Sustaining our local road systems

Our Road System

We have a PROBLEM

DECLINING RESOURCES
RISE PRICES

DEFERRED MAINTENANCE

CHANGING DEMAND

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In a report published in December 2012, The Minnesota Transportation Finance Advisory Committee concluded that we are $21 billion SHORT in funds over the next 30 years just to keep our system at its CURRENT level of service. This includes a $360 million annual funding gap for the COUNTY system.
In a report published in December 2012, The Minnesota Transportation Finance Advisory Committee concluded that we are $21 billion SHORT in funds over the next 20 years just to keep our system at its CURRENT level of service. This includes a $200 million annual funding gap for the COUNTY system.
DEFERRED MAINTENANCE

The Minnesota Department of Transportation estimates there are about 1,100 structurally deficient bridges in Minnesota that need to be repaired in the next 5 years.
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We have a PROBLEM

DECLINING RESOURCES
RISING PRICES

DEFERRED MAINTENANCE

CHANGING DEMAND
Why should we care that we have a PROBLEM?
County Transportation Revenue Sources

- Local: 35%
- Federal: 15%
- State Vehicle Sales Tax: 10%
- State Vehicle Registration Tax: 15%
- State Fuel Tax: 25%
On average, 6% of the property taxes that Minnesotans pay go to support the roads that counties take care of.
Rising Costs of Materials

Vehicle weight

Vehicle Miles traveled
Our Road System
Project selection criteria

Generalized pavement deterioration curve

- Excellent
- Good
- Fair
- Poor
- Very poor
- Failed

Pavement Condition Index

Time, years (exact values vary depending on traffic, materials, etc.)

New
- $5,000

Minor aging
- $25,000

Fog seal

Crack Sealing

Chip Seal/Scrub Seal

Slurry / Micro surfacing

Thin overlay
- $100,000

Ultra-thin bonded

HIR or Thick Overlay
- $250,000

Cold in-place recycling

Thin mill & fill

Rutting

Full depth mill & resurface

Major cracking

Full depth reclamation
- $350,000

Major roughness

Patching

Reconstruction
- $700,000
33% of all roads in the state are managed by counties
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REVENUES
MAINTENANCE
OPERATIONS
REALIGN THE SYSTEM