



CHIP Funding Distribution to Districts

CHIP Funding Programs

- Four funding programs in the CHIP
 - SPP/NHS Pavement Program
 - SPP/NHS Bridge Program
 - Highway Safety Improvement Program
 - District Risk Management Program
- Each has its own distribution breakdown
- Funds for centrally managed programs are held in setaside in the CHIP

Statewide Program Setaside

- Funding held in setasides for several programs in the CHIP
- These programs are managed at a statewide level and funding distribution is determined as projects are selected in the STIP
 - Transportation Economic Development (TED) Program - \$10 million per year
 - National Highway Freight Program – Roughly \$30 million
 - Jurisdictional Transfer Funds – Roughly \$5.5 million
 - Rest Areas and Weigh Stations – Roughly \$5 million
 - Highway Rail Crossing Program – \$5.4 million
 - Specialty Office Consultant Services – \$15 million
 - District C/Small Programs - \$26.3 million

SPP/NHS Pavement

- Funding in incoming Year 10 of CHIP is divided based on a pavement model run completed by the Materials Office
- OTSM provides the projected amount of funding to be spent on Interstate and NHS pavements
- The pavement model identifies potential projects to help reach the 2% poor Interstate target and 4% poor NHS target
- The pavement model prioritizes funding towards the Interstate system to meet 2% poor target and uses the remaining funds on the non-Interstate NHS system

SPP/NHS Pavement

- The results of the pavement model run are used to distribute that year's funding
- Districts work with the Materials Office to plan NHS pavement projects
- Projects can be different from the projects identified in the model run but there should be similar number of miles being addressed

ATP	1	2	3	4	6	7	8	Metro	Total
2030 (\$)	\$36.80	\$15.70	\$87.00	\$14.80	\$47.50	\$45.70	\$14.00	\$153.80	\$415.50
2030 (%)	8.9%	3.8%	20.9%	3.6%	11.4%	11.0%	2.4%	37.1%	100.0%

SPP/NHS Bridge

- Similar to NHS Pavements, funding in incoming Year 10 of CHIP is divided based on recommended NHS bridges by the Bridge Office
- OTSM provides the projected amount of funding to be spent on NHS Bridges in Year 10
- The Bridge Offices uses BRIM to identify recommended projects to help reach the 2% poor NHS target
- ATP 1 is receiving all NHS Bridge funding in FY 2030 for Blatnik Bridge

HSIP

- Office of Traffic Engineering provides the distribution formula for HSIP
- Based on proportion of crash fatalities and serious injuries in each ATP
- Last updated in 2018 affecting FY 2021 and beyond
- No identified update schedule, appears to be updated every four years

ATP	HSIP % Breakdown	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
1	10.1%	\$1.49	\$1.53	\$1.56	\$1.59	\$1.62	\$1.65
2	5.4%	\$0.80	\$0.82	\$0.83	\$0.85	\$0.86	\$0.88
3	16.9%	\$2.50	\$2.55	\$2.60	\$2.65	\$2.70	\$2.75
4	6.2%	\$0.92	\$0.94	\$0.95	\$0.97	\$0.99	\$1.01
6	11.5%	\$1.70	\$1.74	\$1.77	\$1.81	\$1.84	\$1.87
7	8.9%	\$1.32	\$1.34	\$1.37	\$1.40	\$1.42	\$1.45
8	8.2%	\$1.21	\$1.24	\$1.26	\$1.29	\$1.31	\$1.34
Metro	32.9%	\$4.87	\$4.97	\$5.07	\$5.17	\$5.26	\$5.36
Total HSIP	100%	\$14.80	\$15.10	\$15.40	\$15.70	\$16.00	\$16.30

District Risk Management Program

- Implemented after 2013 MnSHIP to address risks beyond the Interstate and National Highway System
- Funding used to address risks that the district identify as most important
- Funding can be used to supplement or create a new NHS project
- Each district handles their program differently
- District can also do non-pavement and bridge projects
- Numbers are guidance rather than targets for the districts to hit as long as it can be explained why additional investment was need in one area versus another

District Risk Management Program

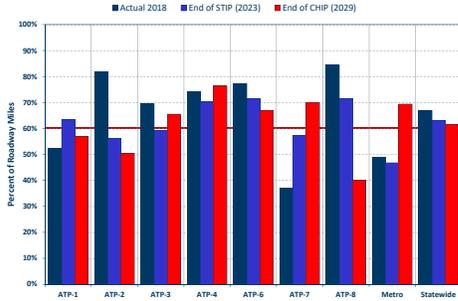
- Data updated annually beginning in 2016
- The updated distribution breakdown affects incoming Years 5-10 of the CHIP
- Five DRMP distribution factors
 - Non-NHS pavement need (FY2025-2030) (20%)
 - Non-NHS bridge need (FY2025-2030) (20%)
 - Trunk highway system size (lane miles) (30%)
 - VMT on all roadways (24%)
 - HCVMT on trunk highways (6%)

Non-NHS Pavement Need (20%)

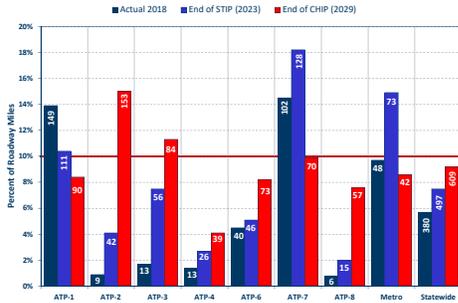
- The Materials Office completes a pavement model run to get each district to 60% good and 10% poor by the end of the incoming Year 10
- Run uses the most recent condition data
- Assumes the projects in the previous STIP and previous Year 5 of the CHIP (the incoming Year 4 of the STIP)
- Proportion of need for each district is used for 20% of the distribution factor

ATP	1	2	3	4	6	7	8	Metro	Total
Average Annual Need	\$67.2	\$79.2	\$11.5	\$14.3	\$16.1	\$49.8	\$28.6	\$79.3	\$346.0
Proportion of Need	19.4%	22.9%	3.3%	4.1%	4.7%	14.4%	8.3%	22.9%	100.0%

"Good" Ride Quality Index, Non-NHS System
(RQI > 3.0)



"Poor" Ride Quality Index, Non-NHS System
(RQI <= 2.0)



Non-NHS Bridge Need (20%)

- The Bridge Office uses BRIM to complete a projection to get each district to 50% good and 8% poor by the end of the incoming Year 10
- Run uses the most recent condition data
- Assumes the projects in the previous STIP and previous Year 5 of the CHIP (the incoming Year 4 of the STIP)
- Proportion of need for each district is used for 20% of the distribution factor

ATP	1	2	3	4	6	7	8	Metro	Total
Average Annual Need	\$5.4	\$3.6	\$3.4	\$3.7	\$8.4	\$7.9	\$2.3	\$46.8	\$81.7
Proportion of Need	6.6%	4.5%	4.2%	4.6%	10.3%	9.7%	2.8%	57.3%	100.0%

Influences on Need Runs

- Current conditions largely don't influence the need runs
- Four main factors influence a district's non-NHS pavement or bridge need
 - Projected condition in incoming Year 5
 - New miles or bridges dropping out of good condition or entering poor condition during the CHIP years (Years 5-10)
 - Type of fix being recommended – One five mile segment in one district may have a thin mill and overlay fix while another five mile segment in another district is recommended for a full reconstruction
 - Other districts' performance – A district's annual need may increase. But if other districts' need rises, their proportion of the need will remain the same.

System Size and Usage

- Trunk highway system size (30%)
 - 2019 lane miles from LRS
- Vehicle Miles Traveled (24%)
 - 2018 VMT on all roads from LRS
- Heavy Commercial Vehicle Miles Traveled (6%)
 - 2019 HCVMT on trunk highways from LRS

Cap on Year to Year Changes

- In 2019, larger than expected shift in non-NHS pavement and bridge needs occurred
- This shift would have lowered one district's breakdown by 2.5% points and increase another by 3.7%
- To lessen the impact of year to year adjustments, TPIC approved a 1% point cap to any changes to a district's portion of DRMP

District Risk Management Program

ATP	1	2	3	4	6	7	8	M	Total
NPA pavement needs 20%	19.4%	22.9%	3.3%	4.1%	4.7%	14.4%	8.3%	22.9%	100.0%
2019 condition data (2025-2030 average annual funding needed to reach 60% good, 10% poor)									
NPA bridge needs 20%	6.6%	4.5%	4.2%	4.6%	10.3%	9.7%	2.8%	57.3%	100.0%
2019 condition data (2025-30 bridge funding needs based on RSL)									
TH system size 30%	15.1%	11.3%	13.7%	12.2%	12.6%	11.0%	10.2%	14.0%	100.0%
(2019 lane miles from LRS)									
VMT 24%	7.4%	3.3%	13.9%	6.0%	10.1%	6.1%	4.3%	48.9%	100.0%
(2018 VMT on all roads from LRS)									
HCVMT 6%	6.6%	3.6%	15.2%	10.5%	16.3%	10.2%	6.3%	31.4%	100.0%
(2018 HCVMT (TH only) from LRS)									
Total	11.9%	9.9%	9.9%	7.5%	10.2%	10.2%	6.7%	33.9%	100.0%
2019 DRMP Breakdown	12.9%	8.5%	10.7%	8.1%	11.0%	11.2%	6.8%	30.8%	100.0%
2020 DRMP Breakdown	12.4%	9.5%	10.3%	7.9%	10.7%	10.7%	6.7%	31.8%	100.0%



QUESTIONS?

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