



2010 CGMC Policy Positions: Transportation

CGMC believes that state funding sources—including new state revenues—should be distributed equitably to meet the transportation needs of both greater Minnesota and the metro area. Accordingly, CGMC supports the following transportation positions in the 2010 legislative session:

1. Allocation of bonding dollars for roads and bridges in greater Minnesota.

CGMC supports an adequate appropriation of bonding dollars for programs designed to improve, expand and/or replace local roads and bridges in greater Minnesota. These programs help improve safety, prevent deterioration and provide connections to interregional corridors and other highways.

Specifically, CGMC supports a \$40 million bonding appropriation request for the Local Road Account for Routes of Regional Significance, and a \$75 million appropriation request for the Local Bridge Replacement Program.

2. Allocation of bonding dollars for greater Minnesota transit facilities.

To address the increasing need and demand in greater Minnesota for transit and transportation alternatives, CGMC supports adequate funding for greater Minnesota transit facilities throughout the state.

Specifically, CGMC supports a \$30 million bonding appropriation request for greater Minnesota transit facilities.

3. Allocation of state transportation dollars.

CGMC opposes any efforts to reduce the current MVST statutory allocation, namely 60% of funding dedicated to highways and 4% dedicated to greater Minnesota transit.

CGMC will oppose any efforts to reverse transportation revenue increases enacted in Ch. 152 (2008), including:

- a. 5-cent gas tax increase
- b. 3.5-cent gas tax debt service surcharge
- c. ¼ cent sales tax increase in the metro for metro transit

4. Transit funding.

The state should not pay an excessive amount for local mass transit. Any additional increases in transit funding should come from local sales taxes.

- a. The state should provide 40% of MVST revenues for transit aid, with no additional money from the general fund.
- b. CGMC supports a metro sales tax of up to ½ percent dedicated to metro transit to provide a growing and stable funding source.

5. Protect Greater Minnesota Transit

Throughout greater Minnesota, the demand for transit services continues to grow. These services help rural Minnesotans get to work, school, and social activities, often at great

distances and when no other transportation options are available. The CGMC also acknowledges the increased demand for transit service in the metro area. However, the CGMC believes expanded service for metro area transit must not come at the expense of greater Minnesota transit services.

CGMC opposes any effort – legislatively, administratively or otherwise – to fund expanded metro area transit services, including the Northstar corridor, with revenue traditionally designated for greater Minnesota transit. These funding sources include, but are not limited to:

- a. Funding from the Federal Transit Administration Section 5311 fund.
- b. Funding from the greater Minnesota transit account.
- c. Funding from the state general fund.

6. Safety

The CGMC believes efforts to improve road safety in greater Minnesota roads are best accomplished by improving interchanges and expanding dangerous two-lane roads into four-lane roads. The completion of such safety improvements directly enhances greater Minnesota's economic vitality and growth. As a result, the CGMC opposes any efforts by MnDOT to reprioritize its spending decisions to favor metro congestion relief over statewide safety.

7. Federal Transportation Reauthorization

Congress has begun consideration of a six-year surface transportation reauthorization act. CGMC supports an expedited passage of this legislation in the 111th Congress. CGMC opposes an excessive number of continuing resolutions of the current highway authorization act, SAFETEA-LU, or an 18-month extension of the current highway authorization act.

Within this reauthorization, CGMC supports efforts to:

- a. Increase the federal fuel tax by 5 – 8 cents per gallon;
- b. Emphasize investments that increase safety and prevent deterioration of our roads, bridges and transit systems;
- c. Enhance access to greater Minnesota's interregional corridors and highways; and
- d. Invest in high-speed passenger rail from Chicago to the Twin Cities, as well as other rail routes to and from greater Minnesota cities.

8. Statewide Transportation Plan

CGMC believes the Legislature must assert a strong role in developing and overseeing a comprehensive, interconnected, multimodal approach to statewide transportation planning. Accordingly, CGMC supports legislative efforts to adopt in statute a strategic, statewide transportation policy plan guiding MnDOT in their short- and long-term capital planning decisions.