



Alliance Transportation Funding Principles

The Minnesota Transportation Alliance recognizes that current levels of transportation funding are inadequate. Stable transportation funding is needed in order to plan and deliver projects in a timely manner. Increasing investments in the transportation system is critical in order to improve public safety, mitigate congestion, and enhance job creation and economic development opportunities statewide, including agricultural and other industries need for improved roads.

The Minnesota Transportation Alliance:

1. Supports funding to preserve and maintain the current transportation system.
2. Supports increasing revenues to meet identified needs by:
 - Increasing revenue to the Highway User Tax Distribution Fund to meet the needs identified on the state and local road systems.
 - Increasing funding for transit systems statewide to mitigate congestion, provide alternatives and provide mobility for workers, seniors, commuters and people with disabilities who rely on transit services.
 - Increasing funding for Minnesota ports and waterways and airports.
 - Increasing funding for local railroad rehabilitation.
 - Increasing Mn/DOT's operating budget to provide funds in order to improve service delivery, support additional line workers and materials and equipment to improve maintenance of the state highway system.
 - Increasing the use of alternative funding mechanisms.
3. Supports state and local efforts to leverage additional federal funds for transportation projects throughout Minnesota.
4. Supports increased investments to expand the capacity of highway, local road and transit systems with additional revenue from constitutionally dedicated funds, indexing of the state motor fuels tax, authorizing local option taxes including sales tax and wheelage tax, increasing the use of Trunk Highway bonds with additional revenue for debt service and general obligation bonds, and other sources. All highway users should contribute their fair share of maintenance and construction costs regardless of the type of fuel used.
5. Supports transfer of revenues from the sales tax on lease of motor vehicles (MVST) to fund highways, bridges, and transit. Alliance opposes the use of MVST for general fund purposes.
6. Supports maintaining the existing structure and rate for license tab fees deposited into the Highway User Tax Distribution Fund.
7. Supports transfer of all non-highway purpose activities currently funded by the Trunk Highway Fund to the General Fund such as functions of the Department of Public Safety, Department of Natural Resources and others.
8. Supports legislation that exempts public road and transit authorities from paying the Minnesota state sales tax on construction contracts, construction materials, equipment, replacement parts, as well as delivery and other services.
9. Supports funding to advance highway turnback projects.
10. Supports efforts to increase emphasis on expansion of interregional corridors, elimination of bottlenecks and expansion of transit systems as well as replacement of deficient bridges throughout the state.
11. Supports efforts to improve the construction process to speed up the delivery of transportation projects and use dollars efficiently.