



MnDOT Overview

Charlie Zelle | Commissioner, MnDOT

Jan. 19, 2016

Creation of MnDOT

Minnesota Statutes, Sections 174.01-174.03

- Created by the Legislature in 1976
 - Combined former Department of Aeronautics, Department of Highways, State Planning Agency and Public Service Department
- Develop and implement policies, plans and programs for highways, railroads, waterways, aeronautics, public transit and motor carriers
- Provide safe, multimodal transportation
- Recognize economic importance of transportation
- Minimize impact on the environment

Vision and Mission



- **Vision** – a multimodal transportation system that maximizes the health of people, the environment and our economy.
- **Mission** – plan, build, operate and maintain a safe, accessible, efficient and reliable multimodal transportation system that connects people to destinations and markets throughout the state, regionally and around the world.

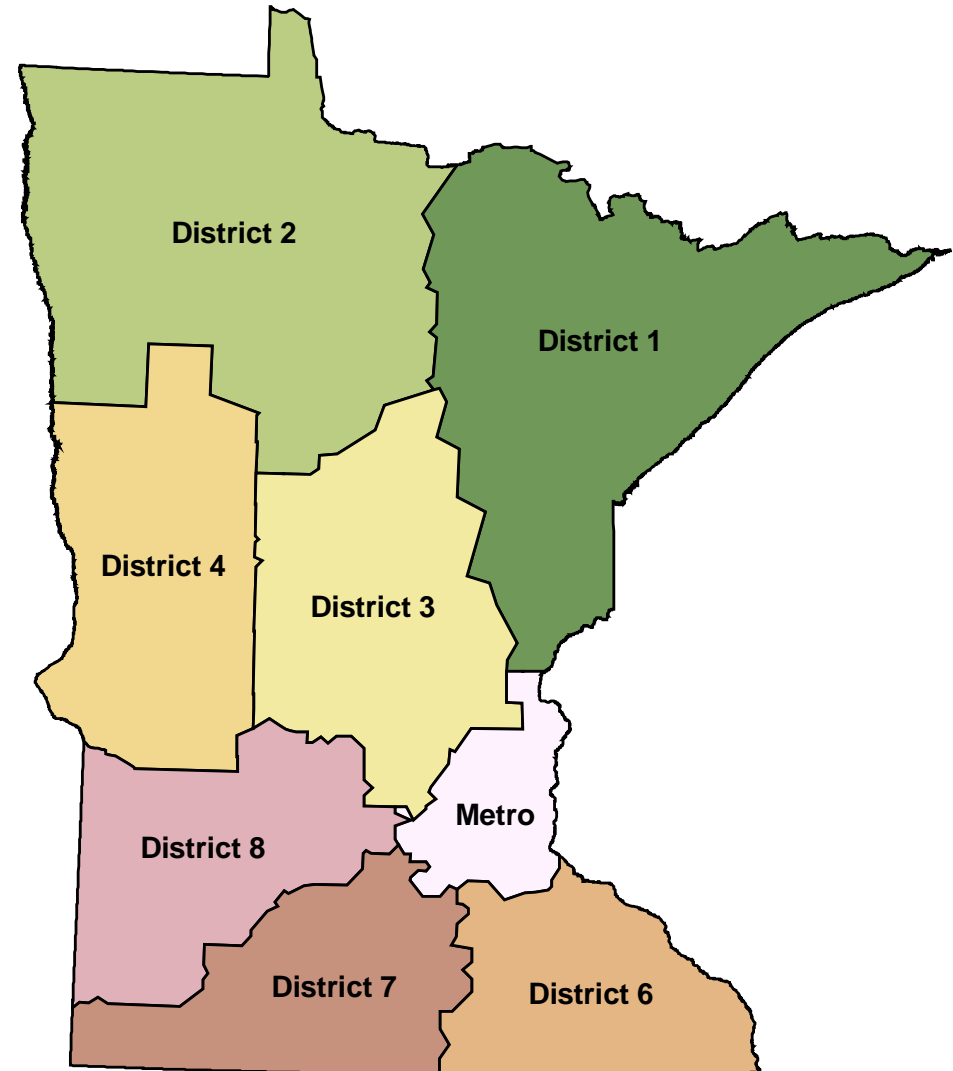
Core Values

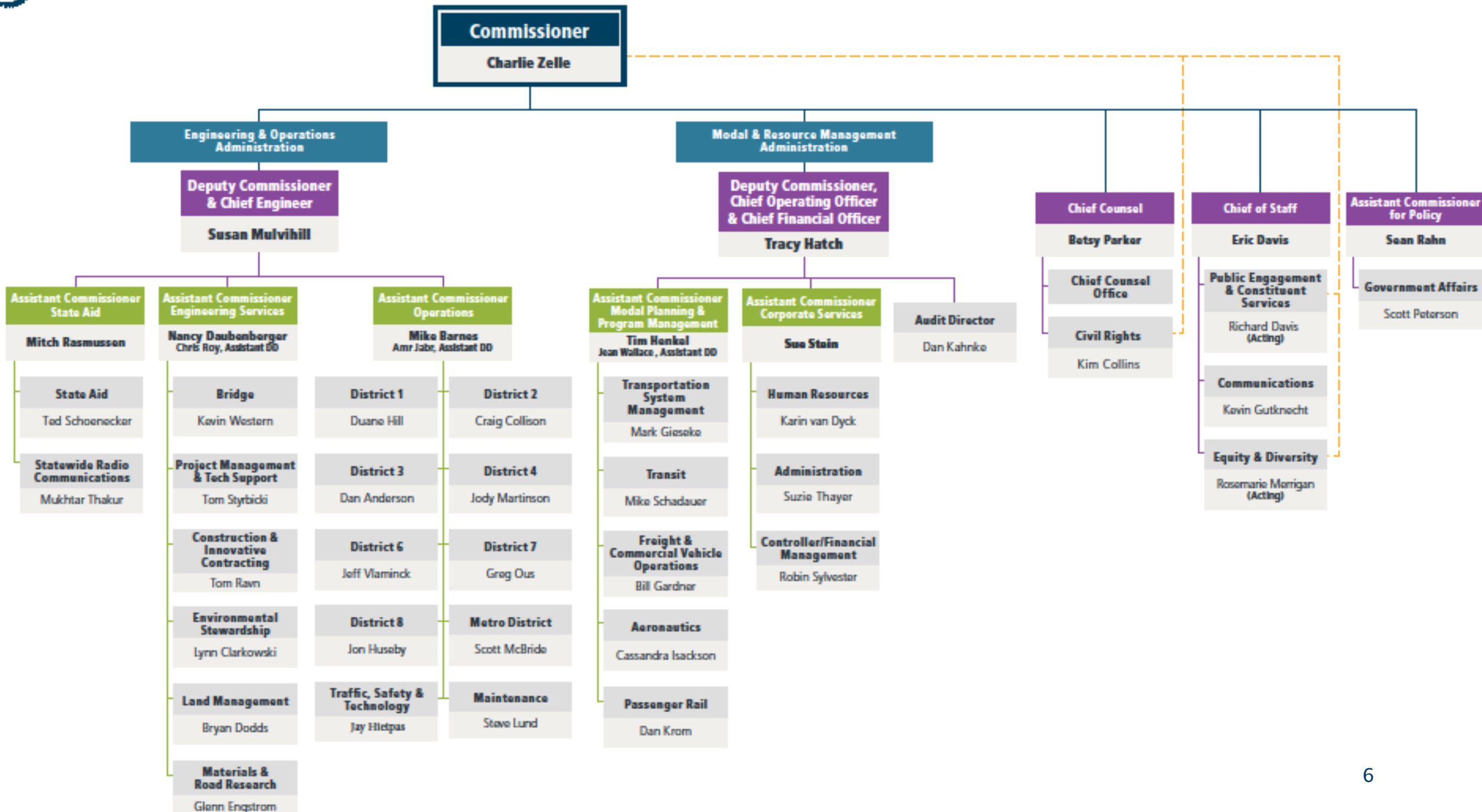
- Safety
- Excellence
- Service
- Integrity
- Accountability
- Diversity and Inclusion



MnDOT Districts

MnDOT is divided into eight regional areas – seven Greater Minnesota districts and the Minneapolis-St. Paul Metro District



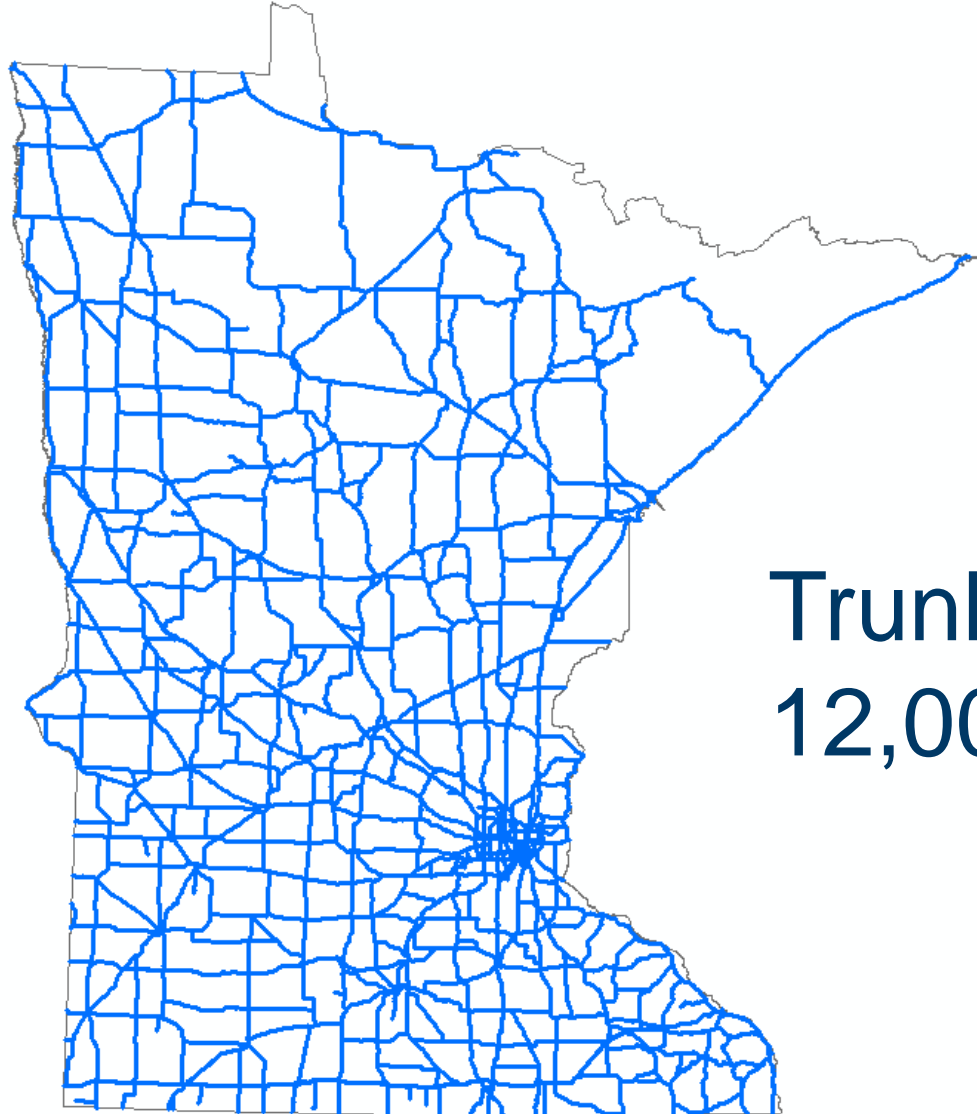


MnDOT Services

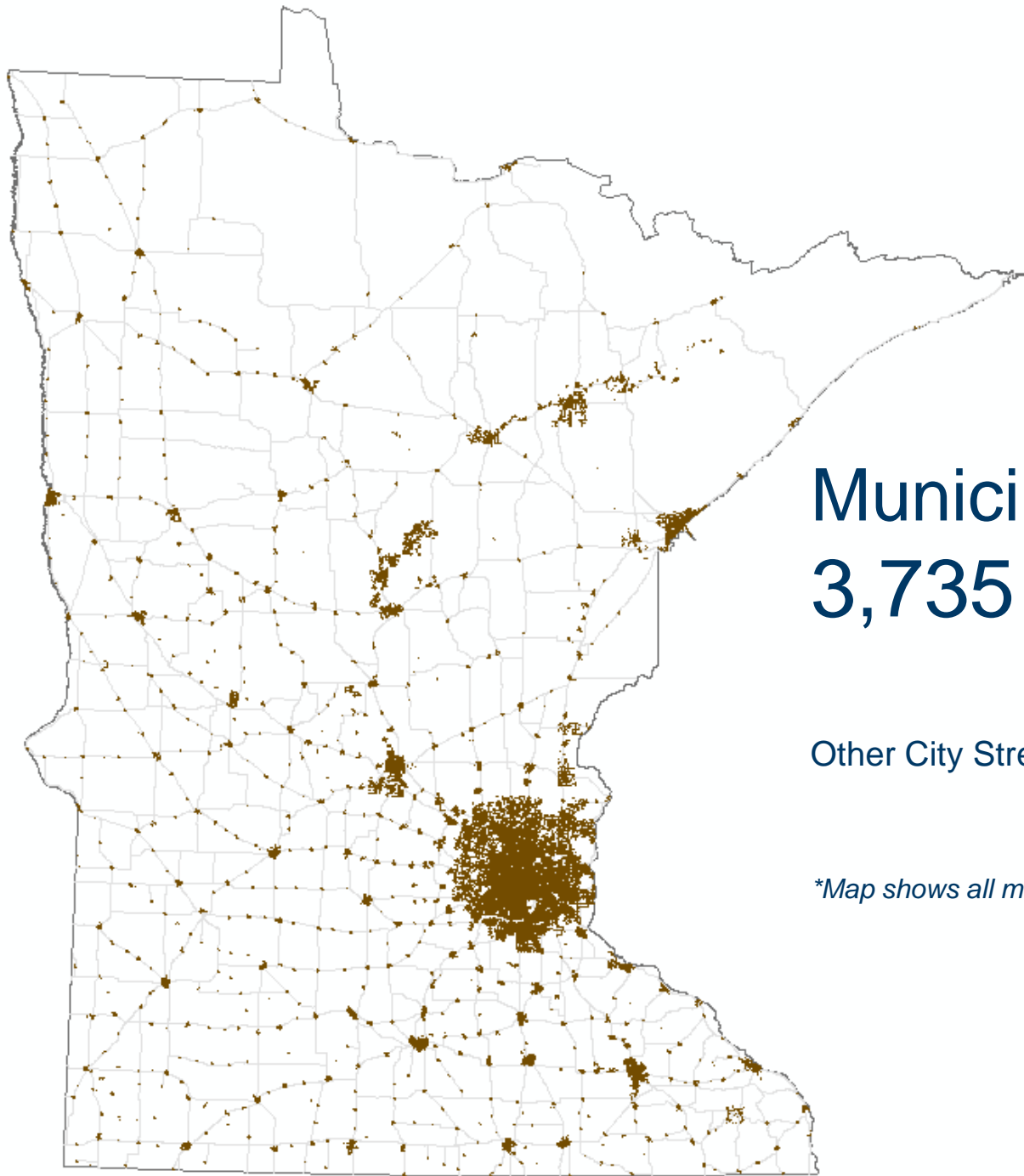
- State Roads
 - Program Planning & Delivery
 - Construction
 - Operations & Maintenance
- Local Roads
 - County & Municipal State Aid
- Multimodal Systems
 - Aeronautics, Greater Minnesota Transit, Freight, Passenger Rail
- Electronic Communications



Roadway Network



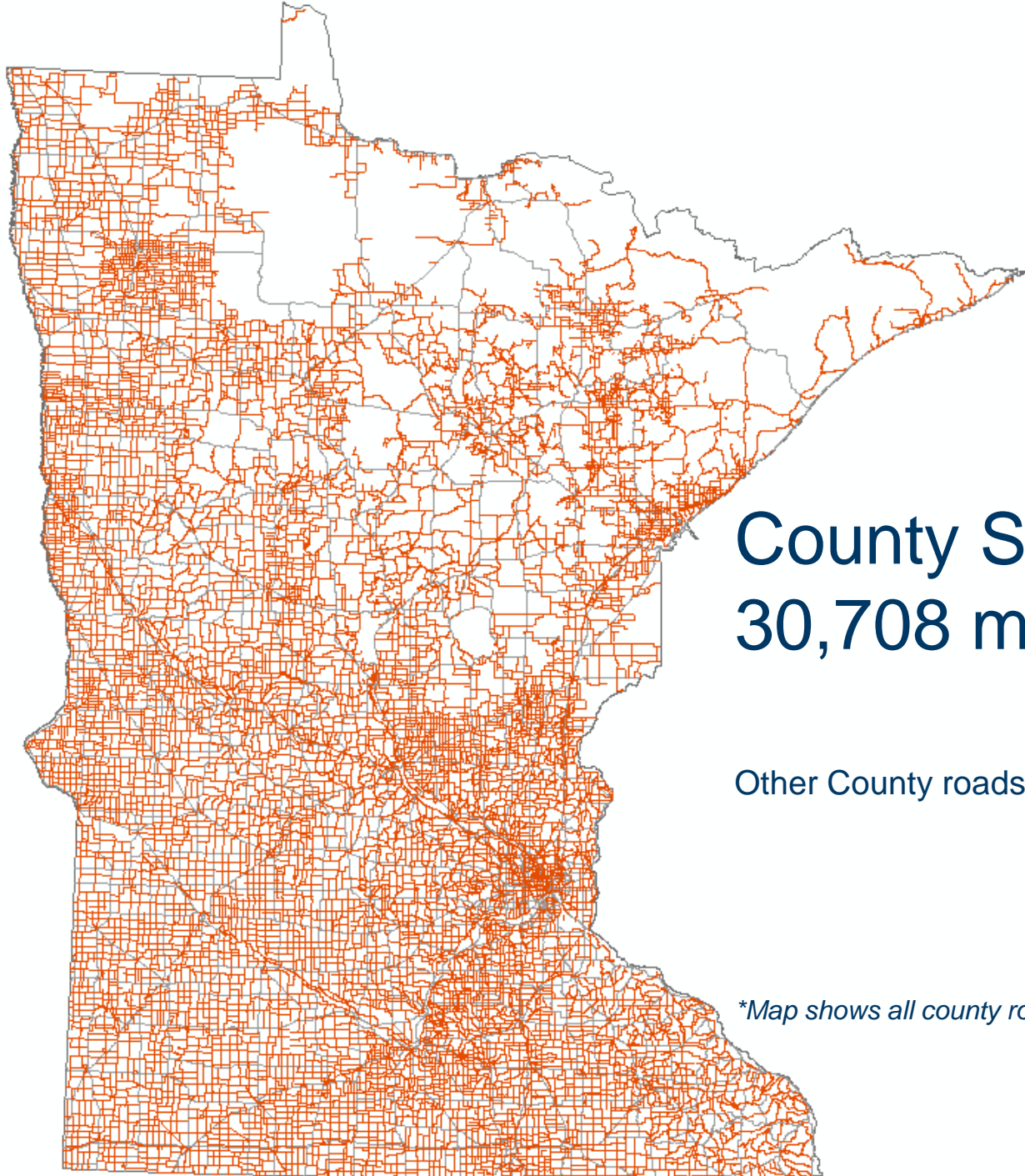
Trunk Highways =
12,000 miles



**Municipal State Aid Streets =
3,735 miles**

Other City Streets=18,679 miles

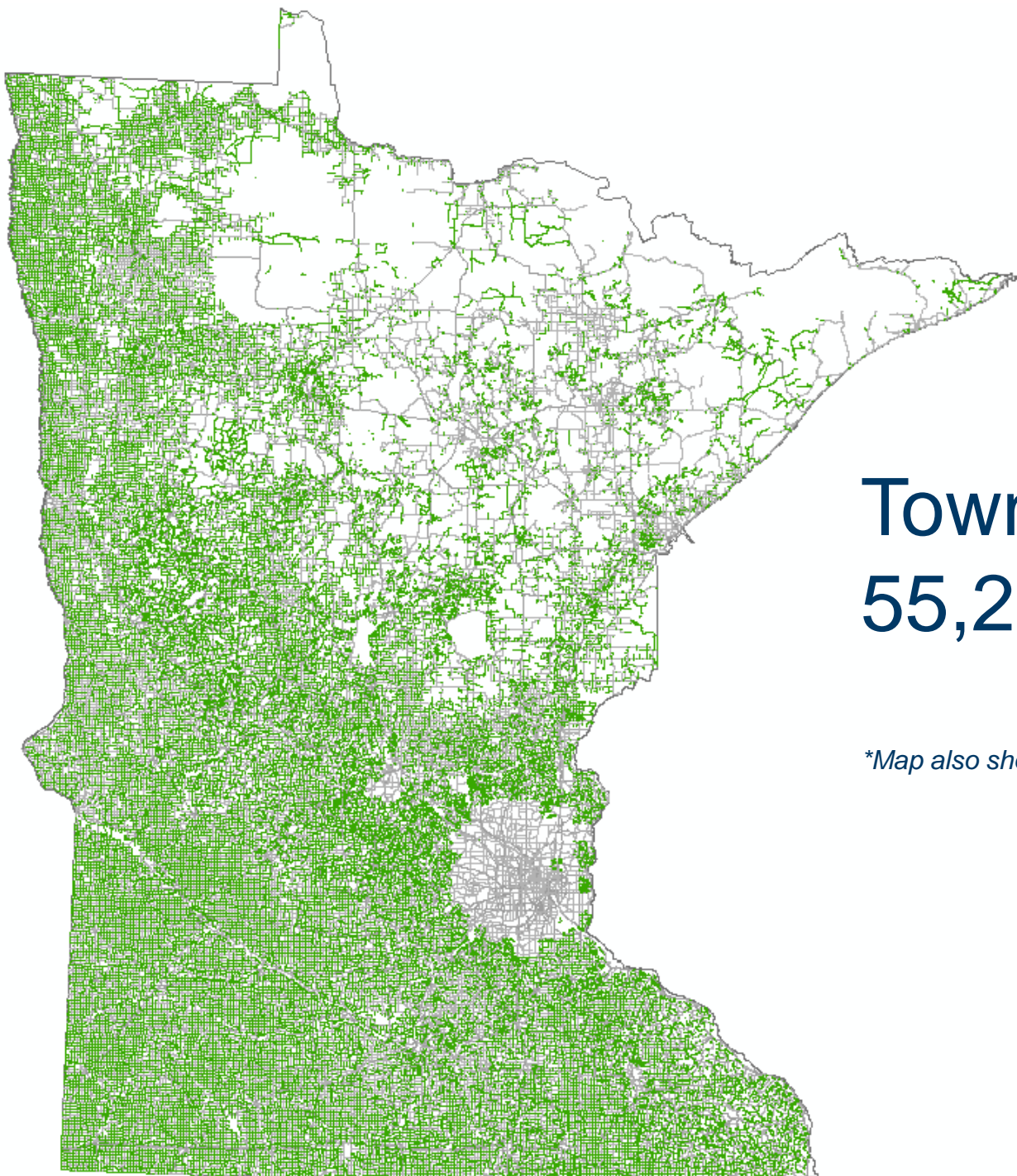
**Map shows all municipal roadways.*



**County State Aid Highways =
30,708 miles**

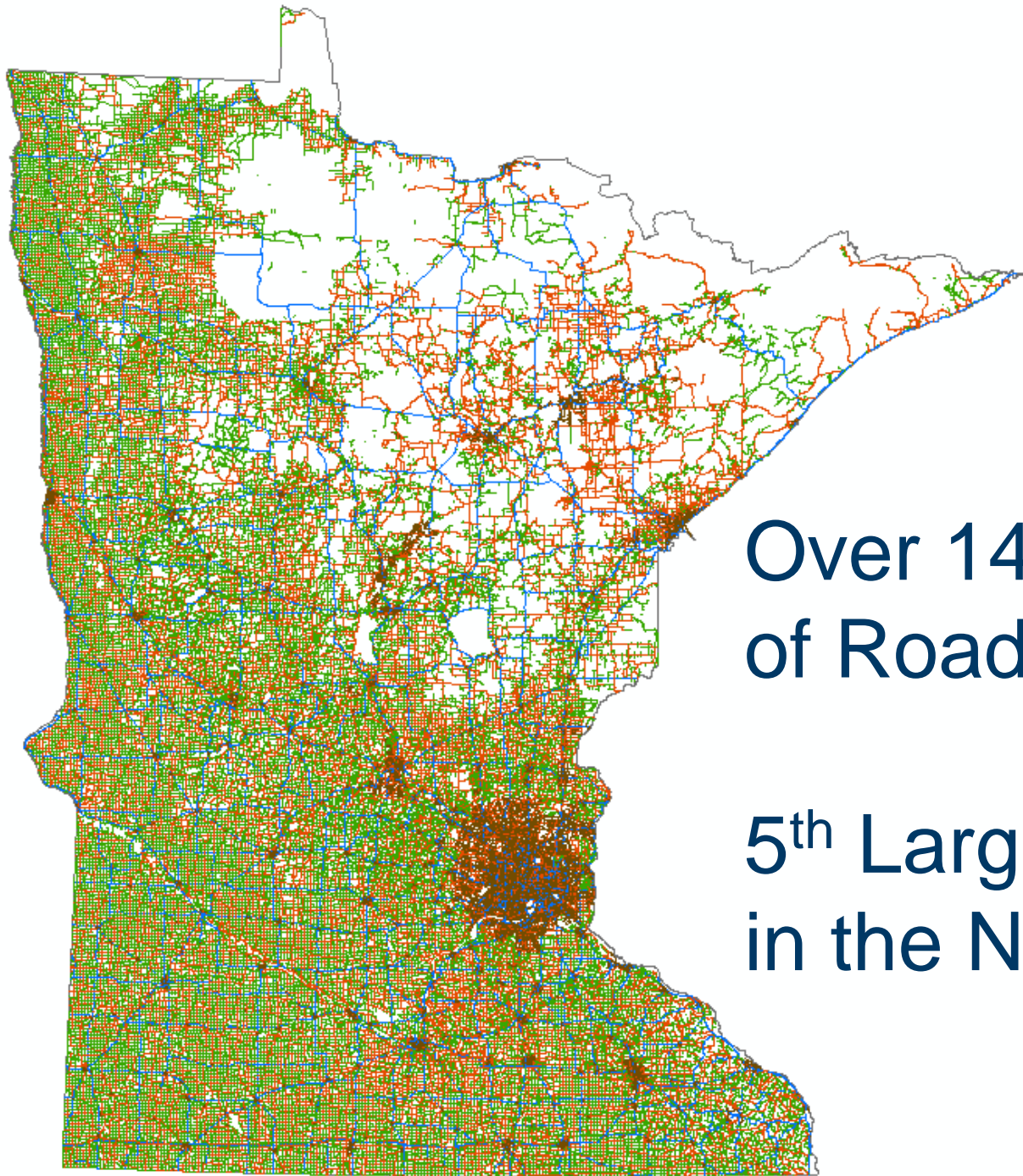
Other County roads=14,113 miles

**Map shows all county roadways.*



**Township Roads =
55,297 miles**

**Map also shows unorganized territory roads.*



**Over 143,000 Total Miles
of Roadway**

**5th Largest Road System
in the Nation**

State Transportation System

- **Highways**
 - 59.1 billion annual vehicle miles traveled
 - 33.1 billion on trunk highways
- **Bridges (10+ feet)**
 - 19,801 bridges carry a roadway in Minnesota
 - Over 4,800 bridges carry or cross a trunk highway
- **Aviation**
 - 135 state-funded airports in Minnesota
 - Over half owned by cities under 5,000
 - Includes 9 commercial service airports
 - Includes 7 Metropolitan Airports Commission airports



State Transportation System (cont.)

- **Water Freight**

- 57 million tons shipped via Great Lakes
- 12 million tons via river
- Public ports in Duluth, Winona, Red Wing and St. Paul

- **Rail Freight**

- 253 million tons shipped
- 4,500 miles of railroads
- 19 railroad companies



State Transportation System (cont.)

- **Transit**

- All 80 greater Minnesota counties have public transit
- 12.2 million greater Minnesota transit trips in 2015
- 47 public bus systems funded

- **Bicycle and pedestrian facilities** throughout the state

- Mississippi River Trail—US Bike Route 45
- North Star—US Bike Route 41
- 2nd most bike-friendly state by League of American Cyclists



We know what's ahead

- Freight truck and rail traffic to increase 30 percent by 2030
- 850 bridges will require significant work by 2025
- Nearly 1 million new Minnesotans by 2050
- Local roads and bridges unfunded need=\$18 billion over 20 years
- More than 600 identified state road and bridge projects go unfunded



Harsh climate, heavy use

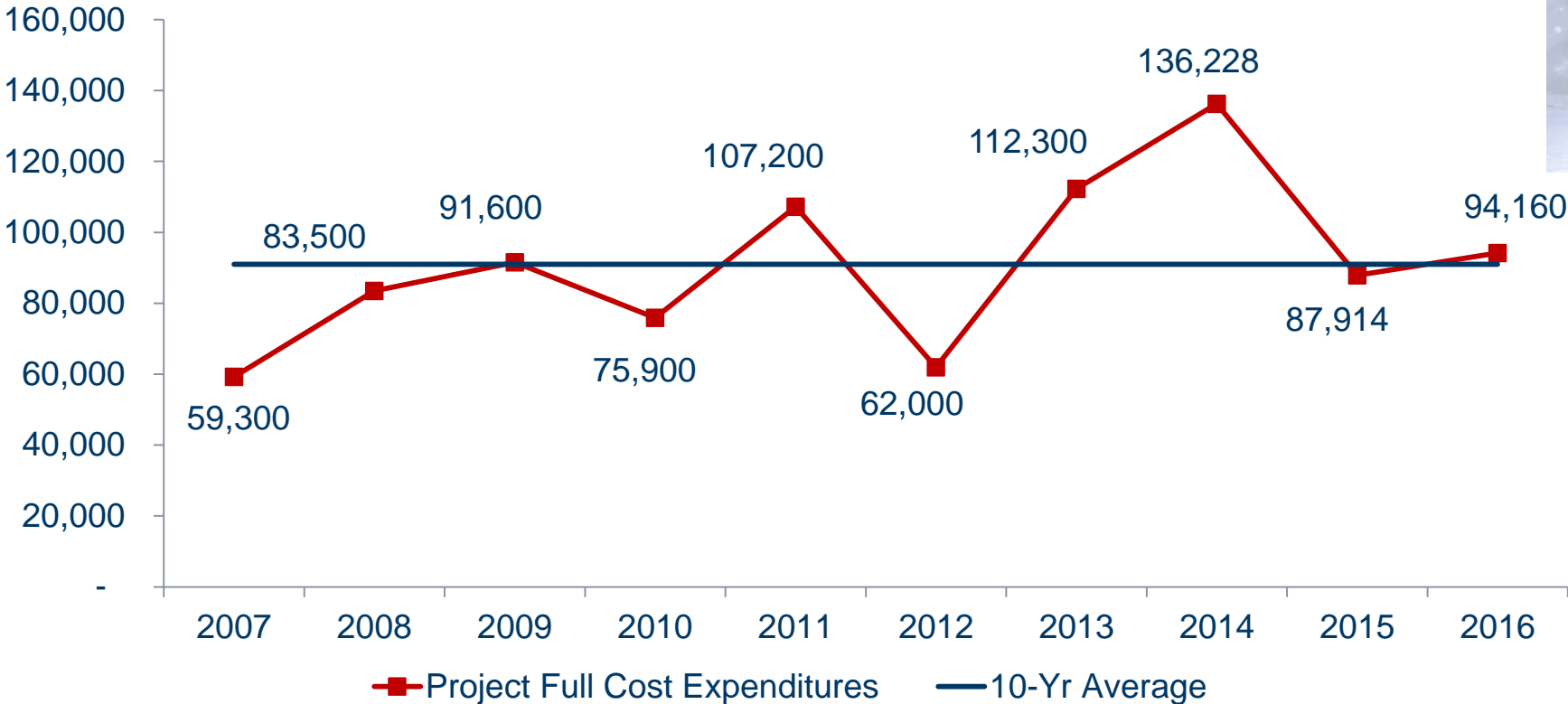
- 50% state highway pavements over 50 years old; 20% have <3 years useful life
- 40% of MnDOT bridges over 40 years old
- Minnesota weather extremes
- Snow and ice costs are climbing



Snow & Ice Season



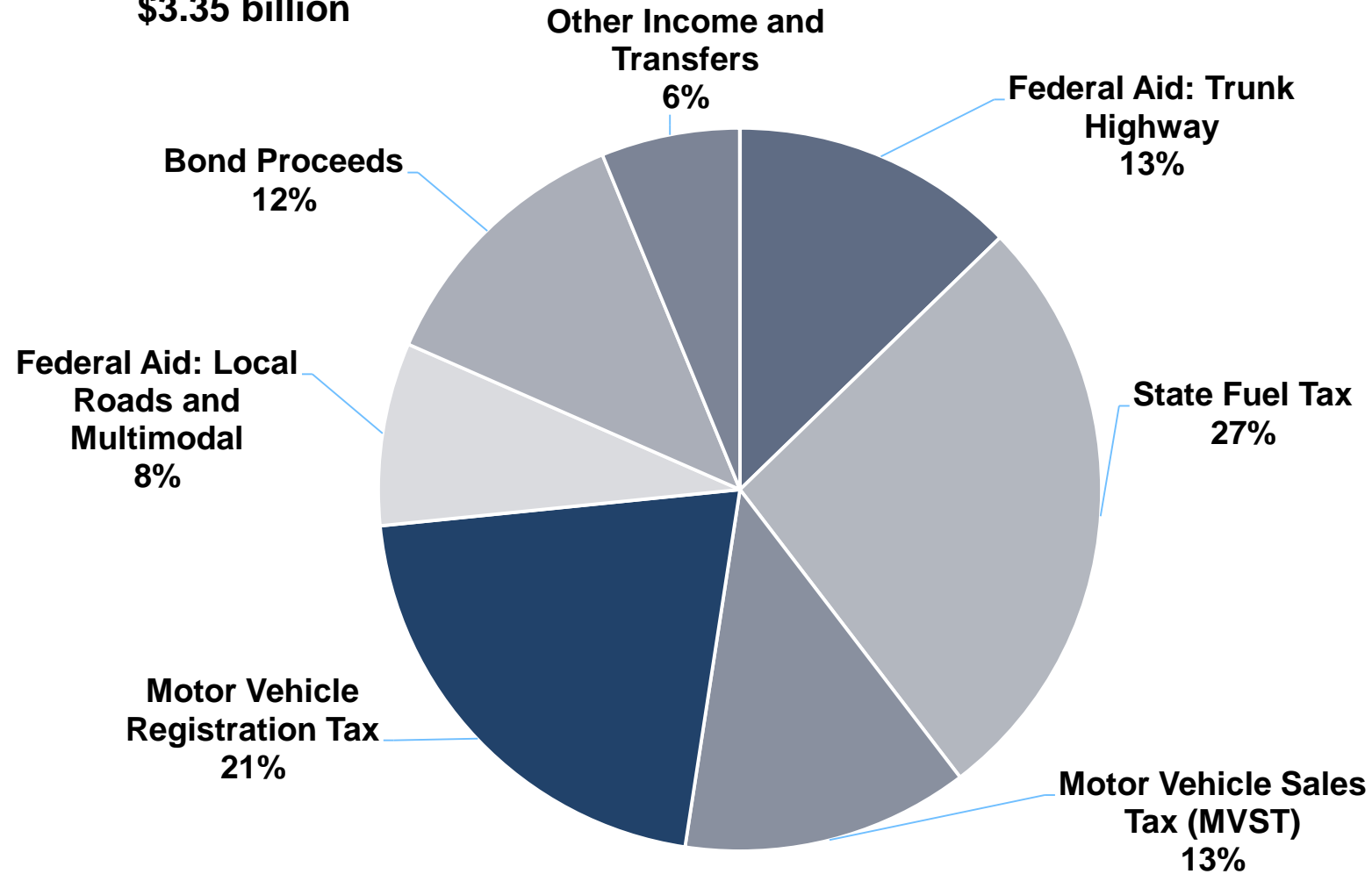
Snow & Ice Cost by Fiscal Year \$ in Thousands



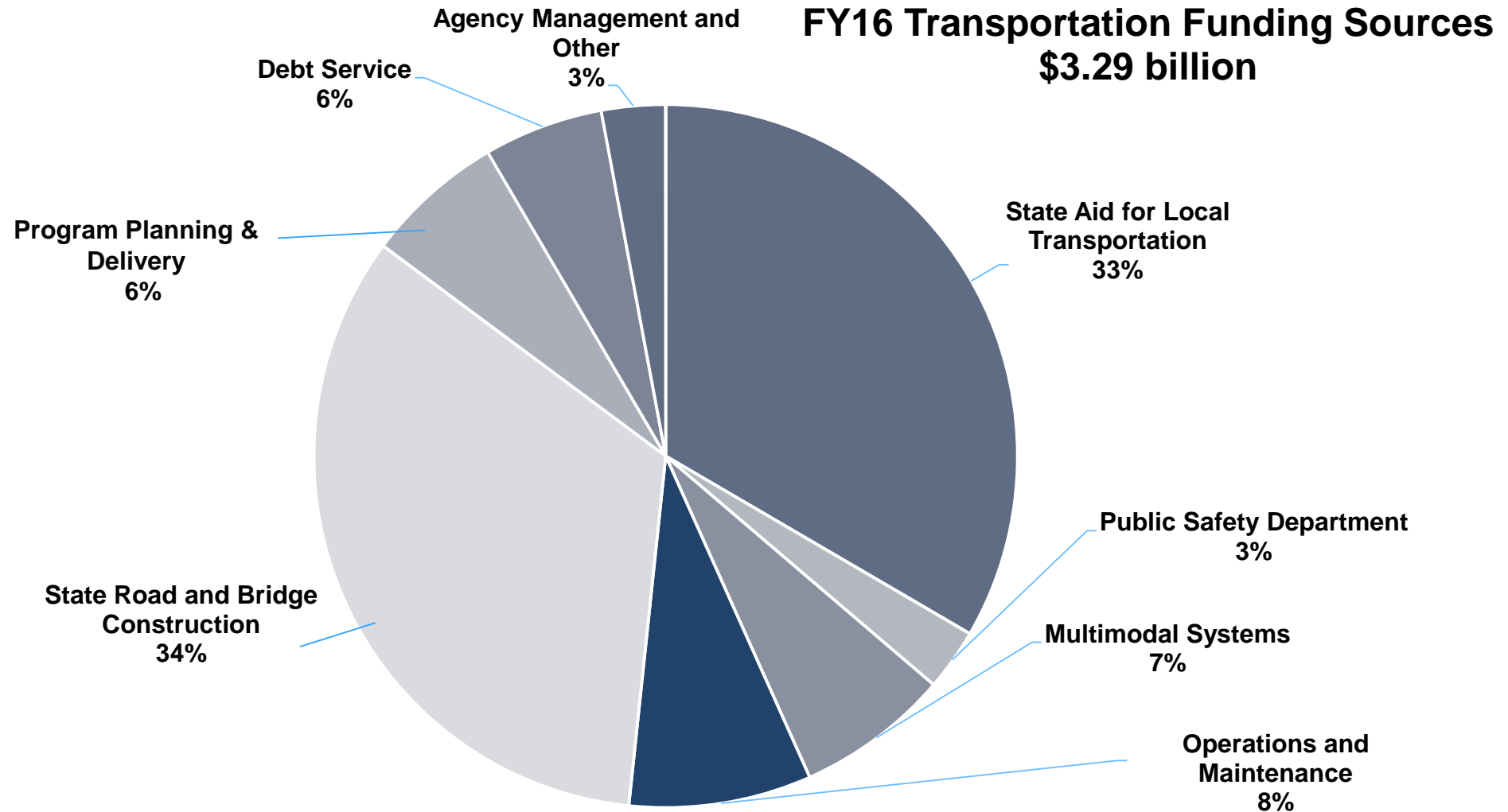
10 year average snow and ice costs: \$91M

Transportation Funding Sources

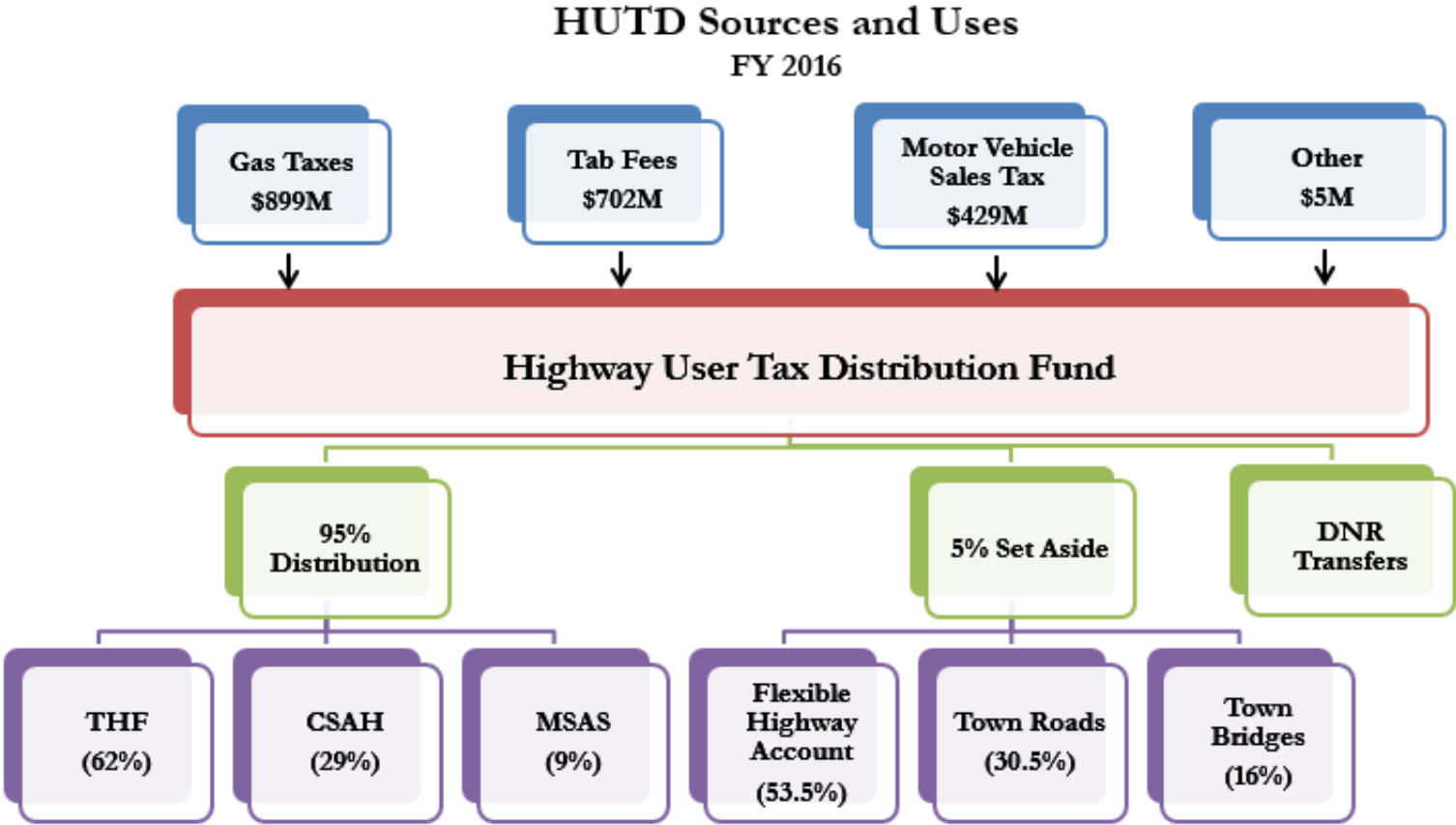
FY 2016 Transportation Funding Sources \$3.35 billion



Transportation Funding Uses



Highway User Tax Distribution Fund

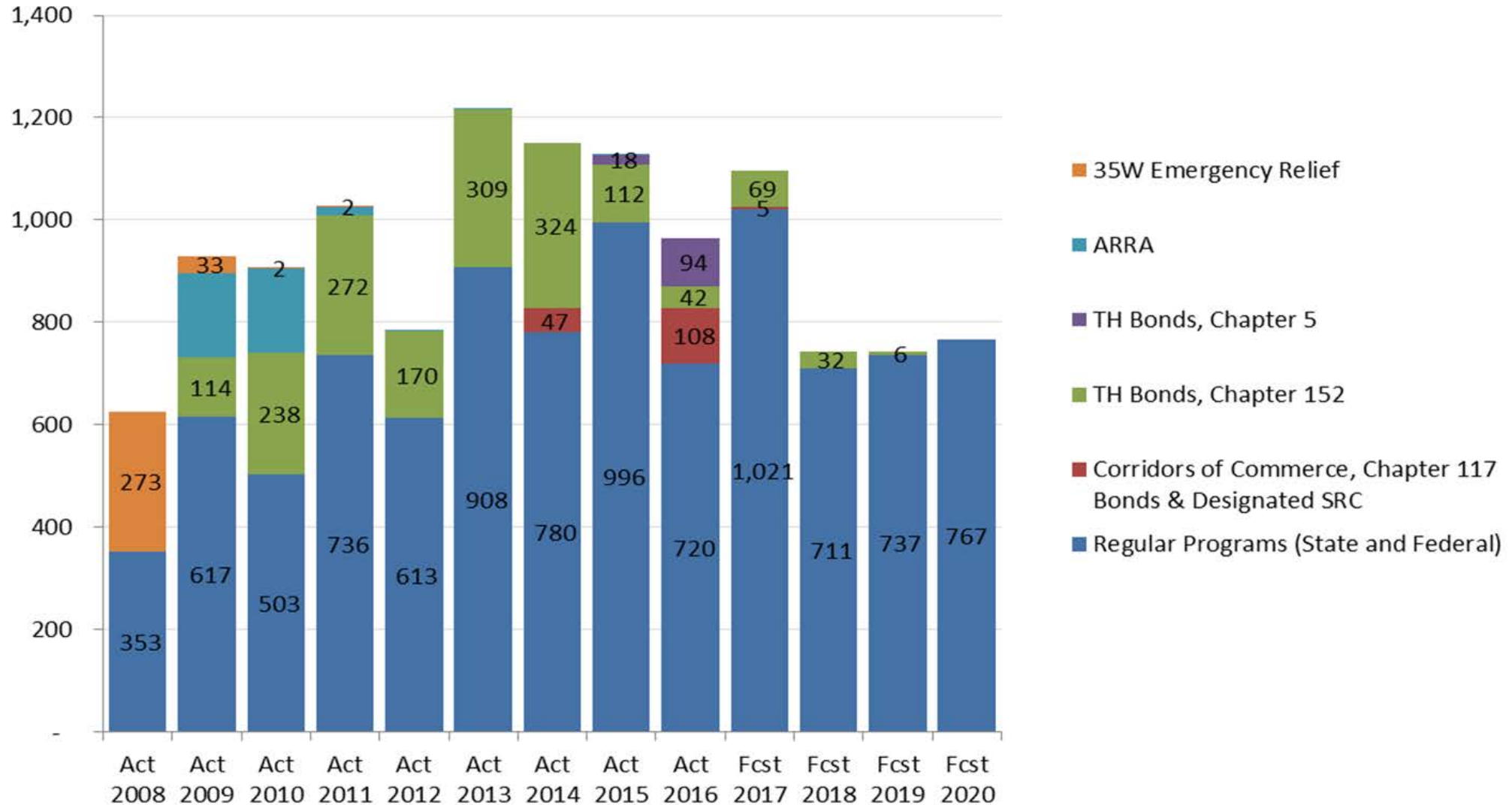


-Article XIV of the Minnesota Constitution
-DNR transfers for unrefunded gas taxes per MS 296A.18

38% of state highway funds go to cities and counties



State Road Construction Program Outlook



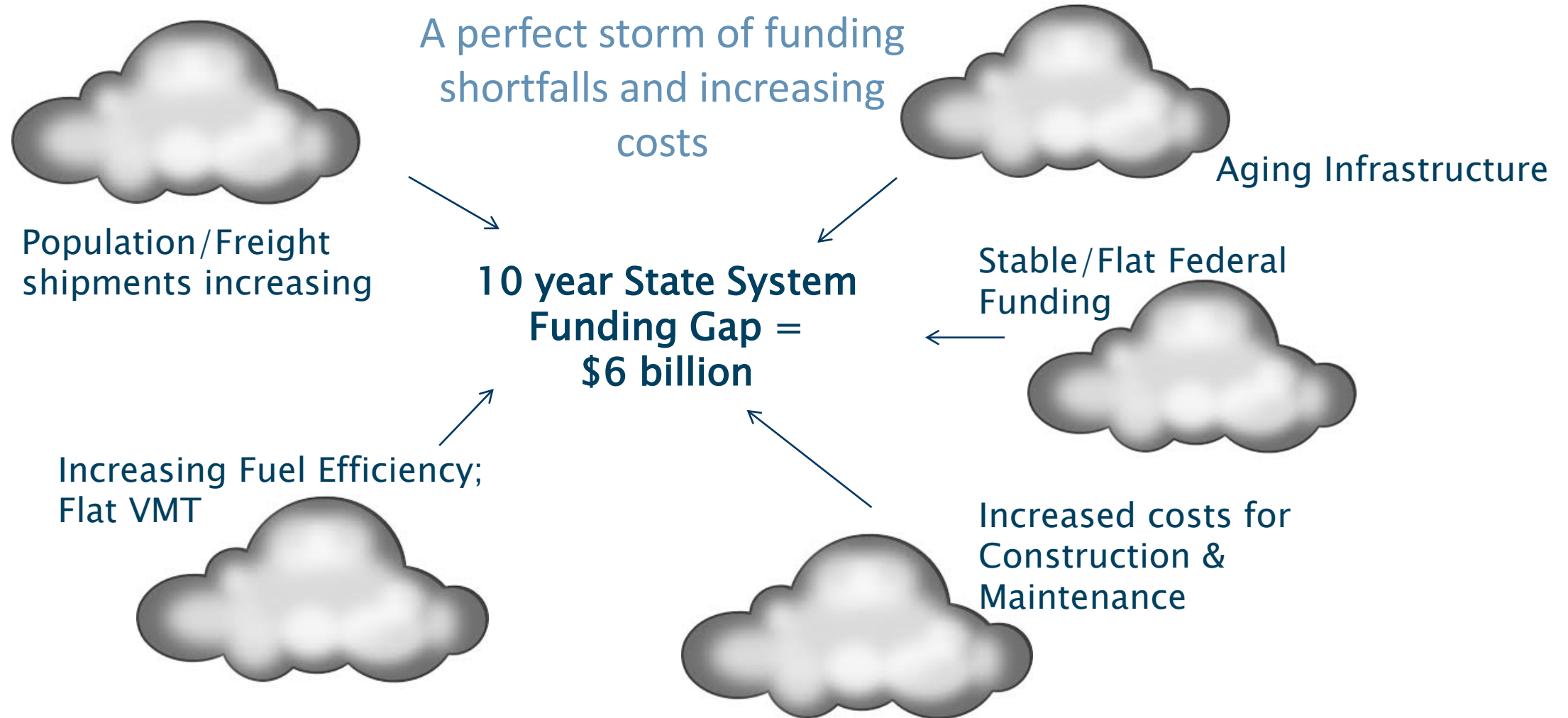
The Funding Gap

- Reality: the existing system needs additional resources to maintain and modernize our roads and bridges
- Prudent, modest expansion is also needed
- Status quo funding forces dollars toward preservation, no strategic system expansion projected after 2023

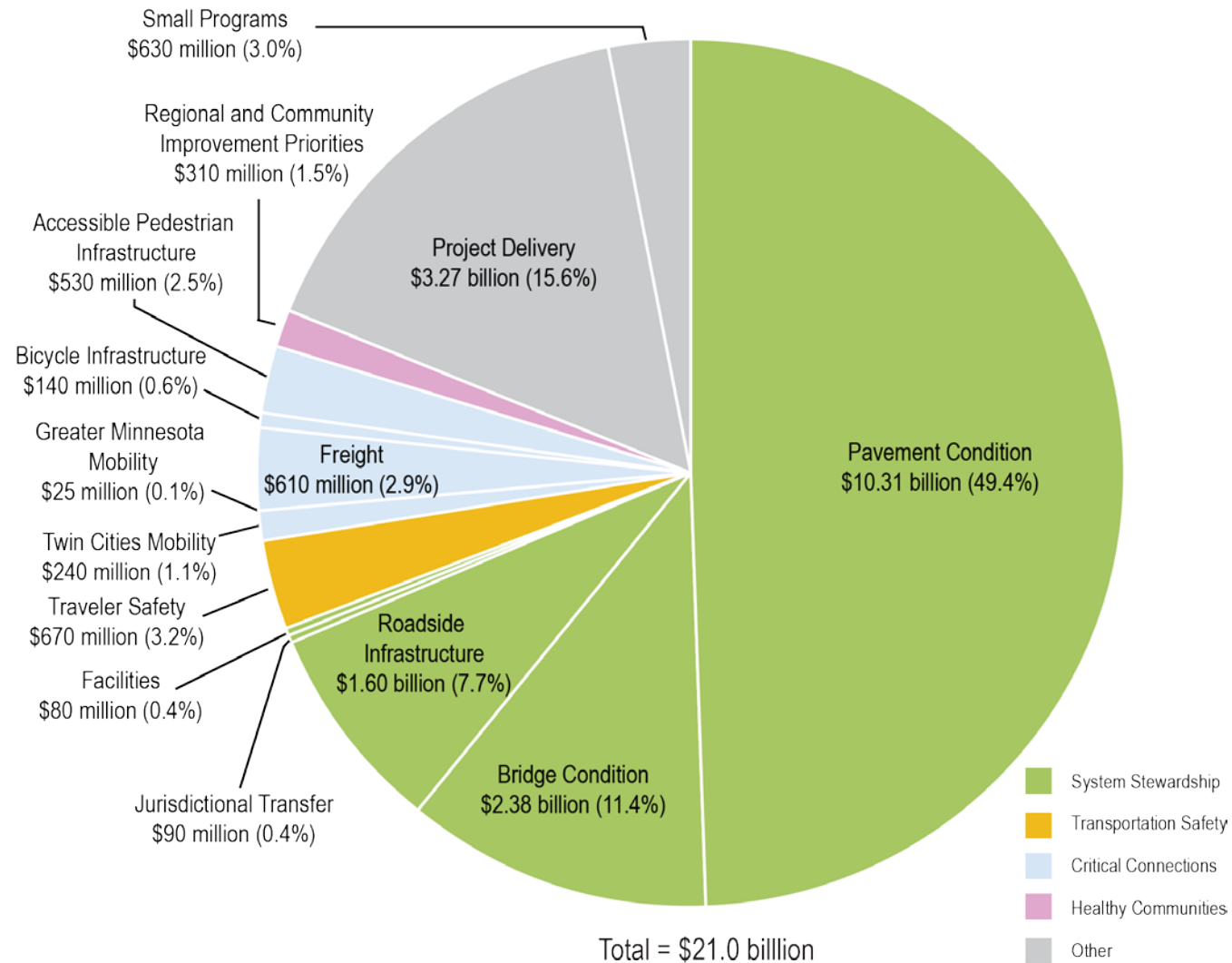
Years	Capital Investment Preservation <u>Current Funding</u>	Strategic Expansion Investment <u>Current Funding</u>	Preservation and Modernization Gap	Strategic Expansion Investment Gap	Total Gap
2018-2027	\$8.5 B	\$0.7 B	\$4 B	\$2 B	\$6 B

Source: 20-Year State Highway Investment Plan, January 2017

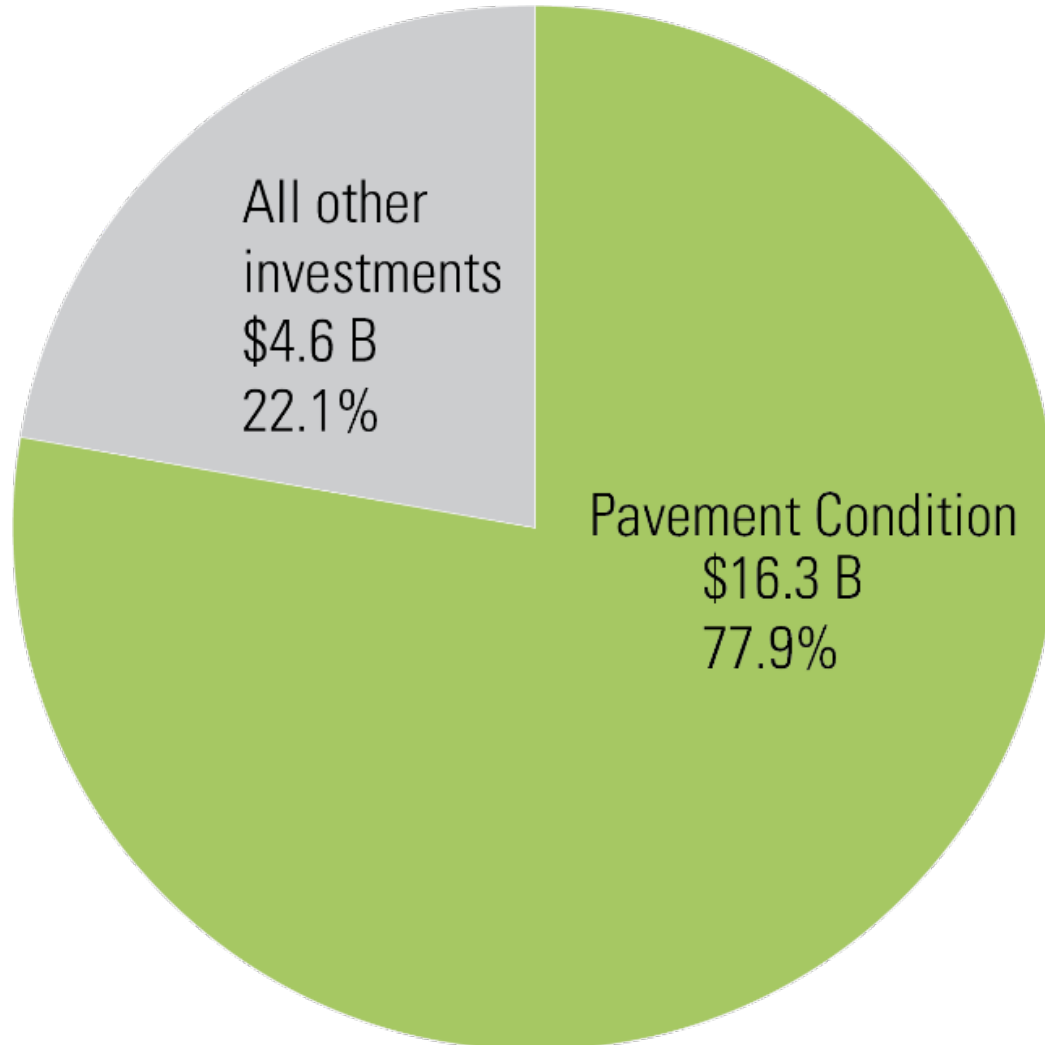
The Perfect Storm of Need Drives the Funding Gap



MnSHIP Investment Direction (2018-2037)



A Financially Unstable Path Forward



No New Funding Scenario
Maintaining Pavements to 2014 Condition
(2018-2037)
\$21 Billion

Funding Choices

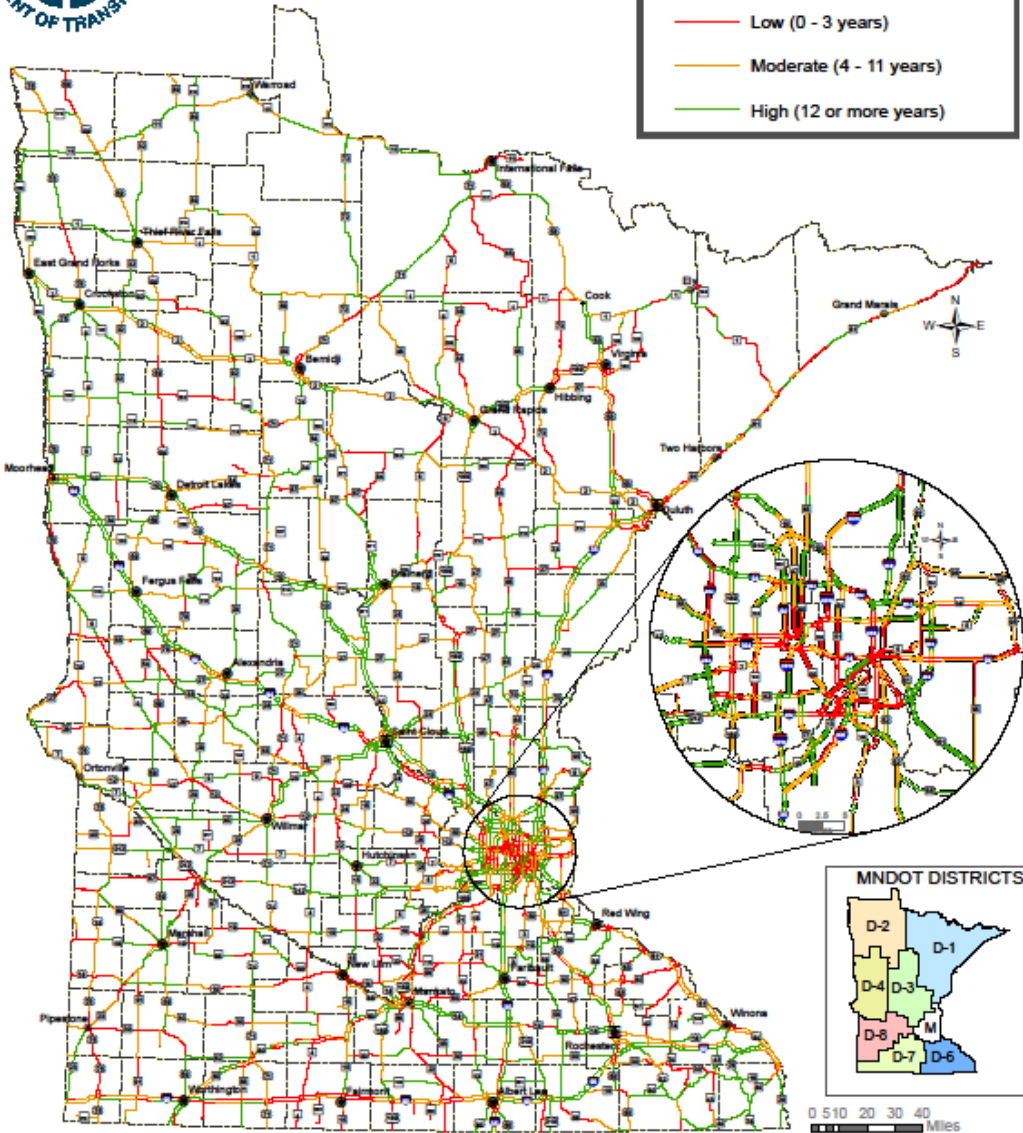
Scenario	10-year additional \$	Key Outcome
Status Quo	\$0	<ul style="list-style-type: none"> • 115% increase in state highway miles in poor condition by 2026 • 16% of state roads will have zero remaining service life in 10 years • Limited expansion; preservation only after 2023 • More rural roads and bridges in poor condition
Be Economically Competitive/Fund the Gap (sustainable, dedicated long-term funding)	\$6 Billion (gas tax, license tabs, bonding)	<p>Preserve modernize, strategically expand</p> <ul style="list-style-type: none"> • Improve 1,700 additional miles of pavement; 235 state bridges • Extend current system's service life; improve safety and access • Complete Corridors of Commerce expansion projects • Remove bottlenecks and improve traffic flow



STATEWIDE 2015 PAVEMENT CONDITION

Remaining Service Life (RSL)

- Low (0 - 3 years)
- Moderate (4 - 11 years)
- High (12 or more years)



Pavement Conditions



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This map was created by the MnDOT Office of Materials Pavement Management Unit January 2015. The data displayed is the 2015 D-Records most recent rating. The RSL is the predicted number of years until the RQI of a segment drops from its current value to 2.5. The values on the map assume that no future work will be done. To ensure visibility of pavement condition data, not all highways are labeled. Always verify data in important situations.

Bridge Conditions

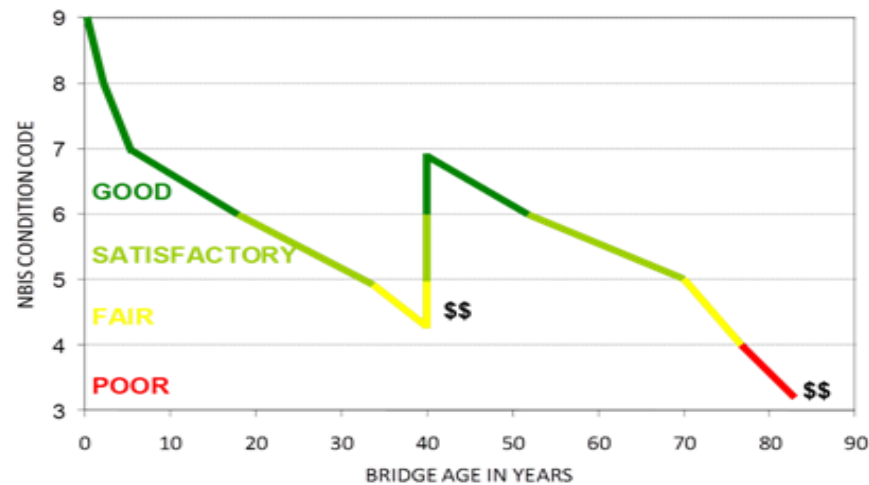


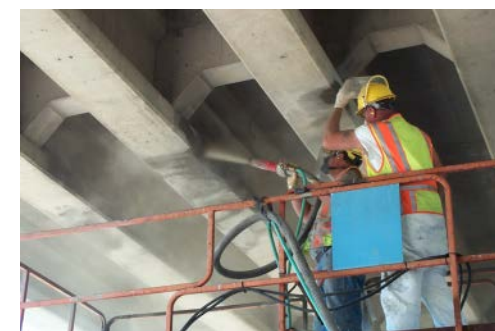
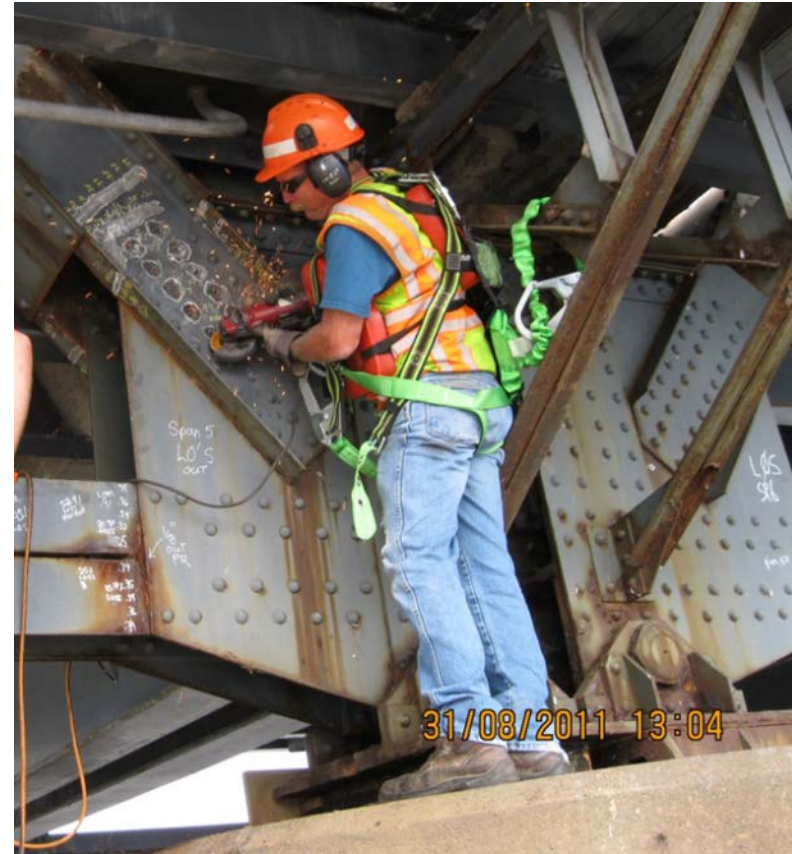
High Bridge
Trunk Highway 149
over Mississippi River



Maryland Ave. over I-35E
(before reconstruction)

Bridge Deterioration Model





Reactive Bridge Maintenance

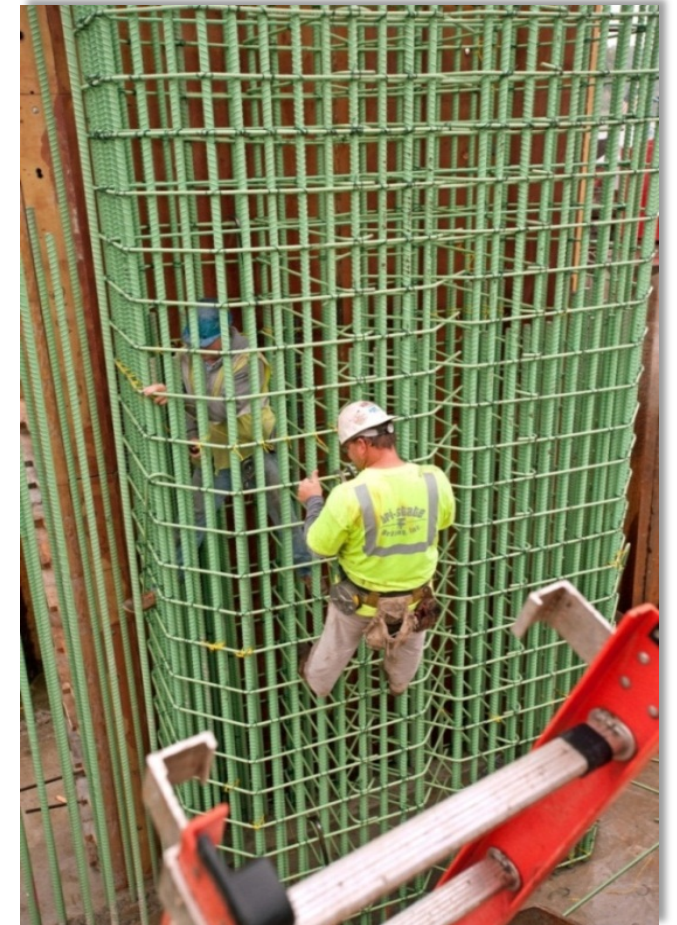
Chapter 152 Bridge Projects

2015 – Winona Bridge, Cayuga Bridge, Hwy 5 over Mississippi River (total 16 bridges worked on)

2016 – Hwy 36 over Lexington Ave, County Rd E2 over I-35W, Hwy 7 over Hwy 100, Hwy 250 over Root River (total 14 bridges worked on)

2017 – Kennedy Bridge, Red Wing Bridge, Hwy 99 over Minnesota River in St. Peter (total 5 bridges to be worked on)

2018 – Baudette, Smith Ave High Bridge, I-35W over Hwy 65 and I-35W to I-94 in Minneapolis (total 12 bridges to be worked on)



Funding Source: Transportation Bonds, Federal and State Funds

Post-Chapter 152 Bridge Projects

- I-35W Minnesota River in Burnsville
- US 169 Nine Mile Creek in Hopkins
- Highway 65 Mississippi River in Minneapolis (rehab)
- I-494 Mississippi River in Bloomington (rehab)
- I-35/535 in Duluth
- US 10 Rum River in Anoka
- US 61 Hay Creek in Red Wing
- I-394 Dunwoody Blvd in Minneapolis (rehab)
- I-535 St. Louis River (Blatnik) in Duluth



Effective and efficient stewardship of resources:

MnDOT continues to be good stewards of public funds.

- Since 2015, MnDOT has worked to identify and quantify efficiencies, while looking for additional best practices and improvements.
 - Influence savings within the program, reducing costs of the project up to letting
 - Repurpose savings identified on current projects
 - Manage assets appropriately making the right investment at the right time

FAST Act Changes

- Additional federal funds for most existing state and local programs
- Created the National Highway Freight Program – about \$20 million annually to improve the freight network
- Nationally Significant Freight and Highway Projects Program (FASTLANE) – an annual nationwide competitive program for major freight projects

FAST Act Freight Provisions

- Freight Planning – required state freight plan
- State Freight Advisory Committees
- Designation of National and State Freight Networks



FAST Act Rail Provisions



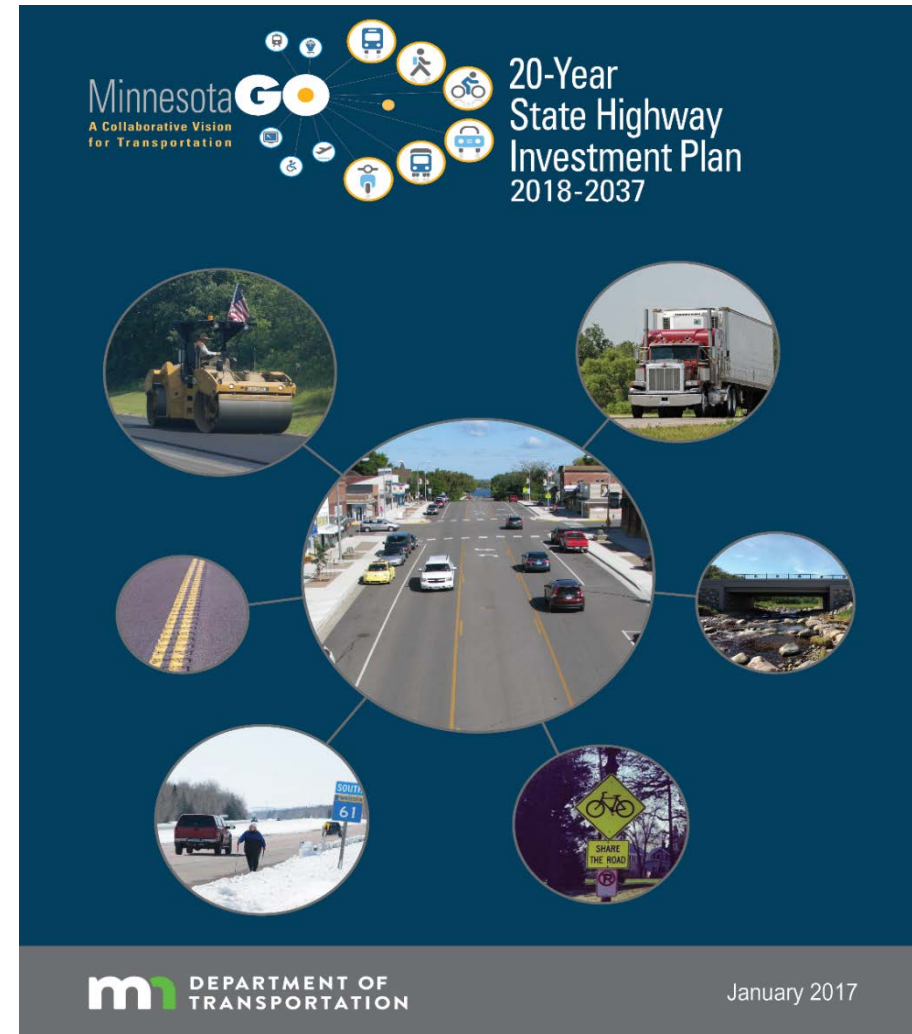
- Passenger Rail Programs authorized for 5 years
- Funding comes from Appropriations, not Highway Trust Fund
- Positive Train Control receives funding, deadline extended
- Separates Northeast Corridor from National Network

Project Selection: From Vision to Plans

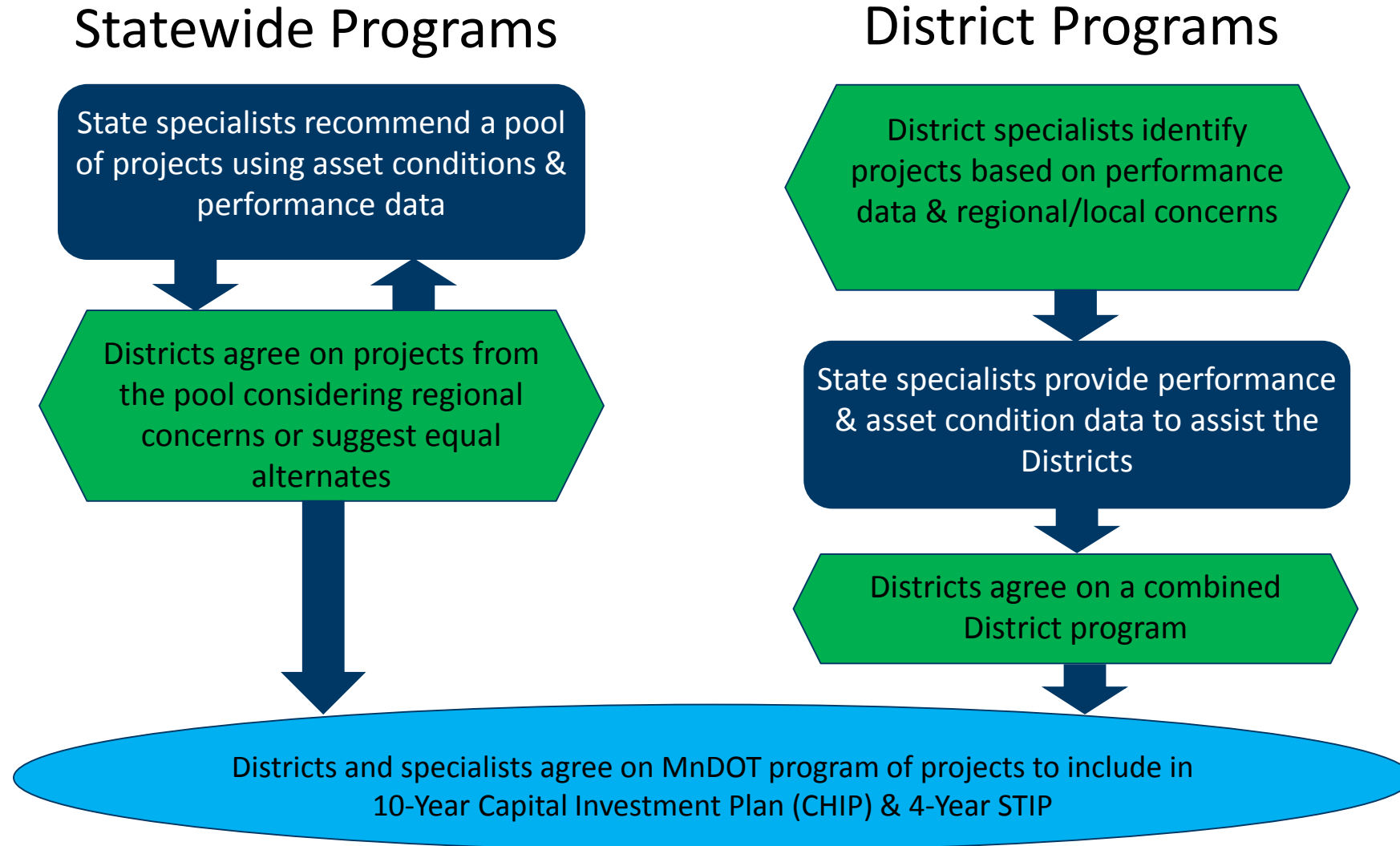


Minnesota State Highway Investment Plan (MnSHIP)

- Directs capital investments for the state highway network
- Identifies investment priorities given current and expected funding over the next 20 years
- Investment is identified by category (bridge, pavement) and is not project-specific
- Updated every four years, as required by the Minnesota State Legislature



Plans to Program: Safety & Asset Management Project Selection



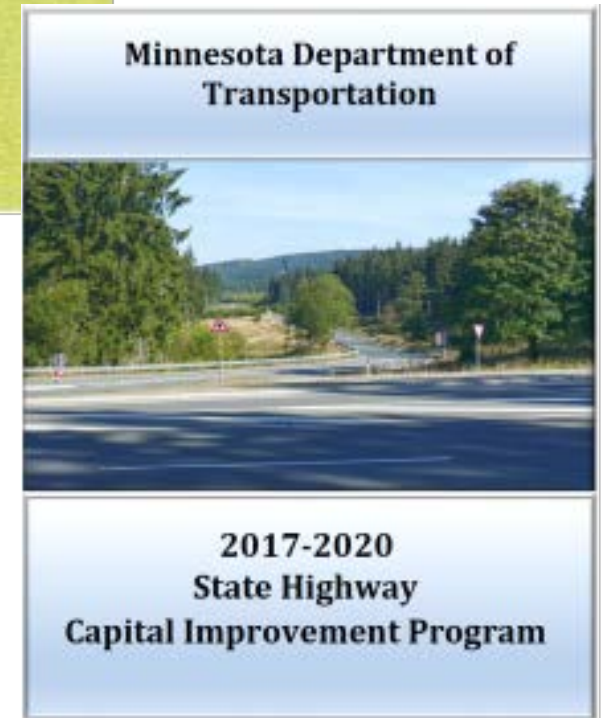
Plans to Program: Local Input in Project Selection

- Area Transportation Partnerships
- Regional Development Commissions
- Metropolitan Planning Organizations
 - Areas over 50,000



The 4 Year STIP

- STIP (State Transportation Improvement Program)
 - federally required
 - includes federally funded projects on both the state and local system
 - includes state funded projects on the state system
 - updated annually



Questions?

Scott Peterson, Director of Government Affairs

651-366-4817

scott.r.peterson@state.mn.us

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