

100%

100% Campaign
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March 30, 2023

Chair Hornstein and Members of the Committee,

We are writing to express our support for provisions in Rep. Hornstein's House File 2887, as amended in H2887DE1, the House Transportation budget and policy bill.

Our transportation system is how we stay connected. It's how we get to school, work, and shopping. It's how we go on vacation or get to 'away' games with the people we love. **Minnesotans need more and cleaner options for staying connected.** This means electrified vehicles for driving, the ability to walk, bike, or roll safely, and the option to take accessible, affordable, and welcoming transit, in every part of the state.

To get to this vision: a better connected and cleaner Minnesota, where everyone has safe, affordable, and efficient options, **we need new, dedicated, and at-scale revenue** that centers both Metropolitan Area and Greater Minnesota transit and active transportation investments.

According to the estimates the Minnesota Department of Transportation has shared with the legislature this year, we have a \$19 billion to \$27 billion gap between the agency's revenue and the state's needs. To help close this gap, we need at least \$1 billion per year to fix what we have and meet our state's existing transportation goals. The cost of the system we need, one with readily available, cleaner transit, safe streets, and maintained roads, is at least \$1.5 billion per year.

House File 2887 makes long overdue investments in the transportation system we all rely on.

We support House File 2887's balanced approach to funding sources and investments. No single revenue source by itself will meet the state's full needs. The bill's mix of revenue options works as a whole, asking everyone to pitch in for a system that we all use everyday. We support this comprehensive approach. Within it, we want to express our strong support for the 0.625% Metro Area Sales and Use Tax dedicated to transit and the increased dedication of the Motor Vehicle Sales Tax (MVST) to Greater Minnesota Transit. The transit system we need requires ongoing, scaled, and dedicated sources of revenue. This is an essential component of the bill's comprehensive approach.

House File 2887 makes urgently needed investments in transit, active transportation, vehicle electrification, and road, street, and bridge maintenance. In particular, we strongly support the bill's policy improvements and investments in:

Transit

- Metropolitan Area Transit: \$768,142,000 in FY 24-25; \$977,545,000 in FY 26-27 (Sales & MVST)
- Greater MN Transit: \$40,089,000 in FY 24-25; \$42,857,000 in FY 26-27 (MVST)
- Transit Service Intervention Project (Lines 27.27-29.26)

- Transit Safety - TRIP Program and Intervention - \$2,000,000 in FY 2023 (GEN) (Lines 93.14-102.11)
- Transit Signal Priority System Planning (Lines 104.19-105.30)
- Transit Fare Elimination Pilot Program (Lines 106.1-107.5)
- Metro Mobility Enhancement Pilot Project (Lines 107.6-108.15)

Active Transportation

- Active Transportation: \$10,000,000 in FY 24 (GEN)
- Safe Routes to Schools: \$500,000 / year in FY 24, 25, 26, & 27 (GEN)

Vehicle Electrification

- Multimodal Transportation Package - EV Infrastructure: \$13,600,000 in FY 24 (GEN)
- Electric Vehicle Infrastructure Program: \$261,000 / year in FY 24, 25, 26, & 27 (GEN) (Lines 83.13-84.8)

Passenger Rail

- Northern Lights Express: \$194,300,000 in FY 24 (GEN)
- Second Daily Train to Chicago: \$5,071,000 in FY 24-25; \$9,508,000 in FY 26-27 (GEN)

Adaptation, Resilience, and Planning

- Highways for Habitat: \$1,000,000 in FY 24 (GEN) (Lines 63.21-64.25)
- Living Snow Fences: \$630,000 in FY 24-25; \$660,000 in FY 26-27 (TH); \$2,000,000 in FY 24 (GEN)
- Land Use and Transportation Study: \$1,000,000 in FY 24 (Lines 64.26-68.8, 82.12-82.27, 91.16-92.23, 99.12-99.16, 110.17-111.17)
- Metropolitan Council Comprehensive Planning Improvement (Lines 92.24-93.3)

Highway Transmission

- Public Road Use High Voltage Transmission Lines: \$339,000 / year in FY 24, 25, 26, & 27 (SR) (Lines 68.9-69.24)

Federal Matching (Lines 35.29-39.4)

- Federal Funds Coordinator: \$570,000 / year in FY 24, 25, 26, & 27 (GEN)
- Federal Matching - IJIA Discretionary Grants: \$214,400,000 in FY 24 (GEN)
- Maximizing Federal Transportation Climate Funding: \$2,000,000 / year in FY 24, 25, 26, & 27 (GEN)
- Federal Grants Technical Assistance: \$2,000,000 in FY 24-25 (GEN)
- Federal Funds Small Communities Partnership: \$5,000,000 in FY 24-25 (GEN)

A comprehensive approach to a cleaner, more affordable, more equitable transportation system is long overdue. Please do not miss the opportunity to act this year to invest in this system that we all use and we all need.

Thank you for your time and consideration,

Aurora Vautrin

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Legislative Director

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