



May 4, 2023

Sen. Scott Dibble
3107 Minnesota Senate Building
95 University Avenue W
St. Paul, MN 55155

Rep. Frank Hornstein
563 State Office Building
100 Rev Dr Martin Luther King Jr Boulevard
St. Paul, MN 55155

Chair Dibble, Chair Hornstein and Members of the Transportation Conference Committee:

On behalf of 300,000 union members and all working people, we are writing to urge you to pass a long-term, dedicated, comprehensive transportation funding package to fix our crumbling roads and bridges and inadequate transit systems. HF 2887, the Omnibus Transportation bill, which passed the House on a bipartisan vote, is a structural investment that will make our multimodal transportation system safer, cleaner and fairer and help connect all Minnesotans to opportunities. This legislation will make working people and all Minnesotans safer, create thousands of family-supporting construction careers across our state, and give our communities an economic boost. While a step in the right direction, the Senate version of the companion transportation (SF 3157) bill falls short, and we urge conferees to follow the recommendation of Senate and House Transportation Committees and restore critical delivery fee revenue.

There are more than 600 structurally deficient bridges in Minnesota, thousands of miles of roads in poor condition, and an inadequate transit system. In fact, the American Society of Civil Engineers graded our roads a 'D+', bridges a 'C' and transit a 'C-'. Minnesota's crumbling infrastructure is putting our health and safety at risk. We can't afford to wait.

Over the next 20 years, Minnesota faces a \$30 billion funding shortfall just to maintain our existing roads, bridges and transit. Metro Transit is facing a fiscal cliff of nearly \$300 million per year beginning in 2026. 92 percent of road and bridge funding comes from funding sources like the gas tax, which is projected to raise less revenue beginning in 2025. The remaining eight percent of road and bridge funding comes from sales taxes, including the sales tax on auto parts and repairs. Capped at \$145.6 million since 2020, even this revenue source is losing value from inflation.

Restoration of the delivery fee is a necessity. The fee makes sense considering the wear-and-tear that delivery trucks are causing to our roads and understanding the alternative to deliveries would mean spending more time and money going to the store. The delivery fee is a new and innovative way to diversify road and bridge funding sources for the future. We also strongly support the proposed metro sales tax dedicated to metro transit, highways and active transportation.

HF 2887 (SF 3157) as recommended by the House and Senate Transportation committees will make Minnesotans safer, create thousands of family-supporting construction careers, and boost our local economies. We urge you to restore the delivery fee and pass a long-term and dedicated comprehensive transportation funding package out of conference committee.

Sincerely,

Bernie Burnham
President

Brad Lehto
Secretary-Treasurer

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