

Senator Johnson, D.E. introduced--

S.F. No. 685: Referred to the Committee on Transportation.

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A bill for an act

relating to highways; amending description of
Legislative Route No. 143; amending Minnesota Statutes
2004, section 161.115, subdivision 74.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

Section 1. Minnesota Statutes 2004, section 161.115,
subdivision 74, is amended to read:

Subd. 74. [ROUTE NO. 143.] Beginning at a point on Route
No. ~~10~~ 210 westerly of Pennoek Sunburg, thence extending in a
northerly direction to a point at or near Terrace~~7~~, thence
continuing in a northerly direction to a point on Route No. 142
as herein established.

[EFFECTIVE DATE.] This section is effective the day
following final enactment.



Ray L. Krossman
Assistant County Engineer

KANDIYOHI COUNTY

PUBLIC WORKS DEPARTMENT

1801 E Highway 12 • P.O. Box 976 • Willmar, MN 56201
320-235-3266 • Fax 320-235-0055 • E-mail: Highway@co.kandiyohi.mn.us.

Gary D. Danielson, P.E., Public Works Director

Dave Fritz
Maintenance Engineer

Ron Hagemeyer
GLSSWD Director
(320) 796-4523

(A)

February 8, 2005

RE: TH 104 Turn Back to Kandiyohi County

TH 104, from TH 12 to TH 9, one mile from the western edge of Kandiyohi County, is a 13.4-mile, sub-standard highway, dating from the early 1950's. Its deficiencies include narrow shoulders, steep slopes, sharp curves and poor structural strength. It is restricted to 5-ton per axle loading each spring. The load restrictions are often extended well beyond the eight-week period of time common to other state and county highways. It is a very weak link in the overall road system within Kandiyohi County.

These deficiencies have plagued county residents for years, and their impact has worsened as commuter traffic and farm to market trucking has steadily increased. Since it was improbable that Mn/DOT would ever be able to prioritize this road for improvement through their normal funding channels, the possible turn back for reconstruction purposes has been part of an open discussion between Mn/DOT and the county for over ten years. The turn back option allows access to the Mn/DOT Trunk Highway Turn Back Fund, where this project has been prioritized for 2005 construction.

Kandiyohi County is supporting the turn back of the highway. It appears the only way to correct the deficiencies of the road and their attendant effect on the economic vitality and personal safety of county residents who use it. Turn back of the highway will relieve Mn/DOT of their current extensive annual maintenance costs. Reconstructing the road will reduce these costs to a manageable level. The county will assume all future maintenance costs and is justifying the added annual expenditure of county maintenance funds based on the reconstruction benefits to the public. The City of Sunburg supports, and is partnering with us, in planning much needed improvements to the highway within their city limits.

Reconstruction costs are expected to run between six and seven million dollars. The county is working on the detailed construction plans at this time and expects to have a better estimate within thirty days. We have invested about \$300,000 in survey and design work so far. The county has also begun the right of way acquisition process for the project.

We ask your support for the turn back proposal and request early enactment in order to pay for the needed additional right of way in April. We can then also advertise for bids in April and proceed to contract letting in May. This project is large (1.3 million yards of earthwork excavation over 13.4 miles) and will require a full construction season to complete the grading and base construction by this fall. Paving is scheduled for 2006.

Sincerely,

Gary D. Danielson, P.E.

Public Works Director

Bruce Nelson
Maintenance Supervisor

Steve Lindgren
Maintenance Supervisor

Paul Bakker
Financial Supervisor

Dennis Rupp
County Ag Inspector



Senate Counsel & Research

G-17 STATE CAPITOL
75 REV. DR. MARTIN LUTHER KING JR. BLVD.
ST. PAUL, MN 55155-1606
(651) 296-4791
FAX (651) 296-7747

JO ANNE ZOFF SELLNER
DIRECTOR

Senate

State of Minnesota

COUNSEL

PETER S. WATTSON
JOHN C. FULLER
BONNIE L. BEREZOVSKY
DANIEL P. MCGOWAN
KATHLEEN E. PONTIUS
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AMY M. VENNEWITZ
MAJA WEIDMANN

S.F. No. 633 - Allowing Commissioner to Permit Metro Mobility Buses to Operate on Freeway Shoulders

Author: Senator Steve Murphy

Prepared by: Bonnie Berezovsky, Senate Counsel (651/296-9191) *BB*
Amy Vennewitz, Fiscal Analyst (651/296-7681)

Date: February 10, 2005

Section 1 authorizes the Commissioner of Transportation to permit Metro Mobility buses to operate on freeway or expressway shoulders, where transit buses are permitted to use the shoulders. A Metro Mobility bus is defined as a motor vehicle at least 20 feet long that provides special transportation services, is operated by an entity that receives financial assistance from the Metropolitan Council, and is authorized by the council to use freeway or expressway shoulders.

Section 2 gives immediate effect to section 1.

BB/AV:rer

Senator Murphy introduced--

S.F. No. 633: Referred to the Committee on Transportation.

A bill for an act

relating to transportation; modifying provisions relating to the use of freeway or expressway shoulders by transit buses and authorizing the commissioner of transportation to allow such use by metro mobility buses; amending Minnesota Statutes 2004, section 169.306.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

Section 1. Minnesota Statutes 2004, section 169.306, is amended to read:

169.306 [USE OF SHOULDERS BY BUSES.]

If (a) The commissioner of transportation permits may permit the use by transit buses and metro mobility buses of a shoulder of a freeway or expressway, as defined in section 160.02, in the seven-county metropolitan area.

(b) If the commissioner permits the use of a freeway or expressway shoulder by transit buses, the commissioner shall also permit the use on that shoulder of a bus with a seating capacity of 40 passengers or more operated by a motor carrier of passengers, as defined in section 221.011, subdivision 48, while operating in intrastate commerce.

(c) Buses authorized to use the shoulder under this section may be operated on the shoulder only when main line traffic speeds are less than 35 miles per hour. Drivers of buses being operated on the shoulder may not exceed the speed of main line traffic by more than 15 miles per hour and may never exceed 35

1 miles per hour. Drivers of buses being operated on the shoulder
2 must yield to merging, entering, and exiting traffic and must
3 yield to other vehicles on the shoulder. Buses operated on the
4 shoulder must be registered with the Department of
5 Transportation.

6 (d) For the purposes of this section, the term "metro
7 mobility bus" means a motor vehicle of not less than 20 feet in
8 length engaged in providing special transportation services
9 under section 473.386 that is:

10 (1) operated by a public or private entity receiving
11 financial assistance from the Metropolitan Council; and

12 (2) authorized by the council to use freeway or expressway
13 shoulders.

14 Sec. 2. [EFFECTIVE DATE.]

15 This act is effective on the day following final enactment.

- 1 Senator moves to amend S.F. No. 633 as follows:
- 2 Page 2, line 10, after "by" insert "the Metropolitan
- 3 Council, or operated by"

AGENCY INITIATIVE

Amend M.S. 169.306 regarding the use of transit shoulder lanes

Request: The Metropolitan Council requests an amendment to M.S. 169.306 to allow the use of transit shoulder lanes by Metro Mobility and contracted private providers.

Staff Contacts:

Judd Schetnan
651-602-1142

Natalio Diaz
651-602-1754

Why this legislation is needed

- Current state law allows for the use of transit shoulder lanes along certain metro area highways by 40 passenger fixed route buses. This is an important tool in providing efficient transit service.
- The Metropolitan Council proposes adding to the definition of allowed vehicles in M.S. 169.306 to include some of the smaller vehicles such as those used by Metro Mobility and other providers of public transportation. This definition would include “cut-away” vehicles (those in which customers can stand up and walk around in) but *not* passenger vans.
- This proposal would enable the Metropolitan Council to operate our Metro Mobility transit service in a more efficient manner as vehicles could use the shoulder lanes to avoid rush hour traffic, thus keeping on schedule and being able to provide more trips in a given time period.
- This proposal not only benefits the Metropolitan Council’s Metro Mobility vehicles, but provides benefits as well to the other contracted private providers of this service who use smaller transit vehicles and allows them to use the freeway or expressway shoulders if authorized by the Council.
- This proposal is consistent with the Metropolitan Council’s goal of providing transit service in a cost-effective and efficient manner. It also meets our goal of providing responsive service to our customers.

Senate Counsel & Research

G-17 STATE CAPITOL
75 REV. DR. MARTIN LUTHER KING JR. BLVD.
ST. PAUL, MN 55155-1606
(651) 296-4791
FAX (651) 296-7747

JO ANNE ZOFF SELLNER
DIRECTOR

Senate

State of Minnesota

COUNSEL

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MAJA WEIDMANN

S.F. No. 300 - Prohibiting MnDOT From Including Computerized Concrete Batching in Standard Specifications

Author: Senator Gary W. Kubly

Prepared by: Bonnie Berezovsky, Senate Counsel (651/296-9191) *BB*
Amy Vennewitz, Fiscal Analyst (651/296-7681)

Date: February 10, 2005

Section 1 amends a section of statute relating to contracts for work on trunk highways. The commissioner is prohibited from including in the Minnesota Department of Transportation (MnDOT's) standard specifications a requirement that a concrete supplier provide a computerized certificate of compliance.

Section 2 gives immediate effect to section 1 and applies to work for which bids are first solicited on or after the effective date.

BB/AV:rer

Senators Kubly and Murphy introduced--

S.F. No. 300: Referred to the Committee on Transportation.

1 A bill for an act

2 relating to highways; prohibiting commissioner of
3 transportation from requiring ready mix concrete
4 suppliers to provide computerized certificates of
5 compliance for highway construction contracts;
6 amending Minnesota Statutes 2004, section 161.32,
7 subdivision 1a.

8 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

9 Section 1. Minnesota Statutes 2004, section 161.32,
10 subdivision 1a, is amended to read:

11 Subd. 1a. [STANDARD SPECIFICATIONS, SECURITY.] Contracts
12 under this section must be based on specifications prescribed by
13 the commissioner. The commissioner shall not include in the
14 specifications a requirement that a concrete supplier provide a
15 computerized certificate of compliance. Each bidder for a
16 contract shall furnish security approved by the commissioner to
17 ensure completion of the contract. The commissioner may require
18 that bid, performance, or payment bonds, or other security, be
19 furnished electronically.

20 Sec. 2. [EFFECTIVE DATE.]

21 This section is effective the day following final enactment
22 and applies to all work for which bids are first solicited on or
23 after that effective date.



Certificate of Compliance

3

Ready-Mix Plant <i>Granite RediMix</i>		Contractor <i>Amundson Const</i>		S. P. <i>87-647-02</i>	Date
Bridge #	Mix # <i>3A32</i>	Truck #	Time Batched	Quantity this load yd ³	Cumulative quantity yd ³

	Design Wt. (C.Y.)	Total Moisture	Free Water	Target Batch (C.Y.)	Target Batch Weight	Actual Batch Weight	Manufacturer & Mill or Power Plant/Aggregate Source & Pit #
Cement	<i>531</i>						
Fly Ash	<i>94</i>						
Sand	<i>1140</i>						
CA 3/4+							
CA 3/4-	<i>1751</i>						
CA							
Water							
Total Water (Free Plus Batched)							

Total Water Available to Add at Jobsite	Gal.	Total Water Added at Jobsite	Gal.	Total Water	Lbs.
(Target - Actual)/8.33		Water Added at Jobsite*8.33 + Total Water (Actual)			

Admixture	Dose	Manufacturer/Type
Air Entraining Agent	oz/c.y.	
Admixture # 1	<i>30</i> oz./cwt.	
Admixture # 2	<i>120</i> oz./cwt.	

Plant Representative Comments and Signature

Field Tests	Field Comments
Location (Station, etc.)	
Air Temp.	Conc. Temp.
Air Content (%)	Slump
	Cyl. #

**SAP 87-647-02 - 9TH AVE. IN GRANITE FALLS
REQUIRED CONCRETE TESTS**

The following are the dates and amount of test required on the concrete aggregates use on the above referenced project constructed in Granite Falls in 2004:

<u>DATE</u>	<u>CU. YDS.</u>	<u>NO. OF TESTS REQUIRED</u>	
		<u>ROCK</u>	<u>SAND</u>
7-29-04	188 CY	2	1
8-2-04	48 CY	1	1
8-4-04	34.5 CY	1	1
8-5-04	47.75 CY	1	1
8-6-04	40 CY	1	1
8-9-04	50.5 CY	1	1
8-10-04	39 CY	1	1
8-13-04	26.5 CY	1	1
8-16-04	24.5 CY	1	1
	TOTAL	10	9

*498³/₄ total yds
2.44 yd for testing*

*Would have cost at least 2000.0[#]
more if they had done them
everyday. 9 times*

6.45 yd

NOTE: Companion samples for testing by the County are required with each test.

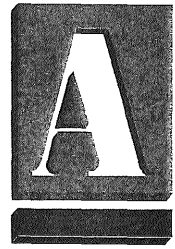
$$25,000 \div 498\frac{3}{4} = 50.12$$

$$30,000 \div 498\frac{3}{4} = 60.15$$

$$35,000 \div 498\frac{3}{4} = 70.18$$

Statement of Account

American Engineering Testing, Inc
 550 Cleveland Avenue North
 St. Paul, MN 55114
 (651)659-9001



GRANITE FALLS REDI MIX
 203 HIGHWAY 212 EAST
 PO BOX 183
 GRANITE FALLS, MN 56241

Statement of Account as of 1/31/2005

	<u>Invoice</u>	<u>Description</u>	<u>Job Number</u>	<u>Billing Contact</u>	<u>Date</u>	<u>Charges</u>	<u>Credits</u>
Inv	132562	Batch Plant Redi-Mix			01/31/05	1,215.90	
				Statement Totals		1,215.90*	.00*

Current Amount	31-60 Days Amount	61-90 Days Amount	91-120 Days Amount	Over 120 Days Amount	Outstanding Amount
1,215.90					1,215.90

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MAJA WEIDMANN

S.F. No. 530 - Permitting Display of Certain Slow-moving Vehicle Signs That Are Visible at Night

Author: Senator Steve Murphy

Prepared by: Bonnie Berezovsky, Senate Counsel (651/296-9191) *BB*
Amy Vennewitz, Fiscal Analyst (651/296-7681)

Date: February 10, 2005

Section 1 describes a type of slow-moving vehicle sign that is visible at night that meets statutory requirements for display by slow-moving vehicles. Obsolete language in this section of statute is removed.

BB/AV:rer

Senator Murphy introduced--

S.F. No. 530: Referred to the Committee on Transportation.

1 A bill for an act

2 relating to motor vehicles; permitting display of
3 certain slow-moving vehicle signs that are visible at
4 night; removing obsolete language; making clarifying
5 changes; amending Minnesota Statutes 2004, section
6 169.522.

7 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

8 Section 1. Minnesota Statutes 2004, section 169.522, is
9 amended to read:

10 169.522 [SLOW-MOVING VEHICLE, SIGN REQUIRED.]

11 Subdivision 1. [DISPLAYING EMBLEM; RULES.] (a) All
12 animal-drawn vehicles, motorized golf carts when operated on
13 designated roadways pursuant to section 169.045, implements of
14 husbandry, and other machinery, including all road construction
15 machinery, which are designed for operation at a speed of 30
16 miles per hour or less shall must display a triangular
17 slow-moving vehicle emblem, except (1) when being used in actual
18 construction and maintenance work and traveling within the
19 limits of a construction area which-is marked in accordance with
20 requirements-of the Manual on Uniform Traffic Control Devices,
21 as set forth in section 169.06, or (2) for a towed implement of
22 husbandry that is empty and that is not self-propelled, in which
23 case it may be towed at lawful speeds greater than 30 miles per
24 hour without removing the slow-moving vehicle emblem.

25 Subd. 1a. [DESIGN AND MOUNTING.] (a) The emblem shall must
26 consist of a fluorescent yellow-orange triangle with a dark red

1 reflective border and be mounted so as to be visible from a
2 distance of not less than 600 feet to the rear.

3 (b) The slow-moving vehicle sign may be visible at night as
4 a red-orange equilateral triangle with a red border from (1) 100
5 to 600 feet to the rear when directly in front of a vehicle with
6 lawful low-beam headlights, and (2) 1,000 feet in ambient
7 lighting that is less than two lux when viewed from 1,000 feet
8 directly behind the vehicle and at any angle equal to or less
9 than 70 degrees from that point. The luminous intensity of the
10 red-orange triangle must be a minimum of 40 candelas/m² and a
11 maximum of 80 candelas/m². The luminous intensity may not vary
12 by more than ten percent, as measured by comparing the luminous
13 intensity of any two points on the triangle, viewed at any angle.

14 (c) When a primary power unit towing an implement of
15 husbandry or other machinery displays a slow-moving vehicle
16 emblem visible from a distance of 600 feet to the rear, it shall
17 is not be necessary to display a similar emblem on the secondary
18 unit. After-January-17-1975,

19 (d) All slow-moving vehicle emblems sold in this
20 state shall must be so designed that when properly mounted they
21 are visible from a distance of not less than 600 feet to the
22 rear when directly in front of lawful lower beam of headlamps on
23 a motor vehicle.

24 (e) The commissioner of public safety shall adopt standards
25 and specifications for the design and position of mounting the
26 slow-moving vehicle emblem. Such standards and
27 specifications shall must be adopted by rule in accordance with
28 the Administrative Procedure Act. A-violation-of-this-section
29 shall-not-be-admissible-evidence-in-any-civil-cause-of-action
30 arising-prior-to-January-17-1970.

31 (b) Subd. 1b. [ALTERNATIVE EMBLEM.] An alternate
32 slow-moving vehicle emblem consisting of a dull black triangle
33 with a white reflective border may be used after obtaining a
34 permit from the commissioner under rules of the commissioner. A
35 person with a permit to use an alternate slow-moving vehicle
36 emblem must:

1 (1) carry in the vehicle a regular slow-moving vehicle
2 emblem and display the emblem when operating a vehicle between
3 sunset and sunrise, and at any other time when visibility is
4 impaired by weather, smoke, fog, or other conditions; and

5 (2) permanently affix to the rear of the slow-moving
6 vehicle at least 72 square inches of reflective tape that
7 reflects the color red.

8 Subd. 2. [PROHIBITION ON USE.] The use of this emblem
9 ~~shall-be~~ is restricted to the slow-moving vehicles specified in
10 subdivision 1 and its use on any other type of vehicle or
11 stationary object on the highway is prohibited.

12 Subd. 3. [DISPLAY REQUIRED.] No person shall sell, lease,
13 rent, or operate any slow-moving vehicle, as defined in
14 subdivision 1, except motorized golf carts and except those
15 units designed to be completely mounted on a primary power unit,
16 which is manufactured or assembled on or after July 1, 1967,
17 unless such the vehicle is equipped with a slow-moving vehicle
18 emblem-mounting device as specified in subdivision 1. Provided
19 however, no a slow-moving vehicle ~~shall~~ must not be operated
20 without such slow-moving vehicle emblem ~~after-January-17-1968~~.

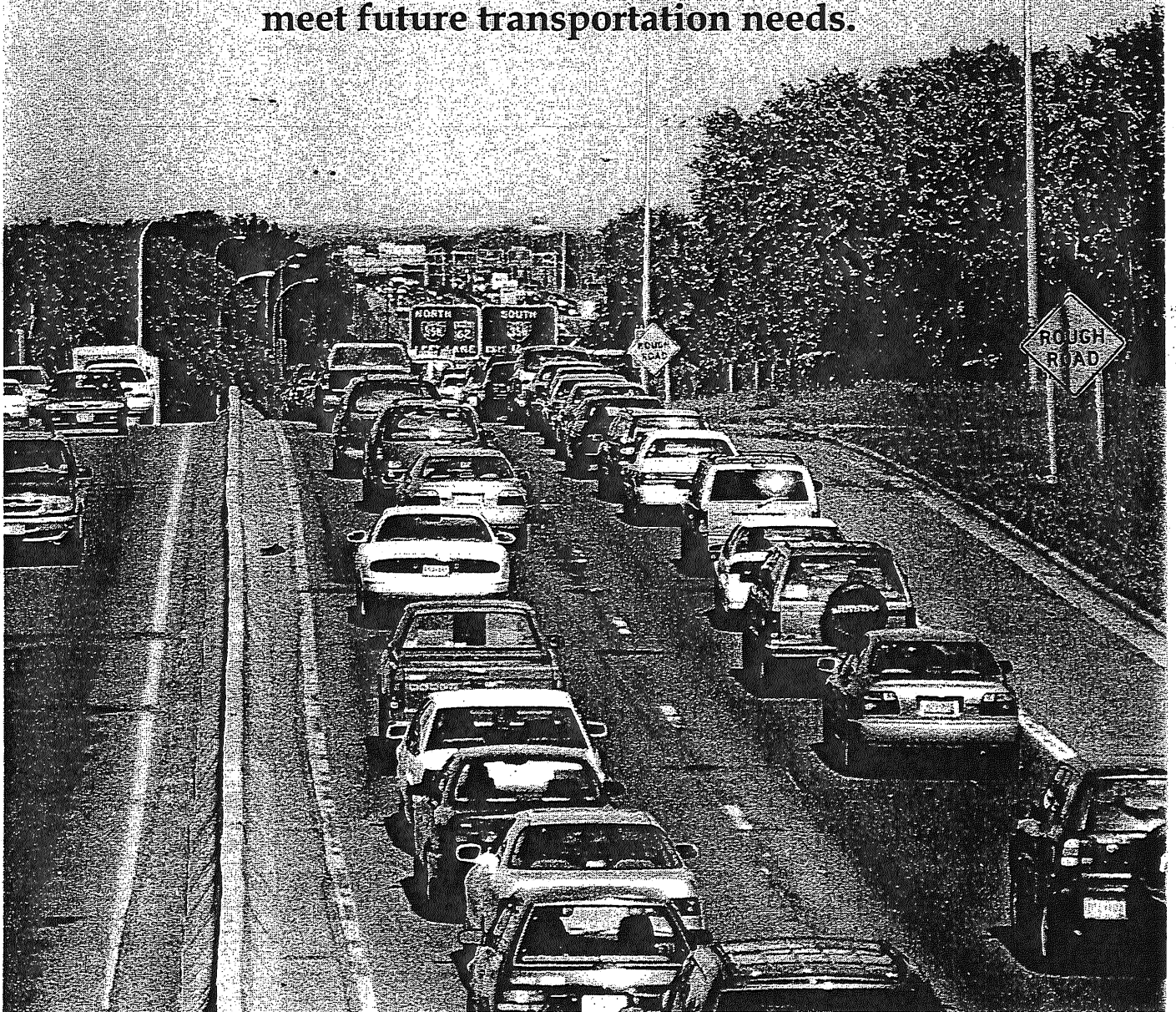
adopted

- 1 Senator moves to amend S.F. No. 530 as follows:
- 2 Page 1, line 11, reinstate the stricken language
- 3 Page 1, line 25, delete everything before "The"
- 4 Page 1, line 26, strike "yellow-orange" and insert "or
- 5 illuminated red-orange"
- 6 Page 2, delete lines 3 to 13
- 7 Page 2, line 14, delete "(c)"
- 8 Page 2, line 19, delete "(d)"
- 9 Page 2, line 24, delete "(e)"
- 10 Page 2, line 31, reinstate the stricken language and delete
- 11 the new language

THE FAST PLAN

Fair Affordable Safe Transportation

**A bipartisan plan to relieve congestion,
provide stable funding and
meet future transportation needs.**



THE FAST PLAN
Fair Affordable Safe Transportation

**Annual Minnesota
Road and Transit Needs**

State Trunk Highway System \$1,100 million

Transit \$350 million

Local Roads and Bridges \$370 million

Total Unmet Needs \$1.8 billion/year

Source: MN Dept. of Transportation
Transportation Working Group

THE FAST PLAN
Fair Affordable Safe Transportation

Gas Tax Increase

- 10-cent gas tax phased-in
- Indexed beginning 2008
- Finances trunk highway bonds

TOTAL

**REVENUE
RAISED***

\$330 million/year*

**\$100-\$200 million
bond revenue**

**\$4.3-\$5.3 billion
over next 10 years**

Motor Vehicle Registration Tax Change

- Phased-in
- No vehicle pays more than previous year

TOTAL

\$140 million/year*

**\$1.4 billion
over next 10 years**

Dedication of 100% Motor Vehicle Sales Tax

- 2006 Constitutional question
- Phased-in

TOTAL

\$230 million/year*

**\$1.6 billion
over next 10 years**

Metro Area 1/2-cent Sales Tax Referendum

- Voter referendum in 2006
- Raise sales tax by 1/2 cent
- Dedicated to transportation purposes

TOTAL

\$235 million/year

**\$2 billion
over next 10 years**

TOTAL REVENUE RAISED

\$1.0-\$1.2 billion/year*
\$10 billion over next 10 years

* When fully implemented

THE **FAST** PLAN

Fair Affordable Safe Transportation

COMPARISON OF PLANS

ANNUAL NEW REVENUE

SENATE BIPARTISAN PLAN

✓ 10-cent gas tax increase: phased-in	\$330 million
✓ Indexed to pay for an affordable level of trunk highway bonding	\$100-\$200 million (Debt service paid by indexing over life of bonds)
✓ Motor Vehicle Registration Tax change	\$140 million
✓ Transfer 100% of Motor Vehicle Sales Tax to transportation purposes (34% new)	\$230 million
✓ Metro 1/2-cent sales tax referendum	\$235 million
✓ Local option wheelage tax	\$40 million
TOTAL	<hr/> \$1.0 - \$1.2 billion/year by FY 2008 <hr/> <hr/>

CHAMBER PLAN

✓ 5-cent gas tax increase 2006 Constitutional question	\$160 million
✓ Trunk Highway bonding: \$150 million/year for 5 years at a cost of \$1.1 billion in debt service over 25 years	(Debt service -\$1.1 billion over life of bonds)
✓ Transfer 80% of Motor Vehicle Sales Tax to transportation purposes (14% new)	\$80 million
TOTAL	<hr/> \$240 million/year by FY 2008 <hr/> <hr/>

GOVERNOR'S PLAN

✓ Raises no new permanent revenues	
✓ Trunk Highway bonding: \$450 million for 10 years at a cost of \$6.7 billion in debt service over 30 years	(Debt service -\$6.7 billion over life of bonds)
✓ Transfer 100% of Motor Vehicle Sales Tax to transportation purposes (46% new)	\$300 million/year
TOTAL	by FY 2012 <hr/> <hr/>

Minnesota State Senate

NEWS RELEASE

State Senator Steve Murphy
306 State Capitol - 75 Rev. Dr. Martin Luther King Jr. Blvd. - St. Paul, MN 55155-1606
Phone: (651) 296-4264
E-mail: sen.steve.murphy@senate.mn

February 9, 2005

Murphy Unveils Transportation Proposal *Dubbed "F.A.S.T. Plan"*

Sen. Steve Murphy (DFL-Red Wing) has introduced his "FAST" (Fair, Affordable, Safe Transportation) plan for funding the state's system of roads, highways, bridges and transit. He described it as bipartisan, "pay-as-you-go" legislation to address unmet transportation needs.

Murphy announced the proposal at a Capitol news conference with Republican Sen. Mark Ourada, who supports the legislation. Ourada is the lead Republican on the Senate Transportation Committee, which Murphy chairs.

"We need to fix problems that have gone unaddressed for too long," said Murphy. "The failure to fund our transportation system is now costing Minnesota commuters \$1,000 a year in wasted time and fuel. It also costs lives, as our roads become increasingly unsafe."

Murphy's legislation grew out of a series of working group meetings in which business groups, local officials, transit groups, engineers, truckers, unions, and groups such as Triple-A provided input on state transportation needs and recommended funding approaches. The Transportation Committee considered proposals put forward by the Chamber of Commerce, the Minnesota Transportation Alliance, the Association of Minnesota Counties, the Itasca Group and others. Murphy stressed that it was a bipartisan effort.

“Our transportation system has been chronically under-funded for over a decade, and as a result, existing levels of funding aren’t enough to meet the demands of a growing state with changing road and transit needs. No one who has seriously looked at the issue disagrees with this,” Ourada said. “Transportation is a core public function, and keeping our basic infrastructure in good shape is crucial for our business climate and our quality of life.”

“Everybody and his fourth cousin has come out with a transportation plan,” added Murphy. “It’s time to take the best recommendations off the shelf, roll up our sleeves and get it done. That’s what my plan does. And under my legislation we’re not only meeting the needs, we’re paying for it as we go – not shoving off the costs somewhere down the road.”

Murphy’s legislation includes:

- A ten-cent increase in the gasoline tax, raising \$330 million.
- A constitutional question in 2006 asking voters to dedicate 100% of motor vehicle sales tax revenues to transportation purposes (currently, 54% of the revenues are used for transportation), raising \$230 million.
- A 2006 referendum in the seven-county metro area asking voters to approve a half-cent sales tax for transportation purposes, raising \$235 million.
- Authorization for any other county to also pass a referendum for a half-cent transportation sales tax.
- Motor vehicle registration tax changes, raising \$140 million.
- A local option wheelage tax, raising about \$40 million.

When phased in fully, his legislation would provide between \$1 billion and \$1.2 billion per year for roads, highways, bridges and transit, Murphy said.

MEMBERS OF SEN. MURPHY/SEN. OURADA TRANSPORTATION WORKING GROUP

AAA

Anoka County

Associated General Contractors of
Minnesota

Association of Metropolitan Municipalities

Association of Minnesota Counties

City Engineers Association

City of Lakeville

City of Minneapolis

City of Minnetonka

City of Rochester

City of Wabasha

Dakota County

Goodhue County

Hennepin County

Hennepin County Board of
Commissioners

Highway Construction Industry Council

Highway Laborers' Union

I-35W Solutions Alliance

Itasca Group

League of Minnesota Cities

Local 49 Operating Engineers

Met Council

Metropolitan Inter-County Association

Minneapolis BOMA

Minnesota Association of Townships

Minnesota Center for Environmental
Advocacy

Minnesota Chamber of Commerce

Minnesota Department of Finance

Minnesota Department of Health

Minnesota Department of Public Safety

Minnesota Rural Counties Caucus

Minnesota Safety Council Minnesota
School Bus Operators Association

Minnesota State Patrol

Minnesota Transportation Alliance

Minnesota Trucking Association

Mn/DOT

North Metro Mayors' Association

Ramsey County

St. Paul Building Trades

St. Paul Chamber of Commerce

Transit for Livable Communities

Transportation Policy Institute