

Minnesota
A Collaborative Vision
for Transportation



20-Year State Highway Investment Plan

Commissioner Charlie Zelle

Metropolitan Council Meeting - July 10, 2013



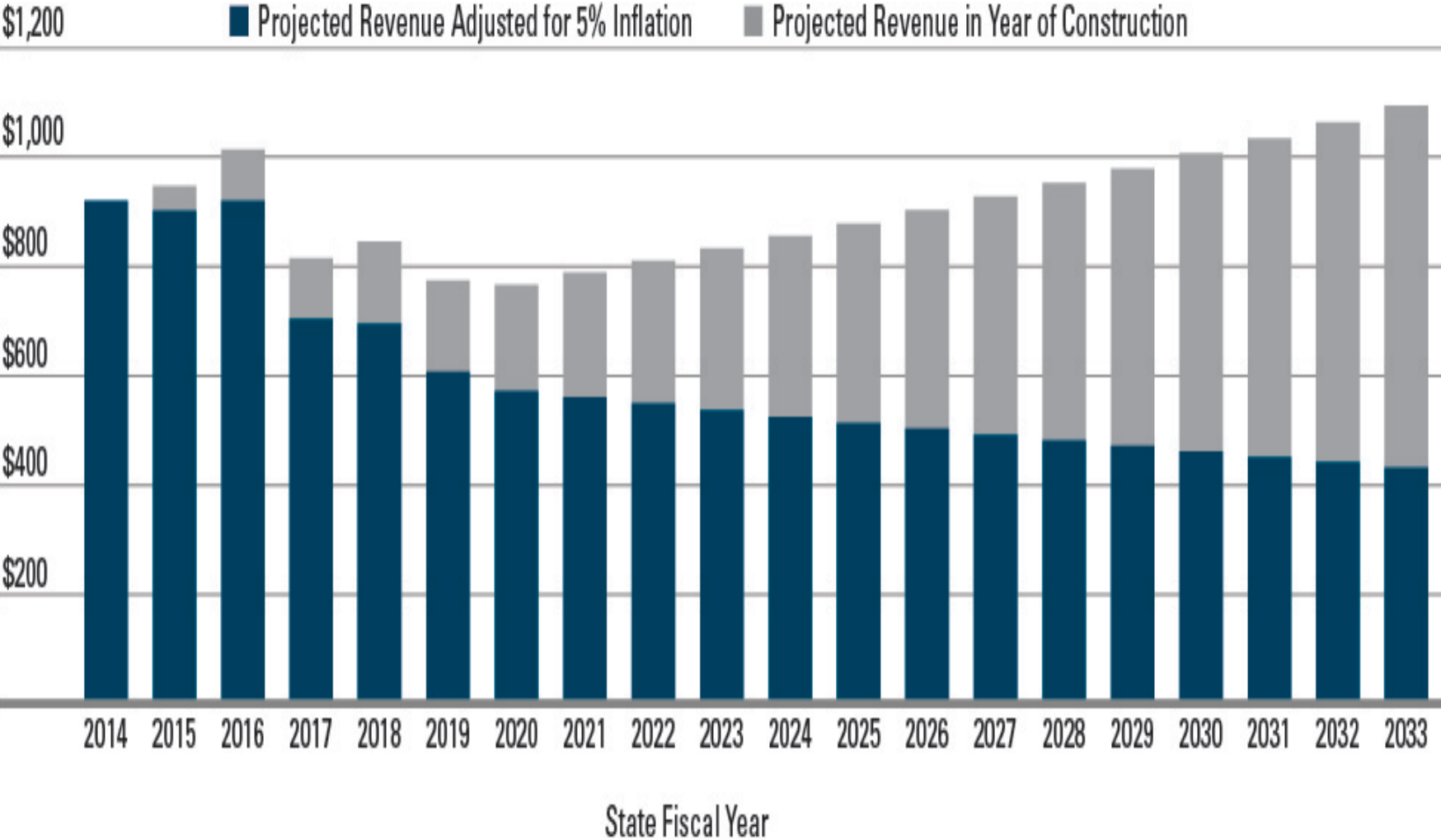
What is MnSHIP?

- MnSHIP stands for the Minnesota State Highway Investment Plan
- MnSHIP is a fiscally constrained 20-year capital investment plan which guides MnDOT's capital investment decisions for the state highway system
- MnSHIP is required by federal and state law to be fiscally constrained
- MnSHIP publically conveys MnDOT's capital investment priorities for the next twenty years

What are the Fiscal Trends Facing MnDOT?

- MnDOT forecasts it will have \$18 billion of capital revenue over 20-years
- Inflationary pressure will reduce the capital buying power of that funding to less than half by 2033

Inflation Impacts on Future Buying Power



What are MnDOT's 20-Year Future Capital Needs?

<u>Investment Area</u>	<u>Estimated Need</u>
Asset Management	\$17.6 billion
Traveler Safety	\$ 1.3 billion
Critical Connections	\$ 5.7 billion
Regional and Community Improvement Priorities	\$ 1.7 billion
Project Support	\$ 2.9 billion
Total Need	\$30 billion

- MnDOT estimates a total capital need of \$30 billion
- Critical Connection needs assume continuation of the Metro managed lane approach
- Regional and Community Improvement Priorities are likely higher than \$1.7 billion

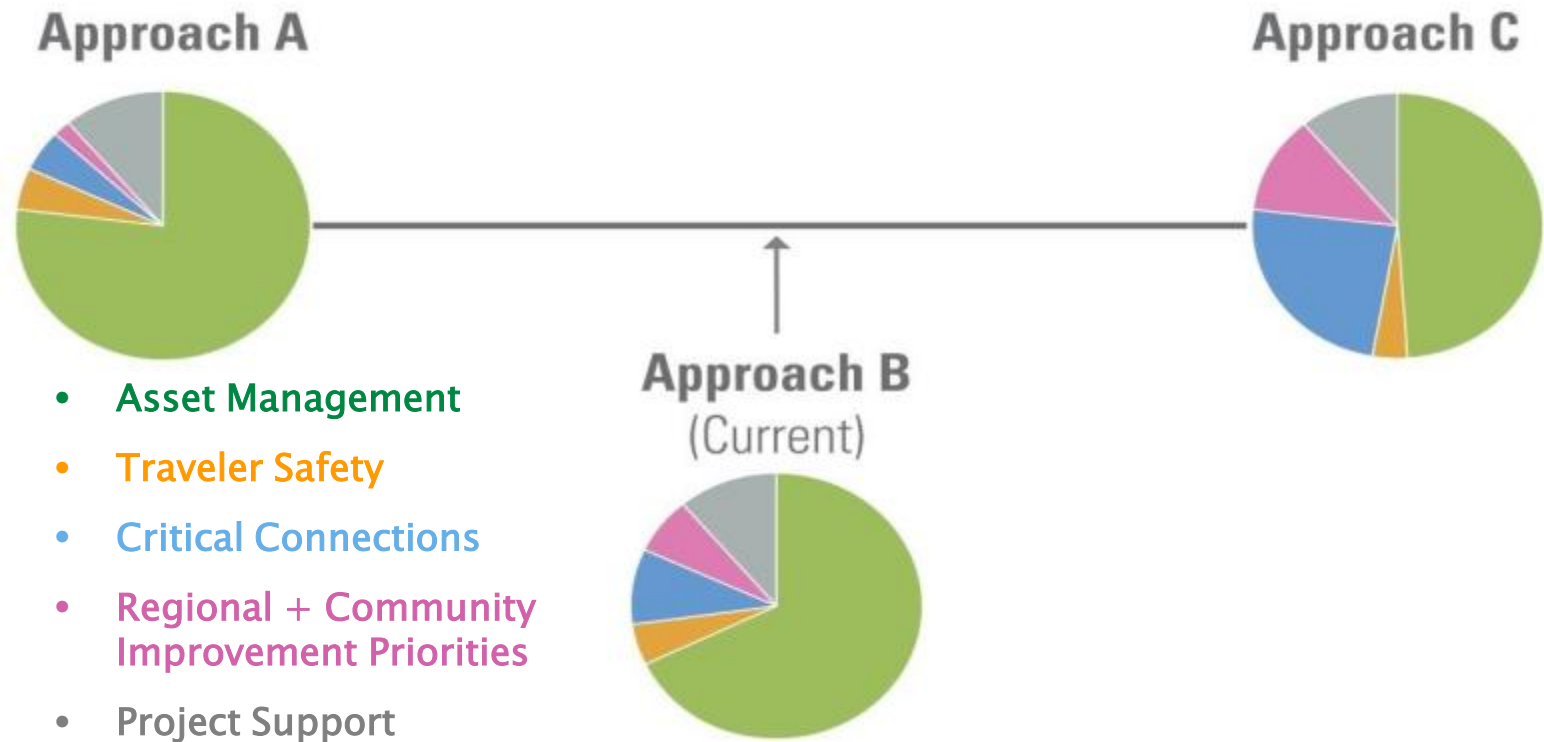
The Gap

Investment Needed for Transportation Vision	\$30 billion
Forecasted Available Funding	\$18 billion
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Funding Gap	\$12 billion

MnSHIP Public Outreach – Fall 2012

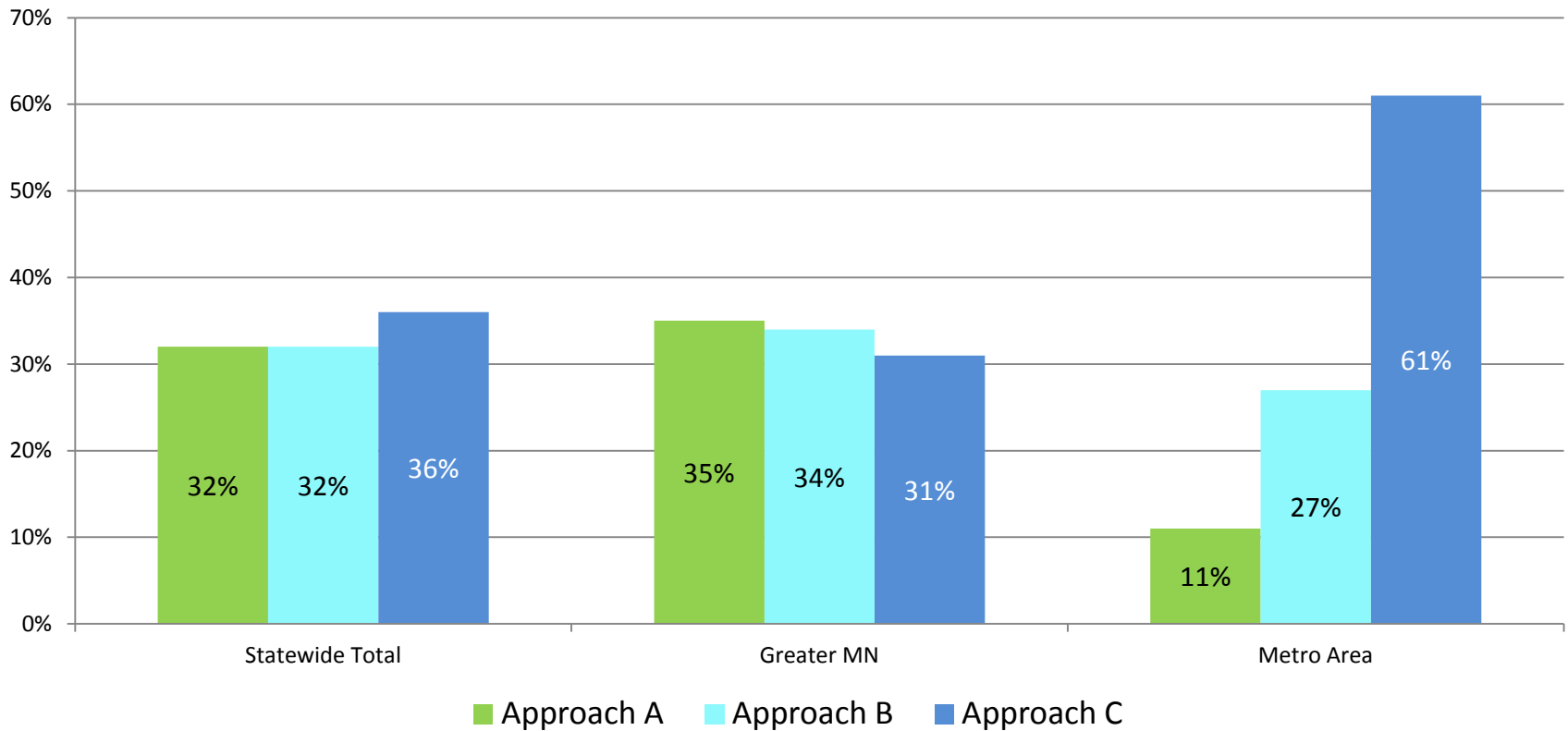
- MnDOT held a series of facilitated discussion meetings across the state to get public input into MnSHIP
- MnDOT asked those participating in the meetings to choose their preferred investment approach from three alternatives

Public Outreach - Investment Approaches



Public Outreach – Fall 2012

Selected Approach Preferences



Fall 2012 Public Outreach - Summary

- MnDOT should pursue a diverse investment program that addresses a wide array of system needs across the State
- A statewide network of well-maintained roads is critical to freight movement and regional access
- MnDOT should support economic competitiveness and quality of life through greater mobility investment
- MnDOT needs to remain responsive to evolving needs

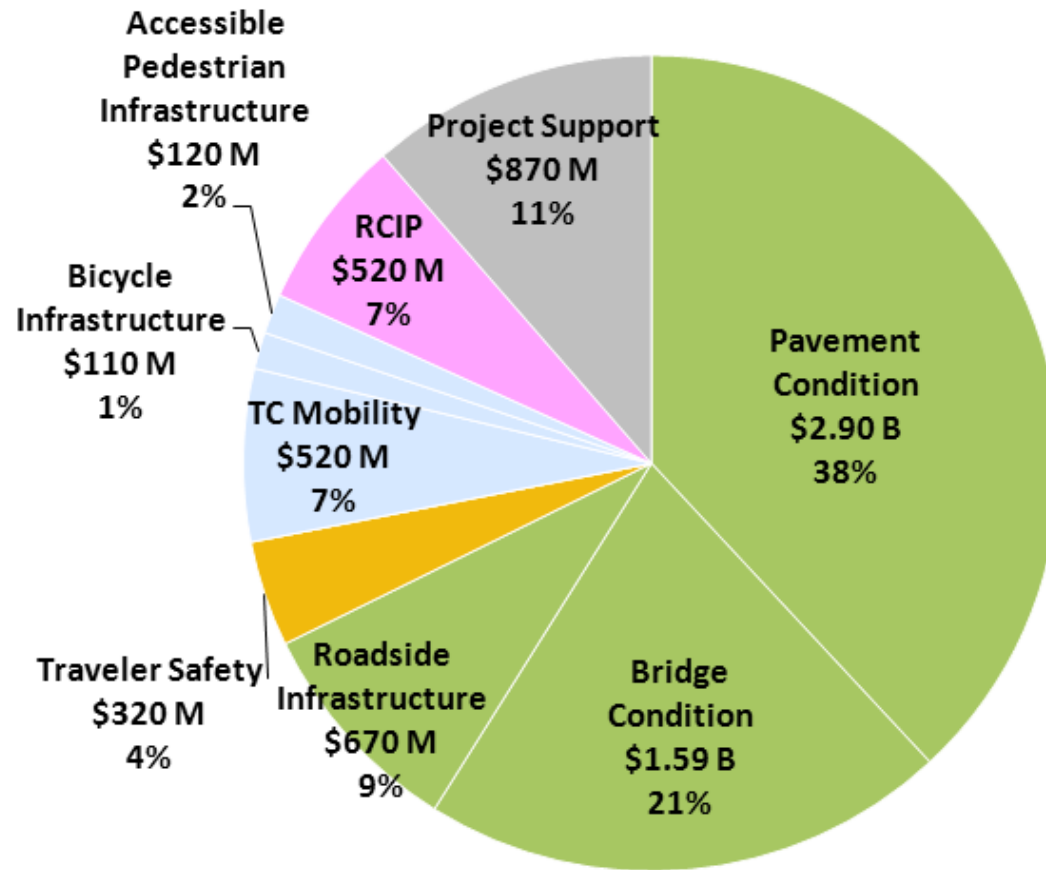
MnSHIP Investment Plan

What is MnDOT's Rationale for Setting Investment Priorities?

- Diversify investments for as long as possible in keeping with public outreach findings and the Minnesota GO Vision
- Meet Government Accounting Standards Board 34 (GASB 34) minimum condition levels for pavement and bridge
- Implement MAP-21 and maximize federal funds
- Maintain district flexibility where possible

Planned investments Year 1-10

Total: \$7.8 billion



Biggest strengths

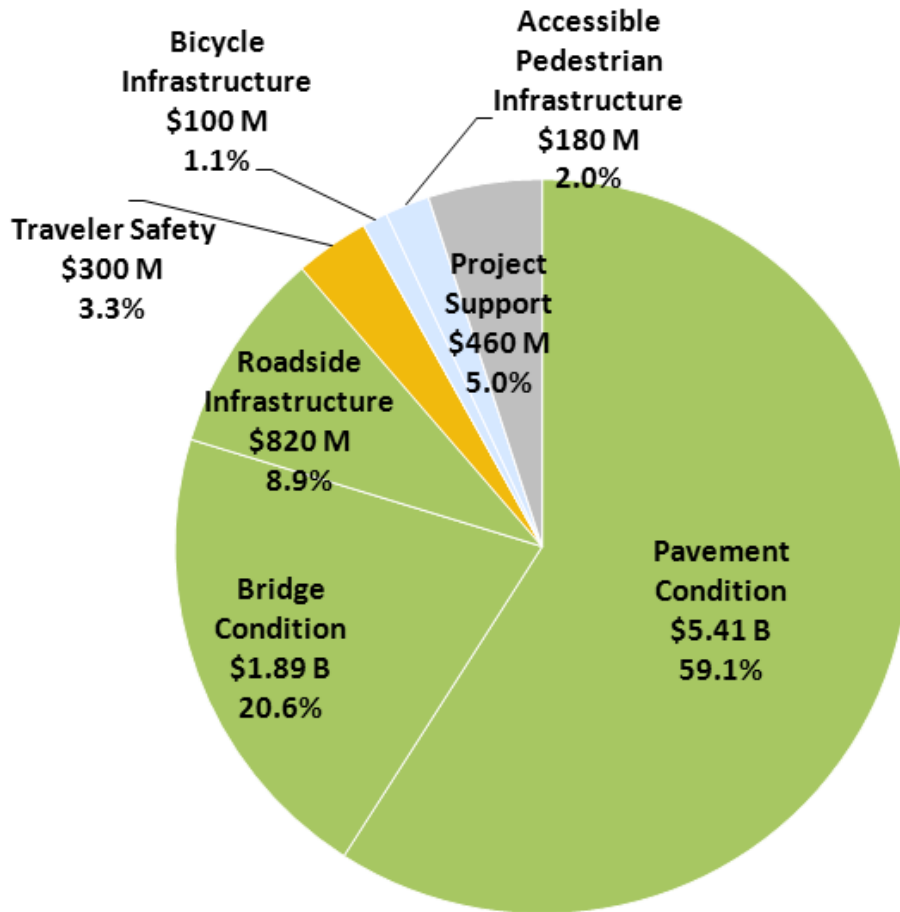
- Investment diversity in all areas
- Limits MnDOT's biggest risks
- Aligns with public input

Biggest weaknesses

- Miles of poor condition roadway increase from 700 to 1000
- Major capacity expansion is isolated to a few locations

Planned investments Year 11-20

Total: \$9.2 billion



Biggest strengths

- Meets MAP-21 direction
- Maintains system above GASB 34 minimum target levels

Biggest weaknesses

- Miles of poor condition roadway increase from 1000 to 1350
- No appreciable progress towards non-asset goals
- Many unfunded needs in all categories
- No capacity expansion system wide

Next Steps for MnSHIP

- July 1-31 – Official Public Comment Period
 - Comments may be submitted online, e-mail or written letter
 - Comments may be given at the public hearing, which is July 29th, 4 to 5:30 p.m., at MnDOT offices throughout Minnesota.
- All information is available on the MnSHIP website:
 - <http://www.dot.state.mn.us/planning/mnship/>

MnSHIP is not the vision

To maintain what we have and position Minnesota for the future, we need to invest in our transportation infrastructure

The 20-Year Multimodal Vision

- Improves and expands our transit system of buses and light rail transit
- Fully deploys the Metro area MnPASS system plan
- Maintains interstates in safe, sound condition
- Maintains Minnesota's interregional corridors in safe, sound condition
- Completes four-lane interregional corridor connections in Greater Minnesota
- Reconstructs pavement in urban areas around the states, supporting Complete Streets approach

The transportation system needs to:

- Minnesota's transportation needs have to meet the needs of a growing population
- To compete economically, both regionally and nationally, an investment must be made or we will fall behind
- Our economic viability, as well as the quality of life for all Minnesotans depends on a sound transportation system

Keys to Success

- Future funding – close the gap between constrained plan and vision for the future
- Education and outreach – gain enthusiastic support from the public, the business community and policy makers
- We're in this together