Your Destination...Our Priority

Presentation to Regional Council of Mayors

Dec. 14, 2009
Complete Streets

• Laws of 2008, Chapter 350, Article 1, Section 94
• Goal: to determine feasibility, benefits and costs
• Study advisory committee of interested parties
• Public comment period just ended
• Mn/DOT has begun implementing some of the recommendations
Definition

- Complete Streets does not mean “all modes on all roads”

- Purpose of Complete Streets is to develop a balanced transportation system through planning that integrates all transportation modes (i.e., transit, freight, automobiles, bicyclists and pedestrians) and transportation users (of all types, ages and abilities)
Context Sensitive Solutions
Definition Developed Jointly By FHWA & AASHTO

- CSS is a collaborative, interdisciplinary approach that involves all stakeholders in providing a transportation facility that fits its setting ... an approach that leads to preserving and enhancing scenic, aesthetic, historic, community and environmental resources, while improving or maintaining safety, mobility and infrastructure.
Mn/DOT Business Case For CSS
Ramping Up Integration of CSS as a Business Model

- To improve our customer and stakeholder relationships (building confidence and trust)
- To improve our performance and efficiency (reducing costly delays and rework cycles)
- To improve our ability to balance competing objectives (optimizing benefit to cost ratios and flexibility in design)
- To reduce our cost of doing business (delivering collaborative and right-sized solutions)
- To achieve 20+ desired agency and user benefits (correlated by research to applying CSS principles)
Enabling CSS Change Management Ramping Up Developing A Culture Of Innovation

- Accountability
- Case for Change
- Communication
- Incentives
- Action Plans
- Vision
- Resources
- Processes

Sustained Change

Nov. 30 - Dec. 2009
Safety Program
• Consider all roads
• Partner with all four E’s
  - Education, Enforcement, Engineering and Emergency Medical Services
• Proactive and Systematic Solutions
Where are Minnesota fatalities happening?

- About 68% on rural roads
- Nearly 50% on local roads

2006-2008 Fatality Comparison

<table>
<thead>
<tr>
<th>Type</th>
<th>Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Roads</td>
<td>36%</td>
</tr>
<tr>
<td>Urban (01-03)</td>
<td>32%</td>
</tr>
<tr>
<td>Rural (04,07)</td>
<td>68%</td>
</tr>
<tr>
<td>Municipal (0,10)</td>
<td>8%</td>
</tr>
<tr>
<td>Other (08-09,11-23)</td>
<td>5%</td>
</tr>
</tbody>
</table>

Statewide Fatal Crashes

- Urban = cities over 5,000 population
- Rural = 286 crashes 68%
- Urban = 133 crashes 32%
### SHSP Fatalities Ranked

#### Driver behavior based on emphasis areas

<table>
<thead>
<tr>
<th>Category</th>
<th>Count</th>
<th>Percentage</th>
<th>Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unbelted (Based on Veh. Occ. Fatalities)</td>
<td>1,271</td>
<td>(52%)</td>
<td>1</td>
</tr>
<tr>
<td>Alcohol-related</td>
<td>1,068</td>
<td>(36%)</td>
<td>2</td>
</tr>
<tr>
<td>Speeding-related</td>
<td>850</td>
<td>(28%)</td>
<td>5</td>
</tr>
<tr>
<td>Involved drivers under 21</td>
<td>718</td>
<td>(24%)</td>
<td>6</td>
</tr>
</tbody>
</table>

#### Infrastructure based on emphasis areas

<table>
<thead>
<tr>
<th>Category</th>
<th>Count</th>
<th>Percentage</th>
<th>Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single vehicle run-off-road</td>
<td>965</td>
<td>(32%)</td>
<td>4</td>
</tr>
<tr>
<td>Intersection</td>
<td>1,004</td>
<td>(33%)</td>
<td>3</td>
</tr>
<tr>
<td>Head-on and sideswipe</td>
<td>611</td>
<td>(20%)</td>
<td>7</td>
</tr>
</tbody>
</table>

Emphasis area fatality rank verified
• Primary Seat Belt (effective June 2009)
  – Estimated to raise seatbelt use from 87 percent to 93 percent
  – Estimated to prevent 30 deaths and nearly 400 injury crashes
• Graduated drivers license including nighttime and passenger restrictions
• Booster Seat required for under age 8 and up to 4 feet 9 inches
• Continue increased speed enforcement
• Trauma system implemented statewide by 2010 (all MN hospitals)
  – Estimated to reduce fatalities by 9 percent once fully implemented
• Local Coalitions (SE TZD, TZD Safe Roadways)
• Engineering projects
  – Road departure (county and state systems)
  – Intersections
  – Cable median barrier
Roadway Fatalities All State & Local Roads

- **2003 Trend-based Projection**
- **2008 Target**
- **2010 Target**

*Reduction in fatalities less than 10 per year, or if fatalities exceed target after 3 years.*
Mn/DOT is moving toward a risk-based system for planning bridge repair and replacement, which considers:

- Probability of a service interruption
- Consequence of a service interruption
Output of a Risk-Based System

- Ranks risks for each bridge
- Identifies work type (repair or replacement)
- Identifies year work is needed
Project Status

• Mn/DOT is developing a consultant contract for help in:
  • Developing ranking criteria
    - Conducting trial runs
    - Automating the process
    - Developing communication tools

Nov. 30-Dec. 2009
• Mn/DOT is moving toward a risk-based system for planning bridge repair and replacement, which considers:
  - Probability of a service interruption
  - Consequence of a service interruption
Transportation System Accessibility and the Americans with Disabilities Act

• Federal law passed in 1990 that prohibits discrimination against persons with disabilities.

• Mn/DOT has taken the following actions:
  – Posted Mn/DOT ADA Transition plan on www.dot.state.mn.us/ada for public comment through Dec. 23, 2009
  – Adopt plan in early to 2010 to national Public Right of Way Accessibility Guidelines as the guideline for department’s system designs
  – Established two advisory groups (internal and external)
Mn/DOT has taken the following actions (cont.):

- Updated department’s Accessibility Web site
- Dedicated $4.5 million in FY 2010, $2 million per year in FY 11 through FY14 for accessibility projects, and $2.5 million in FY 10 in rest area improvements
- Identified two positions dedicated to developing agency expertise in accessible designs, ensuring projects are properly designed and managing the ADA investment program
Ombudsman

- Established to provide a way to file complaints about Mn/DOT’s planning, programming or project delivery process.
- Serves as a neutral official with authority to investigate complaints and make recommendations to the Commissioner.
- Provides feedback to the organization so it can be proactive in resolving issues or avoid similar issues in the future.
Process

• Contact
  Deb Ledvina
  Transportation Ombudsman
  651-366-3052
  Deb.Ledvina@state.mn.us
  http://www.dot.state.mn.us/ombudsman/

• Investigation
• Resolution
  - remedy
  - education
  - revisit decision
  - modify process
• More than 180 complaints to date; 50 percent are appropriate for Ombudsman to handle
• 30 percent from Ombudsman Web site
• 20 percent from Legislature
• 30 percent from phone call or letter to Ombudsman

  • Trends
  • Damage
  • Noise
  • Drainage
  • Business Impacts
  • Access
  • Signs
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<tr>
<td>Surface Transportation Program</td>
<td>$150.70</td>
</tr>
<tr>
<td>Urban &gt; 200K</td>
<td>$ 73.20</td>
</tr>
<tr>
<td>200K - 5K</td>
<td>$ 61.80</td>
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<tr>
<td>&lt; 5K</td>
<td>$ 15.70</td>
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<tr>
<td>STP any area (State Discretionary) Enhancement</td>
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<tr>
<td>Enhancement</td>
<td>$ 15.10</td>
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<tr>
<td>Total Highway, Bridges and Freight</td>
<td>$502.30</td>
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<td>Total Transit</td>
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<td>Total Airports</td>
<td>$ 20.75</td>
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ARRA Highways and Bridges

- 50% of funds to resurfacing
  - 1,000+ miles of resurfacing
- 30% to mobility/expansion
  - Five interchanges
- 10% to Structures
  - 81 bridges replaced/rehabilitated
- 10% to Safety
  - Districtwide guardrail
  - Median guardrail
  - Lighting
ARRA Highways and Bridges

• Transit
  – 5307 Funds - $73M to Minnesota ($6M to Greater MN and $67M to Twin Cities MPO)
  – 5311 Funds - $19M to Minnesota ($13.701M to Greater MN, $5.299M transferred to urban areas)

• Aviation
  – $20.75M in approved project funding
  – Minnesota received more ARRA FAA airport funding than any of our neighboring states!

• Passenger Rail
  – Applied for Round 1 HSIPR program funding
  – More applications will be submitted for Round 2 in Spring 2010

• Freight
  – Duluth Port improvements
  – Minnesota Valley Regional Rail Authority
  – St. Croix Valley Regional Rail Authority
Progress to Date: State and Local Highway Projects as of Oct. 31

- 154 projects out to bid
  - $376,900,000
- 142 projects under contract
  - $344,000,000
- 121 projects have begun work
  - $332,000,000
- 46 projects completed
  - $89,000,000
- 4,056 direct on-the-project jobs
- 1,087 full-time equivalents
TIGER Grant

National Competitive Discretionary Grant Program (TIGER GRANTS) - $1.5B
- State agencies and local units of government can apply
- All surface transportation modes eligible
- Grants of $20 million to $300 million

Timeline
- Sept. 15, 2009 – Project applications due to USDOT
- Grant submittals include:
  - BNSF Third Main Line
  - St. Croix River Crossing Project
  - Duluth Intermodal Project
  - Southern Rail Corridor
  - 494/169 and TH 13/101 Interchanges
- Grant awards – expected in early 2010
Innovative Transportation Finance

- What is Innovative Finance?
- Mn/DOT’s Innovative Finance Program
  - Education, outreach and communication
  - Legislative analysis
  - Project screening and assessment
  - Market and academic research
  - Concept exploration, collaboration & testing
  - Integration into standard business practices

Nov. 30-Dec. 2009