

Please include the following as testimony in Friday's hearings on the Omnibus Transportation bill. I hope to attend.

My name is Brian C. Martinson. As a member of the Metropolitan Council's Transportation Advisory Board, I oppose the following language in the House and Senate Omnibus Transportation bills: line 57.23 ff in the House bill and line 47.15 ff in Senate bill: "Sales tax revenue allocated to the Transportation Advisory Board under subdivision 2, clause (2), is for grants for highway projects that provide for one or more of the following: safety improvements; crash reduction; support for active transportation; or maintenance."

I urge replacing this language with: "Sales tax revenue allocated to the Transportation Advisory Board under subdivision 2, clause (2), may be used for grants for:

- (1) Transit expansion or modernization
- (2) Travel Demand Management
- (3) Multiuse Trails and Bicycle facilities, Pedestrian facilities, or Safe Routes to School
- (4) Unique Projects as defined by Metropolitan Council"

The intent of the proposed new sales tax is clearly to fund transit and related modes of transportation that reduce vehicle miles traveled (VMT) via single occupancy vehicles (SOVs). The offending language is clearly intended to divert a significant portion of the proposed sales tax revenue towards building more highway miles and highway expansion, running directly counter to the intent of the proposed sales tax. Adding lane-miles of highway has been shown repeatedly and consistently to generate "induced demand" for increased SOV use through what economists call "Jevons paradox." This phenomenon leads to increased vehicle miles traveled by single occupancy vehicles and runs directly counter to efforts we must make in Minnesota to attain the reductions in greenhouse gas emissions being targeted by 2040 and which are essential to address ongoing climate disruption.

Any highway building that must be done going forward should obviously include provisions for safety improvements, crash reduction, support for active transportation and adequate maintenance. Yet, those needs should not be met at the expense of adequately funding the other aspects of our transportation systems that have historically been inadequately funded.

Therefore, I urge you to replace the offending language with my suggested revision.

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