

## **Access to jobs & destinations**

1. Lack of transportation is a significant barrier to employment for low-income Minnesotans. (Cite: Luce, Orfield, and Mazullo, Access to Growing Jobs Centers in the Twin Cities Metropolitan Area, CURA Reporter, March 2006)]. What role, if any, do you think your administration should play to increase access to transportation for Minnesotans who—due to income or disability—do not own a personal vehicle?  
**Alternate question:** The Federal Transit Administration recently modified its rules to put greater emphasis on civil rights and access to transportation for communities of color, transit dependent persons and those with low incomes. What role, if any, do you think your administration should play to ensure that all people and communities share equitably in the benefits from transportation investments?
2. A 2002 Metropolitan Council study shows that the Twin Cities region can save \$2 billion in infrastructure costs over a 20 year period if the region grows in a more compact way (bringing housing, destinations, and job opportunities closer together). (Cite: Regional Development Framework, 2002 Appendix, pg 9) What policies, if any, would you support in light of that study's findings?
3. As our state population grows older, it is likely that more seniors will stop driving and will rely on other means of transportation to get to jobs, grocery stores, places of worship, medical appointments, volunteer work, etc. What steps, if any, would your administration take to assist seniors and other non-drivers with their transportation needs?
4. Transportation infrastructure is necessary for Minnesotans to get to work, school, etc. Many experts in the business sector, government, and the advocacy community assert that substantial additional resources are needed for the maintenance and development of this infrastructure. (Cite: \$ 50 billion over 20 years in unmet needs: Mn/DOT Statewide Transportation Plan, 2009-2028, pg 1-17, Transit advocates estimate unmet needs of \$2.5 billion over this same period). Do you agree and what steps would your administration take to address this need?

## **Conservation**

1. Transportation accounts for 25% of greenhouse gas emissions in Minnesota. (Cite: Minnesota Climate Change Advisory Group, 2008, FINAL Minnesota Greenhouse Gas Inventory and Reference Case Projections, 1990-2025.) The Global Warming Mitigation Act established Minnesota's greenhouse gas emissions goal of 15% below 2005 base levels by 2015, and more in years beyond. What specific policies and initiatives, if any, will you implement in light of those statutorily-set greenhouse gas emissions goals?
2. How satisfied are you with the Metropolitan Council's performance in the planning and management of regional growth and development?
3. What connections, if any, do you see between transportation and air and water quality?
4. What role, if any, should land use regulations play in relationship to expanding transportation choices and protecting Minnesota's natural resources?

### **PRECINCT CAUCUSES ARE TUESDAY, FEBRUARY 2.**

Go to [www.sos.state.mn.us](http://www.sos.state.mn.us) or call 651-215-1440 to find out how to participate in your party's caucus!

Questions prepared for Transportation + Land Use + Environment candidate forum 1/25/10

## **Economic development and job creation**

1. To what extent would your administration consider using transportation investments as a means of addressing economic needs in our state?
2. A number of experts suggest that a highly trained and educated workforce is attracted to regional economies that provide a variety of cultural and natural amenities and opportunities for social and economic interaction. Do you agree and, if so, what approaches to transportation, land use, and the environment would your administration takes to meet these workforce expectations?
3. A 2009 legislative oversight hearing reported that Mn/DOT has not met their goals for hiring and contracting with women and people of color for many years. What, if anything, would the transportation department in your administration do to address this discrepancy?
4. The Twin Cities region has a larger regional highway system and a smaller public transit system than most peer regions. (Cite: [www.tlcminnesota.org](http://www.tlcminnesota.org), see policy briefs in Resource section.) What relationship, if any, do you see between development and maintenance of roads and transit and economic growth?

## **Public health and safety**

1. Minnesota is doing better than most states, yet we are still experiencing an alarming increase in obesity for children and adults (Cite: <http://www.health.state.mn.us/divs/hpcd/chp/cdr/obesity/pdffdocs/childhoodobesityrecommendations.pdf>). Research demonstrates that “active living” can address this concern. How, if at all, would your policies related to transportation, land use, and the environment promote physical activity by Minnesotans?
2. Bicycling and walking are the least polluting and healthiest forms of transportation (Cite: Met Council, Transportation Policy Plan, 2009, pg 149). What, if anything, would your administration do to make it easier for the State’s residents to walk and bicycle?
3. In its recently released Statewide Transportation Policy Plan, the Minnesota Department of Transportation identified a \$50 billion shortfall between the actions needed to meet the Department’s performance targets for the state trunk highway system in the next 20 years and the funding that the Department expects to receive. (Cite: Mn/DOT Statewide Transportation Plan, page 7.2-11, and Mn/DOT’s reporting on 2008 performance measures) If additional funding is unlikely, how will your administration prioritize between transportation system expansion versus repair or maintenance of existing infrastructure?
4. Studies have shown that pollution from transportation systems tends to have a disproportionate impact on the health of members of low-income communities and communities of color, particularly those living near high-traffic roads and highways. (Cite: Pearson, Wachtel, and Ebi, Journal of Air Waste Management Association, February, 2000) What steps, if any, would your administration take in terms of policies and investment priorities to address these kinds of health impacts?