



May 15, 2023

Dear Senator Marty and Members of the Senate Finance Committee:

On behalf of the member organizations of the Minnesota Transportation Alliance representing local governments, labor, transit and other modes and the transportation industry, I am writing to urge support for a capital investment bill that meets more of the state's transportation infrastructure needs.

The bill before you today will invest needed dollars in infrastructure, but the level of need after years without a major capital bonding bill, is so much higher. A more robust bonding bill is needed as public transportation infrastructure continues to deteriorate and important projects languish.

The majority of road miles and bridges are under the jurisdiction of local governments – counties, cities and townships. This critical infrastructure that allows for the shipment of commodities and products as well as the flow of general traffic, forms the backbone of our entire state economy.

The Local Bridge Replacement Program needs \$200 million to adequately address the backlog of structurally deficient bridges while the Local Road Improvement Program needs at least \$150 million.

For the most recent solicitation of projects for the Local Road Improvement Program, 425 projects were submitted by local governments requesting more than \$344 million in funding. However, only 83 road projects could be approved with the level of funding available. Additional dollars for this program will be put to use right away.

With only \$3 million for the local road wetland replacement program, local governments will struggle to keep important local road projects moving ahead.

The proposed cash bill does not provide any funding at all for Greater Minnesota transit facilities which are increasing in cost due to inflation and are critical for the recovery of transit service throughout Greater Minnesota. There are no funds proposed for the Port Development Assistance Program which funds needed investments in our ports and waterways to keep commodities moving and there is no funding for the Minnesota Rail Service Improvement Program, leaving critical rail improvements unfunded.

We urge the legislature to continue working toward a more robust capital investment bill that meets more of the identified need for repairing our state's transportation infrastructure.

Sincerely,

Margaret Donahoe
Executive Director