

Priority:

Increase investment in
regional transit

William Schroeer



Transit gets people to work

- 80% of riders going to work or school
- 40% of downtown Minneapolis
 - US Bank: 50%
 - Ameriprise: 60%

Transit lets us prosper

Transit makes possible a world-class city
(one that can do more than one thing at once)

9/02/11

Twins + Vikings + “Wicked”	100,000
+ State Fair	155,000
+ rush hour for two downtowns	175,000
<u>+ Central Corridor colleges + medical</u>	<u>67,000</u>
=	497,000

Transit is the only way to serve these numbers.



Transit lets us prosper /2

Lack of transit capacity limits job growth in downtowns *and* suburbs.

Major HQs in downtowns *and* suburbs say:
“We need transit to add substantial jobs.”



SUPERVALU

We need transit to compete for workers



Transit makes possible a region that draws workers and jobs

Companies are recruiting and targeting the next generation of talented workers, the Generation Y/millennials...

who increasingly prefer urban lifestyles with mass transit.”

— Urban Land Institute



Source: Jeffrey Spivak, "Urban Office Momentum", *Urban Land*, September 14, 2011

Transit helps local businesses compete nationally

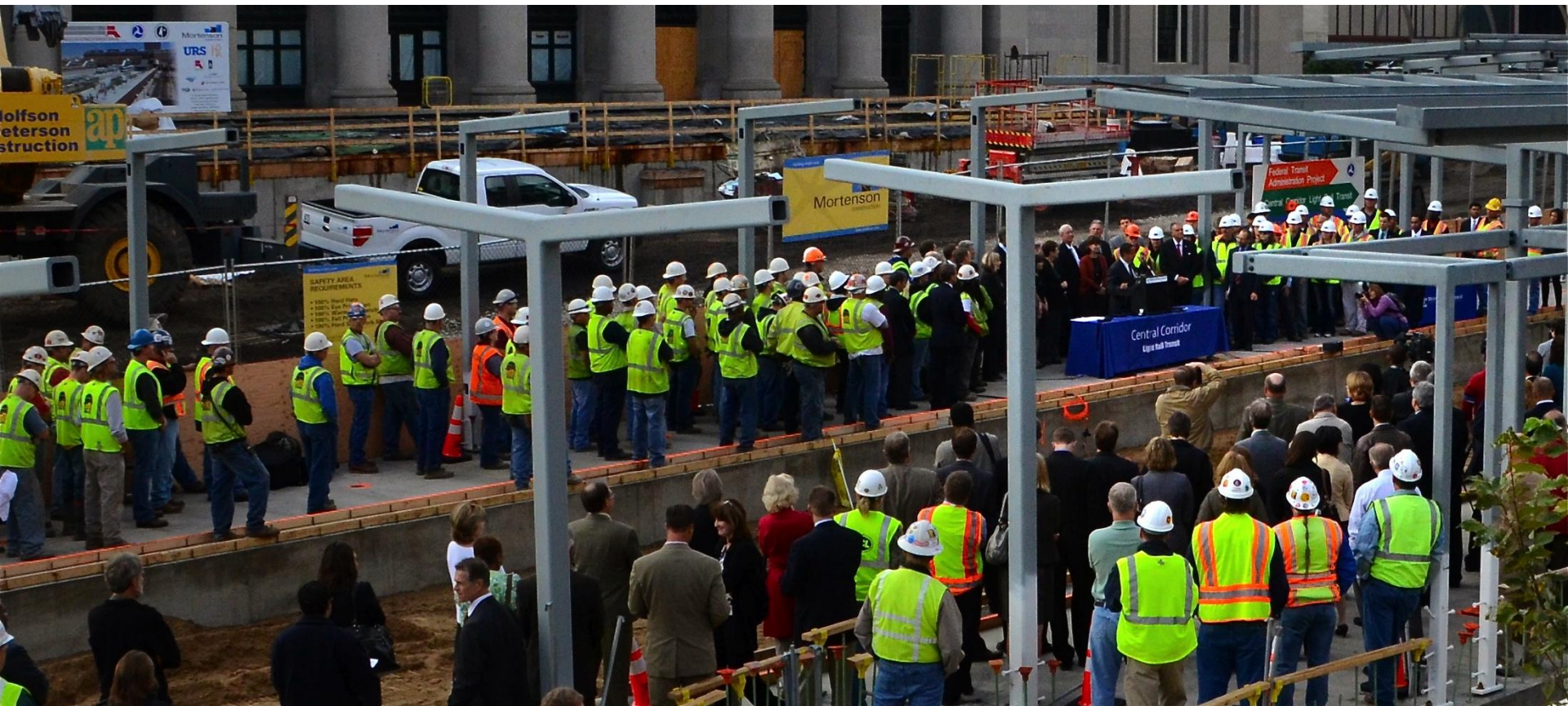
Union Depot project means:

“Mortenson *and* the contractors in this region develop expertise and become more competitive with these types of transit projects throughout the country - which in turn, helps us to grow our workforce right here in MN!”

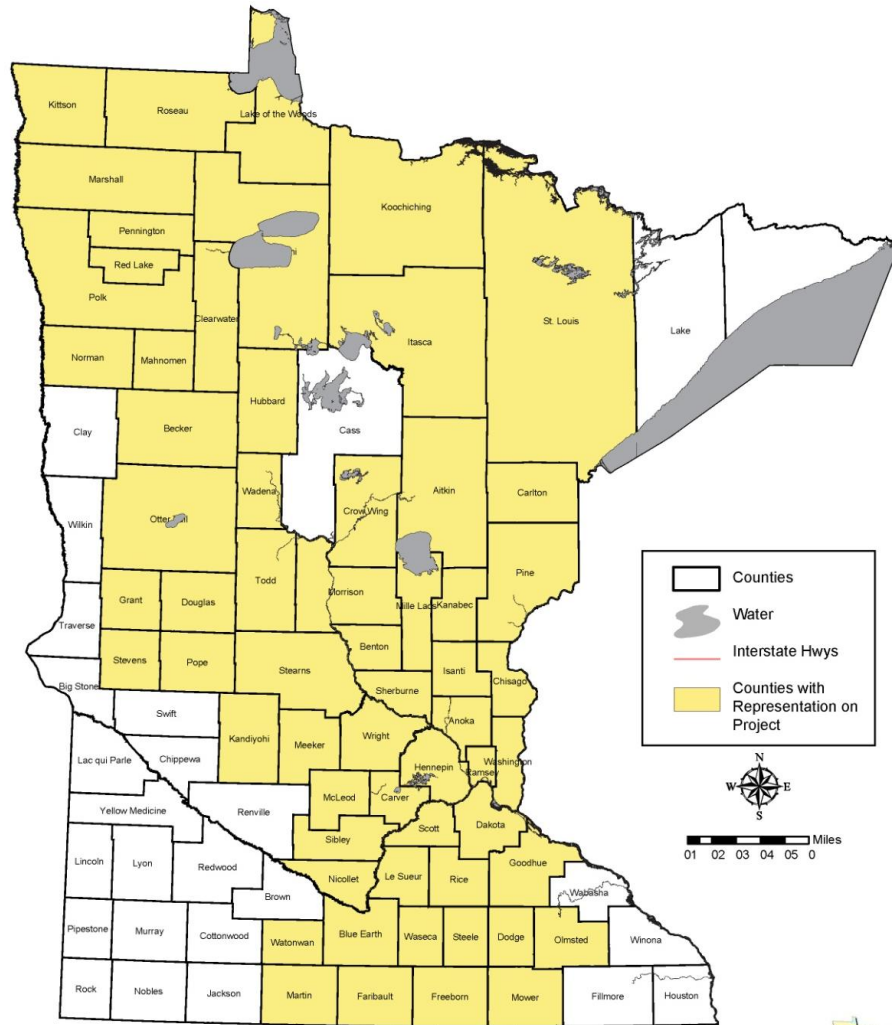
- Mortenson Construction

Transit investment creates jobs

Central Corridor: 2,400 jobs



...Creates jobs for the whole state



Home of
Central Corridor
construction workers



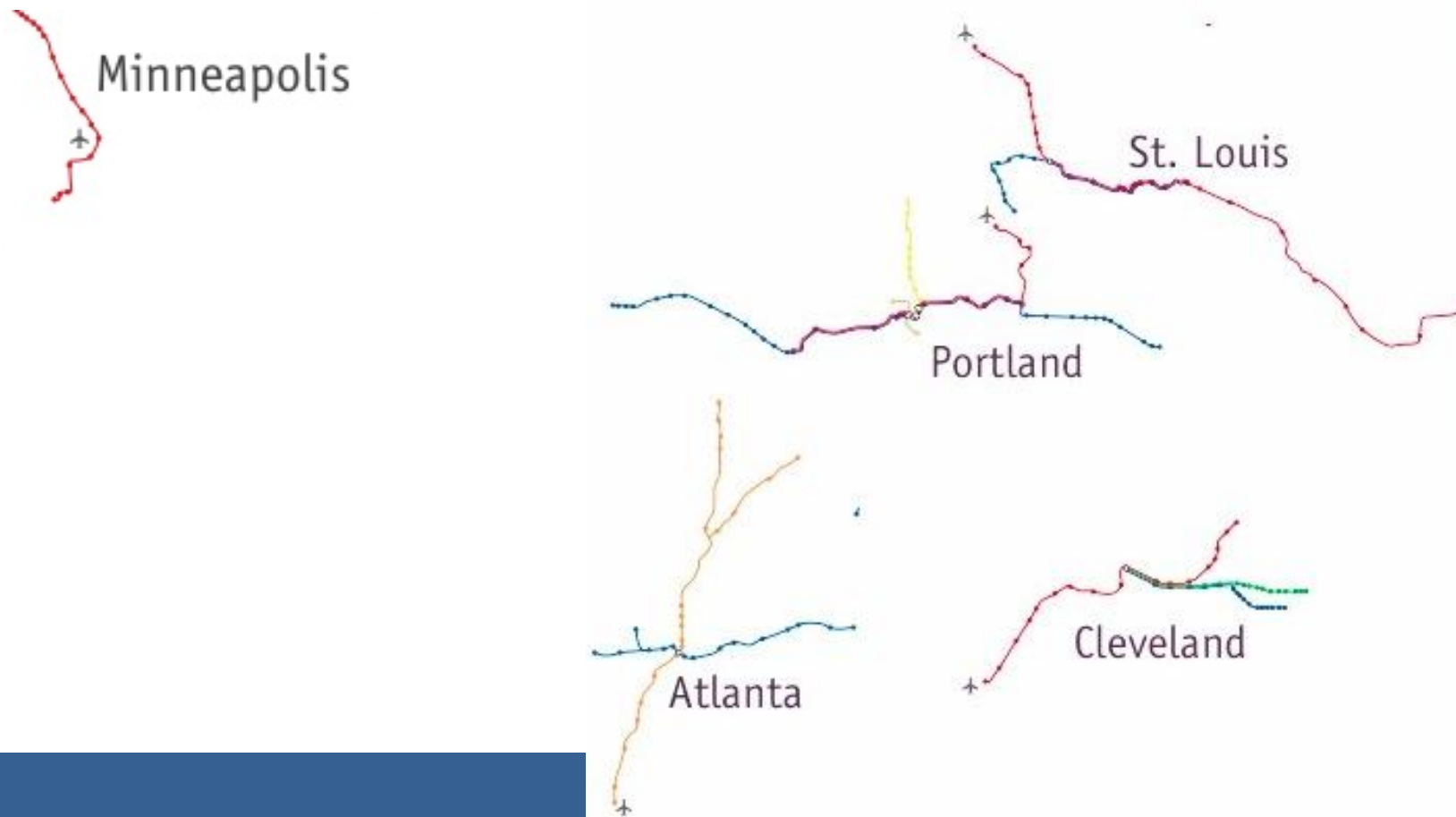
Uncertainty delays development

- Uncertainty about funds
 - delays transit construction,
 - delays jobs,
 - delays development.
- Businesses and institutions tell us that they are waiting to see where SW LRT will go before building and investing.

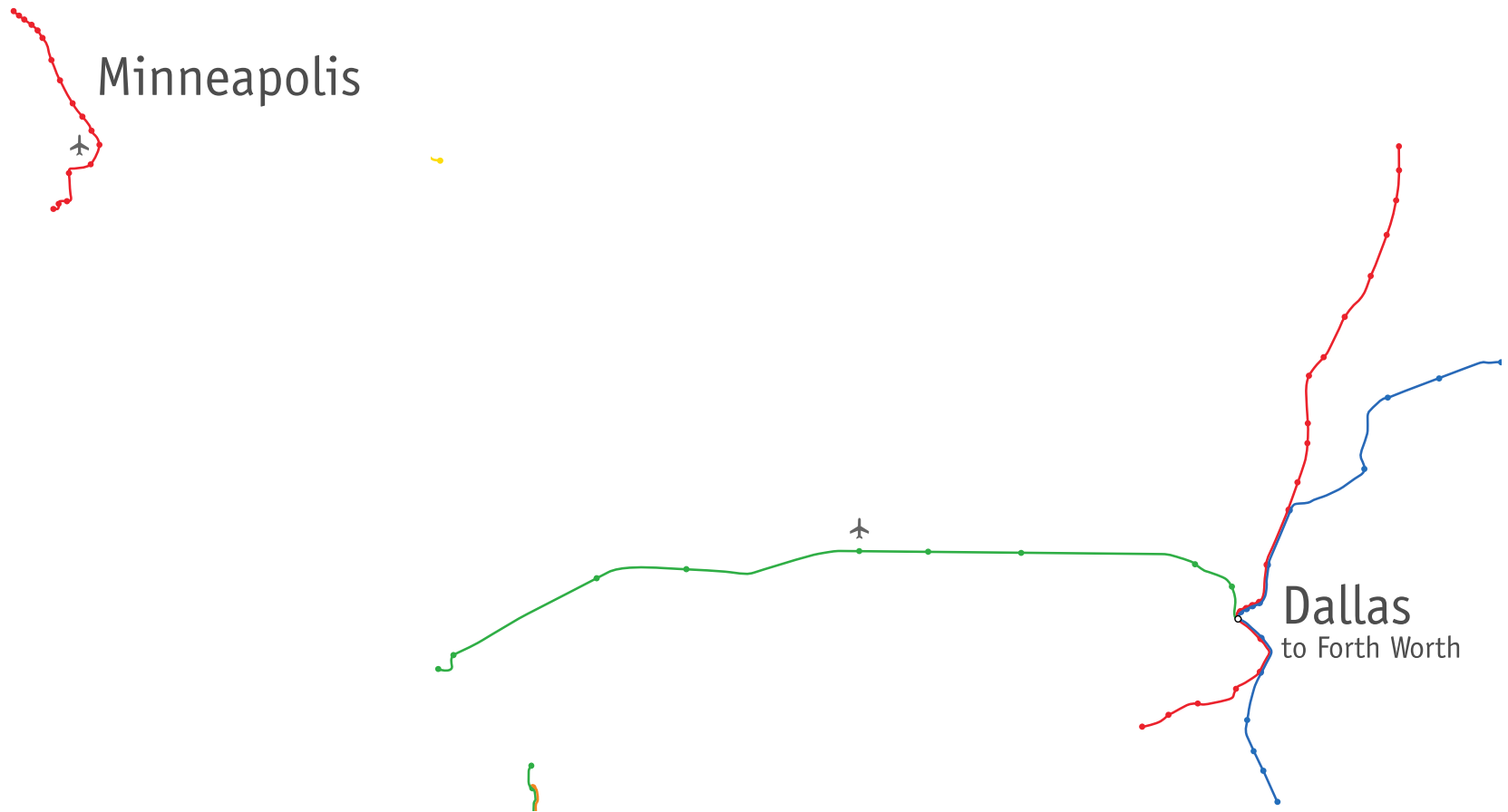
Other regions know this, are ahead & are building faster



Other regions are ahead & building faster

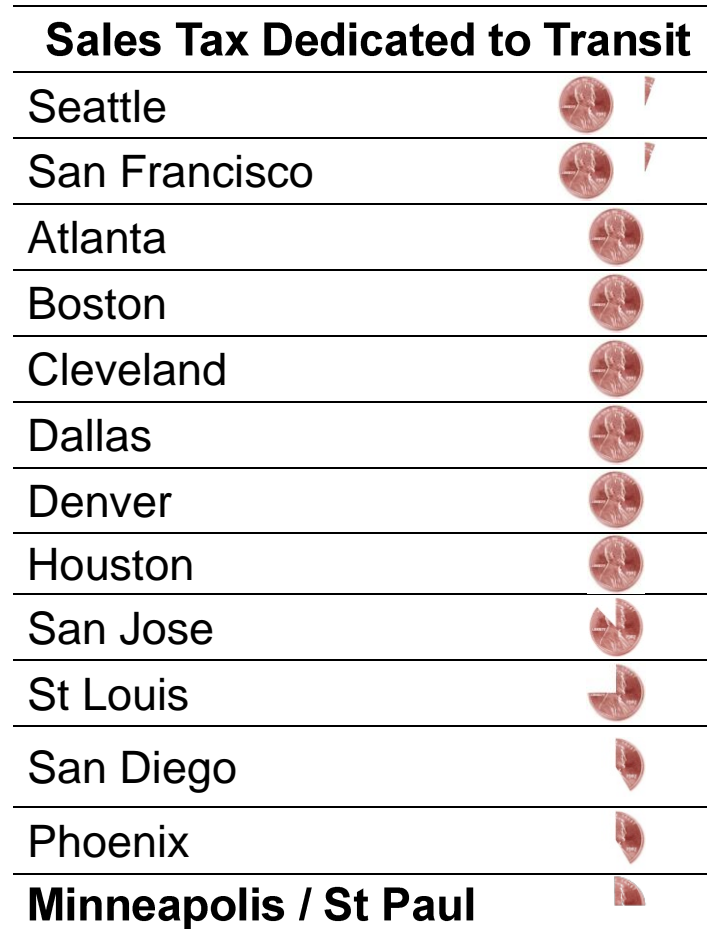


Other regions are ahead & building faster



Other regions know transit matters, and

Are investing more



Summary of our need

A thriving region is a product we are making.

Transit is a necessary component.

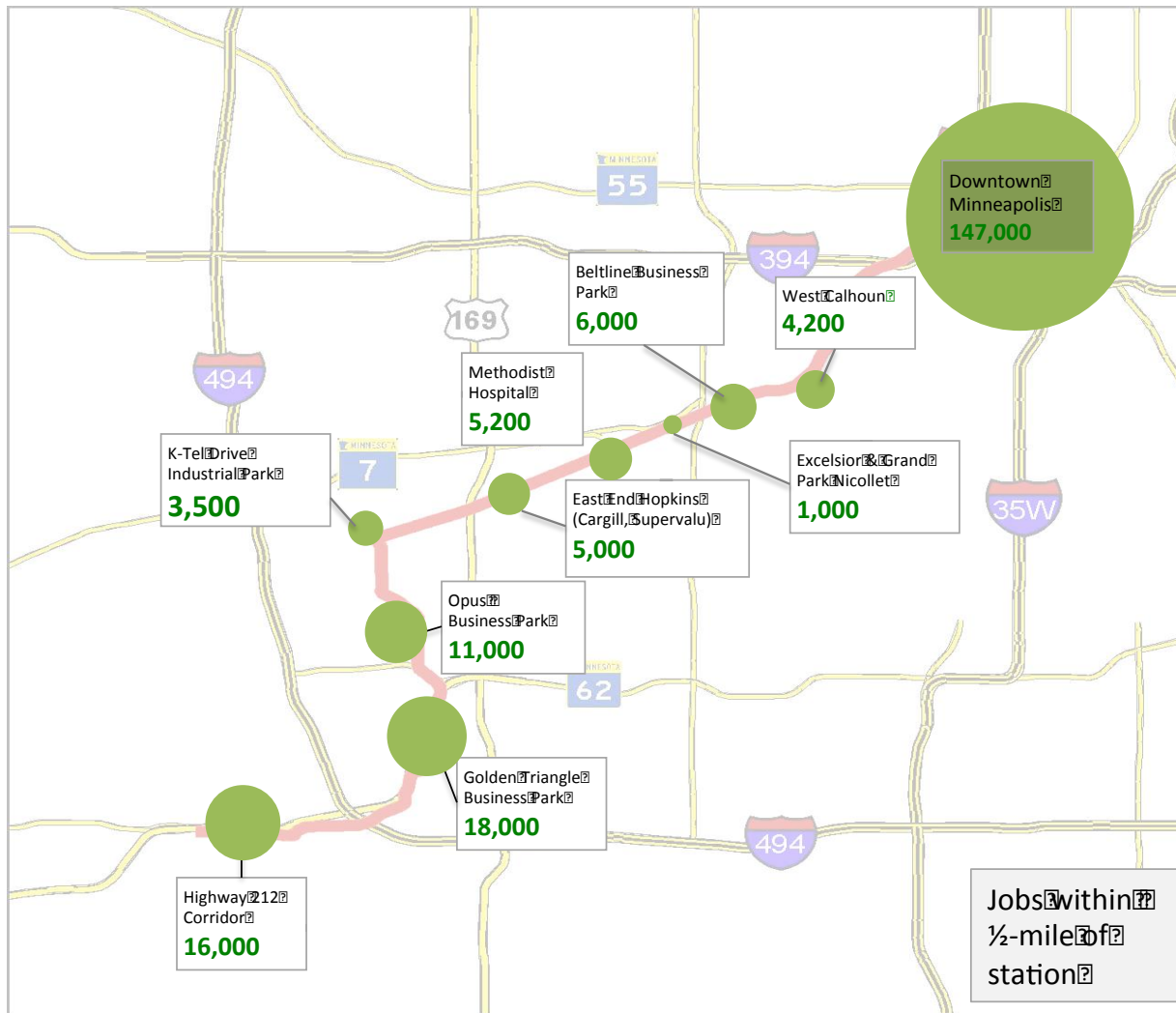
If we leave it out, or put in too little, we'll get a different, less competitive, product.

Regions with robust transit systems work better. Those regions are choice destinations for employers and employees, because business has wider access to labor, and workers enjoy a higher quality of life.

Many of our competitor regions understand this, and are therefore increasing their investments in transit. For us to remain competitive and attain our regional economic goals, our region must continue to strengthen our transit system.



Transportation to serve and connect job centers



Neither more roads nor more buses work in this case.

Transit supports job *growth*

Comcast “Customer Loyalty Center”

- Could go anywhere in the country
- Workforce needs transit

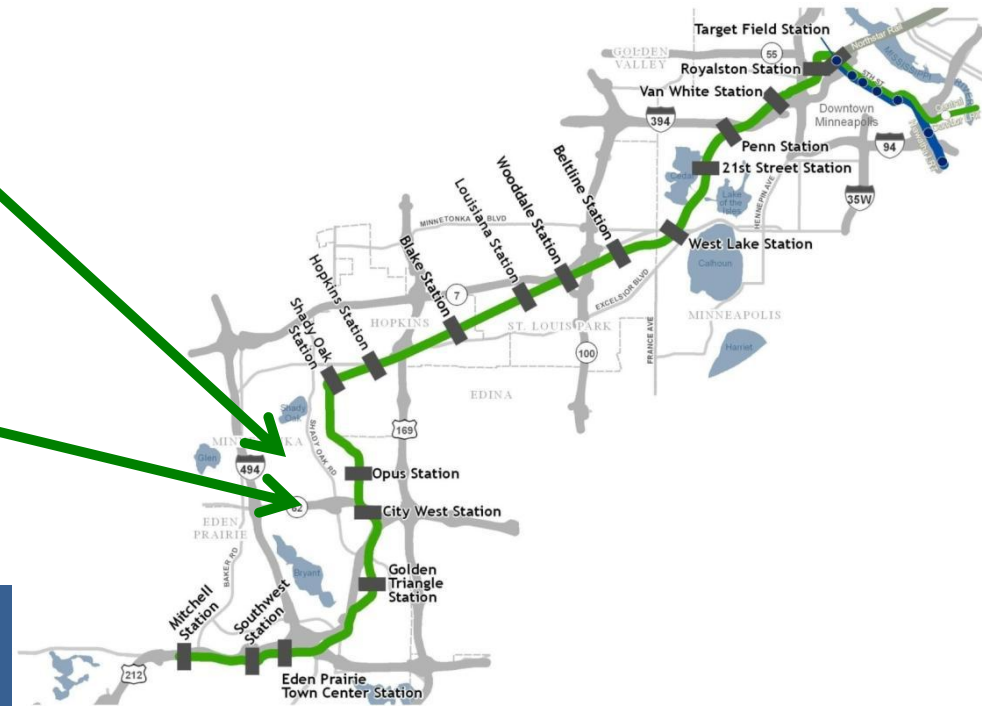
Southwest:

2000: 210,000 jobs

2030: 270,000 jobs

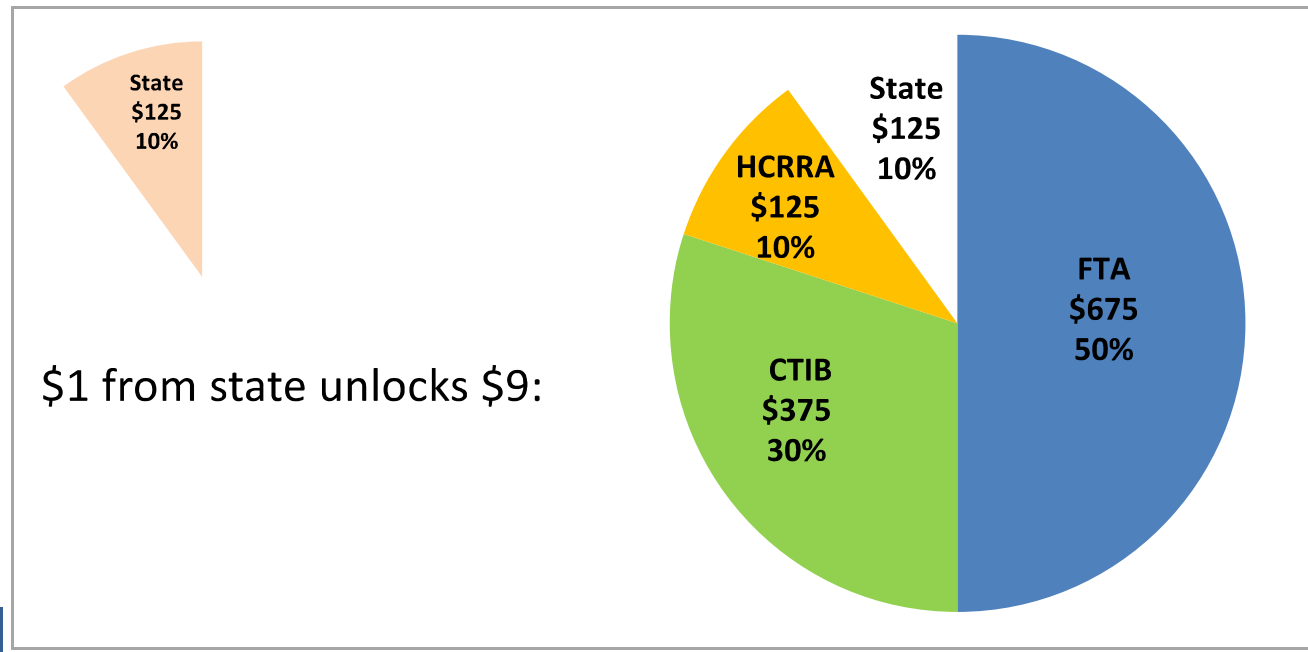
United Health

- 4 new towers
- 6,600 new employees

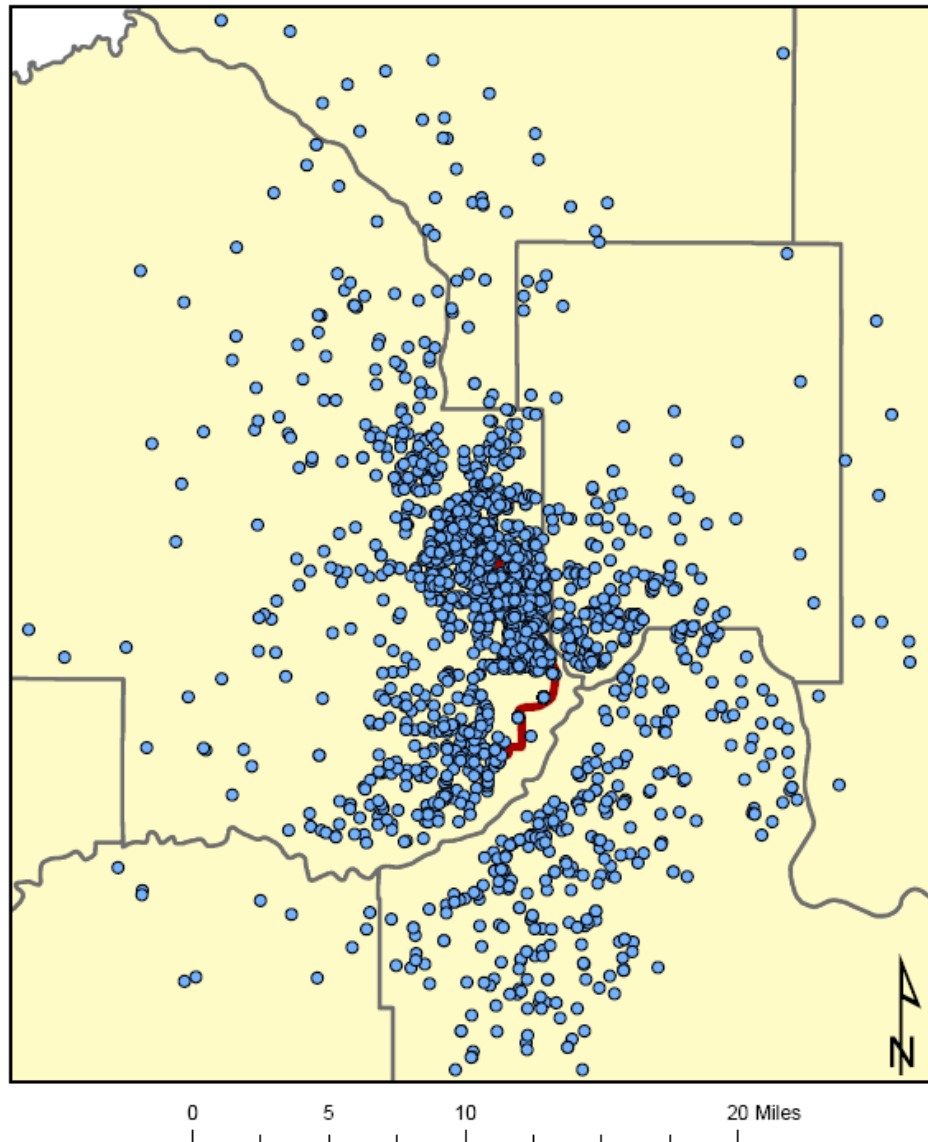


The state will enjoy a 9 to 1 return on investment

State investment will unlock \$1.125 billion in other funds, funds that cannot be spent on roads.



Rail serves workers far beyond its stations



Home Locations of Route 55 Riders

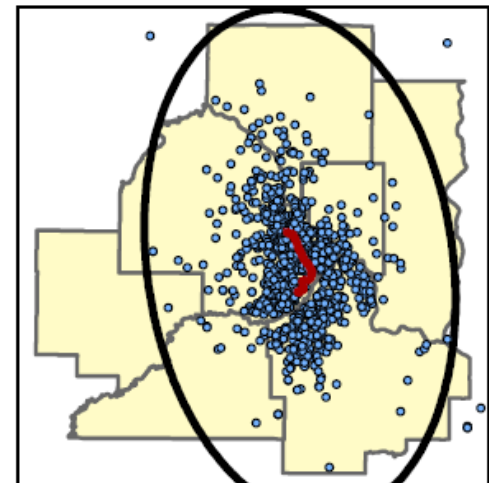
Average Distance From Route = 3.48 miles

Standard Deviation = 7.89 miles

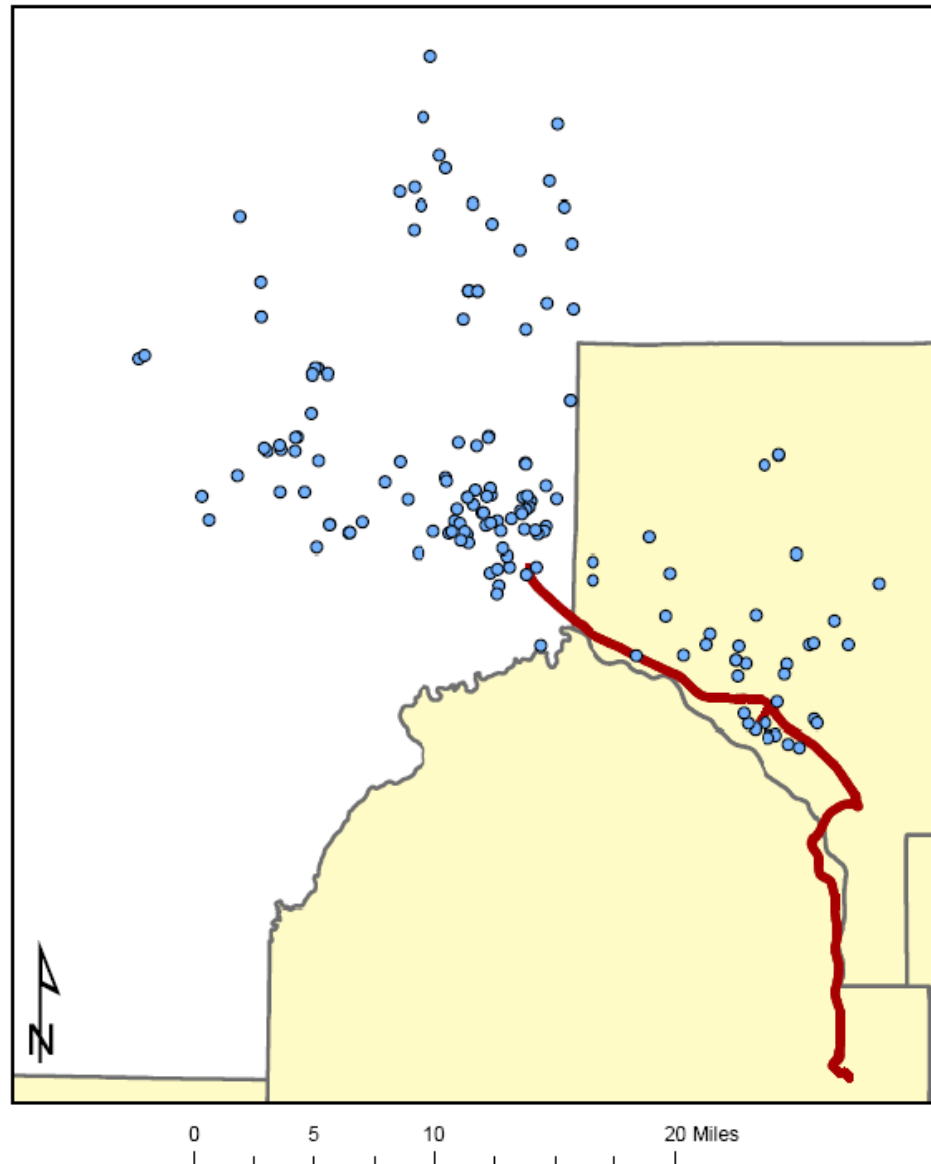
Root Mean Square Distance = 8.62 miles

● Home Locations

— Route



Rail serves workers far beyond its stations



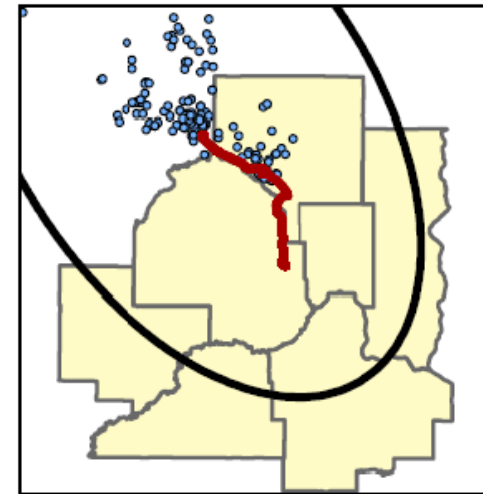
Home Locations of Route 888 Riders

Average Distance From Route = 7.30 miles

Standard Deviation = 8.03 miles

Root Mean Square Distance = 10.83 miles

- Home Locations
- Route



› *Transportation systems and job growth*

Legislators: Join chambers of commerce, city councils in support of LRT line

By Todd Klingel, Matt Kramer,
Arrie Larsen Manti, Bruce Nustad
and Pat MulQueeny

Here's a remarkable situation: Part of Minnesota is poised to create 60,000 new private-sector jobs, but lacks the transportation to let people get to those jobs. The communities in the area have developed a plan that will be 90 percent funded by money that cannot be spent on roads, and half of which would not come to Minnesota at all if we don't spend it on this need.

We are talking of course about Southwest Light Rail Transit, a solution to a problem any state or region would love to have: lots of new jobs are coming.

The solution is practical, and clearly nonpartisan. It has been endorsed by all the chambers of commerce and all the city councils on the line, in communities of all political stripes. On the flip side, the alternatives are clearly bad. If we don't add this transportation option, one or both of two things will happen:

1. Many jobs will go elsewhere in the country.
2. Some of those jobs will come anyway, adding to our already bad traffic congestion. At that point, we might try to add more roads, but doing so will take highway money away from places in Greater Minnesota that really can only be served with roads.

Everyone agrees we need more transportation capacity

Legislators in both parties have also said they are looking for the maximum leverage from the state's investments, and there is nothing else in either the House or Senate bonding bill that gives the 9-to-1 return on state money that SW LRT would give.

available transportation options in Minnesota, using money that can only go for new transportation. To unlock \$1.125 billion in federal and county transit funds, the state needs to invest only 10 percent of that: \$125 million. Of that, \$25 million is needed this year to keep the project on track.

Legislators in both parties have said they are looking for points of agreement in a session that is too often short on them.

Legislators in both parties have also said they are looking for the maximum leverage from the state's investments, and there is nothing else in either the House or Senate bonding bill that gives the 9-to-1 return on state money that SW LRT would give.

In sum, a state investment in SW LRT does exactly what bonding projects are supposed to do: contribute to the wealth and welfare of the whole state, leverage other dollars and do so in a way supported by citizens and businesses of all political stripes.

As the House and Senate work to reconcile their bonding proposals, we urge them to add their bi-partisan support to ours and fund this project so we can reduce congestion and continue to add jobs.

Todd Klingel is president of the Minneapolis Regional Chamber of Commerce. Matt Kramer is president of the Saint Paul Area Chamber of Commerce. Arrie Larsen Manti is president of the Edina

Extras

Public wants more transit

Statewide

76% agree “Minnesota would benefit from having an expanded and improved public transportation system, such as rail and buses.”

69% agree “I would like to use public transportation such as rail or buses more often, but it is not convenient or available from my home or work.”

7-county metro

67% say public transportation has a positive impact on our ability to attract businesses to the Twin Cities region.

73% say public transportation has a positive impact on jobs.

71% say public transportation has a positive impact on the quality of life in Minnesota.

74% say public transportation has a positive impact on the amount of traffic congestion.

Public supports specific investments in transit

79% felt the following statement was a convincing reason to support funding for Southwest Light Rail Transit: “Transit ridership in the region keeps growing, and we need to continue to meet the need for a reliable way to school and work.”

77% felt the following statement was a convincing reason to support funding for Southwest Light Rail Transit: “One million more people are projected to live in the Twin Cities area in the next 25 years. If we do not invest in providing more transportation options now, we'll have more traffic and clogged roads, more pollution and a worse quality of life.”