

# ***PROJECT GREEN LIGHT:***

## **Moving Minnesota's Critical Transportation Improvements Forward**

**MARCH 2014**



*Founded in 1971, TRIP®, of Washington, DC is a nonprofit organization that researches, evaluates and distributes economic and technical data on surface transportation issues. TRIP is sponsored by insurance companies, equipment manufacturers, distributors and suppliers; businesses involved in highway and transit engineering and construction; labor unions; and organizations concerned with efficient and safe surface transportation.*

## Executive Summary

Minnesota's transportation system plays a significant role in the state's development, providing mobility and access for residents, visitors, businesses and industry. The state's roads, highways, rails, public transit systems, ports, bicycle and walking routes remain the backbone of the North Star State's economy. Minnesota's transportation system also provides for a high quality of life and helps make the state a desirable place to live and visit. The condition and quality of its transportation system will play a critical role in Minnesota's ability to continue to capitalize on its economic advantages and meet the demands of the 21st Century.

But insuring that Minnesota achieves its goals for a high quality of life as well as civic and economic growth, will require that the state is able to "green light" the transportation projects in the state that are critically needed to improve key roads, bridges, highways, public transit systems, rail networks and other transportation facilities. Improving critical segments of Minnesota's transportation system will enhance economic competitiveness and improve the quality of life for the state's residents and visitors by reducing travel delays and transportation costs, improving access and mobility, improving safety, and stimulating sustained job growth.

In this report, TRIP provides information on the 50 transportation improvements in Minnesota that TRIP believe are critically needed in the state, including 20 projects in the Twin Cities area and the 30 projects in Greater Minnesota and rates each project as either a green, yellow or red light, to reflect whether the project is adequately funded.

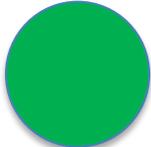
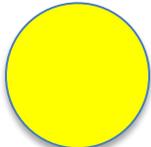
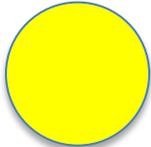
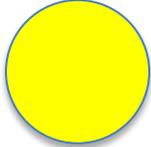
Unfortunately, most of Minnesota's currently available transportation funding is already being used to address critical preservation needs on the state's transportation system, leaving inadequate resources to adequately maintain all of the system or address needed improvements and expansion. As a result, many of the critically needed transportation improvements in Minnesota face either a yellow or red light in their need for funding. Supporting the state's need to enhance quality of life and make further gains in economic growth, will require a significant boost in local, state and federal funding.

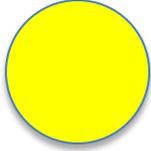
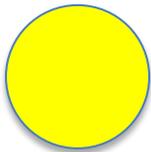
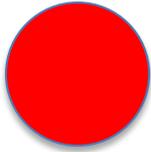
Sources of data include the Minnesota Department of Transportation (MNDOT), the Metropolitan Council, the U.S. Department of Transportation (USDOT), the Federal Highway Administration (FHWA), the U.S. Bureau of Transportation Statistics (BTS), and the U.S. Census Bureau. All data used in the report is the latest available.

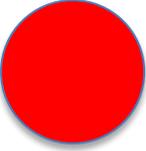
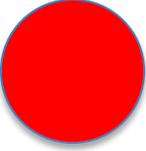
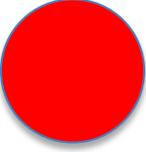
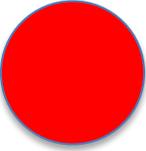
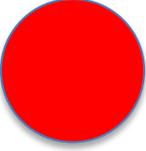
**TRIP has identified road, highway, bridge and transit projects that are critically needed to support quality of life and economic growth in Minnesota. TRIP has assigned a color to each project based on whether by 2019 funding is likely to be available for the project either for the project to have been completed or to proceed, based on current funding scenarios. "Green Light" projects are likely to have funding available by 2019, "Yellow Light" projects are either likely to have partial funding in place by 2019 or funding is uncertain; and "Red Light" projects, which are currently unfunded and are not likely to have funding identified by 2019.**

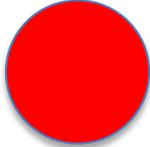
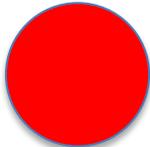
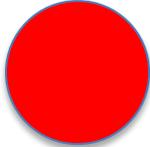
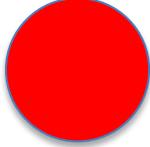
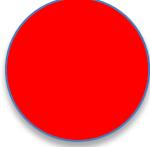
- The critically needed transportation improvements in Minnesota include projects to operate, maintain, build, expand or modernize roads, highways, bridges, mass transit systems, rail and other transportation facilities. These improvements would enhance economic development opportunities throughout the state by increasing mobility and freight movement, easing congestion, and enhancing Minnesota's desirability as a place to live, visit and do business.
- TRIP selected needed transportation projects for this report based on the following: short-term economic benefits, including job creation; the level of improvement in the condition of the transportation facility, including safety improvements; the degree of improvement in access and mobility; and the long-term improvement provided in regional or state economic performance and competitiveness.
- Information on the projects was provided to TRIP by the Minnesota Department of Transportation and the Metropolitan Council, in response to a request from TRIP.
- All project cost estimates are preliminary, and may not reflect the final costs, which in many cases will not be determined until they have advanced further in the planning and development stage.
- TRIP finds seven of the state's 50 critically needed transportation projects have a green light, to signify that full funding is available or is anticipated to be available by 2019; eight projects are rated a yellow light because either a portion of needed funding is anticipated to be available by 2019 or the funding is uncertain; and 35 projects are rated a red light because funding is not currently available and under current funding is not anticipated to be available through 2019.
- In the Twin Cities area, TRIP finds that one of the region's 20 critically needed transportation projects has a green light to signify that full funding is available or is anticipated to be available by 2019; five projects are rated a yellow light because either a portion of needed funding is anticipated to be available by 2019 or the funding is uncertain; and 14 projects are rated a red light because funding is not currently available and under current funding is not anticipated to be available through 2019.
- In Greater Minnesota, TRIP finds six of the 30 critically needed transportation projects have a green light, to signify that full funding is available or is anticipated to be available by 2019; three projects are rated a yellow light because either a portion of needed funding is anticipated to be available by 2019 or the funding is uncertain; and 21 projects are rated a red light because funding is not currently available and under current funding is not anticipated to be available through 2019.

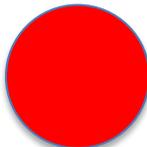
- The Twin Cities region’s 20 critically needed transportation improvements as determined by TRIP to support economic development and a high quality of living in the region and their funding status are listed in the following table. Additional information on 20 critically needed transportation projects in the Twin Cities area to support the state’s future can be found in [Appendix A](#).

	<p><b>Re-deck and repair TH 65 bridge over Mississippi River in Minneapolis.</b> This project, which will cost a minimum of \$33 million, would re-deck and repair the historic TH 65 bridge over the Mississippi River between downtown Minneapolis and NE/SE Minneapolis.</p>
	<p><b>Re-deck and repair I-35W bridge over Minnesota River in Hennepin County.</b> This project, which will cost a minimum of \$100 million, would include the re-decking and repair of the I-35W bridge over the Minnesota River in Hennepin County. This is a critical crossing of the Minnesota River between the south metro and job centers and the airport in Hennepin County.</p>
	<p><b>Increased Bus Rapid Transit service on major arterial corridors in Twin Cities.</b> This project would provide Bus Rapid Transit, including all-day frequent station-to-station service, on up to 12 significant arterial corridors in the Twin Cities. Two potential corridors, Snelling Avenue and, West 7th have partial funding identified. Ten remaining corridors including East 7th, Nicollet, Central Avenue, Chicago, Robert Street, American Boulevard, Fremont /Emerson, Lake Street, Penn Avenue and Broadway Avenue do not have identified funding. This improvement would provide a faster, higher amenity transit service in these strong existing transit markets to attract new riders and improve the experience of existing riders.</p>
	<p><b>Extend the Green Line Light Rail Southwest in the Twin Cities region.</b> This project, which will cost approximately \$1.25 billion, would extend the Green Line to the southwest in order to connect Minneapolis, St. Louis Park, Minnetonka, Hopkins and Eden Prairie. This expansion will provide an important connection between Minneapolis and the southwest suburbs, linking commuters to many major employers both in downtown Minneapolis and along the entire corridor.</p>

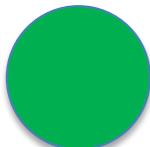
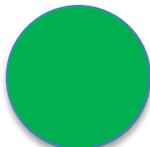
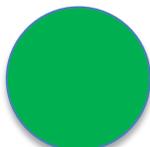
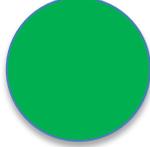
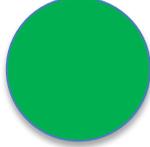
	<p><b>Extend the Blue Line Light Rail Northwest in the Twin Cities region.</b> This project, which will cost approximately \$1 billion, would extend the Blue Line northwest to connect Minneapolis, Golden Valley, Robbinsdale, Crystal and Brooklyn Park. The Blue Line extension will provide an important connection between downtown Minneapolis and the northwest suburbs connecting to the planned Target campus in Brooklyn Park and also allowing trips to connect thru to the MOA and airport along the existing Blue Line.</p>
	<p><b>Providing Orange Line Bus Rapid Transit along I-35W south from Minneapolis to Burnsville.</b> This project, which will cost approximately \$150 million, would provide all-day, station-to-station bus rapid transit along I-35W from downtown Minneapolis through southwest Minneapolis, Richfield, Bloomington and Burnsville. The Orange Line will connect stations along the corridor at Lake Street, 46<sup>th</sup> Street, 66<sup>th</sup> Street, American Boulevard, 98<sup>th</sup> Street and the Burnsville station.</p>
	<p><b>Increase funding for maintenance and operation of region's roads and highways.</b> A minimum of an additional \$10 million annually is needed to support routine maintenance of the regions roads and highways, including minor repairs and snow removal as well as to support the operations of the system, including the increase of traffic management systems. Timely and adequate maintenance will increase the useful life of roads and bridges and prevent worsening conditions.</p>
	<p><b>Pavement repairs on I-94 between St. Paul and Minneapolis.</b> This project, which will cost a minimum of \$300 million, would replace pavement and other infrastructure on I-94 between St. Paul and Minneapolis due to extreme deterioration. Temporary overlays are insufficient as the subsurface layers continue to deteriorate. This improvement is extremely important to traffic flow in the metro area and for connecting the two downtowns. These improvements will extend the life of the pavement and contribute to traveler safety.</p>
	<p><b>Add I-35W managed lanes (MnPASS) between TH 36 and TH 10 in Ramsey County.</b> This project, which will cost a minimum of \$100 million, would expand the managed lanes on I-35W between TH 36 and TH 10 in Ramsey County in order to relieve congestion during peak travel periods. This improvement will improve traffic efficiency, increase transit ridership and the use of high occupancy vehicles, provide alternate choices for commuters during peak hours, enhance economic development prospects for the area and improve safety.</p>

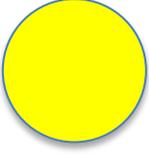
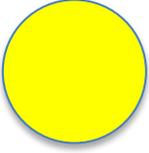
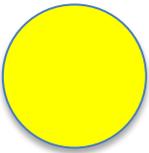
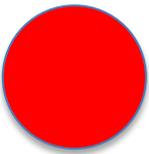
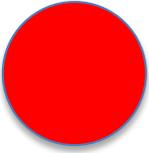
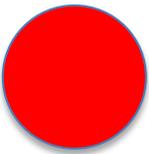
	<p><b>Bus Rapid Transit expansion on key Twin Cities' highway corridors.</b> This project would expand the Bus Rapid Transit system in the Twin Cities along key corridors, including I-35W North, TH 36, TH 169, I-94 West, I-394, I-35E North and TH 61 (Red Rock). The regional highway system is continuing to become more congested as population and employment grows within the region. Highway BRT will provide additional connections between major regional centers of activity and residents while taking advantage of improvements in travel time as a result of coordinated highway investments.</p>
	<p><b>Adding eastbound auxiliary lanes to I-494 from France Avenue to I-35W in the Twin Cities.</b> This project, which is estimated to cost between \$10 to \$17 million, would add eastbound auxiliary lanes on I-494 from France Avenue to I-35W in Hennepin County in order to relieve severe peak-period congestion. This improvement will allow for more efficient movement of traffic and improve safety.</p>
	<p><b>Add managed lanes (MnPASS) on I-94 between TH 55 and I-35E (Downtown Minneapolis to Downtown St. Paul).</b> This project, which will cost a minimum of \$100 million, would add managed lanes on I-94 between Downtown Minneapolis and Downtown St. Paul, the state's two largest commercial centers. This improvement will improve traffic efficiency, increase transit ridership and the use of high occupancy vehicles, provide alternate choices for commuters during peak hours, enhance economic development prospects for the area and improve safety.</p>
	<p><b>Add managed lanes (MnPASS) on I-35W between Downtown Minneapolis and TH 36.</b> This project, which will cost a minimum of \$100 million, would expand the managed lanes on I-35W between Downtown Minneapolis and TH 36, which currently experiences significant congestion during peak travel hours. This improvement will improve traffic efficiency, increase transit ridership and the use of high occupancy vehicles, provide alternate choices for commuters during peak hours, enhance economic development prospects for the area and improve safety.</p>
	<p><b>Expansion of bus service in Twin Cities region.</b> This project would expand base bus service in the Twin Cities region, including more routes, increased frequency of service, longer hours and to provide connecting service to transitways. Expanding bus service will allow for the accommodation of the anticipated 900,000 residents and 570,000 jobs in the Twin Cities area by 2040. Growth in the bus system will be required to serve this increased population.</p>

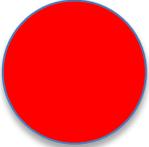
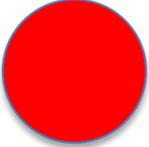
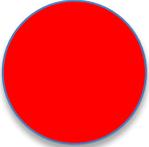
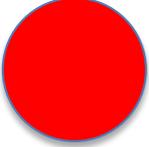
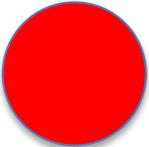
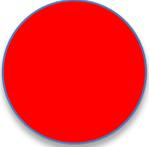
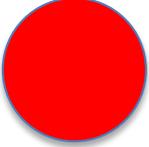
	<p><b>Expansion of bicycle and pedestrian facilities.</b> Bicycle and pedestrian facilities are an important part of the multimodal transportation network. This project, which is estimated to cost an additional \$50 million annually statewide, would allow local and state governments to construct additional bicycle and pedestrian facilities beyond only those that can be included in existing highway projects to meet the growing demand.</p>
	<p><b>Flyover ramp from northbound I-35W to westbound I-494 in Hennepin County.</b> This project, which is estimated to cost between \$50 and \$125 million, would construct a flyover ramp from northbound I-35W to westbound I-494 in Hennepin County in order to relieve congestion. High traffic volumes, economic growth along the corridor and harsh weather conditions have led to longstanding congestion, safety and flooding issues at the I-35W/I-494 interchange. Completion of this project would improve safety, relieve congestion, allow for future development and improve access to transit alternatives in adjacent communities.</p>
	<p><b>Extend I-35E managed lanes (MnPASS) from Little Canada Road to north of TH 96 in the Twin Cities area.</b> This project would extend the managed lanes on I-35E from Little Canada Road to north of TH 96 in Ramsey County. This improvement will improve traffic efficiency, increase transit ridership and the use of high occupancy vehicles, provide alternate choices for commuters during peak hours, enhance economic development prospects for the area and improve safety.</p>
	<p><b>Add managed lanes (MnPASS) on I-494 in the southwest Twin Cities metro area.</b> This project would expand the managed lanes along I-494 in the south/southwest metro area, including Bloomington, Eden Prairie and Edina. This major interstate connects several employment centers and the MSP Airport. This improvement will improve traffic efficiency, increase transit ridership and the use of high occupancy vehicles, provide alternate choices for commuters during peak hours, enhance economic development prospects for the area and improve safety.</p>
	<p><b>Add bus rapid transit or light rail in the Gateway and Rush Line corridors in the eastern and northeastern Twin Cities area.</b> This project would add bus rapid transit or light rail in the Gateway and Rush Line corridors in the eastern and northeastern Twin Cities area. This would provide capacity and added service levels to high-demand transit corridors currently not served by light rail or bus rapid transit. The lines would connect major regional employment and activity centers and foster future economic development in a growing region.</p>

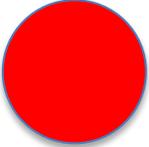
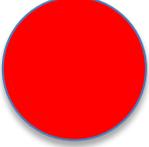
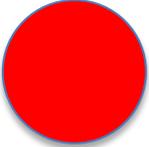
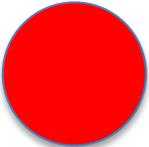
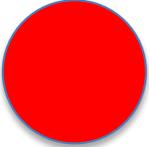
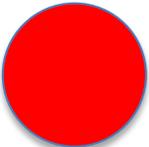
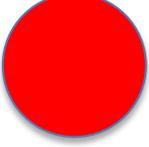
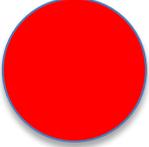
	<p><b>Add managed lanes (MnPASS) on TH 169 between I-494 and Marschall Road in Hennepin and Scott Counties.</b> This project would add managed lanes on TH 169 between I-494 and Marschall Road. This is a major trunk highway over the Minnesota River, connecting several employment centers in the southwest Metro. This improvement will enhance traffic movement, increase transit ridership and the use of high occupancy vehicles, provide a choice for commuters during peak periods, enhance economic development and improve safety.</p>
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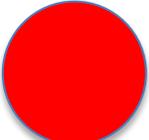
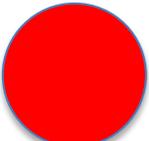
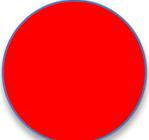
- The Greater Minnesota’s 30 critically needed transportation improvements as determined by TRIP to support economic development and a high quality of living in the region and their funding status are listed in the following table. Additional information on 30 critically needed transportation projects in Greater Minnesota to support the state’s future can be found in [Appendix B](#).

	<p><b>Statewide safety improvements.</b> These proactive safety improvements would reduce the incidences of fatal and serious crashes</p>
	<p><b>Expand TH 371 to four lanes from Nisswa to Jenkins.</b> This project, which will cost a minimum of \$62 million would expand TH 371 from two lanes to four lanes from Nisswa to Jenkins. Expanding this inter-regional corridor would improve the movement of traffic, enhance economic development and improve safety.</p>
	<p><b>Rehabilitation or replacement of the I-90 bridge over TH 52 near Rochester.</b> This project, which will cost a minimum of \$4 million would rehabilitate or replace the I-90 bridge over TH 52 near Rochester, which is a key inter-regional corridor and provides access to the Regional Trade Center.</p>
	<p><b>Rehabilitation or replacement of I-90 bridge over TH 63.</b> This project, which will cost a minimum of \$3 million, would rehabilitate or replace the I-90 bridge over TH 63.</p>
	<p><b>Pavement improvements to TH 2 in Deer River.</b> This project, which will cost approximately \$1 million, would include pavement preservation, resurfacing and reconstruction projects on TH 2 in Deer River to replace badly deteriorated pavement surfaces and attain ADA compliance.</p>

	<p><b>Reconstruction and improvements to streetscape of TH 371B in Brainerd.</b> This project, which will cost a minimum of \$12 million, would include reconstructing and improving the streetscape of TH 371B in Brainerd to include pedestrian and bicycle amenities and ADA compliance. It would provide needed pavement replacement in conjunction with improvements for all modes of travel.</p>
	<p><b>Replacement of TH 210 bridge over Mississippi River in Brainerd.</b> This project, which will cost a minimum of \$75 million, would replace the TH 210 bridge over the Mississippi River in Brainerd. This bridge is the main link between Baxter and Brainerd.</p>
	<p><b>Restore TH 53 highway connection from Eveleth to Virginia.</b> This project, which will cost at least an additional \$30 million, would restore TH 53 highway connection from Eveleth to Virginia, which was lost due to mining activity. This inter-regional corridor provides a critical connection from all points south to the city of Virginia.</p>
	<p><b>Pavement overlay on I-94 from Clearwater to Monticello.</b> This improvement, which will cost a minimum of \$26 million, would use a pavement overlay to preserve the pavement of I-94 between Clearwater and Monticello, a primary corridor from the Twin Cities to the northwest. This improvement will preserve the pavement to allow for smoother movement of traffic and freight.</p>
	<p><b>Additional maintenance and operations improvements to statewide Trunk Highway system.</b> This project, which will cost a minimum of \$10 million annually, would provide system-wide maintenance and operations improvements to Minnesota’s Trunk Highway system. Improvements would include pavement patching, bridge maintenance, guardrail repairs, snow and ice control, and traffic signal timing. Proper maintenance keeps the infrastructure in good condition longer and extends the time between rehabilitation or reconstruction. Keeping roads clear of snow and ice improves roadway efficiency, saves driving time and improves safety.</p>
	<p><b>Add a center turn lane to TH 371 in Walker.</b> This project, which will cost a minimum of \$7 million, would add a center turn lane to TH 371 in the City of Walker. This improvement would reduce crashes and enhance safety.</p>
	<p><b>Pavement and roadside infrastructure preservation on minor trunk highways.</b> This project, which would cost an additional \$275 million per year, would involve pavement preservation, resurfacing and reconstruction projects to replace badly deteriorated pavement surfaces on minor arterial and collector trunk highways. These roadways serve as vital corridors to rural areas of the state and provide critical farm to market connections. Funding shortages will divert scarce resources to the principle arterial and Interstate system.</p>

	<p><b>Additional operating and capital revenues for bus and paratransit systems.</b> This project would provide additional operating and capital revenues to support bus and paratransit systems throughout the state. These improvements would provide residents with access to jobs, education, health care, shopping and recreation. Paratransit systems enhance the mobility of the elderly and persons with disabilities.</p>
	<p><b>Congestion relief on I-94 from St. Michael to St. Cloud.</b> This project would ease congestion on I-94 between St. Michael and St. Cloud. This route is an Interstate freight route and the primary corridor from the Twin Cities to the northwest. It experiences peak-time delays due to congestion. Reducing travel delays would improve freight movement and reduce lost time for travelers.</p>
	<p><b>Adding passing lanes on TH 34 in Detroit Lakes.</b> This project, which will cost a minimum of \$2 million, would add passing lanes to TH 34 from TH 59/TH 34 to Highland Drive in Detroit Lakes. This improvement will provide more efficient traffic movement, enhance economic development prospects for the area and improve safety.</p>
	<p><b>Reconstruction and streetscape improvements of TH 371 in Hackensack.</b> This project, which will cost a minimum of \$6 million, would reconstruct TH 371 in Hackensack to include improvements to the streetscape with pedestrian and bicycle amenities and ADA compliance. It would provide needed pavement replacement in conjunction with improvements for all modes of travel.</p>
	<p><b>Expansion of bicycle and pedestrian facilities.</b> Bicycle and pedestrian facilities are an important part of the multimodal transportation network. This project, which is estimated to cost an additional \$50 million annually statewide, would allow local and state governments to construct additional bicycle and pedestrian facilities beyond only those that can be included in existing highway projects to meet the growing demand.</p>
	<p><b>Complete the four-lane expansion of TH 14 from Rochester to Mankato.</b> This project, which will cost a minimum of \$150 million, would widen TH 14 from two lanes to four lanes from CR 43 to Dodge Center, completing the four-lane connection between Rochester and Mankato. This improvement will improve traffic movement, enhance economic development and improve safety.</p>
	<p><b>Expand TH 169 to four lanes from Scenic to Pengilly.</b> This project, which would cost from \$35 to \$46 million, would widen TH 169 from two lanes to four lanes from Scenic to Pengilly, completing the four-lane connection between Grand Rapids and Hibbing. This improvement will improve traffic movement, enhance economic development and improve safety.</p>

	<p><b>Expand TH 19 to four lanes from Northfield to I-35.</b> This project, which would cost from \$35 to \$40 million, would expand TH 19 from two to four lanes from Northfield to I-35. This route is the primary access between I-35 and Northfield, a major educational center. This improvement will improve traffic movement, enhance economic development and improve safety.</p>
	<p><b>Expand TH 14 to four lanes from Nicollet to New Ulm.</b> This project, which would cost from \$70 to \$140 million, would expand TH 14 from two to four lanes from Nicollet near TH 15 to New Ulm. This inter-regional corridor is listed as a “freight bottleneck”. This improvement will improve traffic movement, enhance economic development and improve safety.</p>
	<p><b>Improving the connection to TH 10 through Wadena.</b> This project, which would cost from \$45 to \$55 million, would improve the connection to TH 10 to the east and west through the Wadena area. This improvement will improve traffic movement, enhance economic development and improve safety.</p>
	<p><b>Expand TH 23 to four lanes from New London to Paynesville to Richmond.</b> This project, which will cost a minimum of \$70 million, would expand TH 23 from two to four lanes from New London to Paynesville to Richmond, which would complete the four-lane connection between Willmar and I-90. This improvement will improve traffic movement, enhance economic development and improve safety.</p>
	<p><b>Intersection improvements on TH 61 in Duluth.</b> This project, which will cost a minimum of \$3 million, would complete intersection improvements on TH 61 at 40<sup>th</sup> Avenue East in Duluth. Improvements could include conflict reduction, improved sight distances and access management, which would reduce the incidences of traffic crashes at that location.</p>
	<p><b>Interchange improvements at TH 52 in Dakota County.</b> This project, which will cost between \$7 to \$13 million, would include interchange improvements on TH 52 at CR 86 in Dakota County. These improvements would reduce the occurrence of traffic crashes in that area.</p>
	<p><b>Intersection improvements to TH 14/TH 15 in New Ulm.</b> This project, which will cost between \$5 and \$50 million, would improve the intersection of TH 14 and TH 15 in New Ulm. Improvements could include conflict reduction, improved sight distances and access management to reduce the occurrence of crashes.</p>
	<p><b>Intersection improvements to TH 14 in the City of Eagle Lake.</b> This project, which will cost a minimum of \$3 million, would improve intersection safety on TH 14 in the City of Eagle Lake. Improvements could include conflict reduction, improved sight distances and access management to reduce the occurrence of crashes.</p>

	<p><b>Intersection improvements to TH 60/TH 71 in Windom.</b> This project, which will cost between \$2 and \$3 million, would improve the intersection of TH 60 and TH 71 in Windom. Improvements could include conflict reduction, improved sight distances and access management to reduce the occurrence of crashes.</p>
	<p><b>Intersection improvements to TH 169 and CR 4 in Zimmerman.</b> This project, which will cost a minimum of \$40 million, would improve the intersection of TH 169 and CR 41 in Zimmerman. Improvements could include conflict reduction, improved sight distances and access management to reduce the occurrence of crashes.</p>
	<p><b>Reconstruction of TH 210 in the City of Cromwell.</b> This project, which will cost a minimum of \$3 million, would reconstruct TH 210 in the City of Cromwell in order to provide flood mitigation and safety improvements that will reduce the number of crashes.</p>

**Transportation projects that improve the efficiency, condition or safety of a highway, transit, bicycle or pedestrian route provide significant economic benefits by reducing transportation delays and costs associated with a deficient transportation system. Some benefits of transportation improvements include the following.**

- Improved business competitiveness due to reduced production and distribution costs as a result of increased travel speeds and fewer mobility barriers.
- Improvements in household welfare resulting from better access to higher-paying jobs, a wider selection of competitively priced consumer goods, additional housing and healthcare options, and improved mobility for residents without access to private vehicles.
- Gains in local, regional and state economies due to improved regional economic competitiveness, which stimulates population and job growth.
- Increased leisure/tourism and business travel resulting from the enhanced condition and reliability of a region’s transportation system.
- Improved public health as a result if increased activity.
- A reduction in economic losses from vehicle crashes, traffic congestion and vehicle maintenance costs associated with driving on deficient roads.
- The creation of both short-term and long-term jobs.
- Transportation projects that expand congested roadways or add needed transit capacity can produce significant economic benefits by reducing congestion and improving access, thus speeding the flow of people and goods while reducing fuel consumption.

- Transportation projects that maintain and preserve existing transportation infrastructure also provide significant economic benefits by improving travel speeds, capacity, load-carry abilities and safety, and reducing operating costs for people and businesses. Such projects also extend the service life of a road, bridge or transit vehicle or facility, which saves money by either postponing or eliminating the need for more expensive future repairs.
- Highway accessibility was ranked the number one site selection factor in a 2011 survey of corporate executives by [Area Development Magazine](#).

**Minnesota's economy is served by an extensive surface transportation system that has some deficiencies and experiences severe congestion in key areas. Safety improvements could also reduce the number of crashes and fatalities on the state's roads. The majority of freight shipped in Minnesota travels on the state's roads.**

- Minnesota's system of 138,832 miles of roads and 13,121 bridges, maintained by local, state and federal governments, carry 57 billion vehicle miles of travel annually.
- More than one-third of Minnesota's major roads are deficient, with ten percent rated in poor condition and an additional 27 percent rated mediocre in 2011. An additional 19 percent of the state's major roads were rated in fair condition and 44 percent were rated in good condition.
- In the Minneapolis-St. Paul urban area, half of major roads are deteriorated. Eighteen percent of Minneapolis-St. Paul roads are in poor condition, while 32 percent are in mediocre condition. Twenty percent are in fair condition and the remaining 31 percent are in good condition.
- Nine percent of Minnesota's bridges were rated structurally deficient in 2012. A bridge is structurally deficient if there is significant deterioration of the bridge deck, supports or other major components. Without adequate investment in the repair or replacement of structurally deficient bridges, load restrictions or bridge closures may be necessary.
- In 2012, three percent of Minnesota's bridges were rated as functionally obsolete. Bridges that are functionally obsolete no longer meet current highway design standards, often because of narrow lanes, inadequate clearances or poor alignment.
- Every year, approximately \$237.3 billion in goods are shipped annually from sites in Minnesota and another \$199.4 billion in goods are shipped annually to sites in Minnesota, mostly by truck.
- Sixty-four percent of the goods shipped annually from sites in Minnesota are carried by trucks and another 21 percent are carried by parcel, U.S. Postal Service, courier services or by multiple modes, which use trucks for part of the deliveries.

- According to the Texas Transportation Institute (TTI), the average driver in the Minneapolis-St. Paul urban area loses \$695 each year in the cost of lost time and wasted fuel as a result of traffic congestion. The average commuter in the Minneapolis-St. Paul urban area loses 34 hours each year stuck in congestion.
- A total of 2,050 people were killed in crashes on Minnesota's major roads from 2008 to 2012, an average of 410 fatalities each year. The state's rural non-interstate roads are particularly deadly, with a traffic fatality rate that is more than three times higher than that on all other roads in the state (1.15 fatalities per 100 million vehicle miles of travel vs. 0.36).
- Where appropriate, roadway improvements can reduce traffic fatalities and crashes while improving traffic flow to help relieve congestion. Such improvements include removing or shielding obstacles; adding or improving medians; improved lighting; adding rumble strips, wider lanes, wider and paved shoulders; improved bicycle and pedestrian facilities; improved intersection design; upgrading roads from two lanes to four lanes; and better road markings and traffic signals.

**The federal government remains a critical source of funding for Minnesota's roads, highways, bridges and transit systems and provides a significant return to Minnesota in road and bridge funding based on the revenue generated in the state by the federal motor fuel tax.**

- MAP-21 does not provide sufficient long-term revenues to support the current level of federal surface transportation investment.
- The impact of inadequate federal surface transportation revenues could be felt as early as summer of 2014, when federal funding for road, highway and bridge projects is likely to be delayed because the balance in the [Highway Account of the federal Highway Trust Fund](#) is expected to drop below \$1 billion. If this delay and uncertainty in funding are not resolved within the next few months, it may result in the postponement of numerous projects.
- Nationwide federal funding for highways is expected to be cut by almost 100 percent from the current investment level for the fiscal year starting October 1, 2014 (FY 2015) unless Congress provides additional transportation revenues. This is due to a cash shortfall in the Highway Trust Fund as projected by the [Congressional Budget Office](#).
- If the funding shortfalls into the federal Highway Trust Fund are addressed solely by cutting spending it is estimated that federal funding for highway and transit improvements in Minnesota will be cut by \$695 million for the federal fiscal year 2015, starting October 1, 2014, unless Congress provides additional transportation revenues.

## **Introduction**

Quality of life, economic competitiveness and future mobility in Minnesota all rely on a sound, efficient and safe surface transportation system. From its varied industries including agriculture, forestry, manufacturing, mining, retail, financial services, tourism and recreation, Minnesota attracts businesses and visitors from around the globe.

To ensure future mobility and economic competitiveness, Minnesota must maintain and modernize its roads, highways, bridges, rail and transit systems by improving the physical condition of its transportation network and enhancing the system's ability to provide efficient and reliable mobility. Making needed improvements to Minnesota's roads, bridges, highways and transit systems could also provide a boost to the state's economy by creating jobs in the short-term and stimulating long-term economic growth as a result of enhanced mobility and access.

The federal government plays a critical role in funding for Minnesota's, and all states' roads, highways and bridges and provides a significant return to Minnesota in transportation funding based on the revenue generated in the state by the federal motor fuel tax. Meeting Minnesota's need to modernize and maintain its system of roads, highways and bridges moving forward will require a significant boost in local, state and federal funding.

The current federal surface transportation legislation, Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), was signed into law in July 2012 and expires this year on September 30. MAP-21 improved several procedures that in the past had delayed projects, but does not address long-term funding challenges facing the federal surface transportation program.

The level of funding and the provisions of the federal surface transportation program have a significant impact on highway and bridge conditions, roadway safety, transit service, quality of life and economic development opportunities in Minnesota and the state's ability to move forward with numerous projects needed to support quality of life and economic growth in the state.

## **Population, Travel and Economic Trends in Minnesota**

Minnesota residents and businesses require a high level of personal and commercial mobility. Population and economic growth over the past two decades have resulted in increased demands on Minnesota's major roads and highways, leading to additional wear and tear on the transportation system.

To foster a high quality of life and spur economic growth in Minnesota, it will be critical that the state provide a safe and modern transportation system that can accommodate future growth in population, tourism, recreation and vehicle travel.

Minnesota's population grew to 5.4 million residents in 2012, a 23 percent increase since 1990, when the state's population was approximately 4.4 million.<sup>1</sup> Minnesota has 3,321,760 licensed drivers.<sup>2</sup> From 1990 to 2012, Minnesota's gross domestic product (GDP), a measure of the state's economic output, increased by 67 percent, when adjusted for inflation.<sup>3</sup>

Population increases and economic growth in the state have resulted in an increase in the demand for mobility as well as an increase in vehicle miles of travel (VMT). From 1990 to 2012, annual VMT in Minnesota increased by 46 percent. VMT in Minnesota increased from 38.9 billion miles traveled annually in 1990 to 57 billion miles traveled annually in 2012.<sup>4</sup>

Based on population and other lifestyle trends, TRIP estimates that travel on Minnesota's roads and highways will increase by another 20 percent by 2030.<sup>5</sup>

## **Condition, Efficiency and Safety of Minnesota's Surface Transportation System**

Minnesota is served by a system of 138,832 miles of roads and 13,121 bridges. This system is maintained by local, state and federal governments and carries 57 billion vehicle miles of travel each year.<sup>6</sup>

Minnesota's roads, highways and bridges have some deficiencies and are becoming increasingly congested. More than one-third of the state's major roads are deficient, with 10 percent rated in poor condition in 2011 and another 27 percent rated in mediocre condition.<sup>7</sup> Nineteen percent of the state's major roads have pavement in fair condition, while 44 percent are in good condition.<sup>8</sup>

In 2012, nine percent of Minnesota's bridges were rated structurally deficient because they are in need of repair or replacement, and another three percent of the state's bridges were rated as functionally obsolete because they do not meet modern design standards.<sup>9</sup>

Commuting and commerce in Minnesota are constrained by growing traffic congestion, which will increase in the future unless additional highway and transit capacity is provided. Growing demand for mobility has resulted in the state's transportation system to become increasingly congested, choking commuting and commerce. According to the Texas Transportation Institute (TTI), the average driver in the Minneapolis-St. Paul urban area loses \$695 each year in the cost of lost time and wasted fuel as a result of traffic congestion. The

average commuter in the Minneapolis-St. Paul urban area loses 34 hours each year stuck in congestion.<sup>10</sup>

A total of 2,050 people were killed in crashes on Minnesota's major roads from 2008 to 2012, an average of 410 fatalities each year.<sup>11</sup> The state's rural non-Interstate roads have the highest rate of serious crashes, with a traffic fatality rate that is more than three times higher than that on all other roads in the state (1.15 fatalities per 100 million vehicle miles of travel vs. 0.36).<sup>12</sup>

Where appropriate, roadway improvements can reduce traffic fatalities and crashes while improving traffic flow to help relieve congestion. Such improvements include removing or shielding obstacles; adding or improving medians; improved lighting; adding rumble strips, wider lanes, wider and paved shoulders; improved bicycle and pedestrian facilities; improved intersection design; upgrading roads from two lanes to four lanes; and better road markings and traffic signals.

## **Transportation and Economic Growth**

In order to compete economically, a region needs well-maintained and efficient roads, highways, bridges and transit systems. As a result of improvements in technology and communications, over the past several decades businesses have transitioned from a from a push-style distribution system, which relies on large-scale warehousing of materials, to a pull-style distribution system, which relies on smaller, more strategic movement of goods. Today, mobile inventories are the norm, resulting in increased truck traffic as goods are moved throughout North America and to port, rail and air transports. Consequently, the quality of a region's

transportation system has become a key component in a business's ability to compete locally, nationally and internationally.

Increasingly, companies are looking at the quality of a region's transportation system when deciding where to re-locate or expand. Regions with congested or poorly maintained roads may see businesses relocate to areas with a smoother, more efficient and more modern transportation system. Highway accessibility was ranked the number one site selection factor in a 2011 survey of corporate executives by [Area Development Magazine](#).<sup>13</sup>

Highways are vitally important to economic development in Minnesota. As the economy strengthens, creating more jobs and increasing consumer confidence, the demand for consumer and business products grows. In turn, manufacturers ship greater quantities of goods to market to meet this demand, a process that adds to truck traffic on the state's highways and major arterial roads.

The cost of road and bridge improvements are more than offset by the reduction of user costs associated with driving on rough roads, the improvement in business productivity, the reduction in delays and the improvement in traffic safety. The [Federal Highway Administration estimates](#) that each dollar spent on road, highway and bridge improvements results in an average benefit of \$5.20 in the form of reduced vehicle maintenance costs, reduced delays, reduced fuel consumption, improved safety, reduced road and bridge maintenance costs and reduced emissions as a result of improved traffic flow.<sup>14</sup>

Increasing investment in Minnesota's roads, highways and bridges will also boost the state's economy by creating jobs. A [2007 analysis by the Federal Highway Administration](#) found that every \$1 billion invested in highway construction would support approximately 27,800 jobs, including approximately 9,500 in the construction sector, approximately 4,300 jobs in industries

supporting the construction sector, and approximately 14,000 other jobs induced in non-construction related sectors of the economy.<sup>15</sup>

Because it impacts the time it takes to transport people and goods, as well as the cost of travel, the level of mobility provided by a transportation system and its physical condition play a significant role in determining a region's economic effectiveness.

The economic benefits of a well-maintained, efficient and safe transportation system can be divided into several categories, including the following.

**Improved competitiveness of industry.** An improved transportation system reduces production and distribution costs by lowering barriers to mobility and increasing travel speeds. Improved mobility provides the manufacturing, retail and service sectors improved and more reliable access to increased and often lower-cost sources of labor, inventory, materials and customers.<sup>16</sup> An increase in travel speeds of 10 percent has been found to increase labor markets by 15 to 18 percent. A 10 percent increase in the size of labor markets has been found to increase productivity by an average of 2.9 percent.<sup>17</sup>

**Improved household welfare.** An improved transportation system gives households better access to higher-paying jobs, a wider selection of competitively priced consumer goods, and additional housing and healthcare options. A good regional transportation system can also provide mobility for people without access to private vehicles, including the elderly, disabled and people with lower incomes.<sup>18</sup>

**Improved local, regional and state economies.** By boosting regional economic competitiveness, which stimulates population and job growth, and by lowering transport costs for businesses and individuals, transportation improvements can bolster local, regional and state

economies. Improved transportation also stimulates urban and regional redevelopment and reduces the isolation of rural areas.<sup>19</sup>

**Increased leisure/tourism and business travel.** The condition and reliability of a region's transportation system impacts the accessibility of activities and destinations such as conferences, trade shows, sporting and entertainment events, parks, resort areas, social events and everyday business meetings. An improved transportation system increases the accessibility of leisure/tourism and business travel destinations, which stimulates economic activity.<sup>20</sup>

**Reduced economic losses associated with vehicle crashes, traffic congestion and driving on deficient roads.** When a region's transportation system lacks some desirable safety features, is congested or is deteriorated, it increases costs to the public and businesses in the form of traffic delays, increased costs associated with traffic crashes, increased fuel consumption and increased vehicle operating costs. Transportation investments that improve roadway safety, reduce congestion and improve roadway conditions benefit businesses and households by saving time, lives and money.

Transportation investment creates and supports both short-term and long-term jobs. A 2007 analysis by the Federal Highway Administration found that every \$1 billion invested in highway construction would support approximately 27,800 jobs, including approximately 9,500 in the construction sector, approximately 4,300 jobs in industries supporting the construction sector, and approximately 14,000 other jobs induced in non-construction related sectors of the economy.<sup>21</sup>

Needed transportation projects that expand capacity and preserve the existing transportation system generate significant economic benefits. Transportation projects that provide additional roadway lanes, expand the efficiency of a current roadway (through improved

signalization, driver information or other Intelligent Transportation Systems), or provide additional transit capacity, produce significant economic benefits by reducing congestion and improving access, thus speeding the flow of people and goods.<sup>22</sup>

Similarly, transportation projects that maintain and preserve existing transportation infrastructure also provide significant economic benefits. The preservation of transportation facilities improves travel speed, capacity, load-carry abilities and safety, while reducing operating costs for people and businesses.<sup>23</sup> Projects that preserve existing transportation infrastructure also extend the service life of a road, bridge or transit vehicle and save money by postponing or eliminating the need for more expensive future repairs.<sup>24</sup>

## **Minnesota's Critically Needed Transportation Projects and Their Funding Outlook**

TRIP has selected transportation projects in Minnesota that are critically needed to support quality of life in Minnesota's and support the state's economic growth. TRIP selected the projects by evaluating the projects on the following:

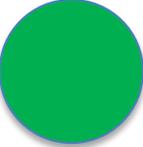
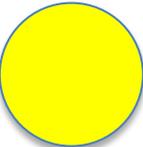
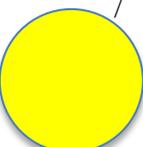
- ✓ Short-term economic benefits, including job creation.
- ✓ Improvement in the condition of transportation facility, including safety improvements.
- ✓ Improved access and mobility.
- ✓ Long-term improvement in regional or state economic performance and competitiveness.

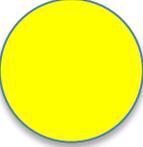
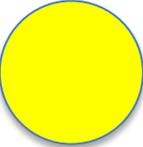
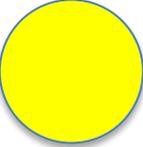
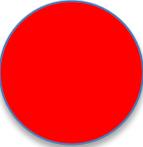
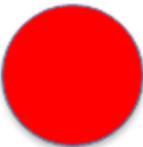
TRIP has identified 50 critically needed transportation projects in Minnesota, including 20 in the Twin Cities area and 30 in Greater Minnesota and categorized them based on the likelihood that they will have adequate funding in place by 2019. TRIP has assigned a color to each project based on whether by 2019 funding is likely to be available for the project either for

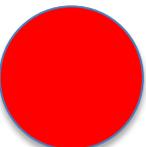
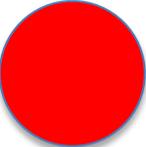
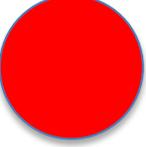
the project to have been completed or to proceed, based on current funding scenarios. “Green Light” projects are likely to have been or have funding available, “Yellow Light” projects because either a portion of needed funding is anticipated to be available by 2019 or the funding is uncertain and “Red Light” projects are currently unfunded and are not likely to have funding identified by 2019.

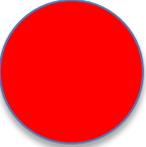
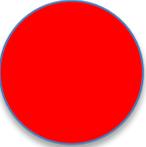
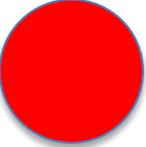
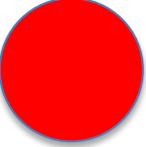
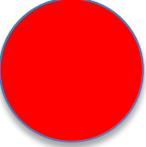
The Twin Cities region’s 20 critically needed transportation improvements, as determined by TRIP to support economic development in the state and a color-coded rating of their funding status are listed in the following table. Additional details on these projects and their funding status can be found in [Appendix A](#).

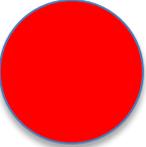
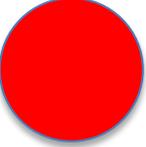
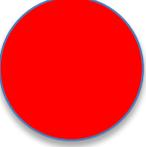
**Table 1. Critically Needed Transportation Projects in the Twin Cities area and their Funding Status.**

	<p><b>Re-deck and repair TH 65 bridge over Mississippi River in Minneapolis.</b> This project, which will cost a minimum of \$33 million, would re-deck and repair the historic TH 65 bridge over the Mississippi River between downtown Minneapolis and NE/SE Minneapolis.</p>
	<p><b>Re-deck and repair I-35W bridge over Minnesota River in Hennepin County.</b> This project, which will cost a minimum of \$100 million, would include the re-decking and repair of the I-35W bridge over the Minnesota River in Hennepin County. This is a critical crossing of the Minnesota River between the south metro and job centers and the airport in Hennepin County.</p>
	<p><b>Increased Bus Rapid Transit service on major arterial corridors in Twin Cities.</b> This project would provide Bus Rapid Transit, including all-day frequent station-to-station service, on up to 12 significant arterial corridors in the Twin Cities. Two potential corridors, Snelling Avenue and, West 7th have partial funding identified. Ten remaining corridors including East 7th, Nicollet, Central Avenue, Chicago, Robert Street, American Boulevard, Fremont /Emerson, Lake Street, Penn Avenue and Broadway Avenue do not have identified funding. This improvement would provide a faster, higher amenity transit service in these strong existing transit markets to attract new riders and improve the experience of existing riders.</p>

	<p><b>Extend the Green Line Light Rail Southwest in the Twin Cities region.</b> This project, which will cost approximately \$1.25 billion, would extend the Green Line to the southwest in order to connect Minneapolis, St. Louis Park, Minnetonka, Hopkins and Eden Prairie. This expansion will provide an important connection between Minneapolis and the southwest suburbs, linking commuters to many major employers both in downtown Minneapolis and along the entire corridor.</p>
	<p><b>Extend the Blue Line Light Rail Northwest in the Twin Cities region.</b> This project, which will cost approximately \$1 billion, would extend the Blue Line northwest to connect Minneapolis, Golden Valley, Robbinsdale, Crystal and Brooklyn Park. The Blue Line extension will provide an important connection between downtown Minneapolis and the northwest suburbs connecting to the planned Target campus in Brooklyn Park and also allowing trips to connect thru to the MOA and airport along the existing Blue Line.</p>
	<p><b>Providing Orange Line Bus Rapid Transit along I-35W south from Minneapolis to Burnsville.</b> This project, which will cost approximately \$150 million, would provide all-day, station-to-station bus rapid transit along I-35W from downtown Minneapolis through southwest Minneapolis, Richfield, Bloomington and Burnsville. The Orange Line will connect stations along the corridor at Lake Street, 46<sup>th</sup> Street, 66<sup>th</sup> Street, American Boulevard, 98<sup>th</sup> Street and the Burnsville station.</p>
	<p><b>Increase funding for maintenance and operation of region's roads and highways.</b> A minimum of an additional \$10 million annually is needed to support routine maintenance of the regions roads and highways, including minor repairs and snow removal as well as to support the operations of the system, including the increase of traffic management systems. Timely and adequate maintenance will increase the useful life of roads and bridges and prevent worsening conditions.</p>
	<p><b>Pavement repairs on I-94 between St. Paul and Minneapolis.</b> This project, which will cost a minimum of \$300 million, would replace pavement and other infrastructure on I-94 between St. Paul and Minneapolis due to extreme deterioration. Temporary overlays are insufficient as the subsurface layers continue to deteriorate. This improvement is extremely important to traffic flow in the metro area and for connecting the two downtowns. These improvements will extend the life of the pavement and contribute to traveler safety.</p>

	<p><b>Add I-35W managed lanes (MnPASS) between TH 36 and TH 10 in Ramsey County.</b> This project, which will cost a minimum of \$100 million, would expand the managed lanes on I-35W between TH 36 and TH 10 in Ramsey County in order to relieve congestion during peak travel periods. This improvement will improve traffic efficiency, increase transit ridership and the use of high occupancy vehicles, provide alternate choices for commuters during peak hours, enhance economic development prospects for the area and improve safety.</p>
	<p><b>Bus Rapid Transit expansion on key Twin Cities' highway corridors.</b> This project would expand the Bus Rapid Transit system in the Twin Cities along key corridors, including I-35W North, TH 36, TH 169, I-94 West, I-394, I-35E North and TH 61 (Red Rock). The regional highway system is continuing to become more congested as population and employment grows within the region. Highway BRT will provide additional connections between major regional centers of activity and residents while taking advantage of improvements in travel time as a result of coordinated highway investments.</p>
	<p><b>Adding eastbound auxiliary lanes to I-494 from France Avenue to I-35W in the Twin Cities.</b> This project, which is estimated to cost between \$10 to \$17 million, would add eastbound auxiliary lanes on I-494 from France Avenue to I-35W in Hennepin County in order to relieve severe peak-period congestion. This improvement will allow for more efficient movement of traffic and improve safety.</p>
	<p><b>Add managed lanes (MnPASS) on I-94 between TH 55 and I-35E (Downtown Minneapolis to Downtown St. Paul).</b> This project, which will cost a minimum of \$100 million, would add managed lanes on I-94 between Downtown Minneapolis and Downtown St. Paul, the state's two largest commercial centers. This improvement will improve traffic efficiency, increase transit ridership and the use of high occupancy vehicles, provide alternate choices for commuters during peak hours, enhance economic development prospects for the area and improve safety.</p>

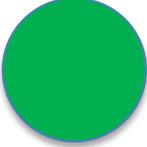
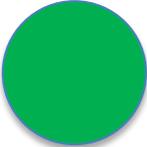
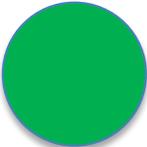
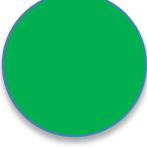
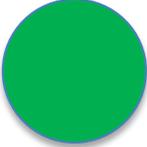
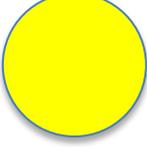
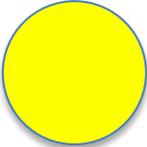
	<p><b>Add managed lanes (MnPASS) on I-35W between Downtown Minneapolis and TH 36.</b> This project, which will cost a minimum of \$100 million, would expand the managed lanes on I-35W between Downtown Minneapolis and TH 36, which currently experiences significant congestion during peak travel hours. This improvement will improve traffic efficiency, increase transit ridership and the use of high occupancy vehicles, provide alternate choices for commuters during peak hours, enhance economic development prospects for the area and improve safety.</p>
	<p><b>Expansion of bus service in Twin Cities region.</b> This project would expand base bus service in the Twin Cities region, including more routes, increased frequency of service, longer hours and to provide connecting service to transitways. Expanding bus service will allow for the accommodation of the anticipated 900,000 residents and 570,000 jobs in the Twin Cities area by 2040. Growth in the bus system will be required to serve this increased population.</p>
	<p><b>Expansion of bicycle and pedestrian facilities.</b> Bicycle and pedestrian facilities are an important part of the multimodal transportation network. This project, which is estimated to cost an additional \$50 million annually statewide, would allow local and state governments to construct additional bicycle and pedestrian facilities beyond only those that can be included in existing highway projects to meet the growing demand.</p>
	<p><b>Flyover ramp from northbound I-35W to westbound I-494 in Hennepin County.</b> This project, which is estimated to cost between \$50 and \$125 million, would construct a flyover ramp from northbound I-35W to westbound I-494 in Hennepin County in order to relieve congestion. High traffic volumes, economic growth along the corridor and harsh weather conditions have led to longstanding congestion, safety and flooding issues at the I-35W/I-494 interchange. Completion of this project would improve safety, relieve congestion, allow for future development and improve access to transit alternatives in adjacent communities.</p>
	<p><b>Extend I-35E managed lanes (MnPASS) from Little Canada Road to north of TH 96 in the Twin Cities area.</b> This project would extend the managed lanes on I-35E from Little Canada Road to north of TH 96 in Ramsey County. This improvement will improve traffic efficiency, increase transit ridership and the use of high occupancy vehicles, provide alternate choices for commuters during peak hours, enhance economic development prospects for the area and improve safety.</p>

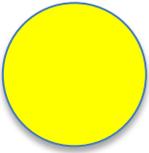
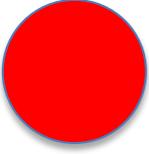
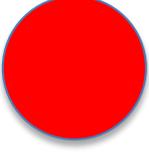
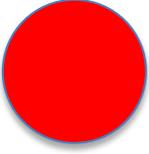
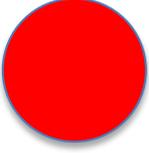
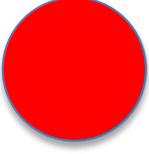
	<p><b>Add managed lanes (MnPASS) on I-494 in the southwest Twin Cities metro area.</b> This project would expand the managed lanes along I-494 in the south/southwest metro area, including Bloomington, Eden Prairie and Edina. This major interstate connects several employment centers and the MSP Airport. This improvement will improve traffic efficiency, increase transit ridership and the use of high occupancy vehicles, provide alternate choices for commuters during peak hours, enhance economic development prospects for the area and improve safety.</p>
	<p><b>Add bus rapid transit or light rail in the Gateway and Rush Line corridors in the eastern and northeastern Twin Cities area.</b> This project would add bus rapid transit or light rail in the Gateway and Rush Line corridors in the eastern and northeastern Twin Cities area. This would provide capacity and added service levels to high-demand transit corridors currently not served by light rail or bus rapid transit. The lines would connect major regional employment and activity centers and foster future economic development in a growing region.</p>
	<p><b>Add managed lanes (MnPASS) on TH 169 between I-494 and Marschall Road in Hennepin and Scott Counties.</b> This project would add managed lanes on TH 169 between I-494 and Marschall Road. This is a major trunk highway over the Minnesota River, connecting several employment centers in the southwest Metro. This improvement will enhance traffic movement, increase transit ridership and the use of high occupancy vehicles, provide a choice for commuters during peak periods, enhance economic development and improve safety.</p>

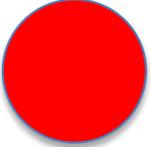
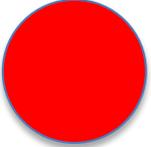
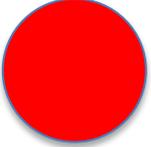
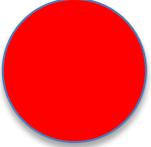
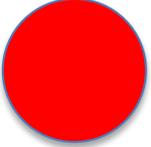
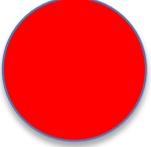
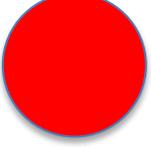
**Source: TRIP based on Survey Responses from Minnesota Department of Transportation and the Metropolitan Council**

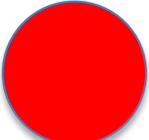
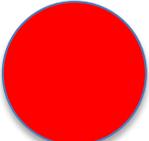
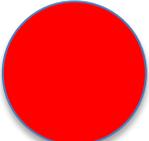
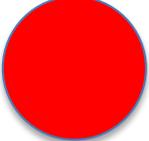
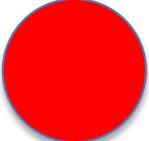
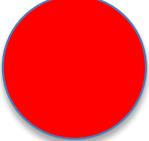
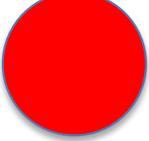
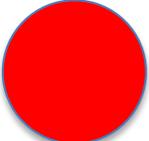
The 30 critically needed transportation improvements in Greater Minnesota as determined by TRIP to support economic development in the state and a color-coded rating of their funding status are listed in the following table. Additional details on these projects and their funding status can be found in [Appendix B](#).

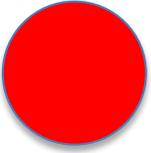
**Table 2. Critically Needed Transportation Projects in Greater Minnesota and their Funding Status.**

	<p><b>Statewide safety improvements.</b> These proactive safety improvements would reduce the incidences of fatal and serious crashes</p>
	<p><b>Expand TH 371 to four lanes from Nisswa to Jenkins.</b> This project, which will cost a minimum of \$62 million would expand TH 371 from two lanes to four lanes from Nisswa to Jenkins. Expanding this inter-regional corridor would improve the movement of traffic, enhance economic development and improve safety.</p>
	<p><b>Rehabilitation or replacement of the I-90 bridge over TH 52 near Rochester.</b> This project, which will cost a minimum of \$4 million would rehabilitate or replace the I-90 bridge over TH 52 near Rochester, which is a key inter-regional corridor and provides access to the Regional Trade Center.</p>
	<p><b>Rehabilitation or replacement of I-90 bridge over TH 63.</b> This project, which will cost a minimum of \$3 million, would rehabilitate or replace the I-90 bridge over TH 63.</p>
	<p><b>Pavement improvements to TH 2 in Deer River.</b> This project, which will cost approximately \$1 million, would include pavement preservation, resurfacing and reconstruction projects on TH 2 in Deer River to replace badly deteriorated pavement surfaces and attain ADA compliance.</p>
	<p><b>Reconstruction and improvements to streetscape of TH 371B in Brainerd.</b> This project, which will cost a minimum of \$12 million, would include reconstructing and improving the streetscape of TH 371B in Brainerd to include pedestrian and bicycle amenities and ADA compliance. It would provide needed pavement replacement in conjunction with improvements for all modes of travel.</p>
	<p><b>Replacement of TH 210 bridge over Mississippi River in Brainerd.</b> This project, which will cost a minimum of \$75 million, would replace the TH 210 bridge over the Mississippi River in Brainerd. This bridge is the main link between Baxter and Brainerd.</p>
	<p><b>Restore TH 53 highway connection from Eveleth to Virginia.</b> This project, which will cost at least an additional \$30 million, would restore TH 53 highway connection from Eveleth to Virginia, which was lost due to mining activity. This inter-regional corridor provides a critical connection from all points south to the city of Virginia.</p>

	<p><b>Pavement overlay on I-94 from Clearwater to Monticello.</b> This improvement, which will cost a minimum of \$26 million, would use a pavement overlay to preserve the pavement of I-94 between Clearwater and Monticello, a primary corridor from the Twin Cities to the northwest. This improvement will preserve the pavement to allow for smoother movement of traffic and freight.</p>
	<p><b>Additional maintenance and operations improvements to statewide Trunk Highway system.</b> This project, which will cost a minimum of \$10 million annually, would provide system-wide maintenance and operations improvements to Minnesota’s Trunk Highway system. Improvements would include pavement patching, bridge maintenance, guardrail repairs, snow and ice control, and traffic signal timing. Proper maintenance keeps the infrastructure in good condition longer and extends the time between rehabilitation or reconstruction. Keeping roads clear of snow and ice improves roadway efficiency, saves driving time and improves safety.</p>
	<p><b>Add a center turn lane to TH 371 in Walker.</b> This project, which will cost a minimum of \$7 million, would add a center turn lane to TH 371 in the City of Walker. This improvement would reduce crashes and enhance safety.</p>
	<p><b>Pavement and roadside infrastructure preservation on minor trunk highways.</b> This project, which would cost an additional \$275 million per year, would involve pavement preservation, resurfacing and reconstruction projects to replace badly deteriorated pavement surfaces on minor arterial and collector trunk highways. These roadways serve as vital corridors to rural areas of the state and provide critical farm to market connections. Funding shortages will divert scarce resources to the principle arterial and Interstate system.</p>
	<p><b>Additional operating and capital revenues for bus and paratransit systems.</b> This project would provide additional operating and capital revenues to support bus and paratransit systems throughout the state. These improvements would provide residents with access to jobs, education, health care, shopping and recreation. Paratransit systems enhance the mobility of the elderly and persons with disabilities.</p>
	<p><b>Congestion relief on I-94 from St. Michael to St. Cloud.</b> This project would ease congestion on I-94 between St. Michael and St. Cloud. This route is an Interstate freight route and the primary corridor from the Twin Cities to the northwest. It experiences peak-time delays due to congestion. Reducing travel delays would improve freight movement and reduce lost time for travelers.</p>

	<p><b>Adding passing lanes on TH 34 in Detroit Lakes.</b> This project, which will cost a minimum of \$2 million, would add passing lanes to TH 34 from TH 59/TH 34 to Highland Drive in Detroit Lakes. This improvement will provide more efficient traffic movement, enhance economic development prospects for the area and improve safety.</p>
	<p><b>Reconstruction and streetscape improvements of TH 371 in Hackensack.</b> This project, which will cost a minimum of \$6 million, would reconstruct TH 371 in Hackensack to include improvements to the streetscape with pedestrian and bicycle amenities and ADA compliance. It would provide needed pavement replacement in conjunction with improvements for all modes of travel.</p>
	<p><b>Expansion of bicycle and pedestrian facilities.</b> Bicycle and pedestrian facilities are an important part of the multimodal transportation network. This project, which is estimated to cost an additional \$50 million annually statewide, would allow local and state governments to construct additional bicycle and pedestrian facilities beyond only those that can be included in existing highway projects to meet the growing demand.</p>
	<p><b>Complete the four-lane expansion of TH 14 from Rochester to Mankato.</b> This project, which will cost a minimum of \$150 million, would widen TH 14 from two lanes to four lanes from CR 43 to Dodge Center, completing the four-lane connection between Rochester and Mankato. This improvement will improve traffic movement, enhance economic development and improve safety.</p>
	<p><b>Expand TH 169 to four lanes from Scenic to Pengilly.</b> This project, which would cost from \$35 to \$46 million, would widen TH 169 from two lanes to four lanes from Scenic to Pengilly, completing the four-lane connection between Grand Rapids and Hibbing. This improvement will improve traffic movement, enhance economic development and improve safety.</p>
	<p><b>Expand TH 19 to four lanes from Northfield to I-35.</b> This project, which would cost from \$35 to \$40 million, would expand TH 19 from two to four lanes from Northfield to I-35. This route is the primary access between I-35 and Northfield, a major educational center. This improvement will improve traffic movement, enhance economic development and improve safety.</p>
	<p><b>Expand TH 14 to four lanes from Nicollet to New Ulm.</b> This project, which would cost from \$70 to \$140 million, would expand TH 14 from two to four lanes from Nicollet near TH 15 to New Ulm. This inter-regional corridor is listed as a “freight bottleneck”. This improvement will improve traffic movement, enhance economic development and improve safety.</p>

	<p><b>Improving the connection to TH 10 through Wadena.</b> This project, which would cost from \$45 to \$55 million, would improve the connection to TH 10 to the east and west through the Wadena area. This improvement will improve traffic movement, enhance economic development and improve safety.</p>
	<p><b>Expand TH 23 to four lanes from New London to Paynesville to Richmond.</b> This project, which will cost a minimum of \$70 million, would expand TH 23 from two to four lanes from New London to Paynesville to Richmond, which would complete the four-lane connection between Willmar and I-90. This improvement will improve traffic movement, enhance economic development and improve safety.</p>
	<p><b>Intersection improvements on TH 61 in Duluth.</b> This project, which will cost a minimum of \$3 million, would complete intersection improvements on TH 61 at 40<sup>th</sup> Avenue East in Duluth. Improvements could include conflict reduction, improved sight distances and access management, which would reduce the incidences of traffic crashes at that location.</p>
	<p><b>Interchange improvements at TH 52 in Dakota County.</b> This project, which will cost between \$7 to \$13 million, would include interchange improvements on TH 52 at CR 86 in Dakota County. These improvements would reduce the occurrence of traffic crashes in that area.</p>
	<p><b>Intersection improvements to TH 14/TH 15 in New Ulm.</b> This project, which will cost between \$5 and \$50 million, would improve the intersection of TH 14 and TH 15 in New Ulm. Improvements could include conflict reduction, improved sight distances and access management to reduce the occurrence of crashes.</p>
	<p><b>Intersection improvements to TH 14 in the City of Eagle Lake.</b> This project, which will cost a minimum of \$3 million, would improve intersection safety on TH 14 in the City of Eagle Lake. Improvements could include conflict reduction, improved sight distances and access management to reduce the occurrence of crashes.</p>
	<p><b>Intersection improvements to TH 60/TH 71 in Windom.</b> This project, which will cost between \$2 and \$3 million, would improve the intersection of TH 60 and TH 71 in Windom. Improvements could include conflict reduction, improved sight distances and access management to reduce the occurrence of crashes.</p>
	<p><b>Intersection improvements to TH 169 and CR 4 in Zimmerman.</b> This project, which will cost a minimum of \$40 million, would improve the intersection of TH 169 and CR 41 in Zimmerman. Improvements could include conflict reduction, improved sight distances and access management to reduce the occurrence of crashes.</p>



**Reconstruction of TH 210 in the City of Cromwell.** This project, which will cost a minimum of \$3 million, would reconstruct TH 210 in the City of Cromwell in order to provide flood mitigation and safety improvements that will reduce the number of crashes.

**Source: TRIP Based on Survey Response from Minnesota Department of Transportation**

## **Transportation Funding**

Investment in Minnesota’s roads, highways and bridges is funded by local, state and federal governments. The federal government provides funding for the state’s transportation system largely as part MAP-21(Moving Ahead for Progress in the 21st Century Act), the current two-year federal surface transportation program, which expires on September 30, 2014.

The MAP-21 program did not provide sufficient long-term revenues in place to support the current level of federal surface transportation investment.

The impact of inadequate federal surface transportation revenues could be felt as early as summer of 2014, when the balance in the [Highway Account of the federal Highway Trust Fund](#) is expected to drop below \$1 billion, which will trigger delays in the federal reimbursement to states for road, highway and bridge projects. States may respond to this delay in federal reimbursement for road, highway and bridge repairs and improvements by delaying or postponing numerous projects.<sup>25</sup>

Nationwide, federal funding for highways is expected to be cut by almost 100 percent from the current investment level for the fiscal year starting October 1, 2014 (FY 2015) unless Congress provides additional transportation revenues. This is due to a cash shortfall in the Highway Trust Fund as projected by the [Congressional Budget Office](#).

If the funding shortfalls into the federal Highway Trust Fund are addressed solely by cutting spending it is estimated that federal funding for highway and transit improvements in Minnesota will be cut by [\\$695 million](#) for the federal fiscal year starting October 1, 2014, unless Congress provides additional transportation revenues.<sup>26</sup>

## **Conclusion**

Minnesota's transportation system continues to play a critical role as the backbone of the state's economy by providing mobility to residents, visitors and businesses. As Minnesota looks to further its recovery from the recent economic downturn, the improvement of its system of highways, rail and public transit will allow the state to support further economic growth. Needed transportation improvements will provide Minnesota's residents with a high quality of life and afford its businesses and industries a high level of economic competitiveness. In order to realize Minnesota's potential for economic growth, the state will need to expand and modernize its system of roads, highways, rails and public transit.

Minnesota faces transportation funding challenges similar to other states. As state and local transportation agencies face growing needs without adequate funds, they are forced to balance the demand for improved and expanded facilities to improve quality of life and enhance economic development opportunities with the need to maintain and operate an aging system.

Making needed improvements to Minnesota's transportation system will support future economic growth and competitiveness and help ensure that Minnesota remain an attractive place to live, visit, work and do business.

## Endnotes

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- <sup>1</sup> U.S. Census Bureau (2012).
- <sup>2</sup> Highway Statistics (2012). Federal Highway Administration. DL-1C
- <sup>3</sup> TRIP analysis of Bureau of Economic Analysis data.
- <sup>4</sup> U.S. Department of Transportation - Federal Highway Administration: Highway Statistics 1990 and 2012.
- <sup>5</sup> TRIP calculation based on U.S. Census and Federal Highway Administration data.
- <sup>6</sup> Federal Highway Administration (2012). Highway Statistics 2012.
- <sup>7</sup> TRIP analysis of Federal Highway Administration data (2011).
- <sup>8</sup> Ibid.
- <sup>9</sup> National Bridge Inventory (2012), Federal Highway Administration.
- <sup>10</sup> Texas Transportation Institute Urban Mobility Report, 2013.
- <sup>11</sup> TRIP analysis of National Highway Traffic Safety Administration data (2013).
- <sup>12</sup> TRIP analysis of National Highway Traffic Safety Administration and Federal Highway Administration data (2013).
- <sup>13</sup> [Area Development Magazine](#) (Winter, 2012). 26<sup>th</sup> Annual Survey of Corporate Executive Results.
- <sup>14</sup> FHWA estimate based on its analysis of 2006 data. For more information on FHWA's cost-benefit analysis of highway investment, see the 2008 Status of the Nation's Highways, Bridges, and Transit: Conditions and Performance.
- <sup>15</sup> Federal Highway Administration, 2008. Employment Impacts of Highway Infrastructure Investment.
- <sup>16</sup> National Cooperative Highway Research Program. Economic Benefits of Transportation Investment (2002). p. 4.
- <sup>17</sup> The Transportation Challenge: Moving the U.S. Economy (2008). National Chamber Foundation. p. 10.
- <sup>18</sup> Ibid.
- <sup>19</sup> Ibid.
- <sup>20</sup> Ibid.
- <sup>21</sup> Federal Highway Administration, 2008. Employment Impacts of Highway Infrastructure Investment.
- <sup>22</sup> The Transportation Challenge: Moving the U.S. Economy (2008). National Chamber Foundation. p. 5.
- <sup>23</sup> Ibid.
- <sup>24</sup> Ibid.
- <sup>25</sup> [Testimony of Michael Hancock, president of the American Association of State Highway and Transportation Officials, to the Senate Committee on Environment and Public Works](#). (Fe. 12, 2014).
- <sup>26</sup> U.S. Senate Committee on Environment and Public Works (2013).  
[http://www.epw.senate.gov/public/index.cfm?FuseAction=Files.View&FileStore\\_id=cf1dfe4e-8e60-4506-a9e0-205fe809f314](http://www.epw.senate.gov/public/index.cfm?FuseAction=Files.View&FileStore_id=cf1dfe4e-8e60-4506-a9e0-205fe809f314)