

SUSTAINABILITY INDICATORS

Travel Outcomes	Asset Management
VMT per capita C Average	Road Condition F POOR
CO2 per capita C Average	Bridge Condition C Average
Deaths per capita A Very Low	Roads owned by state 8.2%

Indicator	Minnesota	U.S
VMT per capita	10,010	9,434
CO2 per capita	4.7	5.0
Deaths per 100k	8.5	12.9
Roads, “acceptable”	9%	19%
Bridges, “good”	43%	44%

KEY DECISION-MAKERS

Governor
Appoints the Secretary with legislative approval.

State Legislature
Substantial control over state funds and limited control over planning and project selection.

Oversight Bodies
There are no oversight bodies in Minnesota.

Regional Planning Organizations
There are eight MPOs in Minnesota. The largest is the Twin Cities Metropolitan Council, which includes 47% of the state’s population. MnDOT typically is not represented on MPO governing bodies.

Largest MPO’s	Population (mil)
Metropolitan Council	3.23
Rochester-Olmsted COG (ROCOG)	0.17
St. Cloud Area Planning Organization (APO)	0.14
Duluth-Superior Metropolitan Interstate Council (MIC)	0.13
Mankato / North Mankato Area Planning Organization	0.07
State total	5.71

Minnesota Department of Transportation
<b>Commissioner (Nancy Daubenberger)</b> <ul style="list-style-type: none"><li>Serves in Governor’s Cabinet</li></ul> <ul style="list-style-type: none"><li>Chief of Staff (<b>Sara Severs</b>); Chief Counsel (<b>Craig Gustafson</b>)</li><li>Deputy Commissioner, Chief Administrative Officer (<b>Kim Collins</b>)<ul style="list-style-type: none"><li>Chief Financial Officer (<b>Josh Knatterud-Hubinger</b>)</li></ul></li><li>Deputy Commissioner, Chief Engineer (<b>Jean Wallace</b>)<ul style="list-style-type: none"><li>Asst. Commissioner, Sustainability, Planning, and Program Management (<b>Vacant</b>)<ul style="list-style-type: none"><li>Divisions: Active Transportation; Sustainability and Public Health; Freight; etc.</li></ul></li><li>Asst. Commissioner, Engineering Services (<b>Michael Beer</b>)<ul style="list-style-type: none"><li>Division: Bridge, Construction, Land Management, Materials, Environmental Stewardship, etc.</li></ul></li><li>Asst. Commissioner, Operations (<b>Jay Hietpas</b>)<ul style="list-style-type: none"><li>Divisions: 9 Districts, Traffic Engineering, Maintenance, and Management and Operations</li></ul></li><li>Asst. Commissioner, State Aid and Statewide Radio Communications (<b>Kristine Elwood</b>)</li></ul></li></ul>

Transit Agencies	
MnDOT coordinates with Amtrak and freight carriers to support statewide rail. Most other services are operated by local providers, including the Metropolitan Council in the Twin Cities.	
Largest Transit Agencies	Passenger Trips (mil)
Metro Transit	38.79
Metropolitan Council	3.38
University of Minnesota	2.15
Duluth Transit Authority	1.90
Minnesota Valley Transit Authority	1.00

DECISION-MAKING POLICIES

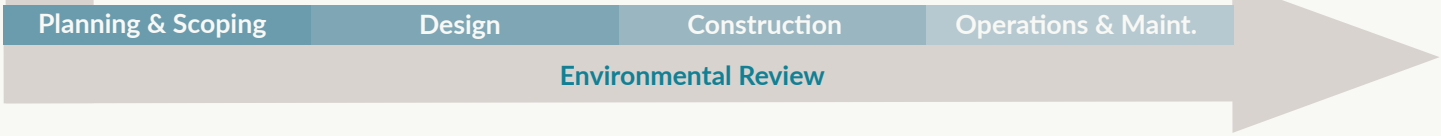
Minnesota’s investments are guided by the following plans:

- Minnesota GO 50-Year Vision (2011)
- Statewide Multimodal Transportation Plan (2022; updated every 5 years)
- Various modal and system plans (Freight, Rail, Bicycle, Pedestrian, Transit Investment)
- 20-Year State Highway Investment Plan (2024; updated every 5 years)
- Carbon Reduction Strategy (2023)

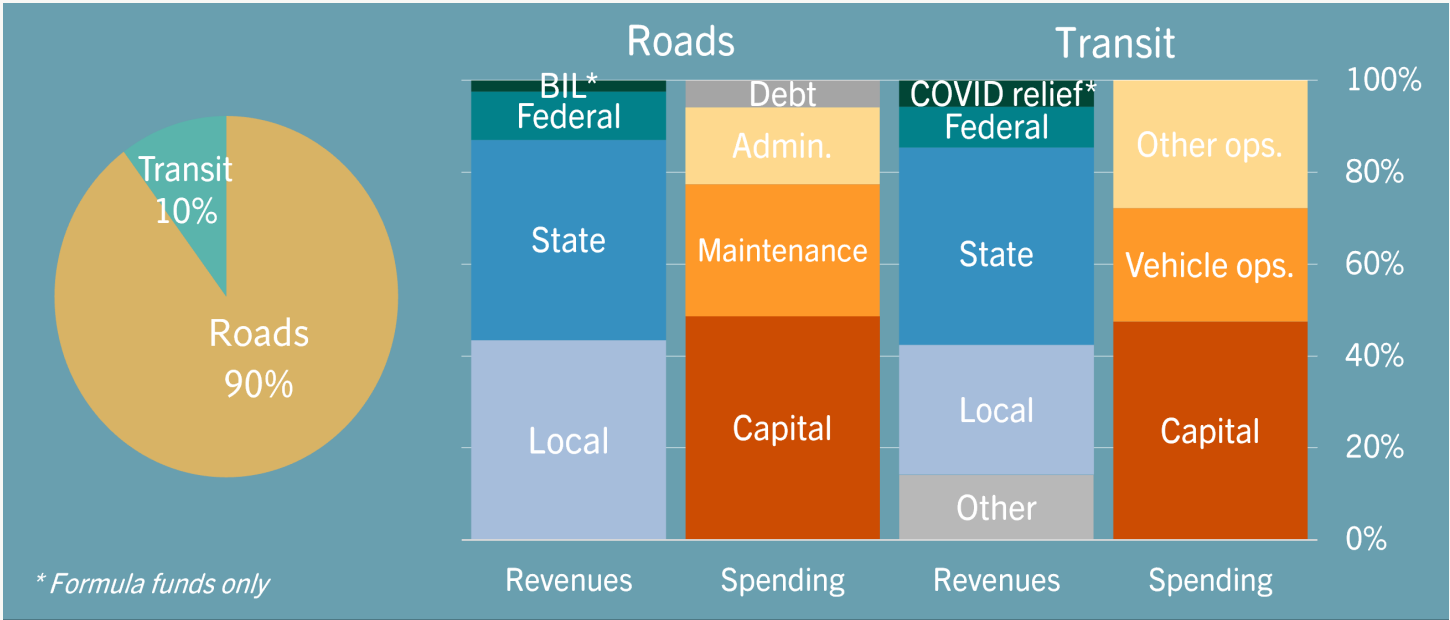
Transportation investments are mainly funded using federal funds and several state funds, including the highway user tax distribution fund, trunk highway fund, county state aid highway fund, municipal state aid street fund, and transit assistance fund. State revenues include fuel taxes (40%), a vehicle sales tax (19%), vehicle fees (18%), and other sources.

Projects are identified for the STIP using a project selection process that applies to around half of its capital funds, per state law. That includes bridges and pavement (69-75%), capacity expansions (8-18%), and specialty programs like Corridors of Commerce and Transportation Economic Development (12-20%). The remaining funds are exempt from project selection and mainly cover routine infrastructure repairs. Minnesota’s Constitution stipulates that state fuel taxes must be used for “highway purposes,” with 62% going toward the trunk highway system and another 29% for county state-aid.

Design decisions are guided by the Facility Design Guide, which has gradually replaced the former Road Design Manual since 2000. MnDOT also implemented a Complete Streets policy, per state law (\$174.75), that stipulates it “must follow a Complete Streets approach in all phases,” and issued an implementation handbook in 2022. The agency has a relatively transparent project development process and provides information about engagement, engineering, and environmental review throughout that process.



STATEWIDE TRANSPORTATION FUNDING



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