



TRANSPORTATION -2015 State Legislative Policy

Minnesota's transportation infrastructure is a valuable asset that requires ongoing maintenance and investment for the efficient movement of people and materials. The present methods and level of funding fall short of maintaining our existing system, let alone allowing for expansion.

Minnesota businesses believe today's transportation system meets their most pressing needs. However, without additional funding, investment in our roads and bridges is projected to drop significantly, beginning in 2016. The Dakota County Regional Chamber supports investment at a level to maintain the existing transportation system – roads, bridges and transit – and provide for strategic enhancements to it so our infrastructure addresses demographic, economic and technological trends.

2015 To-Do List

- Pass a 10-year funding plan to preserve and enhance our transportation system with sustained, strategic improvements. Through this plan, provide additional transportation funding to:
 - Maintain the current level of construction on state roads and bridges to preserve pavement and bridge conditions, provide for spot improvements to relieve congestion, and provide for a few expansion projects each year.
 - Make additional strategic investments in the state's system of roads and bridges through the Corridors of Commerce program to improve freight movement and address bottlenecks.
 - Accelerate the build-out of the transit system in the Twin Cities.
 - The package should be funded by efficient use of current resources, general fund appropriations and value capture user-fee mechanisms.
- The 2012 Transportation Finance Advisory Committee recommended that roughly 15% of the state's long-term funding needs for transportation be met through a focus on using resources more efficiently. This is a reasonable and responsible target for the Department of Transportation and the Metropolitan Council to meet.
 - We must broaden the base of financial support for our transportation infrastructure. Fuel taxes, vehicle registration fees and the motor vehicle sales tax are not sufficient in the long term to support the growing demand for increased investment. Thirty-three states use money from the general fund to supplement financing for state roads and bridges. Minnesota does not.
 - Value capture mechanisms should be used to match a portion of a project's cost with those who most directly benefit from it.

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