



vision

MN Transportation Alliance

Transportation Candidate Forum – St. Cloud



Why is Transportation Important?

- **Jobs and Economic Development**

Businesses rely on the transportation system to move people and products

Construction unemployment continues to remain high as private sector construction remains slow



People Need Transportation

- **Safety**

Over 400 people are killed every year and many more injured in traffic crashes

- **Mobility**

Every Minnesotan relies on the transportation system every day.



Growing Support

- In recent years, policymakers and the public have shown more support for investments
- In 2006, Minnesotans approved a constitutional amendment dedicating motor vehicle sales tax
- In 2008 the Legislature enacted a major transportation funding bill
- Maintaining public infrastructure is a core government function



2008 - Chapter 152

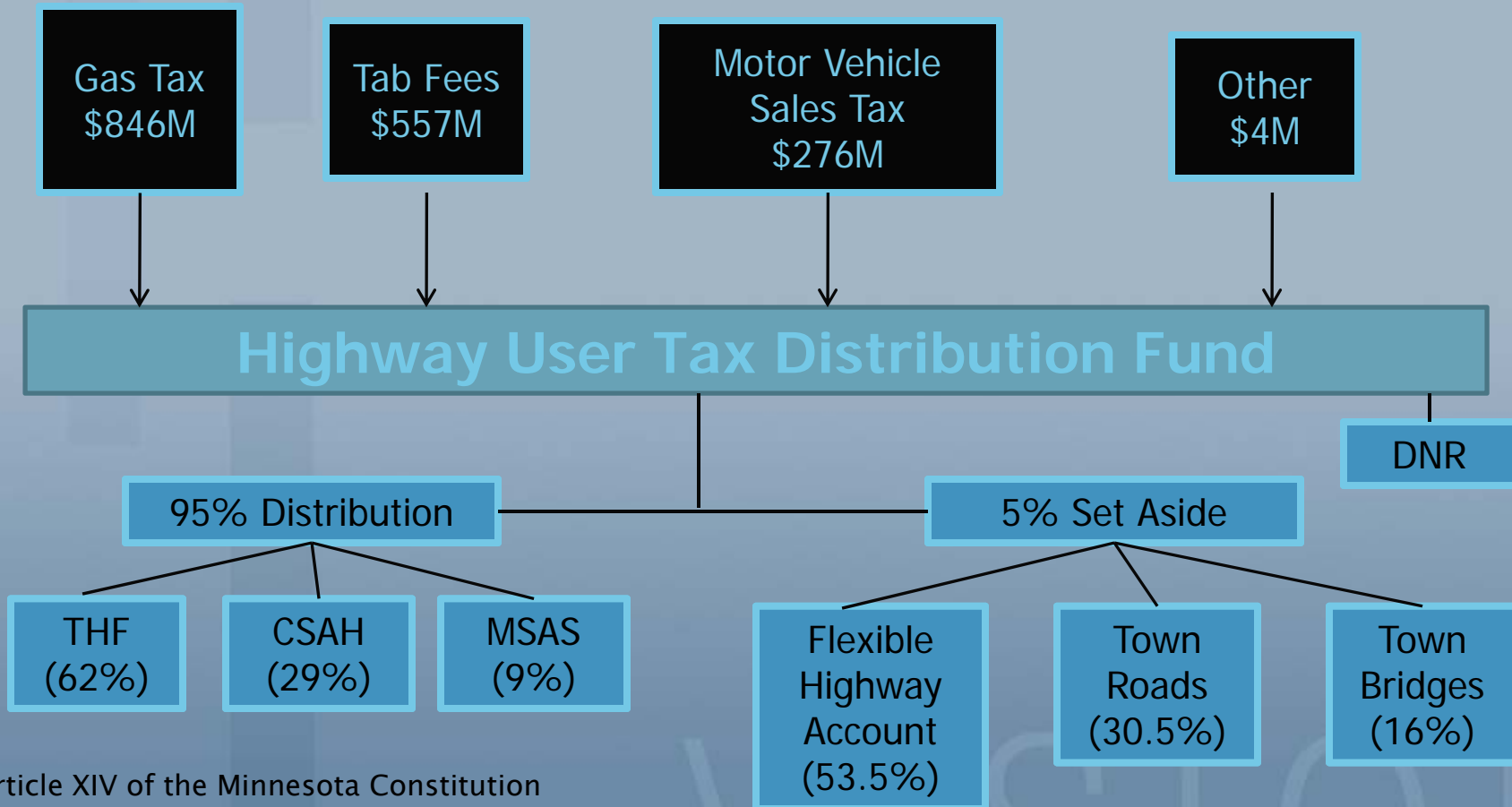
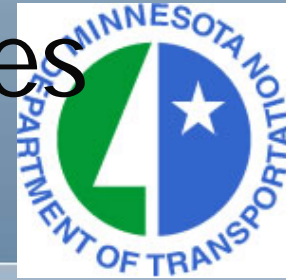
- In 2008 legislation was enacted that finally increased the state's gas tax
- Lifted caps on motor vehicle registration for newly purchased and registered vehicles
- Authorized counties to enact a local sales tax for transportation
- Authorized \$1.8B in trunk highway bonds



Funding for Bridge Repair

- Hwy. 11 over Red River - 2008
- Highway 23/DeSoto bridge - 2009
- Hwy 52/Lafayette bridge – 2010
- Hwy 61/Hastings bridge - 2010
- Cayuga St. bridge St. Paul - 2011
- I-90 near Dresbach - 2012
- Hwy 60/Stillwater - 2013
- Hwy 43 in Winona - 2014
- Hwy 63 in Red Wing - 2018
- Hwy 2 E. Grand Forks - 2018
- Hwy 72 in Baudette - 2018

HUTD Sources and Uses FY 2011

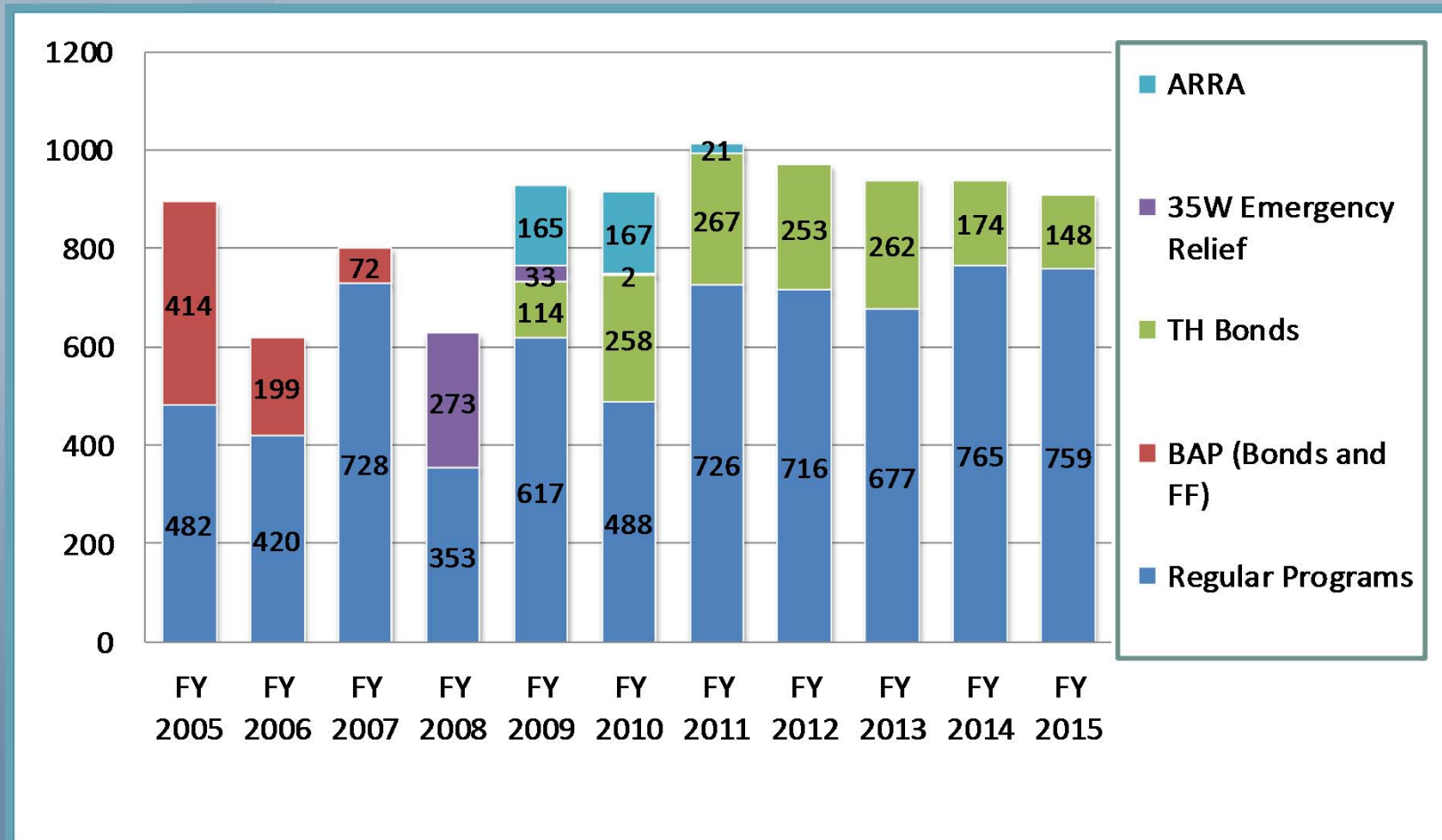


Article XIV of the Minnesota Constitution



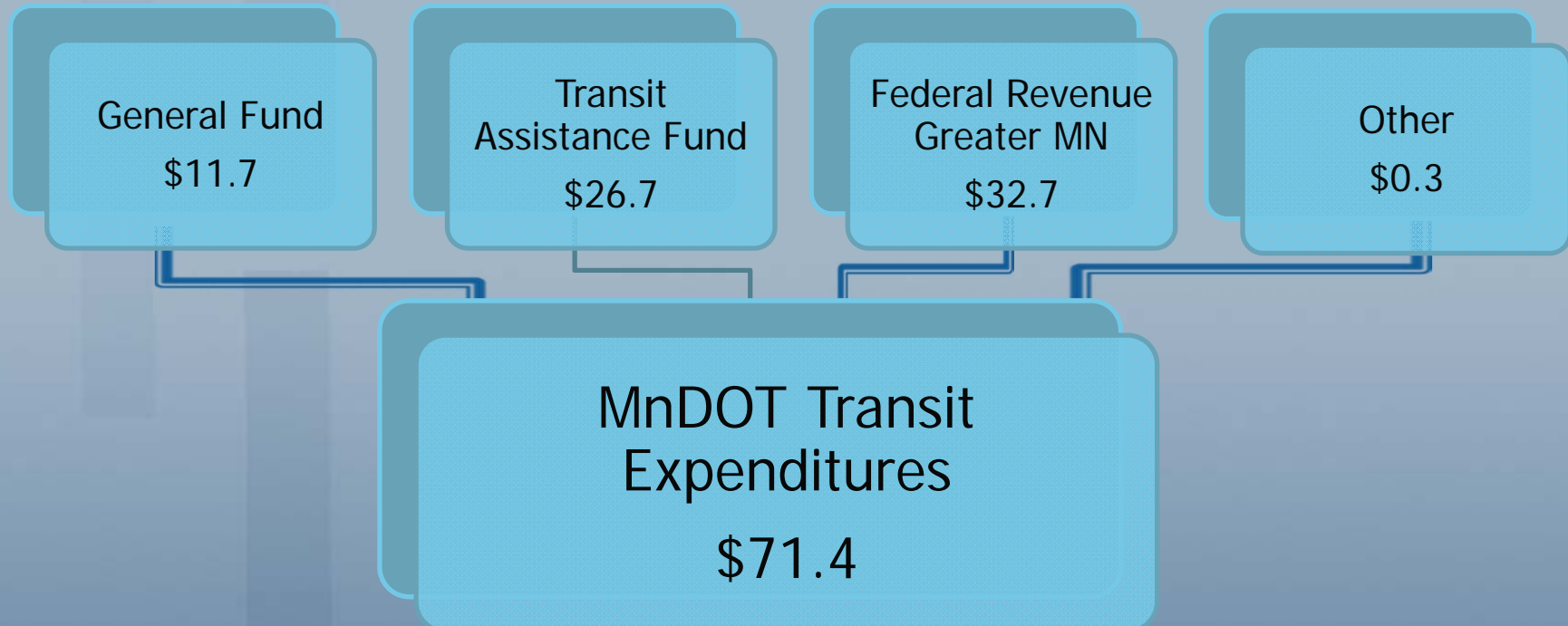
MnDOT – 2005 to 2015 Funding

Funding by Source (millions)





MnDOT Transit Uses of Funds FY2011



Capital Bonding

	2011 Bill	Gov. Rec	HF1752	Biennial total
Local Bridge Program	\$33 million	\$25 million	\$30 million	\$63 million
Local Road Imp. Program	\$10 million	0	\$10 million	\$20 million
Railroad warning devices	\$3 million	\$2.5 million	\$2 million	\$5 million
Wetland mitigation for roads	\$1.6 million	0	\$6 million	\$7.6 million
Port Development Asst.	\$3 million	\$3 million	\$1 million	\$4 million
Transportation Economic Dev.		\$10 million	\$3 million	\$3 million
Greater MN Transit	\$2.5 million	\$10 million	\$6.4 million	\$8.9 million
Mpls. Interchange Project		0	\$2.5 million	\$2.5 million
Southwest LRT		\$25 million	0	
Business Development Program			\$47.5 million	\$47.5 million



Falling Behind

- When Chapter 152 was passed legislators acknowledged it would meet about 1/3 of the problem
- Rising construction costs, aging infrastructure and declines in driving and car purchases make maintenance tough
- We need to take care of this public asset – increasingly difficult



All Modes Work Together

- Important needs for all types of transportation
 - Highways
 - Transit
 - Ports and Waterways
 - Freight Rail
 - Airports



Trying to Preserve What We Have

- Even with 83% of anticipated revenue directed to preservation – can't meet all of the need
- Roadways are reaching the end of their useful lives
- Cost increases for oil, steel, aggregates, etc. means we can't live on stagnant funding

District 3 20-Year Plan

Table 1 – District 3 Total Investments to Meet Performance Targets for 2009-2028
(\$ in millions, year of construction)

STRATEGIC INVESTMENT PRIORITY	PLANNING PERIOD					
	2009 to 2018		2019 to 2028		2009 to 2028	
	Need (\$)	% of Need	Need (\$)	% of Need	TOTAL (\$)	% of Total
Traveler Safety	404	15%	400	12%	804	14%
Roadway Enhancements	139		147		286	
Capacity Improvements	265		253		518	
Infrastructure Preservation	476	18%	937	29%	1,413	24%
Chapter 152 Bridge Program	48		-		48	
Other Bridge	81		94		175	
Pavement	304		769		1,073	
Other Infrastructure	43		74		118	
Mobility	1,788	67%	1,865	58%	3,653	62%
Interregional Corridors	1,738		1,835		3,573	
Greater MN Trade Centers	51		30		81	
Total Investment	\$2,670 M		\$3,200 M		\$5,870 M	

District 3 – Anticipated Revenue

Table 3 – District 3 Highway Investment Plan 2009-2028
(\$ in millions, year of construction)

STRATEGIC INVESTMENT PRIORITY	PLANNING PERIOD							
	2009 to 2012		2013 to 2018		2019 to 2028		2009 to 2028	
	STIP (\$)	% of STIP	HIP (\$)	% of HIP	LRP (\$)	% of LRP	TOTAL (\$)	% of Total
Traveler Safety	40	12%	121	33%	135	18%	296	21%
Roadway Enhancements	15		21		41		78	
Capacity Improvements	25		100		94		218	
Infrastructure Preservation	231	72%	248	67%	594	81%	1,072	75%
Chapter 152 Bridge Program	48		-		-		48	
Other Bridge	23		69		108		199	
Pavement	154		152		470		776	
Other Infrastructure	7		27		15		49	
Mobility	12	4%	-	-	-	-	12	1%
Interregional Corridors	12		-		-		12	
Greater MN Trade Centers	-		-		-		-	
Regional and Community Improvement Priorities	-	-	-	-	-	-	-	-
<i>Right of Way, Consultants, Supplemental Agreements</i>	36	11%	NA		NA		36	3%
Total Investment	\$320 M		\$370 M		\$730 M		\$1,420 M	



District 3 Funding Gap

- Anticipated revenue: \$1.4 billion
- Estimate of Needs: \$5.8 billion
- Funding Gap of: \$4.4 billion
- Statewide: \$16-\$18 billion



Future Opportunities

- Additional investments will create jobs
- Allow needed projects to be completed
- Interest rates are low
- Bids are coming in low- sometimes dramatically below estimate
- Now is the time to get the biggest value



Federal Transportation Authorization Act

- Congress just passed MAP-21, a new federal transportation bill
- Funding levels are flat despite recommendations to increase investments to keep up with our competitors
- Minnesota cannot rely on significant increases in federal funding



For More information:
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