

Making Transportation Work for Minnesota



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Key findings on Minnesota's transportation system: current state and looking ahead



1 An efficient, reliable transportation system is critical to Minnesota's economic competitiveness.

2 Minnesota's transportation system faces serious challenges in the near future due to aging infrastructure and heightened user demands.

3 In order to achieve an transportation system that supports economic competitiveness, Minnesota must bridge an investment gap over the next 10 years coupled with efficiency improvements.

4 During the 2015 Legislative Session, the local community's engagement on transportation policy will be critical to addressing these challenges and ensuring that Minnesota's transportation system will provide the region a competitive advantage.

Our region and state is growing and changing– will our transportation system change with it?

By 2025...

More people

- **200,000 more households** in metro (18%↑)
- **430,000 more people** in the state (8%↑)
- Tourism is expected to increase (e.g., MoA expansion)

Older infrastructure

- 65% roads 50+ years old (if no investment)
- 40% bridges 50+ years old (if no investment)

Older people

- The youngest boomers will be 60
- Nearly 20% of MN's population will be 65+

More freight

- >30% increase in freight via truck

Fewer drivers

- Millennials have the lowest levels of holding drivers' licenses in 50 years

With no additional investment...

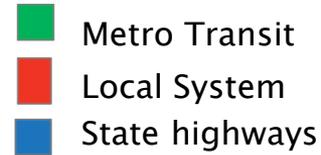
- **Congestion**
- **Over-crowded transit**
- **Rough roads**
- **Bottlenecks**
- **Increase in disruptions** (e.g., due to snow, accidents, road / bridge restrictions)

The funding gap

- ▶ Reality: the existing system needs additional resources to maintain and preserve our roads and bridges
- ▶ Prudent, modest expansion is also needed

Years	Preservation Investment at Current Funding	Strategic Expansion Investment at Current Funding	Preservation Investment Gap	Strategic Expansion Investment Gap	Total Gap
2015–2024	\$7 B	\$1.0 B	\$3.3 B	\$2.5 B	\$5.8 B
2025–2034	\$10 B	\$0	\$3.8 B	\$2.9 B	\$6.7 B

Minnesota has a choice in how it invests in its transportation system to accommodate the coming changes



Annual funding gaps for transportation needs

“Status quo”
Flat funding



- Deteriorating system performance (more congestion, rougher pavements, more disruptive construction)
- Limited ability to deal with unsafe “hotspots”

Maintenance
Invest to address increased system demands



- Maintain road and bridge conditions as system use increases
- Invest in a few spot improvement projects on roads
- Expand transit: System-wide growth in bus service, 3 arterial BRTs in high priority corridors

Economic competitiveness
Improve system as economy grows



- Improved road conditions
- Complete high priority expansion projects across the state
- Complete Metro MnPASS Additional transit expansion to reduce congestion and improve mobility, BRT lines

Adopting new efficiency practices to wisely use state funding, save motorists weeks of delays

- Leveraging partnerships for maximum public value
- Flexible design projects (Hwy 169/494, I-694/Snelling/10)
- MnPASS Lanes – carries 50% more people
- Innovative construction methods



Corridors of Commerce Update

Projects that will strengthen the state's transportation system by adding capacity and improving the movement of freight across Minnesota

Twin Cities Metro Projects

Location	Project	Amount
Hwy 169 – Nine Mile Creek	Design work for bridge replacement	\$1.5 million
1-35W – Minnesota River crossing	Design work	\$5.5 million
I-35W – northern suburbs	Design work for MnPASS system	\$1.1 million
Hwy 65 – Central Ave.	Design work for bridge deck replacement	\$1 million
I-94 – between Minneapolis and St. Paul	Design work for new pavement, bridges, managed lanes	\$2 million
Snelling Ave. – St. Paul	Added funding for reconstruction project	\$1.4 million

Funding a transportation system that works

▶ Principles for evaluating potential revenue sources:

- Fair
- Broad-based
- Sustainable
- User-based
- Multimodal

Questions / Comments