

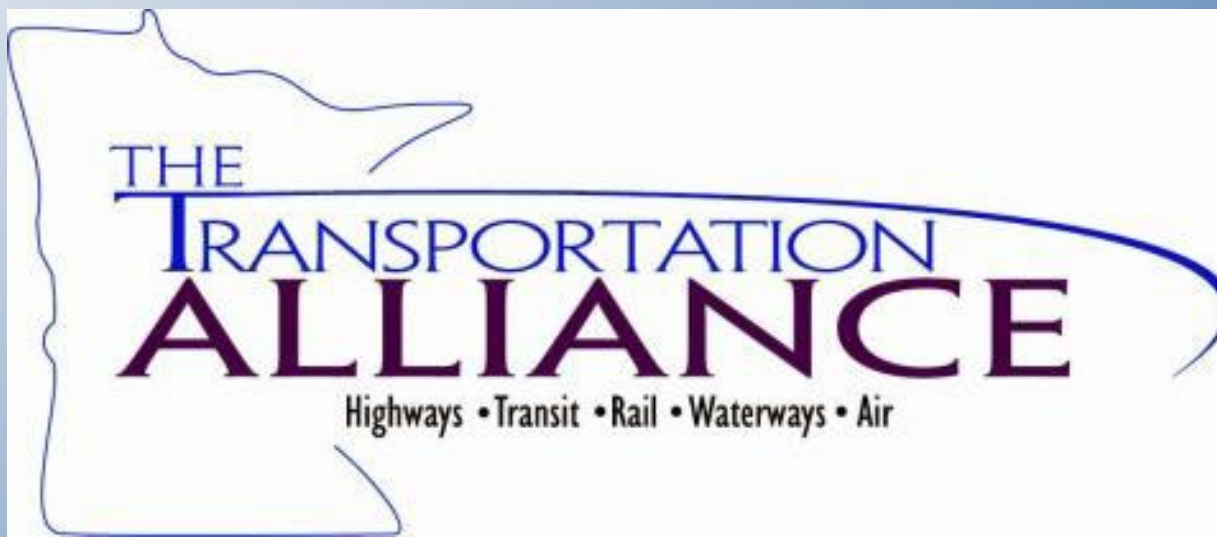
MINNESOTA TRANSPORTATION ALLIANCE

Local Transportation Needs

Ryan Thilges, P.E.

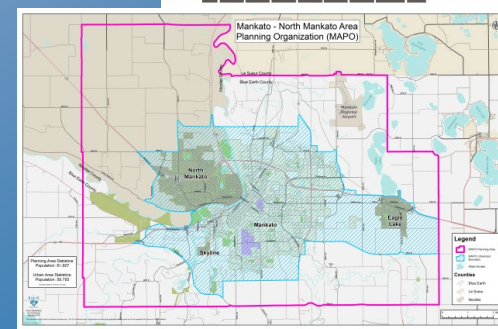
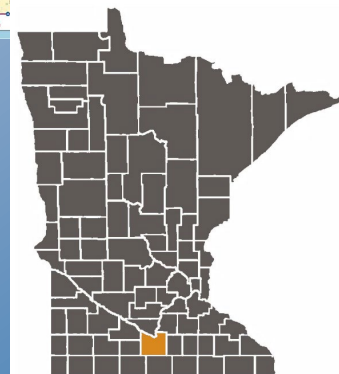
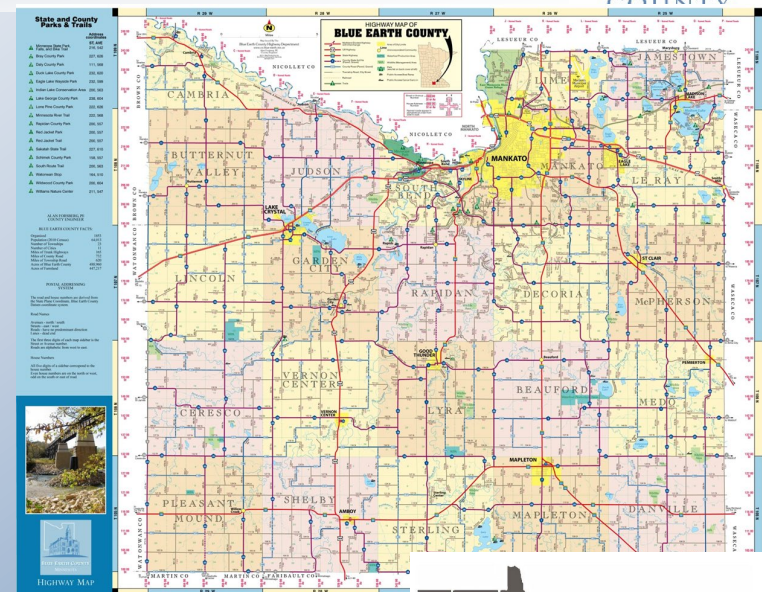
Blue Earth County Engineer & Public Works Director

November 9, 2022

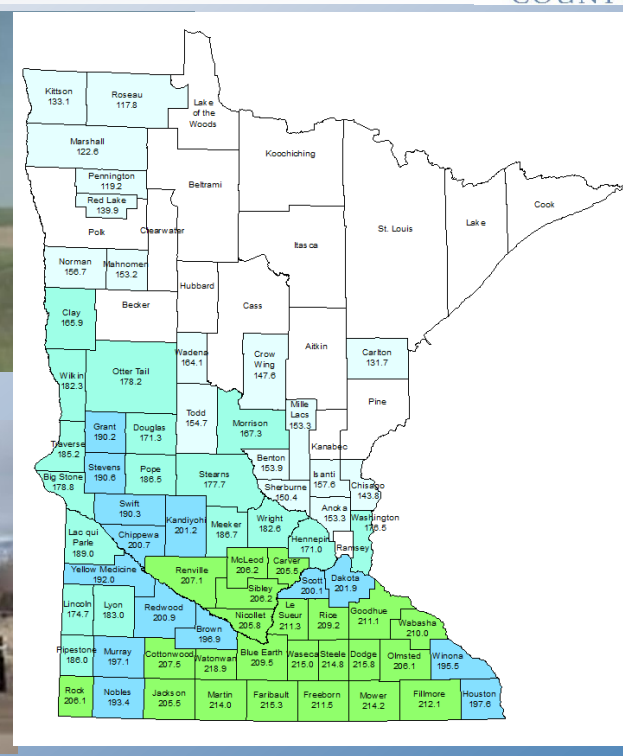


Blue Earth County Statistics

- Organized in 1853
- 69,112 Population (2020 Census)
- 11 Cities, 23 Townships
- 764 sq. miles / 488,960 acres
- 447,217 acres of farmland (91.6%)
- MPO Designation for Greater Mankato Area
- 430 miles CSAH + 304 miles County Roads
- Approximately 200 Bridges in the County
 - About 70% County Owned Bridges
 - About 30% Township and City Bridges



BEC Major Freight Generators



Major Freight Generators	Bushels/Acre	Weight / Bushel	Tons / Acre	Tons in County	Full Semi's
Corn	209.5 (194.0)	56 lbs.	5.9	1.31 M	52,468
Soybeans	57.4 (47)	60 lbs.	1.7	385,054	15,402
Ethanol Plant	23 M Bushels	NA	NA	1.08 M	27,000
Aggregate Quarries	1.5 M Tons	NA	NA	1.5 M (4.5-6 M)	60,000+

CSAH vs. County Roads

- The County Road system is about 46% the size of CSAH system
 - 30,618 CSAH miles
 - 13,934 CR miles
- CSAH system eligible for HUTDF revenue
- County Road system funded with local revenues (no HUTDF)
 - levy, wheelage, local option sales tax, etc.
- HUTDF/CSAH revenues are inadequate to meet system needs
- Local revenues are funding CSAH routes
- County Road system continues to fall behind without:
 - Increased local options (local property tax levy, wheelage, LOST, etc.)
 - Local Road Improvement Program (LRIP)
 - Local bridge replacement program



Overall HUTDF Funding Gap

- Includes State Highways, CSAH system, MSAS (Cities>5000) and Township Roads
- Does NOT include county road or municipal streets (Cities<5000 and non-MSA routes in Cities>5000)
- 20 Year Gap: Range of \$21.5 to \$23.5 billion for an economically competitive system
- Annual Funding Gap: Range of
\$1.075 to 1.175 billion
- **CSAH portion of the gap = \$450 million annually**



State Aid Needs System

(with assumption for County Road System)

- Considers what is needed on CSAH system for 25 Years
 - \$18.569 billion over 25 years
 - **~\$743 million per year**
- ASSUMPTION – County Road system about 46% of CSAH system
 - \$8.541 billion over 25 years
 - **~\$342 million per year**
- Total \$27.11 Billion over 25 years
- **\$1.1 Billion per year statewide total need**



County Funding Challenges

- Recently, County's have learned that the 2023 CSAH funding is estimated be 7% less than 2022 allocations due to decreased registration fees revenue.
- Many Counties already have established budgets and are well into project development & delivery.
- For Blue Earth County the 7% CSAH reduction is a \$797,000 negative impact:

Account Description	2022 Distribution	2023 Estimated Distribution	Difference (Negative Amount)
CSAH Regular Construction	\$6,234,028	\$5,797,646	(\$436,382)
CSAH Municipal Construction	\$597,784	\$555,939	(\$41,845)
		Total Const. Change:	(\$478,227)
CSAH Regular Maintenance	\$4,156,019	\$3,865,097	(\$290,921)
CSAH Municipal Maintenance	\$398,522	\$370,625	(\$27,897)
		Total Maint. Change:	(\$318,818)

County Funding Challenges (continued)

- Uncertain & inconsistent funding levels are extremely challenging for County Engineers to deliver projects that meet the reconstruction and maintenance needs for their County system.
- Gas tax effectiveness is eroding due to increased vehicle fuel efficiency, lower VMT, & increased EV sales.
- Inflation has significantly reduced our buying power:
 - In 2008 the BEC average cost for bituminous pavement was \$47.99 / ton.
 - In 2022 the BEC average cost for bituminous pavement was \$71.51 / ton, which is 49% higher than 2008.
 - The MnDOT statewide average cost for concrete box culverts has increased at least 29% since 2015. (Average barrel cost 2015=\$16.37/CF, 2021=\$21.16/CF)

MCEA Draft 2023 Legislative Priorities

- Infusion of State general funds cash for the non-federal match to IIJA funds.
- Dedication of all auto parts sales tax revenue to the HUTDF.
- Bonding or general funds cash for LBRP, LRIP, LRWRP, RR grade crossing safety, greater MN transit, state highway jurisdictional transfers, priority trunk highway infrastructure, SRTS, & active transportation program.
- Other Policy / Bills / Initiatives:
 - Use of state bridge funds for historic bridges, rehabilitation, stabilization and preservation.
 - Statewide investment in maintaining current system.
 - Workforce development, recruitment & retention.
 - Maintain current exemptions for work in County ROW.
 - Public land survey system monuments re-establishment.

