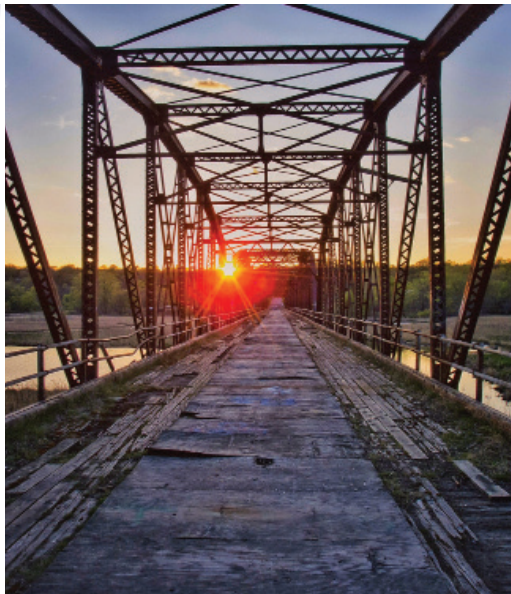




Minnesota Fast Act Reauthorization Recommendations

June 2019

www.transportationalliance.com



Increase Funding to Address Critical Transportation Needs

Minnesota's economy depends on the safe and efficient movement of products and people. Our major industries: agriculture, manufacturing, health care, mining, forestry and tourism are heavily dependent on quality roads, bridges and transit systems to prosper and expand. Unfortunately, much of Minnesota's infrastructure is reaching the end of its design life. As the system ages and deteriorates, the state falls behind other states and metropolitan areas that are investing in modern transportation systems to support their economies.

Minnesota has long benefitted from a strong federal, state and local partnership to complete important transportation projects. Whether building a light rail transit line or widening major freeways like I-494 or I-35W and including MnPASS lanes or building major new bridges, having a strong federal partner has been critical. MnDOT's construction program is funded with about 50% federal funds with the remaining funds from state and local sources.

Major Funding Shortfalls

State Trunk highway and bridge funding gap

\$400 million per year – FY2019-2023

\$600 million per year – FY2024-2027

\$900 million per year – FY2028-2037

Corridors of Commerce program – Unfunded Projects:
\$6 billion

Local Road and Bridge funding gap

\$900 million per year

Metropolitan Area Transit funding gap

\$100 - \$200 million per year over the next 20 years

From 2015 – 2040, growing the bus system by 1% annually could require an additional
\$1.8 billion - \$2.2 billion.

Greater Minnesota Transit funding gap

\$20-\$40 million per year over the next 20 years

To meet 100% of the need for transit service in Greater Minnesota, the total annual operating and capital investment will need to increase from \$140 million in 2017 to \$246 million in 2030.

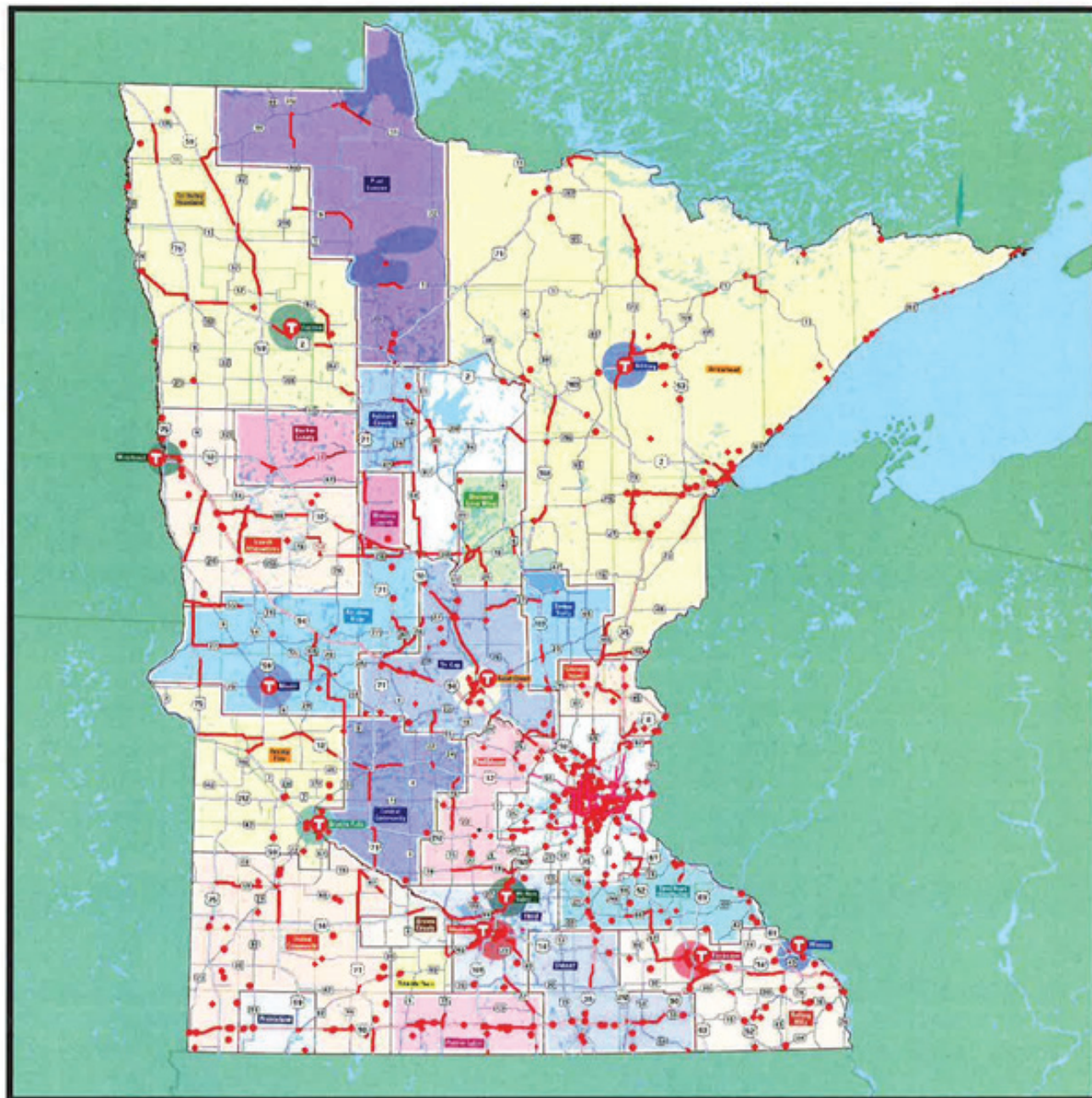
Ports and Waterways

The four ports in Minnesota that most recently sought funds from the Port Development Assistance Program had project needs of more than \$34 million.

Airports

Local airports \$30 million

2019 Unfunded Road, Bridge and Transit Projects Statewide



The Minnesota Transportation Alliance

525 Park Street Suite 240
Saint Paul, MN 55103-2106
Phone: (651) 659-0804
Fax: (651) 659-9009

LEGEND

- Interstate
- U.S. Highway
- State Highway

- Unfunded Highway
- Unfunded Bridge
- Unfunded Road

Minnesota transit systems have limited service and need more funding

2019 Unfunded Road, Bridge and Transit Projects

MnDOT District 1

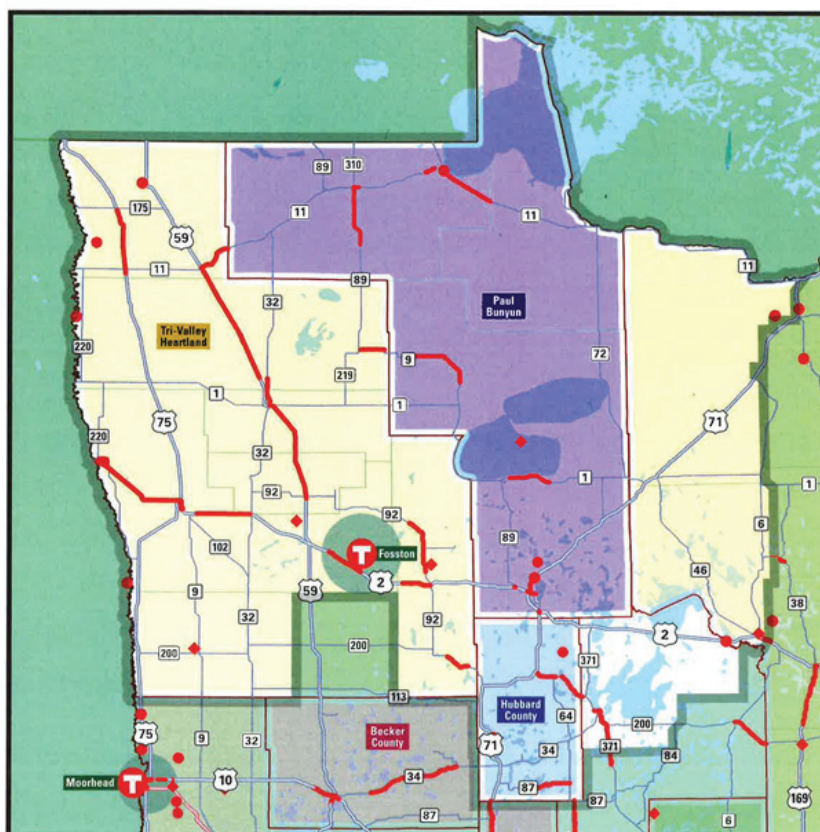


LEGEND

- | | | |
|---------------|------------------|--|
| Interstate | Unfunded Highway | Minnesota transit systems have limited service and need more funding |
| U.S. Highway | Unfunded Bridge | |
| State Highway | Unfunded Road | |

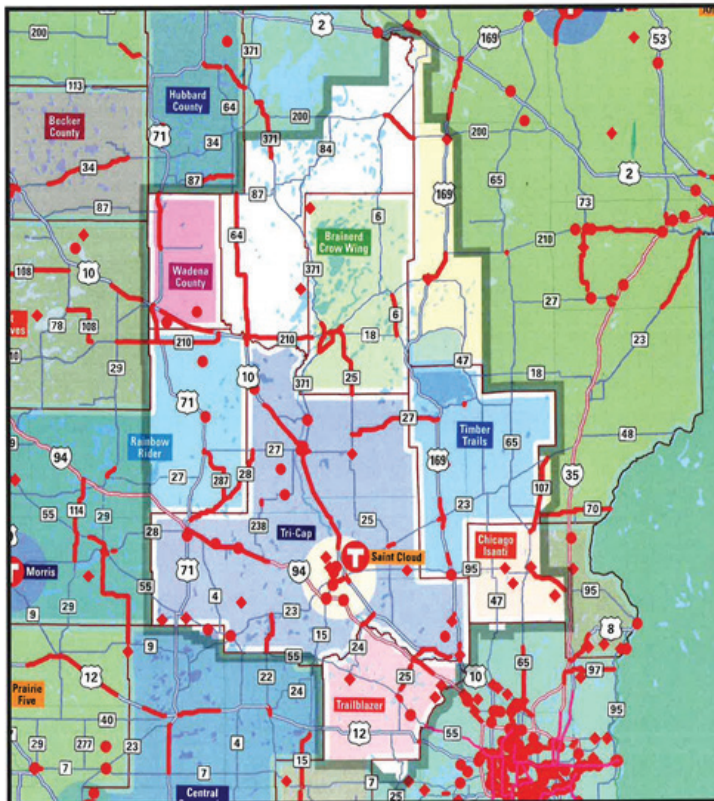
2019 Unfunded Road, Bridge and Transit Projects

MnDOT District 2



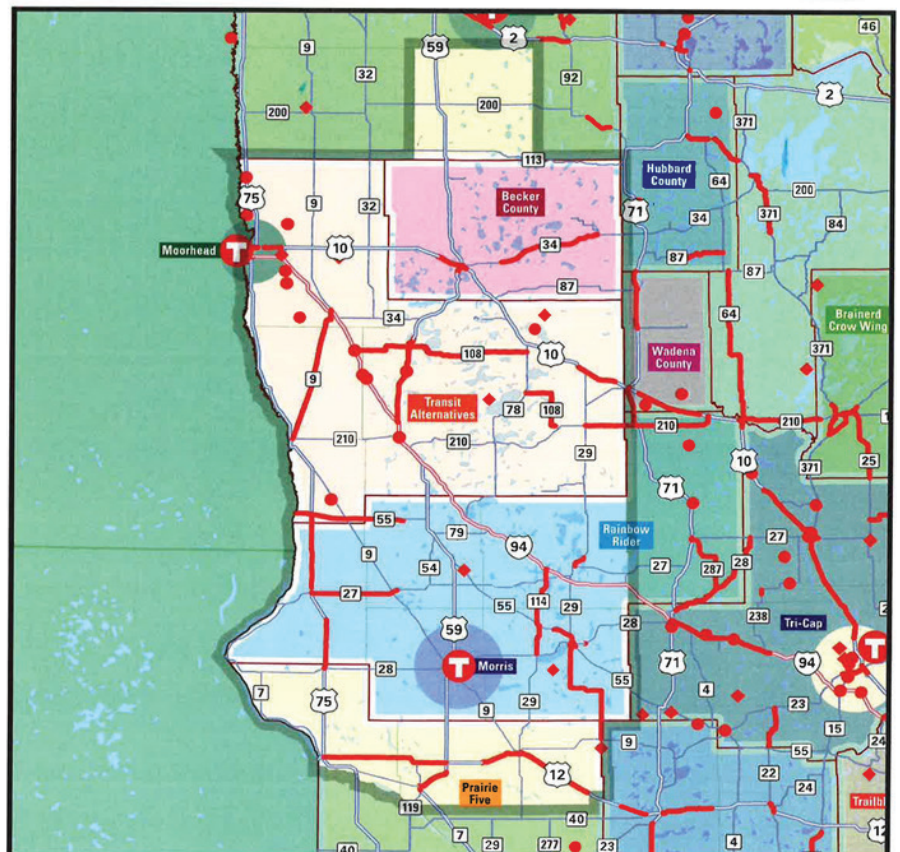
2019 Unfunded Road, Bridge and Transit Projects

MnDOT District 3

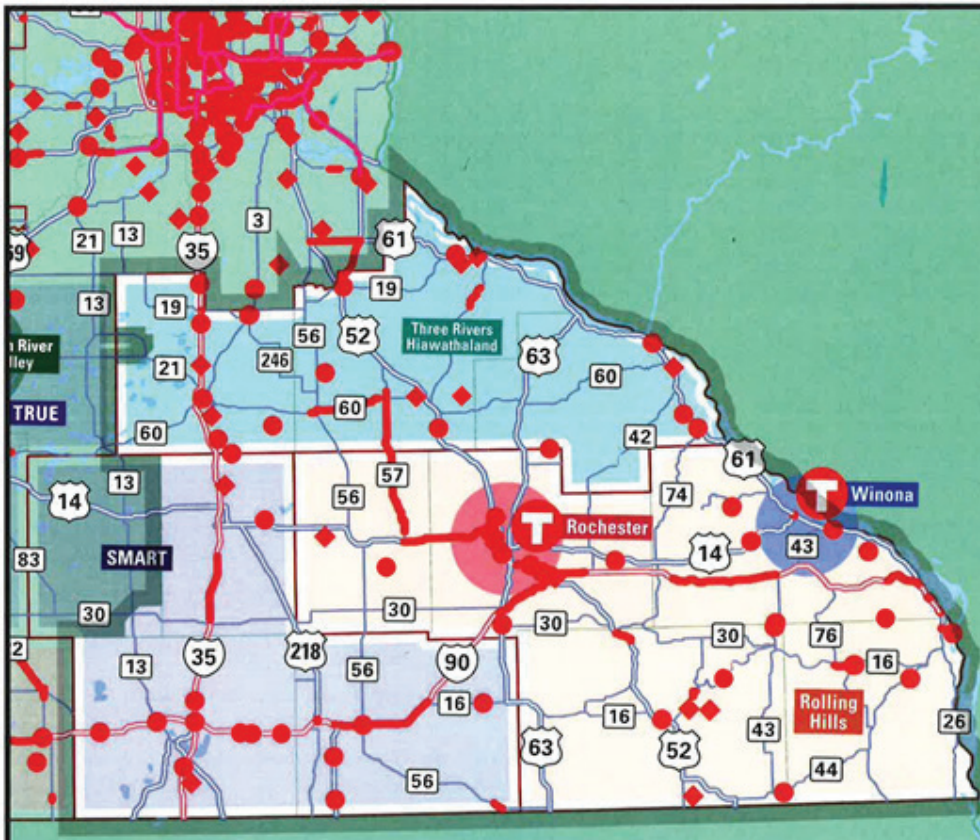


2019 Unfunded Road, Bridge and Transit Projects

MnDOT District 4



2019 Unfunded Road, Bridge and Transit Projects MnDOT District 6

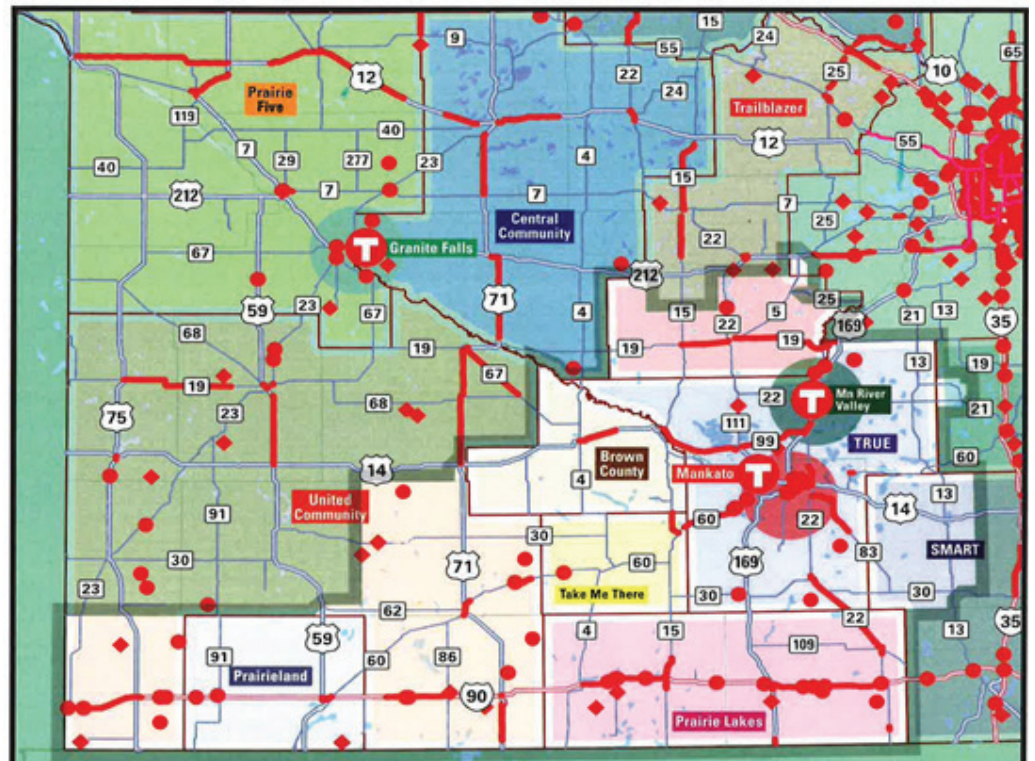


LEGEND

- Interstate
- U.S. Highway
- State Highway
- Unfunded Highway
- Unfunded Bridge
- Unfunded Road

Minnesota transit systems have limited service and need more funding

2019 Unfunded Road, Bridge and Transit Projects MnDOT District 7





 Interstate Unfunded Highway
 U.S. Highway Unfunded Bridge

T Minnesota transit systems have limited service and need more funding

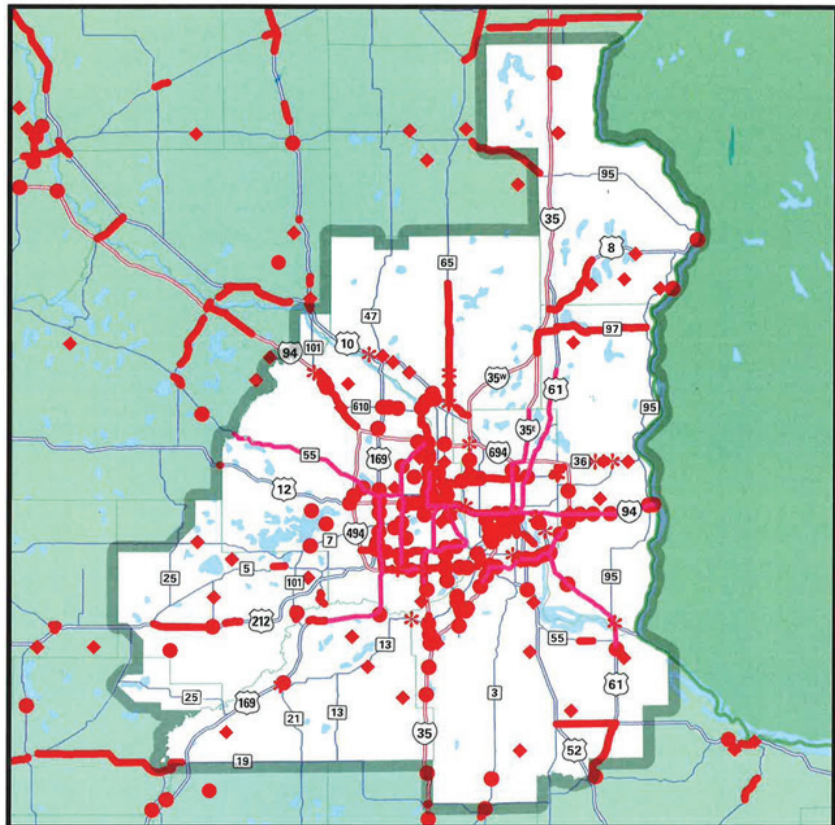
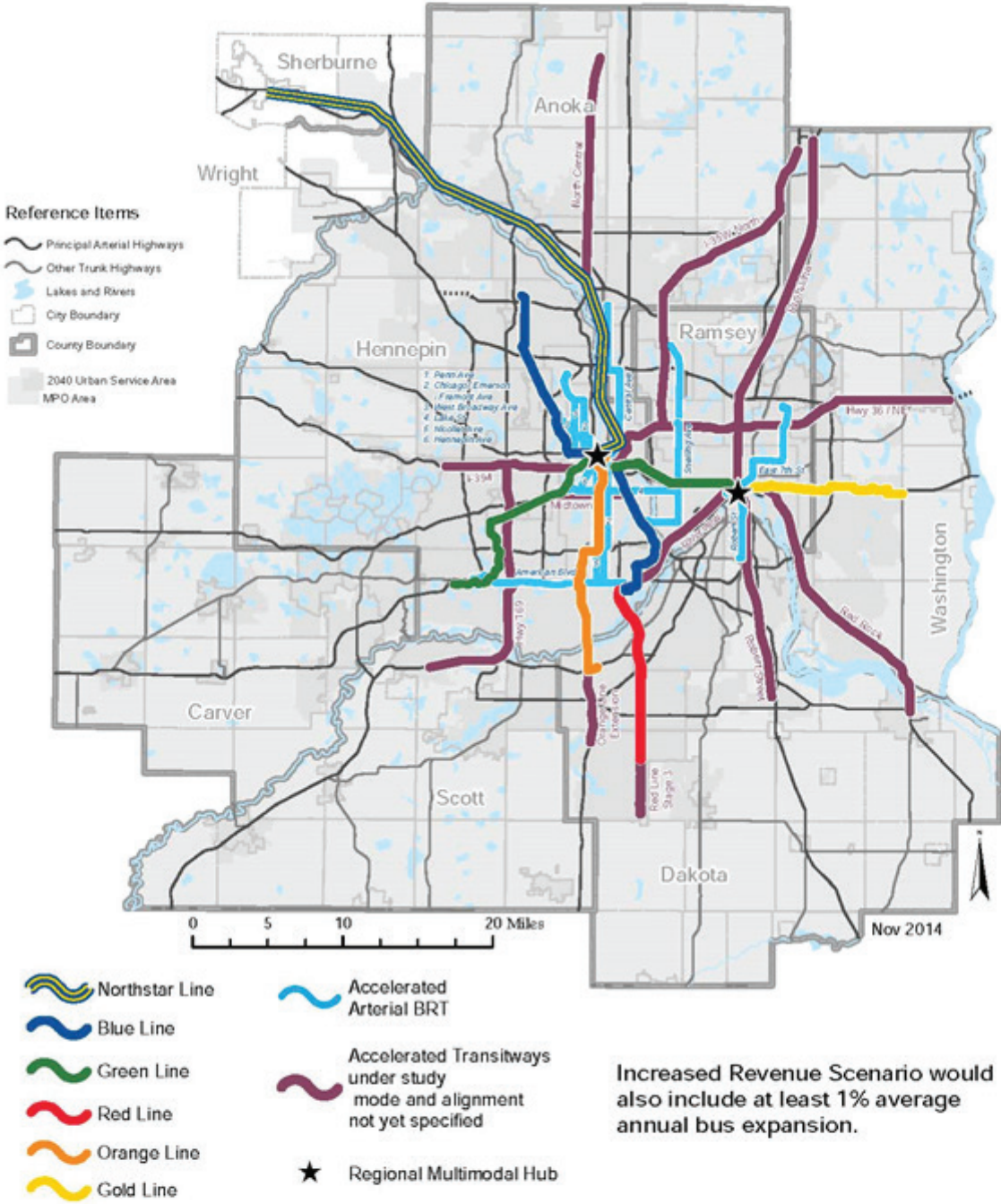


Figure 6-9: Map of Increased Revenue Scenario Transitways – Building an Accelerated Transitway Vision

Increased Revenue Scenario Transitways
Building an Accelerated Transitway Vision



Stabilize, Increase Federal Funds Federal Highway Trust Fund

The HTF has two separate accounts—highways and mass transit. The primary revenue sources for these accounts are an 18.3-cent-per-gallon federal tax on gasoline and a 24.3-cent-per-gallon federal tax on diesel fuel. Although the HTF has other sources of revenue, such as truck registration fees and a truck tire tax, and is also credited with interest paid on the fund balances held by the U.S. Treasury, fuel taxes in most years provides roughly 85%-90% of the amounts paid into the fund by highway users. The transit account receives 2.86 cents per gallon of fuel taxes, with the remainder of the tax revenue flowing into the highway account.

Since FY2008, the balance of federal highway user tax revenues in the HTF has been inadequate to fund the surface transportation program authorized by Congress. The 2015 surface transportation act addressed the HTF shortfall through FY2020 by authorizing the use of Treasury general funds for transportation purposes. The Congressional Budget Office projects that from FY2021 to FY2026 the gap between dedicated surface transportation revenues and spending will average \$20.1 billion annually. In 2020, as Congress considers surface transportation reauthorization, it could again face a choice between finding new sources of income for the surface transportation program and settling for a smaller program, which might look very different from the one currently in place.

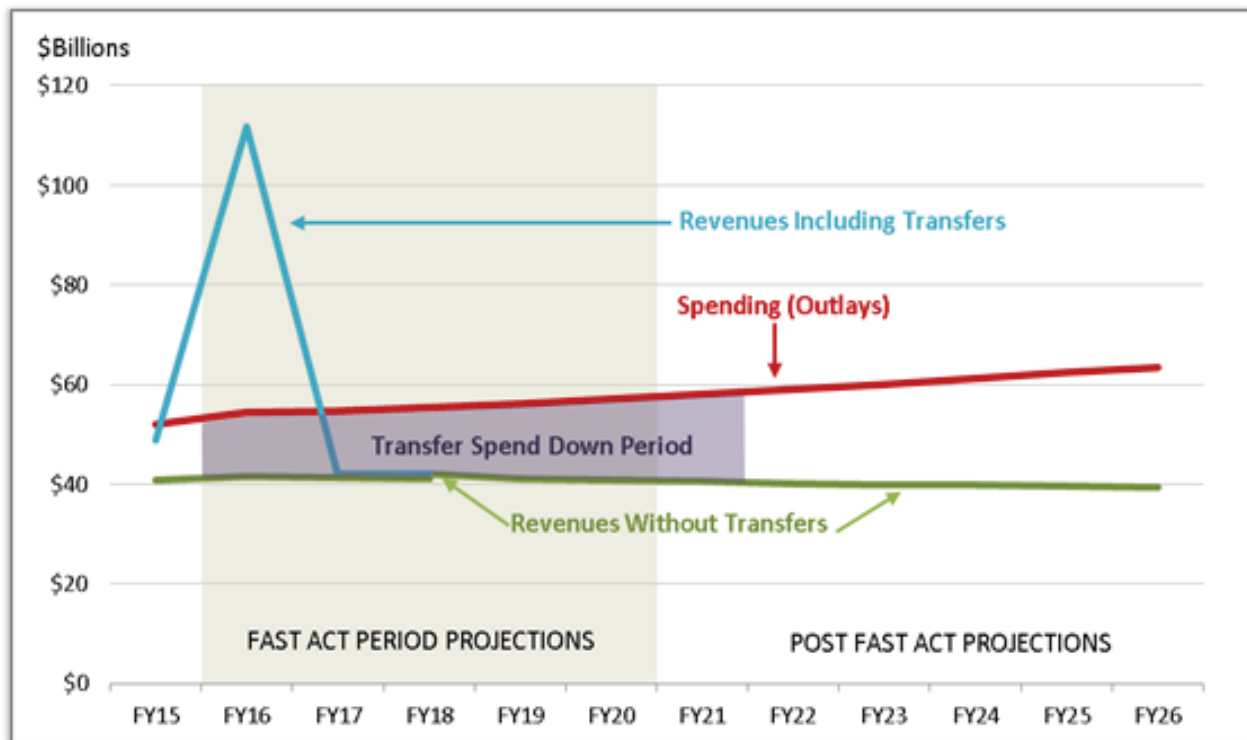


Figure 2: Highway Trust Fund Funding Gap

Notes: Includes highway account and mass transit accounts combined. Revenues include interest on HTF balances. The shading between spending and revenues indicates the period that the HTF balance is maintained by the transfers from the general fund and the LUST fund.

When the FAST Act expires at the end of FY2020, the balance in the HTF resulting from previous years' income is expected to be \$12.1 billion—an amount equal to approximately two and a half months of outlays. CBO projects that this balance, plus incoming revenue, will allow the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to pay their obligations to states and transit agencies until sometime

in FY2021. However, without a reduction in the size of the surface transportation programs, an increase in revenues, or further general fund transfers, the balance in the HTF is projected to be close to zero near the end of FY2021 (see Table 3). At that point, both FHWA and FTA would likely have to delay payments for completed work.¹²

Table 3. Projected Negative Cash Flow and HTF Cumulative Shortfalls
(in billions of dollars)

	2021	2022	2023	2024	2025	2026
Start-of-the-year HTF balance	12.1	-5.4	-24.2	-44.3	-65.6	-88.5
Revenues minus outlays	-17.5	-18.8	-20.1	-21.3	-22.9	-24.1
End-of-year HTF shortfalls	-5.4	-24.2	-44.3	-65.6	-88.5	-112.6

Notes: Includes combined figures from both the highway account and the mass transit account.

Highway and transit spending based solely on the revenue projected to flow into the HTF under current law would be limited to roughly \$41 billion in FY2021, significantly less than the “baseline” FY2021 outlays of roughly \$58 billion. The projected year-to-year decline in HTF revenue implies that FHWA and FTA would have less contract authority each year to spend on projects through FY2026.

Reducing expenditures might not provide immediate relief from the demands on the HTF. Because transportation projects can take years to complete, both the highway and public transportation programs must make payments in future years pursuant to commitments that have already been incurred. As of FY2018, obligated but unspent contract authority for highway projects in progress is projected to be roughly \$64 billion. This does not count another \$24 billion in available but unobligated contract authority. For public transportation programs the equivalent figures for FY2018 are projected to be almost \$16 billion in unpaid obligations and another \$10 billion in unobligated contract authority. The obligated amounts represent legal obligations of the U.S. government and must be paid out of future years’ HTF receipts.

There are many options for addressing the shortfall in the Highway Trust Fund. The following matrix shows many available options with an estimate of the revenue that could be generated.

Funding Needs to be Increased

Matrix of Illustrative Surface Transportation Revenue Options

Existing Highway Trust Fund Funding Mechanisms	Illustrative Rate or Percentage Increase	Definition of Mechanism/Increase	\$ in Billions	
			Assumed 2018 Yield*	Total Forecast Yield 2019–2023
Existing HTF Funding Mechanisms				
Diesel Excise Tax	20.0¢	¢/gal increase in current rate	\$8.8	\$42.2
Gasoline Excise Tax	15.0¢	¢/gal increase in current rate	\$21.8	\$102.1
Motor Fuel Tax Indexing of Current Rate to CPI (Diesel)	--	¢/gal excise tax		\$3.7
Motor Fuel Tax Indexing of Current Rate to CPI (Gas)	--	¢/gal excise tax		\$8.8
Truck and Trailer Sales Tax	20.0%	increase in current revenues, structure not defined	\$0.6	\$4.2
Truck Tire Tax	20.0%	increase in current revenues, structure not defined	\$0.1	\$0.5
Heavy Vehicle Use Tax	20.0%	increase in current revenues, structure not defined	\$0.2	\$1.2
Other Existing Taxes				
Minerals Related Receipts	25.0%	increase in/reallocation of current revenues, structure not defined	\$0.6	\$3.4
Harbor Maintenance Tax	25.0%	increase in/reallocation of current revenues, structure not defined	\$0.4	\$1.9
Customs Revenues	5.0%	increase in/reallocation of current revenues, structure not defined	\$1.9	\$10.3
Income Tax - Personal	0.5%	increase in/reallocation of current revenues, structure not defined	\$5.3	\$28.4
Income Tax - Business	1.0%	increase in/reallocation of current revenues, structure not defined	\$1.7	\$8.9
License and Registration Fees				
Drivers License Surcharge	\$5.00	dollar assessed annually	\$1.1	\$6.1
Registration Fee (Electric Light Duty Vehicles)	\$100.00	dollar assessed annually	\$0.0	\$0.2
Registration Fee (Hybrid Light Duty Vehicles)	\$50.00	dollar assessed annually	\$0.2	\$1.3
Registration Fee (Light Duty Vehicles)	\$5.00	dollar assessed annually	\$1.3	\$6.8
Registration Fee (Trucks)	\$100.00	dollar assessed annually	\$1.2	\$6.3
Registration Fee (All vehicles)	\$5.00	dollar assessed annually	\$1.3	\$7.1
Weight and Distance Based Fees				
Freight Charge—Ton (Truck Only)	10.0¢	¢/ton of domestic shipments	\$1.1	\$5.8
Freight Charge—Ton (All Modes)	10.0¢	¢/ton of domestic shipments	\$1.3	\$7.1
Freight Charge—Ton-Mile (Truck Only)	0.5¢	¢/ton-mile of domestic shipments	\$10.1	\$54.2
Freight Charge - Ton-Mile (All Modes)	0.5¢	¢/ton-mile of domestic shipments	\$21.6	\$115.9
Transit Passenger Miles Traveled Fee	1.0¢	¢/ passenger mile traveled on all transit modes	\$0.6	\$3.2
Vehicle Miles Traveled Fee (Light Duty Vehicles)	1.0¢	¢/LDV vehicle mile traveled on all roads	\$29.1	\$155.7
Vehicle Miles Traveled Fee (Trucks)	1.0¢	¢/truck vehicle mile traveled on all roads	\$2.9	\$15.7
Vehicle Miles Traveled Fee (All Vehicles)	1.0¢	¢/ vehicle mile traveled on all roads	\$32.0	\$171.5
Sales Taxes on Transportation Related Economic Activity				
Freight Bill - Truck Only	0.5%	percent of gross freight revenues (primary shipments only)	\$3.8	\$20.2
Freight Bill - All Modes	0.5%	percent of gross freight revenues (primary shipments only)	\$4.6	\$24.8
Sales Tax on New Light Duty Vehicles	1.0%	percent of sales	\$2.8	\$14.9
Sales Tax on New and Used Light Duty Vehicles	1.0%	percent of sales	\$4.2	\$22.4
Sales Tax on Auto-related Parts & Services	1.0%	percent of sales	\$2.7	\$14.4
Sales Tax on Diesel	2.0%	percent of sales (excluding excise taxes)	\$1.5	\$7.9
Sales Tax on Gas	2.0%	percent of sales (excluding excise taxes)	\$5.2	\$28.0
Tire Tax (Light Duty Vehicles)	1.0%	of sales of LDV tires	\$0.3	\$1.4
Sales Tax on Bicycles	1.0%	percent of sales	\$0.1	\$0.3
Other Excise Taxes				
Container Tax	\$15.00	dollar per TEU	\$0.7	\$4.0
Imported Oil Tax	\$2.50	dollar/ barrel	\$4.5	\$23.9

* Assumed yield in 2018 or the latest year data is available.

Principles for Reauthorization

Stabilize and Grow the Highway Trust Fund

Congress needs to provide a long-term solution to the funding shortfall in the federal highway trust fund rather than simply relying on general fund transfers. The Fund needs to be larger and more dependable to meet the needs on the transportation system.

Enact a Multi-Year Surface Transportation Authorization Act

Congress should prepare for the expiration of the 5-year FAST Act by beginning to develop another multi-year surface transportation authorization act that encompasses the next 5 to 6 years. In order to efficiently plan and deliver projects, a multi-year authorization is critical for states and local governments.

Preserve the Current Federal/State Matching Ratio Requirements

This 80/20 Federal/Non-Federal funding match has a proven track record of success. Maintain the current federal/state matching ratio requirements for projects and explore innovative match strategies.

Maintain the Current Balance of Funding Among Highways, Transit, and Highway Safety

Maintain the current balance of funding among highways, transit and highway safety from the HTF and continue General Fund support for rail programs.

Build on Previous Project Delivery Reforms

Past surface transportation authorization laws have included significant provisions to expedite the review and approval process for transportation projects, however the permitting time horizon continues to be long and the red tape too cumbersome. Additional policies are needed to improve outcomes.

Review the Ban on Earmarks

About 92% of the \$226.3 billion of highway funding authorized in the FAST Act is to be distributed through formula programs. These funds are under the control of the states. Some of the \$7.9 billion authorized for highway safety programs administered by the National Highway Traffic Safety Administration and the Federal Motor Carrier Administration is also distributed by formula. Some highway funding is distributed to states and localities through discretionary programs such as the Nationally Significant Freight and Highway Projects Program, also referred to as INFRA. INFRA project awards are decided within the Office of the Secretary of Transportation.

In the 112th Congress, which convened in January 2011, the House and Senate began observing an earmark ban. The ban is not a formal rule in either the House or the Senate, and thus is not enforced by points of order. Instead, the ban has been established through party and committee rules and protocols, and is enforced by chamber and committee leadership. In remarks of January 9, 2018, President Trump expressed support for a return to limited earmarking.

A ban on transportation earmarks principally affects discretionary programs overseen by DOT. It has little direct impact on the formula programs that make up most federal transportation funding. Earmarks serve as a way for Members of Congress to ensure that discretionary transportation funds are distributed according to their priorities, rather than those of the Administration, or in some cases the relevant state department of transportation. With earmarks prohibited, and if Congress does not act in other ways to set funding priorities within the discretionary programs, then the job of setting priorities is left to DOT, subject to the grant selection criteria set forth in law and regulation.

Repeal Recession of unobligated contract authority

The FAST Act includes a \$7.6 billion rescission of unobligated contract authority scheduled for July 2020.

Congress should avoid using rescissions of highway contract authority because they impede state DOT flexibility in programming Federal dollars and can result in cuts to highway funding and services, reducing transportation system performance.

Public Transportation

Minnesota continues to struggle to meet the growing demand for transit service all across the state. In addition to an aging population, Minnesota is working to improve the ability of people with disabilities to live wherever they choose to in the state in accordance with the court mandated Olmstead Plan.

In the Twin Cities Metropolitan Area, the full build out of the transit network needed to connect the region is underfunded. The FAST Act authorized \$61.1 billion for transit programs with funding provided from both the Mass Transit Account (MTA) of the Highway Trust Fund (HTF) and the General Fund (GF). As of FY 2020, annual HTF outlays are estimated to exceed receipts by \$16 billion in FY 2020, growing to more than \$23 billion by FY 2027.



- Increase federal funding for both rural and urban area public transportation services to enhance regional and national economic competitiveness and promote community vitality.
- Prioritize increases in formula-based program funding, including funding to address bus and rail modernization and rural transit, while also providing funds for the non-formula New Start/Small Start program.
- Support HR2072, introduced by Representative Collin Peterson and Representative Pete Stauber, to equalize the charitable mileage rate with the business travel rate so that volunteer drivers are not penalized for transporting people.
- Preserve the current federal/non-federal matching ratio requirements for federal-aid eligible transit projects.
- Maintain and grow the Bus/Bus Facility formula (5339) and discretionary program.
- Authorize the use of new technologies and services (e.g., Transportation Network Companies) to support the provision of federally-aided public transportation services.
- Restore the employer provided tax deduction for offering pre-tax transit benefits (referred to as Qualified Transportation Fringe Benefits); and make permanent at the level of deduction no less than that provided for parking.
- Direct the Government Accountability Office to study the federal transit grant approval process for routine and recurring procurements and provide recommendations on strategies for streamlining practices.
- The set aside for the current Small Transit-Intensive Cities (STIC) program – benefiting high-performing, small-urban communities – should be increased from 2 to 3 percent.



Safety

Minnesota has made great progress in reducing crashes and fatalities through its Toward Zero Deaths Initiative. However, more progress needs to be made, particularly in highway work zones to protect construction workers.

While MAP-21 and the FAST Act required positive protection (i.e. some form of barrier) be used in specified dangerous situations, unless an engineering study determines otherwise, positive protection is still not considered as seriously as it should be. A lack of clear federal regulations and consistent use and enforcement raises concerns about potential legal liabilities for all parties. Positive protection considerations should be included in FHWA's Manual on Uniform Traffic Control Devices.

- Increase funding for High Risk Rural Roads and Safe Routes to Schools Programs. Rural roads are where a majority of traffic fatalities occur. Pedestrian and bicycle injuries and fatalities are also rising. Increased federal investment and education focused on eliminating distracted driving can help reverse these trends.
- Increase investment in local bridges by providing more funding for off-system bridges and for local bridges not on the National Highway System. In 2015, FHWA rated 24% of the nation's off-system highway bridges deficient - we can work together to fix this dangerous situation.
- Allow more flexible use for Highway Safety Improvement Plan (HSIP) funds on unpaved roads and a wider variety of projects beyond those listed in the regulations - without cumbersome data gathering requirements. Cities and counties are already struggling to meet rural safety needs.
- Support investment in modern vehicle technology, such as Intelligent Transportation Systems, and connected and autonomous vehicles, as a cost-effective way to improve the safety and efficiency of our nation's transportation systems.
- Support for FHWA's Traffic Incident Management (TIM) initiative to reduce and eliminate injuries and deaths of crash victims and crash responders, such as public works, police, fire, tow-operators, and emergency medical services to best protect the traveling public.
- Public works professionals working in the transportation sector utilize drones in various capacities such as for inspecting bridges, aerial surveys of land and existing roads, traffic monitoring, weather impacts on transportation infrastructure, and to have photos for educating the public. It is important that federal regulations do not become onerous and burdensome to localities in their use of drones for public works purposes.

Freight

In 2012, one billion tons of freight moved over Minnesota's transportation system. Trucks carried 63 percent of all freight tonnage to, from, within and through Minnesota, while rail (carload and intermodal) carried about 25 percent. By 2040, the forecast indicates total volume of 1.8 billion tons, an increase of 80 percent overall.

Located in the center of North America, Minnesota's freight rail system is critical in providing efficient connections to markets beyond state and country borders. In Minnesota, rail carries 25 percent of freight by weight. Freight on rail takes pressure off the state's constrained highway network and provides environmental benefits through fuel efficiency. Trains are four times more fuel efficient than trucks, and one ton of freight on rail can travel 473 miles on only one gallon of diesel fuel.

Minnesota is served by four major carriers— BNSF, CN, CP, and UP. The state is also served by 18 smaller

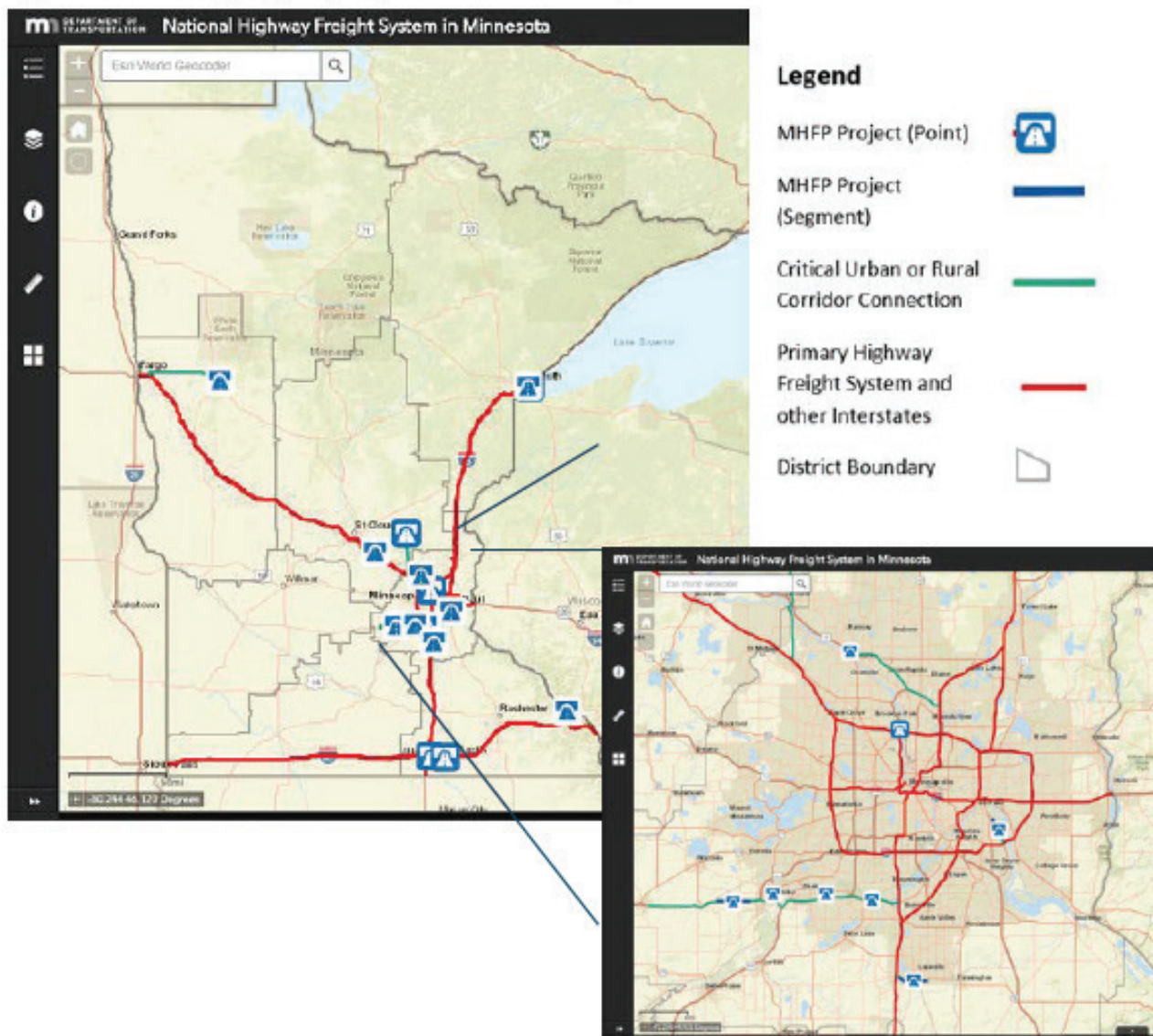


railroads. These include one Class II or regional railroad, the recently formed Rapid City Pierre and Eastern, and 14 small or Class III railroads. Among the Class III railroads are three switching railroads and 11 small line-haul or “short line” carriers.

Freight rail in Minnesota continues to need upgrading to address bottlenecks and to improve safety. Minnesota needs to expand intermodal service access options throughout the state.

The FAST Act created a new national network called the National Highway Freight Network (NHFN). Notably, the federal funding may only be spent on projects located on the NHFN. All interstates are designated part of the network by the US Department of Transportation as part of a subset called the Primary Freight Highway System. The state and metropolitan planning organizations were responsible to identify other roads to add to the network by designating them as Critical Urban Freight Corridors or Critical Rural Freight Corridors. The law established mileage limits for each state when designating these corridors; Minnesota is limited to

Figure 6.4 National Highway Freight System in Minnesota and Project Locations Statewide



75 urban miles and 150 rural miles. The law defines “urban” as the urbanized area of a Metropolitan Planning Organization. At a high level, rural areas are everywhere else besides urban areas.

The definition and limitations of the Primary Highway Freight System (PHFS) and National Highway Freight

Network (NHFN) and the National Multimodal Freight Network (NMFN) will not allow states to attain the comprehensive goals set forth in MAP-21 and the FAST Act and do not take into account the geographic differences in states. The PHFS network currently consists of 41,518 centerlines miles, including 37,436 centerline miles of Interstate and 4,082 centerline miles of non-Interstate roads. The designation of PHFS roads in various states has resulted in a limited and disconnected network. The ability of a state to designate some additional mileage to the NHFN as critical urban and rural corridors still leaves an unduly limited and disconnected network. For the NMFN, the current draft network is limited and does not include all of the National Highway System (NHS) roads nor critical rural and urban transportation links.

- Remove restrictions on state authority to add mileage to the NHFN and NMFN, including but not limited to mileage caps on critical urban and critical rural corridors.
- Add eligibility to use funds on any portion of a state's multimodal freight network as defined in a state's freight plan.
- Reauthorize Infrastructure for Rebuilding America (INFRA) Discretionary Grant Program

Project Delivery

Streamlining processes and delegating authorities to the state DOTs will reduce costs, reduce delays, and provide more bang-for-the-buck to citizens for their transportation dollars.

- Streamline the right-of-way acquisition process in numerous areas to simplify the process and speed acquisition without compromising the rights of the property-holder. Potential suggestions for further review include the following: allowing state procurement procedures to be used on federal-aid projects; allowing protective purchases with preliminary engineering funding.
- Establish clear timelines for NEPA review. Congress should set enforceable timelines to NEPA decisions so project planners can more accurately plan schedules for environmental review.
- A new legislative authority should be provided to allow states to assume FHWA's responsibilities for determining that all federal requirements have been met, without the need for an individual project-level obligation approval by FHWA.
- Authorize FHWA to enter into programmatic agreements under which State DOTs (without NEPA assignment) could take on increased responsibility for carrying out routine FHWA responsibilities during the NEPA process. Address liability and litigation cost concerns to encourage more states to assume federal responsibilities.
- Direct FHWA to amend its regulations governing early right-of-way acquisition carried out with non-federal funds (23 CFR 710.501(b)) to remove the prohibition on acquiring Section 4(f) properties. All conditions specified in the statute would still need to be met. This change would ensure that the regulations provide the full degree of flexibility allowed under 23 USC 108.
- Allow delegation of Corps permitting responsibility to a State for a subset of projects or activities as agreed by the Corps and the State, e.g., just for transportation projects. Providing this flexibility would encourage States to take over Section 404 permitting for at least a portion of the projects currently handled by the Corps, reducing the burden on the Corps' staff, while also promoting greater efficiency in the processing of permits for major public projects.
- FHWA has decided, by interpretation, to impose a duplicative fiscal constraint requirement, not included in statute or rule, on completing the NEPA process for a project. Specifically, FHWA has interpreted that, to receive NEPA approval a project must come from a fiscally constrained STIP or TIP. See FHWA website, "Transportation Planning Requirements and Their Relationship to NEPA Process Completion." Yet it is hard to estimate cost and include a project, or even a phase of a project (such as preliminary engineering), in a fiscally constrained STIP or TIP until the NEPA process is complete, as that process helps define the final project (and in some cases the NEPA process results in a no build decision).
- Exempt small projects from federal regulatory requirements - those that receive less than \$1,000,000, or

less than 25% of the total project cost from federal sources.

- Allow a certain amount of “over-programming” to assure that all available federal funding is utilized.
- Codify the “One Federal Decision” policy directing all federal agencies with environmental review responsibilities for major infrastructure projects to develop a single Environmental Impact Statement (EIS), sign a single Record of Decision and issue all necessary authorizations within 90 days thereafter as well as setting a two-year goal for the completion of the environmental review and approval process.

Connected and Autonomous Vehicles



Connected and automated vehicles have the potential to further reduce motor vehicle crashes and traffic related fatalities. The demonstration of connected and automated vehicles must continue and provide the data and examples necessary to establish the safety benefits of this technology.

On March 5, 2018 Governor Dayton signed Executive Order 18-04, which established the Governor’s advisory council on Connected and Automated Vehicles. The executive order recognizes that CAV technology is evolving rapidly and that Minnesota must prepare for the transformation and

opportunities associated with the widespread adoption of CAV. While the future of this transformative technology is yet unknown, the advisory council - in collaboration with business, partners and the public - was tasked with recommending changes to Minnesota statutes, rules, and policies to the Governor and legislature. Some of the recommendations of the advisory council include:

- Authorize in statute the commissioners of public safety and transportation to safely test automated vehicles on public roadways.
- Allow in statute the department of transportation and public safety to authorize truck platooning, in collaboration with the applicable public authority with jurisdiction of the roadway.
- Establish a future transportation mobility executive committee in 2019 to continue the work of Governor Dayton’s Connected and Automated Vehicle advisory council to guide statewide policy, and report annually on CAV activities.

At the federal level, any new laws or regulations should maintain the current federal/state regulatory paradigm and states should be able to maintain their traditional oversight of vehicle operations and enforcement of traffic laws.

- Government regulators and lawmakers should revise or remove outdated safety related laws, regulations and guidance as data demonstrates a technology’s ability to provide an equivalent or higher level of safety than current regulations support or incorporate.
- Additional federal funding should be provided for demonstration projects on public roads which provide more opportunities for the public to view and experience the technology. Public acceptance will be one of the biggest hurdles in moving forward.
- The federal government should develop a standard for connected vehicle technology. Connected Vehicle technology can’t progress until either DSRC or 5G (CV2X) tech is decided as the standard.

Performance Measures

MAP-21 and the FAST Act required USDOT to develop federal performance management rules governing State DOTs and others.

The performance-based approach requires planning and tracking to support the national goals specified in 23 USC 150(b) which related to safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays.

While the Alliance supports the use of performance management to improve the transportation system, we remain opposed to using performance measures and the achievement of federal performance management targets as the basis for apportioning or allocating federal funds among the States.

Research and Planning

Increase the Authorization for University Transportation Centers

The Center For Transportation Studies at the University of Minnesota has been engaging in vital research projects and studies for decades, improving the safety and effectiveness of Minnesota's transportation system through implementation of innovative new policies and products.

University Transportation Centers are where innovation begins; it is where we are training a transportation workforce for the 21st century, it is where projects are designed better, constructed faster, and where our transportation system is made safer. UTCs use Federal funding to leverage funds from private, state, and local sources to conduct research, train the workforce of tomorrow, and produce studies that make our transportation safer, more efficient, and more secure. The current authorized level should be significantly increased in order to meet increased research and workforce needs. The annual authorized level should be increased to no less than \$150 million per year.

Increased funding should also be provided for the National Cooperative Highway Research Program, Local Technical Assistance Program, Tribal Technical Assistance Program, National Cooperative Freight Research Program and the Transit Cooperative Research Program.

Maintain the existing balance of authority among state DOTs, MPOs and Rural Planning Organizations.

Support the apportionment formula for CMAQ (Congestions Mitigation Air Quality) program that is contained in the FAST Act.



525 Park Street, Suite 240

St. Paul, MN 55103

651-659-0804

www.transportationalliance.com/

Minnesota Transportation Alliance Membership List

- Aitkin County, Aitkin, MN
- Becker County, Detroit Lakes, MN
- Beltrami County, Bemidji, MN
- Benton County, Foley, MN
- Big Stone County, Ortonville, MN
- Blue Earth County, Mankato, MN
- Brown County, New Ulm, MN
- Carlton County, Carlton, MN
- Carver County, Chaska, MN
- Cass County, Walker, MN
- Chisago County, Center City, MN
- Clay County, Moorhead, MN
- Cook County, Grand Marais, MN
- Cottonwood County, Windom, MN
- Crow Wing County, Brainerd, MN
- Dodge County, Mantorville, MN
- Douglas County, Alexandria, MN
- Faribault County, Blue Earth, MN
- Fillmore County, Preston, MN
- Freeborn County, Albert Lea, MN
- Goodhue County, Red Wing, MN
- Grant County, Elbow Lake, MN
- Hennepin County, Minneapolis, MN
- Houston County, Caledonia, MN
- Hubbard County, Park Rapids, MN
- Isanti County, Cambridge, MN
- Itasca County, Grand Rapids, MN
- Jackson County, Jackson, MN
- Kandiyohi County, Willmar, MN
- Kittson County, Hallock, MN
- Lac qui Parle County, Madison, MN
- Lake County, Two Harbors, MN
- Lake of the Woods County, Baudette, MN
- Le Sueur County, Le Center, MN
- Lincoln County, Ivanhoe, MN
- Lyon County, Marshall, MN
- Martin County, Fairmont, MN
- McLeod County, Glencoe, MN
- Mille Lacs County, Milaca, MN
- Morrison County, Little Falls, MN
- Move Minnesota, Saint Paul, MN
- Nicollet County, Saint Peter, MN
- Nobles County, Worthington, MN
- Olmsted County, Rochester, MN
- Otter Tail County, Fergus Falls, MN
- Pennington County, Thief River Falls, MN
- Pipestone County Pipestone, MN
- Polk County, Crookston, MN
- Pope County, Glenwood, MN
- Red Lake County, Red Lake Falls, MN
- Redwood County, Redwood Falls, MN
- Renville County, Olivia, MN
- Rice County, Faribault, MN
- Rock County, Luverne, MN
- Roseau County, Roseau, MN
- Saint Louis County, Duluth, MN
- Scott County, Shakopee, MN
- Sherburne County, Elk River, MN
- Sibley County, Gaylord, MN
- Stearns County, Saint Cloud, MN
- Steele County, Owatonna, MN
- Todd County, Long Prairie, MN
- Traverse County, Wheaton, MN
- Wadena County, Wadena, MN
- Waseca County, Waseca, MN
- Washington County, Stillwater, MN
- Winona County, Winona, MN
- Wright County, Buffalo, MN
- City of Albertville, Albertville, MN
- City of Alexandria, Alexandria, MN
- City of Austin, Austin, MN
- City of Baxter, Baxter, MN
- City of Bloomington, Bloomington, MN
- City of Brainerd, Brainerd, MN
- City of Byron, Byron, MN
- City of Buffalo, Buffalo, MN
- City of Burnsville, Burnsville, MN
- City of Cannon Falls, Cannon Falls, MN
- City of Coon Rapids, Coon Rapids, MN
- City of Crookston, Crookston, MN
- City of Dayton, Dayton, MN
- City of Duluth, Duluth, MN
- City of Eden Prairie, Eden Prairie, MN
- City of Fergus Falls, Fergus Falls, MN
- City of Glencoe, Glencoe, MN
- City of Golden Valley, Golden Valley, MN
- City of Granite Falls, Granite Falls, MN
- City of Hutchinson, Hutchinson, MN
- City of Kasson, Kasson, MN
- City of Lake City, Lake City, MN
- City of Mankato, Mankato, MN
- City of Maple Grove, Maple Grove, MN
- City of Maplewood, Maplewood, MN
- City of Marshall, Marshall, MN
- City of Minneapolis, Minneapolis, MN
- City of Monticello, Monticello, MN
- City of New Ulm, New Ulm, MN
- City of North Mankato, Mankato, MN
- City of Owatonna, Owatonna, MN
- City of Ramsey, Ramsey, MN
- City of Red Wing, Red Wing, MN
- City of Richfield, Richfield, MN
- City of Rochester, Rochester, MN
- City of Rogers, Rogers, MN
- City of Roseville, Roseville, MN
- City of Saint Cloud, Saint Cloud, MN
- City of Saint Louis Park, St Louis Park, MN
- City of Saint Michael, Saint Michael, MN
- City of Saint Paul, Saint Paul, MN
- City of Saint Peter, Saint Peter, MN
- City of Sauk Rapids, Sauk Rapids, MN
- City of Shoreview, Shoreview, MN
- City of Victoria, Victoria, MN
- City of Willmar, Willmar, MN
- City of Worthington, Worthington, MN

- 3M
- ACEC of MN, Minnetonka, MN
- AECOM Technical Services, Inc.
- AFSCME Council 5, South Saint Paul, MN
- Aggregate Industries US, Eagan, MN
- Albert Lea-Freeborn County Chamber of Commerce
- Alliant Engineering Inc, Minneapolis, MN
- Amalgamated Transit Union, Local 1005, Minneapolis, MN
- American Agency Inc, Minneapolis, MN
- American Engineering Testing, Inc, Saint Paul, MN
- AMKA Safety, Edina, MN
- Arrowhead Regional Development Commission, Duluth, MN
- Associated General Contractors of Minnesota (AGC)
- Association of Metropolitan Municipalities (Metro Cities)
- Association of Minnesota Counties (AMC), Saint Paul, MN
- Bearence Management Group, Saint Paul, MN
- Bernie Lieder, Crookston, MN
- Bituminous Roadways Inc, Mendota Heights, MN
- Bolton & Menk Inc
- Braun Intertec Corporation
- Brotherhood of Locomotive Engineers & Trainmen
- Bryan Rock Products Inc, Shakopee, MN
- Cement Masons, Plasterers, and Shophands Local No. 633
- Center for Transportation Studies U of M (CTS)
- Central Specialties Inc., Alexandria, MN
- CSDZ, LLC, Minneapolis, MN
- Commercial Fabricators Inc, Bridgeview, IL
- Concrete Paving Association of Minnesota (CPAM)
- Design Build Institute of America, Washington, DC
- Design Electric, Inc., St. Cloud, MN
- Duinick, Inc., Prinsburg, MN
- Duluth Building and Construction Trades Council, Duluth, MN
- Duluth Seaway Port Authority, Duluth, MN
- Duluth Transit Authority (DTA), Duluth, MN
- Edwin E Thoreson Inc, Grand Marais, MN
- Erickson Engineering Company, Bloomington, MN
- Ess Brothers & Sons Inc, Loretto, MN
- Eull's Manufacturing, Saint Michael, MN
- Figg Bridge Inspection Inc, Eagan, MN
- Five Skies Training and Consulting LLC, Lake Elmo, MN
- Forterra Pipe and Precast, Maple Grove, MN
- Greater St. Cloud Development Corporation, Saint Cloud, MN
- Hancock Concrete Products LLC, Hancock, MN
- Hawkinson Construction Company Inc, Grand Rapids, MN
- HDR Engineering Inc
- Highway 23 Coalition, Willmar, MN
- Highway 52 Freeway Partnership, Rochester, MN
- Highway 55 Corridor Coalition, Buffalo, MN
- Hoffman Construction Company, Black River Falls, WI
- Houston Engineering Inc, Fargo, ND
- HR Green, Inc.
- International Union of Operating Engineers Local #49
- KLJ, Bismark, ND
- Kimley-Horn and Associates, Inc., Saint Paul, MN
- Kraemer North America, Burnsville, MN
- Laborers District Council of MN and ND
- League of Minnesota Cities (LMC), Saint Paul, MN
- LHB Inc
- Mankato Valley Building & Trades Council, Mankato, MN
- Marshall Area Transportation Group, Marshall, MN
- Mathiowetz Construction Company, Sleepy Eye, MN
- Mathy Construction Company, Onalaska, WI
- Matt Shands, Eagan, MN
- Mead & Hunt, Minneapolis, MN
- Minneapolis Regional Chamber, Minneapolis, MN
- Minnesota Asphalt Pavement Association Inc (MAPA)
- Minnesota Association of Small Cities, St. Paul, MN
- Minnesota Association of Townships, Saint Michael, MN
- Minnesota Building & Construction Trades Council
- Minnesota County Engineers Association, Andover, MN
- Minnesota Government Engineering Council
- Minnesota Inter-County Association (MICA), Saint Paul, MN
- Minnesota Laborers Employers Cooperation & Education Trust (LECET), Saint Paul, MN
- Minnesota Ports Association, Saint Paul, MN
- Minnesota Rural County Caucus, Saint Paul, MN
- Minnesota Transportation Museum, Saint Paul, MN
- Minnesota Valley Transit Authority, Burnsville, MN
- Minnesota Utility Contractors Association, Saint Paul, MN
- MN Best Inc, Hopkins, MN
- MPTA, Saint Paul, MN
- MSA Professional Services, Duluth, MN
- Newton Bonding, Stillwater, MN
- North Central States Regional Council of Carpenters
- North Metro Mayors Association, New Brighton, MN
- Northern Lines Railway LLC, Saint Cloud, MN
- Pavia Systems, Inc, Seattle, WA
- Park Construction Company, Spring Lake Park, MN
- Robert R. Schroeder Construction, Inc., Glenwood, MN
- Ruffridge-Johnson Equipment Co., Inc., Minneapolis, MN
- Safety Signs Inc, Lakeville, MN
- Saint Cloud Area Planning Organization (APO)
- St. Cloud Metro Bus, Saint Cloud, MN
- Sambatek, Minnetonka, MN
- Short Elliott Hendrickson (SEH)
- Southwest Corridor Transportation Coalition
- SouthWest Transit, Eden Prairie, MN
- SRF Consulting Group Inc
- Stanley Consultants, Inc., Minneapolis, MN
- Stantec Consulting Services Inc.
- Stonebrooke Engineering, Savage, MN
- The Tinklenberg Group, Inc, Blaine, MN
- Tiller Corporation, Maple Grove, MN
- TKDA
- Twin Cities & Western Railroad Company, Glencoe, MN
- Union Bank and Trust, Minneapolis, MN
- UTU-SMART-TD Saint Paul, MN
- US Highway 14 Partnership, Saint Paul, MN
- Wendel, Minneapolis, MN
- Wheeler Consolidated LLC, Bloomington, MN
- Wideth Smith Nolting & Associates Inc, Baxter, MN
- WSB
- WSP, Minneapolis, MN