

MINNESOTA

Current Condition of Transportation:

- 9% of MN's major roads are in poor condition¹
 - Costs each Minnesota motorist \$282 a year in extra maintenance²
 - A total of 1,982 lives were lost on MN's highways from 2009 to 2013³
- Vehicle travel on MN's highways increased 39% from 1990-2013⁴ while the state population grew by 26% in that time⁵
- 67% of MI's major highways are congested⁶
 - Congestion in America costs motorists \$121b annually in wasted fuel

Commerce:

- Each year, 64% of the \$237b in goods shipped within MN traveled by truck across the state's vast highway infrastructure⁷

Need for Federal Investment:

- Nearly 64% federal share of Minnesota Highway Capital Program⁸
- National Interstate Backlog of \$185.24b on 47,575 miles of interstate⁹
 - National Highway System (NHS) backlog of \$424.5b on 227,224 miles of the NHS

FAST Act **→** *What this does for Minnesota*

Prioritize bridge reconstruction and safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
 - MN's 830 structurally deficient bridges - 9% of Minnesota's bridges are rated as structurally deficient or functionally obsolete¹⁰

Improves Commerce:

- Over the life of the bill (FY2016-FY2020), MN will receive \$104,162,389 in addition to growth of the existing programs for freight.

¹ TRIP

² TRIP

³ FHWA

⁴ TRIP

⁵ US Census

⁶ TRIP

⁷ TRIP

⁸ AASHTO

⁹ AASHTO and FHWA

¹⁰ FHWA

- This new formula-based Freight Program will ensure federal dollars for the state by prioritizing spending on interstate for projects in the national economic interest.
- In addition to the National Freight Program, MN, through the Nationally Significant Freight and Highway Projects (NSFHP), a \$4.5 billion discretionary grant program, will be able to compete for funding to address major projects of high importance to a community, a region, or the country. This will provide much needed funding for projects that are too big to get off the ground due to constraints on traditional funding. Furthermore, NSFHP has a rural set-aside and equitable geographic distribution of funds. This will ensure a balance of where federal dollars are directed, making sure rural projects see the light of day as well as the major projects that will greatly benefit the national economy.

Long-Term 5-Year Certainty:

- Total share over 5 years of the FAST Act: \$4,008,669,324 that the state would not get otherwise.
- 600 projects are at risk with lack of federal investment¹¹
- Major State Projects that can benefit from the FAST Act:
 - a. Replacement of I-35W Bridge: critical bridge suffers from structural failure, new bridge is essential to safety¹²
- FAST delivers 5 years of certainty. 36 short term extensions since SAFETEA-LU have impeded on MN's ability to properly plan and budget for transportation projects.
- Building off NEPA reforms accomplished in MAP-21, FAST is cutting red tape and accelerating project delivery to increase MN's ability to efficiently finish projects.
- FAST gives MN the ability to prepare for the next 50 years. With a focus on innovation, MN can better deploy technology to improve the state transportation network.

¹¹ AASHTO

¹² (<http://sunthisweek.com/2015/04/30/backers-new-money-needed-to-replace-bridge-faster/>)