

Project Overview

The purpose of the **Weight Enforcement Investment Plan** effort was to develop a ten (10) year plan of capital and operational investments for the commercial vehicle weight and safety enforcement program.

The weight and safety enforcement program is a federally required safety program that impacts federal funding sources. The last long range plan for this area was created in 2005 and a significant gap existed in direction and data. Renewed planning for the future direction of the program is necessary to efficiently use Minnesota Department of Transportation (MnDOT) and Department of Public Safety (DPS) State Patrol Commercial Vehicle Enforcement resources to meet future needs.

Groups and Involvement

A joint MnDOT/MSP/FMCSA/FHWA steering committee provided project oversight and helped to guide the plan focus. The project team hosted a series of meetings was held around the state for MnDOT District staff, local State Patrol staff, local governments and businesses. A public review period and open house are planned for additional stakeholder input on the draft plan.

Improving Planning and Programming

This effort improved our existing planning and programming by:

- Identifying key issues and coordinating one on one with each district
- Guiding the development of annual plans/documents like the CVSP, SEP
- Identifying projects/needs for the State Transportation Improvement Program (STIP) and the 10-Year Capital Highway Investment Plan (CHIP)
- Improve asset management planning in this area to ensure that facilities and equipment are maintained in good condition

Key Findings

\$96 million dollar funding gap between available resources and needs for the capital program, staffing, operations and maintenance – funding has been flat over the past decade while demands have increased

Strategic Expansion – the plan includes investment scenarios for potential strategic expansion

Needs are located across the state – current coverage on key routes, such as interstates need improvement

Truck Traffic will increase – current projections by the Transportation Data and Analysis Office show that truck traffic will increase between 10-11% over the next decade putting a strain on existing system

Goal to reach 55,000 commercial vehicle inspections annually – currently there was no target, annual average in 2016 is 26,000 inspections, while bordering states are closer to 50,000

Coordination is critical – facility improvements must align with staffing needs to be effective

