Making Transportation Work for Minnesota

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Minnesota Department of Transportation
Regional Council of Mayors
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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)

SOURCE: Metropolitan Council, MN State Demographic Center, MnDOT
The funding gap

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

<table>
<thead>
<tr>
<th>Years</th>
<th>Preservation Investment at Current Funding</th>
<th>Strategic Expansion Investment at Current Funding</th>
<th>Preservation Investment Gap</th>
<th>Strategic Expansion Investment Gap</th>
<th>Total Gap</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015-2024</td>
<td>$7 B</td>
<td>$1.0 B</td>
<td>$3.3 B</td>
<td>$2.5 B</td>
<td>$5.8 B</td>
</tr>
<tr>
<td>2025-2034</td>
<td>$10 B</td>
<td>$0</td>
<td>$3.8 B</td>
<td>$2.9 B</td>
<td>$6.7 B</td>
</tr>
</tbody>
</table>

Source: 20-Year State Highway Investment Plan, December 2013
Minneapolis has a choice in how it invests in its transportation system to accommodate the coming changes.

### Annual funding gaps for transportation needs

<table>
<thead>
<tr>
<th>“Status quo”</th>
<th>Maintenance</th>
<th>Economic competitiveness</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Flat funding</strong></td>
<td>Invest to address increased system demands</td>
<td>Improve system as economy grows</td>
</tr>
<tr>
<td><strong>$0 $0 $0</strong></td>
<td><strong>$90</strong></td>
<td><strong>$210</strong></td>
</tr>
</tbody>
</table>

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

#### Maintenance
- 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
- 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

**SOURCE:** TFAC report
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

<table>
<thead>
<tr>
<th>Location</th>
<th>Project</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hwy 169 – Nine Mile Creek</td>
<td>Design work for bridge replacement</td>
<td>$1.5 million</td>
</tr>
<tr>
<td>1-35W – Minnesota River crossing</td>
<td>Design work</td>
<td>$5.5 million</td>
</tr>
<tr>
<td>I-35W – northern suburbs</td>
<td>Design work for MnPASS system</td>
<td>$1.1 million</td>
</tr>
<tr>
<td>Hwy 65 – Central Ave.</td>
<td>Design work for bridge deck replacement</td>
<td>$1 million</td>
</tr>
<tr>
<td>I-94 – between Minneapolis and St. Paul</td>
<td>Design work for new pavement, bridges, managed lanes</td>
<td>$2 million</td>
</tr>
<tr>
<td>Snelling Ave. – St. Paul</td>
<td>Added funding for reconstruction project</td>
<td>$1.4 million</td>
</tr>
</tbody>
</table>
Funding a transportation system that works

- Principles for evaluating potential revenue sources:
  - Fair
  - Broad-based
  - Sustainable
  - User-based
  - Multimodal
Questions/Comments