



**For Immediate Release**  
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## **Governor's Budget: Transit Secure, for Now**

February 15, 2011 [St. Paul, MN]--Governor Dayton's budget protects working families, including those who ride the buses and trains. The biennial budget calls for a \$10.8 million cut to transit in the metro area and a \$2.6 million cut to transit in greater Minnesota. These proposed cuts represent an 8-9% reduction in the General Fund allocation for transit. Without the proposed new revenue from high-income earners, transit cuts would be much larger. TLC is also waiting for the March revenue projection for another key source of transit funding, the motor vehicle sales tax, to know the full budget picture for transit.

In the metro area, the transit system is the vital link to work for 60% of riders and a lifeline for low income households and people who can't drive, including the state's growing elderly population. Families who can get by with one less car by taking transit save as much as \$7,000 per year—money that can be used for rent or mortgage payments, college tuition, or retirement.

Recognizing that we are at the beginning of the process of eliminating the state's \$6 billion deficit projected for 2012-2013, Transit for Livable Communities, with our more than 10,000 members and diverse organizations in the Transit Partners coalition, calls for the Governor, legislature, Mn/DOT, and the Metropolitan Council to protect our existing transit system from service cuts or fare increases.

Looking to the future, TLC supports the Governor's vision of multimodal transportation and his charge to Mn/DOT commissioner Sorel to work with the legislature to find ways to finance a system that will ensure that this region remains competitive in the global economy. We support as well President Obama's proposed six year transportation budget, released yesterday, which would double spending on public transit.

TLC and Transit Partners will continue working with transit riders, business and community leaders, and Minnesota's elected officials to assure that our small but efficient existing transit service is not cut and is able to grow into the robust system Minnesotans want.

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