



*Minnesota Department of*  
**Transportation**

# **Statewide Transportation Plan Update**

**Duluth-Superior**

**Metropolitan Interstate Council**

**July 18, 2007**

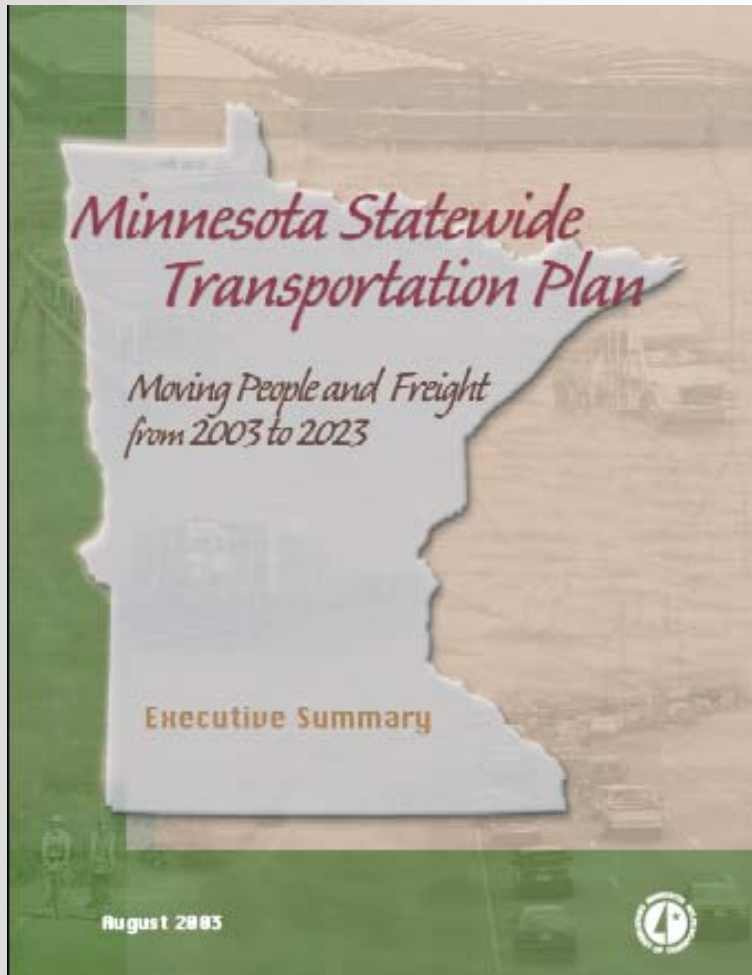


## Why Update the Plan?

- Minnesota Statute: requires update every 6 years (Current Plan - adopted in 2003)
- SAFETEA-LU:
  - New content and process provisions to maintain federal funding eligibility.
  - Metro Council must update every 4 years (Feb, 09).
  - MPOs update every 4-5 years
- Experience with performance-based planning and management.
- New issues and opportunities



# 2003 Plan Overview



## Performance-based Policy Plan

- 10 Key Policies
- Performance Measures/Targets
- Strategies
- Focus: primarily Mn/DOT & Highway System



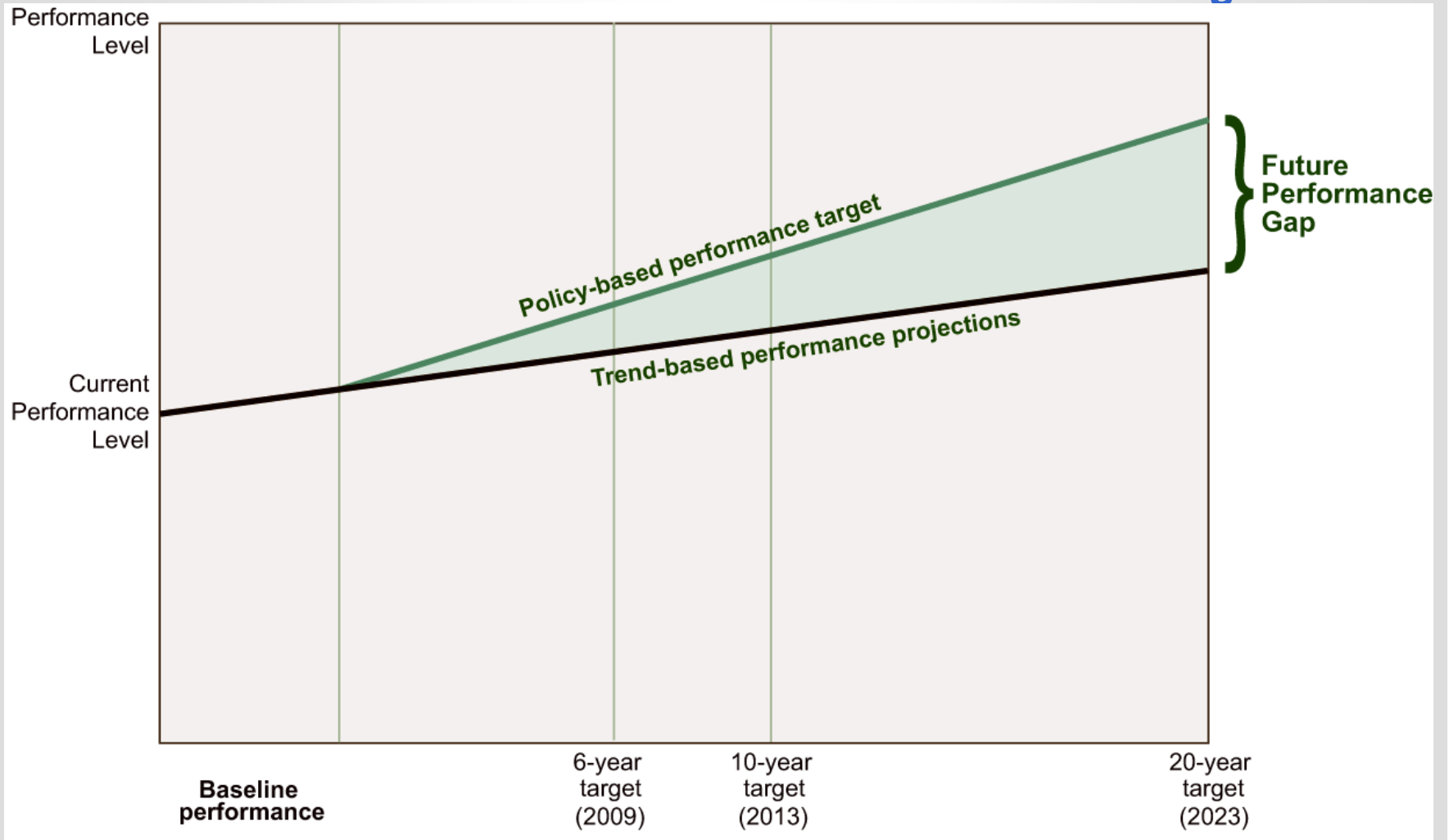
# 2003 Plan Overview

Strategic Direction	Safeguard What Exists	Make the Transportation Network Operate Better	Make Mn/DOT Work Better
Plan Policies	<ol style="list-style-type: none"> <li>1 Preserve Essential Elements of Existing Transportation Systems.</li> <li>2 Support Land Use Decisions that Preserve Mobility and Enhance the Safety of Transportation Systems.</li> <li>3 Effectively Manage the Operation of Existing Transportation Systems to Provide Maximum Service to Customers.</li> </ol>	<ol style="list-style-type: none"> <li>4 Provide Cost-effective Transportation Options for People and Freight.</li> <li>5 Enhance Mobility in Interregional Transportation Corridors Linking Regional Trade Centers.</li> <li>6 Enhance Mobility Within Major Regional Trade Centers.</li> <li>7 Ensure the Safety and Security of the Transportation Systems and Their Users.</li> </ol>	<ol style="list-style-type: none"> <li>8 Continually Improve Mn/DOT's Internal Management and Program Delivery.</li> <li>9 Inform, Involve and Educate All Potentially Affected Stakeholders in Transportation Plans and Investment Decision Processes.</li> <li>10 Protect the Environment and Respect Community Values.</li> </ol>



# 2003 Plan Overview

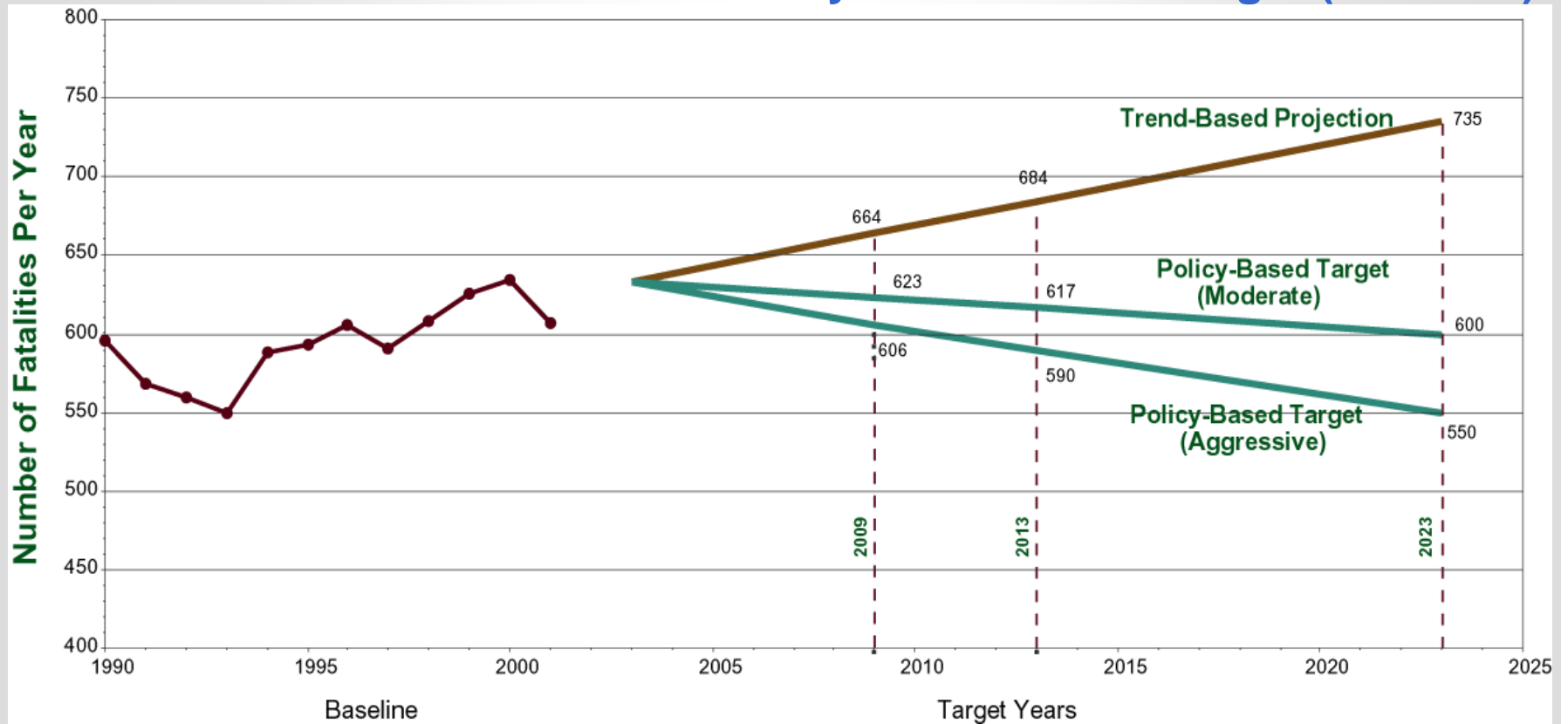
## Performance Target Levels





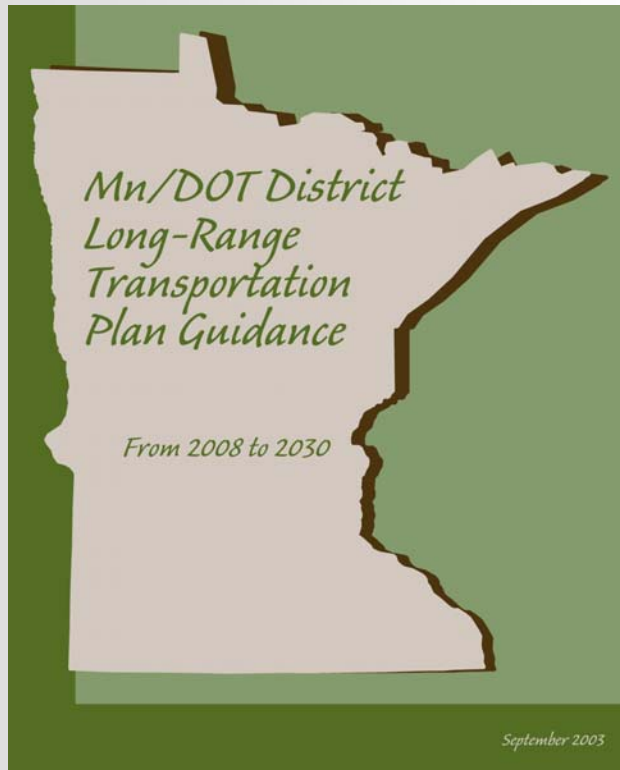
# 2003 Plan Overview

## Safety Performance Target (fatalities)





# District Plan Purpose



1. Objective, consistent statewide estimate of investments to meet performance targets.
2. Prioritize investments for available funding.
3. Identify gaps- performance categories where additional funding could be applied (range of options).



# District Plan Investment Guidance

- 1<sup>st</sup> Priority- System Preservation
- Other priorities determined by District & Stakeholders
  - Safety
  - Interregional Corridors
  - Metro/Trade Center Congestion
  - Community Improvement Priorities

## Northeast Minnesota Long Range Transportation Plan Fiscal Years 2008 -2030



Executive Summary

August 2005



Minnesota Department of  
Transportation District One



Northeast Minnesota Area  
Transportation Partnership



Arrowhead Regional  
Development Commission



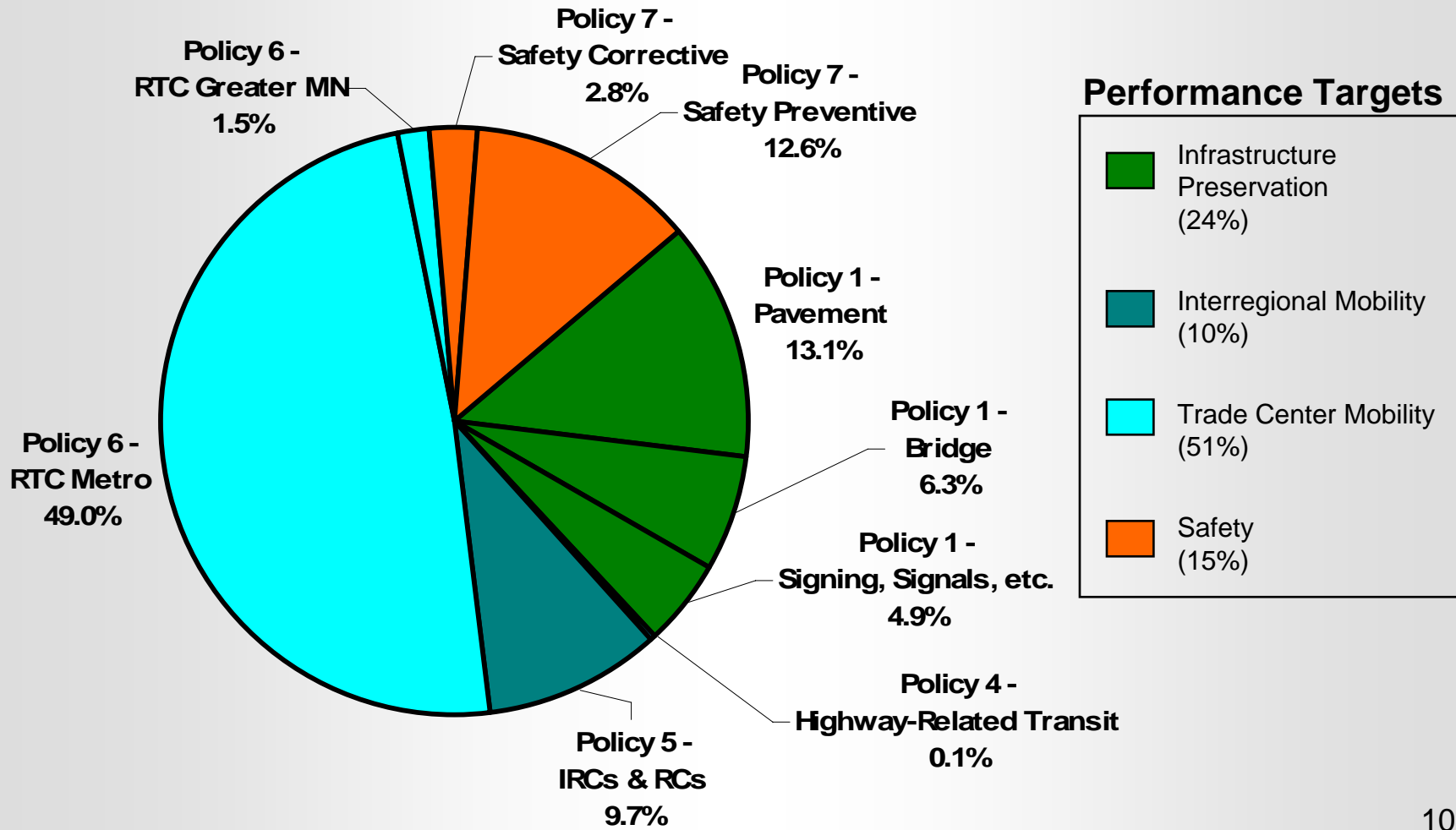
# District Plan Investment Guidance

Strategic Direction	Safeguard What Exists		Make the Transportation Network Operate Better		Make Mn/DOT Work Better	
Plan Policies	1	Preserve essential elements of existing transportation systems	4	Provide cost-effective transportation options for people and freight	8	Continually improve Mn/DOT's internal management and program delivery
	2	Support land use decisions that preserve mobility and enhance the safety of transportation systems	5	Enhance mobility in interregional transportation corridors linking regional trade centers	9	Inform, involve and educate all potentially affected stakeholders in transportation plans and investment decisions processes
	3	Effectively manage the operation of existing transportation systems to provide maximum service to customers	6	Enhance mobility within major regional trade centers	10	Protect the environment and respect community values
			7	Ensure the safety and security of the transportation systems and their users		



# Investments to Meet Performance Targets

2008 to 2030 - \$37.2 billion



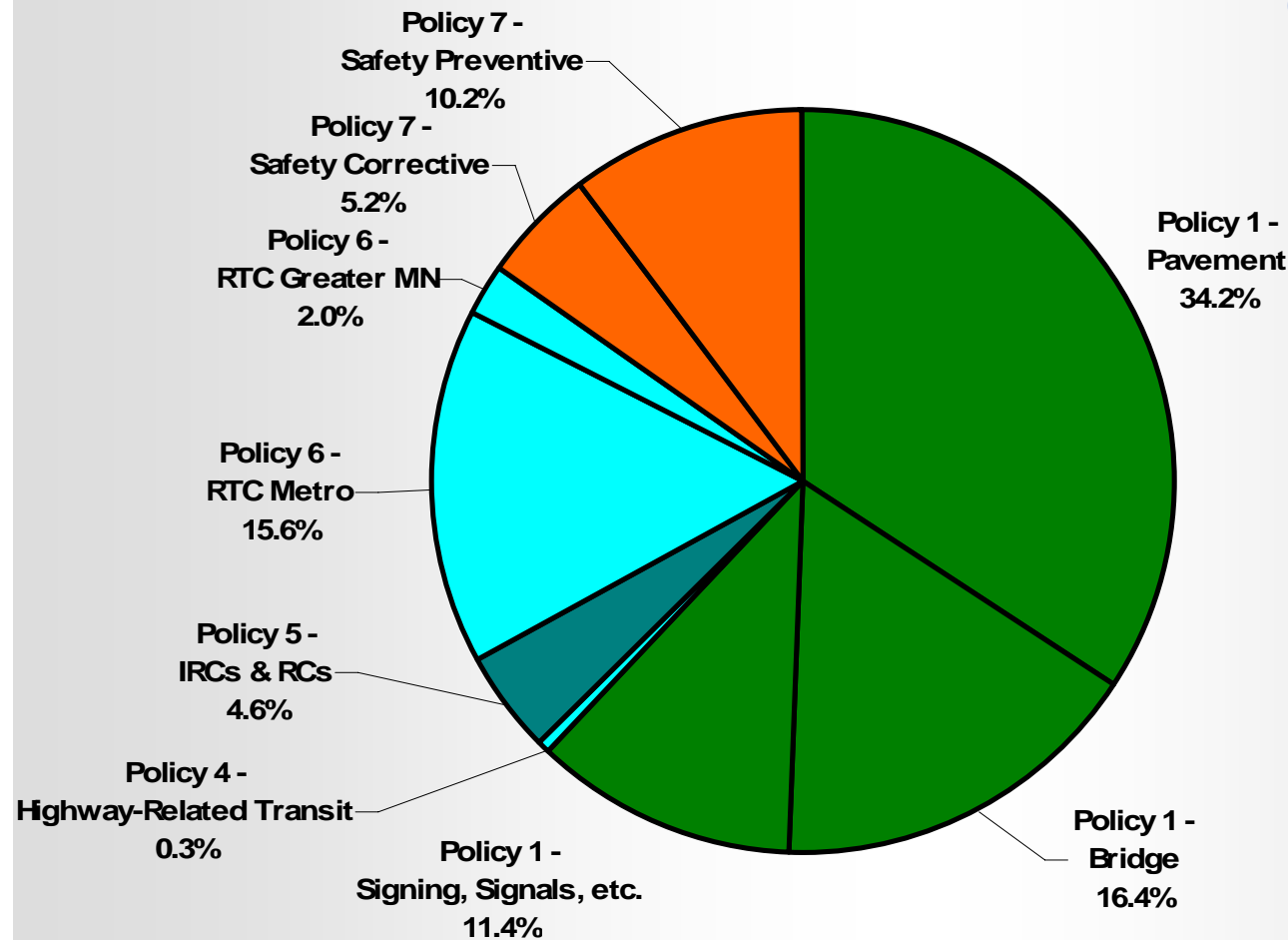


# Forecasted Available Funding Priorities

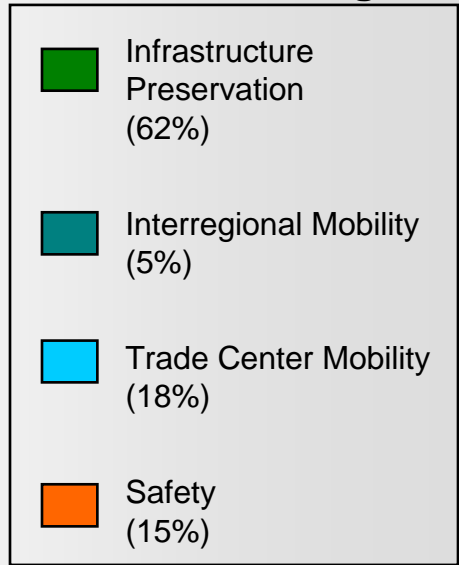
2008 to 2030 - \$14.6 billion

Community Improvement  
Project Priorities

\$513 million



## Performance Targets





# Current System Status

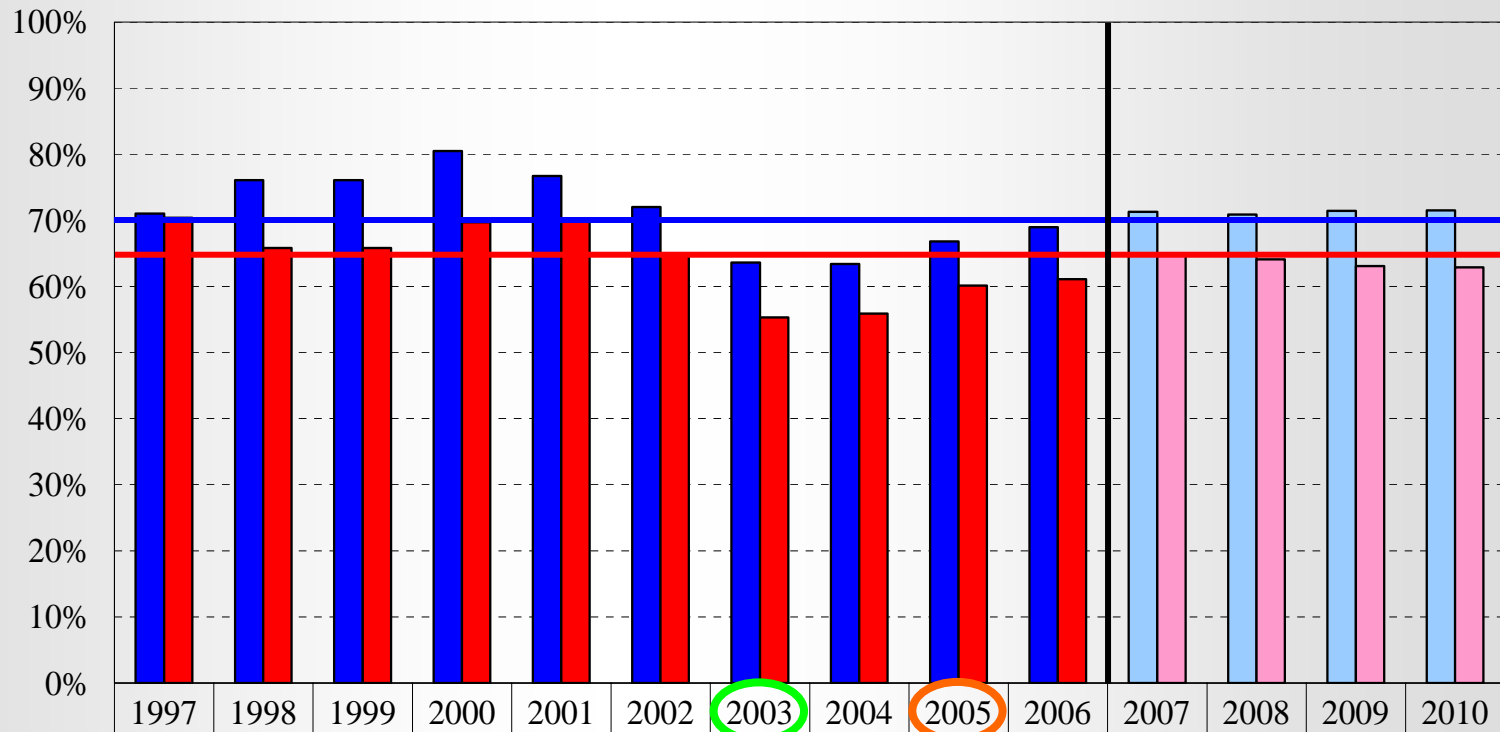
- Key System Performance
  - Pavement
  - Bridge
  - IRC Mobility
  - Metro Congestion
  - Safety
- Revenue, Cost Trends
- 2007-16 Highway Improvement Plan



# TH Pavement Condition

## Miles of "Good" Roads (RQI greater than 3.0)

Percentage of Rated Roadway Miles



■ Principal Art.	71.0%	76.1%	76.1%	80.5%	76.7%	72.0%	63.6%	63.4%	66.8%	68.9%	71.3%	70.9%	71.4%	71.5%
■ Non-Principal Art.	70.4%	65.8%	65.8%	69.7%	70.3%	64.8%	55.3%	55.9%	60.1%	61.1%	65.0%	64.1%	63.1%	62.9%

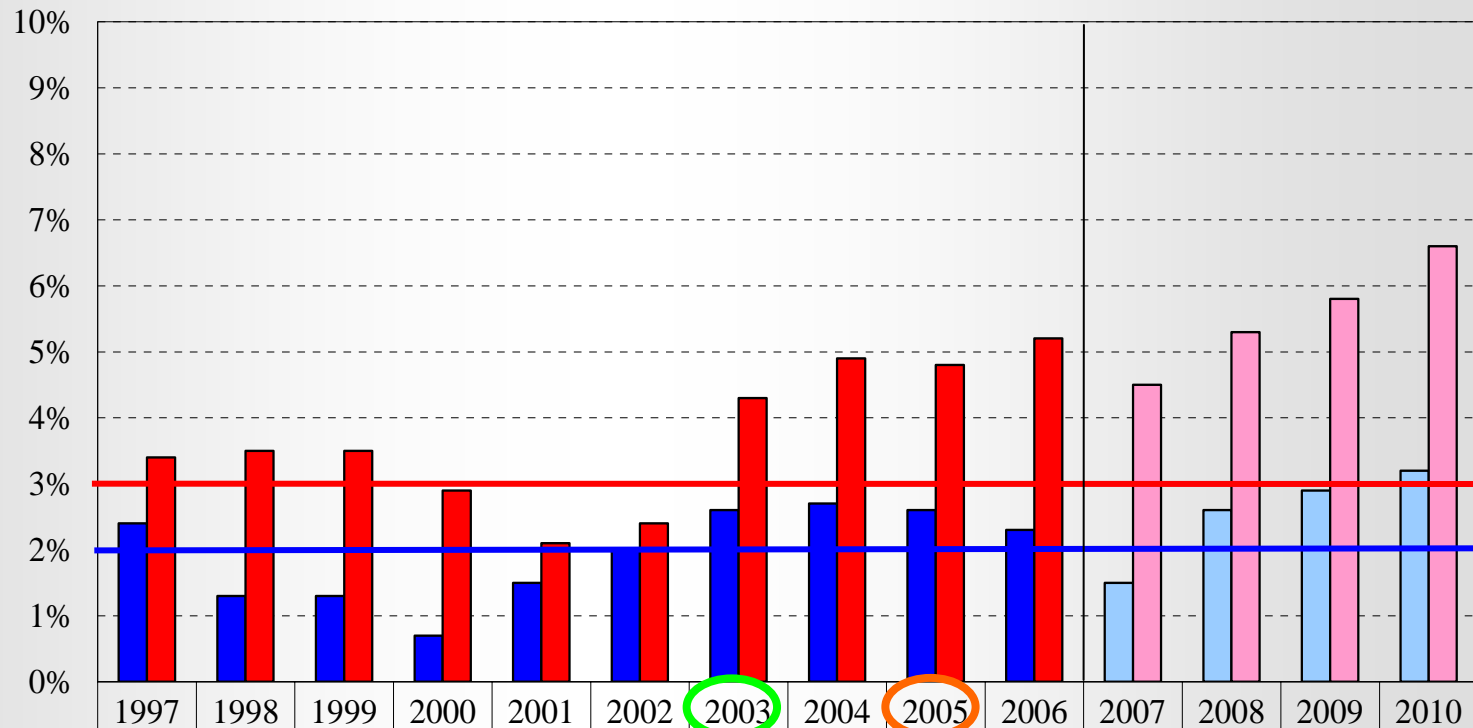
**Principal Arterial Target:** = 70 percent or more with RQI > 3.0  
**Non-Principal Arterial Target:** = 65 percent or more with RQI > 3.0



# TH Pavement Condition

Miles of "Poor" Roads  
(RQI of 2.0 or lower)

Percentage of Rated Roadway Miles



■ Principal Art.	2.4%	1.3%	1.3%	0.7%	1.5%	2.0%	2.6%	2.7%	2.6%	2.3%	1.5%	2.6%	2.9%	3.2%
■ Non-Principal Art.	3.4%	3.5%	3.5%	2.9%	2.1%	2.4%	4.3%	4.9%	4.8%	5.2%	4.5%	5.3%	5.8%	6.6%

**Principal Arterial Target:**

**= 2 percent or less with RQI < 2.0**

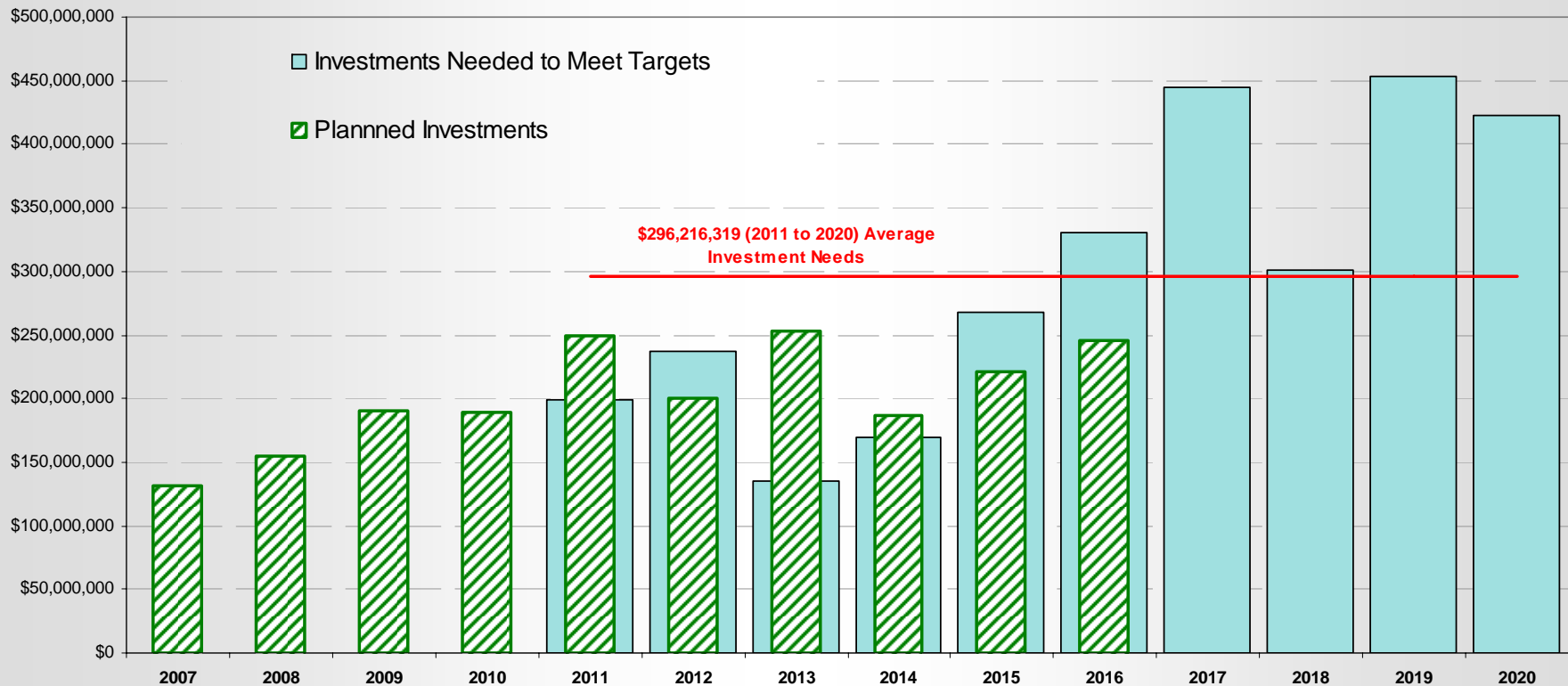
**Non-Principal Arterial Target:**

**= 3 percent or less with RQI < 2.0**



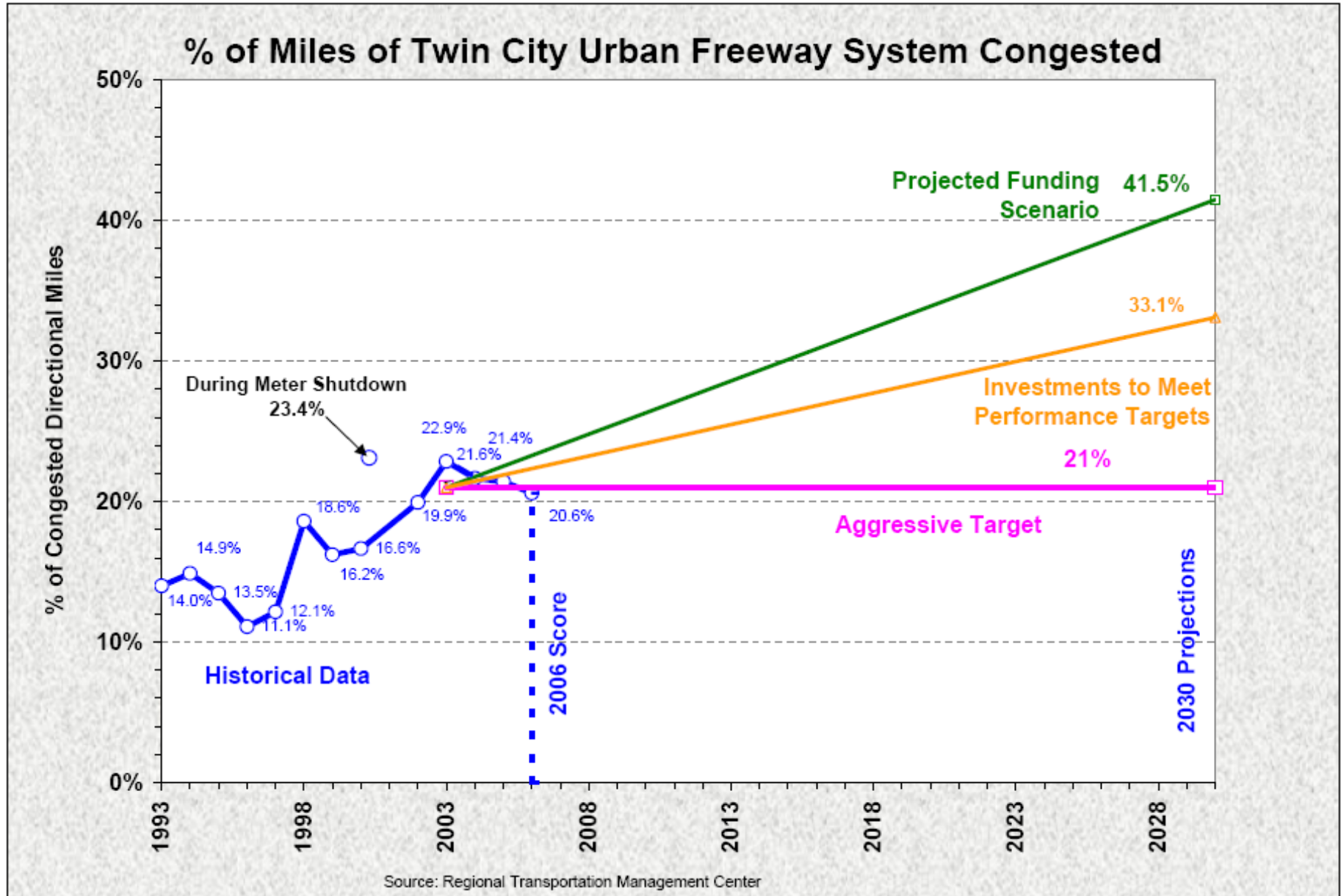
# TH Pavement Preservation

## 2007 to 2016 HIP Investment (Statewide)





# Twin Cities Mobility

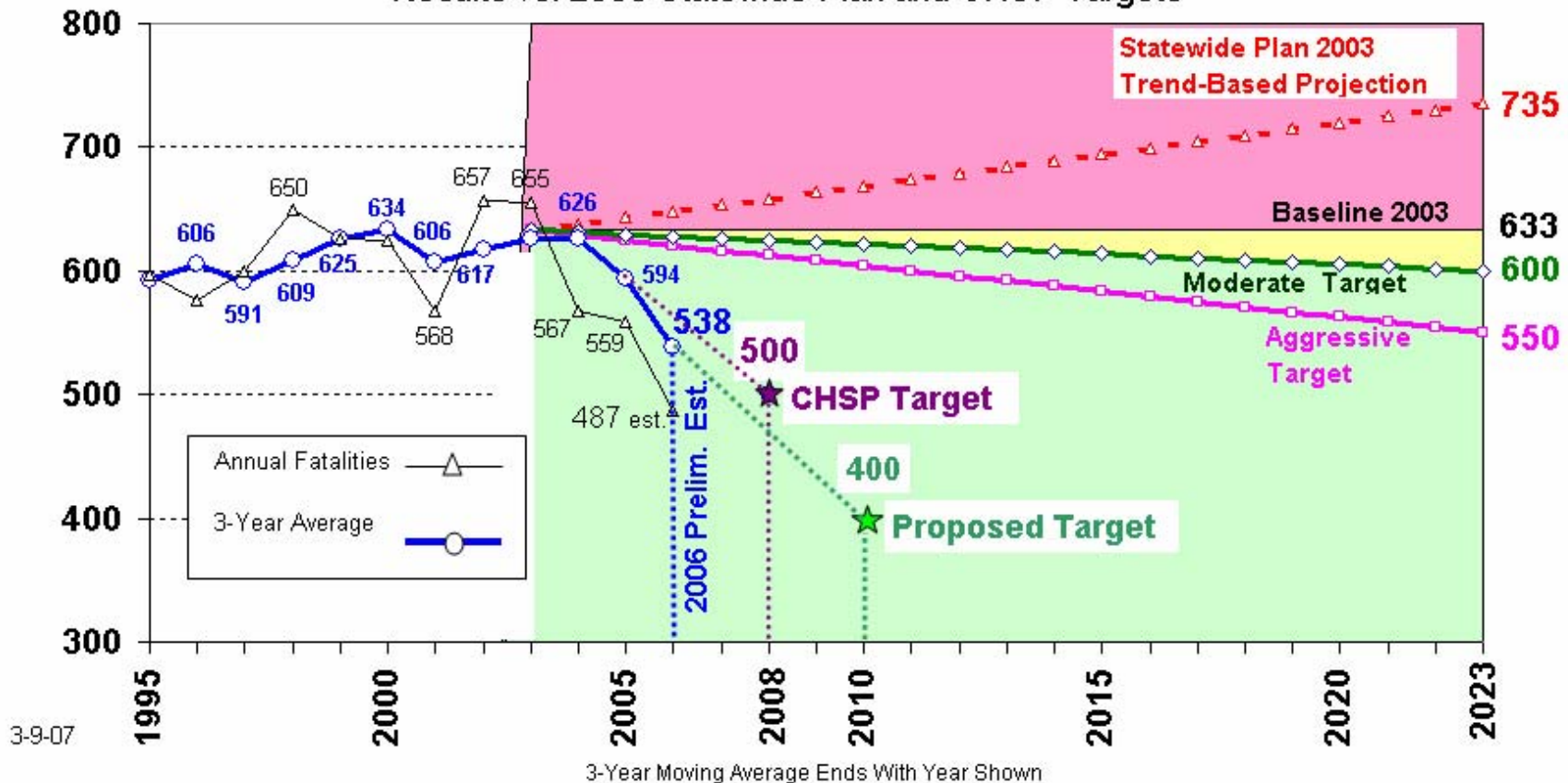




# Mn/DOT Safety Target – Fatality Reduction

## Minnesota Roadway Fatalities - All State & Local Roads

Results vs. 2003 Statewide Plan and CHSP Targets



**Measure:** Total fatalities on all state and local roads (3-year average; Considerable variability in fatalities)

Last three years very promising (2006 – est. 487, 2005 - 559 and 2004 – 567)

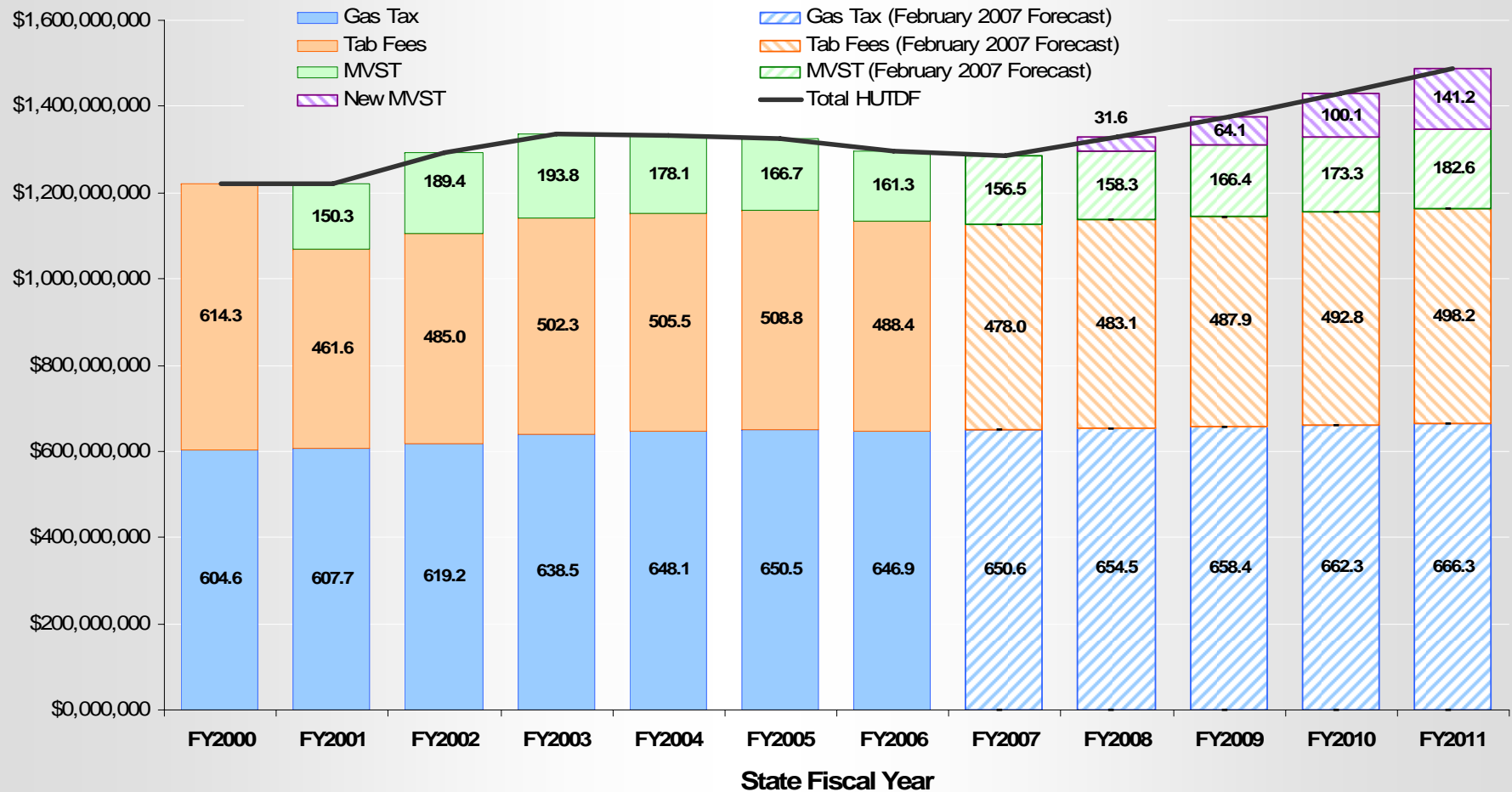
Proposed new goal: Fewer than 400 fatalities by 2010

Source: Office of Traffic, Security, and Operations



# State Revenue Trends

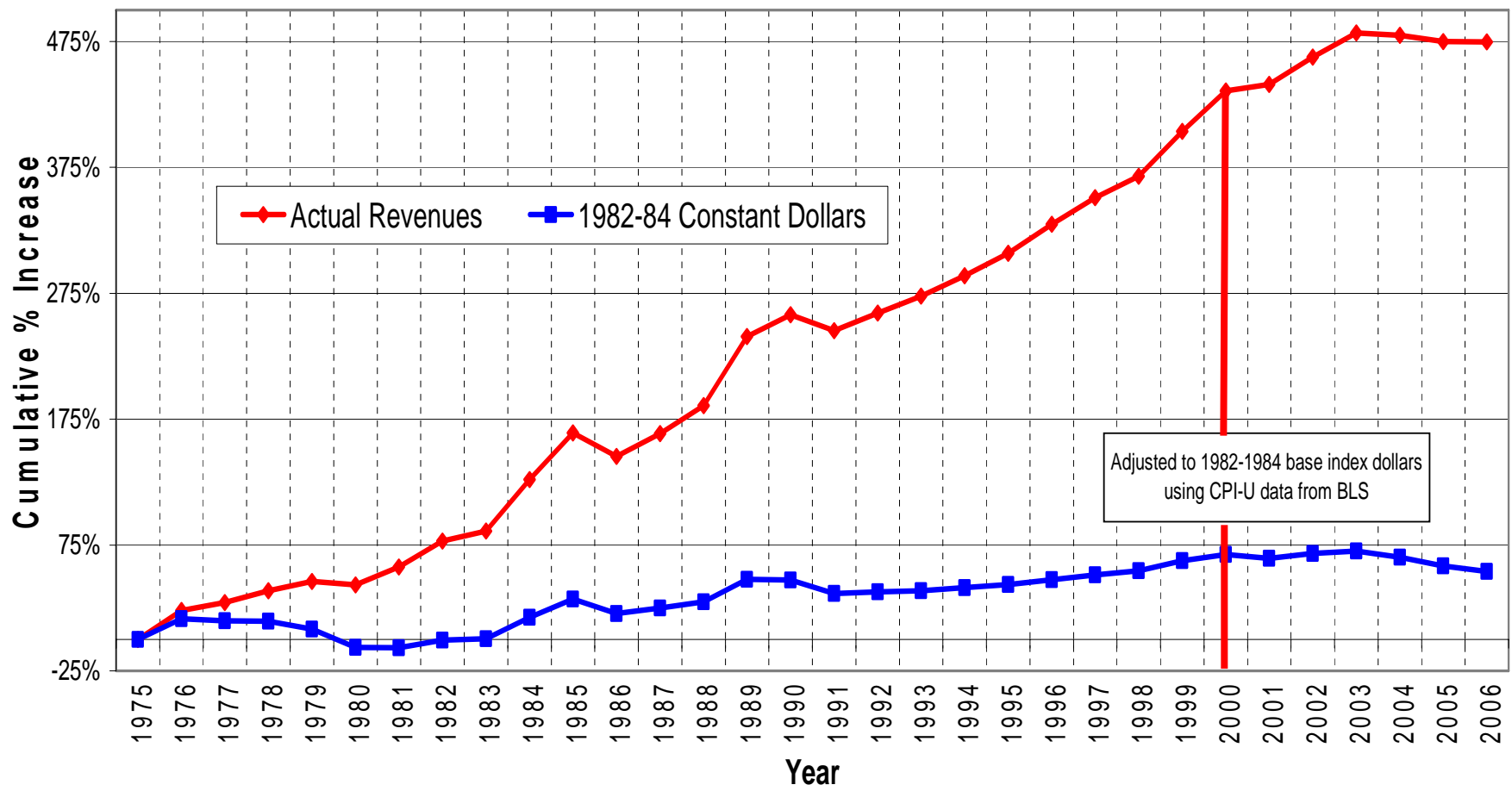
## Total Highway User Tax Distribution Fund





# HUTD Growth

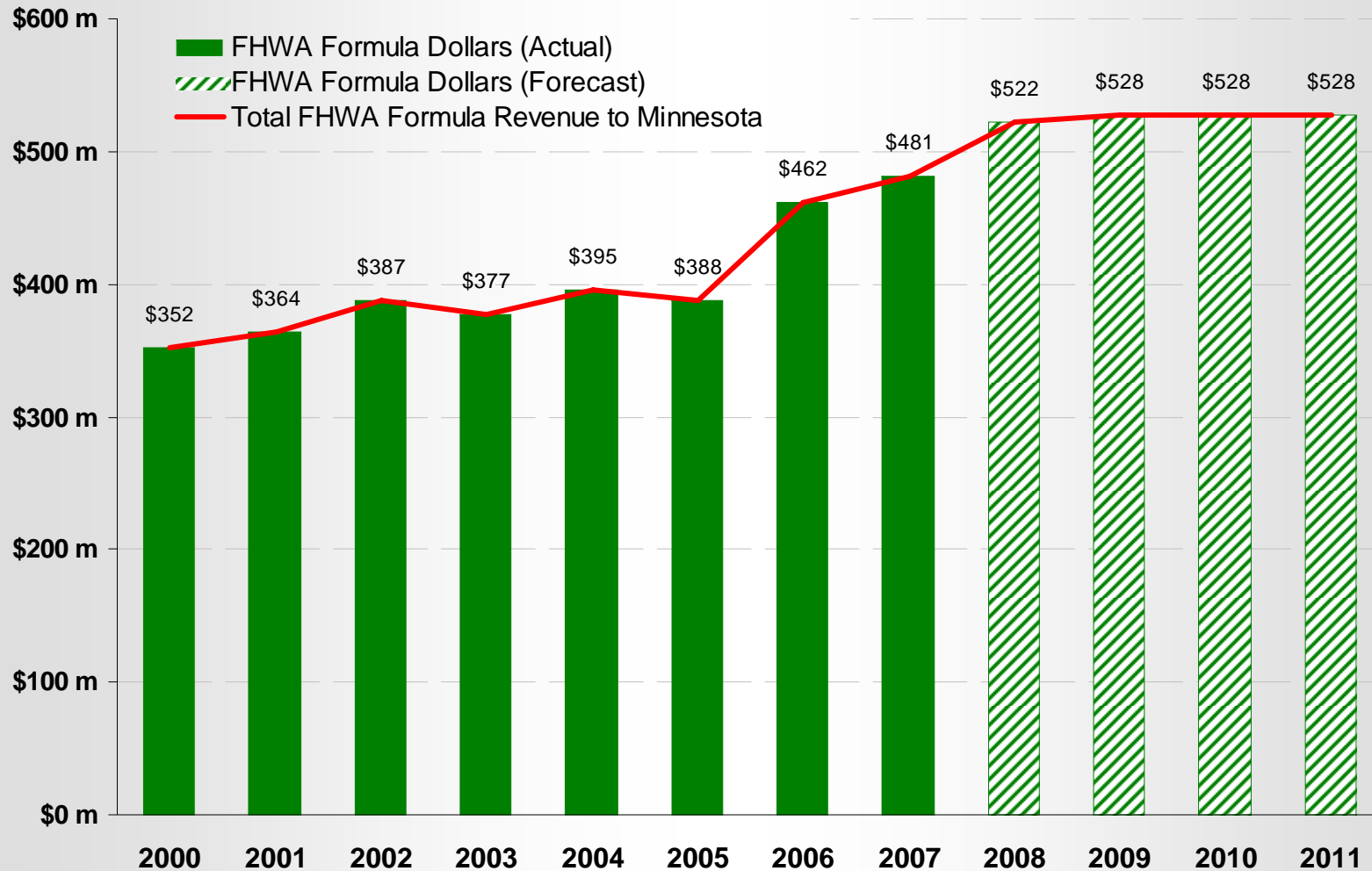
## Highway User Tax Distribution Actual vs. Constant Dollars





# FHWA Formula Revenue to MN

2000 to 2011

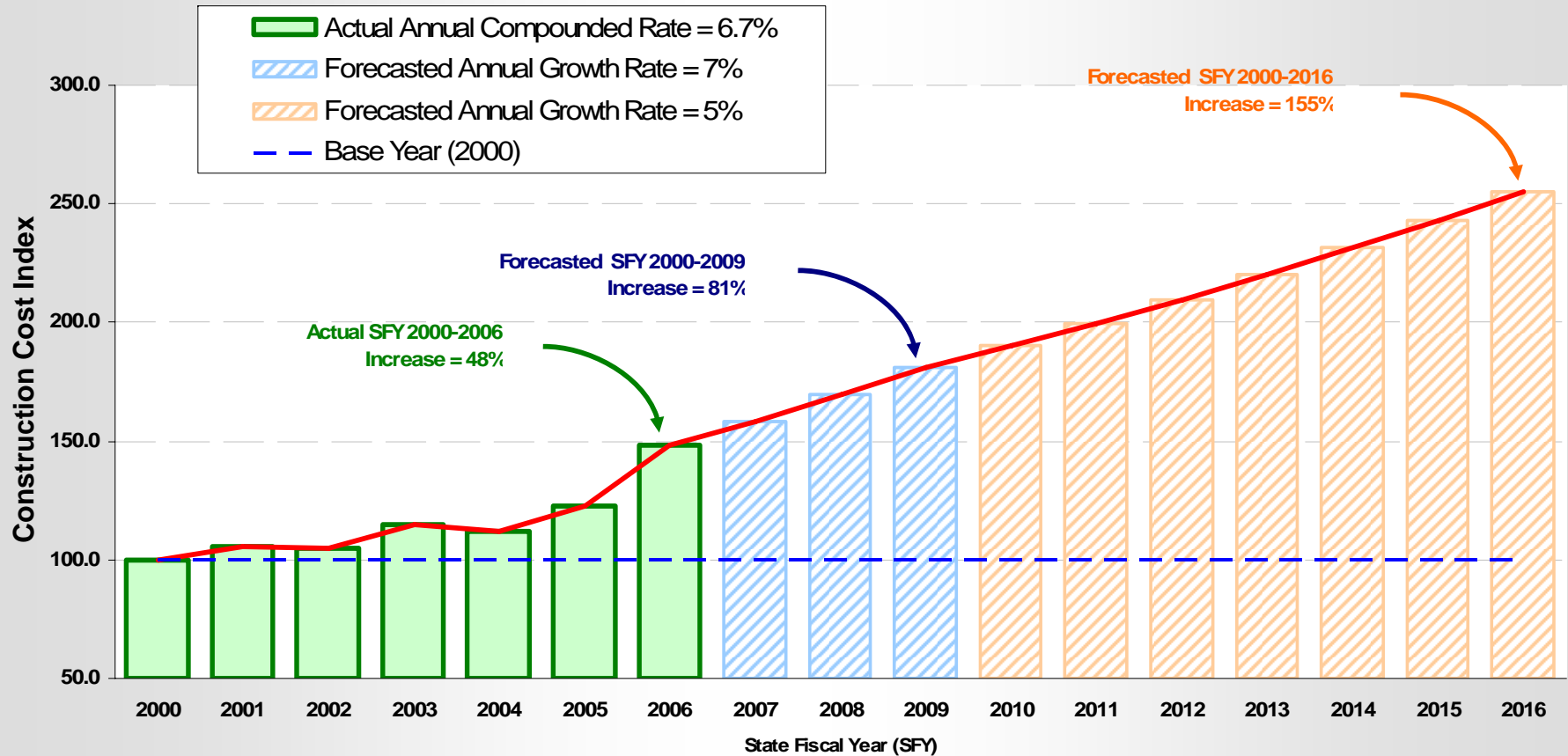


Excludes Funds Earmarked for High Priority Projects, Demo Projects, and Federal Exempt Projects



# Construction Inflation

## Mn/DOT's Highway Construction Cost Index

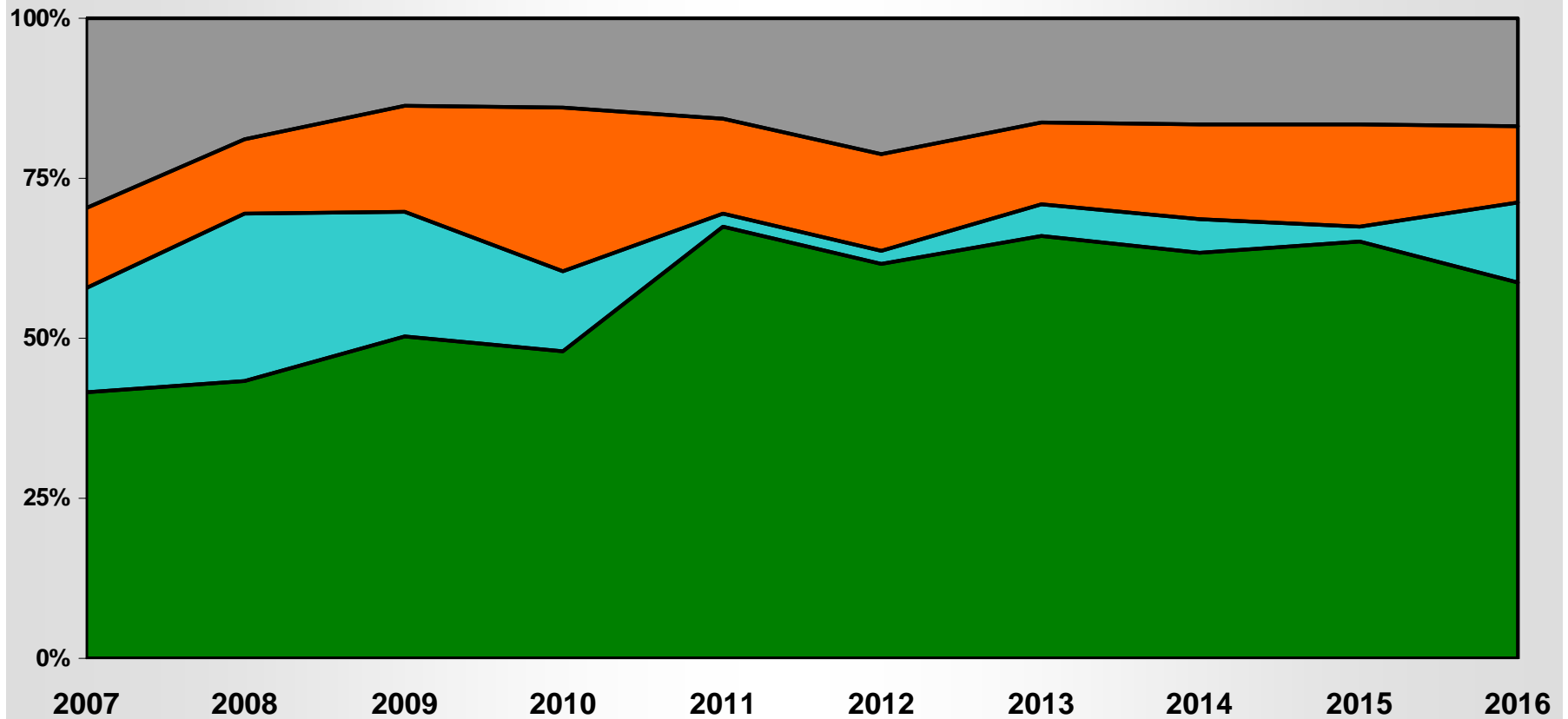




# 2007-16 Highway Improvement Plan

Total Investment \$5.8 B

■ Preservation (57%)   ■ Mobility (10%)   ■ Safety (15%)   ■ Other (18%)





# Current System Status Summary

1. Revenues remain relatively flat while costs are increasing
2. System preservation is critical and represents an increasing share of construction budget (at least 60% of funds)
3. It is essential to find and focus on low-cost solutions to address:
  - Pavement & bridge preservation
  - Interregional Corridor performance
  - Metro & Trade Center Congestion
  - Safety



## General Themes

- Tell the story
- More emphasis on other modes to meet transportation needs of people and freight
- Plan for **Statewide** Transportation, not just Mn/DOT
- Funding is limited- focus on strategic priorities with cost effective investments



# Plan Update Approach

- Build on performance-based planning
- Update/“tweak” policy areas
- Incorporate recent plans and studies.
- Coordinate with parallel planning efforts
- Continue the Two Scenario Approach
  - Performance-Based
  - Fiscally-Constrained
- Update Statewide Policy Plan and District Plans concurrently.



# Plan Update Approach

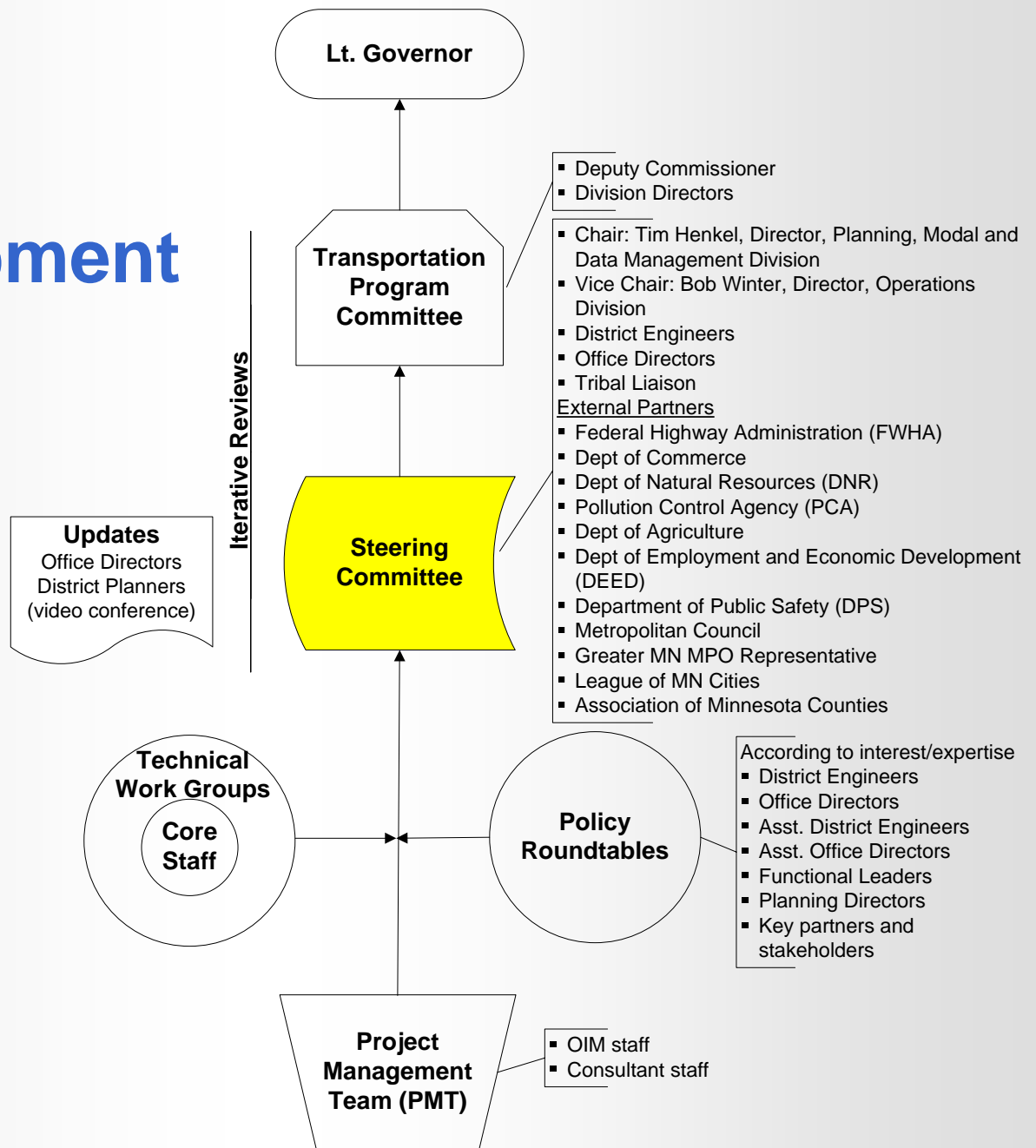
- Include Investment Scenarios as Part II of Statewide Plan
  - Add other Modal Investments where appropriate: transit, rail, water, aviation



# Working Policy Framework

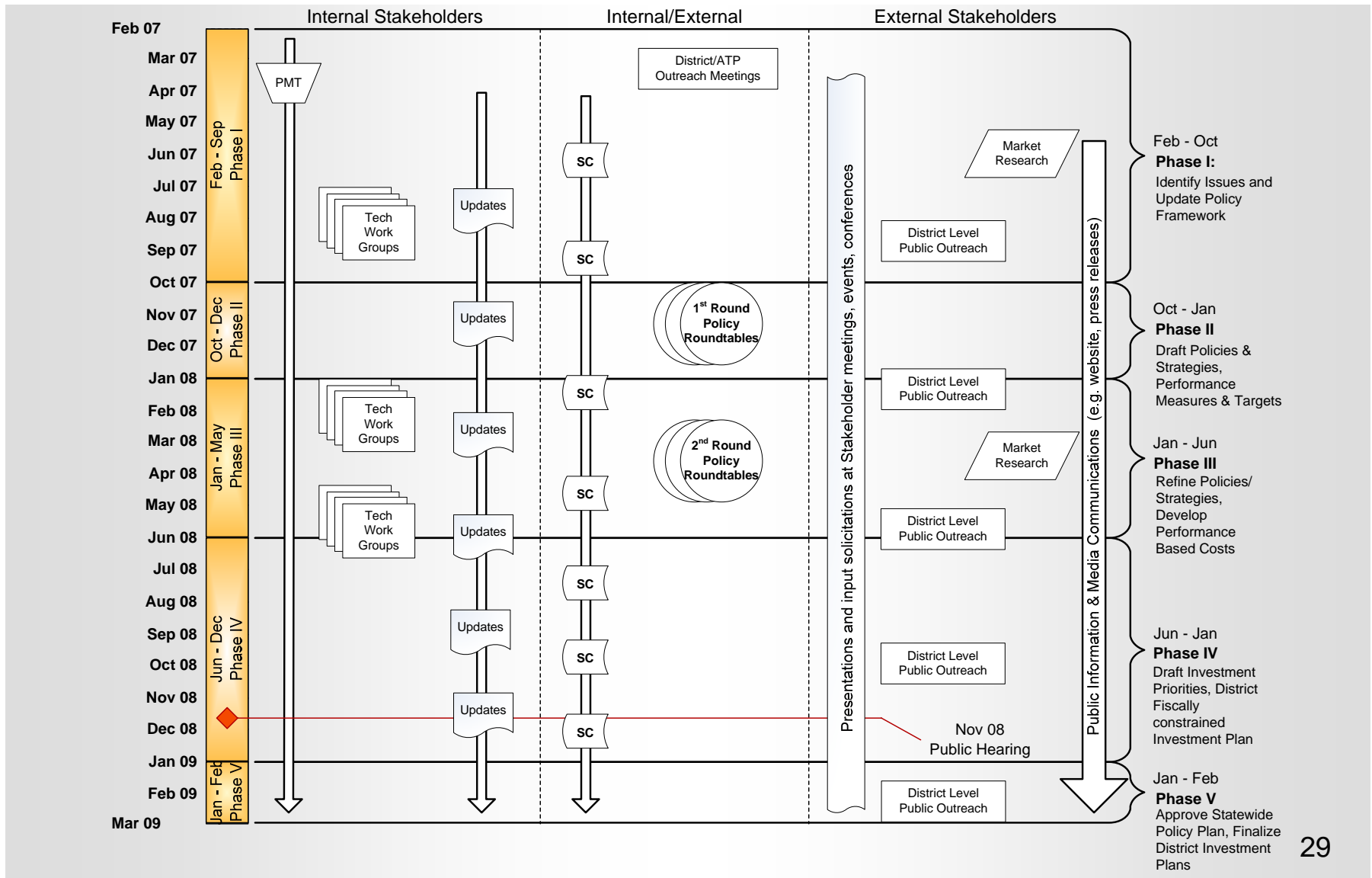
<b>1. System Preservation</b>	<b>4. Global Connections - People &amp; Freight</b>	<b>8. Safety - on all systems</b>
<b>2. Energy &amp; Environment</b>	<b>5. Intrastate Mobility - People &amp; Freight</b>	<b>9. Investment Principles</b>
<b>3. System Maintenance &amp; Security</b>	<b>6. Metro Mobility &amp; Accessibility</b>	<b>10. Public Involvement Principles</b>
	<b>7. Community Development &amp; Accessibility</b>	

# Plan Development & Oversight





# Internal/External Outreach Schedule





September, 2007

- Major trends
  - Socio-economic-statewide, regional
  - Revenue outlook
- Policy Framework Draft
  - Emerging policies, strategies, measures
- District-Level Outreach