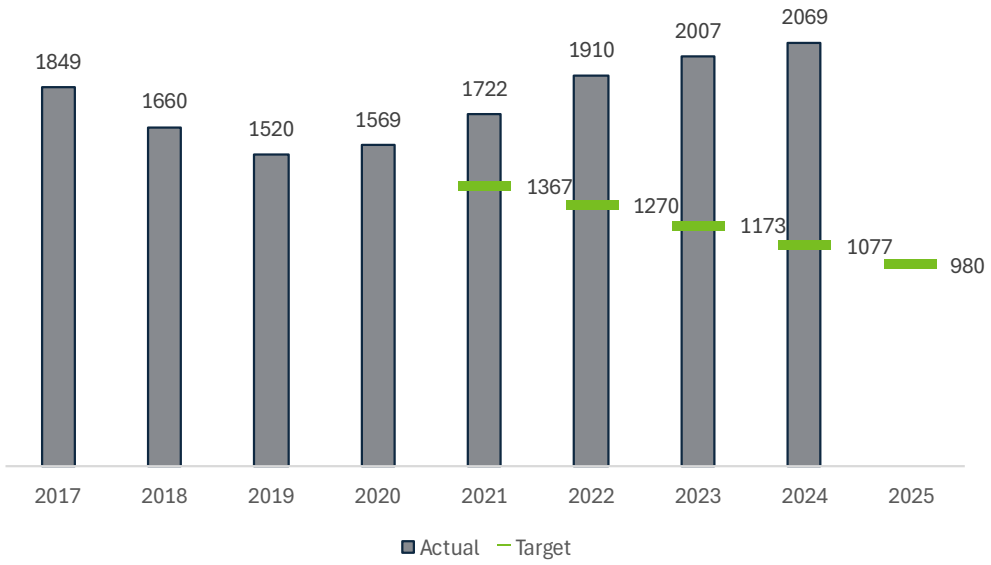
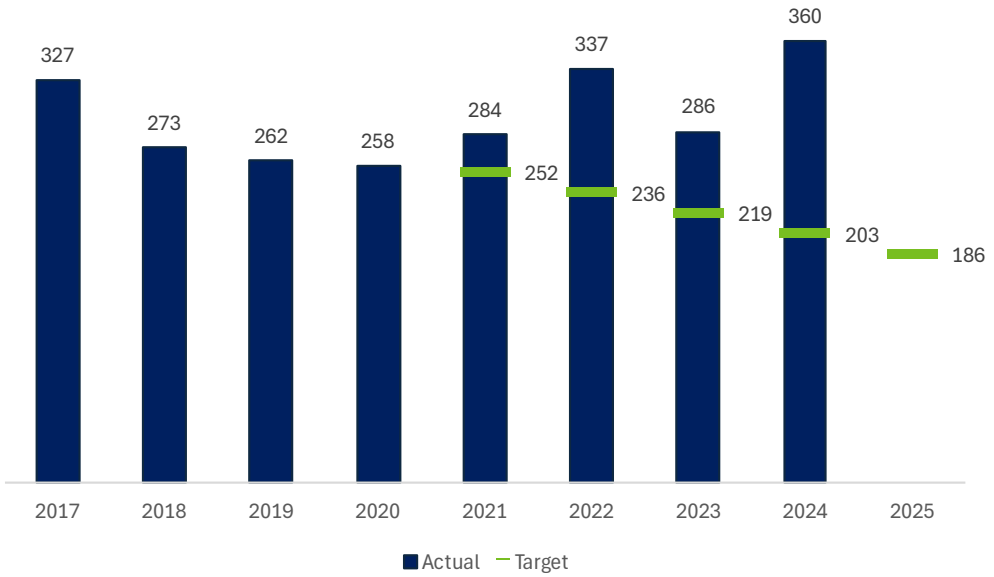


Figure 15: Historic Nonmotorized Fatalities and Serious Injuries and Five-Year Reduction Targets



ADVANCING TECHNOLOGY INVESTMENT STRATEGIES AND PROJECTED OUTCOMES

MnDOT may implement any of the following strategies to address the risks that remain with the level of investment in Advancing Technology:

- Traveler information: Provides current and anticipated travel and weather conditions, route and mode options (and other information) via dynamic message signs, 511, web, social media and text
- Invest in road weather management systems
- Utilize traffic signal optimization currently available
- Develop adaptive ramp optimization and monitoring

Advancing Technology includes investments in Intelligent Transportation Systems (ITS), Transportation System Management and Operations and Connected and Automated Vehicles. Investments in this category expand technology infrastructure to address transportation safety and mobility needs. This is a new investment category in MnSHIP and most of the investments have not yet been identified in the CHIP.

HIGHWAY MOBILITY INVESTMENT STRATEGIES AND PROJECTED OUTCOMES

MnDOT may draw from the following strategies, when necessary, to prioritize projects and address risks that are associated with lower performance or investment in Highway Mobility:

- Support TDM strategies led by local and regional partners
- Focus on low-cost spot mobility projects that provide safety benefits and reduce delays
- Focus on investments that provide reliable congestion-free options on Twin Cities metro area corridors
- Focus investment to improve travel time reliability through low-cost, high-benefit operational improvements such as upgraded traffic signals, ITS, turn lanes and passing lanes

In the Twin Cities Metro area, MnDOT and the Metropolitan Council will continue to invest in Highway Mobility to implement the following:

- Corridors of Commerce project on MN 252, MN 65, MN 13, and I-494
- Various intersection and interchange improvements

Standalone mobility projects in Greater Minnesota are chosen by individual MnDOT Districts and emphasize criteria based on safety and travel time reliability and address the biggest mobility issues at specific locations. These project locations have been identified and prioritized in the Greater Minnesota Mobility Study. MnDOT and its partners will invest over $1.4 billion during the CHIP on mobility improvements. While investment in greater Minnesota is limited compared to the Twin Cities, Interstate reliability statewide remains high (**Figure 16**).

In 2020, the implementation of stay-at-home orders due to the COVID-19 pandemic virtually eliminated congestion. Since 2020 congestion has steadily increased, but the long-term effects of the work from home trend following the COVID-19 pandemic are unclear (**Figure 16 and Figure 17)**.

Figure 16: Historic Interstate Reliability

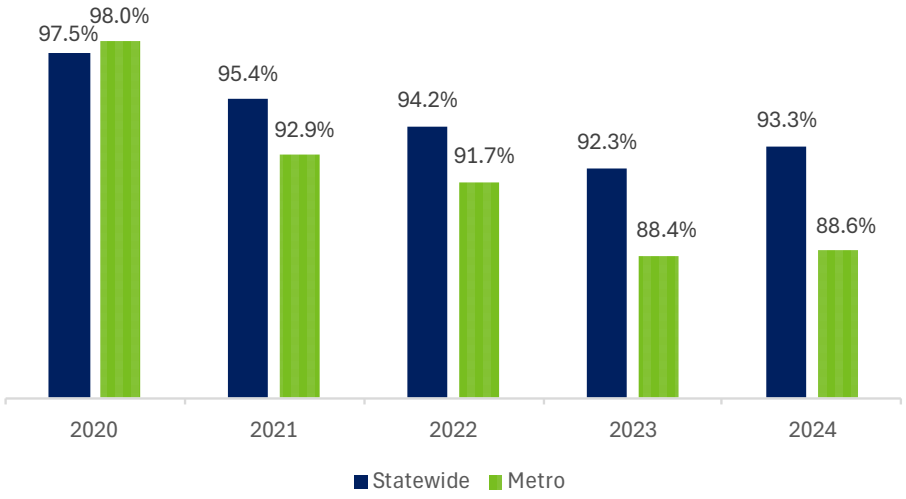
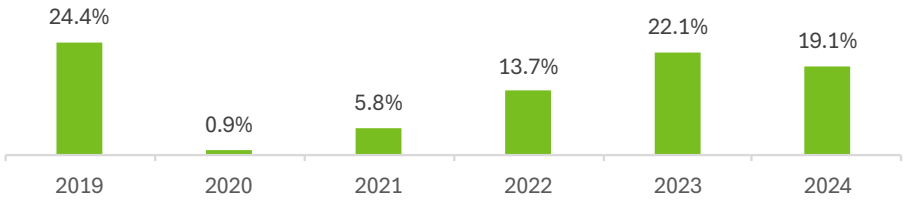


Figure 17: Historic Percent of Metro Freeways Congested During Peak Travel Times



FREIGHT INVESTMENT STRATEGIES AND PROJECTED OUTCOMES

MnDOT may draw from the following strategies, when necessary, to prioritize projects and address risks that are associated with lower performance or investment in Freight:

- Use public-private partnerships where possible

- Use advanced technology
- Integrate freight considerations in public agency decision-making
- Add truck parking at MnDOT-owned facilities

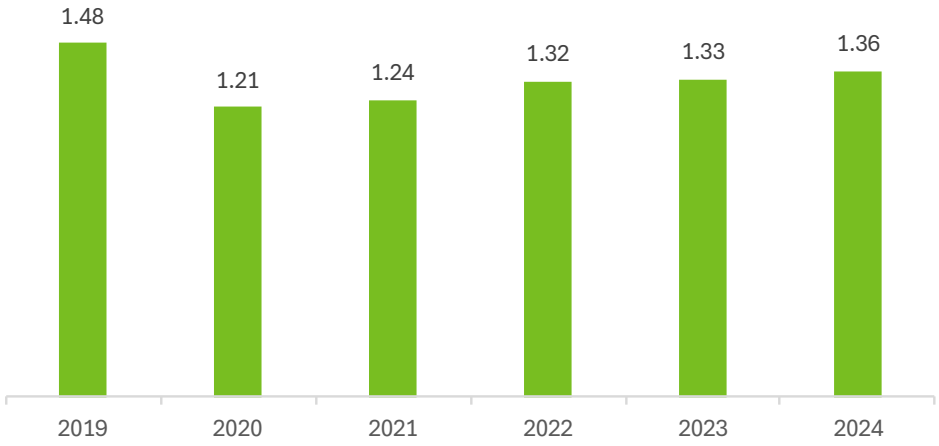
During the COVID-19 pandemic, Truck Travel Time Reliability improved as traffic volumes fell on state highways. The Truck Travel Time Reliability Index (**Figure 18**) measures the consistency of commercial truck travel times on the interstate system. An index value of 1.0 is the lowest possible score and indicates the highest level of travel time reliability.

Many projects have been identified in fiscal years 2026-2029, such as expansion and interchange projects, and truck parking/rest area improvements. These include projects on the state highway system as well as locally led projects.

During the ten years of the CHIP, state highway projects are anticipated to address mobility issues at several locations identified in the 2020 Minnesota Statewide Freight Bottlenecks Report. The I-94/MN 252 Corridors of Commerce and I-494 Corridors of Commerce projects may assist with freight bottlenecks at the following locations:

- I-694, eastbound from E River Road to Silver Lake Road in Fridley
- I-694, westbound from Silver Lake Road to the I-94/TH 252 junction in Brooklyn Center
- I-494, eastbound from US 169 to Portland Avenue in Bloomington
- I-494, westbound from Mn 77 to Penn Avenue in Bloomington

Figure 18: Truck Travel Time Reliability



BICYCLE AND PEDESTRIAN INVESTMENT STRATEGIES AND PROJECTED OUTCOMES

MnDOT may draw from the following strategies, when necessary, to prioritize projects and address risks that are associated with lower performance or investment in Pedestrian and Bicycle:

- Use Priority Areas for Walking Score (PAWS) and Suitability for the Pedestrian and Cycling Environment (SPACE) tool to prioritize locations for pedestrian and bicycle improvements
- Make pedestrian improvements via complete streets and to complete gaps in the network

- Focus 70% of bicycle investments in urban areas and 30% percent of investments in rural areas
- Add to existing bridge and pavement projects to improve safety and connectivity of the state bikeway system

MnDOT is committed to achieving substantial ADA compliance of the state pedestrian network by 2037. Districts will fund a range of pedestrian and ADA projects based on their needs. Investments will be primarily curb ramps, sidewalks and accessible pedestrian signals at intersections, implemented concurrently with pavement and bridge projects. **Figures 19** through **Figure 21** show the progress MnDOT is making towards the goal of 100% substantial compliance by 2037.

MnDOT has been recollecting the baseline information for curb ramps and sidewalks. The re-collection includes sidewalks and curb ramps in frontage areas not initially counted. The total number of assets inventoried has increased, leading to a reduction in the percentage of overall ADA compliance. To a lesser extent the numbers also reflect deterioration of assets that previously met requirements.

The reduced compliance is not a reflection of reduced construction compliance or a reduction in the total number of ADA assets being addressed in a construction year. The average number of curb ramp improvement and sidewalk improvement has remained consistent at 1,200 curb ramps and 18 miles of sidewalk per year.

With the Bicycle investment identified in MnSHIP, MnDOT will make progress towards implementing the District Bike Plans and supporting the SMTP target of 60% of Minnesotans bicycling or walking at least weekly.

Figure 19: Percent of Curb Ramps Meeting ADA Compliance

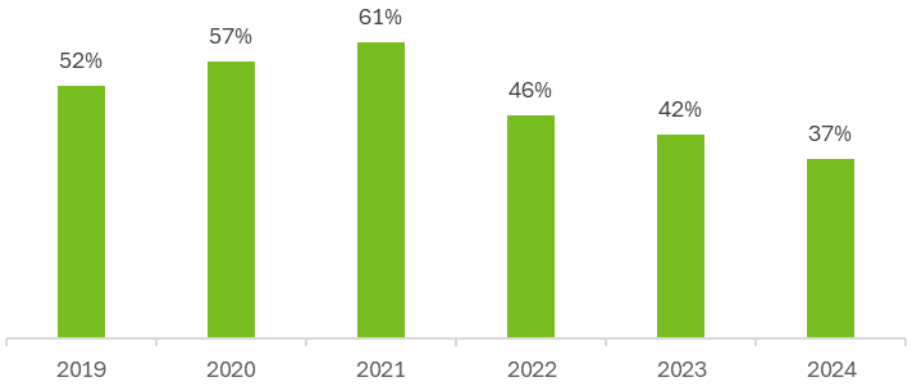


Figure 20: Percent of Sidewalks Meeting ADA Compliance

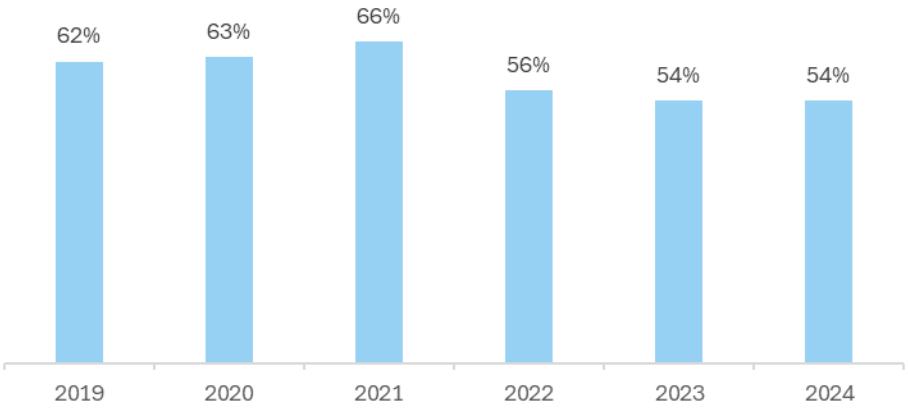
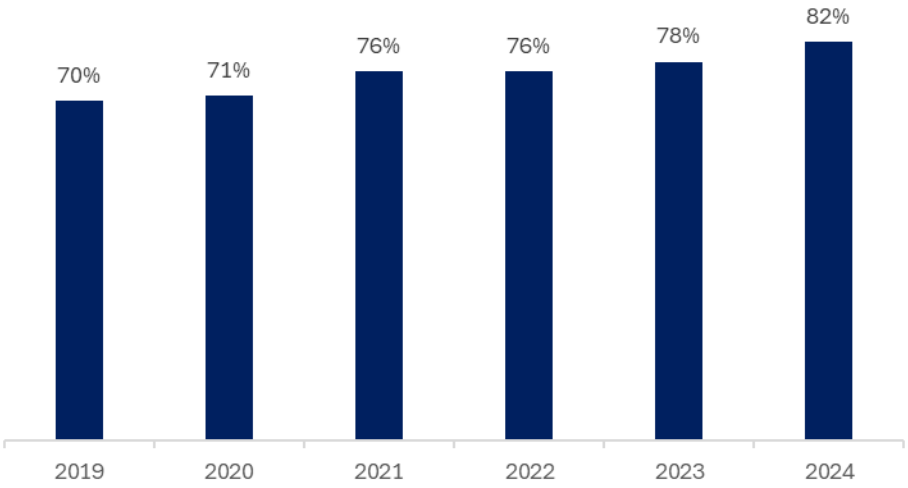


Figure 21: Percent of Signals Meeting ADA Compliance



LOCAL PARTNERSHIPS INVESTMENT STRATEGIES AND PROJECTED OUTCOMES

MnDOT may draw from the following strategies, when necessary, to prioritize projects and address risks that are associated with lower performance or investment in Local Partnerships:

- Maintain the TED program
- Expand partnerships with local agencies/communities that leverage funds to complete larger projects

MnDOT is committed to partnering with local communities to deliver improvements to the state highway system to integrate the highway into the local community and improve livability. With the Local Partnerships investment identified in MnSHIP, MnDOT will be able to continue that partnership with local communities and advance local priorities.

The following turnbacks are programmed in this CHIP:

- MN 244 in Mahtomedi and Dellwood from County Road 12 to MN 96 in 2026
- MN 264 in Nobles and Jackson Counties from Interstate 90 to Round Lake in 2026

- Old MN 13 (Sibley Memorial Highway) in Mendota Heights in 2027
- US 59 in Worthington between Interstate 90 and MN 60 in 2027
- MN 246 in Northfield from County State Aid Highway 1 to MN 3 in 2027
- University Avenue and 4th Street in Minneapolis from Interstate 35 to MN 65 in 2027
- MN 292 at the Minnesota Correctional facility in Red Wing from US 61 N. Jct. to US 61 S. Jct. in 2029

MAIN STREETS/URBAN PAVEMENTS INVESTMENT STRATEGIES AND PROJECTED OUTCOMES

Investment in Main Streets/Urban Pavements provides additional funding for projects in cities and towns to deliver more improvements along state highways. This includes segments of the state highway that are non-freeways and function both as a state highway and as a city street in an urban context. Additional improvements addressed could be local utilities under the road, drainage infrastructure, a longer-term ADA fix, or redesigning the roadway to meet the community's quality of life, and transportation equity needs. Specifically, the Main Streets/Urban Pavements investment in MnSHIP covers additional pavement costs related to adding a project in an urban area or changing the scope of a planned pavement resurfacing project to allow more substantial work in conjunction with the project.

This is a new investment category in MnSHIP. Districts continue to program these investments, but not all investments have been identified in the CHIP.

PROJECT DELIVERY INVESTMENT STRATEGIES AND PROJECTED OUTCOMES

Project Delivery includes components of projects that are critical to ensure the timely and efficient completion of highway projects. These components include right of way costs, consultant services, supplemental agreements and construction incentives. MnDOT assumes that it will continue to spend approximately 20% of its funds in this category. This is consistent with recent averages due to the similarity in improvement types scheduled through 2035.

SMALL PROGRAMS INVESTMENT STRATEGIES AND PROJECTED OUTCOMES

Small Programs is used to fund short-term, unforeseen issues and one-time priorities/needs as they arise. Some programs do not easily fit into a MnSHIP investment category. If funding is required beyond the short-term, an effort is made to incorporate the program into a MnSHIP investment category during the next MnSHIP update. Components of Small Programs in MnSHIP include centrally managed programs and historic property investments.

DISTRICT PROJECT HIGHLIGHTS

MnDOT will complete many important projects during the next ten years. The following projects are highlighted for their complexity and/or their advancement of the Minnesota GO Vision. The years listed refer to state fiscal year, which runs July 1 - June 30th. Multi-year projects are listed in their first year of construction.

DESCRIPTION	ROUTE	DISTRICT	YEAR
Resurface London Rd in Duluth and install trail from 26 Ave E to just north of 60th Ave E, construct roundabout at 26th and 40th Ave E, and install freeway closure gates on I-35 SB at 21st Ave E	I 35, MN 61	1	2026
Replace the Blatnik Bridge on I-535 between Duluth and Superior over St Louis River	I 535	1	2026
In Two Harbors, reconstruct Hwy 61 from 0.55 miles south of CR 61/Scenic Drive to 0.19 miles East of Park Road	MN 61	1	2027
Reconstruct Hwy 11 between Roseau and Warroad	MN 11	2	2026
Resurface and Sidewalk improvements on Hwy 2B between Demers Ave and Hwy 2 in East Grand Forks	US 2B	2	2029
Refurbish Hwy 1 bridge over the Red River in Oslo	MN 1	2	2031
Replace Hwy 24 bridge over I-94 in Clearwater	MN 24	3	2026
Resurface and upgrade urban section of Hwy 210 from Baxter Drive to end of 4-lane east of Brainerd.	MN 210	3	2026
Construct Interchange at Highway 371 and Highway 210 and the BNSF Railroad in the City of Baxter.	MN 210, MN 371	3	2028
Reconstruct Hwy 28 from Pomme de Terre Bridge near Morris to Starbuck, replace city utilities and sidewalks in Cyrus	MN 28	4	2026
Concrete resurface WB I-94 from Grant/Otter Tail County line to Hwy 79	I 94	4	2026
Resurface interstate 94 from highway 336 to west of county road 10	I 94	4	2029
Hwy 14 and CSAH 44 Construct grade separation	US 14	6	2026
Reconstruction of Highway 19 from Decker Ave to Highway 3	MN 19	6	2027
Concrete repaving Hwy 52 southbound from 85th St in Rochester to Hwy 60 south of Zumbrota, and replace one box culvert	US 52	6	2028
Rehabilitate Veterans Bridge and Reconstruct Ramps and Intersections at the Hwy 169/Belgrade Avenue Interchange	US 169	7	2026

DESCRIPTION	ROUTE	DISTRICT	YEAR
Reconstruct Hwy 59 from Hwy 60 to 27th N Street in Worthington; construct roundabout; pedestrian improvements	US 59	7	2027
Reconstruct roadway from North Belgrade Ramps to Lake St in North Mankato; construct roundabouts; improve pedestrian facilities	US 169	7	2027
Resurface Hwy 75 from 0.12 miles south of CR 9 to CR 57 in Pipestone.	US 75	8	2026
Install new interchange at Jct of Hwy 23 and Hwy 9.	MN 23, MN 9	8	2027
Resurface Hwy 4 from Fairfax to Hector.	MN 4	8	2027
Reconstruct Hwy 8 from I-35 to Chisago County line in Forest Lake; convert Hwy 8 from 2 to 4 lanes from Chisago County line in Wyoming to Karmel Ave/Wyoming Ave in Chisago City, update signals, update trails; construct J-turn at Hale Ave and close Hazel A	US 8	Metro	2026
Reconstruct Hwy 13 and interchanges from Quentin Ave in Savage to Washburn Ave in Savage; upgrade signals; add trail	MN 13	Metro	2027
Construct interchange at Hwy 65/CR 116 in Ham Lake; add frontage roads and trail from 131st Ave NE in Blaine to 139th Ave NE in Ham Lake	MN 65	Metro	2028
Reconstruct Hwy 65 (Central Ave NE) from south of 2nd St SE to 47th Ave in Minneapolis; replace signals; improve accessibility (ADA); resurface two bridges; install bike lane, traffic detectors and transit bus stop; improve drainage	MN 65	Metro	2028
Improve safety and mobility on Hwy 252 from I-94 to Hwy 610, and on I-94 from 4th St N to Hwy 252 in Minneapolis, Brooklyn Center and Brooklyn Park	MN 252	Metro	2029

INVESTMENT COMPARISON

COMPARISON TO MNSHIP

Each year the 10-Year CHIP compares planned and programmed investments to the guidance established in MnSHIP. **Figure 22** shows the comparison between the 10-Year CHIP investment and the investment in corresponding years of MnSHIP (2026-2035). Investment in the CHIP is comparable to expected funding in MnSHIP. Some of the differences to note between the 10-year CHIP and MnSHIP guidance include:

- Most districts are investing above the MnSHIP guidance for Pavement Condition, as shown in **Figure 23**. However, lower investment levels in District 1 and Metro result in statewide pavement investment being below the MnSHIP guidance when only considering MnSHIP funding sources. However, MnDOT has secured additional funds (as shown in Figure 7) beyond MnSHIP. When considering these funds, Pavement Condition investments exceed MnSHIP guidance.
- Bridge Condition investments in the CHIP from MnSHIP funding sources are below guidance. However, MnDOT has secured additional funds, such as through federal competitive grants and the Federal Bridge Investment Program (shown in Figure 7). When considering this funding, Bridge Condition investments exceed MnSHIP guidance.
- Transportation Safety investments are higher due to safety improvements on a few larger projects in the STIP.
- Highway Mobility investments are higher due to mobility projects initiated through the Corridors of Commerce program. Many of these are in the Twin Cities metro area, although there are also several projects in Greater Minnesota.
- Local partnership investments are lower than MnSHIP guidance in the STIP. The reduction compared to MnSHIP is largely due to certain parts of this category being funded at lower levels than anticipated in MnSHIP. MnDOT continues to partner with local governments across the CHIP, although some of these partnerships are categorized under different investments categories.
- Roadside Infrastructure investments are higher and evenly spread across all Districts.
- Freight investments are lower than guidance due to funding from the Minnesota Highway Freight Program going towards improvements off the state highway network.

Figure 22: Investment Plan Investment Comparison*

INVESTMENT CATEGORY	10-YEAR CHIP	MNSHIP GUIDANCE	DIFFERENCE FROM MNSHIP ($)	DIFFERENCE FROM MNSHIP (%)
Pavement Condition	34.4%	35.6%	-$164 M	-1.1%
Bridge Condition	13.2%	16.1%	-$420 M	-2.9%
Roadside Infrastructure Condition	7.9%	6.9%	$149 M	1.0%
Rest Areas	0.4%	0.3%	$10 M	0.1%
Climate Resilience	1.5%	1.3%	$27 M	0.2%
Transportation Safety	4.8%	4.1%	$98 M	0.7%
Advancing Technology	0.3%	0.3%	-$9 M	-0.1%
Highway Mobility	6.3%	4.5%	$271 M	1.8%
Freight	2.0%	2.3%	-$42 M	-0.3%
Pedestrian and Bicycle	4.0%	3.7%	$47 M	0.4%
Local Partnerships	2.2%	2.9%	-$104 M	-0.7%
Main Streets/Urban Pavements	2.4%	2.3%	$26 M	0.2%
Project Delivery	20.0%	19.4%	$97 M	0.6%
Small Programs	0.5%	0.3%	$22 M	0.1%
Total	$14.7B	$14.7B		

**Figure 22 is consistent with the amounts in Figure 6, showing investment from MnSHIP funding sources. Figure 22 does not include investment from federal grants, such as the federal INFRA grant MnDOT and Wisconsin DOT received a to replace the Blatnik Bridge linking Duluth with Superior, WI.*

DISTRICT INVESTMENT COMPARISON

Figure 23 displays the investment percentages for each district over the ten-year period. Each district has different needs and the mix of investment varies from district to district. MnDOT is committed to meeting performance outcomes on a statewide level, but each district has the flexibility to prioritize its own projects.

Figure 23: District Investment Comparison*

INVESTMENT CATEGORY	1	2	3	4	METRO	6	7	8	C	TOTAL INVESTMENT
Pavement Condition	34%	46%	46%	48%	30%	39%	38%	45%	16%	**$5.1 B**
Bridge Condition	22%	9%	12%	12%	13%	14%	17%	13%	7%	**$1.9 B**
Roadside Infrastructure Condition	8%	13%	10%	8%	7%	11%	12%	8%	1%	**$1.2 B**
Rest Areas	0%	0%	0%	1%	0%	0%	0%	0%	3%	**$61 M**
Climate Resilience	1%	1%	1%	1%	1%	1%	1%	1%	6%	**$217 M**
Transportation Safety	5%	4%	6%	4%	5%	5%	7%	5%	0%	**$703 M**
Advancing Technology	0%	0%	0%	0%	0%	0%	0%	0%	2%	**$40 M**
Highway Mobility	0%	0%	2%	0%	14%	3%	1%	4%	0%	**$930 M**
Freight	0%	0%	1%	0%	1%	0%	2%	1%	15%	**$302 M**
Pedestrian and Bicycle	3%	4%	4%	3%	4%	4%	3%	4%	5%	**$593 M**
Local Partnerships	2%	1%	1%	1%	1%	1%	1%	2%	11%	**$322 M**
Main Streets/Urban Pavements	2%	2%	2%	4%	3%	2%	3%	3%	0%	**$358 M**
Project Delivery	22%	18%	16%	17%	21%	18%	16%	16%	29%	**$2.9 B**
Small Programs	0%	0%	0%	0%	0%	0%	0%	0%	5%	**$72 M**
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**$14.7 B**

**Figure 23 is consistent with the amounts in Figure 6, showing investment from MnSHIP funding sources. Figure 23 does not include investment from federal grants, such as the federal INFRA grant MnDOT and Wisconsin DOT received a to replace the Blatnik Bridge linking Duluth with Superior, WI.*

STATEWIDE RISKS

While developing their 10-year project plans, Districts identified notable or undermanaged risks to the state highway system. For the risk identification, Districts considered topics such as asset condition, funding changes, infrastructure resilience to extreme weather, regulatory and governance requirements, and stakeholder expectations. MnDOT continually works to proactively identify and mitigate risks to the state highway system. Below are the types of notable risks most frequently identified by the Districts.

- **Funding and Resource Constraints:** Risks arising from limited, delayed, or uncertain financial resources that affect project planning, delivery, or maintenance. Districts highlighted:
    - The growing number of urban projects may lead to other project deferrals, as urban projects often require more coordination with local governments and other risks to project schedules
    - Insufficient funding to meet Non-NHS system performance goals for pavement and bridge
    - Committing more funds to pavement management at the expense of other needs.

With the current level of investment, MnDOT will be unable to address all identified safety, bicycle, pedestrian, and other infrastructure needs such as culverts, lighting, or guardrail replacement.

- **Asset Condition and Preservation:** Risks related to the ability to maintain and improve the physical condition of roads, bridges, and other infrastructure over time. Districts highlighted:
    - Aging bridges in poor condition leading to unplanned load postings, detours, and disruptions to freight and vehicle travel.
    - Worsening infrastructure conditions because of diverting funds away to other statewide priorities.

Even with a majority of investment focused on improving existing pavement, bridges, and other assets, the conditions of these assets are predicted to worsen over the next ten years.

- **Project Delivery and Coordination:** Risks related to the ability to plan, design, and deliver projects effectively within budget, schedule, and scope. Districts highlighted:
    - Workforce and staffing shortages limiting MnDOT's ability to deliver its program
    - Local expansion projects limiting MnDOT's capacity to delivery higher priority mobility and preservation projects.

  Over the next 10 years, MnDOT will be delivering several large and complex projects which will require significant resources to deliver.

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