

Local Road Construction Programs and Needs

Minnesota Transportation Alliance Annual Meeting

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Needs

- ▶ Pre-COVID county funding shortfall
~ \$900 million/year
 - ▶ \$450 million for CSAH system
 - ▶ \$450 million for County Road system
- ▶ Estimated 15% drop in State Aid revenues due to COVID
 - ▶ Impacts to both Construction (60%) and Maintenance (40%)

Needs

- ▶ Ongoing need for Bridge Bonding funds for all local jurisdictions
 - ▶ Latest bridge bonding doesn't clear queue on waiting list
 - ▶ New bridges added to list every year
- ▶ Local funding on state projects
 - ▶ Cost participation policy
 - ▶ Interchanges
 - ▶ MnDOT's funding shortfall
- ▶ Deferred projects = Higher cost
- ▶ Demand to accommodate all modes

Impacts to 2021

▶ Maintenance

- ▶ Increased local funding vs. deferred maintenance
- ▶ Local construction funding used to subsidize maintenance & operations vs. declining level of service
- ▶ Hardship transfers
- ▶ Domino effect into future years

Impacts to 2021

▶ Construction

- ▶ Increased local funding vs. delaying projects
 - ▶ Sales Tax, Bonding
 - ▶ Prioritizing time sensitive projects
- ▶ State Aid advances
- ▶ Potential for domino effect into future years

Unfunded Needs

- ▶ State Highway Improvements
 - ▶ TH 13, TH 252, TH 610, US 212, TH 59, US 10, TH 65, Various Interchanges throughout State
- ▶ Local Needs
 - ▶ Reconstruction, resurfacing, bridge replacements, interchanges (unfunded) needs in rural and urban areas



▶ Thank you!