

Facilities

A SYSTEM STEWARDSHIP INVESTMENT

Facilities is one of the 14 investment categories of MnSHIP, a fiscally constrained plan MnDOT uses to balance the needs and risks of Minnesota's state highway network. Folios for each investment category describe potential levels of investment and associated outcomes. Through MnSHIP, MnDOT will create an investment direction that guides state highway capital investments for the next 20 years.

INVESTMENT CATEGORY DETAILS

What are Facilities?

The Facilities investment category includes all 52 MnDOT-owned rest areas and 10 weight enforcement operational buildings, and weigh scales. Facilities do not include buildings such as district headquarters, truck garages, or other operational facilities due to different funding mechanisms.

Why are Facilities important?

Rest areas serve as a countermeasure to drowsy driving, support freight movements, and promote state and regional tourism as well as providing convenient services for travelers. By providing adequate and properly spaced rest areas along the state highway network, MnDOT can meet the demand and expectations of the traveling public. Weight enforcement conducted at weigh stations ensure that freight being shipped to and through Minnesota is not overweight. Enforcement of Minnesota's weight and height laws and requirements, increases safety and reduces undue damage to the state highway system.

How does investing in Facilities support the Minnesota GO Vision and Statewide Multimodal Transportation Plan (SMTP)?

Investing in Facilities supports the guiding principles laid out in the 50-year vision for the state's transportation system, Minnesota GO. Among those are:

- Leverage public investments to achieve multiple purposes; and
- Integrate safety: Systematically and holistically improve safety for all forms of transportation. Be proactive, innovative and strategic in creating safe options.

Building upon these principles, investment in Facilities strengthens multiple strategies identified in the Statewide Multimodal Transportation Plan (SMTP), notably:

- Prioritize maintaining and operating assets on identified priority networks.

- Keep Minnesota's transportation system on a sustainable track for the future.
- Ensure that safety, operations, and maintenance needs are considered and addressed in transportation planning and programming.

How does MnDOT measure performance in Facilities?

MnDOT completed an assessment of all MnDOT-owned facilities in 2015. This assessment will help the agency develop



Rest areas and weigh stations help to increase safety and make weight enforcement more effective.

performance measures and targets for various facility types that do not currently have them. Weigh stations fall into this category, and while rest areas have performance measures no targets are identified. Rest area performance is based on the physical condition of the building and the surrounding pavements, and is ranked on a scale between excellent/good to extremely poor/beyond service life.

How did MnDOT create the investment levels?

The performance levels outlined in the table represent plausible investment levels for Facilities. A risk-and performance-based analysis was undertaken in the summer of 2015 to illustrate

Tips for using this table

Performance Levels

- **Performance Level 0 (PL 0)** represents a strategy which corresponds to the most extreme risk level MnDOT would consider for investing in Facilities.
- MnDOT's current spending in Facilities approximately corresponds to **PL 1**.
- Cost + benefits increase and risks decrease from left to right.
- PLs for Facilities are independent of other performance categories.

Investment Approach

- See **MnSHIP Investment Approaches** folio

Investment Levels

- The **pie charts** represent MnSHIP's total planning investment for years 2022-2037 (\$17.1 billion) and the portion of it which will be dedicated to Facilities investment at each PL.
- **Base investment for other categories** is the amount required to invest at PL 0 in every other category.
- **Remaining revenue available** is the additional investment beyond the base investment for all categories in MnSHIP.

Outcomes

- Highlights key outcomes associated with each PL. For Facilities, outcomes correspond with key performance measures.

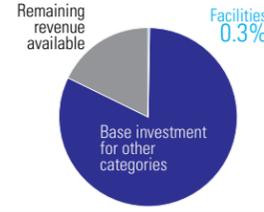
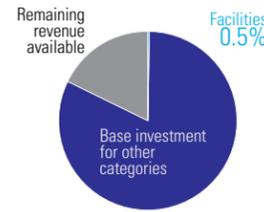
Risks

- Identified as **high, medium, or low** in each PL; each risk decreases in severity from left to right.

Risk Management Strategies

- Details the steps MnDOT would make to mitigate risk at each PL.

potential future scenarios. Performance levels reflect investments between 2022 and 2037 (2018-2021 funding levels influenced by 2013 MnSHIP). PL 0 through PL 3 represent a range of options to help stakeholders and decision-makers understand outcomes, risks, and system investment strategies for Facilities.

Facilities		
Overarching Goal: Effectively manage MnDOT-owned facilities that support traveler safety.		
	Performance Level 0 <i>Lowest cost, greatest risk</i>	Performance Level 1 <i>Lower cost, higher risk</i>
Investment Approach <i>(See Approach folio)</i>	Approach A, C	Approximately corresponds with current investment; Approach B
Investment Level <i>Total</i>	\$57 M Years 5-10 (2022-2027) \$2.8 M Years 11-20 (2028-2037) \$4.0 M 	\$76 M Years 5-10 (2022-2027) \$3.8 M Years 11-20 (2028-2037) \$5.3 M 
Investment Description	25% reduction in level of investment	Current level of investment
Outcomes <i>To what extent would MnDOT meet Facilities goals and objectives?</i>	<ul style="list-style-type: none"> • 10 rest areas close as conditions warrant • Weigh scales become outdated and inoperable • Weight enforcement activities decrease and become inefficient 	<ul style="list-style-type: none"> • 6% of rest areas in excellent/good condition; 48% beyond service life • 5+ rest areas close as conditions warrant • Weigh scales become outdated or inoperable • Weight enforcement activities decrease and become inefficient
Risks	<p>High</p> <ul style="list-style-type: none"> • Not meeting public expectations for facilities and safety <p>Medium</p> <ul style="list-style-type: none"> • Decreased replacement of facilities • Unable to make timely and appropriate investments increases costs • Increased reliance on operations and maintenance increases costs 	<p>High</p> <ul style="list-style-type: none"> • Not meeting public expectations for facilities and safety <p>Medium</p> <ul style="list-style-type: none"> • Decreased replacement of facilities • Unable to make timely and appropriate investments increases costs • Increased reliance on operations and maintenance increases costs
System Investment Strategies <i>What strategies would MnDOT use to manage risk?</i>	<ul style="list-style-type: none"> • Make health and safety repairs to rest areas unless conditions warrant closure • Reduce weight enforcement activities 	<ul style="list-style-type: none"> • Make health and safety repairs to rest areas unless conditions warrant closure • Focus on investments in scales and existing stations

How does MnDOT typically invest in Facilities?

Investments in rest areas typically involve accessibility improvements, increased or reconditioned car and truck parking, or full renovation/reconstruction of buildings and grounds. Investments in weight enforcement can include renovation of

weigh station buildings, lighting and signage, or maintenance of truck weigh scale components.

Where is MnDOT headed?

With the facility condition assessment complete MnDOT will soon develop a strategic plan for investing in all MnDOT-owned

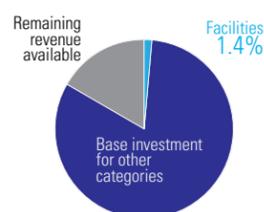
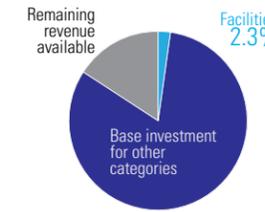
facilities, including rest areas and weight enforcement facilities. This might include strategic realignment or closures of rest areas on the state highway and the use of new technologies and techniques for enforcing weight restrictions for freight carriers, such as weigh in motion and pre-clearance systems.

What risks are addressed through increased Facilities investments?

Generally, the more MnDOT invests in Facilities, the more MnDOT is able to reduce these key risks:

- Closing of facilities leads to inability to meet public expectation and reduces safety of the transportation system;
- Functional obsolescence and decreased replacement or renovation of existing buildings negatively affects operations (e.g. weight enforcement, rest area availability), impacting safety of all road users;
- Unable to make timely and appropriate capital investments in buildings (making the right fix at the right time), which will result in reduced service life, increased life-cycle costs and the inefficient use of resources; and
- Reduction in capital investment in facilities shifts responsibility of replacement and repair to operations and maintenance resources and staff, leading to more reactive, less cost effective strategies.

Performance Objectives: Construct, replace and upgrade MnDOT facilities to manage performance and life-cycle costs; improve efficiency and condition; and meet expectations of the traveling public.

Performance Level 2 <i>Greater cost, lower risk</i>	Performance Level 3 <i>Greater cost, lower risk</i>
Does not correspond with an approach	Does not correspond with an approach
\$239 M \$11.8 M \$16.8 M 	\$390 M \$19.4 M \$27.4 M 
Invest to maintain current condition	Invest to meet need of rest areas and weigh stations
<ul style="list-style-type: none"> • 26% of rest areas in excellent/good condition; 44% beyond service life • Consolidation of the rest area system • All rest areas ADA-compliant • 6 weigh station/scale improvements 	<ul style="list-style-type: none"> • 52% of rest areas in excellent/good condition; 0% beyond service life • Consolidation of the rest area system • All rest areas ADA-compliant • 6 weigh station/scale improvements and enhanced weight enforcement activities and technologies
<p>Medium</p> <ul style="list-style-type: none"> • Unable to make timely and appropriate investments increases costs • Increased reliance on operations and maintenance increases costs <p>Low</p> <ul style="list-style-type: none"> • Not meeting public expectations for facilities and safety • Decreased replacement of facilities 	<p>Low</p> <ul style="list-style-type: none"> • Not meeting public expectations for facilities and safety • Decreased replacement of facilities • Unable to make timely and appropriate investments increases costs • Increased reliance on operations and maintenance increases costs
<ul style="list-style-type: none"> • Invest in rest areas based on condition and function • Focus on investments in existing weigh stations and upgrade scales to maintain current condition 	<ul style="list-style-type: none"> • Invest in rest areas based on condition and function • Expand weight enforcement activities and technologies

How is MnDOT enhancing financial effectiveness through Facilities?

MnDOT maximizes the benefits from Facility investments in a few ways. Appropriate and timely investments in facilities reduce life-cycle costs and improve the usability of those facilities by MnDOT and the public. These investments also have a high return on investment as minor improvements to rest areas or weight enforcement facilities contribute significantly to the safety of all highway users. This also helps to meet the expectations of the public and businesses shipping freight within and through Minnesota.



Rest areas and weigh stations help to increase safety and make weight enforcement more effective.

Find more information with these additional folios!

System Stewardship

- Pavement Condition
- Bridge Condition
- Roadside Infrastructure Condition
- Jurisdictional Transfer

Transportation Safety

- Traveler Safety

Critical Connections

- Twin Cities Mobility
- Greater Minnesota Mobility

- Bicycle Infrastructure
- Accessible Pedestrian Infrastructure

Healthy Communities

- Regional + Community Improvement Priorities

Other

- Project Delivery
- Small Programs

For more information, contact:

Josh Pearson, AICP

Project Manager, 20-year State Highway Investment Plan
Minnesota Department of Transportation
395 John Ireland Boulevard, MS 440
St. Paul, MN 55155-1899
651.366.3773
joshua.pearson@state.mn.us

