MnDOT update

CEAM – Jan. 29, 2016
Sue Mulvihill
Deputy Commissioner, Chief Engineer
Agenda

- Fed and state funding
- Funding quest 2016
- Bonding bill 2016
- MnDOT’s wildly important goal effort
- Construction Coordination
- ADA transition plan
Funding

- Fed funding
  - FAST has arrived
    - Five-year plan
    - Funding stays about even
  - MnDOT state aid will detail shortly

- State
  - Trunk Highway fund increase over two years
    - $49M in purchasing power increase
    - $27M increase in program planning and deliver
    - $20M – operations and maintenance
    - $134M – state road construction
  - $12.5 million one-time funding for small cities
We know what’s ahead

- Freight truck and rail traffic to increase 30 percent by 2030
- 850 state 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

<table>
<thead>
<tr>
<th>Year</th>
<th>Act 2015</th>
<th>Fcst 2016</th>
<th>Fcst 2017</th>
<th>Fcst 2018</th>
<th>Fcst 2019</th>
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<tr>
<td>1,265</td>
<td>1,031</td>
<td>822</td>
<td>797</td>
<td>646</td>
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</table>
The Vast Majority of Poor Quality Roads will be in Greater MN with No New Funding

20 Year Outcome Projections

2014 Condition Status Quo Level of Investment

<table>
<thead>
<tr>
<th>Percent of System Miles in Poor Condition</th>
<th>Interstate</th>
<th>Other National Highway System Roads</th>
<th>Non-NHS</th>
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</thead>
<tbody>
<tr>
<td>Interstate</td>
<td>90% in Greater MN</td>
<td>94% in Greater MN</td>
<td>94% in Greater MN</td>
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<tr>
<td>Other National Highway System Roads</td>
<td>174 Miles</td>
<td>240 Miles</td>
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<tr>
<td>Non-NHS</td>
<td>1,046 Miles</td>
<td>1,662 Miles</td>
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<tr>
<td>20 Year Outcome Projections</td>
<td>90% in Greater MN</td>
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</table>
Transportation funding quest

- Gov. Dayton will continue to seek additional funding for transportation
  - Last year, goal was $6 billion new $$ over 10 years

- Commissioner Zelle is traveling the state
  - Speaking with local elected officials, stakeholders

- Will continue to seek funding in this session
  - The transportation bill is still open for consideration
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
Governor released his proposal last week
- $1.4 billion
- More than 39,000 jobs

Transportation
- Two bridges
- $10 million for TED grants
- RR grade separation in Moorhead

What’s missing?
- Local road and bridge funding
MnDOT kicked off WIG 1.0 Enhancing Financial Effectiveness – two years ago with a goal to make major improvements in these areas:

- **Financial Management** (with the following sub-projects):
  - Budgeting by Products and Services
  - Efficiencies
- **Asset Management**
- **Project Management**
- **Information and Outreach**
- **Other WIG Supporting Activities (OWSAs)**

MnDOT is using a business execution technique called The 4 Disciplines of Execution® (4DX®) developed by FranklinCovey, Inc.

Implementing 4DX® involves:

- Focusing on the wildly important.
- Acting on lead measures.
- Keeping a compelling scoreboard.
- Creating a cadence of accountability.
MnDOT’s WIG 2.0

WIG 1.0 used a project-based approach. WIG 2.0 will use the “true 4DX” model where the WIG rolls up and down through the organization.

Senior Leadership is doing strategic planning around the goal for WIG 2.0.

The WIG 2.0 approach will use lessons learned from Enhancing Financial Effectiveness.

WIG 2.0 Development will be an agency-wide effort to identify MnDOT’s customers, what customers value, and how we can measure and improve customer outcomes.

The Project Management work will continue in WIG 2.0.

WIG 2.0 Development

Before jumping into a customer outcomes-related WIG 2.0, more work needs to be done to answer the following questions:

1. In what timeframe will these goals be accomplished?
2. What are our future plans for measuring and providing customer value?
3. How do we measure how well we do today?
4. What can we do to do it better?
5. Who is the customer? Internal / External
Sequencing MnDOT’s WIGs

WIG 1.0 (EFE) 11/2013 – 2/2016

WIG 2.0 (Customer Outcomes Focused) 2016 – 6/2017

WIG 3.0 (TBD) 7/2017 – 6/2019
Some of this
Havoc
Some of our larger challenges this year

- Highway 100
- Highway 394
- Hwy 5 by Fort Snelling
- I–494 in Plymouth
What we need to do

- Ensure we have planned well
  - Checked parallel routes
  - Coordinated with local governments on their projects

- Safety is a key factor
  - More congestion means more risk
  - Frustrated motorists also more risk
MnDOT’s ADA transition plan available on website
  ◦ Outlines MnDOT’s Title II Obligations for accessibility
    • State Government Services
    • MnDOT owned facilities
    • Barrier removal
    • Accessible Communications

  ◦ Updated 2014
Accessibility

- Olmstead Plan
  - Allows individuals with disabilities to live and work in the most integrated setting of their choice
  - Multi agency plan with court oversight

- Transportation goals
  - Increase transit options and transportation modes
  - Increase ease of transportation coordination
  - Decrease transportation barriers
Questions?