

## APPENDIX H. DISTRICT 10-YEAR WORK PLANS

Project specific information from each of the eight construction districts across Minnesota is displayed in each district’s 10-year work plan. The selection and identification of listed projects reflect a consistent approach with the statewide investment priorities established by the agency through the development of MnSHIP.

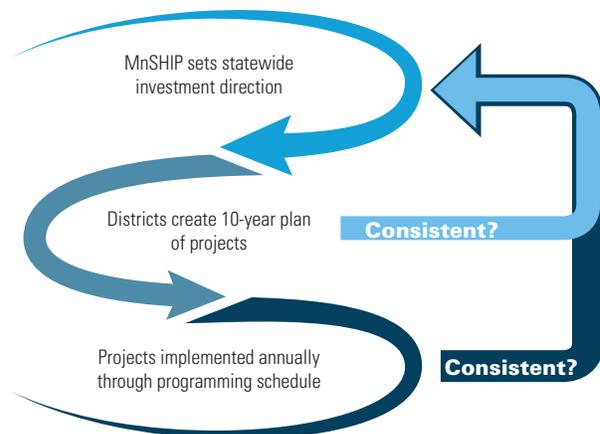
Project lists were developed at the district within two distinct time periods that reflect the appropriate levels of commitment based on the planned timing of project delivery: Years 1-4 (2014-2017) and Years 5-10 (2018-2023).

Project lists for each district linked to below do not represent the entirety of any district’s planned investments in any planning period. Along with identified projects, districts also have non-project-specific funds that will eventually be spent on projects not yet identified within certain defined investment categories.

### STATUS OF PROJECTS IDENTIFIED IN DIFFERENT PLANNING PERIODS

#### Years 1-4

The **State Transportation Improvement Program (STIP)** comprises the list of committed projects over the next four fiscal years (2014-2017). Although some smaller programs do not list specific projects, all planned major projects are listed. If a major project is listed in the STIP, it is in the budget and is considered a funding commitment, highly likely to be delivered. MnDOT is actively developing the project. In the following work plan lists, only projects with a construction cost of over \$2 million in the Twin Cities and over \$1M in Greater Minnesota are listed – visit the MnDOT website for a complete list of projects in the STIP.



#### Years 5-10

These years of the 10-Year Work Plan are comprised of a list of planned projects that are within the budget and collectively achieve the outcomes of MnSHIP. The Work Plan is a plan, meaning that projects may not be delivered as identified or scheduled in the plan – changes should be expected. MnDOT may be pursuing preliminary environmental study or scoping of projects in the Work Plan, but the design and right-of-way activities for the projects likely have not yet begun.

Projects for Years 5-7 of MnSHIP will be the subject of additional project development conversations between MnDOT and its partners to ensure that funds leverage the highest possible outcomes. Through this collaborative process, MnDOT is able to identify how future projects can achieve multiple public purposes, integrate safety, and improve reliability (among

other outcomes) while keeping costs low. Because the 10-Year Work Plans and the STIP are both updated annually through collaboration between MnDOT offices, they also allow flexibility for MnDOT and its partners to best reflect evolving conditions and priorities.

Few projects are identified in Years 8-10 of the work plan. Smaller projects will be specifically identified as the program year approaches. Major projects listed in Years 8-10 are likely to be delivered, but are more likely to change in schedule and scope than projects listed in Years 5-7. Major projects may yet be added to these years as the programming year approaches.

### Years 11-20

The planning years list no major projects. Investments are identified only by broad categories and dollar amounts that will achieve the MnSHIP outcomes. Projects will be identified in the future to fill in the funding categories with each new year of the Work Plan.

## PROJECT SELECTION FOR EACH OF THE PLANNING PERIODS

### Years 1-3

Projects identified for 2014, 2015, and 2016 (Years 1-3) were developed based on investment priorities established in the 2009 State Highway Investment Plan and on the existing STIP, covering 2013-2016. MnDOT considers projects listed in the STIP to be commitments. As a result, MnSHIP did not shape project selection for Years 1-3, though the timing and scope of these projects might have changed based on project development and coordination with local partners.

### Years 4-10

MnSHIP investment priorities directly affect project selection in Years 4-10. Regarding Year 4, MnDOT developed the forthcoming annual update to the STIP covering projects in 2014-2017 concurrently with MnSHIP. Therefore, projects listed for Year 4 (2017) reflect MnSHIP investment priorities. Projects and priorities in Years 5-10 are similarly influenced, though they are still in the planning stages and not yet considered commitments. The timing and scope of these projects is subject to change according to MnDOT's ongoing evaluation of system conditions, project timing, and agency risks.

MnDOT created two programs that will guide project selection for Years 4-10 of MnSHIP going forward: the **Statewide Performance Program (SPP)** and the **District Risk Management Program (DRMP)**. The purpose of establishing these two programs is to ensure that the agency efficiently and effectively works toward common statewide goals – in particular, meeting GASB 34 thresholds for pavements and bridges and meeting MAP-21 performance targets– while maintaining some flexibility to address unique risks and circumstances at the district level.

The SPP focuses on federal performance requirements identified in MAP-21, which require MnDOT to make progress towards pavement, bridge, safety, and congestion performance targets. Failure to do so results in the loss of some federal funding flexibility. MnDOT's functional and district offices work collaboratively to select SPP projects, which primarily include rehabilitation and replacement fixes for existing pavement, bridges, and roadside infrastructure on NHS roads. The SPP also funds select projects that improve safety and mobility.

The DRMP focuses on non-NHS highways and addresses unique conditions at the district level. The DRMP allocates funding to MnDOT districts, which identify and prioritize projects under this program. However, project selections are evaluated statewide through a collaborative process to ensure that each district is balancing district-level risks while making progress towards statewide goals. DRMP projects focus on pavement, bridge, roadside infrastructure on low-volume roads, and fund the majority of safety and mobility improvements.

## WHAT DOES IT MEAN IF A PROJECT IS NOT LISTED IN MNSHIP?

If a project is not listed in the STIP and is not likely to be addressed by one of the set-aside programs in the STIP, then the project is not in the budget and is not a funding commitment of MnDOT. Typically, no project development work is underway, except for very large projects listed in the Work Plan. Environmental documents exist only if completed for the corridor under another project.

If a project is not listed in the STIP or the Work Plan and is not likely to be addressed by one of the set-aside programs, then the project is not in the budget. It is not being developed. There is likely no environmental documentation completed, or even begun. The later years of the Work Plan may contain sizeable set-asides that could address a major project, and so projects could be added in the future.

MnSHIP does not list any projects in Years 11-20. MnSHIP estimates there will be insufficient funding in these years to undertake any major projects outside of asset preservation.

If a project does not appear on the illustrative list, it does not preclude a project from being identified and selected. The list is illustrative only, and actual projects will be selected once funding is provided.

## WHAT CAN BE DONE IF A PROJECT IS NOT LISTED IN MNSHIP?

If a project is not listed, the project can still be added if funding becomes available. When Congressional earmarks were commonplace, MnDOT requested that earmarks be granted only to projects in the twenty-year plan. Earmarks no longer exist. Not being listed in MnSHIP does not preclude a local agency or stakeholder group from pursuing other funding opportunities for a worthy project with high local priority. Projects within a metropolitan planning area must also be listed in the MPO plan to be added.

If a project is not listed, the project can still be studied for feasibility and scope. However, FHWA will not approve (sign) environmental documents for projects that do not have at least one future post-NEPA phase (ROW or construction) listed in the STIP. FHWA may elect to participate in these studies if their workload permits, however advance study of projects should be used judiciously so that resources are not wasted on projects that are not likely to be programmed.

The following links contain a summary of each district's 10-Year Work Plan:

District 1 - <http://www.mndot.gov/planning/mnship/pdf/10yrworkplan-d1.pdf>

District 2 - <http://www.mndot.gov/planning/mnship/pdf/10yrworkplan-d2.pdf>

District 3 - <http://www.mndot.gov/planning/mnship/pdf/10yrworkplan-d3.pdf>

District 4 - <http://www.mndot.gov/planning/mnship/pdf/10yrworkplan-d4.pdf>

District 6 - <http://www.mndot.gov/planning/mnship/pdf/10yrworkplan-d6.pdf>

District 7 - <http://www.mndot.gov/planning/mnship/pdf/10yrworkplan-d7.pdf>

District 8 - <http://www.mndot.gov/planning/mnship/pdf/10yrworkplan-d8.pdf>

Metro District - <http://www.mndot.gov/planning/mnship/pdf/10yrworkplan-metro.pdf>