



May 9, 2025

The Honorable Jon Koznick
Chair, House Transportation Committee
2nd Floor Centennial Office Bldg.
St. Paul, MN 55155

The Honorable Erin Koegel
Chair, House Transportation Committee
5th Floor Centennial Office Bldg.
St. Paul, MN 55155

The Honorable Scott Dibble
Chair, Senate Transportation Committee
3107 Minnesota Senate Office Bldg.
St. Paul, MN 55155

RE: Asset Sustainability Ratio

Dear Chairs and Conferees,

Thank you for your deliberative efforts to evaluate the need for a strengthened commitment for funding Minnesota's pavement needs through legislation regarding the Asset Sustainability Ratio (ASR). Minnesota's suppliers and shippers of rock, sand, gravel, and concrete recognize the vital importance of maintaining our state's pavement systems. As the arteries of our transportation network, we encourage you to support legislation that evaluates our efforts to keep our pavement assets at a level that can be sustained in perpetuity. We would like to express our sincere gratitude to Chair Koegel for her leadership and commitment to preserving our state's infrastructure. Her work in promoting best asset management practices in Minnesota is greatly appreciated.

Our industry greatly appreciates the efforts of the Minnesota Department of Transportation (MnDOT) and their incredibly challenging task of maintaining such a vital and voluminous highway network. We see MnDOT's use of the Asset Sustainability Ratio (ASR) as a valuable tool to aid in their difficult, yet critical, responsibilities.

Commissioner Daubenberger recently provided testimony on the ASR. The commissioner noted that meeting the bill's targets would require substantial changes to the department's construction program and that hundreds of millions of dollars would need to be diverted from non-pavement projects to meet the proposed ASR targets.

It is important and illuminating to learn that such large diversions of funding may be necessary to bring our pavement systems to an adequate and sustainable state. In fact, the ASR targets in the legislation only aim to bring our system closer to a sustainable level, but do not even reach the level of a sustainable rating of 1.0. The ASR targets move us in the right direction and place emphasis on the criticality of the situation.

The intent of the ASR legislation is to require MnDOT to look at new pavement management methods, increased use of preventative maintenance methods to extend pavement life, develop a strategic plan



to implement new research findings, and use the pavement investment evaluator in Minnesota statutes, section 174.20. We feel that each of these practices can effectively increase the ASR at a reasonable cost and are currently underutilized by MnDOT.

We look forward to the continued discussion on maintaining our state's highway infrastructure. We are happy to work with the committee and the department on how best to meet our shared goal of preserving the best highway system in the interests of all Minnesotans.

Thank you again, Chairs Dibble, Koegel, Koznick and conferees for your time and attention to this vitally important issue.

Sincerely,

A handwritten signature in black ink, which appears to read "John C. Cunningham". The signature is fluid and cursive.

John C. Cunningham
Executive Director, ARM of MN