



2012 Minnesota Legislative Agenda

As a not-for-profit organization dedicated to transforming Minnesota's transportation system to strengthen community, improve the health and opportunity for all people, foster a sound economy, and protect our natural resources, Transit for Livable Communities will pursue the following outcomes during the 2012 legislative session.

1. Maintain Current Operating Funding for Public Transit Statewide

Public transit provides a vital connection for people throughout Minnesota. In the Twin Cities, more than 80% of transit riders are going to work or to school. In downtown Minneapolis, 40% of workers arrive at their jobs via public transit. Ridership and demand for transit is increasing. Transit carries a significant percentage of commuters in congested highway corridors.

Adequate funding is essential to maintain affordable fares and reliable service schedules. Expansion of the system, which is TLC's broader agenda, will allow more people to take advantage of convenient travel options. In 2012, TLC will advocate to:

- Maintain transit's General Fund appropriation as adopted in state biennial budget in 2011.

2. Capital Bonding for Transit Investments

Public transit infrastructure typically is constructed using federal, state, and local funding. For major projects, such as light rail and commuter rail, local or state dollars leverage significant federal funds – on many of these projects the federal government pays for half the cost. State General Obligation (G.O.) bonds are critical to secure federal matching funds.

In 2012, TLC will support the priority transit projects identified by the Metropolitan Council, Counties Transit Improvement Board (CTIB), MnDOT, and Hennepin County, and will advocate for:

- General Obligation bonding for projects such as: Southwest LRT, Bottineau Corridor, Gateway Corridor, I-35W BRT Station, Minneapolis Multi-modal Interchange, Transitway Corridor Program, Arterial BRT and Greater MN Transit.

TLC will also support bonding requests related to the establishment of intercity passenger rail, including

- Northern Lights Express and Twin Cities to Milwaukee route improvements.

3. Enable Financing for Transit-Oriented Development

TLC is a supporter of vibrant commercial and residential development within walking or bicycling distance of transit stations. Creating new housing and new jobs in close proximity to transit stops and stations reduces infrastructure and commuting costs.

In 2012, TLC will advocate for new real estate investment that is oriented around public transit and will work with allied stakeholders to secure:

- Legislation that allows municipalities to use tax-increment-financing (TIF) or other value-capture economic development tools to support new transit-oriented development (TOD).

4. Increase Funding for Bicycle and Pedestrian Access

For a generation, travel by bicycle and walking was neglected while Minnesota's transportation system prioritized motor vehicle transportation. With an aging population, fewer young people owning cars, and increasing levels of obesity, improving access and safety for bicyclists and pedestrians is paramount. Considering that 25% of car trips are one mile or less, dramatic reductions in pollution and congestion can be realized with an increase in walking and bicycling.

In 2012, TLC will work collaboratively with partners to advocate for:

- General Obligation bonding for new bike trails & pedestrian connections that serve a transportation purpose.

TLC will also support allies in their pursuit of:

- Restoration of state funding for Statewide Health Improvement Program (SHIP) so that they can continue effective promotion of bicycling and walking.
- General Obligation bonding for Safe Routes to School (SRTS) and other transportation programs that encourage more bicycling and walking.

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