

## **2014-04 SUSTAINABLE TRANSPORTATION**

The environmental consequences to the State of Minnesota of creating an even larger unsustainable highway network have not been shared adequately with the public so that the public can provide informed comment.

The fiscal consequences to the State of Minnesota of not maintaining our existing highway assets while continuing to build more lane miles as part of an even larger unsustainable highway network have not been shared adequately with the public so that the public can provide informed comment.

Minnesota has used debt financing for highway expansion projects, but has not invested adequately to maintain many existing highways. Therefore the ride quality of state highways has generally declined. (Source: Office of the Legislative Auditor, 2008)

The Minnesota Department of Transportation (MnDOT) has a preservation first policy, but over half of trunk highway construction spending since 2002 has gone toward system expansion, leaving important preservation needs unmet. (Source: Office of the Legislative Auditor, 2008)

MnDOT estimates that it will need \$672 million per year between 2012 and 2018 for trunk highway preservation, about equal to the forecasted revenues available for all trunk highway construction. (Source: Office of the Legislative Auditor, 2008)

MnDOT has consistently scheduled more state trunk highway projects than it could deliver given available funding. (Source: Office of the Legislative Auditor, 2008)

Therefore be it resolved that the Minnesota Division, Izaak Walton League of America, supports Minnesota and National policies which preserve and maintain existing highway assets in a state of good repair before highway system expansion. Be it further resolved that the Minnesota Division supports requiring performance based project planning factoring in wildlife, water quality and habitat, in addition to selection, design and construction of critical infrastructure. Be it further resolved that the Minnesota Division supports requiring expansion projects to demonstrate best value investment and significant measurable positive impacts determined from state-wide analyses that considers existing infrastructure condition.

Submitted by the Jaques Chapter, John Siekmeier President