



## Legislation Details (With Text)

**File #:** RES 15-436    **Version:** 1  
**Type:** Resolution    **Status:** Passed  
**In control:** City Council  
**Final action:** 3/4/2015  
**Title:** Supporting dedicated state funding for multi-modal transit and city streets.  
**Sponsors:** Chris Tolbert  
**Indexes:**  
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Date	Ver.	Action By	Action	Result
3/10/2015	1	Mayor's Office	Signed	
3/4/2015	1	City Council	Adopted	Pass

Supporting dedicated state funding for multi-modal transit and city streets.

WHEREAS, new and sustainable funding for multi-modal transit including bus, rail, bicycle and pedestrian infrastructure, roads, and bridges is necessary to meet both the capital and operational needs of the expanding state transit and transportation systems; and

WHEREAS, the City of Saint Paul places a high value on creating and enhancing transit-friendly neighborhoods because it makes our community a safer and better place to live, work and enjoy life; and

WHEREAS, Minnesota contains over 141,000 miles of roadway, and over 19,000 miles--or 14 percent--are owned and maintained by Minnesota's 853 cities; and

WHEREAS, over 80 percent of municipal streets are ineligible for dedicated Highway User Tax Distribution Fund dollars; and

WHEREAS, the more than 700 Minnesota cities with populations below 5,000 are ineligible for dedicated Highway User Tax Distribution Fund dollars; and

WHEREAS, city streets are a separate but integral piece of the network of roads supporting movement of people and goods; and

WHEREAS, existing funding mechanisms, such as Municipal State Aid (MSA), property taxes and special assessments, have limited applications, leaving cities under-equipped to address growing needs; and

WHEREAS, city cost participation in state and county highway projects diverts resources from city-owned streets; and

WHEREAS, maintenance costs increase as road systems age, and no city--large or small--is spending enough on roadway capital improvements to maintain a 50-year lifecycle; and

WHEREAS, for every one dollar spent on maintenance, a road authority saves seven dollars in repairs; and  
WHEREAS, cities need greater resources and flexible policies in order to meet growing demands for street

improvements and maintenance.

NOW, THEREFORE, BE IT RESOLVED that this Council supports an comprehensive transportation funding bill that invests in both the capital and operational needs of a strong multi-modal transit systems, and provides dedicated funds for non-MSA city street maintenance, construction and reconstruction.