1. Call Meeting to Order
Joe called the meeting to order at 12:17 PM. A buffet style lunch preceded the business meeting.

2. Introductions
All attendees introduced themselves, stated their employer, NCITE involvement, and answered the question of the day “what is your favorite spring break destination?” The total attendee count was 48. The breakdown is as follows:
   - 45 in-person attendees
   - 3 online attendees

3. Announcements
Joe made the following announcements:
   - MWITE award nominations are due April 15.
   - The MWITE Annual Meeting is June 26-28 in Chicago.
   - Joe introduced John Davis, MWITE International Director, who gave a MWITE update. The ITE International Annual Meeting is in Anaheim. The meeting program will be unlike meetings in the past. They received 200 abstracts. The MWITE Secretary/Treasurer position is proposed to be split into separate positions in 2018.

4. Technical Presentation: Making Transportation Work For Minnesota
Ken introduced Scott McBride from MnDOT to present on transportation funding in Minnesota.
   - In 2017, MnDOT will have 18% less funding for roads and bridges. By 2019, MnDOT will have 49% less funding (i.e. “fiscal cliff”). This will result in no additional capacity added to the State Highway system.
   - The 10 year State system funding gap is $6 billion.
   - Long-term investment plan is needed that is sustainable, dedicated, and predictable.
   - Transportation investments fuel economic growth and support business expansion, enhance safety for traveling public, maintain existing infrastructure, and support to thousands of jobs in transportation sector.
   - Preservation vs. modernization is key focus at MnDOT. Examples include green epoxy steel reinforcement, aluminized pipe, and LED lighting. In the Metro District for example, LED lighting electricity costs are going down from $2.1 million in 2014 to $1.9 million in 2015.
   - The Metro district has just under 150 bridges between Minneapolis and St. Paul on I-94. These bridges were all built around 1968.
   - Mobility funding will wind down completely by 2022.

5. Adjournment
Ken thanked the speaker and adjourned the business meeting at 1:36 PM.
Respectfully submitted,

[Signature]

Scott Poska
2016 NCITE Secretary

Date: April 14, 2016
Today’s Take-Aways

– The “Infrastructure Problem” is real – and serious
– In a few short years MnDOT will not spend any money on new capacity in the Metro area – unless there is new revenue
– We agree there’s a need, it’s now down to Politics….
  • With a capital P
Making Transportation Work for Minnesota

Scott McBride, MnDOT
NCITE
March 29, 2016
We know what’s ahead

- Freight truck and rail traffic to increase 30 percent by 2030
- 850 bridges will require significant work by 2025
- 1 million new Minnesotans by 2040 (824,000 in the Metro)
- 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 / mobility improvements

MnDOT Construction Outlook
(Funding in millions)
Based on 16-19 Final STIP
Inflation impact on buying power

Capital revenue for State Road Construction (in millions)

Projected revenue
Projected purchasing power adjusted for inflation

Making Transportation Work for Minnesota
A Financially Unstable Path Forward

Current MnDOT Investment Plan (2014-2033)
$17.7 billion

Pavement Condition
$8,312 M
47%

Bridge Condition,
$3,482 M
20%

Roadside Infrastructure,
$1,488 M
8%

Traveler Safety
$622 M
4%

Accessibele Pedestrian Infrastructure, $307 M
2%

Bicycle Infrastructure,
$196 M
1%

TC Mobility
$520 M
3%

Regional and Community Improvement Priorities
$522 M
3%

Project Support
$1,326 M
7%

Small Programs
$900 M
5%

Making Transportation Work for Minnesota
A Financially Unstable Path Forward

No New Funding Scenario
Maintaining Pavements in 2014 Condition
(2018-2037)
$19.5 billion
We Agree on the Need

A perfect storm of funding shortfalls and increasing costs

- Population/Freight shipments increasing
- Aging Infrastructure
- Increasing Fuel Efficiency; Flat VMT
- Federal Funding Uncertain
- Increased costs for Construction & Maintenance

10 year State System Funding Gap = $6 billion

Making Transportation Work for Minnesota
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
We just need to fund it to stay economically competitive

State Gasoline Tax Increases and Inflation Adjustments
Includes Laws Enacted Between February 15, 2013 and November 2015

Making Transportation Work for Minnesota
Next 10 years: An Economically Competitive Plan

$11.351B

- $8.356B Roads and Bridges
  - $6B State road
    - $5.38B investment
    - $.62 efficiencies
  - $2.356B County, City, Townships
- $.075B Bike and Ped
- $2.92B Transit
  - $2.8B Twin Cities Metro
  - $.120B Greater MN Transit

Making Transportation Work for Minnesota
# Funding Choices

<table>
<thead>
<tr>
<th>Scenario</th>
<th>10-year additional $</th>
<th>Key Outcome</th>
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<tbody>
<tr>
<td>Status Quo</td>
<td>$0</td>
<td>▪ 125% increase in state highway miles in poor condition by 2025</td>
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<td>▪ 24% of state roads will have zero remaining service life in 10 years</td>
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<td>▪ Limited expansion; more preservation</td>
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<td>▪ MnPASS and mobility projects go unfunded</td>
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<tr>
<td>Be Economically Competitive/Fund the Gap</td>
<td>$6 Billion (gas tax, license</td>
<td>Preserve, modernize, strategically expand</td>
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<td>(sustainable, dedicated long-term funding)</td>
<td>tabs, bonding)</td>
<td>▪ Improve 2,200 additional miles of pavement; 330 state bridges</td>
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<td>▪ Extend current system’s service life; improve safety and access</td>
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<td></td>
<td>▪ Complete Corridors of Commerce expansion projects</td>
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<td>▪ Remove bottlenecks and improve traffic flow</td>
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<td>▪ Create 42,000 jobs on the state system alone</td>
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*Making Transportation Work for Minnesota*
Preservation versus Modernization

Standard black steel reinforcement lasts 25 years in our climate

Green epoxied steel reinforcement costs 25% more but lasts twice as long

Standard 16 gauge galvanized pipe lasts 25 years

Aluminized pipe costs 17% more but lasts 50+ years

Making Transportation Work for Minnesota
Preservation versus Modernization

Standard HPS luminaire lasts 4-5 years and costs $260 to replace plus $250 if lane closures are required.

LED luminaire costs 25% more, lasts for 17 years and uses 65% less energy.

City of Glenwood—Standard Mill and Overlay of Hwy 28

City of Glenwood—Complete Streets vision includes parking lane, trail connections, pedestrian enhancements.
Preservation

Modernization

Road condition-Mill and Overlay +10 years

Road condition-Reconstruction +10 years

Making Transportation Work for Minnesota
## Funding Facts: A Plan Comparison

<table>
<thead>
<tr>
<th>Funding</th>
<th>Governor’s Plan</th>
<th>House GOP Plan</th>
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<tbody>
<tr>
<td>Funding</td>
<td>$10.6 billion over 10 years</td>
<td>$7 billion over 10 years</td>
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<tr>
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<td>*$4.4 billion from 6.5% gross receipts tax on fuel</td>
<td>*$4.03 billion from the general fund (58% of total)</td>
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<td>*$1.45 billion from license tab fees</td>
<td>*$628 million from unreserved fund balances &amp; federal funds</td>
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<td>*$2 billion from borrowing (Trunk Highway bonds)</td>
<td>- already accounted for in MnDOTs plans</td>
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<td>*$2.8 billion from ½ cent metro area sales tax for transit</td>
<td>*$2.3 billion from borrowing ($1.3 b Trunk Hwy bonds, $1b GO)</td>
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<td>*Eliminates Met Council general fund approp. ($728m cut)</td>
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<td>Allocations</td>
<td>*State Trunk Highways = $5.38b</td>
<td>*State Trunk Highways = $3.4b (63% of Gov)</td>
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<td>*$1.6 billion for corridors of commerce</td>
<td>*$812 million for corridors of commerce-(50% of Gov)</td>
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<td>*County, City, Township=$2.35b</td>
<td>*County, City, Township=$1.2b (51% of Gov)</td>
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<td>*$120 million in GF for Greater MN transit</td>
<td>*$140 million for Greater MN Transit</td>
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<td>*$75 million for safe routes to schools/bike</td>
<td>*$14 million annually for suburban county road and bridge</td>
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<td>*$163 million for metro transit capital</td>
</tr>
<tr>
<td>Results</td>
<td>*State Trunk Highway System</td>
<td>*State Trunk Highway System</td>
</tr>
<tr>
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<td>*Fully funds the preservation, modernization and expansion of the state system</td>
<td>*Leaves 37% of the funding gap in place--leading to shorter term fixes with little room for expansion</td>
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<td>*Funds over 600 projects that are unfunded --330 bridges and 2200 miles of pavement</td>
<td>*Nearly 60% of funds come from general funds and can be reclaimed (not constitutionally dedicated)</td>
</tr>
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<td>*Funding constitutionally dedicated to roads &amp; bridges</td>
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<td>*Provides a 30% increase in county/city/twp funding</td>
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*Making Transportation Work for Minnesota*
Focus: Metro

- Additional funding would allow for:
  - Upgraded interchange at I35W / I 494 to relieve the 17th worst bottleneck in the Nation
  - A complete MnPASS system—five remaining MnPASS lanes will not be built without new funding
  - A complete rebuild of I94 between the downtowns
  - Advancing I-35W Minnesota River Bridge from 2020 to an earlier date
  - Mobility / interchange improvements along Hwy 10 corridor
We need a transportation system that works

- Attracts businesses, employees
- Enables more efficiency
- Reduces congestion
- Enhances road safety
- Fixes our system for future generations
We need your help

- If you agree that we must invest more in our roads and bridges, join us:
  - Letters to the editor
  - Letters and conversations with state legislators
  - Participation in Capitol rallies
2016 Major Projects

Infrastructure

– I-94 pavement, repair bridges (Mounds Blvd to MN 120, and TH 61 from Burns Ave to Junction of MN 5) – $43M
– Hwy 100 pavement repair (W 36th St to I-494) – $15.1M
– Hwy 36 / Lexington – $14M
– Hwy 494 project (Year 2 of 2)

Mobility

– I-694 general purpose lane – Corridors of Commerce (Rice to Lexington) – $40M
– I-35E MnPASS Lane (Little Canada Rd to County Rd J)
2017 Major Projects

Infrastructure

– US 169 Nine Mile Creek Bridge and pavement (MN62 to MN55) – $76M

– I-94 pavement repair, Portland Tunnel repair, Bridges (Nicollet to MN 252) – $38M

Infrastructure/Mobility

– I-35W MnPASS Completion, Pav’t Reconst., Bridges, Lake St Transit Sta. (43rd to I-94) – Year 1 of 3 - $253M
2018 Major Projects

Infrastructure

– I-35 Pavement, replace 3 bridges (35E/35W Split to US 8) – $38.6M

– MN 149, Redeck High Bridge over Mississippi and pav’t repair (494 to MN 5 in St Paul) – $18M

Infrastructure/Mobility

– I-35W MnPAss Completion, Pavement Reconstruction, Bridges, Lake St Transit Station (from 43rd to I-94) Year 2 of 3
2019 Major Projects

Infrastructure

– I-94/I-694/494 – East Area System Interchange (2 bridges) – $7.1M
– I-35W Unbonded overlay (Lake Dr in Blaine to Sunset Ave in Lino Lakes) – $13M

Infrastructure/Mobility

– I-35W MnPASS Completion, Pav’t Reconstruction, Bridges, Lake St Transit Sta. (43rd to I-94), Year 3 of 3
– I-35W North Managed Lane, pavement repair, bridges (year 1 of 2) - $100M
2020 Major Projects

Infrastructure

– I-494, pavement repair, (Hardman Ave to MN River) and rehab 7 bridges - $29

– Rehab 3rd Ave (Central Ave) Bridge over Mississippi in dwtn Mpls - $32

– Replace I-35W bridge over Minnesota River (Year 1 of 3) - $100

Mobility

– I-35W North Managed Lane, pavement repair, bridges (Year 2 of 2)
2021 Major Projects

Infrastructure

– Replace I-35W bridge over Minnesota River (Year 2 of 3)

Mobility

– I-94 Managed Lane project, pavement repair, bridges, (between dwtn Mpls & St. Paul) (Year 1 of 2) - $100
2022 Major Projects

Infrastructure

– I 394, mill and overlay, (I-494 to Hwy 100) - $15
– Replace I-35W bridge over Minnesota River (Year 3 of 3)

Mobility

– I-94 Managed Lane project, pavement repair, bridges, (between dwtn Mpls & St. Paul) (Year 2 of 2)
2023 Major Projects

Infrastructure

– I-94, unbonded concrete overlay **EB ONLY** (MN 120 to WI) - $55.5

– I-94 Paint Bridges in corridor at 35E/94 in dwnn St. Paul - $8
Today’s Take-Aways

– The “Infrastructure Problem” is real – and serious
– In a few short years MnDOT will not spend any money on new capacity in the Metro area – unless there is new revenue
– We agree there’s a need, it’s now down to politics….