

Test your Minnesota Transportation I.Q.



1. What do you currently pay per gallon in gas taxes?
2. What percentage of trips in the Twin Cities are made by automobiles vs. transit and other means of transportation?
3. How much do Minnesotans pay each year to subsidize public transit?
4. What percentage of the State sales tax on motor vehicles is dedicated to roads vs. transit?
5. How much has road construction increased in the last 10 years?
6. How much money has been diverted from transportation funding to spend on bike and walking trails?
7. According to the Minnesota Department of Transportation (MnDOT), has traffic congestion in the Twin Cities increased or decreased in recent years?
8. How much will it cost to subsidize the operation of the Hiawatha light rail line?
9. Of the \$250 million in federal "earmarks" Congressman Oberstar inserted in the 2005 Transportation bill, how much went to road projects vs. other spending?
10. How much would the 2007 Minnesota Transportation bill vetoed by Governor Pawlenty have increased taxes?



**TAXPAYERS
LEAGUE**
of Minnesota

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Taxpayers League of Minnesota's Transportation I.Q. quiz answers:

1. You actually pay two gas taxes: 20¢ per gallon to the State and 18.4¢ per gallon to the Federal government. The State gas tax is dedicated (mostly) to pay for roads and bridges, while the Federal gas tax is often used for pork-barrel spending. Federal gas taxes are rarely used for any kind of maintenance.
2. According to the Met Council most people use automobiles to take up to 10 trips a day. Transit accounts for about 2.3% of trips, about half as many people as walking. Bicycles account for 1.5% of daily trips.
3. About two-thirds of the transit budget comes from the Motor Vehicle Sales Tax and State general fund revenues. For every \$1 collected in fares, taxpayers kick in \$2 in subsidies. The total amount is escalating rapidly, nearing about \$200 million a year in subsidies to cover operating costs.
4. Based on the Minnesota Constitutional amendment passed in 2006, not more than 60% will be dedicated to roads, and no less than 40% will be dedicated to transit.
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5. Over the last 10 years, state spending on road construction has increased from \$368 million to \$760 million per year— an increase of more than 100%. There are additional monies spent on projects in partnership with the Federal government such as light rail.
6. Out of the 2005 Federal Transportation bill about \$180 million was spent in Minnesota on bike trails, transit, and other non-road projects while the State has appropriated about \$25 million in recent years.
7. According to MnDOT, Twin Cities area congestion has decreased for third year in a row. In fact, one of the largest sources of congestion is road construction itself, because Minnesota's transportation construction spending is at record levels.
8. The Hiawatha light rail line is expected to cost taxpayers about \$140 million in subsidies. Property taxes will pay the rest of the subsidy.
9. Over 40% of the money earmarked by Congressman Oberstar for Minnesota from the 2005 Transportation bill went to bike trails, transit, and other non-road related spending. There was even a \$25 million appropriation for a "non-motorized" transportation pilot program in the Twin Cities – using YOUR gas tax dollars.
10. During the 2007 Legislative Session a transportation bill was passed that would have increased taxes and fees by up to \$5 billion; including a 7.5 cent gas tax increase, a new Metro-wide sales tax, increases in tab fees, and a host of locally imposed taxes that could pass without voter approval. The tax increase could have cost a Minnesota family of 4 about \$500 a year.