



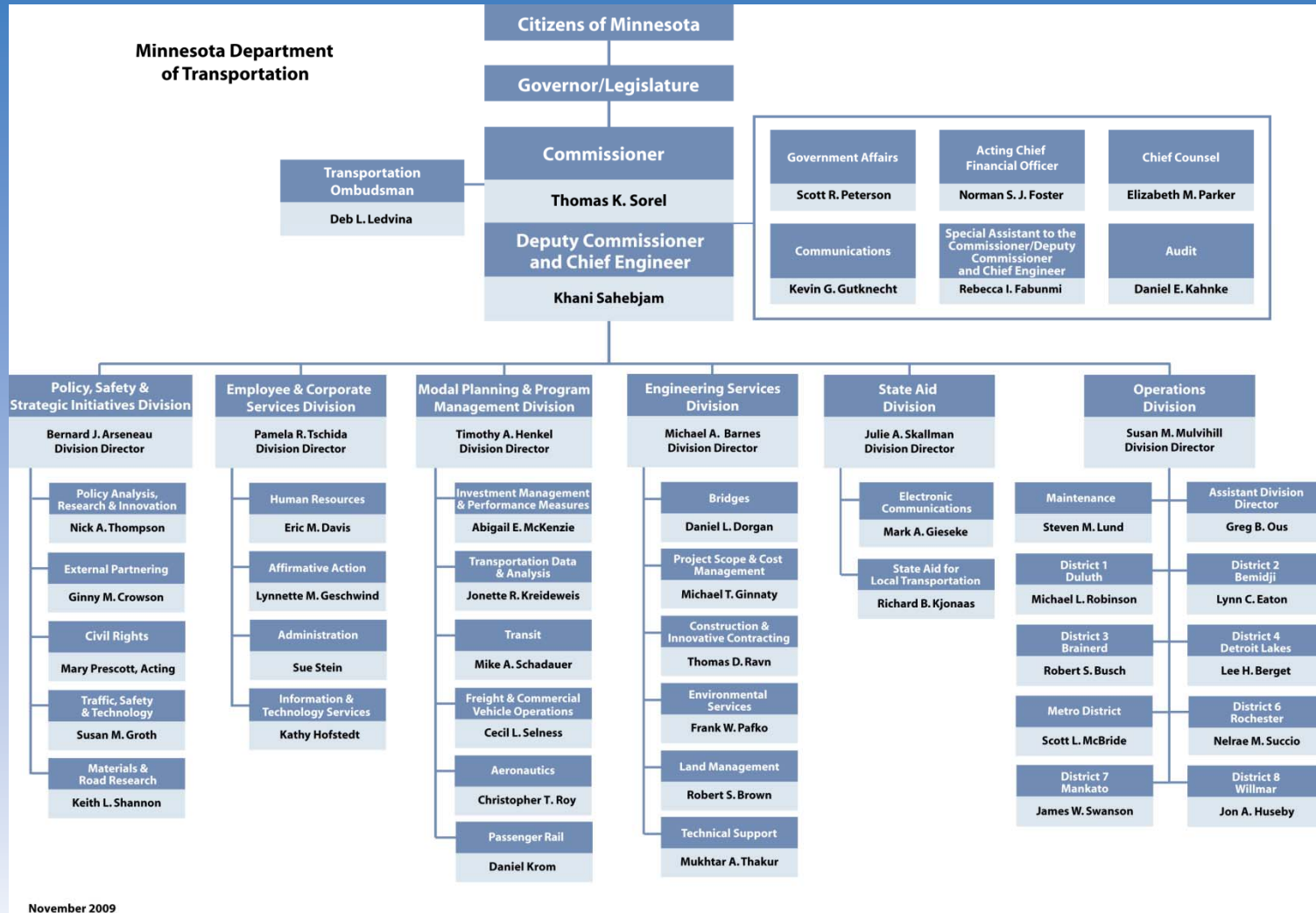
Presentation  
to Regional  
Council of  
Mayors

Dec. 14, 2009

*Your Destination... Our Priority*



# Organization Chart



# 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.

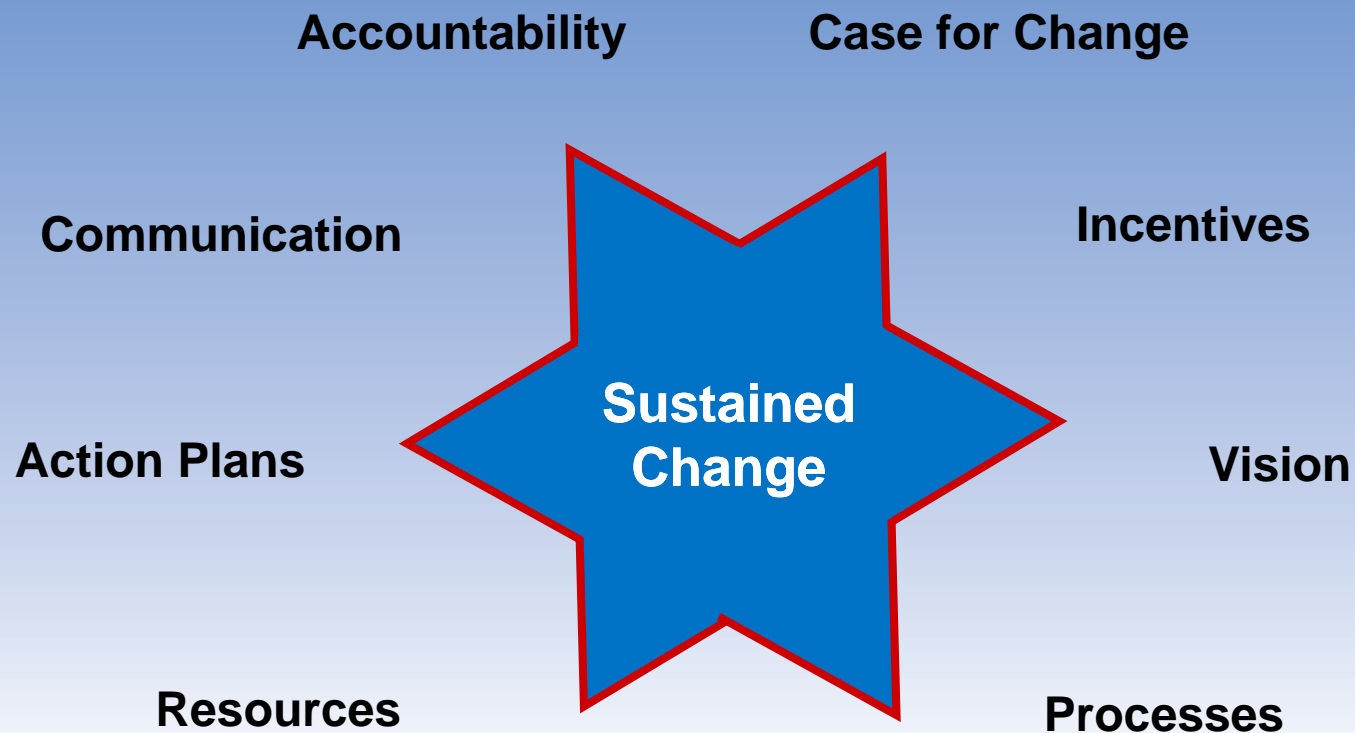
# Mn/DOT Business Case For CSS

## 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





# Safety Program

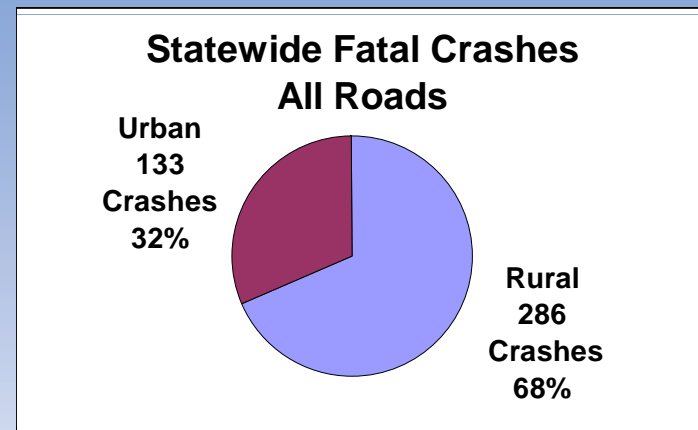
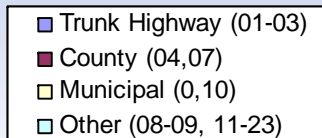
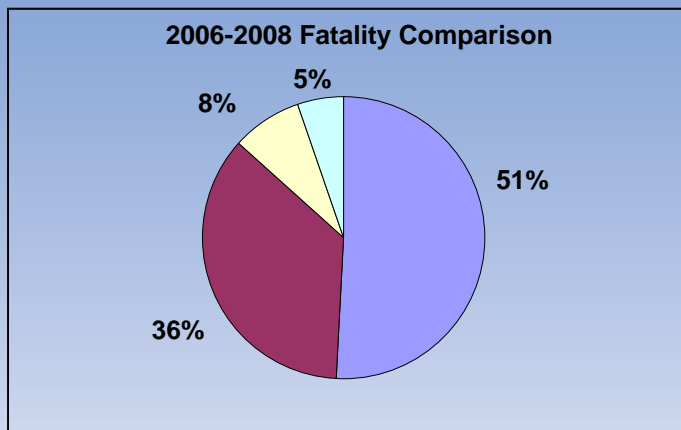


- Consider all roads
- Partner with all four E's
  - Education, Enforcement, Engineering and Emergency Medical Services
- Proactive and Systematic Solutions



# Where are Minnesota fatalities happening?

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



Urban = cities over 5,000 population



## SHSP Fatalities Ranked

<b>Driver behavior based on emphasis areas</b>			
Unbelted (Based on Veh. Occ. Fatalities)	1,271	(52%)	1
Alcohol-related	1,068	(36%)	2
Speeding-related	850	(28%)	5
Involved drivers under 21	718	(24%)	6
<b>Infrastructure based on emphasis areas</b>			
Single vehicle run-off-road	965	(32%)	4
Intersection	1,004	(33%)	3
Head-on and sideswipe	611	(20%)	7

Emphasis area fatality rank verified

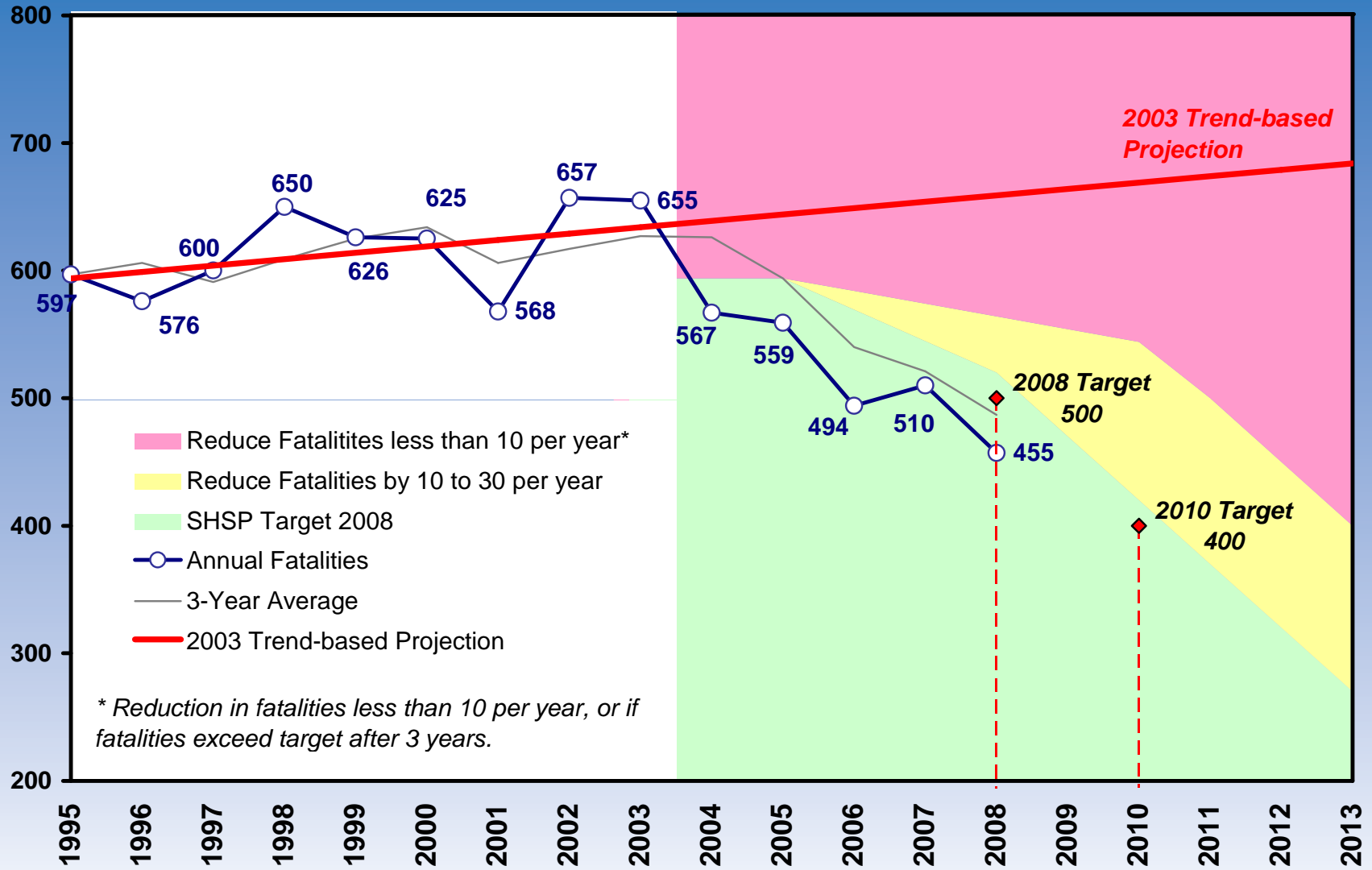


- Primary Seat Belt (effective June 2009)
  - Estimated to raise seatbelt use from 87 percent to 93 percent
  - Estimated to prevent 30 deaths and nearly 400 injury crashes
- Graduated drivers license including nighttime and passenger restrictions
- Booster Seat required for under age 8 and up to 4 feet 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

April 12, 2009



# Bridge Risk-Based Planning System for Repair and Replacements Projects



- 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



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# 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](http://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](mailto: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



# American Recovery and Reinvestment Act Update

## ARRA Highway and Bridge Apportionment (\$ millions)

Surface Transportation Program	\$150.70
Urban > 200K	\$ 73.20
200K - 5K	\$ 61.80
< 5K	\$ 15.70
STP any area (State Discretionary)	\$336.50
Enhancement	\$ 15.10
Total Highway, Bridges and Freight	\$502.30
Total Transit	\$ 92.00
Total Airports	\$ 20.75





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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

