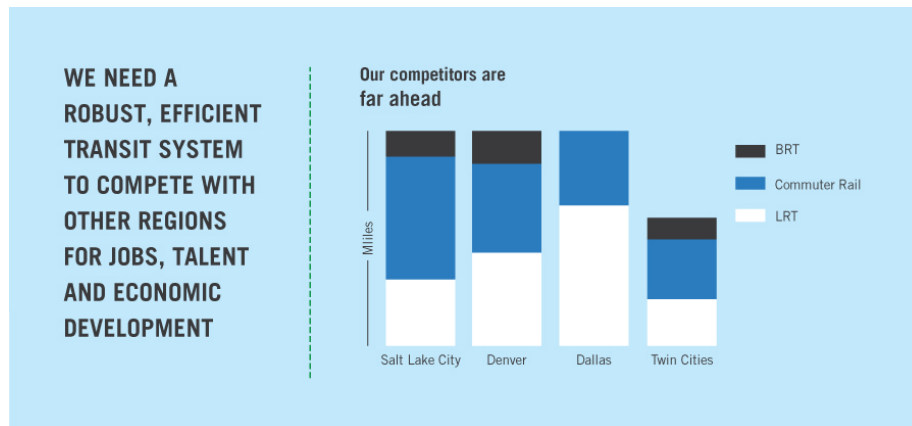




A 21st Century Transit System

A Transit System to Support Economic Growth

The Governor understands that to achieve our shared economic vision for a world-class economy, we must prioritize investments in our metro area transit system. A recent study by the Itasca Project, made up of Minnesota's business leaders, concluded in the Twin Cities metro region the return on transit investments will be between \$6 and 10 billion if we accelerate our transit system improvements now. The Governor's budget includes a commitment to a multi-modal transit system that will give Minnesota a competitive edge for growing business and jobs, drawing new talent, and serving the transit needs of a growing and aging population.



» **The Governor recommends a half cent local sales tax increase in the seven county metro area to accelerate the build out of metro area transit services and pay for operations of existing services.** This funding is necessary to address growing transit demands and maintain a competitive economic region. The additional funding will:

- Eliminate current transit operating structural deficits;
- Fully fund Southwest LRT capital and operating costs;
- Expand and improve bus services across the metro region; and
- Fund as many as 21 new bus and rail transitways over the next 20 years. (Modes may include arterial BRT, highway BRT, streetcar and up to three LRT lines.)

» **The Benefits of Investing in Transit**

- **Regional sales taxes dedicated to transit are successful** in many of our peer regions, including Seattle, San Francisco, Atlanta, Boston, Cleveland, Dallas, Denver, Houston, San Jose, San Diego, and Phoenix.

- **Transit relieves congestion for all Minnesota highway and road users.**
 - In Minnesota, transit riders are more than 1/3 of peak hour users of major freeways.
 - If transit riders drove cars instead, we would need to add as much as 1.5 additional lanes on highly traveled routes.
 - Transit represents 1- 5% of vehicles on local arterial roads while carrying 20-35% of users in the metro area.
- **Transitways attract new economic investments in the metro region.**
 - Commercial, housing, and institutional developers value transit corridor access, as evidenced by the more than \$1.2B in development along Central Corridor.
 - 2012 Met Council grants of \$15.3 million leveraged \$272 million of private and public funds in the metro area last year.
 - The Itasca Study estimates ROI of between \$6 and \$10 billion by 2030.
- **Transit provides an essential mobility infrastructure for workers, businesses, and students.**
 - Central Corridor will connect people to 280,000 corridor jobs presently, growing to 374,000 jobs by 2030.
 - Southwest Corridor will connect people to 210,000 corridor jobs presently, growing to 270,000 jobs by 2030.
- **Transit development projects create jobs for all Minnesotans.**
 - The Central Corridor project has already provided 4,455 construction jobs for Minnesotans.
 - The Southwest Corridor project is expected to directly support 3,650 construction and engineering jobs.
- **Transit expansion enjoys widespread support from citizens, local communities, and businesses.**
 - A January 2013 poll conducted by local Chambers of Commerce found that “eight out of ten (79%) agreed with the statement that Minnesota ‘would benefit from having an expanded and improved public transit system, such as rail and buses’.”
 - The same poll found that 65% of poll respondents statewide support an increase in the metro area sales tax to fund transit.