# Investing Wisely


Minnesota State Highway Investment Plan


MinnesotaGO
A Collaborative Vision for Transportation

## Thank you!

# Investing Wisely

What we're going to talk about

Why we're here


How does it work?

## Minnesota State Highway Investment Plan

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MINNESOTA DEPARTMENT OF TRANSPORTATION

# Agenda

- Why we are here?
- What is SMTP?
- What is MnSHIP?
- Feedback worksheets
- Next steps

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MINNESOTA DEPARTMENT OF TRANSPORTATION

# Why we're here

# Why we're here

- MnDOT is planning for the future.

# Why we're here

- We're traveling to events and workplaces to get input from Minnesotans.


# What's MnSHIP?

# MnDOT Family of Plans

**Minnesota GO 50-year Vision**

*What are we trying to achieve?*

**Statewide Multimodal Transportation Plan**

*How are we going to achieve it?*

**Modal and System Plans**

*What does that mean for each type of transportation?*

*< Considered as part of the Highway Investment Plan >*

- Greater Minnesota Transit Investment Plan
- Pedestrian Plan
- Bicycle Plan
- State Highway Investment Plan
- Freight System Plan
- Aviation Plan
- Rail Plan
- Ports & Waterways Plan

*< Considered as part of the Freight System Plan >*

# Minnesota GO 50-year Vision

Minnesota's multimodal transportation system maximizes the health of people, the environment and our economy.

# MnDOT Family of Plans

**Minnesota GO 50-year Vision**

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# What is the SMTP?

- Statewide Multimodal Transportation Plan
- Plan that translates the 50-year Minnesota GO Vision in to policy direction
- Updated every four years

# SMTP policy objectives

- Accountability, Transparency and Communication
- Traveler Safety
- Transportation in Context
- Critical Connections
- Asset Management
- System Security

# MnDOT Family of Plans

**Minnesota GO 50-year Vision**

*What are we trying to achieve?*

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*How are we going to achieve it?*

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# Why focus on trends?





## Environment

- Climate Change
- Environmental Quality

## Transportation Behavior

- Urban & Rural Population Trends
- Transportation Behavior Changes
- Mobility as a Service
- Teleworking & e-Shopping

## Population

- Demographic Trends in Minnesota
- Urban & Rural Population Trends
- Racial Disparities in Minnesota
- Minnesota's Aging Population
- Health Trends in Minnesota

## Economy

- Economic Sectors & Employment Patterns
- Freight Rail in Minnesota
- Aging Infrastructure
- Public-Private Partnerships at MnDOT
- New Logistics
- Dynamic Road Pricing

## Technology

- Autonomous Vehicles
- Mobile Telecommunications & Activity in Motion
- Sensors, Monitors & Big Data
- Electrification & Alternative Fuels
- Unmanned Aircraft Systems/Drones

Minnesota GO
A Collaborative Vision for Transportation

# A Transportation Vision for Generations

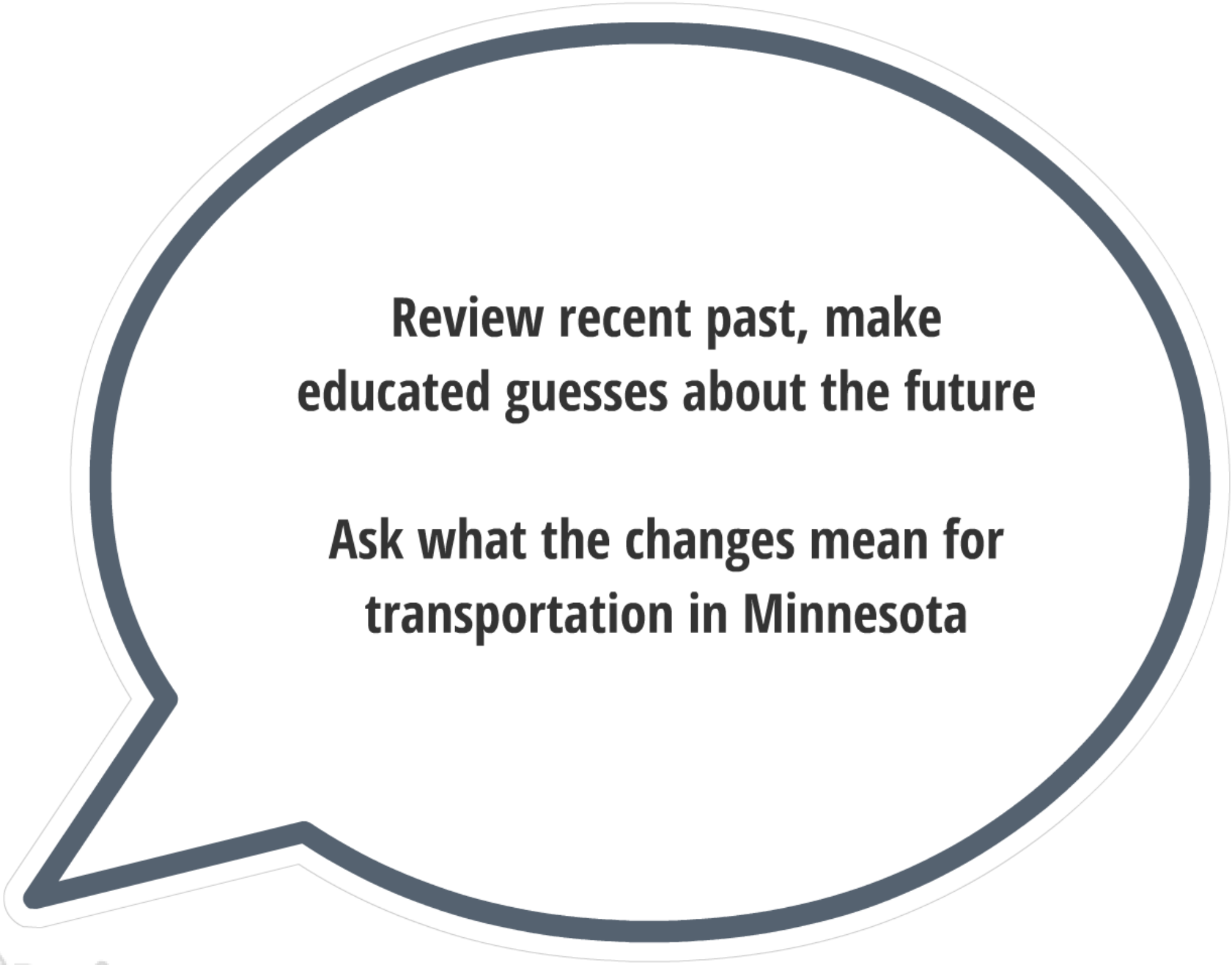
Minnesota's multimodal transportation system maximizes the health of people, the environment and our economy.

- Connects Minnesota's primary assets—the people, natural resources and businesses within the state—to each other and to markets and resources outside the state and country
- Provides safe, convenient, efficient and effective movement of people and goods
- Is flexible and nimble enough to adapt to changes in society, technology, the environment and the economy

- Is flexible and nimble enough to adapt to changes in society, technology, the environment and the economy

Minnesota is changing is ways that will impact how people and goods move throughout the state.

The Statewide Multimodal Transportation Plan is a 20-year plan


Review recent past, make
educated guesses about the future
Ask what the changes mean for
transportation in Minnesota

## Environment

- Climate Change
- Environmental Quality

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# From plan to project

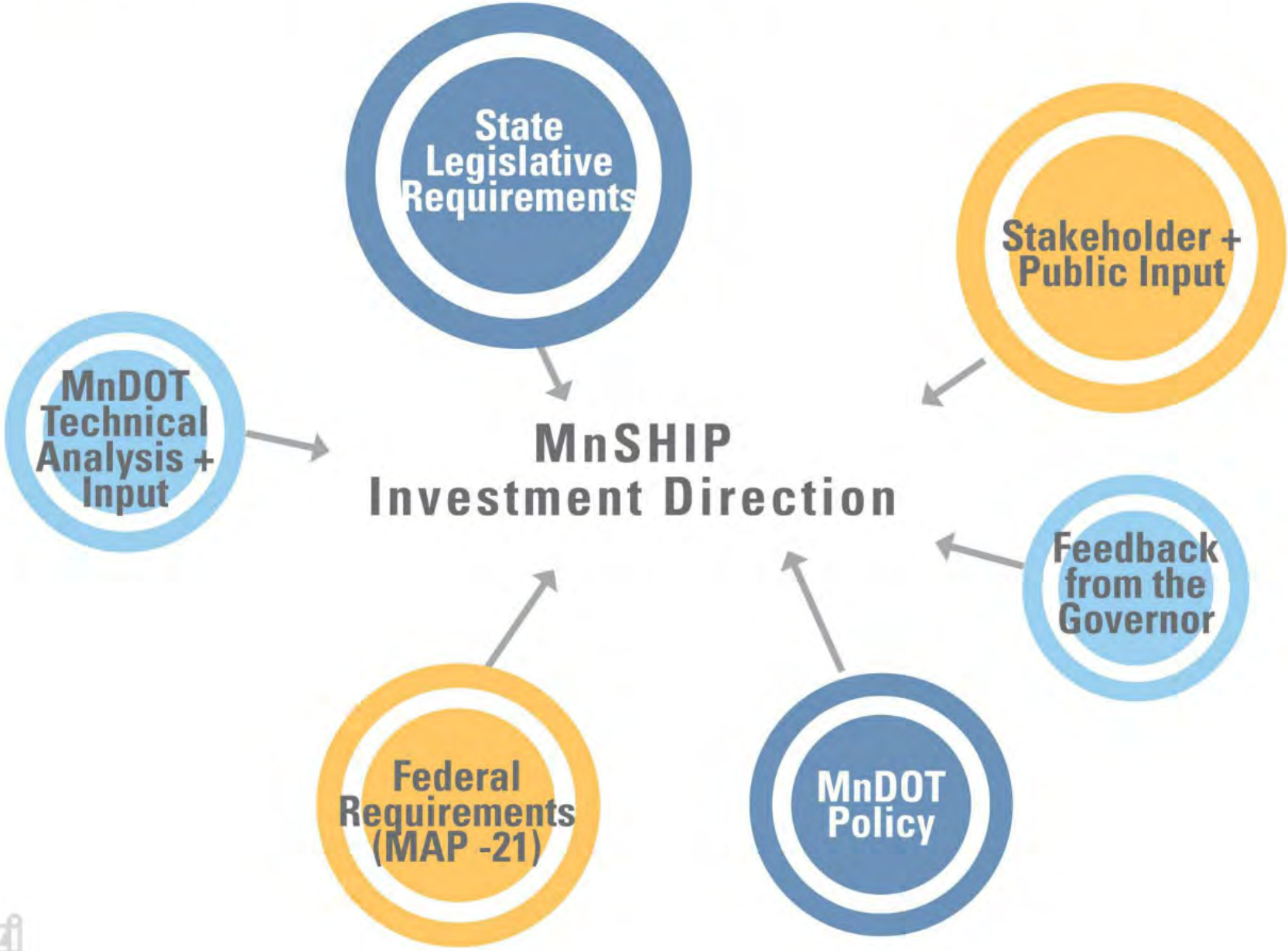

What's MnSHIP?

# What's MnSHIP?

# Major milestones

| | |
|---|---|
| **January 2015** | Project scoping begins |
| **May 2015** | Scope of work complete |
| **Summer 2015** | Background information developed/ work groups convening |
| **Fall 2015 - Spring 2016** | Public and stakeholder outreach |
| **Late Summer 2016** | Draft plan released |
| **January 2017** | Final plan adopted |

# How will we use your feedback?



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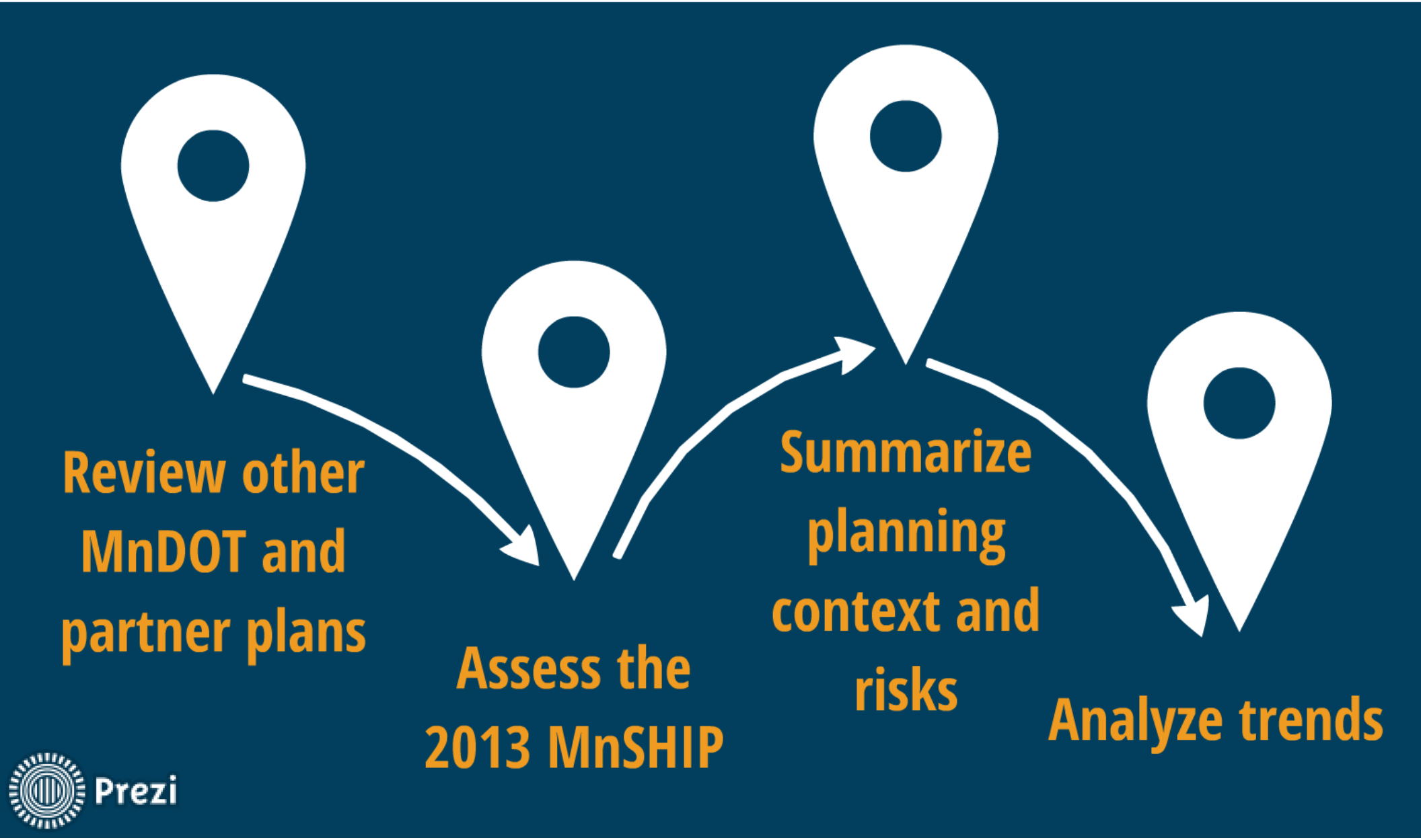
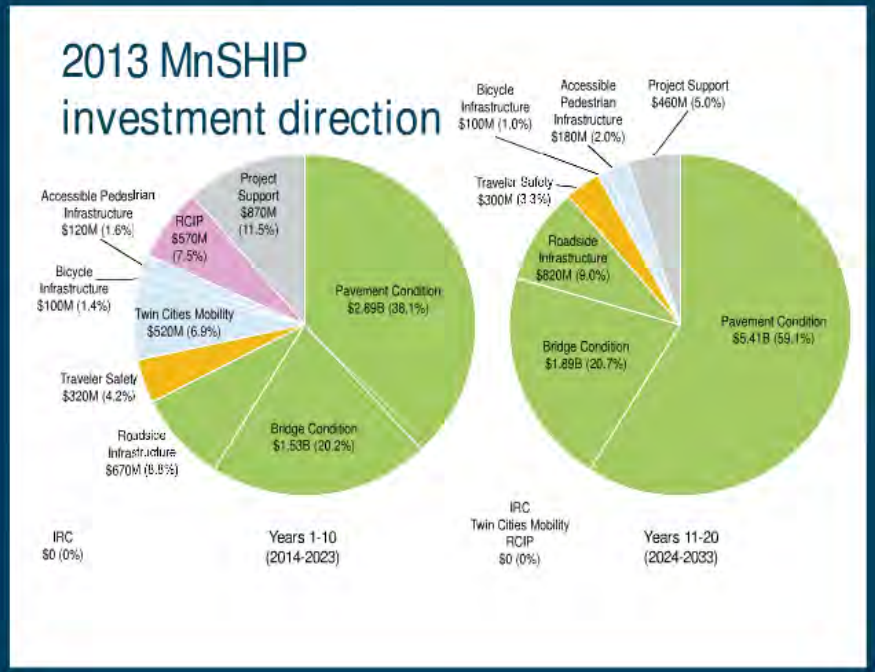
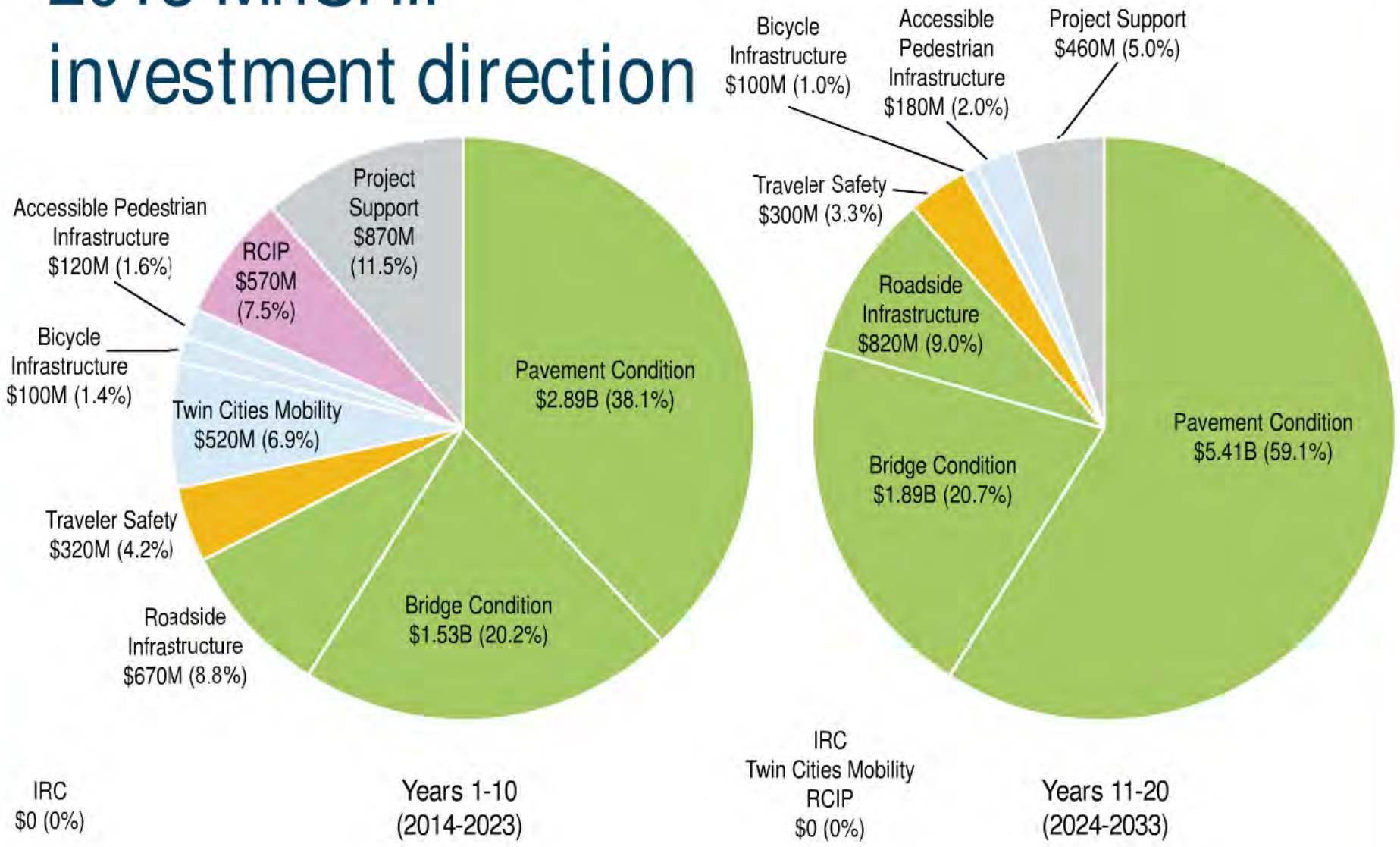
# Where do we begin?



# Let's look at the 2013 MnSHIP



# 2013 MnSHIP investment direction



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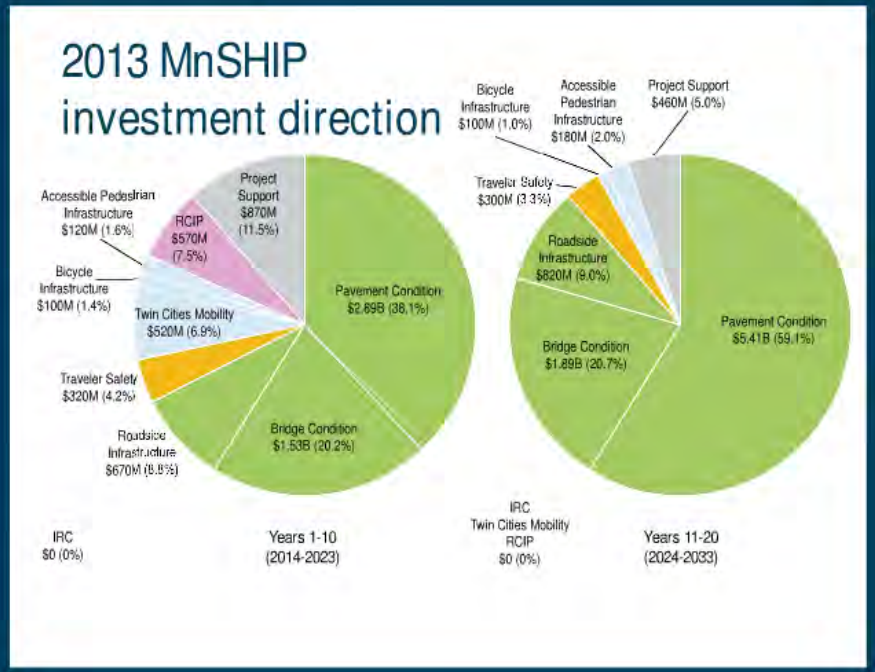



# What about trends?

# Why focus on trends?

Minnesota's multimodal transportation system maximizes the health of people, the environment and our economy.

The system is flexible and nimble enough to adapt to the changes in society, technology, the environment and the economy.

Minnesota is changing in ways that will impact how people and goods move throughout the state.

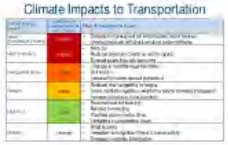
**20 years is a long time.**

**MnSHIP is a 20-year plan**

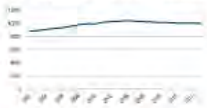
# What about trends?

## Just a few...

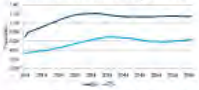
Climate Impacts to Transportation



Per Capita Vehicle Miles Traveled



Minnesota's Senior Population

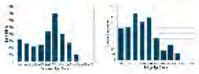


Distracted Driving

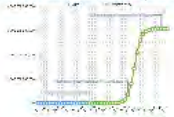
- In Minnesota, distracted driving is a factor in 1 in 4 crashes
- Results in around 70 deaths & 350 injuries

Age of the Highway System

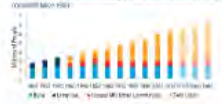
- The bulk of Minnesota's highway system was originally constructed 40-50 years ago



Autonomous Vehicle Adoption



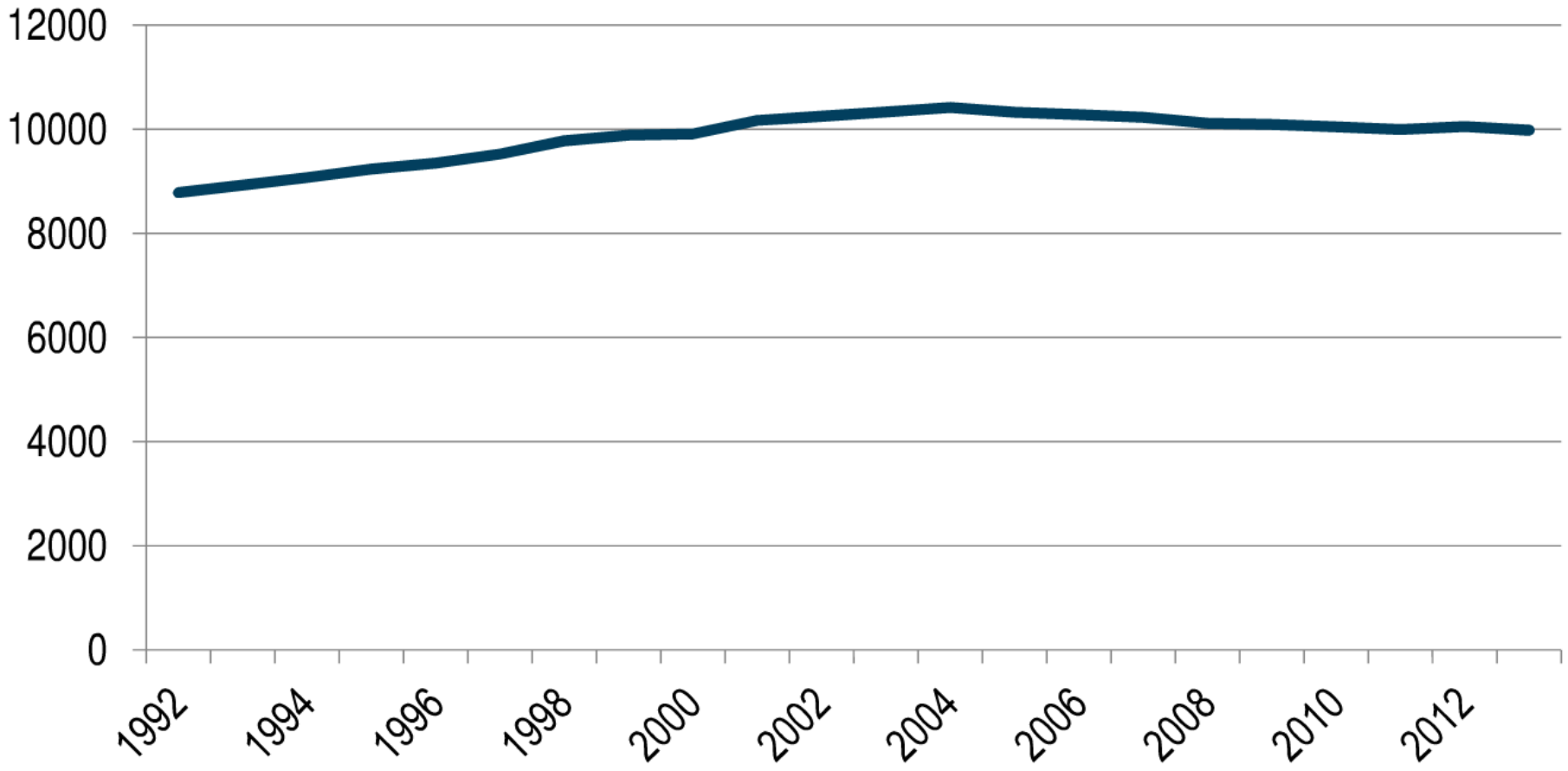
Population Distribution



# Climate Impacts to Transportation

| Climate Change Impact | Confidence In Change for MN in next 20 years | Effect to Transportation System |
|---|---|---|
| Heavy Precipitation/Flooding | Very High | • Damage to highway and rail infrastructure, airport runways<br>• Overtopping roads will slow operations and performance |
| Warmer Winters | Very High | • More ice<br>• Reduced pavement conditions and life cycles<br>• Downed power lines with ice storms |
| New species ranges | High | • Changes in roadside vegetation mixes<br>• Soil erosion<br>• Increase in invasive species populations |
| Drought | Medium | • Reduced river navigability for barges<br>• Stress roadside vegetation, which may reduce rainwater storage and increase soil erosion in the long-term |
| High Heat | Low | • Pavement and rail buckling<br>• Vehicles overheating<br>• Electrical system malfunctions<br>• Limitations on construction hours |
| Wildfires | Unknown | • Road closures<br>• Immediate and significant threat to human safety<br>• Damage to roadside infrastructure |

# Per Capita Vehicle Miles Traveled



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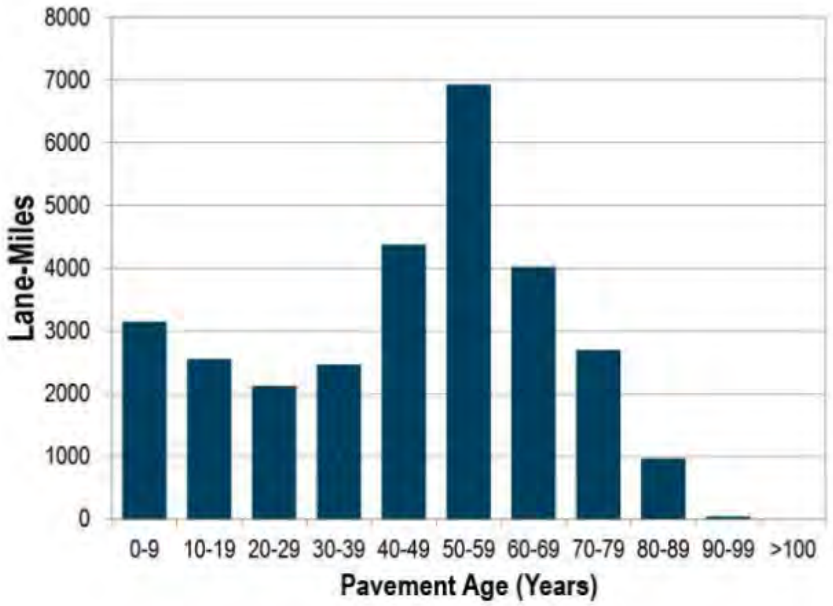
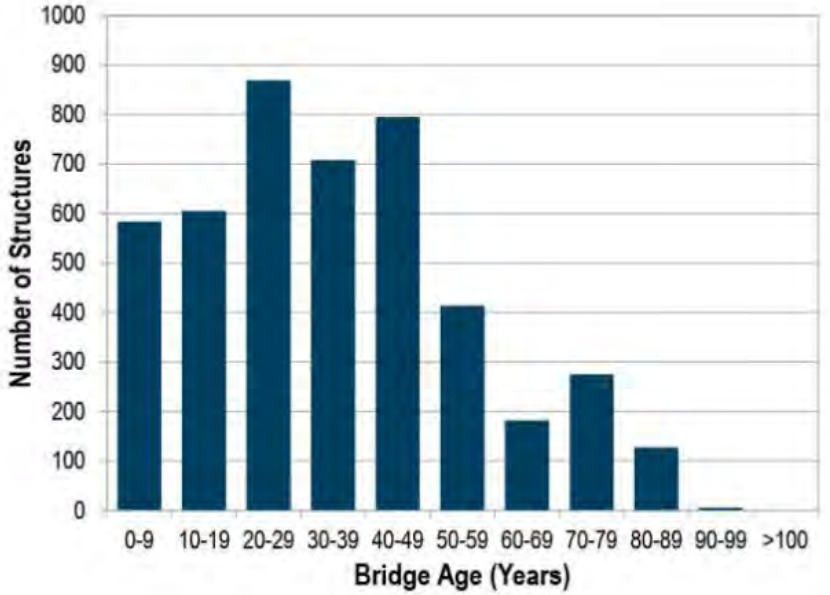
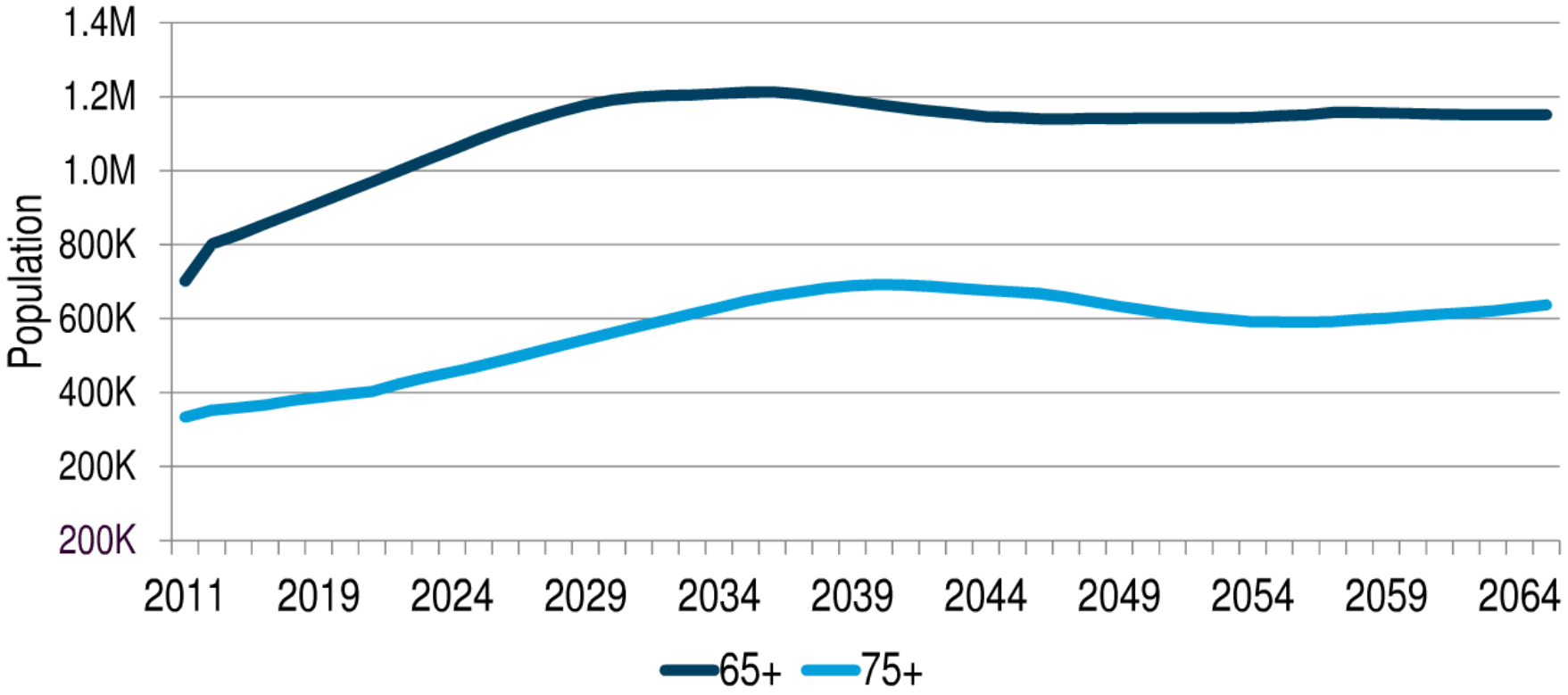


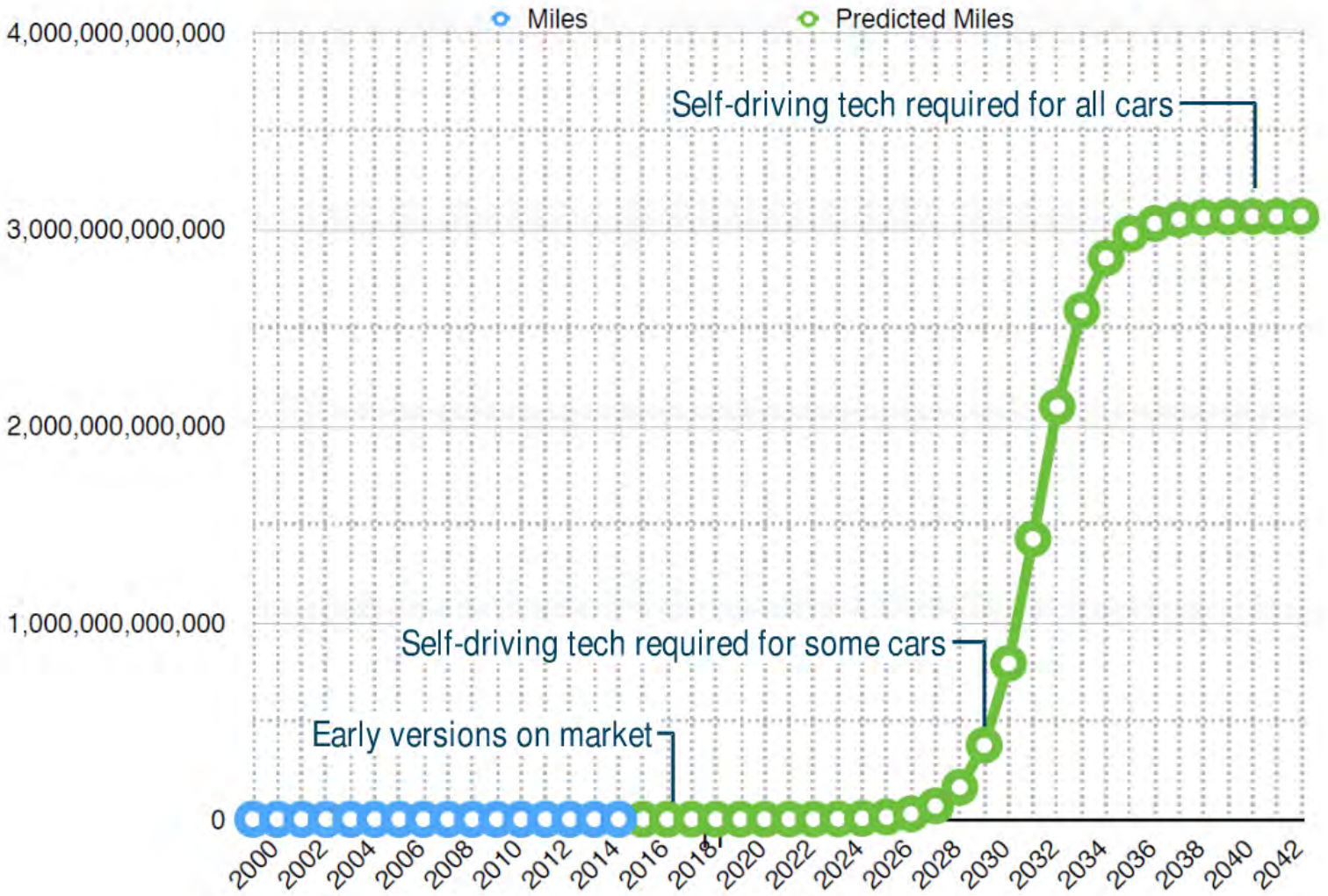



# Minnesota's Senior Population




- By 2035 more Minnesotans will be older than 65 than under 18

# Autonomous Vehicle Adoption

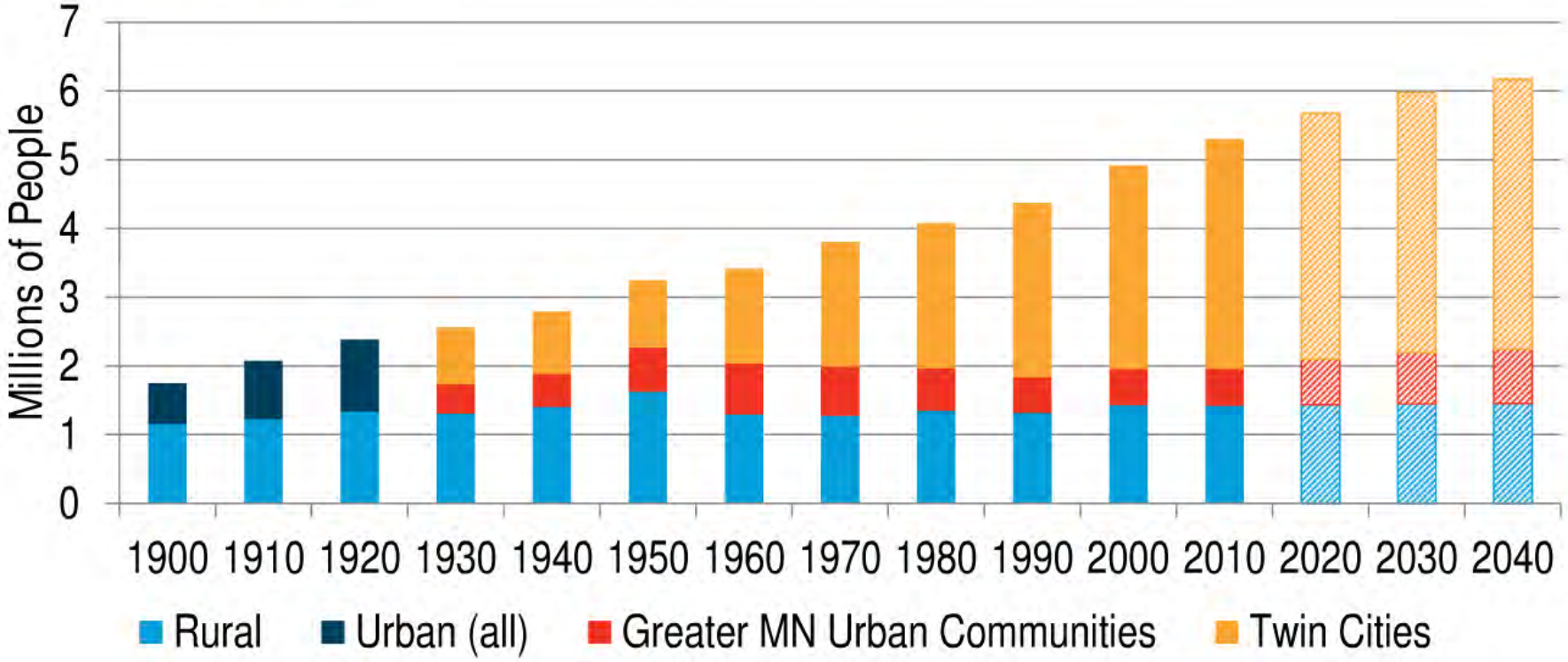


# Distracted Driving

- In Minnesota, distracted driving is a factor in 1 in 4 crashes
- Results in around 70 deaths & 350 injuries

# Population Distribution

- According to the 2010 census, 73.3% of Minnesotans live in urban areas
- The total population of Minnesotans living in rural areas has remained relatively consistent since 1900

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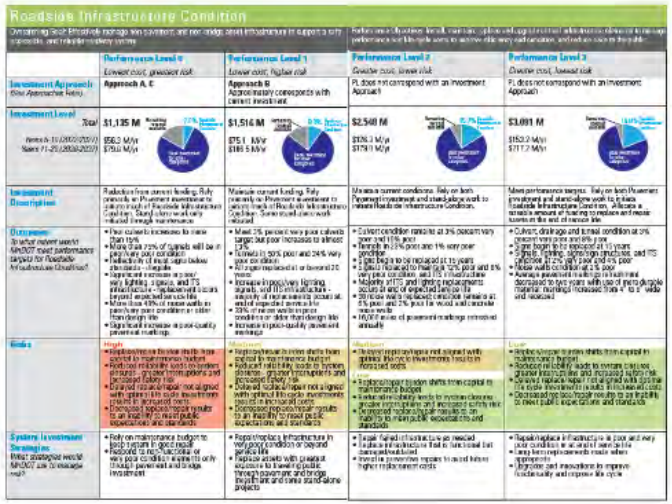
# How do we know what we need?

## Identify investment categories

- Asset Management
- Traveler Safety
- Critical Connections
- Transportation in Context
- Other

13 total (more to come on these!)

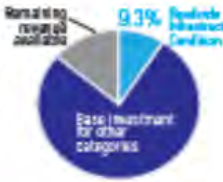
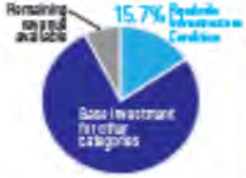
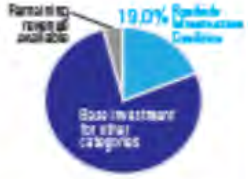
## Develop performance levels



# Roadside Infrastructure Condition

Overarching Goal: Effectively manage non-pavement and non-bridge asset infrastructure to support a safe, accessible, and reliable roadway system.

Performance Objectives: Install, maintain, replace and upgrade critical infrastructure elements to manage performance and life-cycle costs to improve efficiency and condition, and reduce risks to the public.

| | Performance Level 0<br>*Lowest cost, greatest risk* | Performance Level 1<br>*Lower cost, higher risk* | Performance Level 2<br>*Greater cost, lower risk* | Performance Level 3<br>*Greater cost, lowest risk* |
|---|---|---|---|---|
| **Investment Approach**<br>*(See Approaches Folio)* | **Approach A, C** | **Approach B**<br>Approximately corresponds with current investment | PL does not correspond with an Investment Approach | PL does not correspond with an Investment Approach |
| **Investment Level**<br>*Total*<br>*Years 5-10 (2022-2027)*<br>*Years 11-20 (2028-2037)* | **$1,135 M**<br>$56.3 M/yr<br>$79.8 M/yr<br>  | **$1,516 M**<br>$75.1 M/yr<br>$106.5 M/yr<br>  | **$2,548 M**<br>$126.3 M/yr<br>$179.0 M/yr<br>  | **$3,091 M**<br>$153.2 M/yr<br>$217.2 M/yr<br>  |
| **Investment Description** | Reduction from current funding. Rely primarily on Pavement investment to initiate much of Roadside Infrastructure Condition. Stand-alone work only initiated through maintenance. | Maintain current funding. Rely primarily on Pavement investment to initiate much of Roadside Infrastructure Condition. Some stand-alone work initiated. | Maintain current conditions. Rely on both Pavement investment and stand-alone work to initiate Roadside Infrastructure Condition. | Meet performance targets. Rely on both Pavement investment and stand-alone work to initiate Roadside Infrastructure Condition. Allocate a sizeable amount of funding to replace and repair assets at the end of service life. |
| **Outcomes**<br>*To what extent would MnDOT meet performance targets for Roadside Infrastructure Condition?* | • Poor culverts increases to more than 15%<br>• More than 75% of tunnels will be in poor/very poor condition<br>• Reflectivity of most signs below standards - illegible<br>• Significant increase in poor/ very lighting, signals, and ITS infrastructure - replacement occurs beyond expected service life<br>• More than 40% of noise walls in poor/very poor condition or older than design life<br>• Significant increase in poor-quality pavement markings | • Meet 3% percent very poor culverts target but poor increases to almost 13%<br>• Tunnels in 50% poor and 24% very poor condition<br>• All signs replaced at or beyond 20 years<br>• Increase in poor/very lighting, signals, and ITS infrastructure - majority of replacements occurs at end of expected service life<br>• 33% of noise walls in poor condition or older than design life<br>• Increase in poor-quality pavement markings | • Culvert condition remains at 3% percent very poor and 10% poor<br>• Tunnels in 23% poor and 1% very poor condition<br>• Signs begin to be replaced at 15 years<br>• Signals replaced to maintain 12% poor and 8% very poor condition, and ITS infrastructure<br>• Majority of ITS and lighting replacements occurs at end of expected service life<br>• 98 noise walls replaced; condition remains at 6% poor and 2% poor for wood and concrete noise walls<br>• 16,000 miles of pavement markings refreshed annually | • Culvert, drainage and tunnel condition at 3% percent very poor and 8% poor<br>• Signs begin to be replaced at 15 years<br>• Signals, lighting, signs/sign structures, and ITS condition at 2% very poor and 4% poor<br>• Noise walls condition at 2% poor<br>• Average pavement markings refreshment decreased to two years with use of more durable material; markings increased from 4" to 6" wide and recessed |
| **Risks** | **High**<br>• Replace/repair burden shifts from capital to maintenance budget<br>• Reduced reliability leads to system closures - greater interruptions and increased safety risk<br>• Delayed replace/repair not aligned with optimal life cycle investments results in increased costs<br>• Decreased replace/repair results to an inability to meet public expectations and standards | **Medium**<br>• Replace/repair burden shifts from capital to maintenance budget<br>• Reduced reliability leads to system closures - greater interruptions and increased safety risk<br>• Delayed replace/repair not aligned with optimal life cycle investments results in increased costs<br>• Decreased replace/repair results to an inability to meet public expectations and standards | **Medium**<br>• Delayed replace/repair not aligned with optimal life cycle investments results in increased costs<br>**Low**<br>• Replace/repair burden shifts from capital to maintenance budget<br>• Reduced reliability leads to system closures - greater interruptions and increased safety risk<br>• Decreased replace/repair results to an inability to meet public expectations and standards | **Low**<br>• Replace/repair burden shifts from capital to maintenance budget<br>• Reduced reliability leads to system closures - greater interruptions and increased safety risk<br>• Delayed replace/repair not aligned with optimal life cycle investments results in increased costs<br>• Decreased replace/repair results to an inability to meet public expectations and standards |
| **System Investment Strategies**<br>*What strategies would MnDOT use to manage* | • Rely on maintenance budget to keep system in good repair<br>• Respond to non-functional or very poor condition elements only through pavement and bridge investment | • Repair/replace infrastructure in very poor condition or beyond service life<br>• Replace assets with greatest exposure to traveling public through pavement and bridge investment and some stand-alone projects | • Repair failed infrastructure as needed<br>• Replace infrastructure that is functional but damaged/outdated<br>• Invest in preventive repairs to avoid future higher replacement costs | • Repair/replace infrastructure in poor and very poor condition or at end of service life<br>• Long-term replacements made when appropriate<br>• Upgrades and innovations to improve functionality and improve life cycle |

# So...

So...

# What are our needs?

# $36.4 billion

| | |
|---|---|
| Asset Management | $20.7 billion |
| Traveler Safety | $1.4 billion |
| Critical Connections | $7.3 billion |
| Transportation in Context | $2.6 billion |
| Other | $4.4 billion |

Likely many additional local and regional concerns and opportunities beyond $36 billion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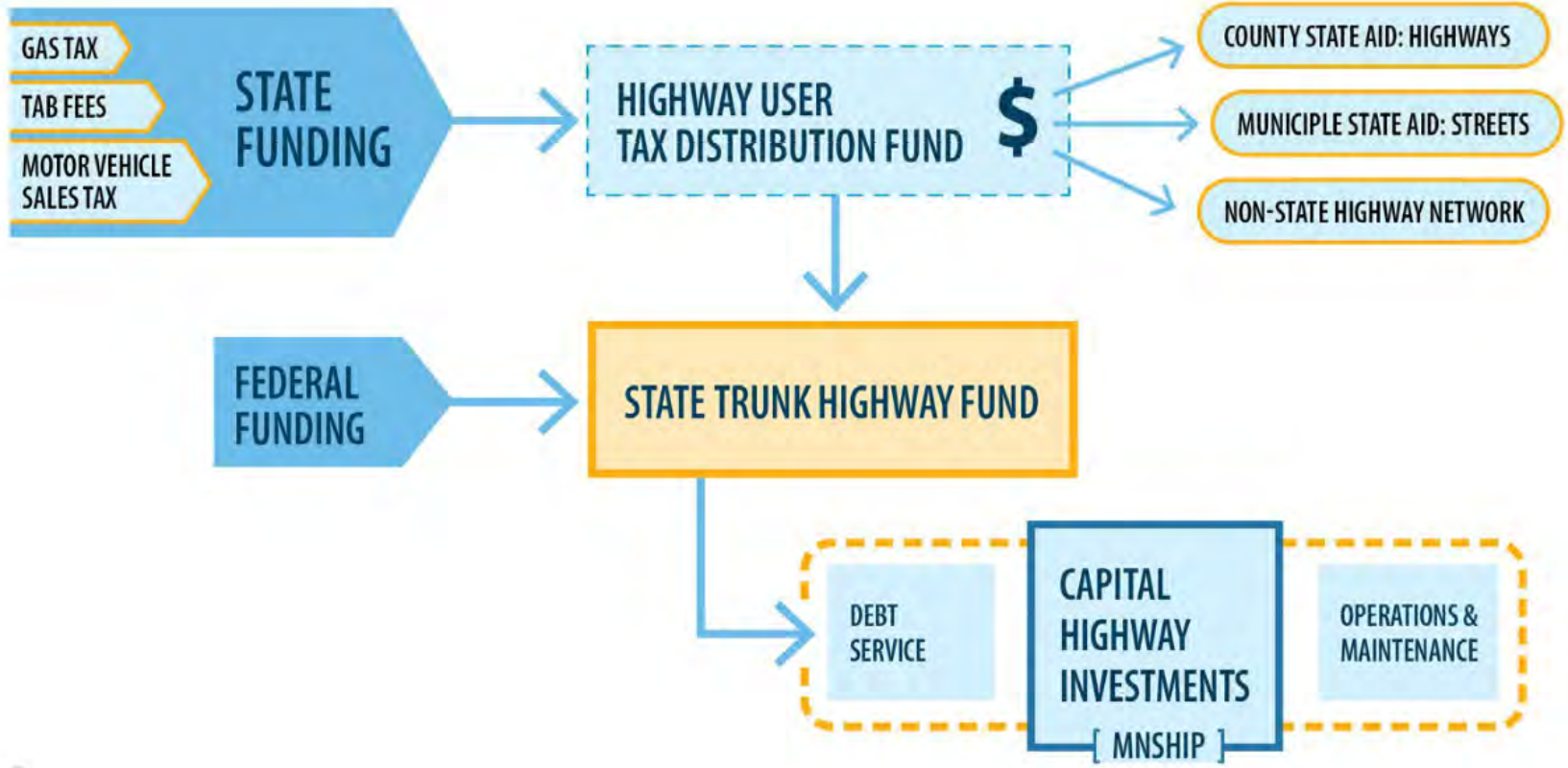
# How do we know what our budget is?

**Project Revenues**

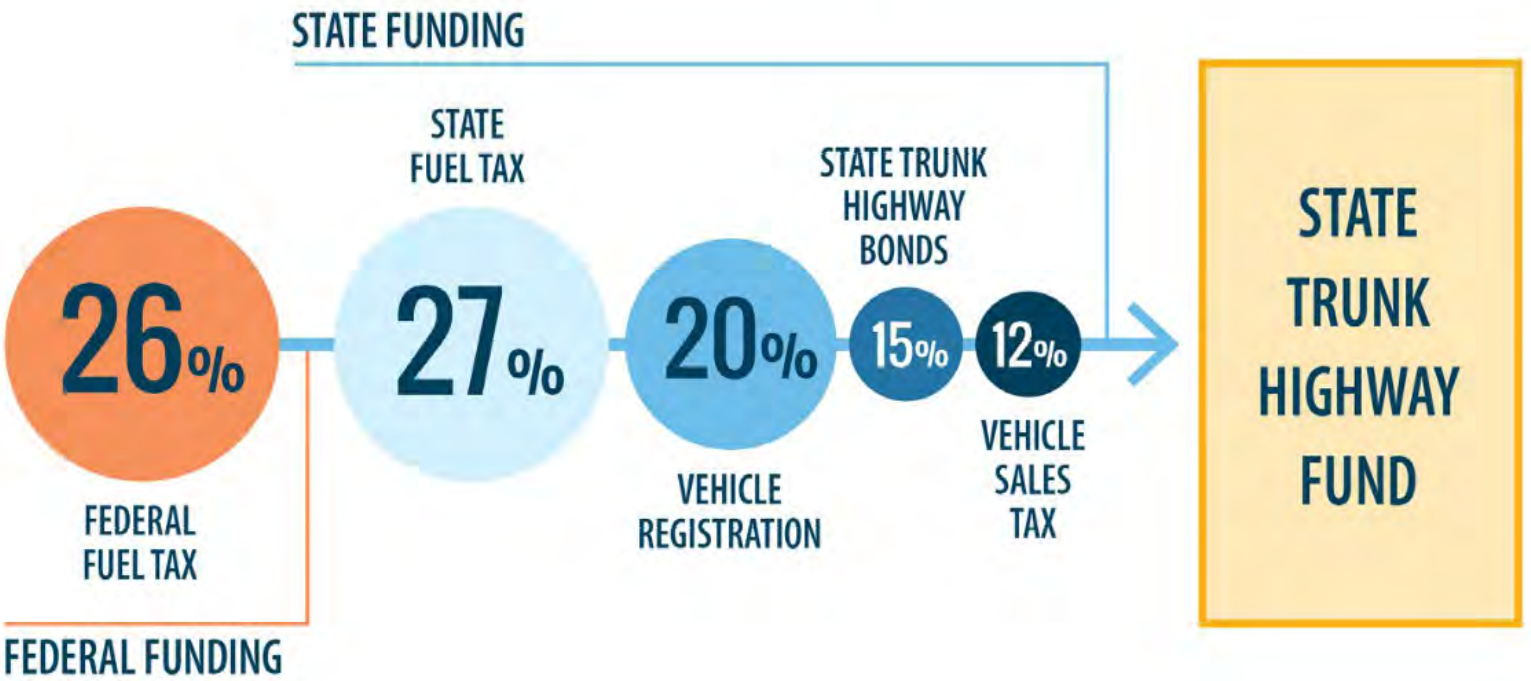
**Summarize Financial Context**

# What are the revenue sources?

# Project Revenues



# 2014 snapshot



Think about it.

# It's just like

starting a household budget.

You have to look at how much money you have and/or will have

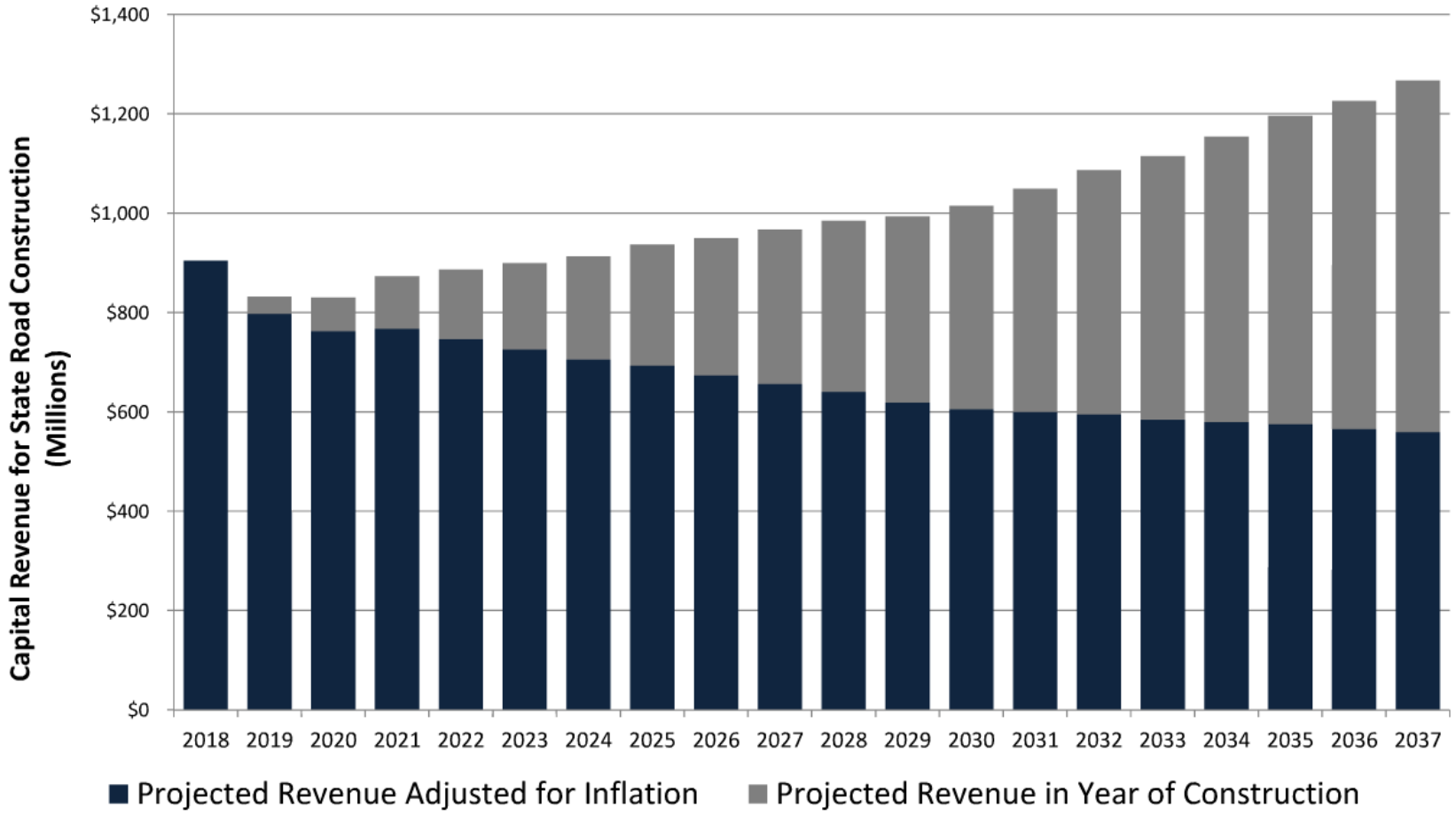
before you plan your spending.

# Want to guess how much

$20 billion

# Summarize Financial Context

## Changes in inflation impact buying power

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We know our needs.

We know our revenue.

How do we create our budget?

We look at different approaches help to understand.

# We look at different approaches help to understand.

what could MN's state highway system look like?

MnDOT has to make **Responsible Decisions** about our state highway system's needs.

# MnDOT uses

## Performance-Driven Planning


## Risk-Based Planning

# What is a performance-driven plan?

- Use metrics to measure success in different areas
- Helps to improve decision-making, accountability and transparency
- Gives direction to guide investments decisions

*MnSHIP uses quantitative measures to track progress towards 50-year Vision + Statewide Multimodal Transportation Plan policy goals*

# Why use risk-based planning?

- Identify and respond to uncertainty of managing a large, complex system
- Classify and manage risks at many levels

*MnSHIP identifies risks associated with meeting policy goals within each investment category and assesses risks across investment categories to establish priorities*

# MnDOT uses

## Performance-Driven Planning


## Risk-Based Planning

# Are you ready?

# 13 Investment Categories

## Asset Management

- Repair and maintain existing state highways
- Repair and maintain existing state bridges
- Repair and maintain supporting infrastructure like signs, drainage, and lighting
- Ensure highways are owned by the right level of government
- Repair and maintain existing rest areas and weigh stations

## Traveler Safety

- Invest in new highway safety improvements, like increased guard rail, turn lanes and roundabouts

## Critical Connections

- Improve travel time reliability in Twin Cities area
- Improve travel time reliability in Greater Minnesota
- Invest in projects to improve bicycling connections, safety, and convenience
- Invest to ensure safe, accessible and convenient walking options

## Transportation in Context

- Invest in regional and locally-driven priorities, like main streets and economic development projects

## Other

- RCCS investments (right of way, consultant services, cost overruns, and supplemental agreements)
- Small investments like historic properties and other investments

# Asset Management

Repair and maintain existing state highways

Repair and maintain existing state bridges

Repair and maintain supporting infrastructure like signs, drainage, and lighting

Ensure highways are owned by the right level of government

Repair and maintain existing rest areas and weigh stations

# 13 Investment Categories

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## Other

- RCCS investments (right of way, consultant services, cost overruns, and supplemental agreements)
- Small investments like historic properties and other investments

# Traveler Safety

Invest in new highway safety improvements, like increased guard rail, turn lanes and roundabouts

# 13 Investment Categories

## Asset Management

- Repair and maintain existing state highways
- Repair and maintain existing state bridges
- Repair and maintain supporting infrastructure like signs, drainage, and lighting
- Ensure highways are owned by the right level of government
- Repair and maintain existing rest areas and weigh stations

## Traveler Safety

- Invest in new highway safety improvements, like increased guard rail, turn lanes and roundabouts

## Critical Connections

- Improve travel time reliability in Twin Cities area
- Improve travel time reliability in Greater Minnesota
- Invest in projects to improve bicycling connections, safety, and convenience
- Invest to ensure safe, accessible and convenient walking options

## Transportation in Context

- Invest in regional and locally-driven priorities, like main streets and economic development projects

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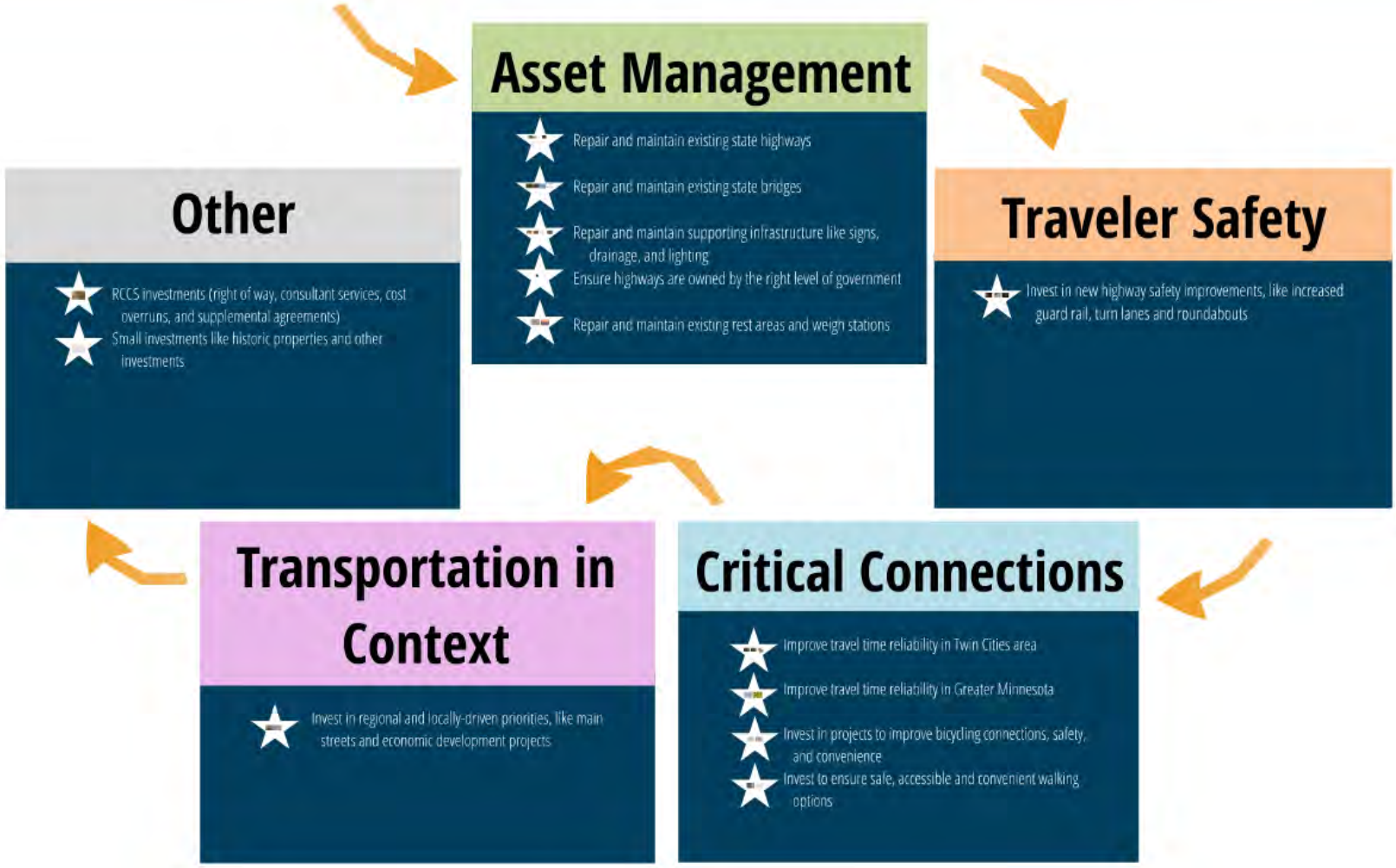
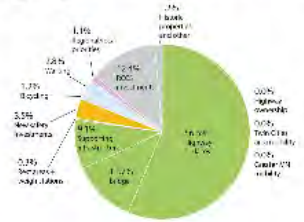



# How do we use these to identify priorities?

# What if?

## Investment Approaches

### Approach A



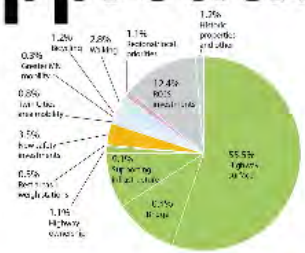
Constant Revenue

There is no right or wrong answer - each choice requires difficult trade-offs

### Approach C

Assumed to work under MAP-21

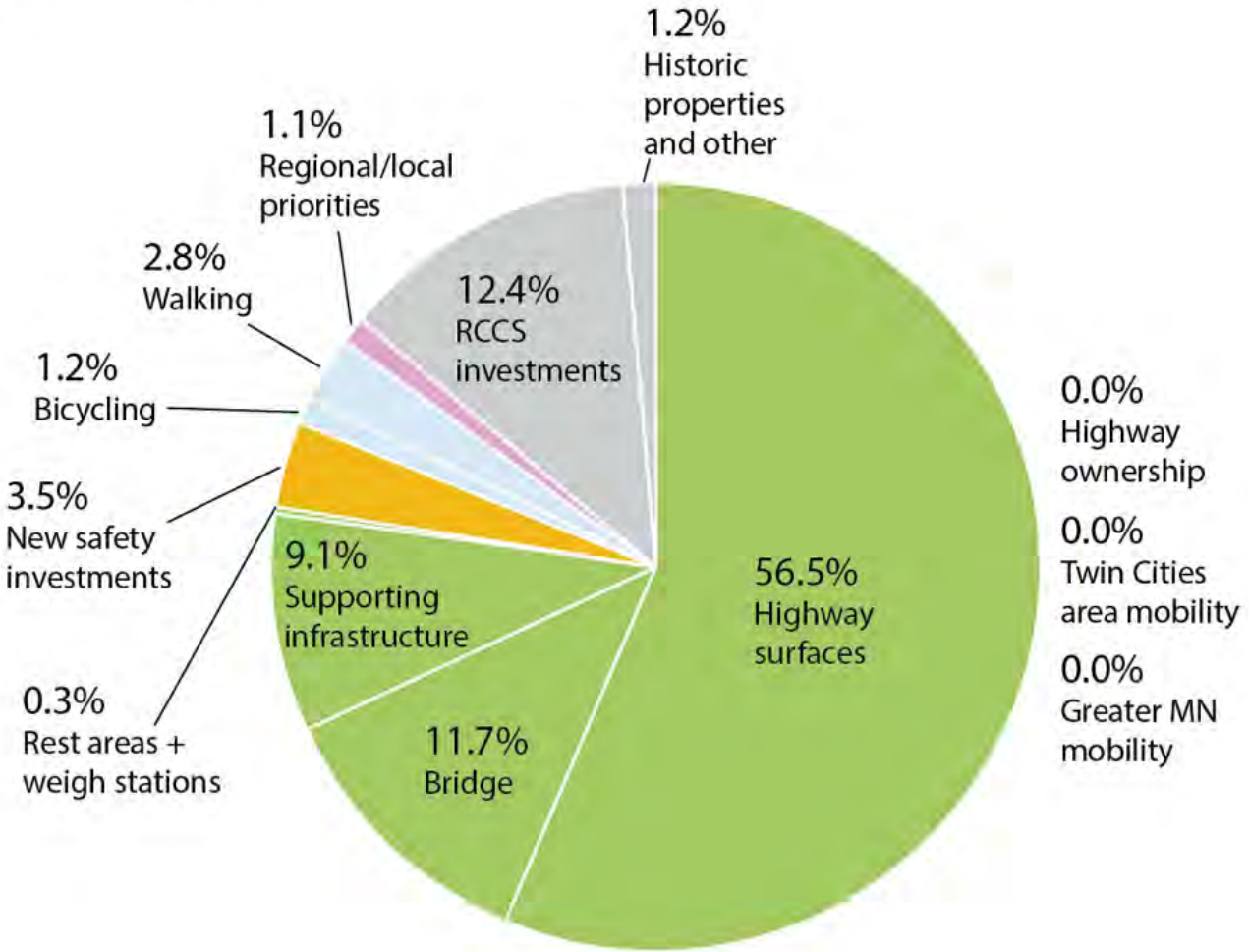
### Approach B



To spend additional resources in one category, you have to spend less in another

Fiscally constrained

# Approach A



# What if?

## Investment Approaches

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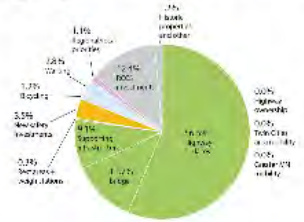

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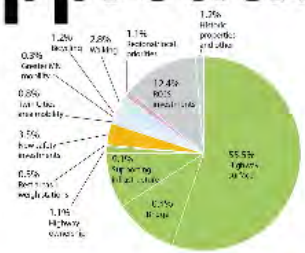

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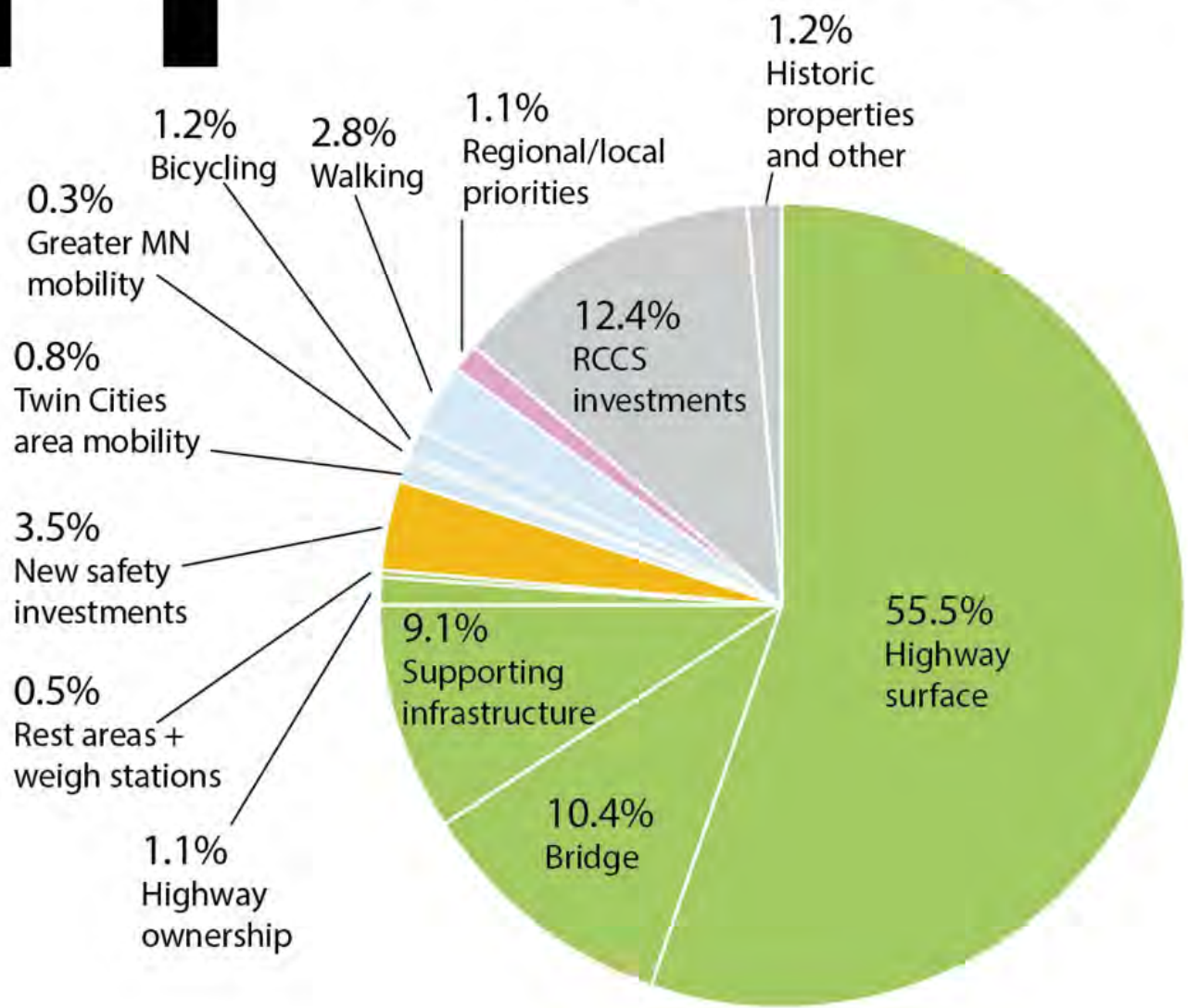

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## Investment Approaches

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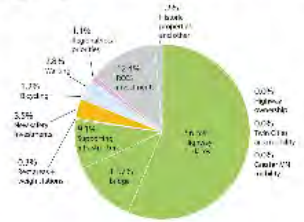

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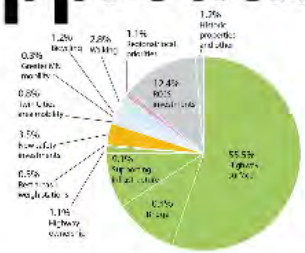

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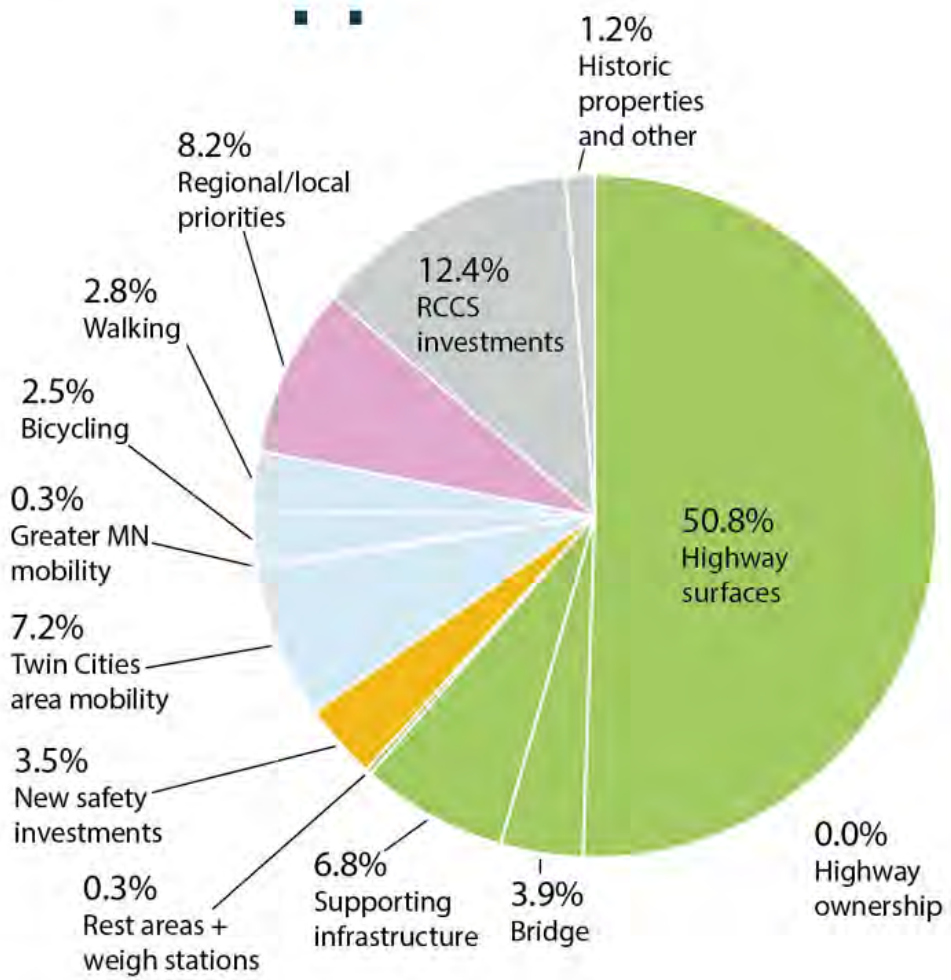
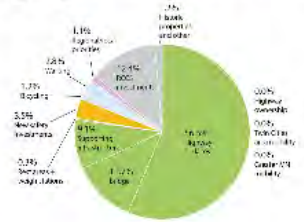

1.2%
Historic properties and other
8.2%
Regional/local priorities
12.4%
RCCS investments
2.8%
Walking
2.5%
Bicycling
0.3%
Greater MN mobility
7.2%
Twin Cities area mobility
3.5%
New safety investments
0.3%
Rest areas + weigh stations
6.8%
Supporting infrastructure
3.9%
Bridge
0.0%
Highway ownership
50.8%
Highway surfaces

# What if?

## Investment Approaches

### Approach A



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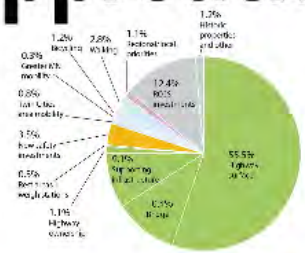


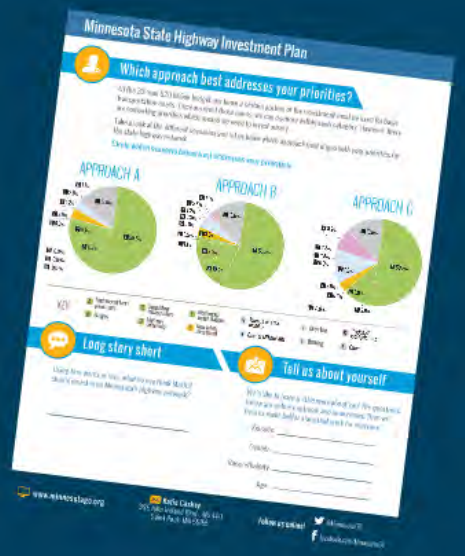
To spend additional resources in one category, you have to spend less in another

Fiscally constrained

# We need your help!

## Look!


## Work
(Sheet)

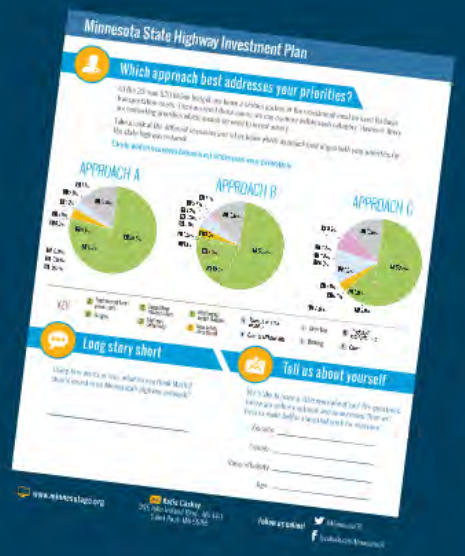
# Investment Approaches Comparison

| | Approach A | Approach B | Approach C |
|---|---|---|---|
| **Investment Summary** | Focus investments on repairing and maintaining existing state highway pavements and bridges and meeting substantial ADA compliance with pedestrian infrastructure; reduce investment in supporting infrastructure, new safety improvements, bicycle connections, travel time reliability in the Twin Cities, and regional and locally-driven priorities. | Balance investments in repairing and maintaining existing state highways infrastructure (roadway surfaces, bridges, roadside infrastructure, rest areas, weigh stations), meeting substantial ADA compliance with pedestrian infrastructure and strategically investing in improving travel time reliability; reduce investment in new safety improvements, bicycle connections, and regional and locally-driven priorities. | Focus investments improving travel time reliability, non-motorized options, and regional and locally-driven priorities; reduce investment in and accept significant decline in the condition of our existing state highway infrastructure. |
| **Biggest Strengths** | Bridges meet targets; Significant ADA and pedestrian infrastructure investments | Investments made in each category | Promotes mode choice and improves travel time reliability |
| **Biggest Drawback** | Reduced investment in improving travel time reliability and bicycle facilities; Limited responsiveness to local concerns | Reduced investment in improving travel time reliability and bicycle facilities; Limited responsiveness to local concerns | Bridges and pavements fall significantly below targets and in much worse condition than today |
| **Pavement (PA)**<br>% in Poor Condition | Interstate: 5% poor<br>Non-interstate NHS: 11% poor<br>Non-NHS: 15% poor | Interstate: 5% poor<br>Non-interstate NHS: 11% poor<br>Non-NHS: 15% poor | Interstate: 2% poor<br>Non-interstate NHS: 18% poor<br>Non-NHS: 25% poor |
| **Bridges (BR)**<br>% in Poor Condition | NHS: 2% poor<br>Non-NHS: 8% poor | NHS: 2% poor<br>Non-NHS: 9% poor | NHS: 19% poor<br>Non-NHS: 16% poor |
| **Roadside Infrastructure (RI)** | Repair/replace assets in very poor condition and those with greatest exposure to traveling public | Repair/replace assets in very poor condition and those with greatest exposure to traveling public. | Address strategically. All asset conditions worsen |
| **Jurisdictional Transfer (JT)** | 0 miles transfered using MnSHIP funds | Transfer of about 20 lane miles | 0 miles transfered using MnSHIP funds |
| **Facilities (FS)** | Up to 10 rest areas close and weigh scales become outdated resulting in a decrease in weight enforcement activities | Up to 5 rest areas close as conditions warrant. Weigh scales become outdated resulting in a decrease in weight enforcement activities | Up to 10 rest areas close and weigh scales become outdated resulting in a decrease in weight enforcement activities |
| **Safety (TS)** | Fatalities less likely to continue decline | Fatalities less likely to continue decline | Fatalities less likely to continue decline |
| **Greater Minnesota Mobility (GM)** | No mobility investments | A few mobility investments through operational and low-cost improvements | A few mobility investments through operational and low-cost improvements |
| **Twin Cities Mobility (TC)** | No mobility investments beyond the STIP years | Address 6+ spot mobility issues per year; one new MnPASS lane | Address 10+ spot mobility issues per year; 3-4 new MnPASS lane |
| **Bicycle Infrastructure (BI)** | Reduced ability to maintain existing bicycle | Reduced ability to maintain existing bicycle | Maintain existing bicycle facilities |

# We need your help!

## Look!


## Work
(Sheet)

# Help MnDOT invest state highway funding wisely!

### Like you, MnDOT has a budget for expenses.

We all make responsible decisions on how to spend our money. Every four years, MnDOT puts an extra focus on how to prioritize its state highway budget. That process is called the Minnesota State Highway Investment Plan (MnSHIP).

### We need to make tough decisions to keep our state highways working.

MnDOT has to make tough decisions on how to spend resources in the most efficient and effective ways. It takes a lot of resources to keep people and goods moving around our state. Given aging infrastructure and the overall demands on our state highway system, there aren't enough funds to address everything people want to see as transportation system priorities.

### Planning helps guide these decisions.

That's what the **Minnesota State Highway Investment Plan** is for. It might sound crazy, but a $20 billion highway transportation budget is tight. That's why, every four years, MnDOT writes a plan for how to invest its anticipated budget. We can only plan for dollars we can expect to have - and for the next 20 years, that's anticipated to be $20 billion.

# What do you think MnDOT should focus on?

### You can help MnDOT plan the state highway budget.

Check the box next to the **three** items below that are most important to you.

- ☐ Repair and maintain **existing state highways**
- ☐ Repair and maintain **existing state bridges**
- ☐ Repair and maintain other **supporting highway and bridge infrastructure** like signs, drainage, and lighting
- ☐ Ensure highways are **owned by the right level of government** (state, county, municipality)
- ☐ Repair and maintain existing **rest areas** and **truck weigh stations**

- ☐ **Reduce unexpected travel delays** in the Twin Cities metro area
- ☐ **Reduce unexpected travel delays** in Greater Minnesota
- ☐ Invest in projects to **improve bicycling** connections, safety, and convenience
- ☐ Invest in projects to ensure safe, accessible and convenient **walking options**

- ☐ Invest in **new highway safety improvements**, like increased guard rail, turn lanes and roundabouts
- ☐ Invest in regional and **locally-driven priorities**, like main streets and economic development projects

**Key:** Asset management; Traveler safety; Critical connections; Transportation in context



Katie Caskey

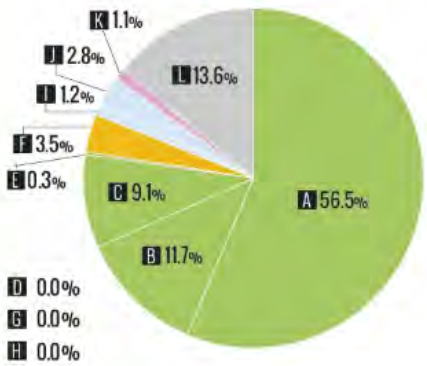
# Which approach best addresses your priorities?

Of the 20-year $20 billion budget, we know a certain portion of the investment must be used for basic transportation needs. Once we meet those needs, we can do more within each category. However, there are competing priorities which means we need to invest wisely.

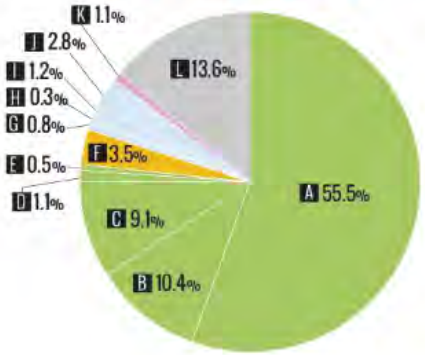
Take a look at the different scenarios and let us know which approach best aligns with your priorities for the state highway network.

**Circle which scenario below best addresses your priorities:**

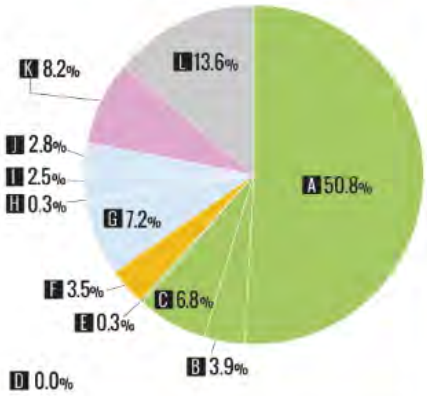
## APPROACH A




## APPROACH B




## APPROACH C




KEY:

- A Highway surface/ pavements
- B Bridges
- C Supporting infrastructure
- D Highway ownership
- E Rest areas/ weigh stations
- F New safety investment
- G Twin Cities area mobility
- H Greater MN mobility
- I Bicycling
- J Walking
- K Regional/ local priorities
- L Other

## Long story short

Using four words or less, what do you think MnDOT should invest in on Minnesota's highway network?

_____

## Tell us about yourself

We'd like to learn a little more about you! The questions below are entirely optional and anonymous. They will help us make better plans that work for everyone.

Zipcode: _____

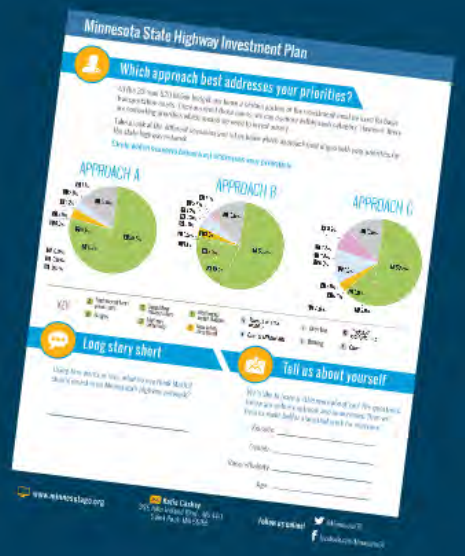
Gender: _____

Race/ethnicity: _____

# We need your help!

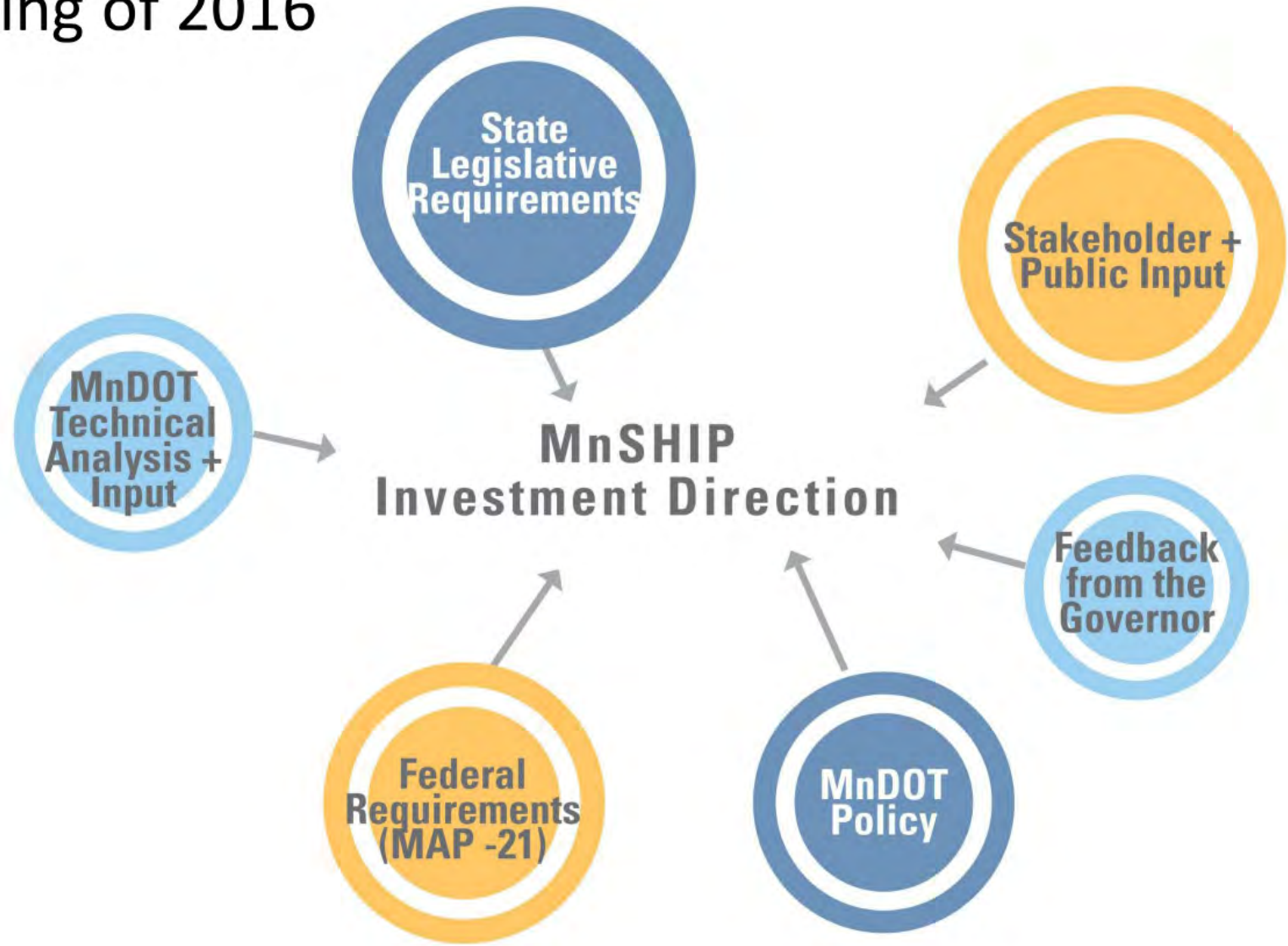
## Look!


## Work
(Sheet)


Background Information
Revenue Projection
Next Steps
MinnesotaGO
A Collaborative Vision for Transportation
Investment Direction
Needs Identification
Scenario Development
Prezi

# Spring of 2016

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# What's next?

Implement the updated plan

Develop the 10-year Capital Highway Investment Plans

# Stay involved!

# Major milestones

| | |
|---|---|
| **January 2015** | Project scoping begins |
| **May 2015** | Scope of work complete |
| **Summer 2015** | Background information developed/ work groups convening |
| **Fall 2015 - Spring 2016** | Public and stakeholder outreach |
| **Late Summer 2016** | Draft plan released |
| **January 2017** | Final plan adopted |

# Please Stay Involved

## There are so many ways!


Sign up for updates

@MinnesotaGO

Catch us at an event

Request a presentation


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# Thank you!