

FACT SHEET | Fixing our Roads, Bridges, and Transit Systems

2016 Budget for a Better Minnesota

Modern roads, bridges, and transit are the foundation of an economy that works for all Minnesotans, everywhere in Minnesota. Our businesses need reliable roads and bridges to export their ideas and innovations to consumers around the globe. To attract and retain the best workers, Minnesota needs roadways and transit systems that make it easy to get to work safely, affordably, and on-time. Governor Dayton and Lt. Governor Smith's 21st Century transportation plan would make the sustainable, long-term investments necessary to build a better transportation network, spur Minnesota's innovation economy forward, and generate the great jobs of the future.

Driving Minnesota Forward

High-quality, modern transportation infrastructure drives economic growth and competitiveness. That's why Governor Mark Dayton and Lt. Governor Tina Smith support a transportation investment that will reinvigorate Minnesota's transportation systems – ensuring that we have a statewide transportation solution that works for all Minnesotans.

- **Investing in Roads and Bridges** – Governor Dayton and Lt. Governor Smith's transportation solution would repair or replace 2,200 miles of roads and 330 bridges statewide. The plan would also give local leaders the resources and flexibility to repair and replace local roads and bridges in their communities by directing over 40 percent of the new revenues to cities, counties, and townships.
- **Transit for Growing Economies** – Greater Minnesota seniors, commuters, and students, and others unable to drive, are expected to take an additional 4.3 million transit trips every year by 2040. To grow Minnesota's regional centers and support innovation, the plan also would add 500,000 additional hours of service annually in Greater Minnesota – meeting 90 percent of the need. And the Twin Cities are expected to add 800,000 residents and 550,000 new jobs by 2040. The Governor and Lt. Governor's plan would allow 20 additional bus rapid transit and light rail transit lines to be added – connecting more Minnesota workers with the good-paying jobs of the future.
- **Improving Rail Safety and Reducing Delays** – Every day, trains carrying oil and other hazardous materials pass through Minnesota. These trains present real risks to public safety and our natural resources. That is why Governor Dayton and Lt. Governor's proposal would make strategic investments in rail safety improvements to improve the safety of Minnesotans living near railway and alleviate traffic for businesses that are backed up by train delays. Overall, their proposal would fund 75 priority railway infrastructure improvements necessary to improve safety and spur Minnesota's economy forward.

A State of Disrepair

- **Aging Roads and Bridges** – Right now, more than half of Minnesota's roads are more than 50 years old, and 40 percent of the state's bridges are more than 40 years old. In just the next three years alone, one in five Minnesota roads will pass their useful life. And in the next ten years, nearly 40 percent of our roads will be past their useful life.
- **High Costs for Commuters and Businesses** – Poor roads cost Minnesota motorists \$1.2 billion every year in extra vehicle repairs, and Minnesota businesses spend an extra \$232 million each year on additional freight transportation costs caused by traffic congestion.
- **Stuck in Traffic** – The average Minnesota commuter wastes 34 hours stuck in traffic every year. If no additional investments are made in our transportation systems, by 2025 the average Minnesota commuter will waste an estimated 45 hours stuck in traffic.
- **Declining Return** – Without a funding increase by 2017, Minnesota's state road construction budget is expected to shrink by 45 percent. Roads with less traffic would be the first to be impacted – having an outsized impact in Greater Minnesota and other areas with fewer travelers.

A Common Ground, Common Sense Solution

- **A \$6 Billion Problem** – Last year, Governor Dayton and legislative leaders reached agreement on the scope of Minnesota’s growing transportation needs. Currently, Minnesota faces a \$6 billion funding gap for state highways over the next decade that will only get bigger the longer we wait. Governor Dayton and Lt. Governor Smith remain committed to reaching a common ground, common sense solution this year on how to fund a long-term, comprehensive transportation solution to build a better Minnesota for everyone, everywhere in our state.
- **No Simple Solution** – Some argue that Minnesota’s transportation problems can be solved by finding new efficiencies at MnDOT. We can, should, and have been finding efficiencies. Since 2011, MnDOT has found \$100 million in cost savings, but efficiencies alone will not fill a \$6 billion deficit.
- **Making Minnesota Economically Competitive** – The Twin Cities Metropolitan Area is falling behind other regions when it comes to transit investments. With 800,000 new people expected in the region by 2040, the region needs more transit options to meet the demands of millennials and our aging population and to get more cars off the road.
- **Sustainable Funding** – Governor Dayton and Lt. Governor Smith will not accept a transportation bill that takes \$400 million per year from the fund that pays for education and healthcare. And a real solution cannot use shifts or gimmicks to count money that’s already been spent. The Governor and Lt. Governor know that Minnesotans expect a real solution to a real problem that affects us every day.