“THE FUTURE OF TRANSPORTATION IN MINNESOTA AND THE FUNDING FOR IT HAVE TO BE AMONG THE 2015 LEGISLATIVE SESSION’S TOP PRIORITIES.”

-------- Governor Mark Dayton --------
YOU MAKE IT POSSIBLE

Dear members and allies,

It’s been wonderful to see so many of you this year: at Transportation on Tap events, the grand openings of the Green Line and the Bluff Street Tunnel, our open house in July, and at meetings about future transit and bicycle projects.

We could not have accomplished all we have this year without you! You have helped move the ball forward on Southwest light rail, weighed in on significant new plans for bikeways and bus service, pushed with us for a stronger Thrive MSP regional plan, made your voice heard at the State Capitol, and continued to make our monthly counts of bicyclists and pedestrians possible.

We have a busy and exciting twelve months ahead as well. TLC is co-chairing the Move MN campaign that seeks new funding for all modes of transportation statewide. Elected leaders have signaled that transportation will be a key issue during the 2015 legislative session, but we will need support from advocates like you to ensure a strong bill reaches the finish line. This season, TLC is ramping up our Transportation Options workshop series for social service organizations in conjunction with targeted transportation assistance for the low-income families and individuals they serve. We also are beginning a new program, working with nonprofits to promote the use of multimodal transportation options.

We ask you to continue to commit your time, energy, and good ideas as we work to advance transit, bicycling, and walking in Minnesota in the coming year! Stay connected with TLC, stay involved in your local community, and stay tuned in to opportunities to make change at regional and state levels.

Thank you, and see you soon on the bus or on the street!

Barb Thoman
Executive Director

FROM TLC LEADERSHIP

PROGRAM UPDATE

BWTC MAKES A MARK

Earlier this year, the Federal Highway Administration (FHWA) issued an updated report to Congress about the Nonmotorized Transportation Pilot Program, including the Bike Walk Twin Cities program administered by Transit for Livable Communities since 2006.

The report recognizes the Minneapolis-area pilot (the only location administered by a nonprofit organization) for increasing access to underserved communities—through the expanded bicycle network and through innovative programs funded by BWTC, such as the Community Partners Bike Library at Cycles for Change, SPOKES Bike Walk Connect, and Nice Ride Minnesota bike sharing. One other great outcome of the pilot: a new approach to bicycling and walking within the FHWA.

BWTC Legacy
111 miles of bikeways & sidewalks
1554 bike share bicycles
1504 bicycle parking spaces
Access for underserved communities
Planning studies & bike/walk counts
Active transportation up 45%
2007-2013

BOARD OF DIRECTORS

Staff
Barb Thoman, Executive Director
Jennifer Harmening Thiede
Erin Kindell (Minnesota GreenCorps)
Pamela Moore
Stacey Peacock
Michael Petesch
Hilary Reeves
Dave Van Hattum
Bethany Winkels (Move MN)
Kyong Yun

Adam Welle (Board Chair), Office of the Minnesota Attorney General
Robert Aderhold (Board Vice Chair), Federal Reserve Bank of Minneapolis
Daniel C. Etling (Board Treasurer), Certified Public Accountant, D C Etling LLC
Lars D. Christiansen (Board Secretary), Augsburg College
Jill Davies, Target
Gail Dorfman, St. Stephen’s Human Services
Yingling Fan, University of Minnesota, Humphrey School of Public Affairs
Joan Gangl, Certified Public Accountant, Eide Bailly LLP
Jan Lysen, Economic Development Services, Inc.
Vayong Moua, Blue Cross Blue Shield of Minnesota, Center for Prevention
Beth Pfeifer, The Cornerstone Group
Ken Rodgers, Minnesota Department of Transportation
Dameun Strange, Bush Foundation, Ron McKinley Philanthropy Fellowship
Darren Tobolt, Office of Ramsey County Commissioner Victoria Reinhardt
Tom Welna, Macalester College, High Winds Fund

FRONT COVER PHOTO CREDIT: METRO TRANSIT (BUS)

BWTC FACTS: SINCE 2007, BICYCLING IN THE TWIN CITIES IS UP 78% AND WALKING IS UP 16%. >> BWTC DATA INDICATE 29% OF BICYCLISTS ARE WOMEN. >> BWTC DATA INDICATE 29% OF BICYCLISTS ARE WOMEN. >> BWTC DATA INDICATE 29% OF BICYCLISTS ARE WOMEN.
MEMBER PROFILE

There are people like Daniel all over our state—hardworking Minnesotans who depend on transit, and who deserve improved service and more options.

It’s a big reason TLC is leading the charge for a transportation system that provides better access and more opportunity for all.

Thanks to Daniel, and all of our members, for making it possible!

DANIEL CLARKIN

Long-time TLC member Daniel Clarkin rides the 64 bus from North Saint Paul south to the Green Line so he can get to work. It’s the overnight shift at a local warehouse. After 12 hours on his feet, Daniel admits he looks forward to sitting for a while on his ride home to Oakdale. He’s hoping for expanded transit on the metro’s east side, including more bus shelters and more Sunday service!

MEMBER ACTION UPDATE

MOVING MN FORWARD

Thanks to TLC members and allies for being champions of transportation funding!

In 2014, TLC members came together with our Move MN coalition partners to build the statewide movement for comprehensive transportation funding. Thousands showed their strong support for bus, rail, bicycling, and walking by phone banking, writing letters to the editor, signing postcards and petitions, meeting with their legislators, and rallying with us at the State Capitol.

We achieved a definitive step forward when both the House and Senate Transportation Committees passed bills that included the first dedicated state funding for bike/ped in Minnesota and a ¾-cent metro-area sales tax that would fund the transit vision TLC has advanced for over a decade.

“Everyone associated with Move MN should be extremely pleased with how far we’ve come in building both the policy and political case for passing a substantial, comprehensive leap forward for transportation in Minnesota.”
– Senator Scott Dibble, Transportation Committee Chair

When the legislature ultimately directed only a small amount of money to transportation, our incredible members and allies pushed back. They sent state senators and representatives 1400 letters calling for more than a “band-aid solution” to fix our transportation system.

By volunteering with us at the Green Line grand opening, State Fair, and other events this year, TLC members raised even greater awareness about the ways transportation affects people’s lives and the urgent need to grow multimodal options for Minnesota families. Together we’ve ensured that transportation will be a top priority at the legislature in 2015!

TRANSPORTATION ON TAP

This year, TLC members and allies also helped us kick off a second season of our Transportation on Tap happy hour event series! After digging into urban development and exploring connections between transportation and food access last fall, we’ve followed up with lively, informative conversations about car-free and car-lite living, and the next waves of transit and bike/ped innovation in the Twin Cities. There are more Transportation on Taps ahead—join us!

TRANSPORTATION ON TAP

This year, TLC members and allies also helped us kick off a second season of our Transportation on Tap happy hour event series! After digging into urban development and exploring connections between transportation and food access last fall, we’ve followed up with lively, informative conversations about car-free and car-lite living, and the next waves of transit and bike/ped innovation in the Twin Cities. There are more Transportation on Taps ahead—join us!

By volunteering with us at the Green Line grand opening, State Fair, and other events this year, TLC members raised even greater awareness about the ways transportation affects people’s lives and the urgent need to grow multimodal options for Minnesota families. Together we’ve ensured that transportation will be a top priority at the legislature in 2015!

When the legislature ultimately directed only a small amount of money to transportation, our incredible members and allies pushed back. They sent state senators and representatives 1400 letters calling for more than a “band-aid solution” to fix our transportation system.

By volunteering with us at the Green Line grand opening, State Fair, and other events this year, TLC members raised even greater awareness about the ways transportation affects people’s lives and the urgent need to grow multimodal options for Minnesota families. Together we’ve ensured that transportation will be a top priority at the legislature in 2015!

MEMBER PROFILE

DANIEL CLARKIN

Long-time TLC member Daniel Clarkin rides the 64 bus from North Saint Paul south to the Green Line so he can get to work. It’s the overnight shift at a local warehouse. After 12 hours on his feet, Daniel admits he looks forward to sitting for a while on his ride home to Oakdale. He’s hoping for expanded transit on the metro’s east side, including more bus shelters and more Sunday service!

There are people like Daniel all over our state—hardworking Minnesotans who depend on transit, and who deserve improved service and more options.

It’s a big reason TLC is leading the charge for a transportation system that provides better access and more opportunity for all. Thanks to Daniel, and all of our members, for making it possible!
With our innovative new program, Transportation Options, TLC is forging new partnerships to address the high cost of transportation for lower-income families.

Transportation—getting to work, school, and other appointments—can be the single biggest cost in the family budget. This means transportation can be a serious obstacle for people striving to make ends meet and achieve financial stability. Social service organizations affirm that transportation is a huge challenge for the people they serve. In response, we developed the Transportation Options program and are working with social services staff to reach Minnesotans in need. Most programs focused on transportation as a basic need offer loans for cars. Instead, Transportation Options focuses on empowering people to save money by using transit, bicycling, walking, bike sharing, and car sharing to get around.

Transit, bicycling, and walking put savings within reach.

(Costs are yearly averages)

*Car cost is for a 2008 Hyundai Accent, calculated by Edmunds.com

= $5,828

$1,728 + $300 + $51 = $2,079
DATA FROM BWTC MONTHLY COUNTS SHOW WINTER BICYCLING IS ON THE RISE IN THE TWIN CITIES. PEOPLE BICYCLING AND WALKING MAKE UP 16% OF ALL TRAFFIC ON BRIDGES OVER THE MISSISSIPPI RIVER. BRIDGE 9 HAS SEEN A 546% INCREASE IN BICYCLING SINCE 2007.

Working with Social Service Organizations

In the past year, TLC has provided Transportation Options education to staff from 24 organizations in the Twin Cities. Our experiential workshops raise awareness about transportation costs and options, preparing staff to better meet the transportation needs of the people they serve.

New partnerships with community-based organizations such as Neighborhood House, Eastside Financial Center, and Prepare + Prosper enable us to offer one-on-one consulting and financial assistance to individuals and families they refer. These participants are all motivated to move toward economic self-sufficiency and are open to utilizing affordable, multimodal transportation options to get there. Financial assistance makes the purchase of transit passes, car- or bike-sharing memberships, bicycles, trailers, winter boots, or other gear a possibility.

“TRANSPORTATION IS DEFINITELY A CRITICAL POINT IN BREAKING THE CYCLE OF POVERTY.”

------- Joan McDonough-Schlecht, Director of Programs, Basic Needs, Neighborhood House -------

“THERE IS NO PROGRAM I KNOW OF THAT ADDRESSES FINANCIAL BENEFITS OF TRANSPORTATION SO DIRECTLY.”

------- Eva Song Margolis, Director, Eastside Financial Center -------

Through this program, Abdulaziz and other interested participants team up with trained volunteer consultants like Jacquie. Together they create a transportation plan that will help participants reach their personal savings goals.

Before participating in Transportation Options, Joe didn’t have access to a bicycle. Resources from the program have made getting around on two wheels a real option.

TRANSPORTATION is OPPORTUNITY

Choosing other ways to get around depends on having options and knowing how they fit together
A HISTORIC VOTE FOR EQUITY

This fall, the Transportation Advisory Board (TAB) voted to include social equity considerations when it scores project funding applications.

The TAB, in coordination with the Metropolitan Council, allocates approximately $150 million in flexible federal transportation funds every two years. Because transportation needs far exceed funding, project selection is very competitive.

New equity criteria do two essential, transformative things: They give a slight preference to projects benefitting people of color, people living in poverty, and especially people in racially concentrated areas of poverty. And they connect transportation and housing outcomes, by aligning points with efforts by cities and counties to increase affordable housing.

Serving as a transit representative on the TAB, TLC staff played a significant role in advocating for this greater emphasis on social equity. Overcoming strong opposition required a lot of policy analysis and work from the inside to build a supportive coalition among TAB members, while fair housing and equity allies externally made the case to TAB members to vote for change.

Every “yes” vote deserves credit for this victory: from forward-thinking elected officials and bold agency voices to citizen representative Kenya McKnight, who powerfully conveyed that social equity considerations would contribute to better access to opportunity for all residents in our growing and increasingly diverse metro region.

The ultimate test of this policy change will come next spring when a new slate of road, transit, and bike/ped projects is evaluated and selected for funding. TLC will be watching closely to ensure that future allocation of transportation dollars not only reflects geographical balance but also contributes to reducing racial and economic disparities in our region.

GETTING STRATEGIC ABOUT SAFETY

Earlier this year, TLC provided input on Minnesota’s new Strategic Highway Safety Plan. A joint effort of three state agencies, the plan was last updated in 2007. We are happy to share that the new draft places significant priority on pedestrian and bicycle safety for the first time!

Many of the plan’s primary focus areas—culture and awareness, speed, inattentive and impaired driving, intersections, and lane departures—also can help improve safety for people walking and bicycling.

TLC pushed for the greater emphasis on bike/ped safety through our role on the plan’s steering committee. According to the Crash Facts 2013 report from the Department of Public Safety, bicycle and pedestrian crashes resulted in 11 percent of all traffic deaths in Minnesota last year. Motorists failing to yield or to pay close attention were the leading causes of these crashes.

TLC urges state agencies to collect data on compliance with current traffic laws. We also call for new investments in safe bike/ped infrastructure as well as greater education and enforcement of existing laws, with higher penalties for the illegal behavior that puts all road users at risk.
INTERVIEW WITH GARY LEAVITT

In 2014, the City of Saint Paul put heightened emphasis on transit-oriented development (TOD), hiring dedicated staff to manage TOD for the first time. Experienced developer Gary Leavitt stepped into the role. We sat down with Gary to talk about his approach and about realizing TOD potential along the Green Line and beyond.

TLC: Tell us about your job with the City of Saint Paul.
GL: I was brought on primarily to assist with transit-oriented development along the new Green Line. Acting as a liaison for the City, I meet with owners, stakeholders, developers, brokers, or investors who want to do transit-oriented projects on University Avenue or elsewhere in Saint Paul. I meet as many people as I possibly can to talk about transit and about opportunity, and to explain why this is a good thing.

TLC: Does the City have explicit goals for additional housing or commercial development?
GL: There isn’t really a number we put out there. I just like to use the term “a lot”—more than what we have seen in the last five years.

TLC: How would you describe the emerging TOD market along the Green Line specifically?
GL: The ridership is up much higher than we expected and that’s great. People are buying into it. . . . We are seeing quite a few more opportunities than I expected.

TLC: Are there big projects that have your or the City’s attention?
GL: The 35-acre “bus barn” lot near Snelling and University is the biggest by far. That is a joint development between a private owner, the City, and the Metropolitan Council.

TLC: What might that site look like?
GL: I see mixed use as well as mixed income: housing, some commercial, hopefully some offices, plenty of open space for parks, walking, placemaking, and a gathering area. With a site this size and with so much opportunity, we want to create a destination not only for the neighborhood, but for out-of-area residents as well.

TLC: Where are the other TOD opportunities in the city?
GL: We are doing some research on Robert Street. We also are working on Gateway and those station-area plans. I’m a fan of Riverview on West 7th Street; I think that is a huge opportunity.

TLC: How does the City define or think about equitable TOD?
GL: Our region made this investment in the light rail and we hope everyone has the same opportunity to use it. Everybody should have an opportunity to prosper, whether by better, healthier, safer living, or access to new affordable or market-rate housing. Everyone should have access to those. And the bottom line is access to good, living wage jobs. If someone finds a job in another neighborhood, they have the opportunity to ride transit to get to that job.

TLC: Before moving to the Twin Cities, you worked in Phoenix. How do those transit and TOD markets compare?
GL: The biggest difference is that the Twin Cities community is very much involved. . . . Residents are excited and specific about what they want in the neighborhood. I’m happy to see that.

BUS EXPANSION?

If funded, Metro Transit’s Service Improvement Plan (SIP) would dramatically expand bus service.

Released this fall, this welcome plan identifies new local bus, express bus, and arterial bus rapid transit (BRT) service that Metro Transit will prioritize when new funding becomes available. The draft SIP proposes 122 projects that would result in a 29 percent increase in service by 2030—with a majority happening in the next six years!

We are thrilled to see planning for this level of growth in the bus system—a major first for the region. TLC has advocated for development of this plan and for an expansion of bus service since our founding.

The expanded bus service in the SIP would improve affordable access to jobs, education, and opportunity. It would improve service for current riders, while also helping to attract millions of new riders.

To turn this plan into service on the street, legislative action is needed. The SIP’s implementation is one of many transit and bike/ped improvements that could be funded with a multimodal transportation funding bill at the State Capitol next session.
The Push for Funding
In 2013, TLC and allies in the long-standing Transit Partners group built the Transit for a Strong Economy coalition to 53 members, including labor, health, social service, environmental, faith-based, and community-based social justice organizations as well as developers and businesses. The bill we supported passed the full Senate. After the session, Transit for a Stronger Economy came together with the Minnesota Transportation Alliance to form a statewide, multimodal coalition, launched in September 2013 as Move MN.

Bike Walk Twin Cities
The Dinkytown Greenway opened in 2013, the last full year of the Nonmotorized Transportation Pilot Program. The first BWTC projects hit the streets in 2010 and as 2013 ended, several bicycle boulevard projects were still to come in 2014. BWTC also funded engineering plans to leave a legacy of “shovel ready” projects. Thanks to the many volunteers who counted bicyclists and pedestrians in 2013.

Transportation Options
In 2013 we partnered with Neighborhood House in Saint Paul to pilot a new program, Transportation Options, focused on addressing transportation as a basic need.

Transportation on Tap
In 2013, TLC launched a new, social conversation about how we get around.

A New Home on the Green Line
In March, we pulled up stakes from our long-time home above the Mississippi Market on Selby and Dale in Saint Paul and moved next to the Raymond Station of the Green Line LRT, with easy access by bicycle, transit, and walking.

Winter
- TLC hosts Transportation on Tap: Transportation & Climate Change.
- TLC poll of Minnesota voters finds that 90 percent believe public transportation is a good investment for the state and 67 percent favor including bicycle and pedestrian projects in transportation funding proposals.
- TLC hosts Bridges Out of Poverty Workshop.
- TLC hosts Transit Advocacy Leadership Training for 2013 legislative session.

Spring
- Bills supported by TLC and the Transit for a Stronger Economy coalition are heard in Minnesota House and Senate Transportation Committees.
- TLC members and allies rally at the State Capitol for transportation funding.
- TLC joins with Common Good Books for a launch of Car Country: An Environmental History.
- Senate passes transportation funding bill. House will not go along. Session ends with a few gains but not the big win.

Summer
- The Red Line, our region’s first BRT service, opens in the South Metro, providing frequent service every day between the Mall of America and Apple Valley.
- BWTC and City of Saint Paul host a community meeting about a possible bikeway along Marshall Avenue from Snelling Avenue to John Ireland Boulevard.
- TLC hosts two Transportation on Taps: The Economics of Bicycling and Transportation & Food Access.
- TLC and BWTC join in five Open Streets events from June to September, in Uptown, Northeast, Longfellow, North Minneapolis, and Saint Paul.
- TLC hosts first annual Ice Cream Social & Open House.
- BWTC collaborates with the City of Minneapolis on the Dinkytown Greenway Grand Opening (a BWTC project).

Fall
- TLC brings together bike/ped advocates with staff from the Minnesota Department of Public Safety and the Minnesota Department of Transportation to highlight safety for nonmotorized users in the Strategic Highway Safety Plan.
- BWTC conducts seventh annual bike/ped counts.
- TLC collaborates with Eat for Equity on a dinner that supports our work and builds awareness about the connections between transit and equity.
- TLC joins with Common Good Books and Toole Design Group to welcome Barbara McCann, founder of the national Complete Streets Coalition and author of the new book, Completing Our Streets.
- TLC hosts Transportation on Tap: Transportation & Urban Development.
THANK YOU!

Thank you to the generous individuals, corporations, organizations, and foundations whose support in 2013 made the work of Transit for Livable Communities possible.

**GRANTS & FOUNDATIONS**

Blue Cross & Blue Shield of Minnesota (via Fresh Energy)
Otto Bremer Foundation
Ford Foundation
Macalester College High Winds Fund
McKnight Foundation

The Jay & Rose Phillips Family Foundation
RE-AMP (via Fresh Energy)
Robins, Kaplan, Miller & Ciresi L.L.P.
Private Foundation
Singer Family Foundation
Surdna Foundation (via ISAIAH)

Thanks to Minnesota GreenCorps for the opportunity to host a GreenCorps member in 2013. And thanks to the University of Minnesota School of Public Health and St. Olaf College for the opportunity to host interns in 2013.

**INDIVIDUAL & CORPORATE CONTRIBUTIONS**

<table>
<thead>
<tr>
<th>Amount Range</th>
<th>Contributors</th>
</tr>
</thead>
<tbody>
<tr>
<td>$1,000–$5,000</td>
<td>Amalgamated Transit Union Local 1005, Derovations Corporation, Barb Thoman &amp; Chip Welling, Eat for Equity, Richard &amp; Diane Madlon-Kay, Brad &amp; Jessica Schaeppi, Matthew Schuerger</td>
</tr>
</tbody>
</table>
# Financials

## Statement of Activities

<table>
<thead>
<tr>
<th></th>
<th>2013</th>
<th>2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Foundations &amp; Grants</td>
<td>$378,000</td>
<td>$263,693</td>
</tr>
<tr>
<td>Contracts</td>
<td>$730,688</td>
<td>$1,338,397</td>
</tr>
<tr>
<td>Contributions</td>
<td>$41,229</td>
<td>$50,671</td>
</tr>
<tr>
<td>Other Revenue</td>
<td>$6,101</td>
<td>$56,417</td>
</tr>
<tr>
<td>Expenses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Program Services</td>
<td>$856,330</td>
<td>$1,507,580</td>
</tr>
<tr>
<td>Management &amp; General</td>
<td>$106,818</td>
<td>$108,524</td>
</tr>
<tr>
<td>Fundraising</td>
<td>$52,362</td>
<td>$88,726</td>
</tr>
<tr>
<td>Total Expenses</td>
<td>$1,015,510</td>
<td>$1,704,830</td>
</tr>
<tr>
<td>Changes in Net Assets</td>
<td>$140,508</td>
<td>$4,348</td>
</tr>
</tbody>
</table>

## Balance Sheet - All Funds

<table>
<thead>
<tr>
<th></th>
<th>2013</th>
<th>2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Assets</td>
<td>$1,400,528</td>
<td>$1,374,174</td>
</tr>
<tr>
<td>Property &amp; Equipment</td>
<td>$111,677</td>
<td>$36,448</td>
</tr>
<tr>
<td>Total Assets</td>
<td>$1,512,205</td>
<td>$1,410,622</td>
</tr>
<tr>
<td>Liabilities</td>
<td>$38,975</td>
<td>$77,900</td>
</tr>
<tr>
<td>Net Assets</td>
<td>$1,473,230</td>
<td>$1,332,722</td>
</tr>
<tr>
<td>Total Liabilities &amp; Net Assets</td>
<td>$1,512,205</td>
<td>$1,410,622</td>
</tr>
</tbody>
</table>

## 2013 Use of Funds

- **84%** Program Services
- **5%** Management & General
- **11%** Fundraising
Bike to Vikes and Gophers

With the opening of the Bluff Street Tunnel (an extension of the Dinkytown Greenway), fans had a great option for riding their bicycles to Vikings and Gophers games this fall! Aided by funding from Bike Walk Twin Cities, the new tunnel opened in July, providing a much-needed bike connection under I-35W. Access it on 13th Avenue, which runs between West River Parkway and bike lanes on 2nd Street, near Gold Medal Park. The combined route—from the Bluff Street Tunnel, over Bridge 9, and onto the greenway trail along the railroad tracks—is a direct and easy path from downtown Minneapolis to TCF Bank Stadium and the U of M Transitway bike and bus route.

HAVE A TRANSITEERING TIP?
Email it to us at tlc@tlcminnesota.org