Making Transportation Work for Minnesota

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We all have a stake in A→B
# Scenarios

<table>
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<tr>
<th>Description</th>
<th>State Annual Funding Gap</th>
<th>Key Outcomes</th>
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| “Status Quo” Mn State Highway Investment Plan | $0                       | - Manage deterioration on the system  
  - 75% more miles in poor condition by 2024  
  - Est. 640+ bridges (20%) in poor condition  
  - Limited expansion; spot mobility and safety projects  
  - Existing Corridors of Commerce construction projects only  
  - Several MnPASS lanes will not be built |
| “Maintenance” (TFAC Scenario 2)    | @$250M                   | - Maintain current condition of pavements and bridges  
  - No expansion beyond what is currently programmed |
| “Economically Competitive” (TFAC Scenario 3) | @600M $400M $200M       | - Meet pavement and bridge condition targets  
  - Improve 2,200 additional miles of pavement; 330 state bridges  
  - Structural enhancements extending service life; improving safety, access and performance  
  - Strategic expansion  
  - Expand MnPASS system  
  - Construct eligible Corridors of Commerce projects to improve IRC in greater MN  
  - Rehab I–94 between the downtowns |
Governor’s transportation proposal – next 10 years

- $5.38 billion for roads and bridges
  - 2,200 miles of roadway repaired/replaced
  - 330 bridges
  - $1.6 billion Corridors of Commerce
What proposal will provide

- About $2.5B through State Aid to Counties and Cities to address local system

- 90% of forecast need for Greater MN transit

- $133 million for townships

- Better walking and biking options

- Integrated transportation system that improves movement across the state
38% of state highway funds go to cities and counties
If not now, when?

- Decades of inattention to transportation system
- Waiting will only increase costs
- Cities and counties will fare no better than the state
- Let your state legislators know