Making Transportation Work for Minnesota

Commissioner Charlie Zelle, MnDOT
Regional Council of Mayors
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We know what’s ahead

- Freight truck and rail traffic to increase 30 percent by 2030
- 850 bridges will require significant work by 2025
- 1 million new Minnesotans by 2040
- 32% increase in the number of hours stuck in metro area traffic congestion by 2025
- Local roads and bridges unfunded need=$18 billion over 20 years
- More than 600 identified state road and bridge projects go unfunded
We are on the Edge of a Fiscal Cliff

- Road and bridge funding drops 18 percent next year
- 49 percent less by 2019
- Maintenance will suffer
- Shorter term fixes
- Limited resources for expansion

MnDOT Construction Outlook (Funding in millions)
Based on 16-19 Final STIP
The Vast Majority of Poor Quality Roads will be in Greater MN with No New Funding

2014 Condition
- Interstate: 35 Miles
- Other National Highway System Roads: 174 miles
- Non-NHS: 240 Miles

Status Quo Level of Investment
- Interstate: 1017 Miles
- Other National Highway System Roads: 1162 Miles
- Non-NHS: 94% in Greater MN

20 Year Outcome Projections
- 90% in Greater MN: 35 Miles
- 94% in Greater MN: 174 miles
- Greater MN: 240 Miles
- 94% in Greater MN: 1162 Miles
What we need to do

• Long-term investment
  – Sustainable
  – Dedicated
  – Predictable
    • $6 billion for state (ongoing)
    • $2.36 billion for local governments (ongoing)

• This will provide
  – Fuel economic growth, support business expansion
  – Enhance safety for traveling public
  – Strong, well maintained infrastructure
  – Reduced costs with early fixes
  – Support to thousands of jobs in transportation sector

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